PARK CITY PLANNING COMMISSION MEETING
SUMMIT COUNTY, UTAH
October 23, 2024

The Planning Commission of Park City, Utah, will hold its regular meeting in person at the Marsac Municipal Building, City Council Chambers, at 445 Marsac Avenue, Park City, Utah 84060. Meetings will also be available online and may have options to listen, watch, or participate virtually.

ZOOM Link: https://us02web.zoom.us/j/87087333912

CLOSED SESSION 4:00 PM

The Planning Commission May Consider a Motion to Enter Into a Closed Session for Specific Purposes Allowed Under the Open and Public Meetings Act (Utah Code Section 52-4-205).

MEETING CALLED TO ORDER AT 5:30 PM.

1. ROLL CALL

2. STAFF AND BOARD COMMUNICATIONS AND DISCLOSURES

3. PUBLIC COMMUNICATIONS

4. WORK SESSION

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

5. REGULAR AGENDA

5.A. **1800 Park Avenue – Park and Kearns Master Planned Development** – The Applicant Proposes Redevelopment of the Site with 170 Hotel/Condo Units, 60 Affordable Units, 6,893 Square Feet of Restaurant/Bar Uses, 4,679 Square Feet of Retail, 6,469 Square Feet of Office Space, a 354-Square-Foot Coffee Shop, and approximately 70,000 Square Feet of Accessory Use Exceptions in the General Commercial Zoning District and Frontage Protection Overlay Zone. PL-22-05476
(A) Public Hearing; (B) Possible Action or Continuation

5.B. **1251 Kearns Boulevard – Conditional Use Permit** – The Applicant Proposes to Enclose an Outdoor Dining Area to Expand the Existing Restaurant by 3,423 Square Feet, within the Frontage Protection Zone and General Commercial Zoning District PL-22-05240
(A) Public Hearing; (B) Possible Action or Continuation to January 8, 2025

5.C. **Parcel SS-104-B – Robbins (Iron Canyon) Annexation Petition –** The Applicant Proposes Annexing a 0.94 -Acre Parcel within the Thaynes Canyon Neighborhood to Create One Lot for One Single-Family Dwelling and Accessory Apartment and to Zone the Property Single Family. PL-24-05882 (30 min.)
(A) Public Hearing; (B) Recommendation to City Council for Final Action

6. ADJOURNMENT

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

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

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

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970.925.8354
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MEMORANDUM

To:	Park City; Rebecca Ward
From:	Design Workshop; Jessica Garrow, Reilly Thimons, Emily Burrowes
Date:	October 17, 2024
Project Name:	Park City Bonanza Park Zoning Update
Project #:	7670
Subject:	Planning Commission Memorandum

Following the recently adopted Bonanza Park Small Area Plan, the City received a MAG grant to implement the plan recommendations in the Land Management Code. The City hired Design Workshop to support this effort, and the consultant team has focused on understanding the Plan's direction and existing code processes and requirements. Attached is the Design Workshop team's review of the Plan and the project team's Initial Recommendations Memorandum to implement the Plan into the code.

Design Workshop's review aims to align the code with the Bonanza Park Small Area Plan while improving usability for the community and decision-makers. Community feedback has shaped actionable items to address existing issues, and the update will follow six guiding principles:

- Ensure clarity to minimize interpretation,
- Articulate the rationale behind regulations,
- Simplify review processes,
- Use clear language with enforcement options,
- Promote sustainability,
- Build on existing community engagement efforts without redundancy.

Please read the attached document for the full Park City Small Area Plan Summary and Initial Recommendations Memorandum. The graphic below identifies the project phases and timeline.

Schedule

Proposed Work Plan Schedule

X Meetings

Task Duration

	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
Phase I Project Initiation and Administration											
Task 1.1 Strategic Kick Off and Project Initiation	X										
Task 1.2 Project Management	X	X	X	X	X	X	X	X	X	X	
Phase II Where Are We Now – Understanding Recent Planning Work											
Task 2.1 Plans Assessment											
Task 2.2 Internal Working Group Work Session #1					X						
Task 2.3 Review Draft Bonanza Park and Snow Creek Small Area Plan and Develop Preliminary Code, Policy, and Zoning Recommendations											
Phase III Stakeholder Engagement and Technical Validation											
Task 3.1 Right-Sizing Recommendations with the Local Development Community											
Task 3.2 Project Scenario Development											
Task 3.3 Internal Working Group Work Session #2										X	
Task 3.4 Final Report											
Phase IV Finalization of Code, Policy, and Zoning Amendment											
Task 4.1 Planning Commission and City Council Work Sessions									X		X

There are seven high-priority topics in the current land use code that have been identified for updates to better meet community needs and preferences. A key focus is the establishment of the Bonanza Park Mixed Use District, which will introduce community benefits tied to strategies like increased building density and height in exchange for providing affordable housing and improved connectivity. Additionally, the updates aim to promote a diverse range of housing types, including multi-family units, and to enhance livability through various amenities. Emphasizing the Frontage Protection Zone (FPZ) will be a crucial component in the updated code to help maintain roadway integrity and ensure safe access and scenic views without raising height allowances. Moreover, the code updates may shift parking regulations from minimums to maximums, encouraging transit use and reducing surface parking while integrating alternative transportation standards to bolster multi-modal infrastructure improvements.

The zoning regulations within the Land Management Code consist of 15 Sections addressing various facets of land use and development procedures. Updates are expected across the following Sections:

- Section 1: General Provisions and Procedures
- Section 2: Individual Zone District Regulations
- Section 3: Off-Street Parking
- Section 4: Supplemental Regulations
- Section 5: Architectural Review
- Section 6: Master Planned Developments
- Section 15: Defined Terms

The proposed amendments and updates are also designed to enhance the usability and clarity of the code, making it easier for the Planning Commission, staff, developers, and community members to navigate and understand. Specific updates may involve promoting alternative transit use, refining architectural guidelines to encourage high-quality design and sustainability practices, and ensuring that MPDs align with the community's goals for density and building height. By doing so, the code will better reflect the evolving needs of Park City's residents and contribute to a more vibrant urban environment. Design Workshop will collaborate closely with city staff to finalize these proposed amendments through an updated report that outlines recommended changes to the code and policies.

During the October 23, 2024, meeting the consultant team will share a presentation about the Park City Bonanza Park Zoning Update process. As part of this discussion, the Planning Commission will be asked to consider the following key questions for discussion. Relevant background information is included, and specific questions are **bolded**.

1. Chain Business Regulations. Conventional Chain Businesses are regulated in the Commercial Historic District through a cap on the number of Chains allowed within storefront property--street-level property with an entryway and/or window fronting a street. The number of Chains allowed is based on a percentage of total storefront property, which could be calculated because the Historic Commercial District is mostly built-out. However, applying this formula to Bonanza Park could be challenging because proposed uses through redevelopment cannot fully be anticipated.

   The Bonanza Park Small Area Plan recommends regulating chain businesses through: (1) Limiting the total number of Chains allowed in the new mixed-use zone; (2) Limiting the size of Chains to no more than 5,000 square feet; and (3) Establishing a maximum percentage of square footage that can be allocated to Chains within a single building.

   Given this background, what should the consultant team consider if incorporating chain business regulations into the Bonanza Park Mixed Use District?

2. View Regulations. The current code establishes designated vantage points to review projects for impacts to ridge line areas, and to analyze proposed projects on steep slopes. The vantage points include:
   - McPolin Barn (3000 S.R. 224);
   - Park City School District Campus;
   - Intersection of Main Street and Heber Avenue;
   - Park City Ski Area Base;
   - Snow Park Lodge;
   - Intersection of Thaynes Canyon Drive and S.R. 224/Park Avenue;
   - Park Meadows Golf Course Clubhouse;
   - S.R. 248 at the turn-out one quarter mile west from HWY 40;
   - S.R. 224, one-half mile south of the intersection with Ute Boulevard;
   - The intersection of S.R. 224 and Holiday Ranch Loop Road
   - The intersection of Queen Esther Drive and Deer Valley Drive
   - City Hall (445 Marsac Avenue)
   - The roundabout at the Park City Hospital (900 Round Valley Drive)
   - The intersection of the Rail Trail and Richardson Flat Road
   - Additional Vantage Points established on a case-by-case basis for evaluation of project impacts on designated Ridge Line Areas

   To evaluate future development in the Bonanza Park area, are there recommendations on what viewsheds should be protected through new code criteria?

3. Sustainability Considerations. Working within the limitations of state law, the consultant team is exploring Bonanza Park Mixed Use District-specific solar regulations to incentivize Solar Energy Systems and other sustainability measures.

What should be taken into consideration for the inclusion of solar regulations and sustainability in this district?

4. Frontage Protection Zone. The Small Area Plan recommends updating the Frontage Protection Zone regulations to further protect the entry corridors. The Plan also encourages installation of arts throughout the District.

   If art installations are allowed within the Frontage Protection Zone, are there additional considerations like minimum setbacks and maximum height that should be evaluated?

5. Parking Regulations. The Bonanza Park Small Area Plan provides direction to adjust parking requirements in the area. This includes lowering parking minimums and incentivizing underground parking structures.

   What unintended consequences may there be for incentivizing underground parking? What should the consultant team take into consideration for the inclusion of parking maximums and shared parking agreements?

6. Other Considerations. **What other considerations should the consultant team take into account based on the Planning Commission's review of the Park City Small Area Plan Summary and Initial Recommendations Memo?**

Attachments:
Exhibit A - Park City Small Area Plan Summary and Initial Recommendations Memo

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Planning
Urban Design
Strategic Services
125 S Clark St
Suite 660
Chicago, IL 60603
312.360.1736
designworkshop.com

MEMORANDUM

To: Park City Staff

From: Design Workshop: Jessica Garrow, Reilly Thimons, Emily Burrowes

Date: October 1, 2024

Project Name: Park City Bonanza Park Zoning Update

Project #: 7670

Subject: Park City Small Area Plan Summary and Initial Recommendations Memo

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This report is the first step in organizing specific code language updates to implement the Bonanza Park Small Area Plan. It is intended to provide a high-level review of the existing regulations and identify opportunities for improvement. It includes detail on the Bonanza Park Small Area Plan and how it can be incorporated into the code, as well as identifying different code styles.

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I. Introduction

Project Overview and Purpose

Park City utilizes their current Land Management Code to guide future development and land use in Park City. The Land Management Code establishes zone districts, design standards and permitted land uses associated with each of those districts. The Subdivision Regulations establish standards for development of large lots of land as well as processes required to establish the division of that land.

Design Workshop has completed a review of both the Zoning Districts and Subdivision Regulations for Park City. This analysis is intended to inform how Park City should update the codes and how certain ideas and policies described in the Bonanza Park Small Area Plan can be incorporated into the code. Along with these updates, the analysis also considers other suggested updates to improve usability for the general public, applicants, and decision makers. These options include revised definitions, taking concerns from key stakeholders, and language updates.

Overall Process

During the Bonanza Park Small Area Plan effort, Park City provided opportunities for the community to share feedback on the vision and goals they see as Park City and the Bonanza Park Area prepares for the future. Through this community feedback, the Small Area Plan reflects actionable items to direct future policy and procedures to address these existing complications. Areas within the Land Management Code that require adjustment in order to meet the vision and objectives outlined in the Small Area are detailed in this document.

Guiding Principles

In addition to seeking to incorporate the community's direction from the Bonanza Park Small Area Plan into the Park City's development regulations, the following six principles should guide the Land Management Code update:

1. Create a code that is clear and does not require interpretation.
2. Articulate the "why" in regulations.
3. Provide clear processes that do not over-complicate reviews.
4. Include clear language and enforcement options.
5. Reinforce the ideas of sustainability that are in the Bonanza Park Small Area Plan and coordinate with other on-going Park City efforts.
6. Build off the Small Area process and engagement - do not duplicate those efforts.

II. Land Management Code Structure Overview

Existing Code Structure

There are many formats that a code can take. The structure of a code refers to the overall approach and flow of the codes and guidelines that regulate development. The current structure of regulating development throughout Park City is established through the Land Management Code.

In Park City, there are twenty-six (26) zone districts. Residential zones are generally limited to residential uses, industrial zone to industrial uses, et cetera. This approach is considered conventional use-based, or Euclidean, zoning, where the uses are limited generally to what the zone district is titled and mixing of uses is discouraged or only allowed through heightened review processes. Within the Bonanza Park Area, there are six (6) zone district, including:

1. Recreation and Open Space (ROS)
2. Estate (E)
3. Residential Development-Medium Density (RDM)
4. Regional Commercial Overlay (RCO)
5. General Commercial (GC)
6. Light Industrial (LI)
7. Frontage Protection Zone (FPZ)

Design standards for development are located in the Land Management Code. The subdivision regulations apply to any landowner seeking to create additional lots or combine lots.

Additional Code Structures

There are a number of additional approaches to land use codes that place a greater or lesser significance to land use and design. Most communities create a hybrid approach to their zoning, which integrates both land use and design considerations. Based on the initial steps of this process, the next sections outline the approaches that Park City should consider beyond the conventional Euclidean zoning that exists today for the Bonanza Park Area.

Overlay

An Overlay creates an additional layer of regulation on top of existing zone districts. Park City currently has an overlay for Regional Commercial (RCO), Sensitive Land (SLO), Transfer of Development Rights (TDR). These are typically formatted in the same way as conventional zone districts, making them relatively intuitive for most code users. They can, however, add to the complexity of a code because a property with an overlay is subject to the requirements of the standard (underlying) zone district as well as the overlay.

Performance

Performance zoning establishes a series of requirements that a development needs to meet. These are typically metric-based and prescribe minimum and maximum requirements, such as open space or stormwater management. These performance standards can also be linked to allowable dimensions or uses. For instance, additional density or height could be granted for additional preservation of open space or landscaping. This approach can create additional complexity depending on the number of factors that need to be measured. Additionally, as metric-based requirements they focus more on the specific dimensions or numbers of the development rather than the design.

Design Guidelines

Design Guidelines regulate the look and feel of development and are typically administered by a review board such as the Planning Commission. Like typical development review criteria, some guidelines can be identified as being required or optional. Design Guidelines are typically outside of the zone district chapter and can be required for some or all types of development based on the proposed use or zone district. This can lead to some additional complexity because it requires a property owner to review their zone district and the design guidelines to determine what is required. Therefore, it is important that any Design Guideline clearly identifies the uses or locations that are subject to the regulations and how they relate to the underlying zone district.

III. High Priority Topics

Through discussions with Park City staff and a review of the key themes from the Bonanza Park Small Area Plan, seven high-priority topics have been identified to be addressed in the updated code language. Each of the topics include an overview of the subject matter, the direction outlined in the Bonanza Park Small Area Plan, and any adjustments to be considered in the code update.

Density and Building Height

As Park City continues to see growth, there has been support for increased building heights and building density when developments provide community benefits. Density increases may also include reduced setback and parking requirements. Both residents and the City Working Group understand the opportunities increased density can bring for affordable housing and more multi-modal connectivity to the area. Additional density and height opportunities should be balanced with the provision of community benefits.

For code updates, addressing increased density will require revising language on design guides and community benefits incentives for each zone district. The code will clarify height exceptions are not allowed within the FPZ. Considerations should also be given to impact fees and financing options for infrastructure upgrades as density increases in the neighborhood.

Housing

Park City is focused on increasing both the availability and diversity of housing stock within City limits in order to support local residents and workers. The code updates should allow multiple types of housing, with a focus on multi-family, duplexes, fourplexes, and townhome style units. Additional amenities for residents should be considered, including electric vehicle car share, outdoor gathering places, parks, etc. With increased density, there should also be requirements within the code of parking maximums, parking reductions, and design standards to encourage walkability and transit use to alleviate traffic issues.

Frontage Protection Zone emphasis

The Frontage Protection Zone (FPZ) is intended to protect the city's prominent entry corridors. Given the importance of the Frontage Protection Zone in preserving key views along the Park and Kearns Corridors, additional height allowances should not be included in this area. Key community-focused improvements that maintain views, while providing amenities should be allowed within the FPZ, including trails and sidewalks, directional signage, public art installations, plaza areas with outdoor seating or other amenities, and the like.

Parking

With desire to move towards more transit and multi-modal use in the Bonanza Park area, the City should consider moving to parking maximums instead of parking minimums. In the Bonanza Park Small Area Plan, it was recommended to lower required parking minimum for buildings in close proximity to transit. Shared parking agreements may provide relief between adjacent developments and should be explored to reduce the total area of surface parking lots and impervious area. Surface parking, to the extent possible, should provide connections with existing City trails and multi-modal connectivity. Where significant subgrade parking is proposed, ensuring access points are located to minimize impacts to traffic and pedestrian safety will be important.

Parking in front of buildings can deter pedestrian traffic, so setting standards for developments would allow for more space to be utilized for increased density, open space, etc. Code updates should re-evaluate Section 15-3 Off-Street Parking for these adjustments. The Bonanza Park Small Area Plan also recommends incentivizing underground parking.

Alternative Transportation Infrastructure and Standards

The community is interested in seeing more multi-modal transportation, which will require existing improvements to the existing connectivity network. Small investments, like car share for residential tenants could help reduce parking for developers, should be explored in the code. Large capital investments, like dedicated bus lanes for faster travel times, are something the Park City government is evaluating, but the code can enforce other standards. Code updates should emphasize providing active transportation connections to transit stops and improving bus stop designs. This includes adding language to the code examining various levels of bus stop types and standards on how to connect public sidewalks with amenity zones. Collaboration between developers and transportation planners is also recommended for these code updates to ensure these standards align with City-wide goals for connectivity and sustainability.

The code should also focus on incorporating design standards, providing additional clarity around the existing transit system through updated definitions and differentiation between types of transportation assets and encouraging a multi-modal approach to expansion of transit in the neighborhood. Building orientation is crucial in promoting a walkable environment, fostering community, and encouraging more alternative transit use. The code updates may include language to allow trails in setbacks. To create strong pedestrian infrastructure year-round, design standards should include a section about enhancement of public spaces with amenities like heated sidewalks for snow removal. This ensures that the community's goal is met to have a functional and accessible transportation network for both residents and visitors.

Sustainability

Throughout the community engagement process, there was an emphasis on sustainability. Bonanza Park has an opportunity to incorporate sustainability best practices and provide opportunities to reduce emissions and energy usage. Landscaping requirements can provide opportunities to effectively manage stormwater detention and retention, development standards can be updated to ensure trash and recycling areas are appropriately sized in a development, and incentives to move toward more efficient buildings could be added.

Adding Definitions to Open Space

While open space is already defined in the code, there currently is not a definition or language for open spaces that contain development. Green roofs and roof decks are not defined in the code as open space. If green roofs and roof decks are counted as open space, this could change open space requirements for future developments. In the code, there should be clear definitions of open space, what qualifies as open space, standards for public access, and standards for ADA accessibility. The City should also consider defining open space between commercial buildings.

IV. General Code Overview

Park City zoning regulations are contained in the Land Management Code section of the Municipal Code (Section 15 within the Municipal Code). Park City's zoning regulations are organized into fifteen (15) sections. Based on recommendations within the Small Area Plan redlines and amendments are anticipated for Sections 1 through 6, and 15 which are outlined below:

Land Management Code

- Section 1: General Provision and Procedures
  - Describes the purpose and applicability of the Land Management Code
  - Outlines the zoning procedures and review process
  - Defines all relevant terms
- Section 2: Individual Zone District Regulations
  - Defines each zone district, including uses, lot, and site requirements, building height, parking, sign regulations, etc.
- Section 3: Off-Street Parking
  - Defines parking types and access
  - Defines parking requirements by land use
  - Requirements for accessible parking
- Section 4: Supplemental Regulations
  - Supplements regulations appearing in the Code
- Section 5: Architectural Review
  - Outlines process for design review to protect the aesthetic and historic values of buildings
- Section 6: Master Planned Developments
  - Establishes the review process and criteria for Master Planned Developments
  - Establishes the provisions for use, density, height, parking, design theme, and site planning for mixed-use developments and ensures compatibility with site
- Section 15: Defined Terms
  - Lists glossary of relevant terms to the Land Management Code

Organization and General Updates

While legal defensibility is a primary goal of any code, overall readability and usability is a close second and was identified as a priority in the engagement process. Updates to the language and format will:

- ✓ Improve staff's ability to administer the code by making it easier to find information;
- ✓ Support the Planning Commission in their ability to evaluate applications through integration of the Bonanza Park Small Area Plan and simplification of code sections;
- ✓ Increase the community's understanding of the code requirements by integrating simple language and linkages to the Bonanza Park Small Area; and

- ✓ Support community and developer goals related to development by making review criteria and procedures clearer and easier to understand.

Integrate the Bonanza Park Small Area Plan

Recommendations from the Small Area Plan will guide the proposed code amendments. Incorporating the Bonanza Park Small Area Plan through purpose statements or even direct quotes is one way to ensure the specific direction of the Plan is included and linked to different code sections or requirements.

Update Terminology

Any code should have updated terminology that reflects current conditions, including related to the latest planning documents and state or federal law. The Bonanza Park Small Area introduces new zoning districts and terminology so an integration of terms and definitions is needed.

Add New Graphics

The current code has limited graphics. Graphics can help describe key code requirements. Adding these to the code will help the overall usability and clarity of the code. The Bonanza Park Small Area Plan has begun illustrating these types of graphics with density growth in the area.

V. Code Update Suggestions by Section

Based on the recommendations within the Bonanza Park Small Area Plan certain code sections, definitions, and zone districts, will be updated within the Land Management Code. In this portion of the code analysis, each individual section is summarized with a focus on opportunities to update the content. The proposed changes will be completed as part of the updated code outline that will be provided in a future deliverable.

Section 1: General Provisions and Procedures

This section is typical for zoning regulations, providing an overview of the authority and applicability of the regulations. Updates to this Section should focus on updating the Official Zoning Map.

Options to Consider for Code Update

1. Updates to Official Zoning Map reflect changes to Bonanza Park.

Section 2: Individual Zone District Regulations

This Section lists all the regulations for each Park City Zone District, including uses, design standards include but aren't limited to: lot and site requirements, existing historic buildings and or structures, building heights, maximum house size, setbacks, development on steep slopes, parking regulations, architectural review, vegetation protection, signs and related provisions, etc. There are subsections within Section 2 for each zone district. Each subsection provides a Purpose Statement outlining the intent for the district. Bonanza Park is currently comprised of the following Zone Districts:

- GC – General Commercial
- RDM – Residential Development Medium Density
- RCO – Regional Commercial Overlay
- ROS – Recreation Open Space
- E – Estate
- LI – Light Industrial
- FPZ – Frontage Protection Zone

The Bonanza Park Small Area Plan recommends the creation of a Bonanza Park Mixed Use District (BPMX) to allow for increased densities when new development provides significant community benefits. (*It is important to note that discussions around defining community benefits are ongoing with City leadership and may necessitate changes to recommendations in future deliverables*). Design Workshop recommends creating a new Bonanza Park Mixed Use District Overlay (BPMX) to capture the three recommendations for Mixed-Use in the Bonanza Park Small Area Plan (MU1-3).

Definition updates should be included to reflect state law and the Bonanza Park Small Area Plan. Terms should only be defined when they lack a generally understood meaning. Typically, definitions are located at the end of the code, which would be in Section 15.

Options to Consider for Code Update

2. Implement Bonanza Park Small Area Plan strategy *MU1: Create a Bonanza Park Mixed Use District that allows for increased densities when new development provides significant community benefits.*
    a. Create a new Bonanza Park Mixed Use District Overlay (BPMX) that includes a purpose statement, desired uses, design standards, signage, etc. This Overlay would supersede some or all requirements in the underlying zone district.
3. Create design standards for BPMX to include:
    a. Adding definitions for different kinds of "Open Space", including green roofs and roof tops
    b. Allowing more residential use types by shifting residential uses from conditional uses to allowed uses through a Master Planned Development review. (Multiple-family units types, such as apartments, condominiums, townhomes, fourplexes, et.)
    c. Vertical Zoning Standards. These will require certain step backs for a portion of upper levels when additional height or density is provided.
    d. Definitions ,Standards and Categorization System for Community Benefits
        i. Publicly-accessible Outdoor Community Space
        ii. Affordable / Workforce Housing
        iii. Transit / Mobility Hub
        iv. Connectivity Improvements
        v. Underground Parking
        vi. Art / Placemaking elements
        vii. Community Facilities
        viii. Transit Oriented Development
        ix. Sustainable Development
        x. Undergrounding of utilities
    e. Implementing Bonanza Park Small Area Plan strategy *L3: Cap commercial square footage per building, with exception for grocery stores, to incentivize mixed use development.*
        i. Use the square footages identified in the Bonanza Park Small Area Plan as a starting point.
        ii. Consider larger allowances for certain uses, such as breweries or bakeries that want to expand to include restaurant spaces. Incorporate use requirements if this is implemented.
    f. Requiring multi-modal connections throughout Bonanza Park to improve area's connectivity. This includes the addition of infrastructure to enable walking, biking and transit use. Different standards for different street types may be needed.
    g. Promoting walkability with design and orientation to the street, setbacks, etc.
    h. Implementing Bonanza Park Small Area Plan strategy *L2: Limit conventional chain businesses to prioritize locally owned and unique retailers and restaurants in Bonanza Par*k
    i. Add public art opportunities in zone district and design standards. *(Bonanza Park Small Area Plan strategies C1 and C2)*.
    j. Enforcing open space accessibility through implementing Bonanza Park Small Area Plan strategy *G1: Ensure that all current and future Bonanza Park residents are within a safe and comfortable 10-minute walk to a park, outdoor community space, or trail connection* and *G2: Provide examples of public accessible green spaces or outdoor community spaces as part of a Bonanza Park Mixed Use District to ensure that those added as part of a community benefit are of high quality.*
    k. Implement Bonanza Park Small Area Plan strategy *MU2: Update the Frontage Protection Zone to ensure that Park City's entry corridors remain scenic and awe-inspiring*
        i. Include additional design standards in the BPMX for areas within the FPZ including restricting buildings heights at 35 feet, maintaining Planning Commission discretion through Conditional Use Permit process, allow for exceptions for small or challenging sites, requiring trail and sidewalk amenities, allowing for arts and culture elements, and requiring upper story setbacks.

Options to Consider for Code Update (Continued)

4. Update Underlying Zone Districts language to include references to the Bonanza Park geography and the applicability of the BPMX Overlay.
    a. Update subsections to reflect Bonanza Park Small Area Plan strategy *I1: Work with the development community to build more affordable and workforce housing in Bonanza Park and help meet citywide goals.*
    b. Update subsections to reflect Bonanza Park Small Area Plan strategy *I3: Work with residents and property owners to preserve naturally occurring moderate income housing already existing in the neighborhood.*
    c. Update subsections to reflect Bonanza Park Small Area Plan strategy *I4: Ensure that new housing and public spaces in Bonanza Park follow Universal Design Principles.*
    d. Update subsections reflect Bonanza Park Small Area Plan strategy *MU3: Establish development guidelines for new multifamily and mixed-use buildings to create walkable, human-scale, development that is contextual and sensitive to its environments*
5. Address any new state terminology that may be adopted during the amendment process.

Section 3: Off-Street Parking

Section 3 defines standards for parking in order to reduce or prevent traffic congestion. The standards outline applicability, location, dimensional requirements for spaces, maneuvering space requirements, surfacing, parking lot-run-off, accessible spaces, required parking space minimums, and credits for multiple-use parking facilities and/or mixed-use development.

The parking code does not include parking maximums, which could be a policy area to consider for encouraging more alternative transit use. The Bonanza Park Small Area plan encourages reducing parking minimums to implement shared parking and incentivize underground parking. The parking requirements are detailed by general land uses rather than by Zone Districts.

Options to Consider for Code Update

1. Consider creating a new Section – Parking in the BPMX Overlay.
    a. Outline and define parking maximums/minimums and shared parking agreements, based on the Mobility Element of the Bonanza Park Small Area Plan.
    b. Include additional relevant recommendations from final Lisa Wise report addressing minimum parking requirements for duplexes and triplexes, minimum parking requirements for market rate multi-unit dwellings, parking reductions through the MPD or AMPD process, parking reductions for TDM incentives, alternative strategies such as shared parking facilities or off-site facilities, etc.
    c. Incorporate Bonanza Park Small Area Plan strategy *UF3: Leverage future developments to fund and implement mobility improvements, such as traffic calming, crosswalk improvements, transit hubs, and tunnels to surrounding neighborhoods.*
        i. Explore options for parking related impact or mitigation fees
    d. Incorporate Bonanza Park Small Area Plan strategy *UF4: Create a vibrant pedestrian-oriented neighborhood by restricting autocentric uses, lowering parking minimums, and incentivizing underground parking structures.*
        i. Consider adding underground parking structures as a Community Benefit for density bonuses
    e. Incorporate Bonanza Park Small Area Plan strategy *G3: Incentivize sustainable development within Bonanza Park to meet Park City's net-zero goals, reduce vehicle trips, and improve access to transit.*
        i. Incorporate TDM measures into BPMX Overlay to require developers to submit a transportation plan incorporating TDM strategies and/or MMLOS tools.
    f. Incorporate Bonanza Park Small Area Plan strategy *UF2: When considering development proposals, encourage multiple connections through Bonanza Park to create a more walkable and interconnected block system.*
        i. Introduce access and connectivity standards into the BPMX Overlay.
    g. Incorporate Bonanza Park Small Area Plan strategy *UF1: Establish a future network of pedestrian and bicycle linkages through Bonanza Park to connect with regional trails and improve the area's connectivity.*
        i. Include priority linkages in access and connectivity standards in the BPMX Overlay.

Section 4: Supplemental Regulations

Section 4 details supplemental regulations for zone districts and businesses. While subsections detail use and permits, Sections 4-4, 4-5, 4-6, 4-7, 4-7.1, 4-10, 4-11, and 4-12 are all residential and rental-home related. To achieve increased diversity of housing stock in the Bonanza Park neighborhood, the BPMX Overlay should identify whether Secondary Living Quarters, Lockout Units, Guest Houses, Accessory Apartments and Internal Accessory Dwelling Units are appropriate and meet the intent of the recommendations in the Bonanza Park Small Area Plan. Section 4-15 Outdoor Display of Works of Art outlines criteria for public art to be displayed on certain public / City owned properties but it does not include criteria for how public art can be displayed on private property such as multi-family developments.

Section 4-24 outlines the standards and procedures that apply to Public Transit Amenity Areas. As discussed in the high priority topics, there is a push for more alternative transit use. To make transit more accessible for year-round use, there should be consideration of additional amenities for users at the transit stops, like heat lamps, shade structures, etc. For Section 4-24, there should be more detailed

design guidelines, along with emphasis on terminology for different types of transit stops. These definitions will also be iterated in Section 15 Defined Terms.

Options to Consider for Code Update

1. Review Residential related Supplemental Regulations to determine what is appropriate by right / conditional uses.
    a. Conditional Uses in the General Commercial (GC) District are proposed to be by right in the new BPMX Overlay.
2. Update 4-15 Outdoor Display of Works of Art to include a new Section with criteria for the BPMX Overlay.
3. Define and incorporate design standards for different types of transit stops in Section 4-24.
4. Update subsections to reflect Bonanza Park Small Area Plan strategy *L1: Limit nightly rentals, hotels, and timeshares to grow the residential base for Bonanza Park, and ensure that new dwellings area supporting a neighborhood for locals.*
5. Update subsections to reflect Bonanza Park Small Area Plan strategy *I4: Ensure that new housing and public spaces in Bonanza Park follow Universal Design Principles.*

Section 5: Architectural Review

Section 5 outlines the City's intent to foster good architectural design that also encourages and implements water conservation practices for landscaping and provides guidance on Conditional Use Reviews, Permitted Use Reviews, Architectural Design Guidelines, Permitted Design Features, Exceptions, Façade Length and Variations and Sensitive Lands Review which are intended to limit or eliminate conditions that could negatively impact the environment and / or use of surrounding properties. Priorities for sensitive overlays or FPZ from the Bonanza Park Small Area Plan should be integrated.

Options to Consider for Code Update

1. If architectural standards identified in Section 2 for the BPMX Overlay are not included there, they would be integrated into this section. Design standards could include:
    a. Landscaping requirements, including location and type
    b. Vertical Step Backs
    c. Location for art installations
    d. Material and architectural features recommendations
    e. Fenestration and façade requirements
    f. Architectural requirements for specific land uses, such as a grocery store or warehouse
2. Consider BPMX Overlay specific Solar regulations to incentivize Solar Energy Systems.

Section 6: Master Planned Developments

This Section outlines the overall process and regulations associated with Master Planned Developments (MPD) throughout Park City. The intent of the regulations is to provide guidance for larger or more complex projects in the City. While this process is important to address unique parcels and situations, Master Planned Development also ensures neighborhood compatibility and strengthens the resort character of Park City.

Section 6.2 defines the regulations for Master Planned Development process. The process is required in all zone districts except for Historic Residential-Low Density (HRL), Historic Residential (HR-1), Historic Residential 2 (HR-2), Historic Recreation Commercial (HRC), and Historic Commercial

Business (HCB) based on project size (10+ lots, 10,000+ sf) and is allowed but not required for General Commercial (GC) and Light Industrial (LI) Zone Districts. Section 6.3 states that MPDs can only contain uses which are Allowed or Conditional in the Zoning District in which it is located.

Section 6.4 explains the process of pre-application to approval which includes public outreach. Section 6.5 defines Master Planned Development requirements, including density, density bonuses, setbacks, open space, off-street parking, and building height. With discussion around increased building height and density, the current Land Management Code states that building height should reflect the zoning district it's in, but any amendments to Master Planned Development requirements should include language from the Bonanza Park Small Area Plan to allow for increased height up to 35 feet.

Options to Consider for Code Update

1. Establish language to reflect BPMX Overlay Density Bonus process.
2. Include language in Section 6.5.F Building Height to reflect 35 foot height limit in BPMX Overlay and Density Bonuses.
3. Include language supporting the preservation of existing housing stock through the Master Planned Development process, such as through the development agreement or conversion to deed-restricted units in exchange for other development rights or opportunities in the area
4. Incorporate universal design principles

Zoning Regulations – Section 15: Defined Terms

The definitions section is critical to provide the general public with an understanding of the terminology used throughout the regulations. The definitions do not include standards, but rather provide a general understanding of a term or topic that is not common knowledge and is required to understand the standards enforced by the regulations.

Options to Consider for Code Update

1. Update Section 15 with relevant terms from the Bonanza Park Small Area Plan including but not limited to different types of open space, bus stops, etc.

VI. Conclusion and Next Steps

Park City's existing Land Management Code provides relatively clear direction for development and has some provisions that require minimal changes. Some sections require more significant updates to meet current policy direction in the Bonanza Park Small Area Plan, and to address inconsistencies or redundant information.

Design Workshop will work with staff to review proposed amendments and solidify a deliverables plan for the Final Report with Recommended Code, Policy and Zoning amendments.

VII. Appendix A: Bonanza Park Small Area Plan Overview

Purpose of the Plan

The Bonanza Park neighborhood is experiencing significant transformation due to new developments, including residential units, restaurants, hotel rooms, and retail. The neighborhood is at the crux of a transformation, with a plan to align improvements with the needs and expectations of residents, also known as Parkites. The Bonanza Park Small Area Plan was created from strong community engagement to create a vision statement, project goals, and recommendations aim to steer Bonanza Park toward a more walkable, connected, livable, and inclusive community. The Plan aims to align improvements with the needs and community priorities, define the vision for Bonanza Park, create a land use element, develop connectivity and mobility elements, and identify implementation recommendations.

Overview of Community Engagement

Through the various outreach channels utilized during the community engagement portion of the Bonanza Park Small Area Plan effort, over 1,500 community participants voiced their opinions and ideas related to the future of Bonanza Park. This feedback from the community reflected common themes and areas of focus that informed prioritization of goals and objectives for the Bonanza Park Small Area Plan. This public input resulted in six (6) areas of focus: mixed use, local, user-friendly, inclusive, green, and cultural. These are important to understand in relationship to the code update to ensure these areas of focus are incorporated.

In addition, Design Workshop conducted three stakeholder meetings in one-hour sessions on Wednesday, June 26, 2024 and four site tours of properties in the planning area on June 27, 2024 to understand specific ideas, lessons learned, and hopes for the code updates. Key takeaways from the stakeholder conversations are integrated with each topic area of the Bonanza Small Area Plan in the section that follows.

Topic Areas from Small Area Plan Implementation Matrix

Mixed Use

The Plan indicated that Bonanza Park provides an opportunity for mixed-use development due to its central location, proximity to Old Town, existing transit connectivity and access to regional trail systems, and its readiness for density. Proposed developments already in the area, like the DoubleTree Hotel redevelopment and the Iron Horse District, seek to add new housing units, hotel rooms, and commercial retail to the area. Bonanza Park is poised to grow and plan accordingly, utilizing the following strategies:

- MU1: Create a Bonanza Park Mixed Use District that allows for increased densities when new development provides significant community benefits.

  This recommendation step focuses on the creation of a new zone district for the Bonanza Park area (BPMX) to promote walkability, mixed-use, and human scale. The recommendation supports rezoning all properties in the area to this zone district, except for Recreation Open Space parcels that will remain. The new BPXM District will encourage additional housing by making residential uses by right, including Missing Middle Housing typologies.

  The plan calls for vertical zoning standards that would require active ground level uses, such as commercial retail, restaurants, coffee shops, hardware stores, and childcare/daycare. Building heights are anticipated to remain at 35-feet, with the ability to ask for additional height through a

density bonus program in exchange for community benefits. . A density bonus is a zoning tool allowing developers to build more than normally permitted in exchange for providing community benefits such as affordable housing, public spaces, improved connectivity, and underground parking. Examples include reducing setback and parking requirements and increasing building heights, with strong community support for these trade-offs in Bonanza Park.

- MU2: Update the Frontage Protection Zone to ensure that Park City's entry corridors remain scenic and awe-inspiring.

  The Frontage Protection Zone (FPZ) is an overlay that protects viewsheds along Park City's entry corridors through a 100-foot zone, affecting Kearns Boulevard, Park Avenue, and Deer Valley Drive within Bonanza Park. Currently, no structures are allowed within 30 feet of the nearest highway Right-of-Way, and construction between 30 and 100 feet requires a Conditional Use Permit (CUP). Recommended updates include maintaining Planning Commission discretion through the CUP process and restricting building heights to 35 feet within the FPZ to mitigate visual impact, establishing vantage points for future developments and ensuring mechanical equipment and elevator shafts are screened from street view, and providing clear criteria for evaluating proposed development. Other recommendations include allowing exceptions for good design on small or challenging sites, where the Planning Commission can prioritize site-specific designs. These improvements aim to create inviting spaces with linear greens, artistic elements, and enhanced transit infrastructure along entry corridors in Bonanza Park.

- MU3: Establish development guidelines for new multifamily and mixed-use buildings to create walkable, human-scale, development that is contextual and sensitive to its environments.

  To maintain the neighborhood's charm and architectural quality, development guidelines are recommended for new multifamily and mixed-use buildings. These guidelines, which exclude single- and two-family dwellings, would focus on ensuring high quality design that is human-scaled, walkable, and is sensitive to its context. Design guidelines typically address aspects like building articulation, site design, street design, parking lot placement, and landscaping.

What We Heard:

In stakeholder meetings, participants expressed that the biggest challenges facing future development in Bonanza Park include navigating height and density requirements, which may need adjustment to accommodate goals like affordable housing and underground parking. They also discussed the Frontage Protection Zone and suggested that certain improvements in that area, such as community spaces or sidewalk connections, could support some of the goals from the Bonanza Park Plan. While building steps backs are called for in the plan, some participants indicated that these step backs impact the overall feasibility of adding more density, as they require more complicated building systems. In conversations with stakeholders, they indicated that development application often require exceptions from the zoning regulations, highlighting the need for updated codes that balance financial feasibility with community needs. Overall, ensuring proposed developments are economically viable and align with practical implementation strategies is crucial for successful redevelopment.

Local

Community members in Bonanza Park describe the neighborhood as a "locals' neighborhood," where they live, work, and recreate. This contrasts with Old Town and the Main Street corridor, which tend cater more to tourists and out-of-town visitors. Bonanza Park's charm fosters a strong sense of community and belonging. Parkites desire new businesses reflecting the neighborhood's personality and authenticity, as the area is home to over 700 residents and is expected to continue growing with new development proposals. This can be implemented through the following strategies:

- L1: Limit nightly rentals, hotels, and timeshares to grow the residential base for Bonanza Park, and ensure that new dwellings area supporting a neighborhood for locals.

  The plan focuses on mixed-use development to attract more full-time residents and provide homes for the workforce. The neighborhood is primarily commercial, with some residential condos and apartments. A rezoning of the neighborhood into a future Mixed Use District could classify major hotels as conditional uses, ensuring compatibility with the neighborhood's character. Nightly rentals have disrupted the hospitality industry and neighborhood character with negative impacts on housing affordability and neighborhood character. Park City already regulates nightly rentals citywide through zoning and licensing processes. Strategies to limit nightly rentals in Bonanza Park may include establishing a total cap or quota, limiting the number of tenants per single stay, limiting investor-owned nightly rentals, and adopting a full-time resident requirement.

- L2: Limit conventional chain businesses to prioritize locally owned and unique retailers and restaurants in Bonanza Park.

  Bonanza Park is known for its diverse retail, dining, and shopping options. Many of the commercial properties are owned by local businesses, who are invested in the community's success and champion improvements. To ensure new tenants reflect the community's richness and authenticity, the plan proposes a potential limit on conventional chain businesses. Strategies could include limitations on the total number of chain businesses, the size of chain businesses to no more than 5,000 square feet, and the proportion of square footage a chain business can occupy within a single building.

- L3: Cap commercial square footage per building, with exception for grocery stores, institutional uses, or municipal and civic uses, to incentivize mixed use development.

  The plan recognizes that key locally serving businesses, such as a grocery store, are often chain businesses that have large footprints. The plan calls for caping business sizes, but providing an exemption for these types of key locally serving businesses. These include limiting the allowable square footage for a single building to 15,000-29,000 square feet, limiting the size of all commercial uses to 5,000 square feet for a single tenant, and requiring at least 50% of the total square footage for residential or commercial office uses. The plan also makes exceptions for institutional uses such as an art center or museum, or municipal and civics uses.

What We Heard:

The stakeholder meetings discussed how supporting local businesses in Bonanza Park would involve strategically allocating ground-floor spaces for arts and commercial use, along with residential units above to promote vibrant mixed-use environments. Implementing rules that prioritize local over chain businesses could enhance community identity. Affordability of commercial rents was identified as a key concern, and that addressing this will be pivotal to sustain local enterprises and foster a sense of place that resonates with residents.

User-Friendly

Community members support a connected, walkable, bikeable, and transit-rich Bonanza Park. The plan envisions a compact, livable park, requiring significant investments in street and sidewalk networks. Livability involves user-friendliness for all users. This can be implemented through the following strategies:

- UF1: Establish a future network of pedestrian and bicycle linkages through Bonanza Park to connect with regional trails and improve the area's connectivity.

  The plan aims to improve its network of pedestrian and bicycle linkages by addressing sidewalk gaps and investing in high-quality trails, known as Signature Trails. Sidewalk gaps in the neighborhood include the south side of Iron Horse Boulevard, Shortline Road, and Homestake Road. The Plan also suggests adding sidewalk/trail linkages within the neighborhood core to add mid-block connections in large superblocks. Intersections within the neighborhood core and between local streets should prioritize marked pedestrian crossings, with pedestrian tunnels providing a more seamless and safe crossing. Signature Trails, which match or exceed regional trail standards, are recommended for Bonanza Parks. Potential routes for Signature Trails include Park Avenue, Kearns Boulevard, a new east-west connection between Park Avenue and the Rail Trail, and a new north-south connection between Deer Valley Drive and Kearns Boulevard.

- UF2: When considering development proposals, encourage multiple connections through Bonanza Park to create a more walkable and interconnected block system.

  Bonanza Park's development patterns have created large superblocks with inadequate pedestrian and vehicular connections. The plan calls for redevelopment to focus on breaking down these superblocks into smaller, walkable blocks. New internal streets can take various forms, such as two-lane complete streets or shared streets. Considerations for future redevelopment include creating new east-west and north-south connections between commercial properties, extending Shortline Road, improving the Public Works site, and considering a new internal connection between Munchkin Road and Park Avenue.

- UF3: Leverage future developments to fund and implement mobility improvements, such as traffic calming, crosswalk improvements, mobility hubs, and pedestrian connections.

  Improvements on Bonanza Drive require significant funding, which may require multiple partners. These investments could make Bonanza Park a more vibrant and walkable place, benefiting both existing and future residents. High priorities include traffic calming measures, crosswalk improvements, mobility hubs, and pedestrian connections. The plan includes language that supports exploring opportunities for developers to be able to contribute to these improvements as community benefits or pay a fee-in-lieu into a mobility improvement fund.

- UF4: Create a vibrant pedestrian-oriented neighborhood by restricting autocentric uses, lowering parking minimums, and incentivizing underground parking structures.

  The plan considers strategies to shift the development paradigm in Bonanza Park and ensure a walkable environment in the proposed Bonanza Park Mixed Use District (BPMX). These include restricting car-centric uses, lowering parking minimums, and incentivizing underground parking. A shared parking strategy should be developed for mixed-use developments and underground parking should be encouraged as a community benefit.

What We Heard:

Stakeholders expressed that improving pedestrian and bicycle connectivity within Bonanza Park is critical for reducing reliance on cars and improving the overall livability and safety of the area. By enhancing existing trail networks along with integrating e-bikes into the network system, it would present significant opportunities to achieve this goal. Addressing current cut-throughs and planning for better highway connections can facilitate easier movement within and beyond Bonanza Park, enhancing overall accessibility and reducing traffic congestion.

Inclusive

The Bonanza Park planning process aimed to provide a framework for affordable housing, eco-friendly spaces, improved air quality, and a vibrant local economy. Housing is essential for community growth, as it supports healthcare, education, and job opportunities. Park City has been focusing on expanding affordable and workforce housing since the early 1990s to promote community sustainability. The City's Inclusionary Housing Ordinance requires Master Planned Developments to provide affordable units for 20% of residential units. As future development is anticipated, it is crucial to continue incentivizing affordable and workforce housing to meet the City's minimum target. To promote a more inclusive Bonanza Park and expand affordable and workforce housing, the following recommendations should be implemented:

- I1: Work with the development community to build more affordable and workforce housing in Bonanza Park and help meet citywide goals.

  Park City code requirements include a local inclusionary affordable housing obligation at 20%. Any private development that provides more than 10 residential units must meet this obligation through six potential tools: building on-site, building within City limits, deed restricting existing units, building outside city limits but within the Park City School District Boundary, transferring land to the city, and paying an in-lieu fee. The plan recommends expanding the options and opportunities for affordable

housing creation, including through development agreement options, public incentives, private sector technology, and encouraging various unit sizes may help meet this obligation.

- I2: Establish bold affordability metrics to guide decision-making and track short- and long-term success.

  The plan calls for the establishment of housing targets to help create metrics to track process in the housing program and areas where additional work may be needed. Specific housing goals provide detail for effective measurement, such as setting a baseline for new housing within a five-year period.

- I3: Work with residents and property owners to preserve naturally occurring moderate income housing already existing in the neighborhood.

  The EngineHouse affordable housing development was recently approved and will contribute significantly to Bonanza Park's 2024 affordable and workforce housing target. Naturally Occurring Affordable Housing (NOAH) also exists in the area and additional programs and policies to support these is included in the plan, including financing strategies, mission-driven tools, and tenant assistance.

- I4: Ensure that new housing and public spaces in Bonanza Park follow Universal Design Principles.

  Universal design principles ensure equal access to public and private spaces for all ages and abilities, following ADA guidelines. To maintain inclusivity, the plan calls for incorporation of universal design elements in new housing, such as no-step entries, appropriate door widths, non-slip surfaces, and single-story units.

What We Heard:

To encourage affordable workforce housing in Bonanza Park, stakeholders want to implement strategies for reserving housing units for on-site employees and exploring long-term lease options. Stakeholders referenced the Engine House property as successful model. Additional tools, such as incentives for developers to prioritize affordability, are also essential for meeting the diverse housing needs of the local workforce.

Green

The plan promotes a greener, more sustainable community to improve air quality, reduce heat island effects, and increase biodiversity. Outdoor spaces strengthen social cohesion, promote long-term economic growth, and promote biodiversity. These spaces also combat climate change through vegetation, regulating pollination and pest control, and protecting wildlife. The incorporation of green and community spaces in future development has received overwhelming community support. For a more resilient and greener Bonanza Park, the following recommendations should be explored:

- G1: Ensure that all current and future Bonanza Park residents are within a safe and comfortable 10-minute walk to a park, outdoor community space, or trail connection.

  The plan calls for the addition of new park lands in the area. If these are added, it would mean nearly 1,000 residents would be within walking distance of critical community spaces. The plan identifies potential areas for new green spaces.

- G2: Provide examples of public accessible green spaces or outdoor community spaces as part of a Bonanza Park Mixed Use District to ensure that those added as part of a community benefit are of high quality.

  The plan calls for the establishment of a menu of options for public spaces in the Bonanza park, In order to provide flexibility and responsiveness to specific parcel or subarea needs.

- G3: Incentivize sustainable development within Bonanza Park to meet Park City's net-zero goals, reduce vehicle trips, and improve access to transit.

  The plan supports Park City's overall efforts at sustainability. It includes ideas such as, investing in green technologies, renewable energy resources, and green infrastructure to reduce greenhouse gas emissions and air pollution, all with the goal of helping Park City reach its goal to be a net-zero community by 2030. The plan also calls for development

Cultural

Encouraging arts and culture in the community is highly valued by community members. Successful placemaking incorporates arts and culture at the center of neighborhoods, transforming spaces into places. Public art, which includes murals, sculptures, and performances, helps to promote youth development and economic development with job creation and tourism. Integration of arts and culture into all aspects of the neighborhood can be done with the following recommendations:

> *What We Heard:*
>
> Stakeholders pointed out that Bonanza Park has many opportunities to integrate progressive environmental measures into future development. Emphasizing sustainability through green building practices, energy efficiency, and waste reduction not only aligns with climate goals but also enhances the area's appeal as a forward-thinking community. Bonanza Park can take it a step further by incorporating public art into these initiatives to enrich cultural identity and community pride, fostering a sense of stewardship and ownership among residents.

- C1: Use public art and placemaking elements to inspire, delight, and enliven public spaces and streets in Bonanza Park.

  The plan focuses on opportunities to reimagine public spaces to create authentic spaces that contribute to health, happiness, and well-being. The plan identifies incorporation of public art and placemaking strategies in Bonanza Park to create a community-driven environment. It also identifies art installations and gateway treatments as improvements that could be included within the Frontage Protection Zone through the Public Arts Advisory Board process.

- C2: Ensure that public art is meaningfully incorporated into development proposals and their community outdoor spaces.

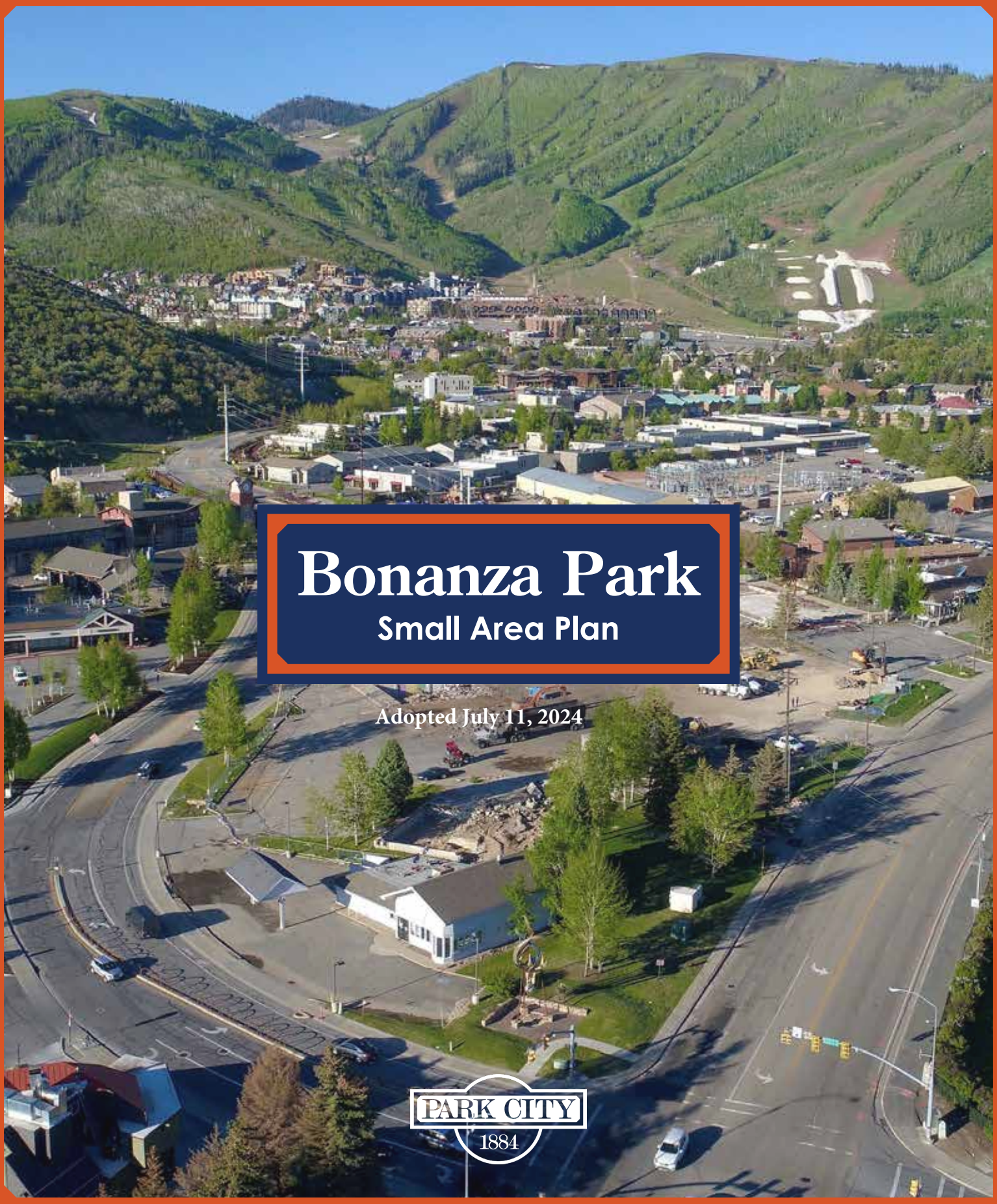
  Public art in future development projects received overwhelming public support in the plan process. This policy focuses in incorporating art in developments through Master Planned Developments. These can be executed through creating community outdoor spaces with colorful seating, and using murals, supergraphics, and color to break up building facades and reflect the neighborhood's identity.

What We Heard:

Stakeholders believe that public art and cultural initiatives are integral to shaping the identity of Bonanza Park as a vibrant, community-oriented district. By creating inviting spaces for interaction, live performances, and passive recreation through art installations and cultural programming, not only will these create strong community engagement, but it will also help support local businesses. Establishing designated arts districts and encouraging diverse artistic expressions—from visual arts to culinary endeavors—can attract residents and visitors alike, bolstering economic activity and enriching the local quality of life.

Implementation Matrix

A matrix was created to guide the implementation of the Bonanza Park Tomorrow Plan. Organized by project goals, the matrix lists recommendations from the plan, identifying potential partners, including private and public entities, necessary for successful implementation. Following the plan's adoption, Park City staff will begin the process of turning these ideas into reality. The matrix suggests timelines for each recommendation, based on staff resources, allocated funding, and community support.



Bonanza Park
Small Area Plan

Adopted July 11, 2024

PARK CITY
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MKSK FEHR & PEERS future→iQ

Bonanza Park
Small Area Plan

This vision for Bonanza Park represents thousands of ideas, comments, and conversations we conducted through this process. We thank Parkites for their passion and engagement.

City Council

Nann Worel, Mayor & Liaison
Bill Ciraco
Ryan Dickey
Ed Parigian
Jeremy Rubell, Liaison
Tana Toly

Planning Commission

Christin Van Dine
John Frontero
Sarah Hall, Chair
Bill Johnson, Liaison
Rick Shand
Henry Sigg
Laura Suesser

Advisory Group

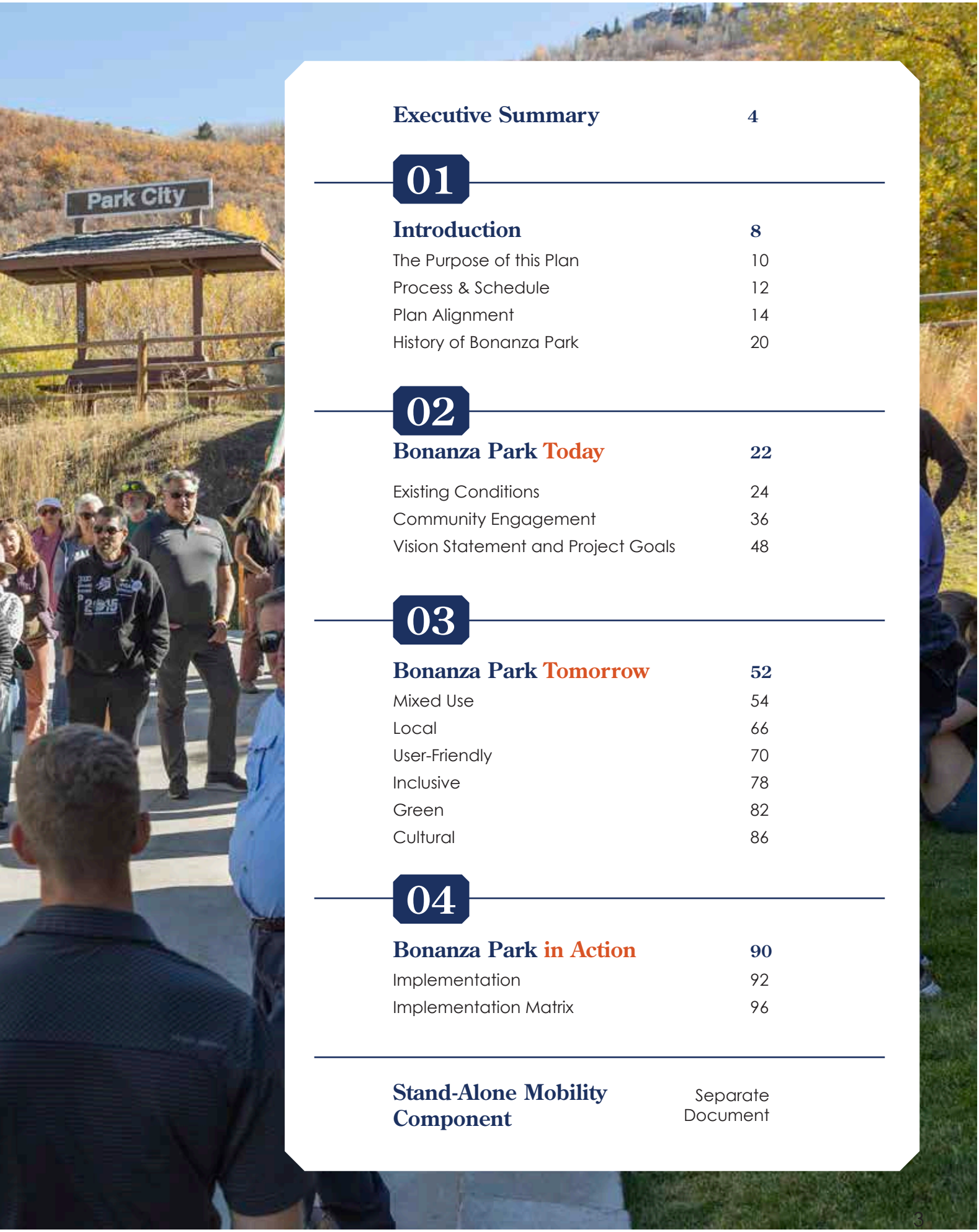
Seth Adams
Veronica Monroy Alvaro
John Burdick
Craig Dennis
Mark Fischer
Elyse Kats
Casey Metzger
Angela Moschetta
Deborah Rentfrow
Brian Richards
Joel Shine
Teri Whitney
Mary Wintzer

Project Leadership

Mayor Nann Worel
Rebecca Ward, Planning Director
Jennifer McGrath, Deputy City Manager

Consultant Team

MKSK
Fehr & Peers
Future IQ



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Executive Summary

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A community-driven vision for Bonanza Park

The Bonanza Park Small Area Plan is a long-term vision that builds on the area's rich history and its meaningful place in the community.

With community engagement at its core, this plan re-imagines Bonanza Park as a more walkable, mixed-use, and livable community that continues to serve and be home to Parkites of all ages, incomes, and backgrounds. With a vision statement, six project goals, and 19 recommendations, this plan will guide public and private investment in Bonanza Park for the next ten years.

More than 1,500 Park City voices helped shape the ideas and concepts in this plan. The planning process included three community meetings, two online surveys, 12 stakeholder roundtables, a project website with interactive features, and additional in-person engagement such as walking tours, coffee and pastries events, and meetings with students. The planning process was led by Park City Staff, with multiple touchpoints between the planning team, Planning Commission, and City Council at the culmination of three phases of community engagement. The process was advised by a 14-member Advisory Group including community leaders, business owners, and residents, that met four times through this process at key milestones to provide feedback to the planning team.

The plan's engagement set the foundation for a

1,500+
Park City Voices Engaged

- **3 Community Meetings** (500+ Attendees)
- **2 Online/Paper Surveys** (970 Responses)
- **12 Stakeholder Roundtables** (62 Stakeholders)
- **4 Advisory Group Meetings** (13 Members)
- **Ongoing Project Website**
- **Additional In-Person Engagement**

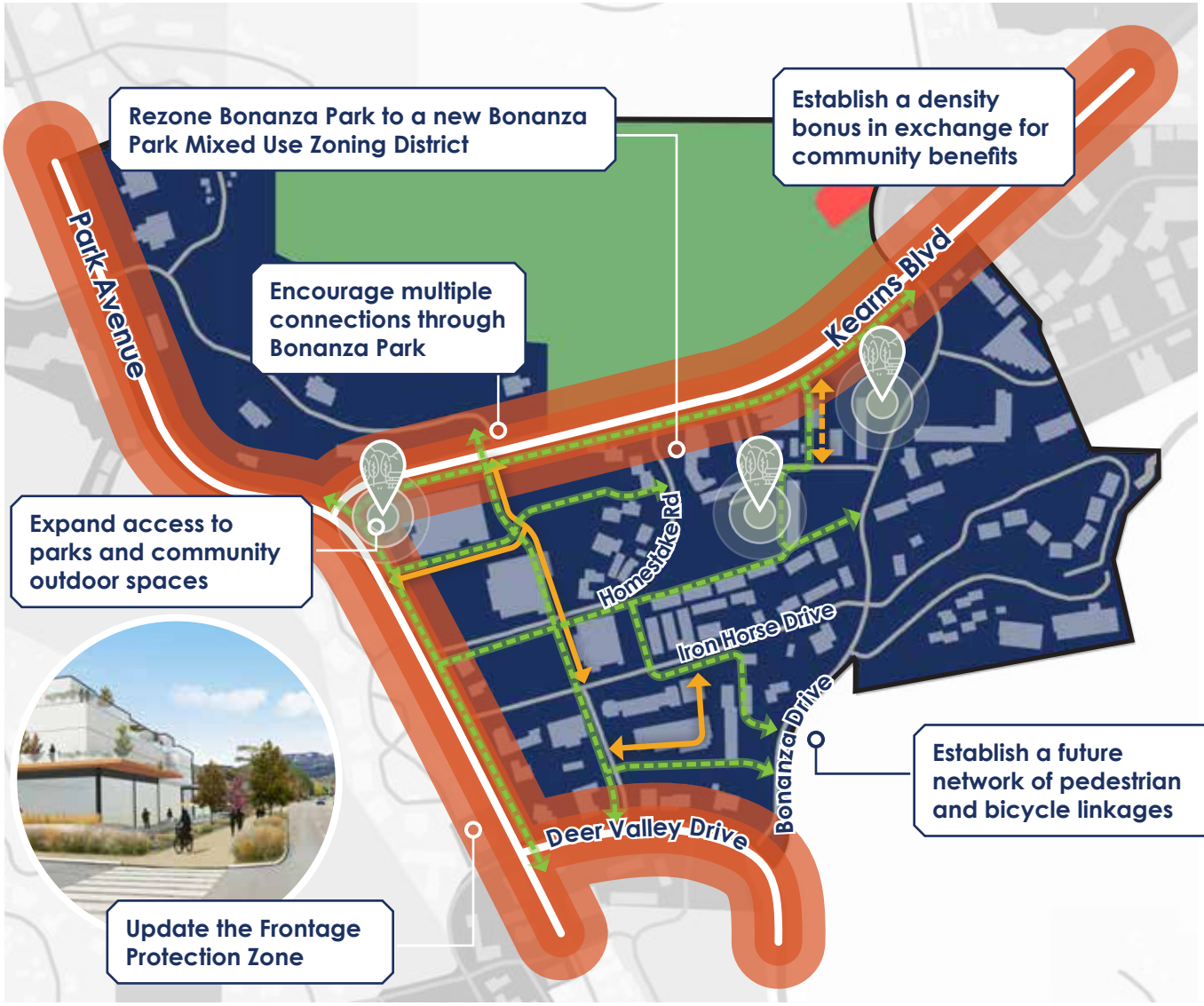
Vision Statement & Project Goals

Bonanza Park is a neighborhood where Parkites gather to shop, dine, and express local art and culture. The Bonanza Park of tomorrow will build on this vibrancy to become a more walkable, connected, livable, and inclusive community for current and future Parkites of all ages.

project vision statement that helped synthesize the community's hopes, needs, and expectations for the future of Bonanza Park. This statement, along with the results from the first phase of engagement, set the framework for the development of six project goals. These goals establish desired outcomes for Bonanza Park that are supported by the community and create the topic areas by which the plan's recommendations are organized. The goals were introduced to the community at the second community meeting, and were revised, refined, and added to following community feedback. The goals, listed below and shown in the accompanying graphic, build on what Parkites described as the future for Bonanza Park:

- **Bonanza Park is Mixed Use:** The Bonanza Park of tomorrow will be a mixed use neighborhood with livability in mind.
- **Bonanza Park is User-Friendly:** The future Bonanza Park will be a safe haven for pedestrians, cyclists, and transit riders.
- **Bonanza Park is Local:** Bonanza Park will continue to be a locals neighborhood that serves Parkites through and through.
- **Bonanza Park is...Inclusive:** Bonanza Park will remain attainable to Park City's workforce.
- **Bonanza Park is Green:** Bonanza Park will add community gathering spaces and new sustainable development.
- **Bonanza Park is Cultural:** Bonanza Park will weave arts and culture into the community fabric.

Key Recommendations



One of the plan's key recommendations, and a major tool in ensuring that Bonanza Park grows into a more vibrant neighborhood, is the creation of a new Bonanza Park Mixed Use Zoning (BPMX) District to replace the current outdated and more commercial- and auto-driven zoning. This future BPMX is an umbrella recommendation that will enable and overlap with many of the concepts and ideas in many of the plan's goals. The BPMX will not only establish a zoning tool that is appropriate for the area's existing conditions, but it will also guide growth and development for key redevelopment sites in Bonanza Park. The BPMX does so by encouraging a mix of uses and providing a path toward increasing building heights to 45-feet through the addition of a density bonus in which developers provide significant community benefit in return for increased density.

Understanding that this additional density, while largely supported by the community, will impact viewsheds in Park City's scenic corridors, the plan also recommends updating the Frontage Protection Zone (FPZ). Updates to the FPZ will ensure that development along these key corridors will honor Park City's scale and character and will ensure that any increases to allowable building heights with community benefits, are stepped back to protect mountain views.

- Bonanza Park Mixed Use Zoning
- ROS - Recreation Open Space
- Frontage Protection Zone
- Potential Future Connections
- Potential Future Bike/Ped Links
- New park/outdoor space

The plan also has a clear and definitive focus on improvements to the public realm to support this additional density and create an environment in which Parkites can safely walk, bike, and ride transit. The plan's User-Friendly goal ensures that all streets in Bonanza Park include basic pedestrian facilities, such as sidewalks and marked crossings at intersections, and all current sidewalk gaps identified in this plan are addressed. As well, the plan recommends potential future pedestrian and trail connections within the neighborhood to fix a connectivity gap between the nearby Rail Trail, the McLeod Creek Trail, and Poison Creek Trail.

The plan also includes recommendations to ensure that Bonanza Park remains a "locals' neighborhood," such as policies to limit chain businesses, creating new community gathering spaces, and working with the development community to build more affordable and workforce housing. As the home for the Kimball Art Center, Bonanza Park is also a significant hub for Park City's art scene. Through recommendations in the Cultural goal, this plan builds on this momentum to encourage new public art and placemaking elements throughout the neighborhood.

Combined, these recommendations will facilitate the vision for Bonanza Park and create the community that Parkites desire.

Mixed Use	**Create a mixed use neighborhood with livability in mind**
MU1	Create a Bonanza Park Mixed Use District
MU2	Update the Frontage Protection Zone
MU3	Establish development guidelines for new multifamily and mixed-use buildings
Local	**Support locally-owned business & entrepreneurship**
L1	Limit nightly rentals, hotels, and timeshares
L2	Limit conventional chain businesses
L3	Cap commercial square footage per building
User-Friendly	**Create a safe & intuitive network for pedestrians, cyclists, and transit users**
UF1	Establish a future network of pedestrian and bicycle linkages through Bonanza Park
UF2	When considering development proposals, encourage multiple connections through Bonanza Park
UF3	Leverage future developments to fund and implement mobility improvements
UF4	Create a vibrant pedestrian-oriented neighborhood
Inclusive	**Expand the availability of affordable and workforce housing units**
I1	Work with the development community to build more affordable and workforce housing
I2	Establish bold affordability metrics to guide decision-making
I3	Work with residents and property owners to preserve naturally occurring moderate income housing
I4	Ensure that new housing and public spaces in Bonanza Park follow Universal Design Principles.
Green	**Create a more welcoming and sustainable community**
G1	Ensure that all current and future Bonanza Park residents are within a safe and comfortable 10-minute walk to a park
G2	Provide examples of publicly accessible green spaces or outdoor community spaces
G3	Incentivize sustainable development within Bonanza Park
Cultural	**Weave arts and culture into the community fabric**
C1	Use public art and placemaking elements to inspire, delight, and enliven public spaces and streets in Bonanza Park.
C2	Ensure that public art is meaningfully incorporated into development proposals

01

Introduction

This Chapter Includes:

Plan Purpose

Process & Schedule

Plan Alignment

History of Bonanza Park

The Purpose of this Plan

The Bonanza Park Small Area Plan addresses the planning needs and policy goals of residents, business owners, and stakeholders.

Located just north of Old Town, Bonanza Park is considered by many a "local's" neighborhood. Home to hundreds of residents and businesses, the area is where Parkites come to shop, run errands, recreate, and visit local destinations.

Over the last five years, Bonanza Park and its nearby areas have continued to welcome new visitors and residents. Within its boundary, current and proposed developments will bring in new residential units, restaurants, hotel rooms, and retail.

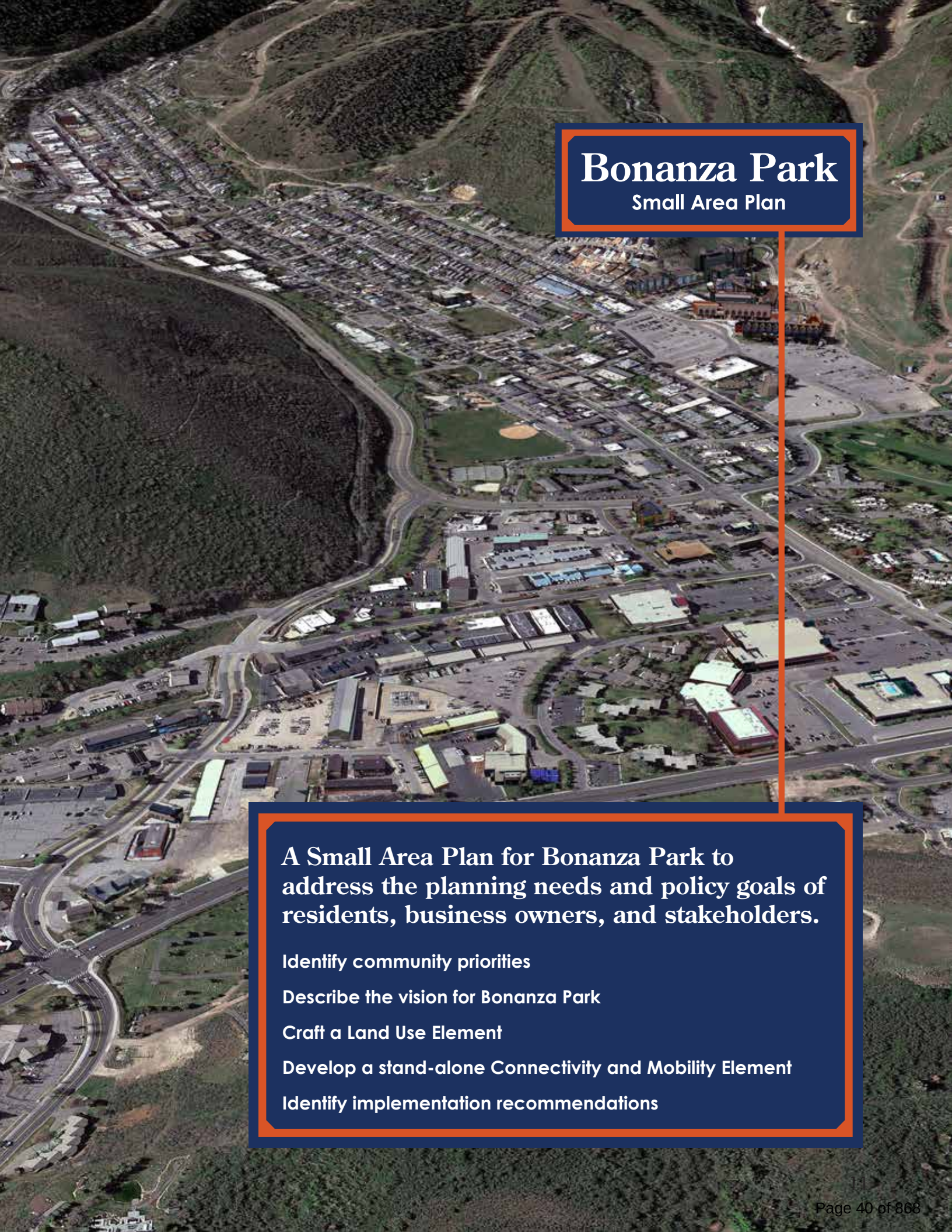
As such, Bonanza Park is at the crux of a transformation. With more redevelopments on the horizon, the neighborhood may experience a significant shift in its character and scale. From a redevelopment of the five acre site at the intersection of Kearns Boulevard and Bonanza Drive, to a potential redevelopment of the DoubleTree Hotel site, the future Bonanza Park and Iron Horse District will likely include hundreds of new residents, businesses, and destinations. **With walkability and livability in mind, the time to plan for the future of Bonanza Park is now.**

This plan is an opportunity to reflect on the past, examine current trends, and chart a future for this expected growth. As redevelopment occurs, this plan sets a vision to align improvements with the needs and expectations of Parkites.

This plan does so by engaging the Park City Community to establish a long term vision for the neighborhood, and outline recommendations that get the community closer to this vision. Through community meetings, online surveys, walking tours, stakeholder roundtables, and one-on-one engagement with community groups, this plan represents the ideas, aspirations, and optimism of more than 1,500 Park City voices engaged through this process.

Their vision for the future of the neighborhood is distilled through a single vision statement for the future of the community, followed by six project goals outlining focus areas. A series of recommendations are introduced under each goal in the third chapter of this document, Bonanza Park Tomorrow.

Together, this vision, the goals, and the recommendations will help steer Bonanza Park toward a more walkable, connected, livable, and inclusive community for current and future Parkites.



Bonanza Park
Small Area Plan

A Small Area Plan for Bonanza Park to address the planning needs and policy goals of residents, business owners, and stakeholders.

- Identify community priorities
- Describe the vision for Bonanza Park
- Craft a Land Use Element
- Develop a stand-alone Connectivity and Mobility Element
- Identify implementation recommendations

Process & Schedule

Launched in May of 2023, the 14-month process was divided into six major project tasks from project kickoff to plan adoption.

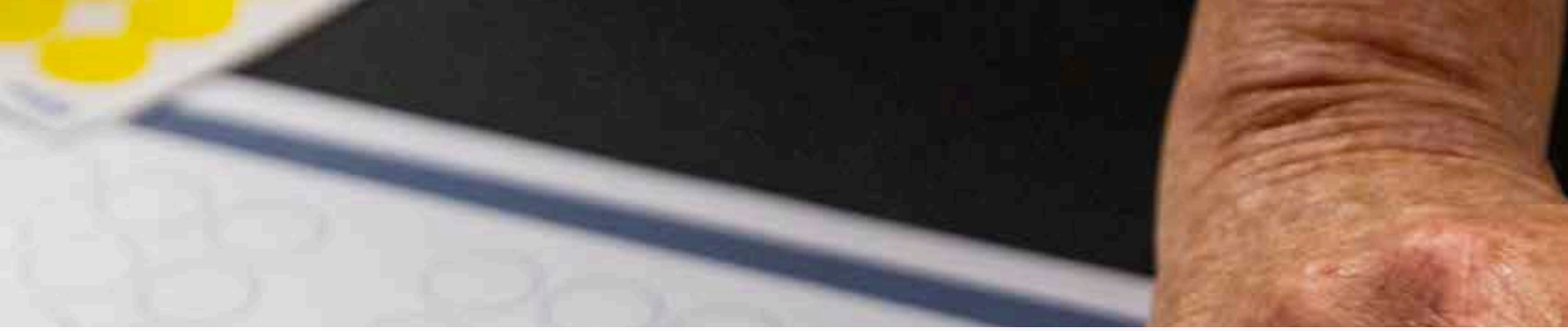
The Bonanza Park Small Area Plan was led by Park City Municipal Corporation (PCMC) Planning Staff, in collaboration with a consultant team composed by planning and design firm MKSK, engagement specialists FutureIQ, and mobility and transportation experts Fehr and Peers. Between May of 2023 and June of 2024, this planning team engaged with the Park City community and steered this process from kickoff through plan adoption.

The planning process was guided by a Project Management Team (PMT) composed of PCMC Staff, meeting biweekly with members of the planning team. This PMT reported on progress to Park City's Planning Commission and City Council.

As seen on the graphic on the adjoining page, the first three tasks of this process, from May to July of 2023, consisted of project initiation and understanding, and included the first phase of community engagement. Starting with a kickoff meeting with the Advisory Group on May 23 and a Community Kickoff Meeting on July 19, 2023, and culminating with an update to City Council to share engagement results on August 29, 2023, the first phase of engagement provided initial direction for the plan's vision and goals.

The plan's second phase of engagement occurred in Task 4, between August and November of 2023, overlapping with the development of the plan's land use and connectivity frameworks. This second phase, which included a third meeting with the Advisory Group and a second Community Meeting on October 18, 2023, culminated with an update to Planning Commission on January 10, 2024 and City Council on January 11, 2024, to share Phase 2 Engagement results.

Tasks 5 and 6 oversaw the third and final phase of engagement, and the creation of this final document outlining the plan's process and recommendations. This third phase of engagement included a fourth Advisory Group Meeting on February 14 and a third and final Community Meeting on April 9, 2023. Following this meeting, the plan's adoption process, including meetings with Planning Commission and City Council, occurred between May and July of 2024.



Community Engagement Phase 1

Task 1: Define plan timetable and existing conditions [May 2023]

Existing Conditions Assessment

Plan Alignment

Advisory Group Meeting 1 (May 23, 2023)

Task 2: Develop a community engagement plan [June 2023]

Project Website Launch

Stakeholder Roundtables

Stakeholder Roundtables (July 20, 2023)

Task 3: Develop neighborhood vision & plan goals/objectives [July 2023]

Plan Goals and Objectives

Vision Statement

Advisory Group Meeting 2 (July 19, 2023)

Community Meeting 1 (July 19, 2023)

Community Engagement Phase 2

Task 4: Develop plan components [August 2023 - January 2024]

Land Use Component

Stand-Alone Mobility Component

Advisory Group Meeting 3 (October 18, 2023)

Community Meeting 2 (October 18, 2023)

Task 5: Develop an implementation plan [January 2024 - April 2023]

Land Use and Mobility Component Refinement

Implementation Strategy

Community Engagement Phase 3

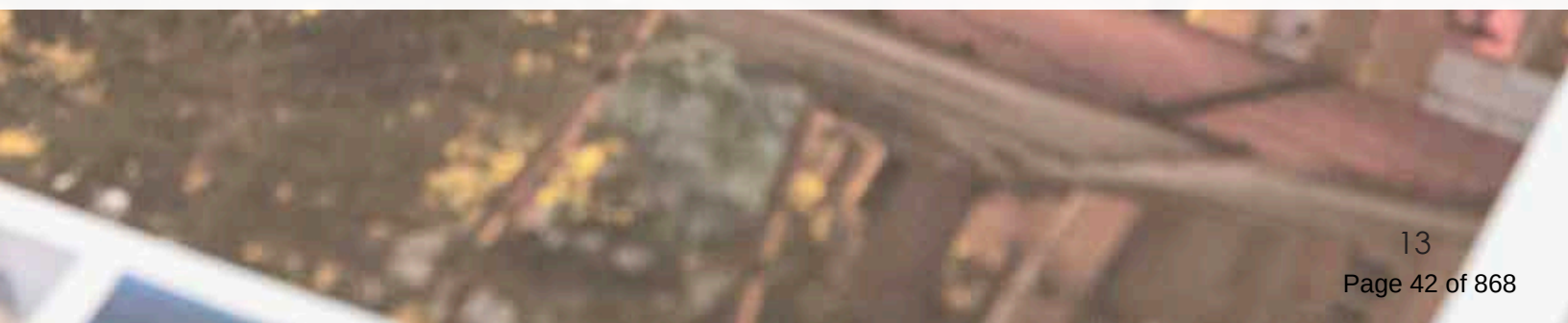
Task 6: Develop Final Report and Plan Adoption [January - June 2024]

Final Document

Advisory Group Meeting 4 (February 14, 2024)

Community Meeting 3 (April 9, 2024)

Adoption Process



Plan Alignment

An analysis of previous and ongoing planning efforts in Park City that overlap with the site boundaries of this project

Throughout the last decade, Park City has engaged its residents in various planning processes. These plans, studies, and visioning documents establish a strong foundation for the Bonanza Park Small Area Plan. The plans touch on issues and themes relevant to Bonanza Park and this plan, from housing and transportation needs, to citywide goals and visioning.

At the onset of this planning process, the planning team conducted a review of the most recent and applicable studies, listed to the right. These studies were examined through the lens of their applicability to Bonanza Park to help understand the study area from a regional and citywide perspective. Their inclusion into this study honors and respects the thousands of Parkites engaged through these plans.

Plans Reviewed:

Draft Bonanza Park Plan (2012, Not Adopted)

Park City General Plan (2014)

Transportation Demand Management Report (2016)

Arts + Culture Master Planned Development Submittal (2020)

Affordable Housing Assessment (2021)

Park City Vision 2020 (2021)

Sustainability Plan (2022)

Rail Trail Master Plan (2022)

Moderate Income Housing Plan (2022)

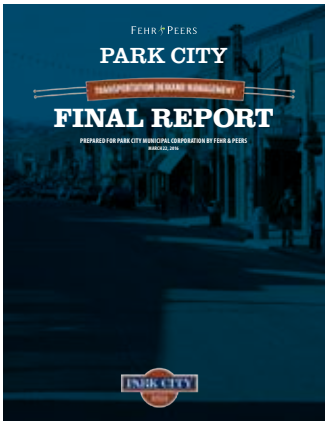
Park City Forward - Long Range Transportation Plan (2022)

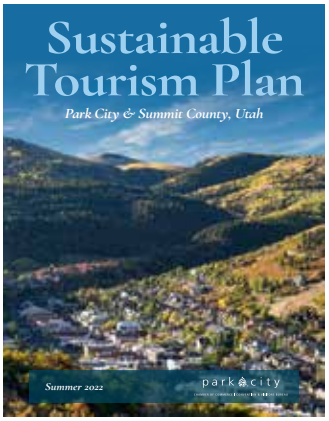
Park City Forward Vision Summary (2022)

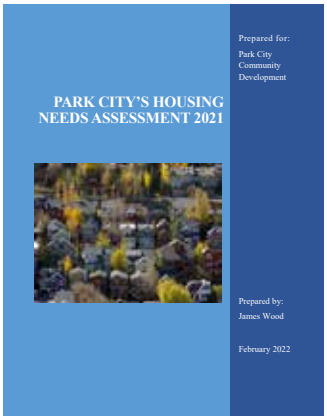
Short-Range Transit Plan (2016 and 2023 Update)

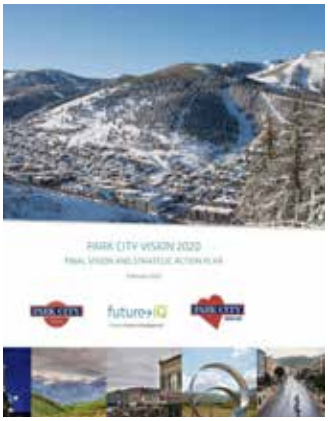
5-Acre Site Feasibility Study (2023-2024, concurrent)

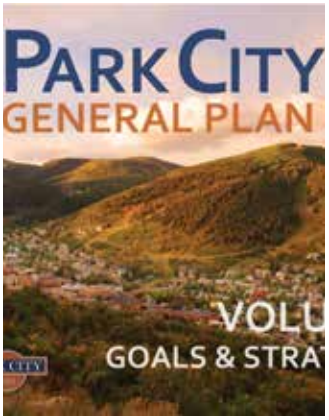
PARK CITY
SHORT RANGE
TRANSIT PLAN
2021


FEHR PEERS
PARK CITY
FINAL REPORT

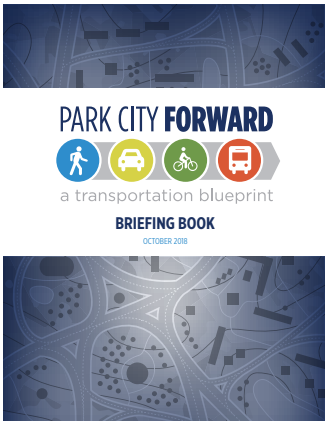

Sustainable
Tourism Plan
Park City & Summit County, Utah
Summer 2022
park city


PARK CITY'S HOUSING
NEEDS ASSESSMENT 2021
Prepared for:
Park City
Community
Development
Prepared by:
James Wood
February 2022


PARK CITY VISION 2020


PARK CITY
GENERAL PLAN

Park City
RAIL TRAIL
MASTER
PLAN
FINAL PLAN
AUGUST 2022


PARK CITY FORWARD
a transportation blueprint
BRIEFING BOOK
OCTOBER 2018

Park City Vision 2020

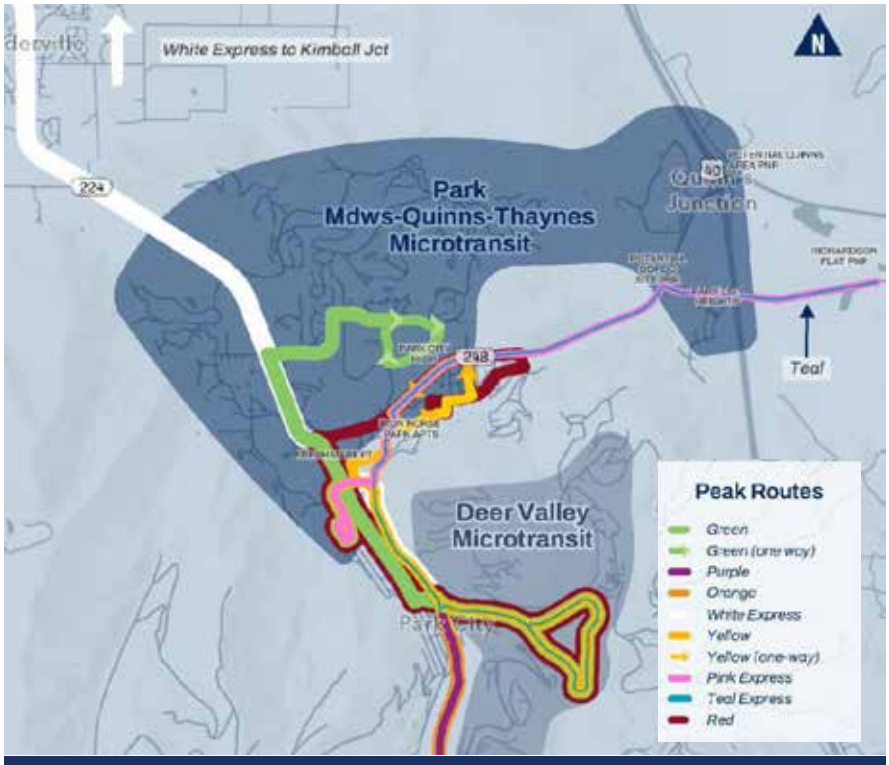
Through Vision 2020, Park City established a community-supported future of 'Embracing Bold Action'.

- Regional Approach: The scale of development occurring around Park City threatens to dwarf and overwhelm local efforts to manage growth and change.
- Social Fabric: Park City residents are concerned about neighborhoods turning over to nightly rentals, lack of affordability and displacement of locals.
- Living laboratory: Experimenting and testing new approaches to solve key challenges.

Transportation Plans (2016-2023)

Various transportation plans have identified priority projects around Bonanza Park.

- Improve sidewalks and crossings and develop multimodal improvements in the Bonanza District along Bonanza Drive, Park Avenue, Kearns Boulevard, and Deer Valley Drive (Park City Forward)
- SR-248 (Kearns Boulevard) has pronounced AM and PM peaks year-round, though they are more pronounced in the winter (TDMR).
- The 2023 Short Range Transit Plan recommends improvements to the SR-248 Corridor via new express routes with 15-20 minute peak frequency and longterm BRT (bus rapid transit) infrastructure.

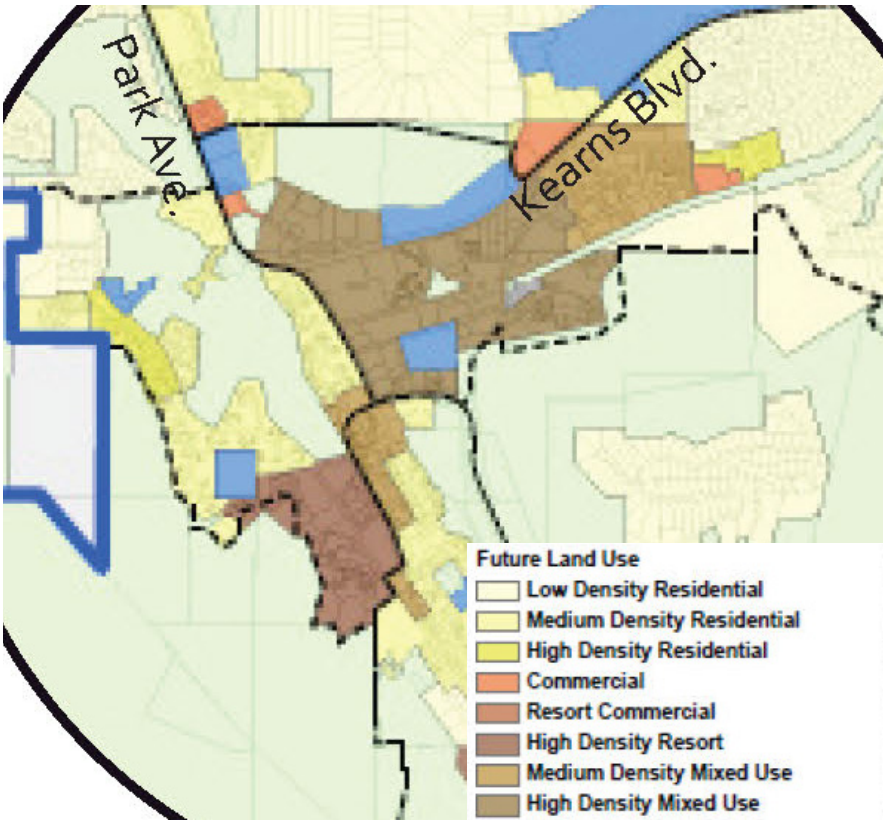


2023 Short-Range Transit Plan
2022 Park City Forward - Long-Range Transportation Plan
2016 Transportation Demand Management Report (TDMR)

Park City General Plan (2014)

The General Plan identifies Bonanza Park as a potential future compact, mixed-use center along a priority transit corridor.

- Future land uses for the neighborhood show a concentration of mixed use to replace commercial land uses.
- There is an opportunity to expand the Transfer of Development Rights (TDR) program for Bonanza Park to receive density from "sending zones."
- Establish a neighborhood economic development tool for the Bonanza Park District to utilize increased tax revenues into the redevelopment area.



Evolution of Place (2012) & General Plan (2014)

The General Plan described Bonanza Park and Snow Creek as "A mixed use neighborhood in which locals live and work."

- Gentrification is one of the greatest threats to the neighborhood's affordability.
- Light Industrial zoning is within walking proximity of residential units.
- Multifamily residential uses should be concentrated within the Bonanza Park redevelopment area to provide more Life-cycle Housing.
- Establish a limit on nightly rentals to protect the area as a locals neighborhood.

Images in the General Plan Neighborhoods Section reference the 2012 Bonanza Park - The Evolution of Place (2012, draft plan not adopted)

Housing Studies (2021 - 2022)

Both housing studies identified a need for affordable housing units in Park City.

- Park City has an inventory of 650 affordable housing units with a 99% occupancy rate, with 600 units planned for development by 2026 (Housing Needs Assessment).
- The city's affordable inventory meets the housing needs of about 6% of the workforce. The 600 units planned would bring the share to 11%, about 400 units short of the 15% goal.
- Park City will need to add 800 to 1,000 new units in the next five years, adding both rental and for-sale (80-20 ratio) to the inventory with rental units targeted to households at 63% or below AMI (Moderate Income Housing Plan).

Affordable Housing Assessment (2021)
Moderate Income Housing Plan (2022)

Arts & Culture District (2020)

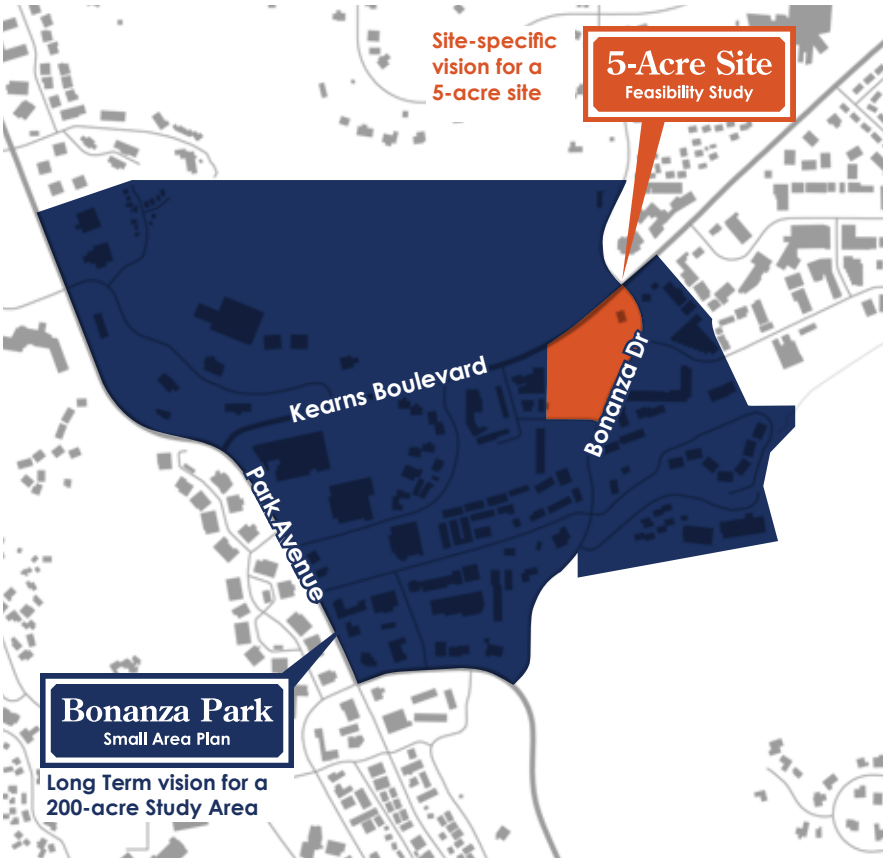
A previous planning study and development proposal for the 5-acre site included the following:

- Two cultural anchors - a permanent location for the Kimball Art Center and Utah offices for Sundance Institute.
- 50 rental units, ranging in size from 400 square feet to 900 square feet. Rents proposed as restricted workforce or otherwise affordable stock, with 8 restricted to artist-in-residency programs and 12 unfinished co-op spaces available to rent.
- A food hall with an anchor tenant as well emerging food purveyors.
- Creative spaces like classrooms, artist exhibition space, and event spaces.

5-Acre Site Feasibility Study (2023-2024, concurrent)

Running concurrently to this process and sharing engagement events, the 5 Acre Site Feasibility Study will craft a community-supported vision for the city-owned property at the intersection of Kearns Boulevard and Bonanza Drive. This feasibility plan, which shared engagement meetings with the Bonanza Park Small Area plan, focused entirely on the 5-acre site and included its own activities, presentation slides, and informational displays. This feasibility study:

- Identified best practices for community-based redevelopment.
- Engaged the community to understand and quantify support for various land uses and densities.
- Identified market and economic feasibility for development scenarios.
- Provided strategic recommendations for implementation next steps.



Bonanza Park History

Looking back to understand Bonanza Park's history and background, and how that will help us shape its future.

Bonanza Park served as Park City's northern entry corridor for nearly 100 years. While Old Town developed with commerce along Main Street and residences tucked within the Old Town canyons, Bonanza Park provided vast undeveloped land on the outskirts of town for small farms, pastures, and community gathering spaces like baseball fields and land for the circuses and carnivals that passed through town.

When rail came to town in the 1880s, two lines converged in Bonanza Park with support uses providing a much-needed link from the mines to the markets. When the first of Ford's "Tin Lizzies" arrived in Park City by rail in 1909, within a few years one of the neighborhood's major roads, Kearns Boulevard, was under construction to connect Park City with the broader region by car.

As more people passed through the neighborhood by car, in the 1930s, local Pop Jenks opened a popular restaurant at the corner of Park Avenue and Kearns Boulevard. In the 1940s, Coffee John's and Fred Ealy's gas station were built alongside.

Also in the 1940s, the open acreage in Bonanza Park became a dumping ground for Pacific Bridge, the company that reprocessed mill tailings, and properties within the neighborhood are now part of the Soils Ordinance Boundary to remediate the soils.

In the 1960s, as Park City transformed from a mining town to a resort town with the opening of Treasure Mountain Resort in 1963, Bonanza Park developed into a commercial and residential neighborhood, and a selling point was plenty of parking at a location away from congested Old Town.

Historical rail lines in Bonanza Park (Park City Museum)

Today, Bonanza Park is a neighborhood many call home and continues to be an area for local gathering, and a neighborhood that will transform in the coming decade through redevelopment.

Photos provided by the Park City Museum, unless noted otherwise

Anderson Lumberyard (current location of Boneyard).

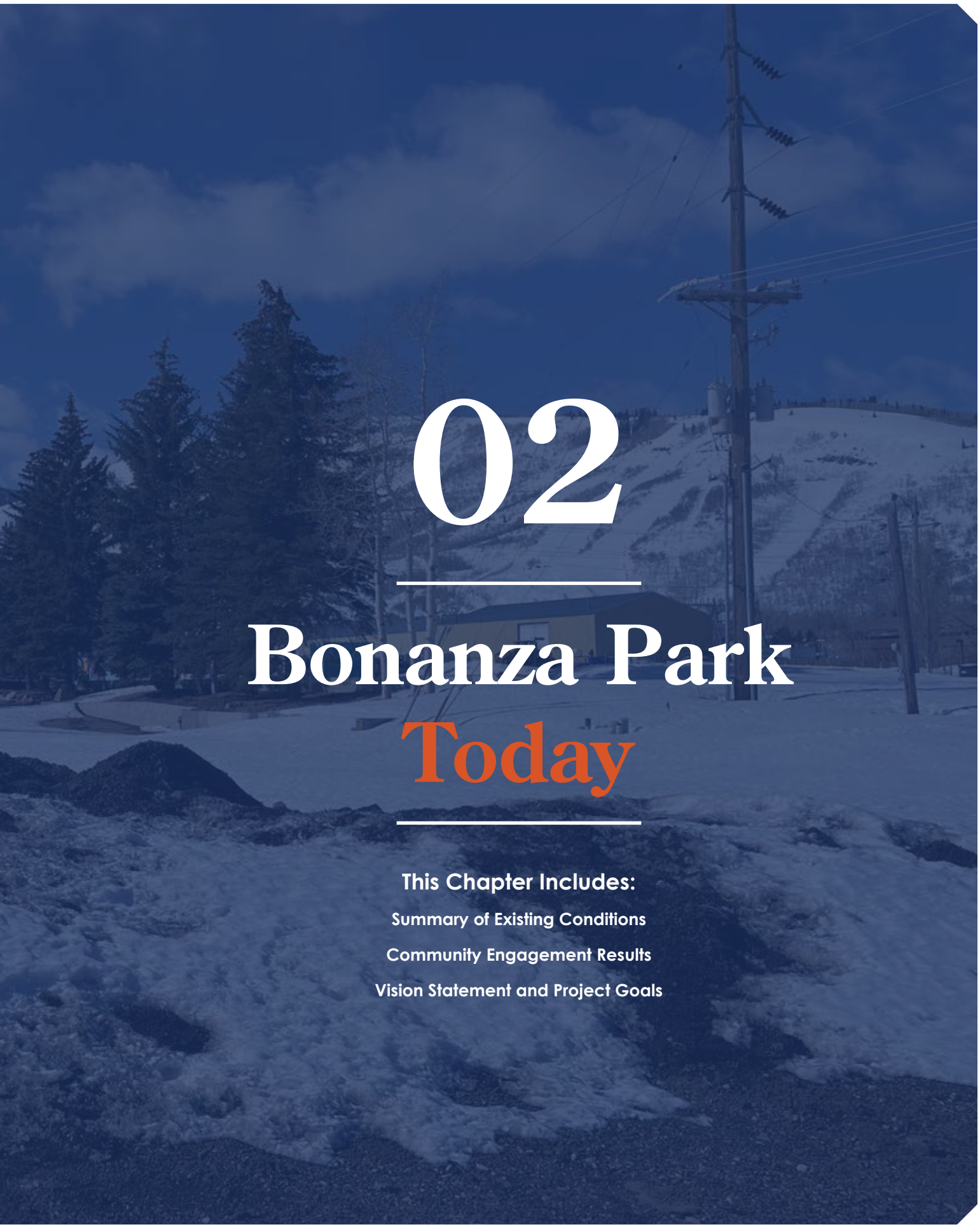
Pop Jenk's Cafe was a popular restaurant on the NE corner of Park Avenue and Kearns Boulevard. Subject to a fire, the location is now home to the Roadhouse Grill.

An early structure in Bonanza Park

Bonanza Park in 1938 (Source: Utah Geological Survey)

Construction of the Rail Trail

Bonanza Park in 1978 (Source: Utah Geological Survey)



02

Bonanza Park Today

This Chapter Includes:

Summary of Existing Conditions

Community Engagement Results

Vision Statement and Project Goals

Summary of Existing Conditions

Located at the geographical center of Park City, Bonanza Park is home to hundreds of residents, businesses, and daily visitors.

Bonanza Park is a diverse Park City neighborhood located just north of Old Town, centered around the intersection of Kearns Boulevard and Park Avenue. Bonanza Park is long considered where locals live, shop, and dine.

For the purposes of this plan the planning team focused on a 200-acre study area boundary established in Park City's 2014 General Plan, shown on the map in the adjacent page. Generally bound by Park Avenue to the west, Deer Valley Drive to the south, Bonanza Drive and Prospector to the east, and the Park City Cemetery toward Snow Creek Drive to the north, the study area encapsulates much of what Parkites anecdotally described Bonanza Park in the engagement process.

The neighborhood is largely composed of retail, commercial, and municipal uses, as well as large surface parking lots. With 159 businesses employing 1,393 workers (Esri, 2023), Bonanza Park is vital to Park City's local economy. The neighborhood is home to vital services and shopping destinations, such as two full-size groceries, banks, coffee shops, and a variety of restaurants.

Nonetheless, Bonanza Park continues to serve as one of Park City's residential neighborhoods, and is home to a 2023 population of 729 full time residents in 229 housing units (U.S. Census). Bonanza Park is mostly a plan where Parkites rent to live in their residence - a majority, or 54.1%, of the 181 households living in Bonanza Park rent their home, with 45.9% owning their home (Esri, 2020).

Demographics At a Glance

729
2023 Population in 184 Households (U.S. Census)

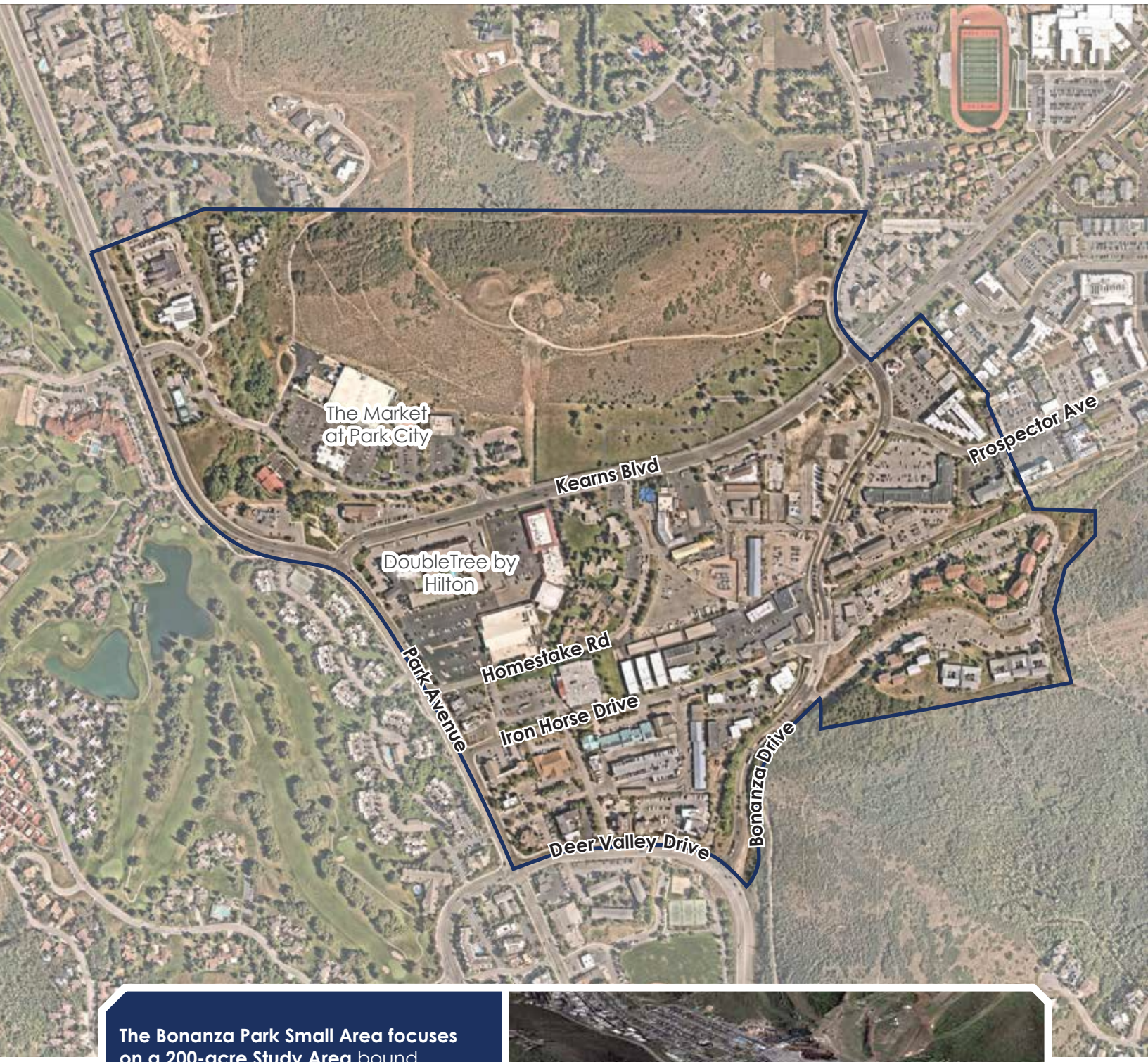
229
2020 Total Housing Units, 43.7% rentals (Esri)

$152,828
Median Household Income - $131,916 in Summit County (Esri)

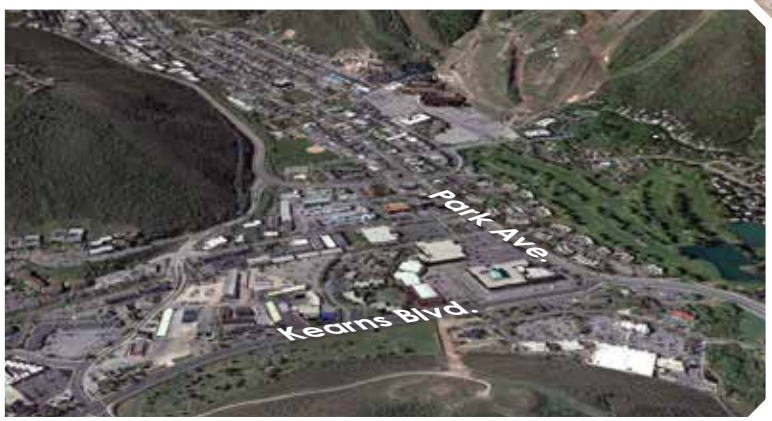
159
Total Businesses (Esri)

1,393
Total Employees (Esri)

Bonanza Park Study Area



The Bonanza Park Small Area focuses on a 200-acre Study Area bound by Park Avenue, Deer Valley Drive, Bonanza Drive, Prospector Square, and the Park City Cemetery toward Snow Creek Drive. Nonetheless, the Area Plan considered the neighborhood's connections and transitions to its nearby communities, as well as its positioning within Park City.



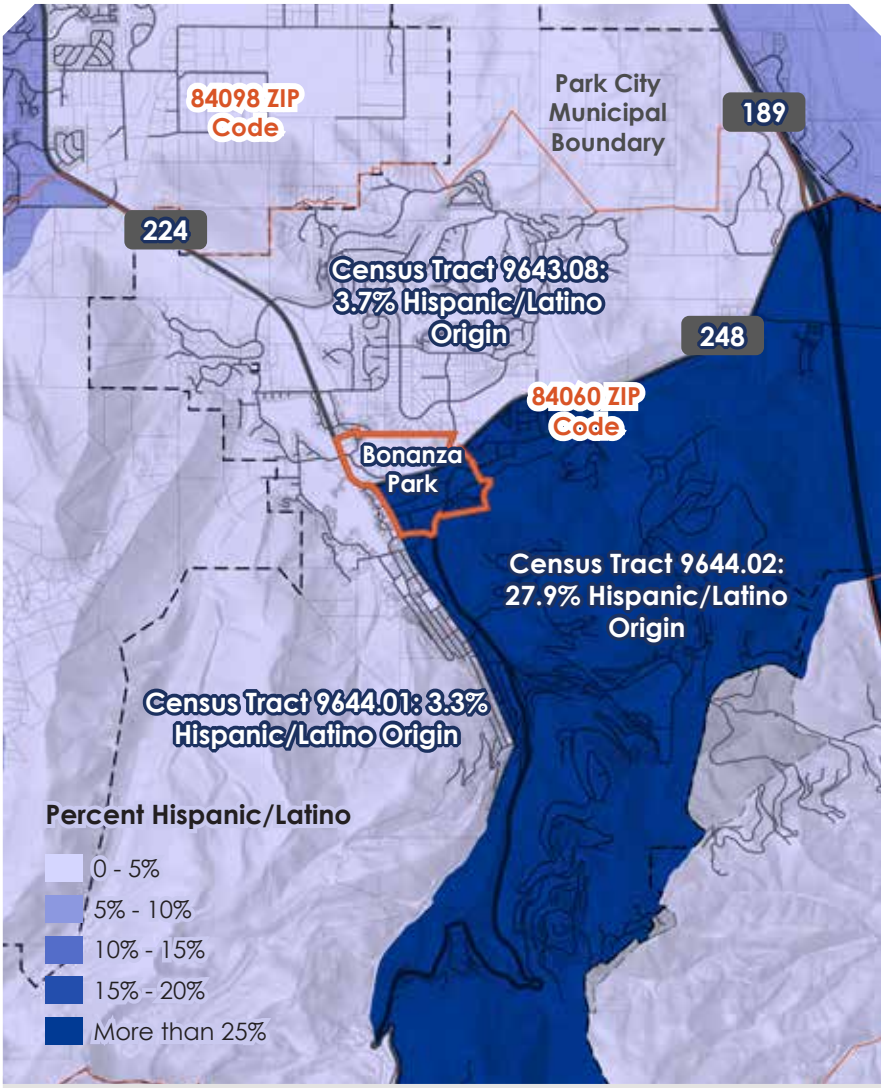
Percent Hispanic/Latino

Of its 2022 estimated citywide population of 8,374 residents, 15.3% are of Hispanic/Latino origin. As a hub for Park City's Latino community, Bonanza Park's 200-acre boundary has 44.3% of its population identifying as having Hispanic/Latino origin. This is a higher number than its surrounding census tracts, as shown on the map to the right (U.S. Census).

Bonanza Park is significant gateway into Park City. Its two main roadways, Park Avenue and Kearns Boulevard, funnel vehicular traffic into and out of the city from nearby State Route 189 and Interstate 80, respectively. As such, many tourists, residents, and commuters experience these corridors and move through Bonanza Park when heading toward Old Town and Park City's ski resorts.

As a geographical center for the city, Bonanza Park sits between vibrant residential and commercial communities. Nestled between the charming residences of Park Meadows, the mixed use character of Prospector, and the picturesque and world-renowned Old Town, Bonanza Park has the opportunity to connect the city.

Despite this centrality, and its location at the crux of various vibrant neighborhoods, Bonanza Park remains a neighborhood where many drive through, but few walk toward. Its auto-oriented physical nature, exacerbated by auto-oriented land uses and development patterns, both challenge connectivity and create an opportunity for this plan to explore.



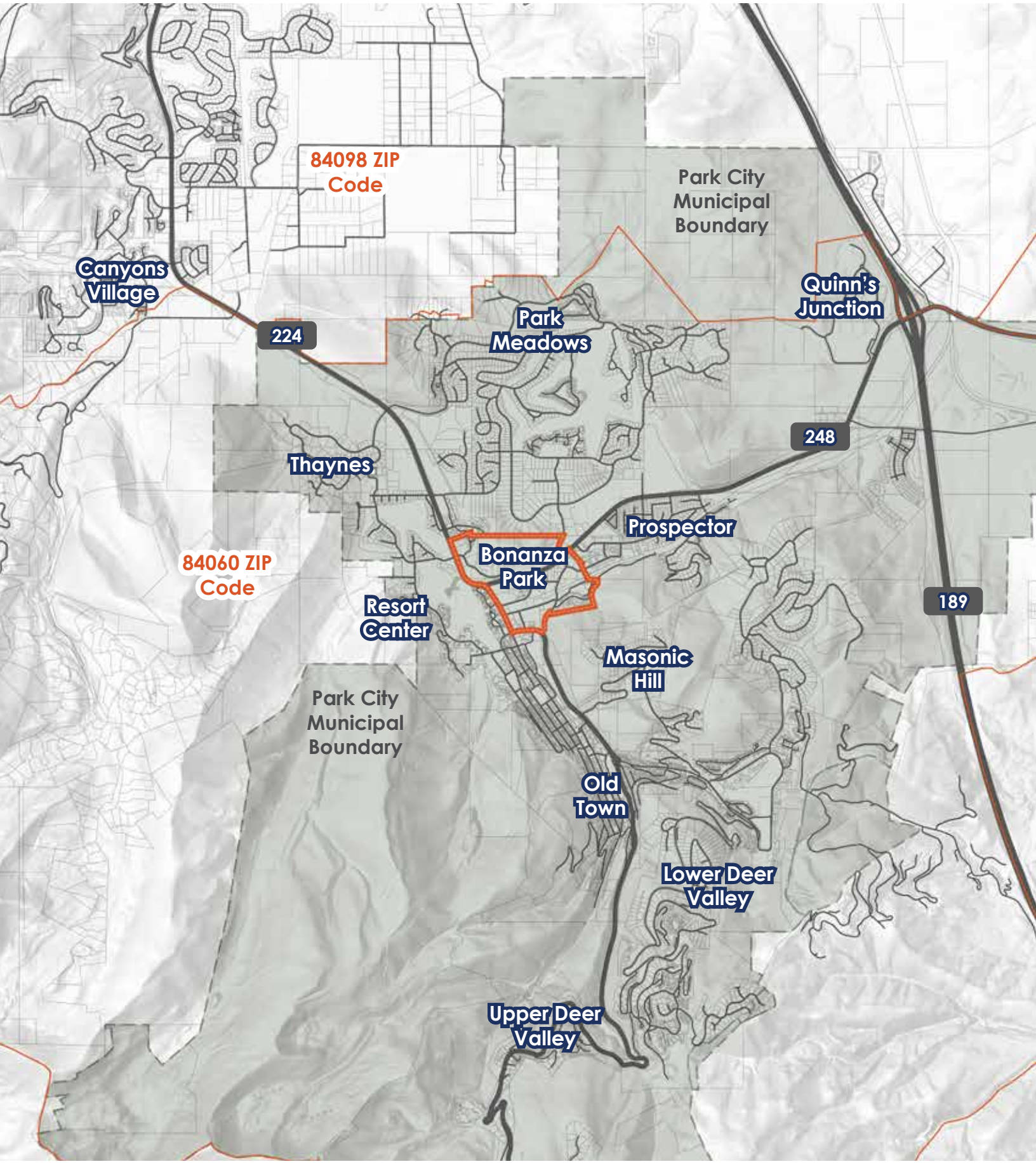
Bonanza Park Boundary 2023 Population by Race/ Ethnicity (Esri)

White	53.7%
Black	0.8%
American Indian	0.4%
Asian	2.9%
Pacific Islander	0.0%
Some Other Race	28.8%
Two or More Races	13.3%

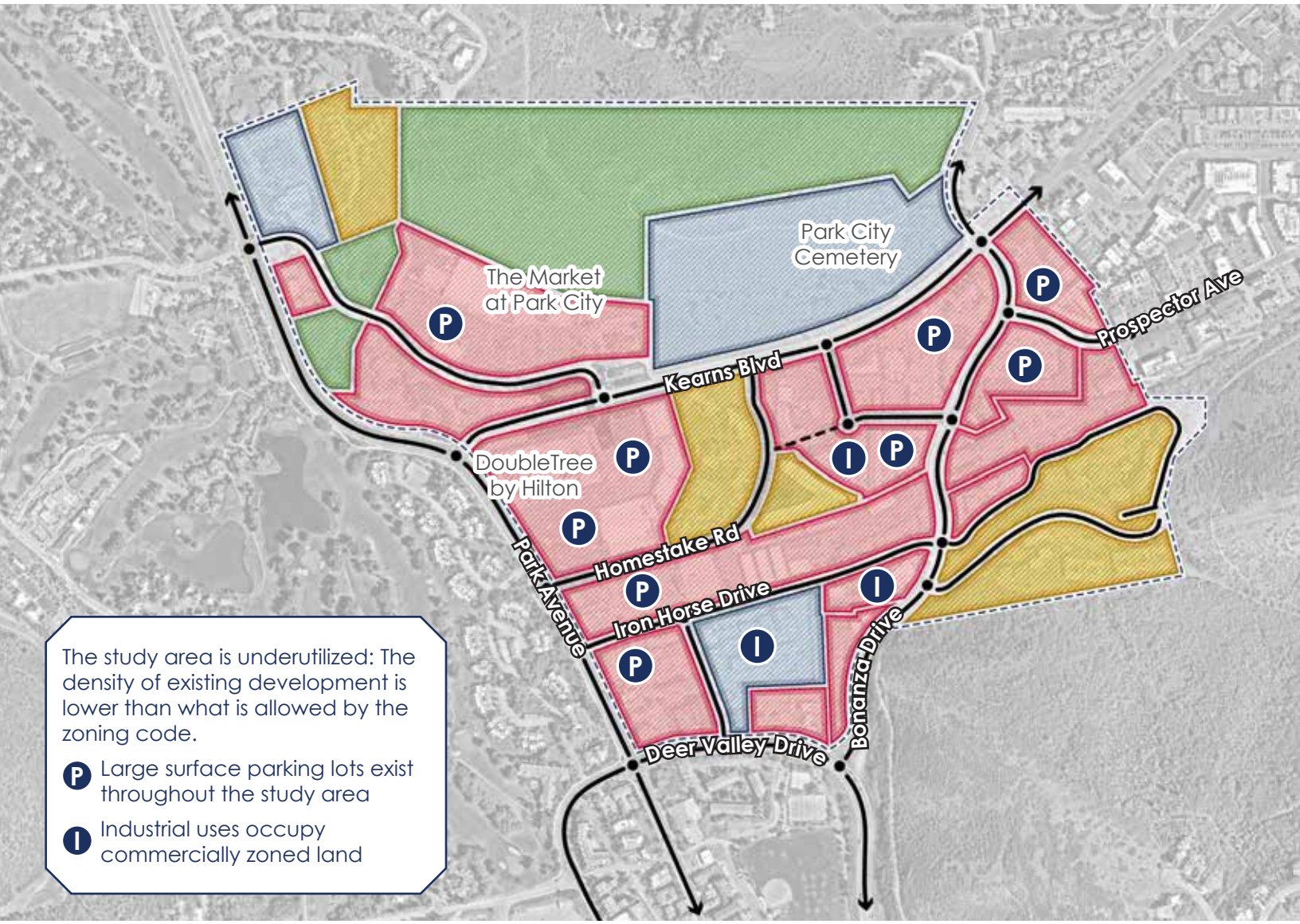
44.3%

Bonanza Park Hispanic Origin of 2023 Population (Esri)

Bonanza Park Regional Context



Existing Land Uses & Underutilized Areas



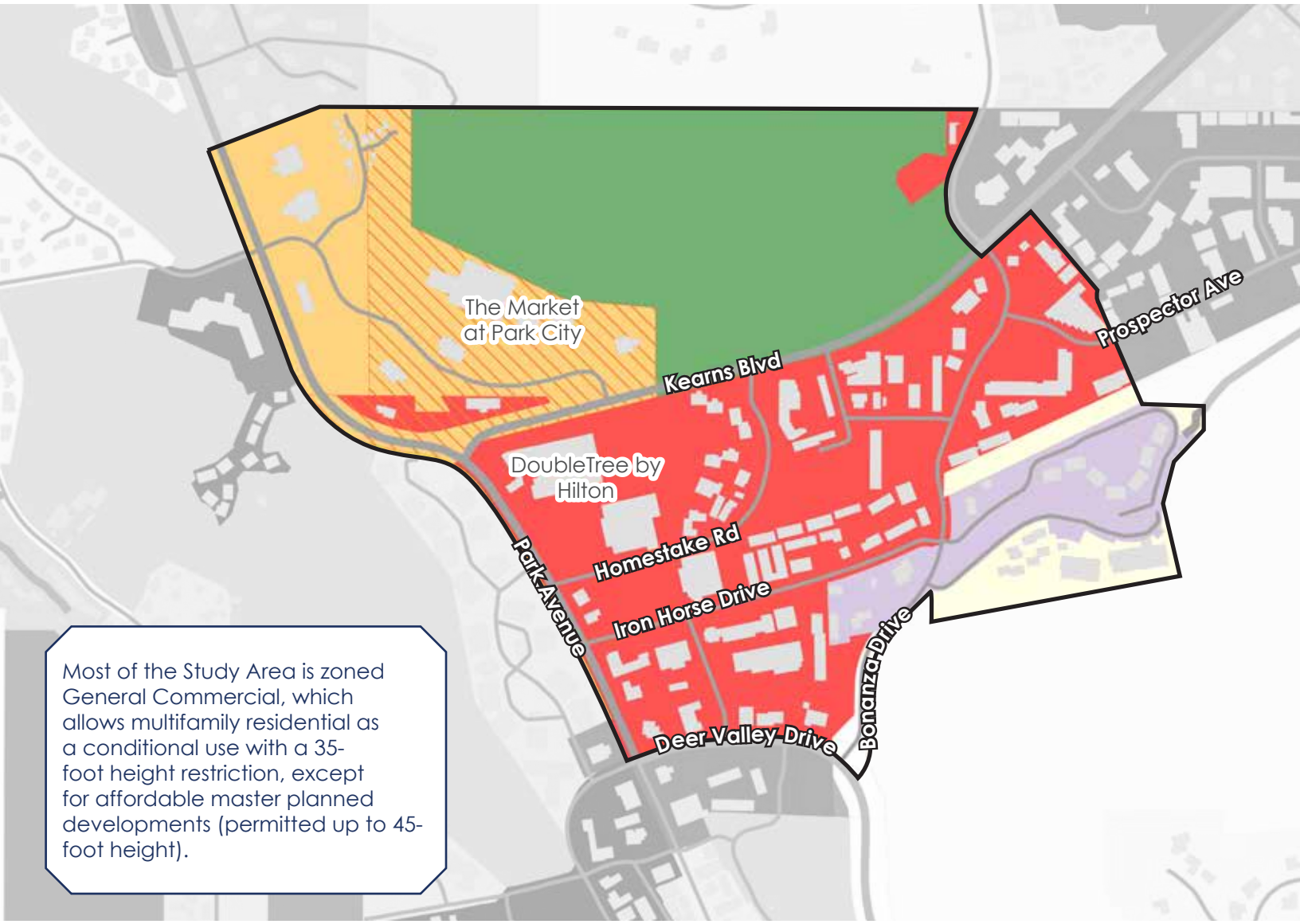
Bonanza Park is primarily composed of commercial and retail uses. Home to two grocery stores, a hotel, restaurants, and shops, the neighborhood is a significant shopping and dining destination for Parkites. As shown on the map, many of these commercial properties were designed with car users in mind, many featuring large surface parking lots along major roads and wide setbacks.

Once considered the "outskirts" of town, Bonanza Park also includes municipal uses often found at the perimeter of a community, not in its geographical center. These include a public works facility, a recycling center, storage facilities, gravel parking areas and storage yards, and an electric substation. These legacy industrial and commercial uses sit adjacent to residential areas, which include multifamily condos, apartments, and affordable cottages.

Much of the 200-acre boundary is dedicated to preserved green spaces with sensitive slopes north of Kearns Boulevard, and the Park City Cemetery.

- Institutional
- Commercial
- Residential
- Open Space

Existing Zoning Districts



Most of the Study Area is zoned General Commercial, which allows multifamily residential as a conditional use with a 35-foot height restriction, except for affordable master planned developments (permitted up to 45-foot height).

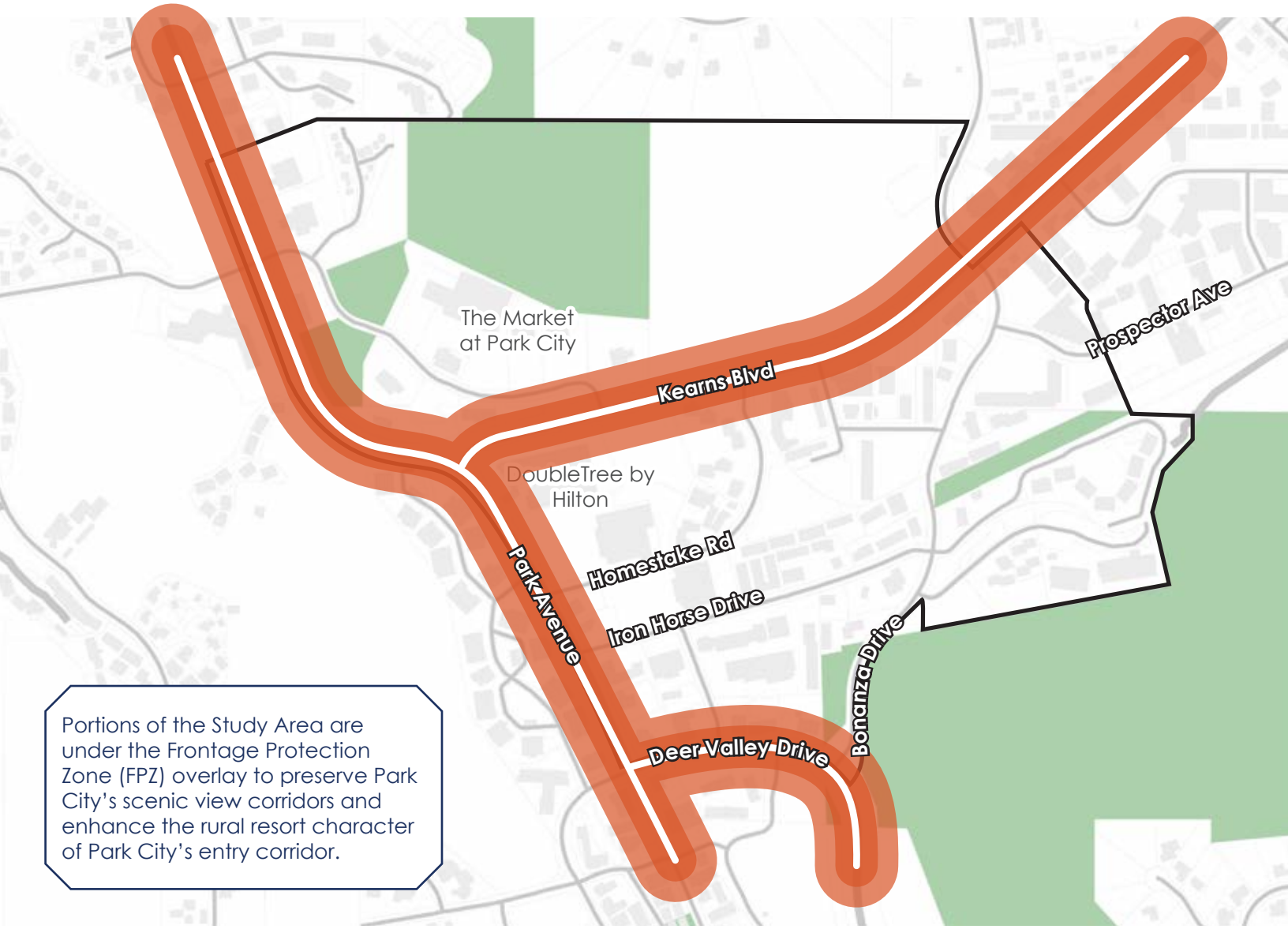
Reflecting the commercial and industrial character of its current land uses, much of the 200-acre study area is currently zoned General Commercial (GC). This zoning district focuses on commercial retail, dining, and hospitality uses by-right, allowing for residential uses as a conditional use. Density is restricted via setback requirements, and a building height limit of 35-feet for most structures, which is approximately three stories. Buildings that qualify for an Affordable Master Plan Development (AMPD) may have a total building height of 45 feet, or approximately four stories.

Reflecting the study area's history as an industrial sector outside the core, much of the eastern portion of the study area is zoned Light Industrial (LI), though the majority of the uses in these parcels are residential apartments.

North of Kearns Boulevard, outside of protected open spaces, much of the study area is zoned Medium Density Residential Development (RDM) with a Regional Commercial Overlay (RCO). This is consistent with the area's main tenant, The Market retail shopping plaza, which includes retail commercial uses.

- GC - General Commercial
- RDM - Res. Development - Medium Density
- RCO - Regional Commercial Overlay
- ROS - Recreation Open Space
- E - Estate
- LI - Light Industrial

Frontage Protection Zone



Portions of the Study Area are under the Frontage Protection Zone (FPZ) overlay to preserve Park City's scenic view corridors and enhance the rural resort character of Park City's entry corridor.

Bonanza Park's key corridors fall under the citywide Frontage Protection Zone (FPZ) Overlay. Within Bonanza Park, the FPZ includes properties with frontage on, and within one hundred feet (100') of the Right-of Way line of Kearns Boulevard, Park Avenue, and Deer Valley Drive.

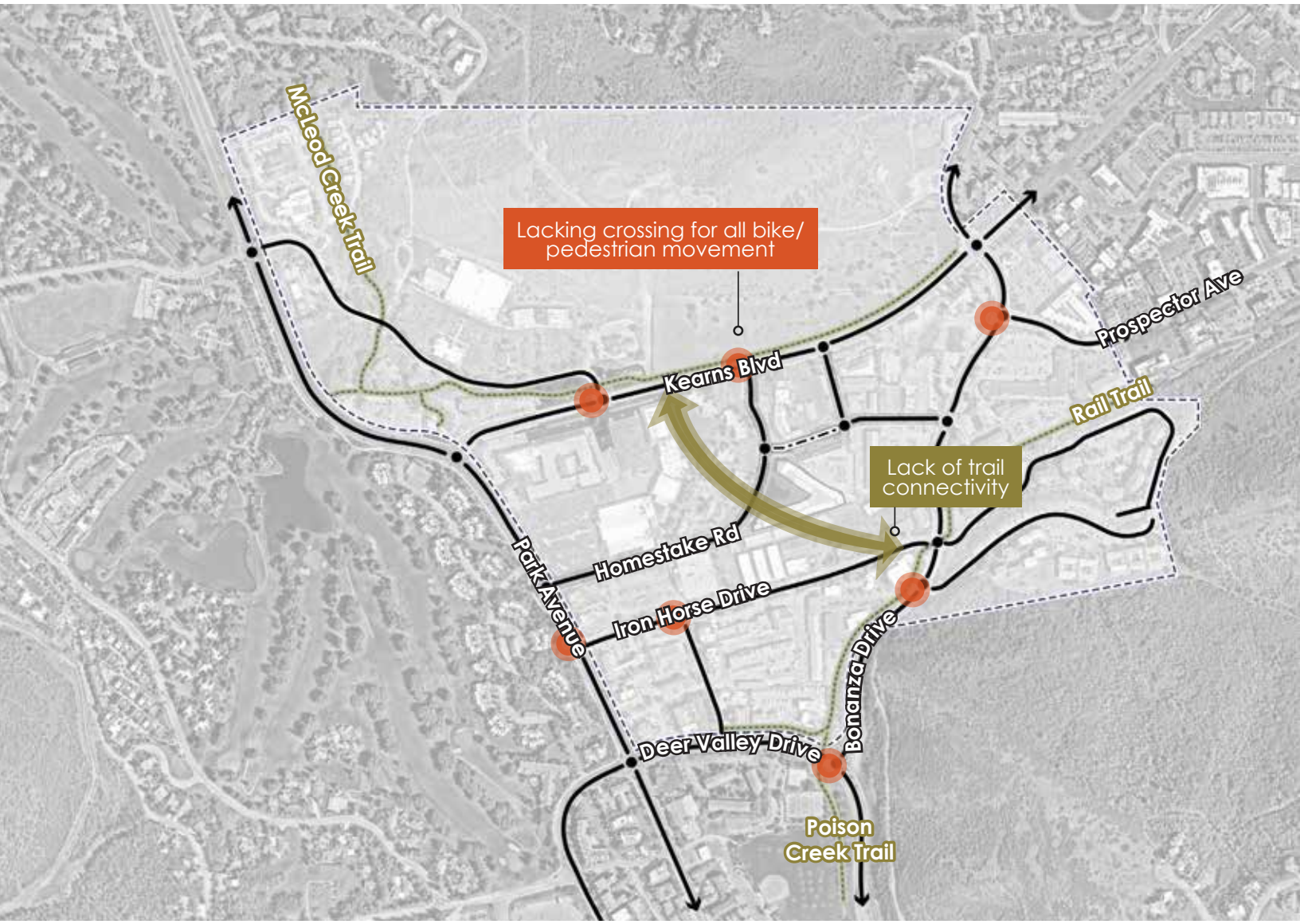
The FPZ restricts any new structures, including buildings or signs, within the first thirty feet (30') of the nearest Right-of-Way along these three corridors. Sidewalks or trails with pedestrian amenities may be built within this setback, with city review and authorization.

All construction activity, including permanent signs, in the Setback Area between thirty feet (30') and one hundred feet (100') from the nearest Right-of-Way line requires a Conditional Use permit.

The FPZ is intended as a regulatory tool to protect scenic view corridors for those coming into Park City, enhancing the area's rural resort character. The wide setback requirements along these corridors protect vistas of surrounding mountains and hills for drivers entering and leaving the city.

Frontage Protection Zone

Bike and Pedestrian Facilities and Connectivity Issues



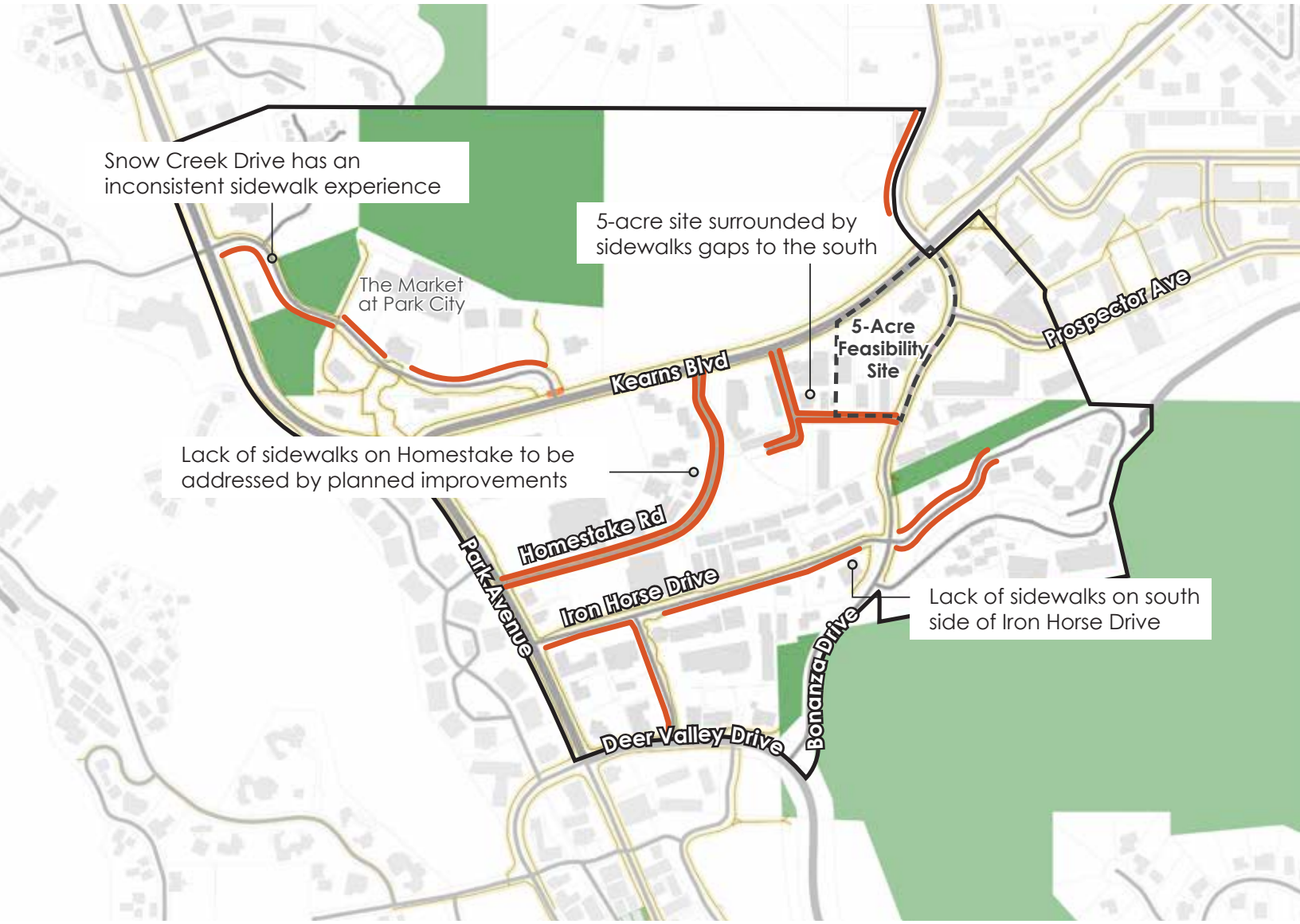
Bonanza Park is home to three regional trail networks - the McLeod Creek Trail north of Kearns Boulevard and along Snow Creek Drive; the Historic Union Pacific Rail Trail running from Bonanza Park to Echo Reservoir; and the Poison Creek Trail running along Park City's eastern edge toward Old Town.

Despite their convergence in Bonanza Park, these trails remain disconnected through the interior portions of the neighborhood. Pedestrians and bike users wishing to move between the Rail Trail/ Poison Creek Trail toward the McLeod Creek Trail are met with a maze of sidewalk gaps, intersections lacking crossings for all bike/ped movement, and a disjointed street network that hinders all connectivity.

As such, moving through Bonanza Park as a cyclist, runner, or pedestrian can be an arduous task requiring cutting through private parking lots, and crossing wide streets with little to no pedestrian infrastructure.

- Existing Street
- Planned Connection
- Existing Trail
- Existing Intersection
- Intersection Lacking Crossings for all Bike/ Ped Movement

Sidewalk Gaps

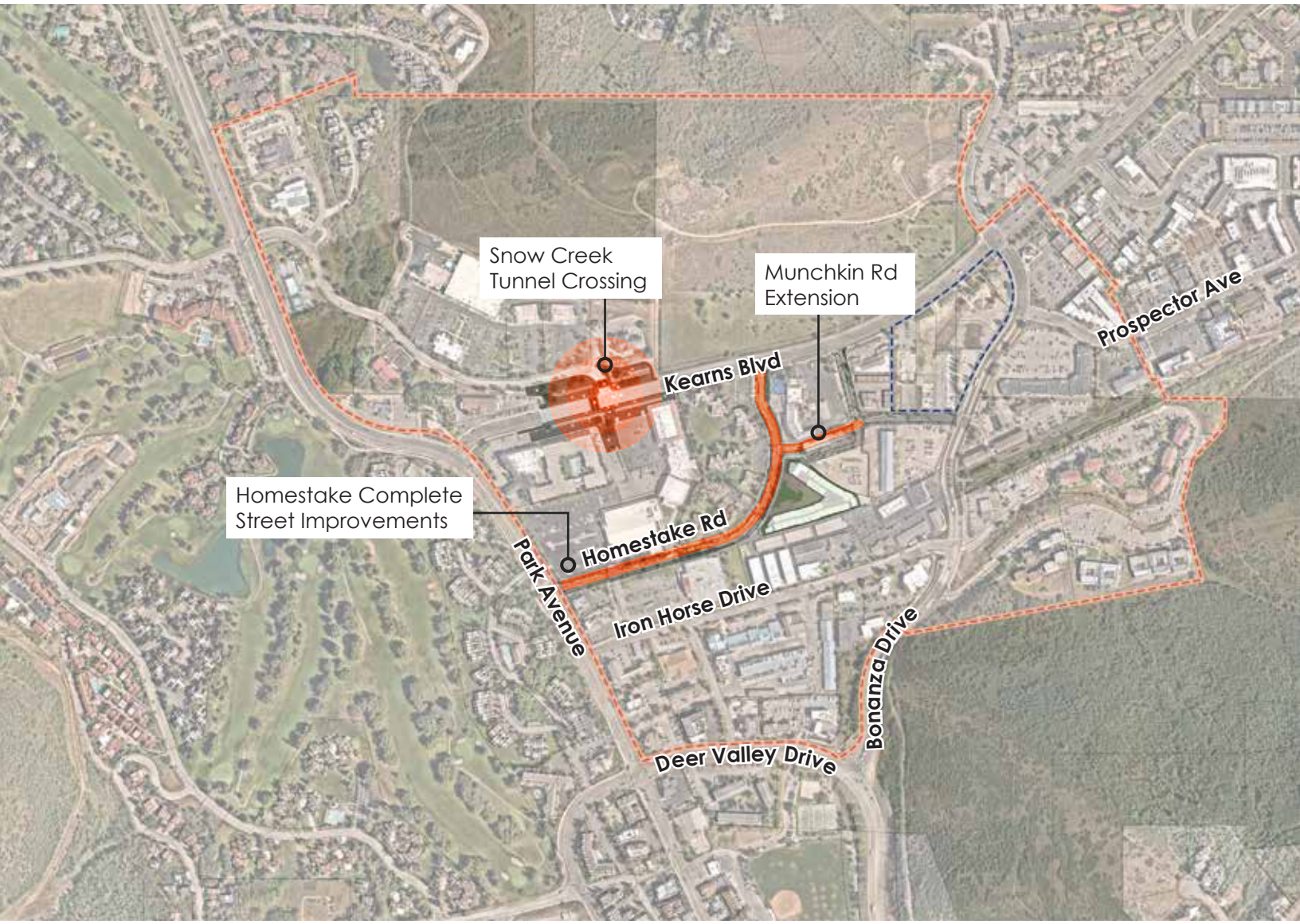


Bonanza Park's pedestrian network is hindered by a widespread prevalence of sidewalk gaps. When walking through the neighborhood, Parkites face challenging conditions as key streets, moving in both east-west and north-south directions, have significant segments lacking sidewalk facilities.

Some of these gaps will be addressed through planned improvements to the street network, detailed in the following page. These include the complete street redesign of Homestake Road, and the Munchkin Road extension. Nonetheless, other key streets remain with sidewalks, such as Iron Horse Drive, which is missing key segments of sidewalk along its south-facing side at a critical juncture toward the rail trail. Likewise, Snow Creek Boulevard lacks sidewalks on segments along both sides of the street at a critical connection between retailers at The Market at Park City shopping center and the McLeod Creek Trail.

Sidewalk Coverage
Sidewalk Gaps

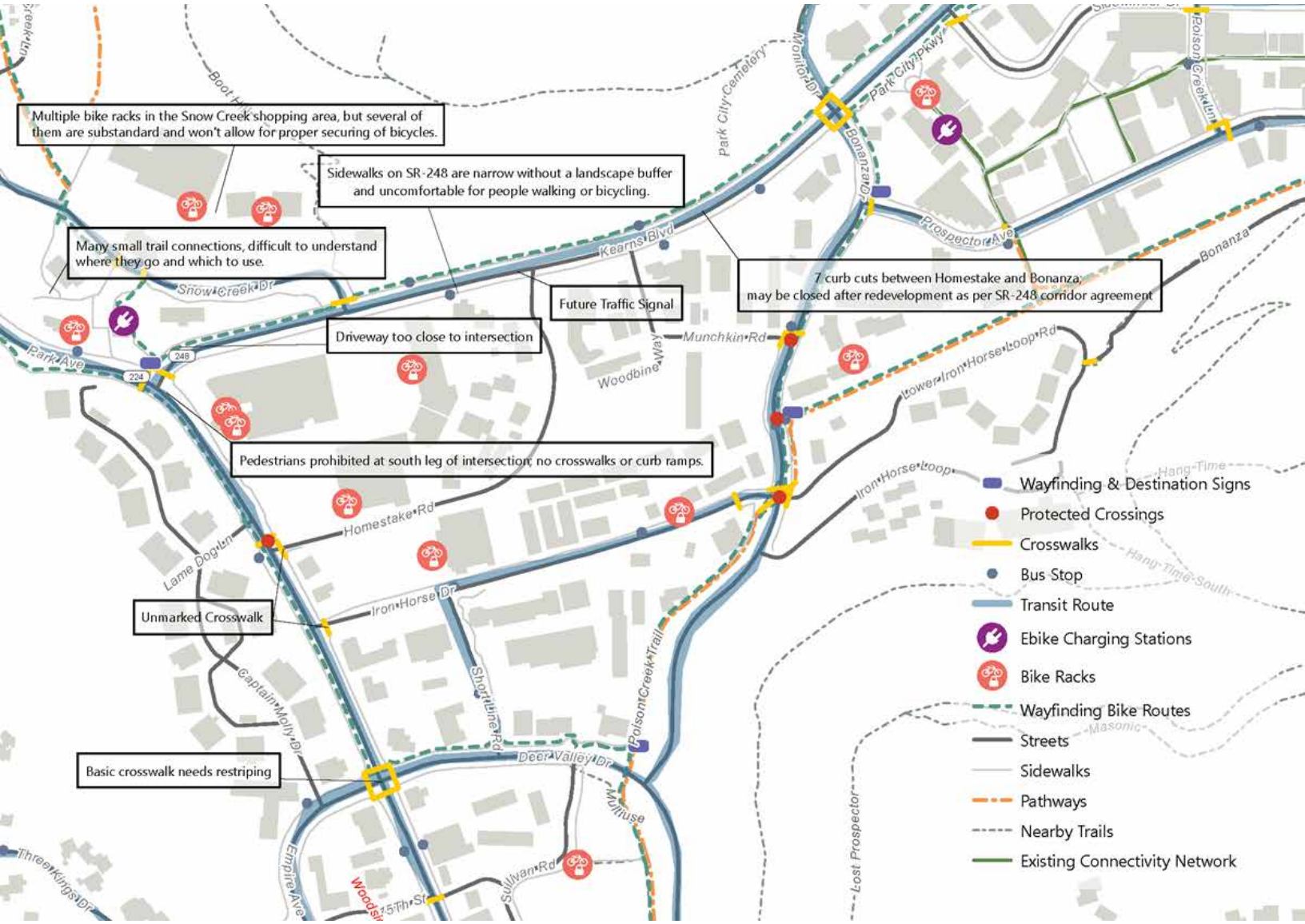
Planned Improvements



Some of the sidewalks and connectivity gaps described earlier in this section will be addressed or improved through the following projects, shown in the map above and detailed below. The descriptions of these projects and their improvements reflect the planning team's understanding as informed by the Plan Alignment described in the first section of this document. They include:

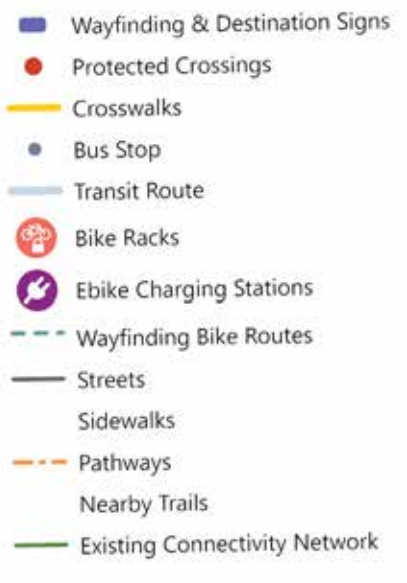
- **Homestake Complete Street Improvements:** Currently functioning as a curbless drive, the future Homestake Road will include sidewalks on both sides, curbs, on-street parking, and marked crossings.
- **Snow Creek Tunnel Crossing:** A potential tunnel crossing may connect under Kearns Boulevard at the intersection with Snow Creek Drive. The tunnels could ease pedestrian travel between The Market at Park City and the McLeod Creek Trail toward the heart of Bonanza Park.
- **Munchkin Road Extension:** The east-west extension of Munchkin Road will connect Homestake Road eastward with Bonanza Drive. Through the addition of sidewalks, and improvements and a one-way conversion of Woodbine Way, this key connection will allow for additional east-west travel through Bonanza Park. The project will require the relocation of the Recycle Utah facility.

Transportation and Mobility Overview



As an appendix to this document, the engineering firm Fehr & Peers conducted a detailed study of existing conditions, modeling the traffic impacts of some of the infill development envisioned in this small area plan. As part of this examination, the planning team included a summary of Bonanza Park's key mobility observations, concerns, and considerations, including the following key take-aways:

- Bonanza Park has a strong multimodal network that is nonetheless hindered by incomplete sidewalks, missing crossings, and limited wayfinding.
- Existing crossings are limited on Park Ave and Kearns Blvd.
- The sidewalk network is incomplete on Snow Creek Drive and Iron Horse Boulevard.
- Wayfinding signage is too infrequent throughout the study area.



Intersection Level of Service

The map above shows Level of Service (LOS) for the PM peak hour traffic conditions. 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. Typically, LOS D or better is considered acceptable during peak hours.

LOS RATING	Description
A	Free Flow/ Insignificant Delay
B	Stable Operations / Minimum Delays
C	Stable Operations / Acceptable Delays
D	Approaching Unstable Flows / Tolerable Delays
E	Unstable Operations / Significant Delays Can Occur
F	Forced, Unpredictable Flows / Excessive Delays

INTERSECTION	CONTROL	LOS (2023)
SR 224 & Snow Creek Dr	Signal	A
SR 224 & SR 248	Signal	C
SR 224 & Homestake Rd	WB Stop	F
SR 224 & Iron Horse Dr	WB Stop	E
SR 224 & Deer Valley Dr	Signal	F
SR 248 & Snow Creek Dr	SB/NB Stop	C
Homestake Rd & SR 248	NB Stop	C
Woodbine Way & SR 248	NB Stop (right in right out)	C
Bonanza Dr & SR 248	Signal	F
Sidewinder Dr & SR 248	NB Stop	E
Bonanza Dr & Prospector Ave	EB/WB Stop	F
Bonanza Dr & Munchkin Rd	EB/WB Stop	E
Bonanza Dr & Iron Horse Dr	EB/WB Stop	F
Deer Valley Dr & Bonanza Dr***	Signal	B
Woodbine Way & Munchkin Rd	WB/EB Stop	A

***During some days in the winter, queues from SR 248 & Bonanza and SR 224 & Park Avenue frequently spill back through this intersection, sometimes reaching as far back as Aerie Drive. This capacity analysis reflects conditions for Friday, February 17, 2023 , though operations on other days may appear to be worse than the conditions shown.

Community Engagement

The planning process included robust engagement that brought more that 1,500 Park City voices into the conversation.

The Bonanza Park Small Area Plan represents the ideas, comments, and aspirations of the more than 1,500 Parkites that participated in the process. Their passion and dedication to the future of Bonanza Park is evident in the thousands of comments reviewed by the planning team. This Small Area Plan shared much of the engagement events with the concurrent 5-Acre Site Feasibility Study, though topic areas and activities were kept separate. The information and take-aways in this document focus entirely on the Bonanza Park Small Area Plan.

Through three community meetings with more than 500 attendees, two online surveys with almost 1,000 responses, 12 stakeholder roundtables, and a variety of other in-person events, the plan reached all segments of Park City's community. The process was guided by an Advisory Group of 14 individuals with vested interests in the neighborhood, including residents, land owners, business owners, and institutional partners. This group, meeting four times through the process, advised the planning team to ensure that the plan's ideas were effectively communicated, and provided a sounding board for the planning team.

The plan's engagement was divided into three distinct phases, each culminating with a presentation and update to City Council for reflection and direction on next steps. The plan's phases included:

- **Phase 1 Engagement:** This phase included the launch of a project website, stakeholder roundtables, the first community meeting, an online survey, two Advisory Group meetings, and an update to City Council to review engagement results.
- **Phase 2 Engagement:** The second phase included the development of a vision statement, project goals, and initial recommendations. These materials were presented to the Advisory Group at a second meeting, followed by a second community meeting and an online survey. Likewise, the planning team hosted a walking tour with residents, engagement with high school students, and engagement with young families. This phase culminated with an update to Planning Commission and City Council.
- **Phase 3 Engagement:** The third and final phase of engagement included the development of plan recommendations, shared at a fourth Advisory Group Meeting and a third community meeting. This phase culminated with the plan's Adoption Process.

3 Community Meetings
(500+ Attendees)
12 Stakeholder Roundtables
(62 Stakeholders)
1,500+
Park City Voices Engaged
Online/Paper Surveys
(970 Responses)
Ongoing Project Website
Methods
Advisory Group
Project Website
12 Stakeholder Roundtables
Meetings
3 Community Meetings
Community Site Tour
Additional Outreach in Spanish
Engagement with Young Families and High School Students
Surveys
2 Online Surveys
(English & Spanish)

Advisory Group

The Advisory Group represents a broad spectrum of Park City residents, advocates, employers, institutional partners, landowners, and other key stakeholders. The group's key roles and responsibilities through this process included:

- Meet throughout the process at project milestones to review materials that will be shared with the larger Park City community.
- Support and augment the community engagement process by sharing project event information.
- Provide feedback to help the team craft a vision.
- Once the plan is implemented, serve as a partner in the implementation of the plan's concepts and recommendations.

The Advisory Group met four times throughout the process, with the addition of a fifth special meeting to preview phase 1 engagement results prior to being shared with City Council. This additional meeting was requested by Advisory Group members during their second meeting. At the onset of the planning process, members of the Advisory Group, together with City Staff, were invited to join visits and tours of three vibrant cities with examples of successful neighborhoods. These included Toronto, Columbus, OH, and Washington, D.C.

- **Meeting 1:** Occurring virtually on May 23, 2023 this first meeting provided an opportunity for the planning team to meet the group's members, share information about their expected roles and responsibilities, and provide an overview of the planning process to come.

Members of the Advisory Group were invited to join Park City Leaders and City Staff on trips to Toronto, Columbus, OH, and Washington, D.C. to reflect on the successes of other cities.

- **Meeting 2:** The second meeting occurred in-person on July 19, 2023. A consultant presentation provided the result of the Plan Alignment, and an overview of transportation existing conditions. The presentation was followed by a preview of the first community meeting, and a discussion centered around the Advisory Group members' tours of three cities.
- **Special Meeting:** Hosted virtually on August 7, 2023, the planning team provided a preview of the phase 1 engagement results and takeaways to the Advisory Group, followed by discussion.
- **Meeting 3:** Held in-person on October 18, 2023 a day prior to the second community meeting, the consultant team shared the draft vision statement, project goals, and initial land use and connectivity ideas and concepts. The presentation was followed by a discussion that resulted in presentation edits for the second community meeting.
- **Meeting 4:** The fourth and final meeting with the Advisory group was conducted on February 14, 2024. This meeting included a presentation introducing the plan's recommendations, followed by a discussion on how to best refine these prior to sharing with the community at a third and final community meeting.

Stakeholder Roundtables

During the first phase of engagement, the planning team conducted roundtables with Parkites invested in the future of Bonanza Park. These meetings occurred on July 18, the day prior to the first Community Meeting.

Grouped by topic theme, the 15 stakeholder roundtables brought together representations including land owners, residents, transportation experts, hotel operators, economic development officials, local artists, and arts and culture institutions. This engagement was concurrent with the 5-Acre Site Feasibility Study. As such, the city-owned site was also discussed, though this document focuses on the portions of these discussions centered around the Bonanza Park study area.

Through various conversations with stakeholders, the following common themes emerged:

- **Bonanza Park is a "locals neighborhood"** where restaurants and businesses serve locals more than tourists.
- **There is a strong need for additional housing**, especially affordable housing - not enough people live near the site and in Bonanza Park.
- **Bonanza Park lacks walkable connections,** especially on major streets like Bonanza Park and Kearns Boulevard.
- **Future improvements should focus on transportation**, as this is critical to redevelopment. The area has to be convenient for locals to move their way through.

Community Meetings

Community Meetings are an invaluable method for the planning team to share ideas with the community, engage in conversations about how Bonanza Parks works today and what needs to be improved, and collect feedback on how to best move forward in the planning process.

The Bonanza Park Small Area Plan included three community meetings, one in each phase of engagement, attracting more than 500 Parkites. The meeting results are cataloged as part of the engagement phase summaries at the end of this section. The first two meetings were held in tandem with the 5-Acre Site Feasibility Study, while the third and final meeting focused solely on this plan. Meetings were advertised via online and paper flyers, email lists, radio interviews, a printed postcard distributed to all property owners in the city, and support from the Advisory Group.

- **Community Meeting 1:** Held at the DoubleTree Hotel on July 19, 202, this meeting focused on learning and listening form the community. With an open house format, Parkites were asked to share their vision for Bonanza Park, and participate in activities about the types of uses and connections they would like to see happen in the future.
- **Community Meeting 2:** Held at the Park City Library on October 18, 2023 this meeting included a presentation and an open house introducing the project vision statement and goals, and initial land use and connectivity concepts.
- **Community Meeting 3:** The final meeting was held on April 9, 2024 at the Park City Library and included a presentation and open house introducing the plan's recommendations.

250
people attended the first community meeting on July 19 at the Doubletree by Hilton Park City.

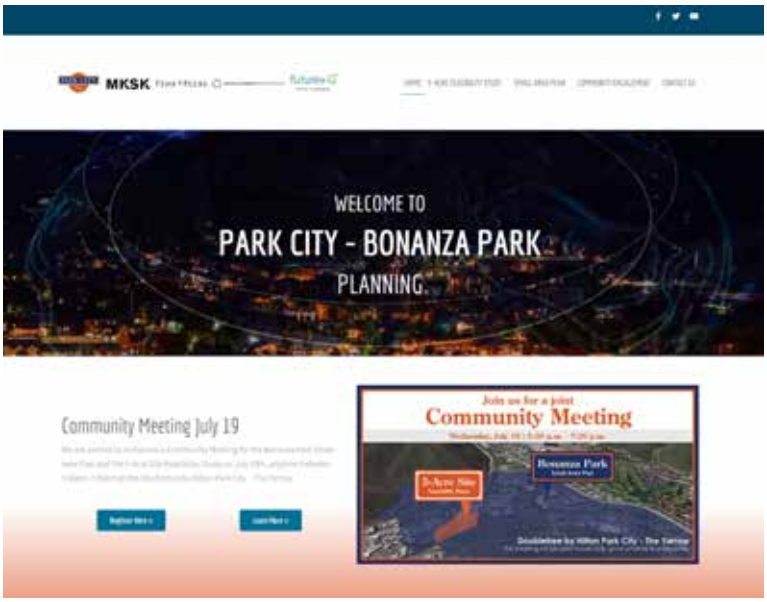
150
people attended the second community meeting on October 18, at the Park City Library.

100
people attended the third community meeting on April 9, at the Park City Library.

Online Engagement

Though community meetings are a crucial method to collect feedback and share information, dedicating one's evening to attend a meeting is a challenging task for many. As such, the plan's engagement was amplified through a project website and two online surveys, ensuring that the Parkites unable to participate in-person had a means to share their input and ideas. This plan's online survey results are embedded in the engagement phase summaries at the end of this section. The plan's online presence included:

- **Online Website:** Launched at the beginning of the planning process, the project website www.bonanzapark.com served as a repository of all project information, presentations, updates, and information about upcoming events. The website was continuously updated with new content and featured video interviews with meeting attendees, links to other relevant plans, and interactive tools to visualize online survey results.
- **Online Surveys:** The planning team shared two online surveys during the first two phases on engagement, focusing on gathering input around the content developed for the first and second community meeting. The online surveys gathered 970+ responses total. The results were displayed in the project website, which also included a download link for the raw survey results.
- **Social Media:** Throughout the process, Park City's Communications Department shared all meeting and survey notices via the city's official social media accounts.



The planning team launched two online surveys for the Bonanza Park Small Area Plan during the first and second phases of engagement.

The survey was promoted via Park City's Social Media accounts, distributed via email, publicized in English/ Spanish flyers (digital and print), and shared by project partners via email.

721

Total responses to the **first online survey** between July 19 and August 4 of 2023.

67%

of all survey responses were from the 84060 ZIP Code.

250

Total responses to the **second online survey** between October 30 and November 22 of 2023.

73%

of all survey responses were from the 84060 ZIP Code.

Nontraditional Engagement

To ensure an equitable planning process, the project team committed to engaging with Parkites from all backgrounds, with a focus on reaching groups traditionally underrepresented in a planning process. This effort acknowledges that while many Parkites are comfortable attending in-person events or sharing their input via an online survey, many feel left out of the decision-making, or are unable to fit the plan's engagement activities into their busy schedules.

As such, following each phase of engagement, the planning team reviewed engagement results to identify portions of the community that were not being adequately represented in the process up to that moment in time. As a result, the planning team, in collaboration with City Staff, devised an engagement strategy to better advertise to, and reach, these groups. The events and activities below were pivotal in reaching these communities where they live, work, or attend school.

- **Spanish-Language Engagement:** To engage with Park City's Spanish-speaking population, the planning team hosted a coffee and pastry event at the Park City Library on August 29, 2023. Additionally, the project website included a dedicated Spanish-language page and a full translation of the entire site, with both online surveys made available in Spanish. All meeting flyers and social media graphics were likewise posted both in English and in Spanish, for all phases of engagement.

Engaging with Park City's Spanish-Speaking Community

The planning team provided various project materials in Spanish, including online/paper surveys, informational flyers, and the project website.

- **Engaging with Young Parkites:** To better understand the needs and hopes of Park City's younger residents, the planning team hosted two engagement sessions with students from Park City High School on October 17, 2023. These sessions centered around a discussion about the strengths, issues, and opportunities in Bonanza Park.
- **Engaging with Young Families:** Park City planning staff hosted two roundtable discussions with Park City's young families to understand their needs and wants for the future of Bonanza Park.
- **Community Site Tour & Walk:** Prior to the second community meeting, the planing team hosted a walking tour of Bonanza Park and the city-owned 5-acre site during the afternoon of October 18, 2023. Attended by more than 50 Parkites, including various members of the Advisory Group, the tour included stops at several neighborhood locations including the Kimball Art Center, the under-construction EngineHouse development, the site of the proposed Park+Kearns development at the current DoubleTree Hotel, and Prospector Square.

Engaging with Young Parkites

The planning team hosted an engagement session with Park City High School Students on October 17, 2023 to discuss their vision for Bonanza Park.

Engaging with Young Families

The planning team facilitated two roundtable sessions with young families in Park City to understand their concerns and vision for the future of this community.

Community Site Tour & Walk

The planning team hosted a community site tour on October 18, through the Bonanza Park Neighborhood, attended by approximately 50 Parkites.

Phase 1 Engagement

The first of three community meetings kicked off phase 1 engagement, where the planning team listened to Parkites voice the strengths, weaknesses, and opportunities for the neighborhood. Stakeholder roundtables were also conducted to group individuals by expertise for more focused conservations around challenges and opportunities in the neighborhood. An online survey that included visuals and prompts from the community meeting was likewise circulated in both Spanish and English for residents who were not able to attend the meeting in person. The feedback received through these means of engagement resulted in the following key takeaways:

- **Bonanza Park is a "Locals' Neighborhood".** Unlike Main Street, which mostly caters to tourists, Bonanza Park is where Parkites shop, dine, and gather.
- **Parks and open spaces are a community priority.** There is a need and desire for additional green spaces where locals can come together as a community.
- **Future redevelopment and infill should focus on creating a destination for locals**. New businesses and destinations should be local and authentically Park City.
- **The 5-acre site cannot alone meet the city's goals.** Whatever happens on the 5-acre site can influence its surroundings, and be complementary to the character of Bonanza Park.
- **The community would like to see arts and culture woven into the neighborhood fabric.** There are opportunities for

Community Meeting: Places Parkites Love

The top 3 favorite places included (1) Kimball Art Center, (2) Restaurants/ Shops on Iron Horse Drive, and (3) the Rail Trail.

Community Meeting: Places Parkites Want Changed or Improved

The top 3 improvements included (1) Finding a new home for the Kimball Art Center, (2) adding more affordable housing, and (3) improving multi-modal connectivity

public art, housing for artists, and galleries or exhibit spaces.

- **The Kimball Arts Center (KAC) is one of Bonanza Park's top assets** and needs a permanent home. The KAC is a cherished destination that should remain in the neighborhood.
- **Moving through the study area should be safer and more intuitive.** Transportation improvements should focus on wide streets and unsafe intersections.
- **The Study Area lacks walkable and bikeable connections.** Improving connectivity to the rail trail and addressing sidewalk gaps are a priority.
- **Bonanza Park is the right place for density** and building height. As the area redevelops, mixed use buildings should embrace walkable streets.
- **Bonanza Park needs more affordable and workforce housing.** For there to be a critical mass, there needs to be a strong resident base.

Favorite Things about the Study Area

Top 5 Mentions (460 Written Responses)

Restaurants: Mentioned 160+ times

Rail Trail: Mentioned 50 times

Proximity/ Location: Mentioned 40 times

Kimball Art Center: Mentioned 39 times

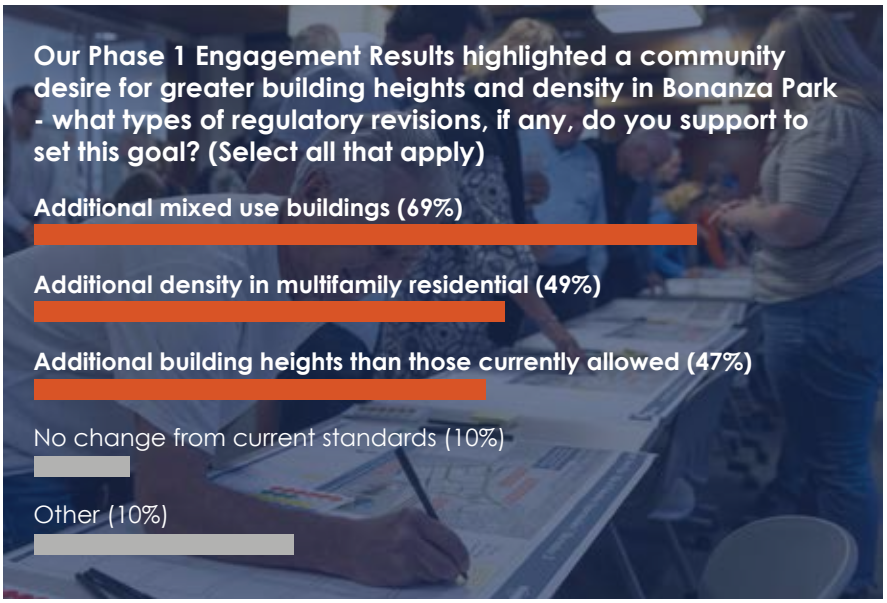
Recycle Utah: Mentioned 32 times

Phase 2 Engagement

During the second phase of engagement, a second community meeting was held to introduce the vision statement, the six project goals, and initial ideas for improving the area's land use and connectivity. The community meeting was accompanied by an online survey in both Spanish and English for those who were not able to attend the meeting.

Prior to the meeting, a walking tour of Bonanza Park took place to give residents the opportunity to discuss neighborhood focus areas directly with the planning team. An engagement session at Park City High School was also conducted to include a youth perspective in the vision for the neighborhood. Through the means of engagement detailed above, the following takeaways were formed around the priorities for future development of Bonanza Park:

- **Additional Density:** While there is support for additional building heights and density in some parts of Bonanza Park, Parkites expect to trade these off with community benefits, such as affordable housing, or public realm improvements.
- **Prioritizing Connectivity:** Parkites would like to prioritize as many long-term connections as possible in Bonanza Park. New connections should be geared toward pedestrians and cyclists, and limit cars. There is a clear priority on improving sidewalks.
- **Local for Locals:** Future uses should focus on serving the needs of locals. There is lack of support for any future hotels, but widespread support for more restaurants/ dining, retail, open space, and multifamily residential.



Key findings from the second phase of engagement

1

Parkites expect to trade off additional density with community benefits, such as affordable housing, or public realm improvements.

Where: Key catalyst sites and long term infill sites

2

Parkites would like to prioritize pedestrian and cyclist connections in Bonanza Park.

Where: Across the entire neighborhood boundary

3

Future uses, such as restaurants/dining, retail, open space, and multifamily, should focus on serving the needs of locals.

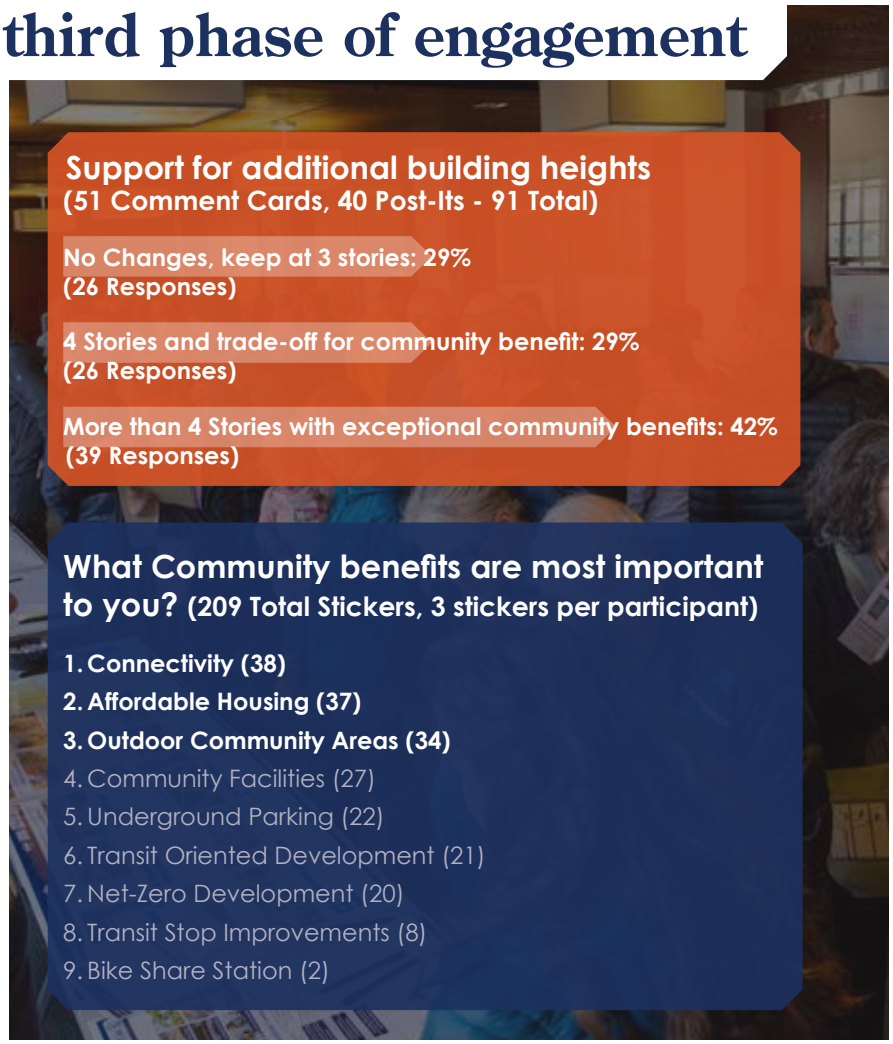
Where: Anywhere where redevelopment occurs in the community

Key answers from the third phase of engagement

Phase 3 Engagement

The third phase of engagement focused on introducing draft recommendations for the Bonanza Park Small Area Plan that support the vision and goals for the neighborhood as expressed by Parkites during the first two phases of engagement. The recommendations were presented during the third and final community meeting, where attendants were given the opportunity to evaluate if anything was missing through interactive activities, a comment card, and one-on-one conversations directly with the planning team. Feedback obtained through community meeting 3 formed the following takeaways:

- **Additional density:** Support was expressed for additional building heights in parts of Bonanza Park in return for community benefits, with connectivity and affordable housing ranking as the most important. Meeting participants expressed widespread support for buildings at four stories, with some supporting more than five stories with exceptional community benefit.
- **Building setbacks:** Parkites expressed that updating the Frontage Protection Zone is a necessary step to protect the mountain views that make Park City unique.
- **Support a neighborhood for locals:** The comments received showed that Parkites supported limiting the amount of new nightly rentals, hotels, and timeshares in Bonanza Park. Many expressed that commercial square footages should be capped (with the exception of grocery stores) to support local businesses as ground floor tenants.



- **Prioritize pedestrian safety:** When establishing future connectivity network, safety features must be included in the design of the road network for pedestrians and bicyclists. Participants overwhelmingly noted that the connectivity framework shared as part of this plan matched their vision for the neighborhood.
- **Connect with adjacent neighborhoods:** The Connectivity network established for Bonanza Park should not only support the neighborhood internally, but also work externally with adjacent neighborhoods, such as Prospector.
- **Establish affordability metrics:** In order to create an inclusive neighborhood, Bonanza Park must work with the development community to build more affordable and workforce housing.
- **Parks and outdoor community spaces are a priority.** There is a need and desire for additional outdoor community gathering spaces where locals can come together.
- **Incorporate art in development and open space design:** Art, especially created by local artists, should be included in the neighborhood and in open spaces whenever possible. Parkites strongly supported the addition of new murals and sculptures.

Vision Statement and Project Goals

This plan is guided by vision and goals established through the planning process.

The recommendations in this plan represent hundreds of voices engaged through community meetings, online surveys, and one-on-one conversations. Through these engagement activities, the planning team asked Parkites to describe the Bonanza Park of today, and to outline their vision for the Bonanza Park of tomorrow.

The result from these comments, ideas, activity results, survey responses, and roundtable conversations are encapsulated in the vision statement and project goals introduced in this section.

Vision Statement

The vision statement is a simple and succinct series of sentences that summarize the community's vision for the future of Bonanza Park. This statement represents a community voice that is authored by the hundreds of comments, ideas, concerns and messages received and reviewed through the plan's engagement. The vision statement was introduced to the community at the second community meeting for their feedback, after which it was refined to reflect the community's priorities.

The vision statement gives clarity to the plan's intent and guided the development of the plan's recommendations. As such, the statement is both descriptive and aspirational - it describes how Parkites perceive Bonanza Park today, and establishes an aspiration for its future. From this vision statement, the planning team developed and refined project goals that guide a series of recommendations under each goal.

This plan is organized through the following three pillars:

Vision Statement

Simple and succinct statement that summarizes the community's vision for the future of Bonanza Park.

Project Goals

Broad outcomes for Bonanza Park desired by the community, organized by the plan's topic areas.

Recommendations

Concrete strategies to achieve a corresponding goal through a specific project, policy, or program.

Descriptive: Bonanza Park Today

↓

Vision Statement

Bonanza Park is a neighborhood where Parkites gather to shop, dine, and express local art and culture. The Bonanza Park of tomorrow will build on this vibrancy to become a more walkable, connected, livable, and inclusive community for current and future Parkites of all ages.

↑

Aspirational: Bonanza Park in the Future

Project Goals

The Bonanza Park Small Area Plan and its recommendations are guided and organized by six project goals developed by the planning team using results from the first phase of engagement. The purpose of these goals is twofold - they establish broad desired outcomes for Bonanza Park that are supported by the community, and they create the topic areas by which the plan's recommendations are organized. In the following section of this report, each project goal is explored with a greater amount of detail, and each goal is supplemented by recommendations that establish concrete strategies to achieve their corresponding goal through specific projects, policies, or programs.

The goals were introduced to the community at the second community meeting. At this meeting and in a follow-up online survey, Parkites were given an opportunity to revise, refine, and add to the project goals. The goals were met with widespread enthusiasm and support, with only minor revisions to language suggested by Parkites, and the suggestions that the goals incorporate environmental sustainability and resilience.

The plan's project goals, introduced below and in the following page, build on what Parkites described as the future for Bonanza Park:

- **Bonanza Park is Mixed Use:** The Bonanza Park of tomorrow will be a mixed use neighborhood with livability in mind. Bonanza Park is an appropriate place for additional density, where more compact development can continue to reflect Park City's small town and resort character.
- **Bonanza Park is User-Friendly:** The future Bonanza Park will be a safe haven for pedestrians, cyclists, and transit riders, while considering vehicular traffic flow. Improvements to existing streets and intersections, and the addition of future connections, will create a safe & intuitive network for current and future users.
- **Bonanza Park is Green:** Bonanza Park will replace its myriad of surface parking lots and paved areas community gathering spaces, pervious surfaces, and new and sustainable development that welcome new residents.
- **Bonanza Park is Local:** Bonanza Park will continue to be a "locals' neighborhood" that serves Parkites through and through. As development and growth occurs, policies should reflect a commitment to encouraging local businesses that reflect the community's authenticity over national chains.
- **Bonanza Park is Inclusive:** Home to much of Park City's naturally-occurring affordable housing, Bonanza Park must remain attainable to Park City's workforce. As such, programs and partnerships should expand the availability of affordable and workforce housing units in the neighborhood.
- **Bonanza Park is Cultural:** As the home to the Kimball Arts Center, Bonanza Park is an emerging hub for Park City's local arts scene. The neighborhood needs to better reflect this energy and activity and weave arts and culture into the community fabric.

Project Goals:
Bonanza Park is...

Mixed Use
Create a mixed use neighborhood with livability in mind.

Local
Support locally-owned business & entrepreneurship.

User-Friendly
Create a safe & intuitive network for pedestrians, cyclists, and transit users.

Inclusive
Expand the availability of affordable and workforce housing units.

Green
Create a more welcoming and sustainable community.

Cultural
Weave arts and culture into the community fabric.

03

Bonanza Park Tomorrow

This Chapter Includes:

Mixed Use | Local | User-Friendly | Inclusive | Green | Cultural

Bonanza Park is...

Mixed Use

Create a mixed use neighborhood with livability in mind.

Through the community engagement process, Parkites described a future Bonanza Park where autocentric development would make way toward a more mixed-use and compact development pattern at a pedestrian scale. At community meetings and online surveys, Parkites reiterated that Bonanza Park is an appropriate place for additional density and building heights. Its central location, proximity to Old Town, transit connectivity, and access to regional trail systems, were noted as various factors that contributed to the neighborhood's readiness for mixed-use development.

Across the neighborhood, the development community has recognized the market opportunity in Bonanza Park for additional retail, residential, and hospitality. Proposed developments and active applications, such as the Park + Kearns redevelopment of the DoubleTree Hotel, or the potential redevelopment of the Iron Horse District, will add new housing units and commercial retail to Bonanza Park. As well, a future potential redevelopment of the city-owned 5-acre site on Kearns Boulevard and Bonanza Drive into a mixed-use district with housing, retail, and an arts center, has the potential to transform a landmark corner and gateway into the neighborhood. As such, Bonanza Park is poised to transform – the time to plan and accommodate this growth is now.

This section explores strategies for how to capitalize on this momentum to re-think suburban development patterns and make Bonanza Park a more livable, walkable, and mixed-use community. This section does so through three key recommendations, each explored with greater detail in the following pages:

- **MU1:** Create a Bonanza Park Mixed Use District that allows for increased densities when new development provides significant community benefits.
- **MU2:** Update the Frontage Protection Zone to ensure that Park City's entry corridors remain scenic and awe-inspiring.
- **MU3:** Establish development guidelines for new multifamily and mixed-use buildings to create walkable, human-scale, development that is contextual and sensitive to its environments.

The Bonanza Park Mixed Use District (BPMX) will establish a mixed-use vision for the neighborhood's future, allowing for increased densities when new development provides significant community benefits and respects adjacencies and context.

MU1: Create a Bonanza Park Mixed Use District that allows for increased densities when new development provides significant community benefits.

A future rezoning of Bonanza Park into a new Bonanza Park Mixed Use District (BPMX) will establish regulatory tools to ensure that future growth in the neighborhood reflects a more walkable, mixed-use, and human scale. This potential district, to be written following this plan's adoption with additional and robust community engagement, is a proactive approach to growth management. Understanding that Bonanza Park will continue to attract development activity, the neighborhood's existing zoning districts of General Commercial (GC), Light Industrial (LI), and Medium Density Residential (RDM), are ill-suited to properly guide this growth in the manner that Parkites described through the plan's engagement. The current zoning reflects legacy uses at times no longer in place, allows for autocentric development patterns, and heavily leans toward single-use commercial development with ample surface parking.

The future BPMX District can likely utilize the existing boundary of this Small Area Plan, with the exception of parcels currently zoned as Recreation Open Space (ROS). The latter are properties with protected green space, cemeteries, or trail connections that will not be subject to future redevelopment. The remaining properties in the study area boundary can be rezoned into a new BPMX District

featuring the following potential concepts, to be refined with additional engagement following this process:

- **More residential uses by right:** The new BPXM District should encourage additional housing in Bonanza Park by making residential uses by right, rather than as a conditional use (as is the case currently through the GC Zoning District). Additionally, a rezoning is an opportunity to expand allowed housing types in Bonanza Park to include housing typologies commonly associated with Missing Middle Housing. These may include townhomes, duplexes, triplexes, quad apartments, and cottage courts.
- **Vertical Zoning Standards:** To ensure an active ground level where buildings engage the street and sidewalks, a future BPMX can require active ground level uses as part of vertical zoning standards. These uses should draw pedestrians, cyclists, and transit riders in active streetscapes, and may include commercial retail, restaurants/dining, coffee shops, hardware stores, and childcare/daycare.
- **Building Heights:** To protect the existing scale, character, and charm in Park City as described by those who engaged in this planning process, a future BPMX District is recommended to maintain the existing by-right building height of 35-feet already included in the GC District. Nonetheless, recognizing that many Parkites expressed that there is a desire and need for additional density in Bonanza Park, a BPMX can establish a framework where developers can apply for density bonus in exchange for a community benefit.

Proposed Concepts in a future Bonanza Park Mixed Use Zoning District (BPMX)

More residential uses by right

- Residential uses noted as conditional uses in the General Commercial (GC) district are proposed to be by right in a new BPMX.
- Encourages Missing Middle housing.

Vertical Zoning Standards

- Active ground level uses required.
- Policies to encourage a walkable neighborhood.

Building Heights

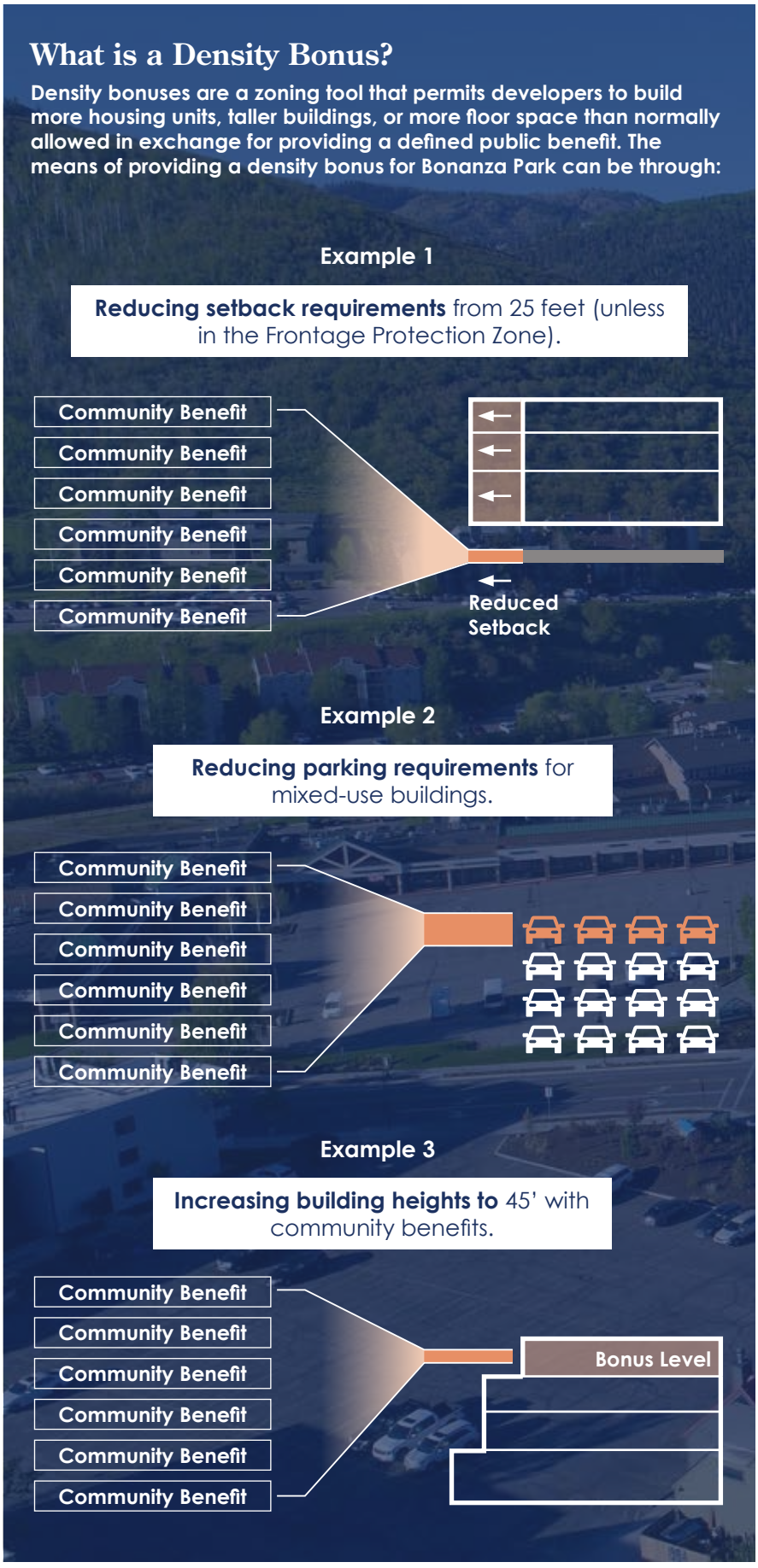
- Base height of 35' (unchanged from General Commercial).
- Opportunities for a density bonus.

Establishing a Density Bonus for Community Benefits

A Density bonus is a zoning tool that permits developers to build more housing units, taller buildings, or more floor space than normally allowed in exchange for providing a defined public or community benefit. Cities across the country have enacted density bonuses, many in exchange for the types of benefits that Parkites described and supported through the engagement process. These community benefits range from affordable housing units, outdoor community spaces, improvements to the site or area's overall connectivity, to more site-intensive benefits like providing underground parking to mitigate the visual impacts of surface parking lots or parking garages.

The types of community benefits to consider as part of a density bonus are listed below and should be determined via additional engagement with the community, and be further defined by Park City Staff following this process. The process of how community benefits translate into a density bonus is similarly a next step implementation item.

- **Publicly-accessible outdoor community spaces** suitable for year-round use, and of a high design quality with gathering spaces, seating areas, play structures, and public art.
- **Affordable/Workforce housing** that goes above and beyond what is requirement by code for a master planned or affordable master planned development (currently 20% affordable units for an MPD; 50% for an AMPD) and help meet desired affordability goals for Bonanza Park.



Examples of community benefits supported by the Parkites we engaged in this process:

Community Benefits will be weighed into tiers that reflect their relative value and investment.

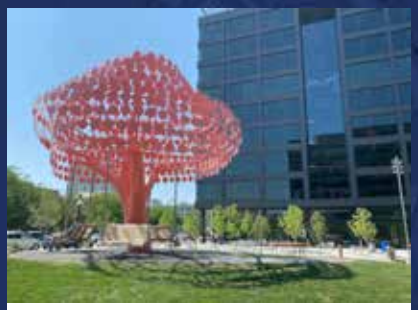
Outdoor Community Spaces

Affordable/Workforce Housing

Transit/Mobility Hub

Connectivity

Underground Parking



Art and Placemaking

Community Facilities

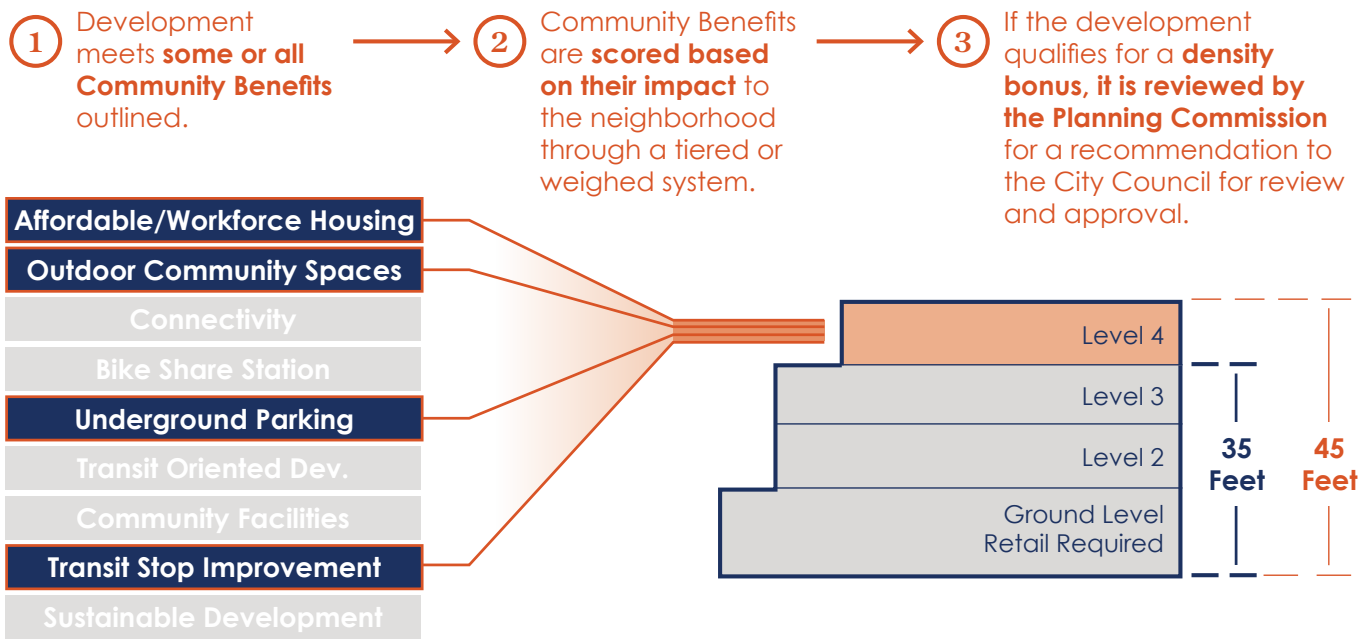
Transit Oriented Dev.

Net Zero Development

- **Transit/Mobility hub** where users can access multiple types of transport modes (bike share, transit, etc.) in a single location. A desired location in Bonanza Park for a transit hub is the Park Avenue transit stop by the Fresh Market. A future hub in this location could include a heated enclosed structures, public restrooms, and other transit amenities.
- **Connectivity improvements**, such as new pedestrian paths or streets that create walkable and connected development patterns and break up existing superblocks, or major improvements such as pedestrian tunnels to nearby neighborhoods.
- **Underground parking** for a significant portion of spaces provided, to mitigate the visual impact of a large parking structure in the neighborhood.
- **Art/Placemaking elements**, such as murals, lighting, and signage that reflect the identity and character of Bonanza Park.
- **Community facilities**, such as daycare or essential services that support a livable residential neighborhood for Parkites.
- **Transit Oriented Development** where higher densities are located near a high frequency transit line.
- **Sustainable Development** that meets or exceeds Park City's net-zero goals.
- **Undergrounding of overhead utilities** to increase the developable area within a single site, make existing sites more attractive, and improve the appearance of new development.

The need for a density bonus in Bonanza Park is more pressing than ever. The development community has

Establishing a Density Bonus for Community Benefits: How does it work?



taken notice of the market opportunity in Bonanza Park and have submitted or proposed redevelopments of key properties in the area. Nonetheless, increased land costs, higher labor costs in construction, and a need for affordable or workforce housing has led the development community to submitting development application with buildings that exceed the allowed heights in the current zoning.

Without regulatory tools in place, the City is forced to negotiate these variances on a case-by-case basis, leading to uncertainty in the development market, and running the risk of not maximizing the community benefit received in exchange for the increased density.

The means of providing a density bonus for Bonanza Park, in exchange for a community benefit though an etsablished system can provide the development community predictable and quantifiable metrics to include in a development application. **As a next step implementation item, Park City Staff should develop a categorization system with tiers that reflect the relative value and investment of each community benefit.**

This weighed system can be applied through a review by the Planning Commission for a recommendation to the City Council for review and approval before the Planning Commission reviews the project.

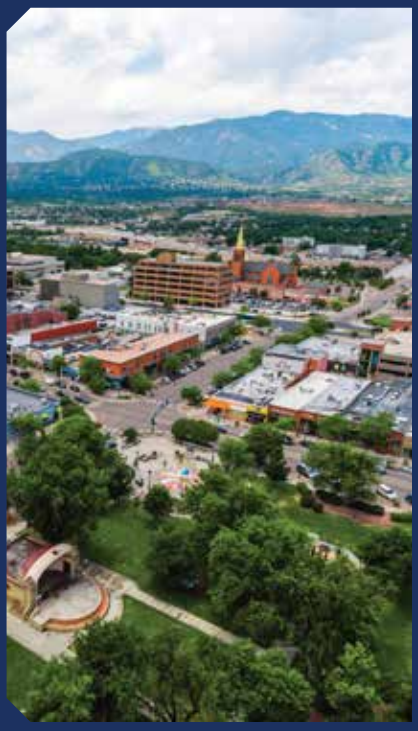
A notable example to follow is the city of Colorado Springs, CO, where a form-based code for their downtown includes a points-based system of community benefits and a point exchange rate table. In Bonanza Park, the community expressed strong support for this trade-off, with a majority of Parkites in the third community meeting supporting the exchange of a community benefit with one or more of the following examples:

- **Example 1:** Reducing setback requirements from 25 feet unless the property falls within the Frontage Protection Zone.
- **Example 2:** Reducing parking requirements for mixed-use buildings, as detailed later in this report in the User Friendly Goal, under the UF4 recommendation.
- **Example 3:** Increasing maximum allowed building height to 45-feet, from the current 35-foot maximum recommended for the BPMX District and within the current GC Zoning.

Increasing maximum building height to 45-feet is consistent with requirements for those applying for an Affordable Master Plan Development (AMPD), in which a developer meets affordability metrics. This recommendation expands this notion even further, through which a developer has additional flexibility to increase building heights, while the Bonanza Park community is able to trade off this impact through a menu of desired community benefits.

Density Bonus Case Studies:

How other communities use this regulatory tool



Colorado Springs, CO

Colorado Springs, Colorado uses density bonuses that allow building elements that exceed zoning requirements in exchange for the inclusion of amenities that benefit the greater community. Density bonus opportunities are split into eight (8) categories:

1. Pedestrian alley improvements
2. Public art and cultural amenities
3. Market rate housing units
4. Affordable housing units
5. Green building design
6. Historic Preservation
7. Underground Parking
8. Bicycle Storage

Each density bonus category describes the amenity and the level of improvement that must be achieved in order for the improvements to count toward a density bonus. Points are awarded for each category meeting the minimums, and points are exchanged into additional height allowances. Exchange limits are listed within the Code and all point exchanges are approved through either the Downtown Review Board and/or the City Council.

Seattle, WA

Seattle, Washington uses incentive zoning that allows additional floor area and/or height that exceeds the zoning requirements in exchange for public amenities. Incentive zoning opportunities are split into five (5) amenities options:

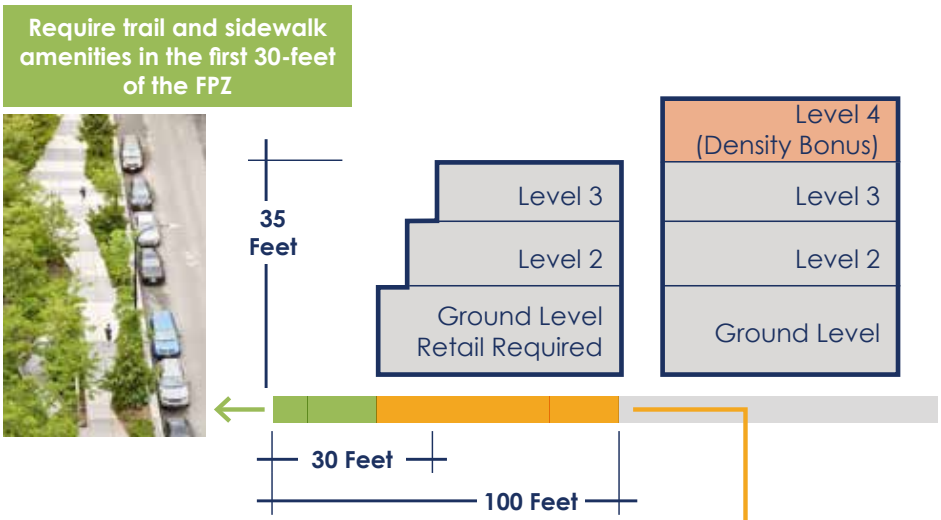
1. Affordable Housing
2. Childcare
3. Open Spaces
4. Transferable Development Potential and Rights (TDP/TDR)
5. Regional Development Credits (RDC)

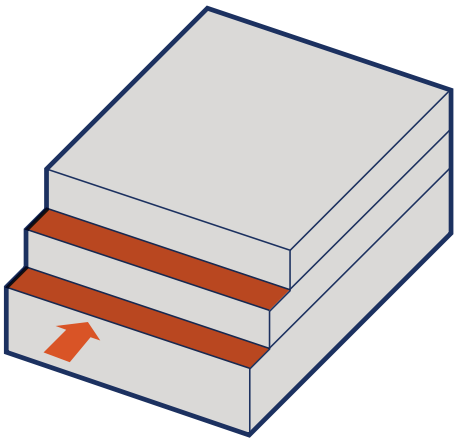
Seattle uses three (3) incentive zoning programs, one specifically to satisfy the requirements for affordable housing within residential developments that allows additional floor area, one voluntary program that offers amenities in exchange for additional floor area and building height and one specifically for Downtown that allows additional floor area. Each incentive option must follow the requirements listed within the zoning code, including but not limited to agreements with the city, review by state and human services director, duration requirements, size/distribution/rent requirements, location requirements, and minimum amenities included.

MU2: Update the Frontage Protection Zone to ensure that Park City's entry corridors remain scenic and awe-inspiring.

The Frontage Protection Zone (FPZ) is an existing overlay that protects viewsheds along Park City's entry corridors through a 100-foot zone. Within Bonanza Park, the FPZ impacts Kearns Boulevard, Park Avenue, and Deer Valley Drive. Currently, as outlined in the existing conditions section of this report, no structures, including signs, are allowed within thirty feet (30') of the nearest highway Right-of-Way. All construction activity, including permanent signs, proposed in the area between thirty feet (30') and one hundred feet (100') from the nearest Right-of-Way line requires a Conditional Use Permit. Through the plan's engagement, Parkites expressed widespread support for the FPZ's role in enhancing and preserving Park City's character. Nonetheless, Parkites also supported improving the FPZ to better align with their vision for Bonanza Park. These improvements, noted below, are recommended to be considered as an overall update to the FPZ language:

- **Maintain Planning Commission discretion within the Frontage Protection Zone through the current Conditional Use Permit (CUP) process** to ensure that site-specific criteria can be considered when evaluating buildings within the FPZ. For instance, the Commission may consider designated vantage points, corner lot considerations, site depth, adjacent land uses, desired pedestrian connections, etc.

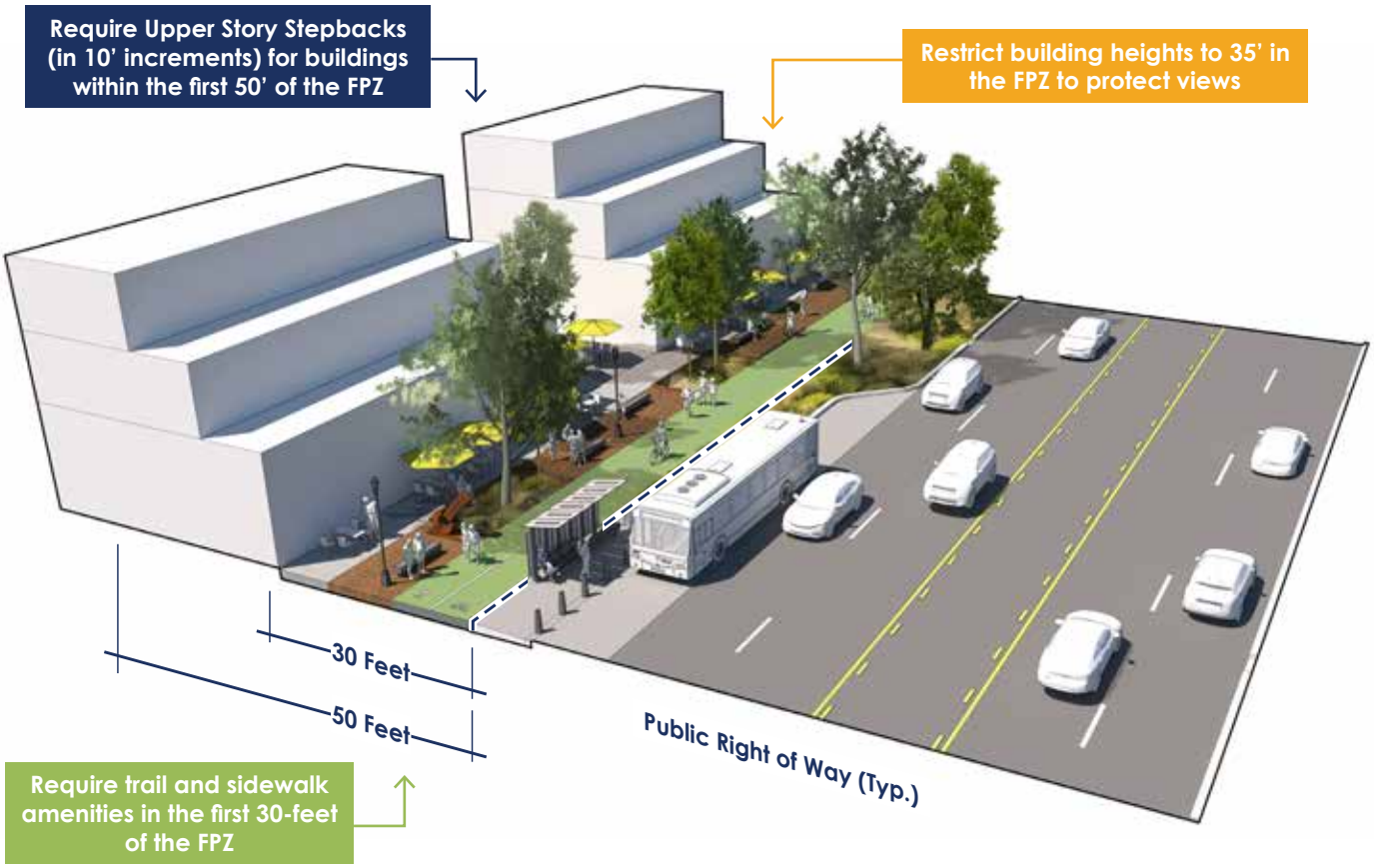




- **Restrict building heights to 35-feet within the FPZ** to mitigate the visual impact of additional development and density on Park City's entry corridors. Building heights along the entirety of the 100-foot FPZ should be restricted to 35-feet, regardless of the underlying zoning or any additional density bonus. Mechanical equipment and elevator shafts should be screened from street visibility.

- **Allow for exceptions that prioritize good design in small or challenging sites.** In corner sites or small sites where the FPZ occupies a majority or a significant portion of the developable area, the Planning Commission is recommended to have discretion to make exceptions that prioritize site-specific designs.
- **Require trail and sidewalk amenities in the first 30-feet of the FPZ** to treat this section as a linear green. While sidewalks and trails are allowed within the first 30-feet of the FPZ, there is an opportunity to ensure that the first 30 feet of the FPZ setback is treated as a linear green with ample sidewalks, multi-use trails, street trees, landscaping, seating, transit facilities, and pedestrian-scale lighting. The design of these linear greens should prioritize the pedestrian and cyclist experience, encouraging the undergrounding of overhead utilities. These new linear greenspaces in the Frontage Protection Zone should be woven into the site design as a means of breaking up superblocks and creating welcoming spaces that invite people into the neighborhood from the perimeter.
- **Allow for arts and culture elements** within the first 30-feet of the FPZ. These may include sculptures, supergraphics, decorative or artistic lighting, play elements, or neighborhood gateway elements.
- **Require Upper Story Stepbacks:** For buildings proposed within the first 50 feet of the FPZ, require upper story stepbacks (in ten-foot increments) along facades facing corridors in the FPZ to preserve mountain views and reduce the visual impact of additional development.

The graphic below depicts the impact of these improvements of the Frontage Protection Zone to new development on the entry corridors in Bonanza Park. New buildings will meet the street with linear greens, gathering spaces, artistic elements, and improved transit infrastructure.



Front Yards

Entrances & Porches

Landscaping & Trees

Windows & Doors

Block Patterns & Sizes

Roofs

Fences

Parking Placement

As part of a Bonanza Park Mixed Use District, ensure that new multifamily and mixed use buildings reflect human scale design for a walkable community by regulating design elements. Excludes single and two-family dwellings.

MU3: Establish development guidelines for new multifamily and mixed-use buildings to create walkable, human-scale, development that is contextual and sensitive to its environments.

With Bonanza Park poised for additional growth, the neighborhood's character, scale, and architectural quality will continue to evolve as new buildings and uses replace surface lots and underutilized parcels. For instance, recent developments like the affordable housing-focused Engine House on Homestake Road, bring in new residents and street life to what was otherwise a surface parking lot.

As this development momentum continues, Parkites expressed through this plan's engagement process that new buildings must reflect the charm, architectural quality, and design sensitivities that have made Park City an international destination and a place with high quality of life for residents. To protect this architectural authenticity, it is recommended that Bonanza Park establish development guidelines for new multifamily and mixed-use buildings proposed within the Bonanza Park study area, whether as a stand-alone regulatory document or as part of a new Bonanza Park Mixed Use District. These guidelines, per state statute, would exclude single and two-family dwellings. Similarly, new design guidelines are not intended to mandate a specific architectural style or preclude from innovative design. Instead, development or design guidelines focus on ensuring good quality design that is human scaled, reflects a walkable setting, and is sensitive to its context and surroundings.

Unlike a Form-Based Code or form-based regulations, development or design standards thus focus on building aspects that are more qualitative in nature to ensure a high design quality in new construction. For instance, they typically address, but are not limited to, aspects like building articulation, site design and orientation, placement or parking lots and structures, location and orientation of yards, entrances, and windows, and location and specifications for landscaping and trees. As well, they can regulate overall development patterns and encourage breaking down Bonanza Park's superblocks into a more compact and connected street grid, where key corridors are activated at the ground level and delivery/trash/recycling areas are consolidated and screened from view, accessed via alleys or service drives.

Their application into an existing community adds predictability to the development process and signals the quality of design expected of the development community.

How these Recommendations can Shape Development

Taken together, these improvements to the base zoning, FPZ, and the addition of development guidelines will shape development. As growth occurs, the recommendations in this section will preserve and enhance viewsheds and ensure that new buildings contribute to Park City's charm and character.

To illustrate this opportunity, the following example graphics demonstrate how improvements to the FPZ would regulate building form along key corridors in Bonanza Park. The developments shown in these graphics are purely hypothetical massing studies along Park Avenue, Kearns Boulevard, and Bonanza Drive. It should be noted that the massing study along Iron Horse Boulevard and Bonanza Drive is outside the FPZ and illustrates how development elsewhere in Bonanza Park may incorporate these regulations as part of a Bonanza Park Mixed Use District.

Kearns Boulevard & Homestake Road

Park Avenue & Woodbine Way

Existing Conditions

Conceptual 3-Story Development

Iron Horse Boulevard and Bonanza Drive

Conceptual 3-Story Development

Existing Conditions

Bonanza Park is...

Local

Support locally-owned business & entrepreneurship.

At community meetings, walking tours, roundtables, and online surveys, Parkites described Bonanza Park as "locals' neighborhood"- a place where Parkites live and go out to dine, shop, and run errands. This was in contrast to Old Town and the Main Street corridor, which many of the Parkites we engaged described as catering toward tourists and out of town visitors. For instance, Parkites described the charm of the Boneyard Saloon and Roadhouse Grill, and how they would likely run into neighbors when dining out. These impromptu meetings, where neighbors converse and can comfortably and naturally gather, create and foster a strong sense of community and belonging. Their happening is not exclusive to the venue in which they occur, but instead enhanced by the authenticity of the venue and how it feels representative of the community's values. As such, Parkites expressed a desire that new businesses and establishments that come into the neighborhood as development and growth occurs continue to reflect the personality and authenticity of Bonanza Park.

Similarly, the Parkites we engaged expressed the value of Bonanza Park being a true neighborhood where Parkites live, work, and recreate. The neighborhood is already home to more than 700 residents and is expected to continue to add residents with new development proposals. As an internationally renowned tourist destination, Park City's appeal is widespread and highly desirable. While the tourism-based economy creates economic opportunities and supports the overall community, it also creates pressures on land values and the housing market through the addition of hotels, timeshares, and nightly rentals. Preserving the neighborhood's character as a place for Parkites continues to be a key community priority. This section does so through the following recommendations:

- **L1:** Limit nightly rentals, hotels, and timeshares to grow the residential base for Bonanza Park, and ensure that new dwellings are supporting a neighborhood for locals.
- **L2:** Limit conventional chain businesses to prioritize locally owned and unique retailers/ restaurants in Bonanza Park.
- **L3:** Cap commercial square footage per building, with exceptions for grocery stores, to incentivize mixed use development.

L1: Limit nightly rentals, hotels, and timeshares to grow the residential base for Bonanza Park, and ensure that new dwellings are supporting a neighborhood for locals.

Bonanza Park is a neighborhood by locals, for locals. As growth occurs, Parkites engaged through this process supported a future land use vision centered around additional mixed-use development that brings in more full-time residents and provides homes for Park City's workforce, and limits the addition of hotels, nightly rentals, and other hospitality uses. With this goal and outcome in mind, there is an opportunity to limit nightly rentals, hotels, and timeshares in the neighborhood.

Limiting Future Hotels

With the exception of the DoubleTree Hotel at the corner of Park Avenue and Bonanza Park and the Park Regency Resort on Prospector Avenue, Bonanza Park is largely commercial in nature with some pockets of residential condos and apartments. Through a rezoning of the neighborhood into a future Bonanza Park Mixed Use District, there is an opportunity to classify major hotels, or those with more than fifteen hotel rooms, as a conditional use. Currently, both major and minor hotels are uses allowed by right in the General Commercial (GC) zoning district. This rezoning will establish an additional check on whether any proposed hospitality uses will impact the overall character of Bonanza Park, providing an opportunity for potential new hospitality uses to establish compatibility standards with the remainder of the neighborhood.

Limiting Nightly Rentals

In the last decade, nightly rentals have disrupted and transformed the hospitality industry, and as a consequence, the neighborhoods where they are located. While they provide visitors additional choice beyond a traditional hotel and may even introduce new visitors and economic activity to an otherwise residential community, their presence is not without negative impacts to housing affordability and impacts to the character of a neighborhood. According to AirDNA, the world leader in nightly rental intelligence data, nightly rentals in the United States, on average, increased home values between 1 to 4 percent over the last four years – though this percentage may be as high as 17 to 20 percent in very specific touristic areas. * Thus, while limiting nightly rentals alone will not fix housing supply shortages and erase affordability concerns, when heavily concentrated in a community, they may have a significant impact. As such, cities with tourism-driven local economies have enacted strategies to limit nightly rentals both citywide, and within specific neighborhood boundaries.

Park City already regulates nightly rentals citywide through zoning and a licensing process. Anyone with the intent to offer paid lodging for a period of under 30 days, if within one of the allowable zoning districts, must apply for a nightly rental license to operate. The entirety of Bonanza Park is within zoning districts that allow nightly rentals. However, with the exception of portions zoned

Light Industrial (LI), lockout units, or dwellings with separate exterior access that include a bathroom but no kitchen, require a Conditional Use Permit.

Strategies to limit nightly rentals in Bonanza Park may include a menu of options, to be considered by City Council as a next step implementation item. These may impact the Bonanza Park study area directly, as either additions to the Regulation Of Nightly Rentals section of the Land Development Code, or as part of a future Bonanza Park Mixed Use District. These may include:

- Establishing a total cap or quota on the total number of nightly rentals in Bonanza Park, as a percentage of the total housing units in the neighborhood, or as a number influenced by the number of nightly rentals currently permitted in Bonanza Park.
- Limiting the number of tenants who can stay in a nightly rental per single stay, to prevent "party houses" in established residential areas.
- Establishing a policy limiting investor-owned nightly rentals, or owners who own and operate multiple nightly rental licenses, while still allowing licenses for homeowners wanting to operate a nightly rental from their primary residence.
- Adopting a full-time resident requirement for nightly rental license holders impacting absentee landlords or out-of-town owners.

These nightly rental policies, however, only work effectively through appropriate enforcement and monitoring of the supply of rentals in the community. It is recommended that any updates to policies impacting nightly rentals in Bonanza Park are evaluated by their ability to be properly enforced.

L2: Limit conventional chain businesses to prioritize locally owned and unique retailers/ restaurants in Bonanza Park.

Parkites responding to surveys and attended meetings described Bonanza Park's current retailers, dining establishments, and shops and one of their top "favorite things" about the neighborhood. Many of Bonanza Park's commercial properties are indeed home to local businesses with local or regional ownership, many of which attended stakeholder roundtables conducted by the planning team in the first phase of community engagement. These owners are highly invested in the success of the community, and champion improvements to the area.

As new businesses move into the area, in both existing commercial buildings, or as part of a redevelopment, there is an opportunity to ensure that new tenants reflect the richness, authenticity, and character of the community. A key strategy for such is to limit conventional chain businesses from operating in Bonanza Park. Park City already defines a conventional chain business through the Land Development Code, as a commercial storefront substantially identical to more than ten (10) other businesses, regardless of ownership or location, based on standardized menu, merchandise, apparel, or architectural design or decor. Strategies to limit chain businesses in Bonanza Park include:

- Limit the total number of chain businesses allowed in the Bonanza Park neighborhood, either as

part of a prohibited use in a new Bonanza Park Mixed Use District, or as an addition to the General Commercial (GC) Zoning District. The Park City municipal code already does so for two zoning districts - the Historic Recreation Commercial (HRC), where no more than seven chain businesses are permitted, and the Historic Commercial Business (HCB) District, where no more than 17 chain businesses are permitted.

- Limit the size of allowed square footage for a chain business to no more than 5,000 square feet to discourage "big box" retail users.
- Limit the proportionate amount of square footage a conventional chain business may occupy within a single building. For instance, a future policy may outline that chain businesses must not occupy more than 30% of the total commercial space in a single building.

L3: Cap commercial square footage per building, with exceptions for grocery stores, to incentivize mixed use development.

In order to incentivize mixed use development over single use commercial development, a future Bonanza Park Mixed Use Zoning District can include regulations that cap the maximum allowable commercial square footages for a single development, building, or application. These recommendations can carve exceptions for potential uses that require a higher total square footage, and are associated with a livable community, such as a full-service grocery store, institutional uses such as an art center or museum, or municipal and civic uses. These terms need to be further defined by Park City Staff following this process, for clarity. For instance, Park City's Land Management Code and its definitions do not currently distinguish a grocery store from other major retail and service commercial uses.

The potential regulations to be considered include the following:

- Limit the allowable commercial square feet for a single building to no more than 15,000 to 29,000 square feet, to ensure that building massing remains at the same scale as the surrounding neighborhood.
- Limit the size of allowed square footage for all commercial uses to no more than 5,000 square feet for a single tenant, to discourage "big box" retail users.
- Require that at least 50% of the total square footage for mixed use buildings that include commercial uses at the ground level are dedicated to residential or commercial office uses.

Bonanza Park is...

User-Friendly

Create a safe & intuitive network for pedestrians, cyclists, and transit users.

From the very first engagement session, Parkites reiterated their support for a more connected, walkable, bikeable, and transit-rich Bonanza Park. At community meetings and stakeholder roundtables, Parkites described moving through the neighborhood as a confusing and often challenging endeavor.

The Mixed Use goal of this plan envisions a more mixed use, compact, and livable Bonanza Park. In order for this type of development vision to thrive, Bonanza Park will require significant investments to its network of streets, sidewalks, and to its overall connectivity. At the neighborhood scale, livability begins and ends with user-friendliness for all users, from pedestrians to cyclists, transit users, and lastly, for those driving a personal car. As such, this section focuses on improvements to the neighborhood's existing infrastructure, and outlines policy recommendations to ensure that new development supports a more connected mobility network, through four key recommendations:

- **UF1:** Establish a future network of pedestrian and bicycle linkages through Bonanza Park to connect with regional trails and improve the area's connectivity.
- **UF2:** When considering development proposals, encourage multiple connections through Bonanza Park to create a more walkable and interconnected block system.
- **UF3:** Leverage future developments to fund and implement mobility improvements, such as traffic calming, crosswalk improvements, transit hubs, and tunnels to surrounding neighborhoods.
- **UF4:** Create a vibrant pedestrian-oriented neighborhood by restricting autocentric uses, lowering parking minimums, and incentivizing underground parking structures.

Understanding that additional development may impact vehicular traffic, a stand-alone mobility component was developed as part of this planning process. This separate report includes a more detailed existing conditions analysis and includes the results of a traffic model measuring impacts to intersection Levels of Service. This technical document was prepared by Fehr and Peers, in collaboration with the planning team.

UF1: Establish a future network of pedestrian and bicycle linkages through Bonanza Park to connect with regional trails and improve the area's connectivity.

To become a more walkable and connected neighborhood, Bonanza Parks needs to focus on building its network of pedestrian and bicycle linkages. This plan recommends doing so through a focus on addressing sidewalk gaps, and an investment into high quality trails, noted as Signature Trails.

Improving Sidewalk and Pedestrian Connectivity

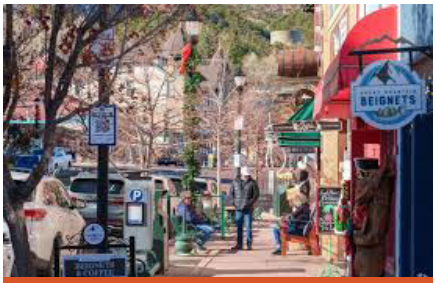
Pedestrian connectivity begins with basic infrastructure – sidewalks. Every street within Bonanza Park must include, at the very least, sidewalks on both sides of the street that meet or exceed Park City's standards. Sidewalk gaps within the neighborhood include the south side of Iron Horse Boulevard, both sides of Shortline Road, and both sides of Homestake Road, though this will be addressed via a complete street redesign of the street. Additionally, there is an opportunity to add sidewalk/trail linkages within the neighborhood core to add mid-block connections in otherwise large superblocks. These interior connections are noted in the accompanying map and include connections between the Rail Trail on Bonanza Drive to Iron Horse Drive and Shortline Road, potential future connections within the superblock at the intersection of Park Avenue and Kearns Boulevard, and internal connections near the city-owned site at Kearns Boulevard and Bonanza Drive.

Potential Bike/Ped Connection Typologies

Neighborhood Street

Shared Street "Woonerf"

Alley or Service Drive



Retail Street

Off-Street Trail

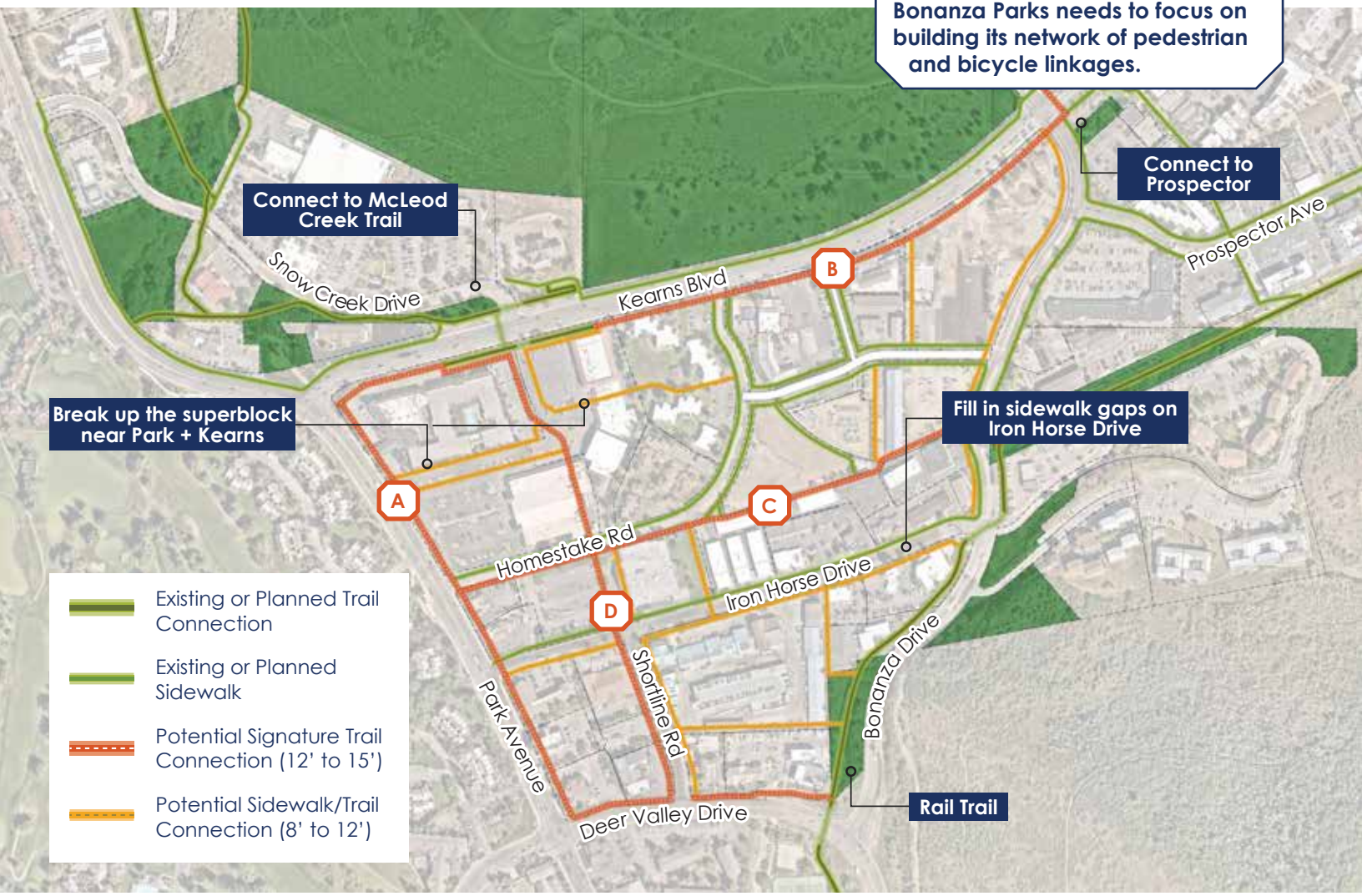
On-Street Bike

Pedestrian Way

Linear Green

Intersections within the neighborhood core and those between local streets, such as the intersection of Iron Horse Drive and Shortline Road, must prioritize marked pedestrian crossings. At neighborhood thresholds and gateways to nearby communities, such as the connection to Prospector, pedestrian tunnels can provide a more seamless and safe crossing. Park City is already making a similar investment with a tunnel under Kearns Boulevard toward Snow Creek Drive.

The Connectivity Vision for Bonanza Park



Investing in Signature Trails

Bonanza Parks also sits near three regional trail systems of high quality – the Historic Union Pacific Rail Trail to the east, the McLeod Creek Trail to the north, and the Poison Creek Trail to the south. While the rail trail and the Poison Creek trail are seamlessly connected along Bonanza Drive through various pedestrian tunnels, this network remains cut off from the McLeod Creek Trail. Moving from one trail to the other through the neighborhood involves walking along streets missing sidewalks, cutting through surface parking lots, or walking along narrow sidewalks that lack street trees or pedestrian crossings. As such, this plan recommends investing in Signature Trails, or trails matching or exceeding existing regional trail standards, such as 12- to 15-foot widths, landscaped edges, consistent wayfinding and signage, bicycle repair stations, seating areas, and trailheads at key intersections. Trail and trailhead design should also prioritize comfort during the winter months through pedestrian/bicyclist amenities that are seasonal, such as covered bicycle parking, outdoor seating areas/benches, etc.

The addition of these trails is a significant investment in Bonanza Park's future, though may be challenged by a limited amount of space within the existing right of way. As a way to prioritize pedestrian and cyclist movement, future revisions to the Frontage Protection Zone should consider requirements for corner lots and additional setbacks to allow for pedestrian/cyclist movement and circulation through Bonanza Park.

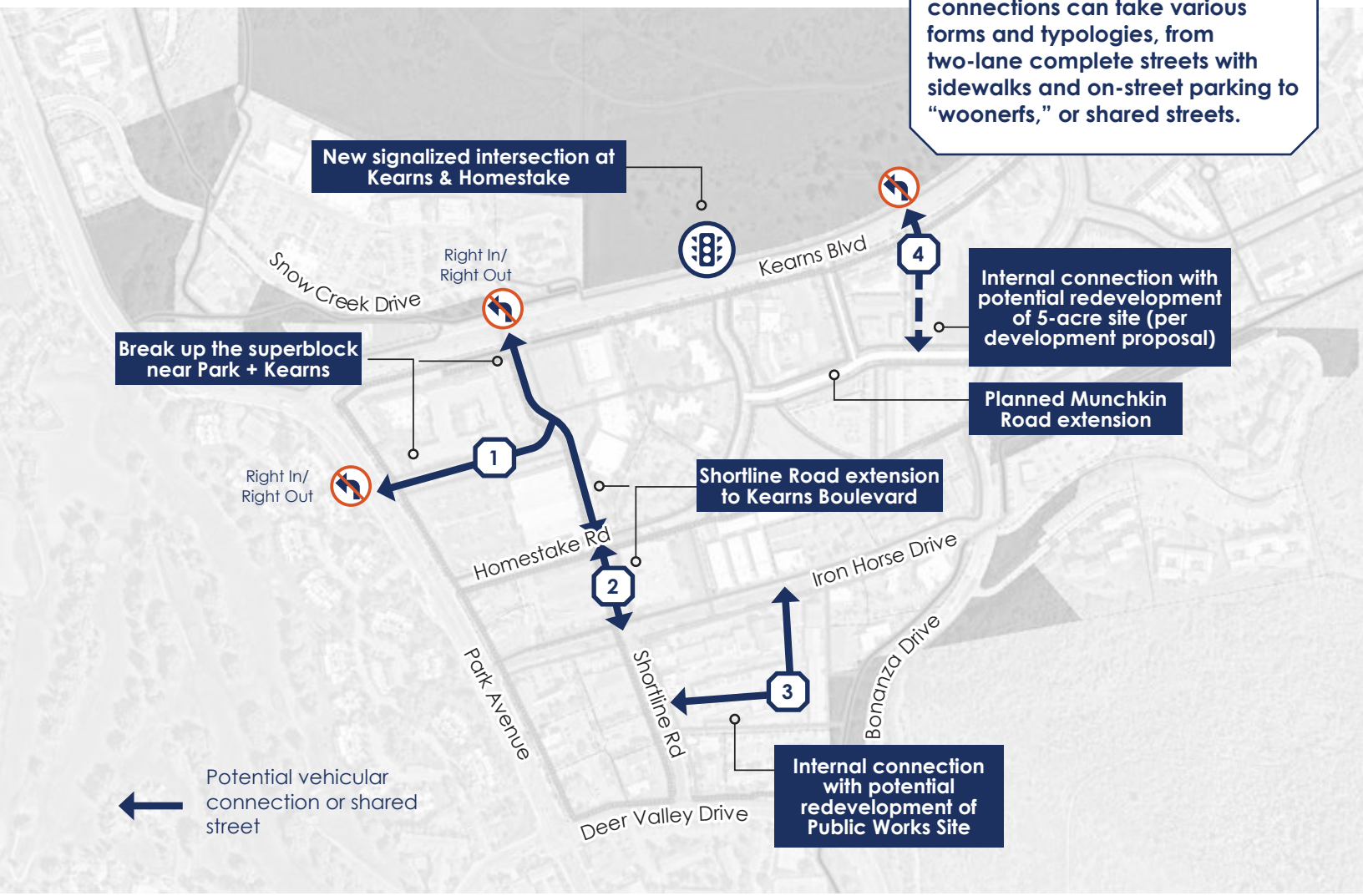
Potential routes for signature trails in Bonanza Park include:

- **A** Park Avenue, between Deer Valley Drive and Kearns Boulevard.
- **B** Kearns Boulevard, along its south side between Park Avenue and Bonanza Drive.

Example of a Signature Trail

C A new east-west connection between Park Avenue and the Rail Trail, through the south side of Homestake Road and within portions of the Iron Horse District.

D A new north-south connection between Deer Valley Drive and Kearns Boulevard, along Shortline Road, the Walgreens property, and through a future redevelopment of the Fresh Market site toward the proposed Snow Creek Drive Tunnel under Kearns Boulevard.

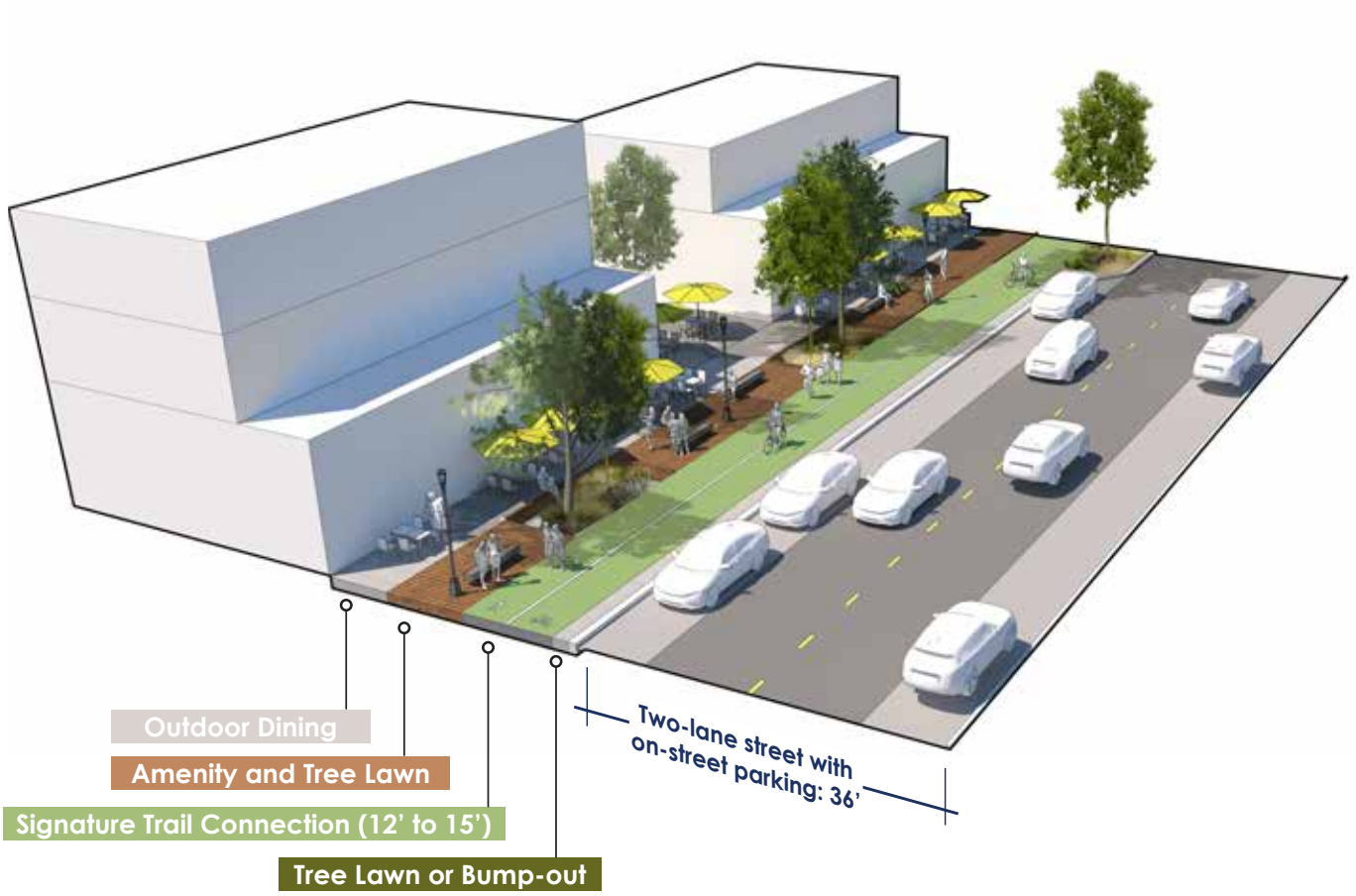


UF2: When considering development proposals, encourage multiple connections through Bonanza Park to create a more walkable and interconnected block system.

Through the years, Bonanza Park's development patterns has resulted in a disjointed network of overly sized superblocks where internal pedestrian and vehicular connections are often lacking. As redevelopment occurs within these superblocks, there must be a focus on breaking down this superblock pattern into more compact, walkable, and connected blocks. New internal streets and connections can take various forms and typologies, from two-lane complete streets with sidewalks and on-street parking to "woonerfs," or shared streets, where streets are designed to slow down vehicular traffic and prioritize pedestrian and cyclist movement. The internal street network connections to consider as redevelopment occurs are as follows:

1. Superblock between Park Avenue, Kearns Boulevard, and Homestake Road: A future redevelopment of the commercial properties in this area should prioritize created new east-west and north-south connections. Streets connecting to Park Avenue or Kearns Boulevard should remain as right-in/right-out intersections, to lessen impacts to regional traffic.
2. Extension of Shortline Road: With a redevelopment or improvement of the Walgreens site, Shortline Road can be extended toward Homestake Road, eventually connecting with a new north-south connection toward Kearns Boulevard.

Example of a Vehicular and Trail Connection



3 Public Works Site: In the case of a future redevelopment of the Public Works facility on Iron Horse Drive, a new east-west and north-south connection can create a more compact block size near the Rail Trail.

4 City-Owned 5-Acre Site: In a future redevelopment of the city-owned site at the corner of Park Avenue and Bonanza Drive, a new internal connection should be considered between Munchkin Road and Kearns Boulevard.

UF3: Leverage future developments to fund and implement mobility improvements, such as traffic calming, crosswalk improvements, transit hubs, and tunnels to surrounding neighborhoods.

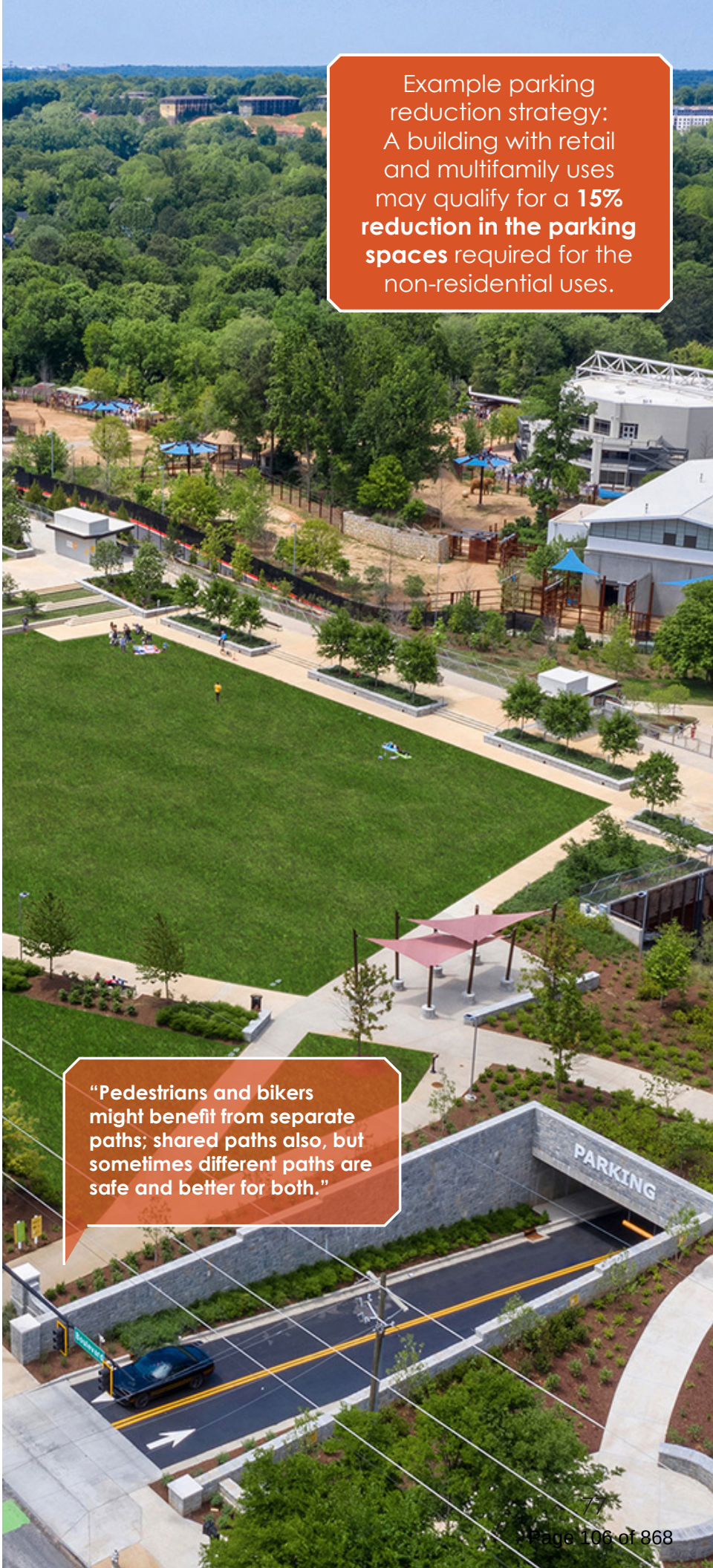
The improvements described in this section are ambitious and will require significant funding. Understanding that municipal funds are limited in accomplishing these goals, there is an opportunity to leverage future developments to fund and implement some of the mobility improvements most needed in Bonanza Drive. While these are investments in the public realm, they may help make Bonanza Park a more vibrant and walkable place, benefiting both existing residents and future residents brought in through new buildings. In collaboration with Park City, developers can choose to provide some of these as a community benefit when applying for a density bonus, as described in the Mixed Use goal, or may choose to pay a fee-in-lieu into a mobility improvement fund. The potential improvements to be considered as high priorities for Bonanza Park include:

- **Traffic calming measures:** Bump-outs at intersections, on-street parking as part of a complete street design, parklets, sidewalks, signage, and street trees.
- **Crosswalk improvements:** Clearly marked crosswalks and pedestrian signage.
- **Mobility Hubs:** Bus shelters (with lighting, seating, cover, and signage), bus pullouts, and access to last-mile connectivity, such as bike share or micro-mobility.
- **Pedestrian Connections:** Continuing to invest in connectivity to the surrounding area, with a focus on creating tunnel or bridge connections with adjacent neighborhoods.

UF4: Create a vibrant pedestrian-oriented neighborhood by restricting autocentric uses, lowering parking minimums, and incentivizing underground parking structures.

As part of a new Bonanza Park Mixed Use District (BPMX), Park City may consider the following strategies to shift the development paradigm in Bonanza Park and ensure that new development supports a walkable environment:

- **Restrict car-centric uses:** In a future BPXD Zoning district, auto related retail, drive-up windows, and gas stations, may be considered as potential prohibited uses.
- **Significantly lower parking minimums for all shared uses:** Lower required parking minimums for mixed use developments, boutique hotels, complementary uses in a single development, or when in close proximity to transit. A shared parking strategy should be developed as an implementation next step. For instance, a building with retail and multifamily uses may qualify for a 15% reduction in the parking spaces required for the non-residential uses, following a parking impact study submitted as part of the development application.
- **Incentivize underground parking:** Included as a community benefit within the proposed BPMX, underground parking should be encouraged and incentivized through a parking reduction. For instance, peer communities have included a 5% reduction of the required parking minimum for parking space included below grade.



Bonanza Park is...

Inclusive

Expand the availability of affordable and workforce housing units.

The Parkites engaged throughout the planning process described a future Bonanza Park where folks of all backgrounds and incomes have access to attainable housing, eco-friendly spaces, improved air quality, and a vibrant local economy built around local businesses. When housing is adequate, other essential elements of community fall more easily into place including healthcare, education, and job opportunities. The common myth that affordable and workforce housing will negatively impact the economy or social qualities of a community is a harmful narrative to communities. Communities flourish when homes are reasonably priced by way of steady rental rates, increased spending power, less stress, more available jobs, and increased tax revenue that can be used to improve infrastructure, educational facilities, and other vital community resources. The U.S. Department of Housing and Urban Development defines affordable housing as housing on which the occupant is paying no more than 30 percent of gross income for housing costs, including utilities. From tenant-based rental assistance to project-based affordable housing, there are multiple options that cities can utilize and incentivize to facilitate the development and preservation of affordable housing. Shortages of affordable and workforce housing are a long-standing challenge throughout the country and in Park City.

In an effort to promote community sustainability, housing has been a focus of Park City since the early 1990's, adopting the first housing policies as early as 1993 intended to create and preserve affordable housing. As a resort town that attracts thousands of visitors every winter season, seasonal workers are an essential part of the workforce with a need for affordable housing, that make it possible for the city to flourish during peak tourism periods.

Park City's Inclusionary Housing Ordinance requires that Master Planned Developments provide affordable units for 20% of the residential units. In 2023, the Five-Year Moderate Income Housing Plan inventoried 651 moderate-income homes citywide, with 439 rental units

and 212 owner-occupied units. Currently this equates to approximately 20% of the total units in Park City, meeting the minimum goal for affordable units citywide. As future development is anticipated within the Bonanza Park and Snow Creek study area, it is critical to continue to incentivize affordable and workforce housing so that Park City's minimum target of units citywide doesn't drop below the 20% threshold. Ideally, future affordable units in Bonanza Park would increase the percentage beyond 20%.

In order to promote a more inclusive Bonanza Park and expand the availability of affordable and workforce housing units, this study provides four recommendations:

- **I1:** Work with the development community to build more affordable and workforce housing in Bonanza Park and help meet citywide goals.
- **I2:** Establish bold affordability metrics to guide decision-making and track short- and long-term success.
- **I3:** Work with residents and property owners to preserve naturally occurring moderate income housing already existing in the neighborhood.
- **I4:** Ensure that new housing and public spaces in Bonanza Park follow Universal Design Principles.

Affordable Housing Case Study:

The Martha | Boise, ID

The Martha is a 2- to 3- story apartment building in Boise, Idaho developed by the Capital City Development Corporation (CCDC), Boise's redevelopment and urban renewal agency. A follow up to the West Downtown Neighborhood Plan, The Martha is the result of a Request for Proposals (RFP) for the redevelopment of CCDC-owned property. The RFP process resulted in a development agreement in 2021, and the project broke ground at the end of 2021, and was completed in 2022.

The development includes 48 mixed-income units with 21 studios, 14 one-bedroom units, and 13 two-bedroom units. All units are affordable to residents earning between 60-120% of Boise's Area Median Income (AMI). The building was designed to reflect the area's historic architecture and scale, and is LEED Silver Certified.

Source: Capital City Development Corporation (CCDC)

Affordable Housing Case Study:

Union Flats | St. Paul, MN

The Union Flats development includes 217 workforce housing units to a neighborhood in St. Paul, MN with little to no affordable options. Built on a formerly contaminated site, the development team used a funding strategy that employed the Low Income Housing Tax Credit Program (LIHTC), among other taxable bonds. The development includes resident amenities like courtyards, a pool and deck, a bike lounge, and proximity to nearby regional rail.

As a LIHTC property, rental rates are designed to be under the St. Paul's AMI, with income restrictions in place.

Source: The National Affordable Housing Management Association

EngineHouse Affordable Housing in Bonanza Park: 99 new deed-restricted units targeting Area Median Incomes (AMI) from 40-80%. Expected to be completed in spring 2025. *(Source: Park City Municipal)*

I1: Work with the development community to build more affordable and workforce housing in Bonanza Park and help meet citywide goals.

Park City has the most aggressive local inclusionary affordable housing obligation in the State of Utah at 20%. Per the City's affordable housing policies, private development providing more than 10 residential units must meet this 20% obligation through one of the following six tools:

1. Building the affordable units on site
2. Build affordable units within City limits
3. Deed restrict existing units
4. Build affordable units outside city limits but within the Park City School District Boundary
5. Convey land to the city within the Park City School District Boundary
6. Pay an in-lieu fee, currently $389,700 per Affordable Unit Equivalent

In addition to these tools, this study recommends exploring additional development agreement options that would ensure that developments seeking public investment align with the needs of the broader Bonanza Park and Park City community, such as providing important community benefits as a part of the overall development. Public incentives combined with private funding can also provide private sector technology and innovation, and potentially spread the cost of infrastructure over a more extended period, freeing up public funds that could be applied to areas where private investment is not appropriate or impossible. Lastly, encouraging the construction of various unit sizes and types including micro-units, apartments, townhouses, and condominiums may lead to multiple price points offered within Bonanza Park.

I2: Establish bold affordability metrics to guide decision making and track short and long-term success.

By setting targets for the number of affordable and workforce units that should be built in Bonanza Park and the desired AMI level, Park City will be able to monitor affordability that will help assess progress and determine if changes to the strategy are necessary. Policy objects such as increasing the affordability of rental housing or expanding affordable housing goals within Bonanza Park. By establishing bold affordability metrics that are specific and measurable, Park City will be able to determine to what extent progress is being made in achieving affordability goals. Specific housing goals provide the detail for effective measurement of success rather than vague goals that simply "promote" affordable housing opportunities. Establishing a baseline that begins in a given year and setting a goal for new housing in a five-year period would be an example of a measurable goal for short-term affordable housing.

I3: Work with residents and property owners to preserve naturally occurring moderate income housing already existing in the neighborhood.

With the addition of the EngineHouse affordable housing development coming online in 2024, Bonanza Park will provide a significant percentage of Park City's 2024 affordable and workforce housing target. Identified as rental housing that is affordable without the use of public subsidies, Naturally Occurring Affordable Housing (NOAH) occupies the space between market-rate units and government-assisted subsidized units. Opportunities to preserve naturally occurring moderate income housing include innovative financing strategies, providing tools to mission driven owners like reliable acquisition financing and mixed-income approach, capital and incentives for responsible NOAH owners, and rental assistance for tenants are a few examples.

I4: Ensure that new housing and public spaces in Bonanza Park follow Universal Design Principles.

Universal design are principles through which public and private spaces are designed to have equal access by people of all ages and abilities, with little or no need for adaptation or specialized design. A key aspect of design that allows for aging-in-place, universal design follows guidelines developed with the American with Disabilities Act (ADA) in mind.

To continue to be a welcoming community for all Parkites, especially those with special requirements or limited mobility, new housing must incorporate elements commonly associated with universal design. These include no-step entries, appropriate widths for doors and hallways, non-slip surfaces on floors and bathtubs, and housing options that include single-story units.

Bonanza Park is...

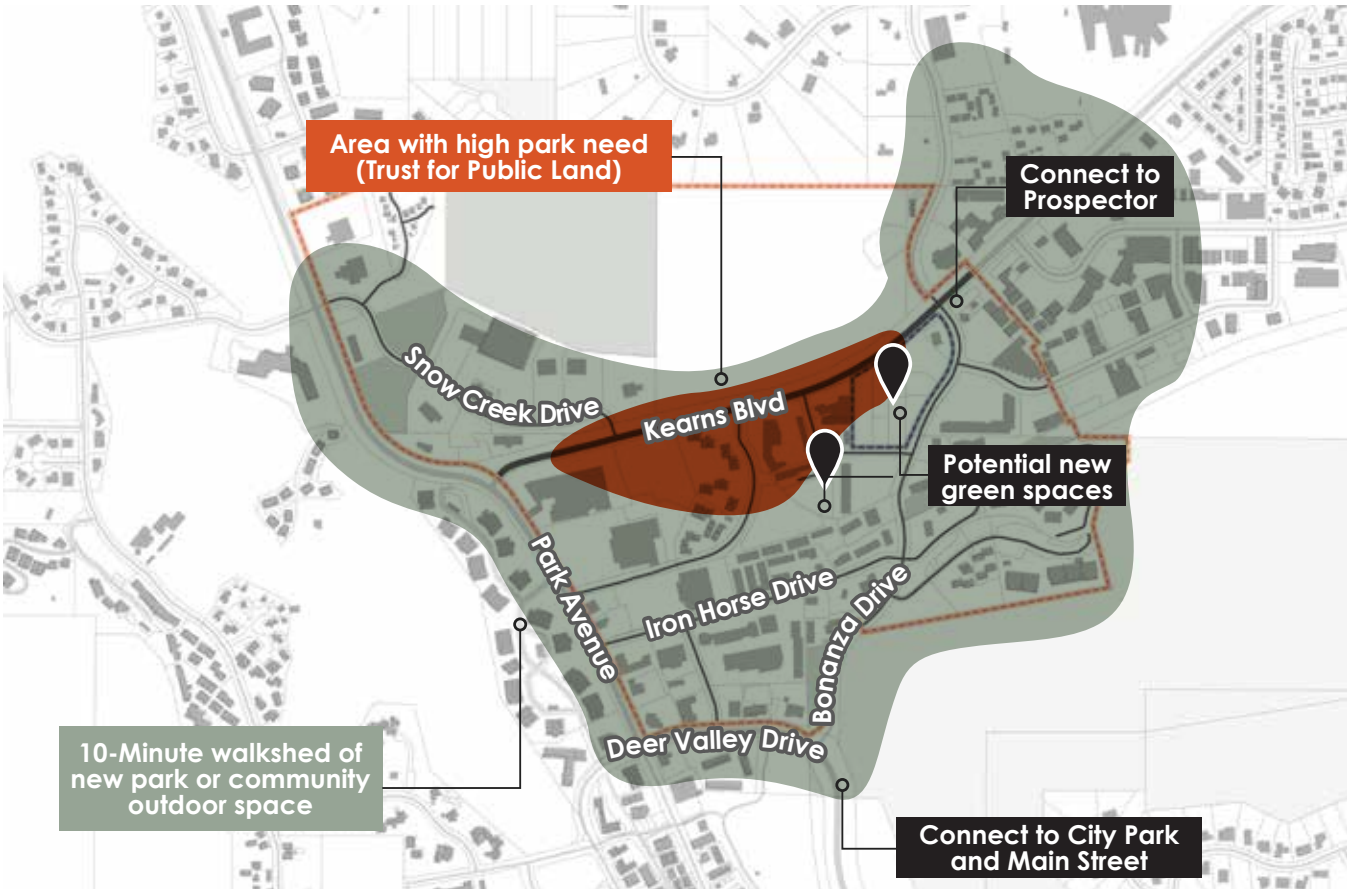
Green

Create a more welcoming and sustainable community.

As Park City and the Bonanza and Snow Creek neighborhoods continue to grow and develop, promoting a greener and more sustainable community that allows people to connect with nature is more important than ever. Sustainable communities provide a wealth of benefits including improved air quality, reduced heat island effects, improved mental and physical health, reduced energy costs, and increased biodiversity. Parks and outdoor community spaces also strengthen social cohesion within a community by offering a range of activities that provide opportunities for people to come together at events like festivals, concerts, and markets. These spaces also promote long-term economic growth by driving tourism, generating income for local businesses, and attracting new residents and businesses to the study area. Finally, community gathering spaces and sustainable development promotes biodiversity and combats the impacts of climate change through vegetation that absorbs carbon from the atmosphere and improves air quality, regulates ecological processes such as pollination and pest control, and serve as conservation areas to protect wildlife and important habitat.

Throughout the arch of the study process including community meetings and online and paper surveys, the incorporation of green and community spaces in future development within the Bonanza and Snow Creek study area received overwhelming community support. Support for a greener, more resilient Bonanza Park is explored through three key recommendations:

- **G1:** Ensure that all current and future Bonanza Park residents are within a safe and comfortable 10-minute walk to a park, outdoor community space, or trail connection.
- **G2:** Provide examples of publicly accessible green spaces or outdoor community spaces as part of a Bonanza Park Mixed Use District to ensure that those added as part of a community benefit are of high quality.
- **G3:** Incentivize sustainable development within Bonanza Park to meet Park City's net zero goals, reduce vehicle trips, and improve access to transit.



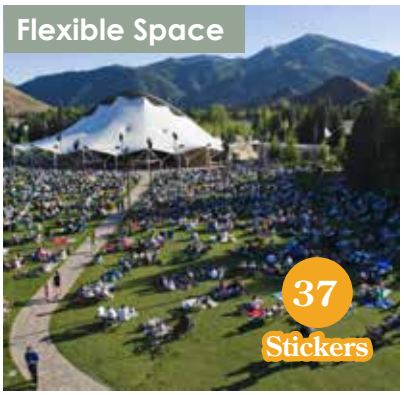
G1: Ensure that all current and future Bonanza Park residents are within a safe and comfortable 10-minute walk to a park, outdoor community space, or trail connection.

The addition of new parks and trails within Bonanza Park would provide an opportunity for nearly 1,000 nearby residents to be within a 10-minute walking distance of critical community open space and promote a more sustainable environment for the entire community. Future development should be incentivized to provide new outdoor community spaces through public-private partnerships or development agreements. There is also the opportunity to create a new neighborhood outdoor community space in the heart of Bonanza Park with the potential relocation of the utility substation or as part of the redevelopment of the 5-acre site at the corner of Kearns Boulevard and Bonanza Drive. Finally, a focus on trails and pedestrian connections will ensure that biking and walking to a park or trail is safe and comfortable.

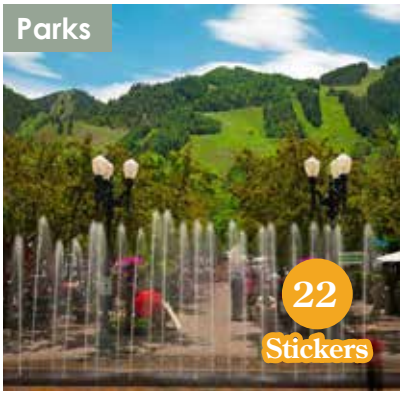
G2: Provide examples of publicly accessible green spaces or outdoor community spaces as part of a Bonanza Park Mixed Use District to ensure that those added as part of a community benefit are of high quality.

While providing a wealth of ecological, economic, social, educational benefits to a community, the appearance, scale, and programming of green spaces and outdoor community spaces may vary widely from project to project. Urban plazas, pocket parks, courtyards, parks, and community gardens are a few examples of green community spaces that have the opportunity to offer high quality community benefit, provide environmental and ecological benefits, and promote social cohesion. Careful consideration should be given to each project within Bonanza Park to offer complementary outdoor spaces and experiences throughout the neighborhood and foster a more sustainable and greener community.

These green space typologies should be formalized as a menu of options available to the development community applying for a density bonus within Bonanza Park as part of a new Bonanza Park Mixed Use (BPMX) District, or when proposing development within the Frontage Protection Zone. For each typology, in a future BPMX or elsewhere, the design of these spaces should be guided by supporting language describing their intended use and context, example imagery of best practices, and recommendations for how to best integrate these spaces with a surrounding development.



At the third community meeting, Parkites were asked to share what types of publicly accessible green spaces elements they would like to see in Bonanza Park. Those who participated in this activity were given three stickers and asked to distribute them among the green spaces shown.



G3: Incentivize sustainable development within Bonanza Park to meet Park City's net zero goals, reduce vehicle trips, and improve access to transit.

The impact of our buildings and infrastructure on our environment is significant and overarching, both economically, socially, as well as environmentally. The construction industry and new development is a significant contributor to climate change, which poses a threat to overall public health and has significant impacts on our overall environment and the air that we breathe. By incentivizing greener and more sustainable development, Bonanza Park can contribute to a healthier community for all Parkites and can become a more resilient neighborhood.

Park City has a goal to be a net-zero community by 2030, running on 100% renewable energy. As of 2016, buildings within Park City accounted for 60 percent of all carbon emissions, well above the national average. Investing in green technologies and renewable energy resources like solar, wind and geothermal the Bonanza neighborhood can significantly reduce greenhouse gas emissions. Additionally, green infrastructure such as green roofs, parks, bike paths, and public transit can help reduce air pollution and promote a healthier environment, and future development should be incentivized to include these sustainable features. Finally, future developments should incorporate convenient access to transit routes to encourage reduced dependency on personal vehicles.

Park City has a goal to be a net-zero community by 2030, running on 100% renewable energy. As of 2016, buildings accounted for 60 percent of carbon emissions, well above the national average.

Following this process, Park City Staff must further defines what constitutes a "sustainable development." This may be conceived in various forms, such as looking at a development for its total contribution to carbon emissions, its inclusion of sustainable site design elements, or its adherence to existing guidance on sustainable development. For instance, since 2017, Park City's municipal buildings are required to follow net-zero energy performance requirements. These requirements have as a purpose to "balance the annual energy use of all buildings and facilities with on-site renewables, or as close to the site as possible." For private developments, or developments with public-private partnerships, similar or equal standards may be considered to be classified as a sustainable development.

"I do feel that creating nature based spaces is important; the feel of the neighborhood will be more welcoming."

Bonanza Park is...

Cultural

Weave arts and culture into the community fabric.

Quality of life and caring about community are at the core of embracing arts and culture within the places we inhabit. Providing a way for people to engage in public life, successful placemaking incorporates arts and culture at the center of thriving cities and neighborhoods. Arts and culture have the capacity to transform space into place, and the public realm is a perfect example of spaces that have the potential for us all to relate to place and weave art, programming, and activation into our communities as a civic benefit for everyone. Ranging from murals and sculptures to dance performances and orchestras in the park, public and community art have the ability to promote dialogue with the community, especially when the community is engaged in the inception and creation of the expression. Public art also provides economic benefits including job creation and tourism and has the potential to foster youth development in the arts through apprenticeships and education.

The multi-phased engagement approach for the Bonanza Park and Snow Creek Area Plan identified arts and culture as a priority and a goal that should be embraced and encouraged throughout the community, weaving through all aspects of the neighborhood ranging from public infrastructure to new development. This plan does so through the following recommendations:

- **C1**: Use public art and placemaking elements to inspire, delight, and enliven public spaces and streets in Bonanza Park.
- **C2**: Ensure that public art is meaningfully incorporated into development proposals and their community outdoor spaces.

C1: Use public art and placemaking elements to inspire, delight, and enliven public spaces and streets in Bonanza Park.

Current and future improvements and redevelopment within Bonanza Park should incorporate the transformation of space to place by reimagining and reinventing public spaces as the heart of the development or community. By focusing on access & connectivity, sociability, uses & activities, and comfort and image, the community-driven process of incorporating public art and placemaking strategies capitalizes on Bonanza Park's local assets and results in the creation of authentic public spaces that contribute to overall health, happiness, and well-being.

Bonanza Park has the unique opportunity to allow art installations within the Frontage Protection Zone when approved through the Public Arts Advisory Board process and dedicated to the city. There are many examples throughout the country of cities and districts incorporating public art within the streetscapes and traffic calming measures, such as creative crosswalks, wayfinding, and neighborhood signage. Additionally, public art, such as sculptures and murals, could enhance trails and gateways at key neighborhood entrances and thresholds. The existing Rail Trail should be enhanced with public art, interactive placemaking strategies, and creative district signage.

Use public art and placemaking elements to inspire, delight, and enliven public spaces and streets in Bonanza Park

C2: Ensure that public art is meaningfully incorporated into development proposals and their community outdoor spaces.

The inclusion of public art within future development projects received overwhelming public support throughout the planning and engagement process for this project. This goal recommends requiring public and local art to be incorporated into Master Planned Developments, to be reviewed and approved through the Public Arts Advisory Board process. It also recommends that community outdoor spaces be created as part of a new development including public art and colorful, creative, and comfortable seating areas. Lastly, the incorporation of murals, supergraphics, and color serves to break up building facades and reflect the neighborhood's identity.

Community Meeting 3 Engagement Results:

What types of placemaking elements would you like to see?

Creative Intersections

Murals

Swings and Creative Seating

Sculptures

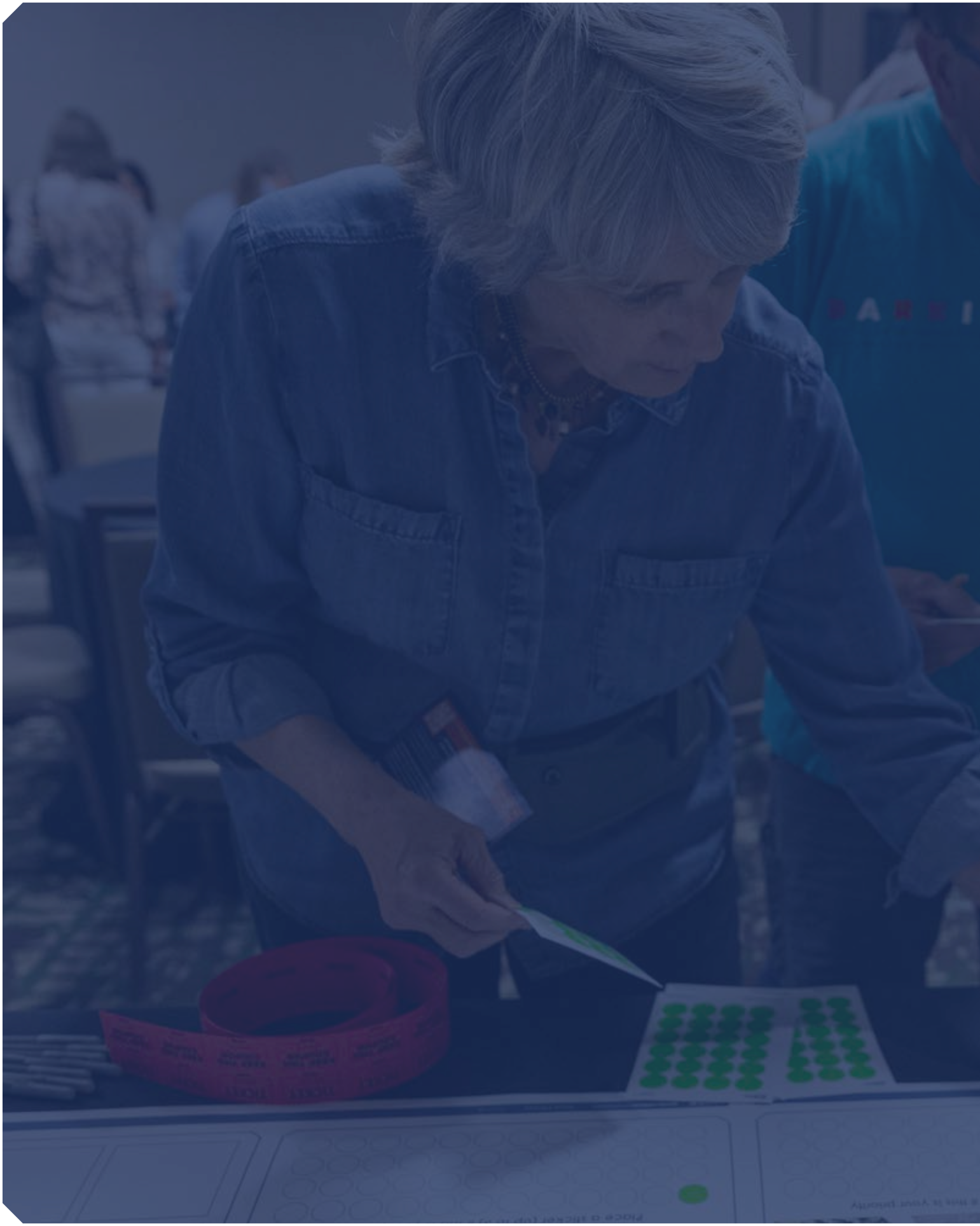
At the third community meeting, Parkites were asked to share what types of placemaking elements they would like to see in Bonanza Park. Those who participated in this activity were given three stickers and were asked to distribute them among the placemaking elements shown.

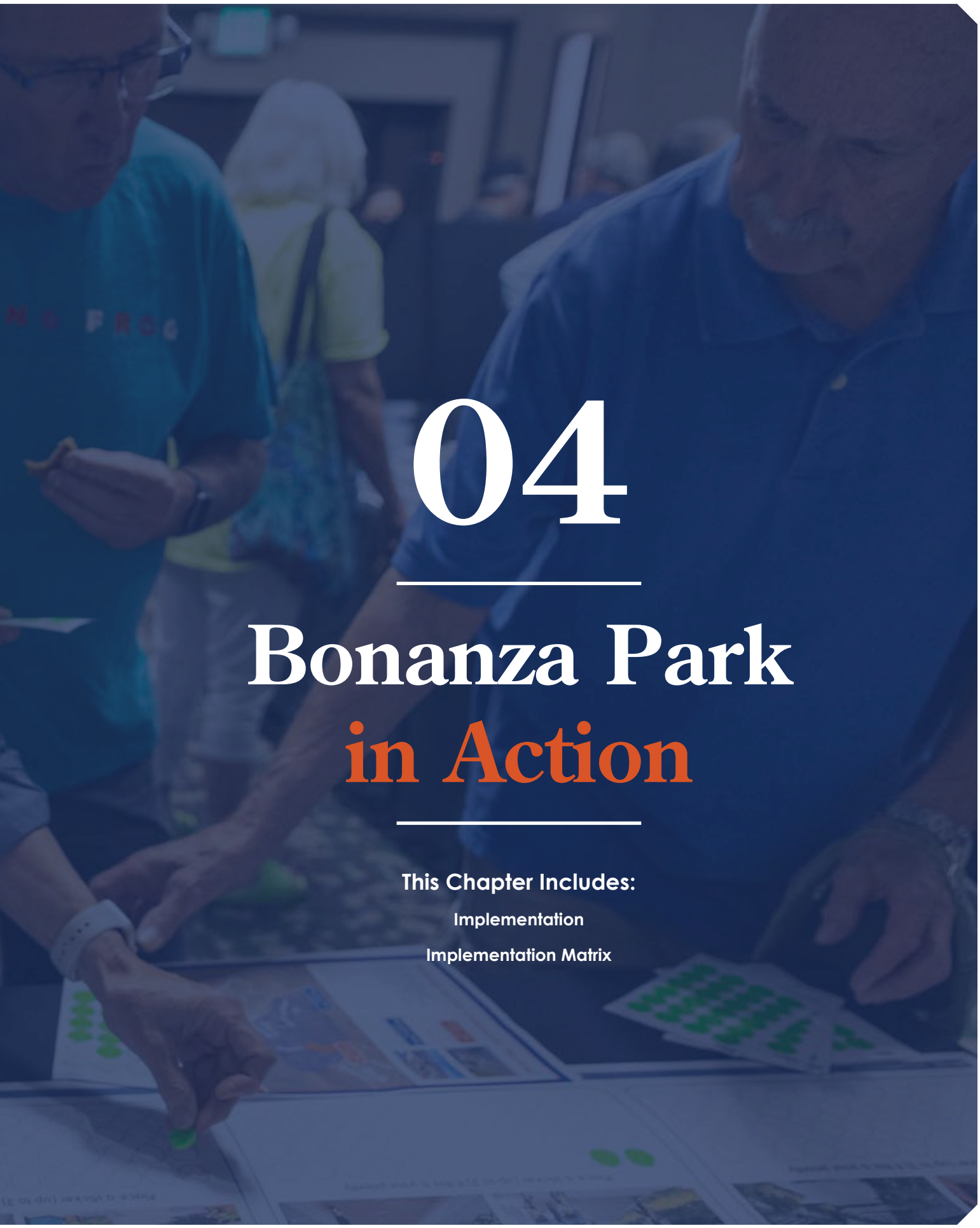
Play Elements

District Signage & Gateways

Wayfinding

Creative Lighting





04

Bonanza Park in Action

This Chapter Includes:

Implementation

Implementation Matrix

Implementation

The community-driven vision of the Bonanza Park Small Area Plan will require additional engagement and public-private partnerships.

In the first public meeting, Parkites who chatted with the planning team stressed the importance of having this plan implemented. Following years of unrealized visions in Bonanza Park, **the community is ready for, and is expecting, action.**

The ideas introduced in this document include capital improvement projects and policy recommendations. The Parkites we engaged passionately advocated for each of the six goals and 19 recommendations in this plan. While every recommendation in this plan is feasible, the reality of implementation is that some must be prioritized over others to efficiently allocate resources, and to set up subsequent recommendations for success. As with all municipalities, Park City has limited funding and City Staff has to prioritize their time and expertise.

As such, this plan recommends that the following key recommendations are prioritized as the first enabling steps in implementation:

- **Draft the new Bonanza Park Mixed Use Zoning (BPMX) language:** The BPMX is an umbrella recommendation that will enable and overlap with many of the concepts and ideas in many of the plan's goals. The BPMX will not only establish a zoning tool that is appropriate for the area's existing conditions, it will also guide growth and development for key redevelopment sites in Bonanza Park, such as the city-owned site at the corner of Kearns Boulevard and Bonanza Drive.
- **Update the Frontage Protection Zone (FPZ):** Updates to the FPZ will ensure that development along these key corridors will honor Park City's scale and character. The update is equally important to the rezoning of Bonanza Park to a new BPMX, as it will ensure that any increases to allowable building heights with community benefits, are stepped down toward these scenic corridors.
- **Ensure that all streets in Bonanza Park meet a baseline standard:** All streets in Bonanza Park should include basic pedestrian facilities, such as sidewalks and marked crossings at intersections. The initial focus should be on addressing all sidewalk gaps identified in this plan.

Key first steps in implementing this vision

1

Draft the new Bonanza Park Mixed Use Zoning (BPMX) language, and share with the community through additional engagement prior to rezoning the Bonanza Park study area.

How: Formalize the concepts shared in this document into draft zoning language, after which share with the community via additional engagement. Use the engagement conducted in this process to guide initial considerations on density.

2

Update the Frontage Protection Zone (FPZ) to guide future development in Bonanza Park along parcels impacted by this overlay, and parcels expected to redevelop in the next 5 years.

How: Formalize the ideas introduced in this document into draft ordinance language, after which share with the community via additional engagement. Use the engagement conducted in this process to guide initial considerations on scale.

3

Ensure that all streets in Bonanza Park include a baseline of sidewalks, street trees, lighting, and safe crossings. Work with partners to ensure that transit stops include shelters and seating.

How: Focus on key sidewalks gaps, with a priority on Iron Horse Boulevard and completing the Homestake Road improvements. Work with Prospector Square stakeholders to establish long term connectivity solutions.

Funding Strategy

As Park City considers these implementation priorities, City Staff should continue to explore multiple funding sources and mechanisms. Many of the recommendations in this document, such as addressing sidewalk gaps, investing in trails, improving streetscapes, supporting local businesses, creating affordable housing, and adding outdoor community gathering spaces, are noted as community benefits supported by Parkites. The funding for these improvements is commonly achieved through citywide funds, such as direct financing from the City's General Fund. However, this type of funding is often tightly allocated. As such, improvements can also be achieved through funding mechanisms that leverage private investment and development in Bonanza Park. These funding methods include:

- **Tax Increment Financing (TIF):** Infrastructure improvements are funded through future increases in property values as spurred by redevelopment. TIFs in Utah are flexible and allow for cities to pay for economic development activities, such a site cleanup or utility undergrounding.
- **Community Reinvestment Agency (CRA):** Also called Redevelopment Agencies (RDAs) or Community Development and Renewal Agencies (CDRAs), a CRA is created by a municipality or county to stimulate redevelopment. The CRA is governed by the legislative body creating the entity, such as a City Council, and is authorized to create a project area. The CRA raises funds to help pay for infrastructure improvements, affordable housing, or other development projects. The funding mechanism for a CRA may include Tax Increment Financing (TIF).
- **Public Infrastructure District (PID):** A PID is created by cities or counties to finance public infrastructure for new development and redevelopment. PIDs have the authority to issue debt repayable from property taxes or assessments on the property owners within a district boundary. PIDs are designed to complement other funding strategies, such as Tax Increment Financing (TIF)or assessment areas and bonds, and require the consent of 100% of the property owners and voters within the proposed district boundary.
- **Private-Public Partnerships (PPP):** For improvements near or within city-owned land, a PPP establishes a long term agreement between the City and a private sector entity. A PPP can be leveraged to improve infrastructure in return for incentives.
- **Community Land Trust (CLT)**: A CLT is an effective tool in building and maintaining affordable housing. A CLT may act as a development arm, acquiring land and maintaining its ownership to ensure affordable pricing.

Funding Mechanism Options:
Tax Increment Financing (TIF)
Community Reinvestment Agency (CRA)
Public Infrastructure District (PID):
Private-Public Partnerships (PPP)
Community Land Trust (CLT)

Implementation Matrix

The following matrix is a tool to guide the plan's implementation. The matrix suggests timeframes, partners, and establishes priorities.

The planning team has crafted the following matrix to guide the plan's implementation process. The matrix is organized by project goal, listing the recommendations under each goal as introduced in the Bonanza Park Tomorrow chapter of this document.

Following plan adoption, Park City staff will begin the process of making the ideas in this plan a reality. Recognizing that the bold ideas in this plan will require cooperation with private and public entities and organizations, the matrix includes potential partners that will need to collaborate on implementation.

As well, the matrix suggests an implementation timeline for each recommendation, based on the planning team's understanding of staff resources, allocated funding, and general support from the plan's engagement process. The timelines suggested in the matrix are listed below:

- **Quick Wins:** Policies and projects that can begin right away, and completed in less that six months to a year.
- **Short Term:** Policies and projects that can begin right away or within less than a year, and may take up to one year to complete.
- **Medium Term:** Policies and projects that may need other items to be implemented first, and could take 2 to 5 years to complete.
- **Long Term:** Policies and projects that are long term efforts or ongoing, and will take more than 5 years to commence and/or complete.

This matrix is a dynamic tool intended to be evaluated on a yearly basis. Upon every year, city staff is recommended to check in on each goal's status to evaluate the implementation's success and to identify needed adjustments or changes. As recommendations are completed, others might be added due to unforeseen or unexpected follow-up needs. Likewise, City Staff is expected to leverage and capitalize on funding as it becomes available, or to speed up certain recommendations if community priorities shift.

As such, this implementation matrix ensures accountability, keeping both Park City and the Parkites that will partner in these ideas on track and on schedule.

	Recommendations	Timeline	Potential Partners
	Mixed Use: Create a mixed use neighborhood with livability in mind		
MU1	Create a Bonanza Park Mixed Use District that allows for increased densities when new development provides significant community benefits.	Short Term	Park City Municipal, Bonanza Park residents
MU2	Update the Frontage Protection Zone to ensure that Park City's entry corridors remain scenic and awe-inspiring.	Short Term	Park City Municipal, Bonanza Park residents
MU3	Establish development guidelines for new multifamily and mixed-use buildings to create walkable, human-scale, development that is contextual and sensitive to its environments.	Medium Term	Park City Municipal, Bonanza Park residents, area developers
	Local: Support locally-owned business & entrepreneurship		
L1	Limit nightly rentals, hotels, and timeshares to grow the residential base for Bonanza Park, and ensure that new dwellings are supporting a neighborhood for locals.	Short Term(as part of BPMX Process)	Park City Municipal, Visit Park City, Bonanza Park residents and hotel operators
L2	Limit conventional chain businesses to prioritize locally owned and unique retailers/ restaurants in Bonanza Park.	Short Term(as part of BPMX Process)	Park City Municipal, Bonanza Park residents and business leaders
L3	Cap commercial square footage per building, with exceptions for grocery stores, to incentivize mixed use development.	Short Term(as part of BPMX Process)	Park City Municipal, Bonanza Park residents and business leaders
	User-Friendly: Create a safe & intuitive network for pedestrians, cyclists, and transit users		
UF1	Establish a future network of pedestrian and bicycle linkages through Bonanza Park to connect with regional trails and improve the area's connectivity.	Short Term	Park City Municipal, Bonanza Park residents, Utah DNR, UDOT
UF2	When considering development proposals, encourage multiple connections through Bonanza Park to create a more walkable and interconnected block system.	Medium Term	Park City Municipal, Bonanza Park residents and business leaders

	Recommendations	Timeline	Potential Partners
UF3	Leverage future developments to fund and implement mobility improvements, such as traffic calming, crosswalk improvements, transit hubs, and tunnels to surrounding neighborhoods.	Long Term	Park City Municipal, Bonanza Park residents, area developers
UF4	Create a vibrant pedestrian-oriented neighborhood by restricting autocentric uses, lowering parking minimums, and incentivizing underground parking structures.	Short Term(as part of BPMX Process)	Park City Municipal, Bonanza Park residents, area developers
	Inclusive: Expand the availability of affordable and workforce housing units		
I1	Work with the development community to build more affordable and workforce housing in Bonanza Park and help meet citywide goals.	Long Term: Ongoing Effort	Park City Municipal, Bonanza Park residents, area developers, local housing trusts
I2	Establish bold affordability metrics to guide decision-making and track short- and long-term success.	Quick Win	Park City Municipal, Bonanza Park residents, area developers, local housing trusts
I3	Work with residents and property owners to preserve naturally occurring moderate income housing already existing in the neighborhood.	Long Term: Ongoing Effort	Park City Municipal, Bonanza Park multifamily housing residents, multifamily property owners, local housing trusts
I4	Ensure that new housing and public spaces in Bonanza Park follow Universal Design Principles.	Short Term	Park City Municipal, Bonanza Park residents, area developers
	Green: Create a more welcoming and sustainable community		
G1	Ensure that all current and future Bonanza Park residents are within a safe and comfortable 10-minute walk to a park, outdoor community space, or trail connection.	Short Term	Park City Municipal, Bonanza Park residents
G2	Provide examples of publicly accessible green spaces or outdoor community spaces as part of a Bonanza Park Mixed Use District to ensure that those added as part of a community benefit are of high quality.	Short Term(as part of BPMX Process)	Park City Municipal, Bonanza Park residents, area developers

	Recommendations	Timeline	Potential Partners
G3	Incentivize sustainable development within Bonanza Park to meet Park City's net zero goals, reduce vehicle trips, and improve access to transit.	Medium Term	Park City Municipal, Bonanza Park residents, area developers
	Cultural: Weave arts and culture into the community fabric		
C1	Use public art and placemaking elements to inspire, delight, and enliven public spaces and streets in Bonanza Park.	Quick Win	Park City Municipal, Bonanza Park residents, Park City and Summit County Arts Council, Summit County Public Art Advisory Board, local art community
C2	Ensure that public art is meaningfully incorporated into development proposals and their community outdoor spaces.	Medium Term	Park City Municipal, Bonanza Park residents, area developers, Park City and Summit County Arts Council, Summit County Public Art Advisory Board, local art community

PARK CITY
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Bonanza Park

Small Area Plan

Stand-Alone Mobility Component

Adopted July 11, 2024

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Stand-Alone Mobility Component

This appendix to the Bonanza Park Small Area Plan discusses transportation and mobility needs in the Bonanza Park Study Area.

This Chapter discusses transportation and mobility needs in the Bonanza Park/ Snow Creek study area, both with and without the development scenarios proposed in this plan. This Chapter addresses background traffic conditions, transit service and ridership, existing challenges to walking and bicycling activity in the study area, and current accessibility for people with limited mobility. It also discusses the impacts of proposed development on traffic conditions at intersections surrounding the study area, identifying some limited mitigation measures for those conditions, and demonstrating the amount of parking that may be needed to serve the development. It also identifies transit strategies and amenities that can support transportation choices for residents and visitors, and recommends a range of other strategies to incentivize travel choices that make more efficient use of the transportation network.

Stand-Alone Mobility Component Contents:

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- Current Accessibility 14

Future Recommendations **15**
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- Active Transportation 29
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Existing Conditions

Vehicle Mobility

Introduction

The purpose of this section is to document the traffic analysis conducted as part of the Bonanza Park and Snow Creek Small Area Plan. The project encompasses proposed development in the study area. This memorandum documents the Existing (2023) conditions, analyzing the Friday PM peak hour for President's Day weekend, 2023 (capturing commuter peak traffic as well as peak ski season holiday weekend traffic).

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 6th Edition (HCM 2016) 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 intersections, the LOS is provided for the overall intersection (weighted average of all approach delays). For this study, the traffic analysis software Synchro was used to analyze the HCM results at the study intersections. This study is generally consistent with the recently adopted Traffic Impact Study guidelines governed by Park City (June 2023).

Table 1: Level of Service Descriptions

LOS	Description	Signalized Intersections	Unsignalized Intersections
		Avg. Delay (sec/veh)[1]	Avg. Delay (sec/veh)[2]
A	*Free Flow / Insignificant Delay* Extremely favorable progression. Individual users are virtually unaffected by others in the traffic stream.	< 10.0	< 10.0
B	*Stable Operations / Minimum Delays* Good progression. The presence of other users in the traffic stream becomes noticeable.	> 10.0 to 20.0	> 10.0 to 15.0
C	*Stable Operations / Acceptable Delays* Fair progression. The operation of individual users is affected by interactions with others in the traffic stream	> 20.0 to 35.0	> 15.0 to 25.0

D	*Approaching Unstable Flows / Tolerable Delays* Marginal progression. Operating conditions are noticeably more constrained.	> 35.0 to 55.0	> 25.0 to 35.0
E	*Unstable Operations / Significant Delays Can Occur* Poor progression. Operating conditions are at or near capacity.	> 55.0 to 80.0	> 35.0 to 50.0
F	*Forced, Unpredictable Flows / Excessive Delays* Unacceptable progression with forced or breakdown of operating conditions.	> 80.0	> 50.0

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

Source: Fehr & Peers descriptions, based on *Highway Capacity Manual, 6th Edition*.

Background

Study Intersections

This study analyzes the existing conditions of traffic operations of the Bonanza Park and Snow Creek area. The existing conditions are specifically addressed at the following study intersections, noting their existing intersection controls:

- SR-224 & Snow Creek Dr (signal)
- SR-224 & SR-248 (signal)
- SR-224 & Homestake Rd (WB stop)
- SR-224 & Iron Horse Dr (WB stop)
- SR-224 & Deer Valley Dr (signal)
- SR-248 & Snow Creek Dr (SB stop)
- Homestake Rd & SR-248 (NB stop)
- Woodbine Way & SR-248 (NB stop)
- Bonanza Dr & SR-248 (signal)
- Sidewinder Dr & SR-248 (NB stop)
- Bonanza Dr & Prospector Ave (EB/WB stop)
- Bonanza Dr & Munchkin Rd (EB/WB stop)
- Bonanza Dr & Iron Horse Dr (EB/WB stop)
- Deer Valley Dr & Bonanza Dr (signal)
- Woodbine Way & Munchkin Rd (WB stop)

Existing Background Conditions

The existing background conditions analysis examines the study intersections and roadways during the peak evening travel period (4:45 pm to 5:45 pm, based on

observed traffic volumes throughout the study area) under existing traffic and geometric conditions. Through this analysis, existing traffic operational deficiencies were identified to serve as a basis for the study area build conditions.

Roadway System

The primary roadways included in the analysis for this study are described below.

- **Bonanza Drive** has a posted speed limit of 25 and is classified as a minor arterial in the study area. Bonanza Drive has one northbound lane and one southbound lane divided by a 14-foot median and a two-way left turn lane (TWLTL) throughout its entirety.
- **Deer Valley Drive** has a posted speed limit of 35 and is classified as a principal arterial in the study area. Between SR-224 and Bonanza Drive, Deer Valley Drive has two westbound lanes, two eastbound lanes, and a TWLTL.
- **Homestake Road** has a posted speed limit of 25 and is classified as a major collector in the study area. Homestake Road has no lane markings.
- **Iron Horse Drive** has a posted speed limit of 25 and is classified as a major collector in the study area. Iron Horse Drive has no lane markings.
- **Munchkin Road** has no posted speed limit and is classified as a local road in the study area. Munchkin Road has no lane markings.
- **Prospector Avenue** has a posted speed limit of 25 and is classified as a major collector in the study area. Prospector Avenue has one westbound lane and one eastbound lane with sharrows.
- **Sidewinder Drive** has a posted speed limit of 25 and is classified as a major collector in the study area. Sidewinder Drive has no lane markings aside from sharrows.
- **Snow Creek Drive** has a posted speed limit of 25 and is classified as a local road in the study area.
- **SR-224** has a posted speed limit of 40 and is classified as a principal arterial in the study area. SR-224 has two northbound lanes, two southbound lanes, and one TWLTL from Snow Creek Drive to Deer Valley Drive.
- **SR-248** has a posted speed limit of 35 and is classified as a principal arterial in the study area. From SR-224 to Sidewinder Drive, the road has two westbound lanes, two eastbound lanes, and a TWLTL. Moving east from Sidewinder Drive, the road has one westbound lane, one eastbound lane, and a TWLTL.
- **Woodbine Way** has no posted speed limit and is classified as a local road in the study area. Woodbine Way has no lane markings.

Traffic Volumes

Fehr & Peers collected traffic counts at the study intersections to establish existing conditions for the study area. Counts were collected from 4:00 PM to 6:00 PM on Friday,

January 20, 2023 (during Sundance Film Festival), and on Friday, February 17, 2023 (President's Day weekend). The counts were compared between the two Fridays, and it was observed that the counts in February were higher in most locations. The February counts were used for analysis for this study.

Analysis Results

Using Synchro software and the HCM 6 delay thresholds described in the *Analysis Methodology* section of this memorandum, the existing 2023 background weekday PM peak hour LOS were computed for each study intersection. The results of this analysis are reported in Table 2.

Fehr & Peers initially performed a traffic operations analysis on the study intersections based on the counted demand volumes at each intersection. Since the Synchro software uses a deterministic model based on HCM calculations at each study intersection, it has limitations in capturing delays at intersections due to queue spillback from downstream intersections. The initial analysis showed acceptable LOS along SR-248 and Bonanza Drive. However, field observations indicated queues from downstream intersections on SR-248 (the merge point east of Bonanza Drive, and Comstock Drive) spilling back to the study intersections, affecting the demand volumes. Fehr & Peers modified the Synchro analysis to account for the latent demand due to the congested conditions, as shown in the "updated" results for some intersections in Table 2.

The modifications of the Synchro analysis included observing videos from the intersection turning movement counts to estimate the latent demand at the Bonanza Drive & SR-248 intersection. The volumes along SR-248 were then modified by adding the estimated latent demand at the intersections. Additionally, the LOS at the Bonanza Drive & SR-248 intersection was modified to be LOS F qualitatively based on the observed conditions.

Table 2: Existing Conditions LOS Results

Intersection					Worst Movement[1]			Overall Intersection[2]	
ID	Location	Period	Control	Results	Movement [3]	Delay Sec/Veh	LOS	Avg. Delay Sec/Veh	LOS
1	SR-224 & Snow Creek Dr	PM	Signal	Initial	-	-	-	7	A
2	SR-224 & SR-248	PM	Signal	Initial	-	-	-	22	C
3	SR-224 & Homestake Rd	PM	WB Stop	Initial	WB L/R	59	**F***	-	-
4	SR-224 & Iron Horse Dr	PM	WB Stop	Initial	WB L/R	38	**E***	-	-
5	SR-224 & Deer Valley Dr	PM	Signal	Initial	-	-	-	102	**F**

6	SR-248 & Snow Creek Dr	PM	SB Stop	Initial	SB Left	23	C	-	-
7	Homestake Rd & SR-248	PM	NB Stop	Initial	NB L/R	15	B	-	-
				Updated	NB L/R	-	C	-	-
8	Woodbine Way & SR-248	PM	NB Stop	Initial	NB L/R	18	C	-	-
9	Bonanza Dr & SR-248	PM	Signal	Initial	-	-	-	30	C
				Updated	-	-	-	-	**F****
10	Sidewinder Dr & SR-248	PM	NB Stop	Initial	NB Left	34	D	-	-
				Updated	NB Left	-	**E***	-	-
11	Bonanza Dr & Prospector Avenue	PM	EB/WB Stop	Initial	WB Left	198	**F**	-	-
12	Bonanza Dr & Munchkin Rd	PM	EB/WB Stop	Initial	WB L/T/R	33	D	-	-
				Updated	WB L/T/R	-	**E***	-	-
13	Bonanza Dr & Iron Horse Dr	PM	EB/WB Stop	Initial	EB Left	213	**F**	-	-
14	Deer Valley Dr & Bonanza Dr	PM	Signal	Initial	-	-	-	12	B
				Updated	-	-	-	-	B***
15	Woodbine Way & Munchkin Rd	PM	WB Stop	Initial	WB L/R	9	A	-	-

Notes:
1. This represents the worst movement LOS and delay (seconds/vehicle) and is only reported for unsignalized intersections.
2. This represents the overall intersection LOS and delay (seconds/vehicle) and is only reported for signalized intersections.
3. NB=Northbound, SB=Southbound, EB=Eastbound, WB=Westbound
   *Unsignalized intersections with high levels of delay, though capacity is sufficient to serve volume with reasonable queues.
   **HCM methodology indicates LOS D based on demand volume, however, field observations suggest unacceptable operations due to downstream queue spillback.
   ***During some days in the winter, queues from SR-248 & Bonanza and SR-224 & SR-224 frequently spill back through this intersection, sometimes reaching as far back as Aerie Drive. This capacity analysis reflects conditions for Friday, February 17, 2023 , though operations on other days may appear to be worse than the conditions shown.

Source: Fehr & Peers.

As shown in Table 2, the study intersections operate at acceptable LOS (LOS D or better) for the weekday PM peak hour, except for the following locations:

- SR-224 & Homestake Rd – LOS F
    - This is caused by the stop-controlled westbound approach attempting find a gap in traffic to turn left onto SR-224

- SR-224 & Iron Horse Dr
    - This is caused by the stop-controlled westbound approach attempting find a gap in traffic to turn left onto SR-224, despite left turn restrictions from Iron Horse between 3pm-6pm
- SR-224 & Deer Valley Dr
    - This signalized intersection experiences high delays due to high volumes in the eastbound, westbound, and southbound approaches.
- Bonanza Dr & SR-248
    - This intersection operates unacceptably due to queue spillback from the downstream delays due to the signal at Comstock Drive and the merge. However, in isolation this intersection would be able to handle the current demand, or with improvements downstream at the lane drop or the signal at Comstock Drive.
- Sidewinder Dr & SR-248
    - This is caused by the stop-controlled northbound approach attempting find a gap in traffic to turn left onto SR-248.
- Bonanza Dr & Prospector Ave
    - This is caused by the stop-controlled westbound approach attempting find a gap in traffic to turn left onto Bonanza Drive.
- Bonanza Dr & Munchkin Rd
    - This is caused by the stop-controlled westbound approach attempting find a gap in traffic to turn left onto Bonanza Drive.
- Bonanza Dr & Iron Horse Dr
    - This is caused by the stop-controlled eastbound approach attempting find a gap in traffic to turn left onto Bonanza Drive.

Transit Circulation and Ridership

Between Park City Transit and High Valley Transit, up to 12 different transit routes go through the study area depending on the season. These trips vary from every 15 minutes to only 6 trips daily. Most of the routes have a winter frequency of 20-30 minutes in the winter, dropping to 30 minutes during summer service. All of the routes that interact with the study area are listed in Table 3, with their respective operator and frequencies.

Table 3: Transit Route Frequency. Source: Park City Transit & High Valley Transit

Route	ID	Operator	Winter Frequency	Summer Frequency
Red	1	Park City Transit	20-30 min	30 Minute
Green	2	Park City Transit	20-30 min	30 Minute
Blue	3	Park City Transit	20-30 min	30 Minute
Yellow	5	Park City Transit	20-30 min	30 Minute
Silver	6	Park City Transit	40 min	40 min
Grey	7	Park City Transit	20 min	Suspended
Brown	8	Park City Transit	20 min	Suspended
White*	10	Park City Transit	15-30 min	*Transfers to High Valley Transit Spring 2024
Teal	50	Park City Transit	20 min	20 min
Spiro / 224 Local	101	High Valley Transit	15 min	15 min
Gateway / Kamas Valley Commuter	102	High Valley Transit	6 daily trips	6 daily trips
Wasatch Back Connector	106	High Valley Transit	8 daily trips	8 daily trips

Table 4 shows the current amenities available to users at each transit stop in the study area, as observed in the field. Most stops in the study area only have a sign to denote the stop and no amenities for users.

Table 4: Current Transit Amenities

Location	Sign	Bench	Trash	Shelter
2060 Snow Park Drive	x			
1550 Snow Creek Drive	x	x	x	x
SR-248, west of Homestake (WB)	x			
SR-248, west of Homestake (EB)	x			
SR-248/Woodbine (WB)	x			
SR-248/Woodbine (EB)	x			

SR-248, west of Bonanza (EB)	x			
SR-248, east of Sidewinder (WB)	x	x	x	x
Monitor/bank access (NB)	x			
Monitor/bank access (SB)	x			
Bonanza, south of Prospector (NB)	x			
Bonanza, north of Munchkin (SB)	x			
Bonanza/Rail Trail (NB)	x			
Bonanza/Rail Trail (SB)	x	x	x	
Iron Horse near picture framing shop (WB)	x			
Iron Horse near Walgreens (WB)	x			
Short Line (SB)	x			
SR-224/Homestake (NB)	x	x	x	x
SR-224/Homestake (SB)	x	x	x	x
SR-224 near Roadhouse Grill (NB)	x			
SR-224 near Hotel Park City (SB)	x			
Prospector east of Bonanza (EB)	x			
Prospector east of Pretty Bird (EB)	x			

Figure 1 and Figure 2 show the winter (2022-2023) and summer (2023) ridership for the study area stops. The stops with the highest ridership are the Fresh Market and the surrounding Park Ave Condos and Walgreens stops. The Fresh Market stop is located at approximately 1760 Park Avenue (also referred to as SR-224) and is the most frequented stop in the study area year-round. This stop is a primary connection point, serving both Park City Transit and High Valley Transit, providing connections between the two agencies. Additionally, this stop is located next to many services, including a grocery store, pharmacies, and several hotels. The Iron Horse Drive stops on Bonanza also show significant ridership. These stops are located next to the Park City Rail Trail, several small businesses, and high-density housing accessed via the Iron Horse Loop Road. These are all areas that typically show higher transit ridership due to the concentrations of housing and retail.

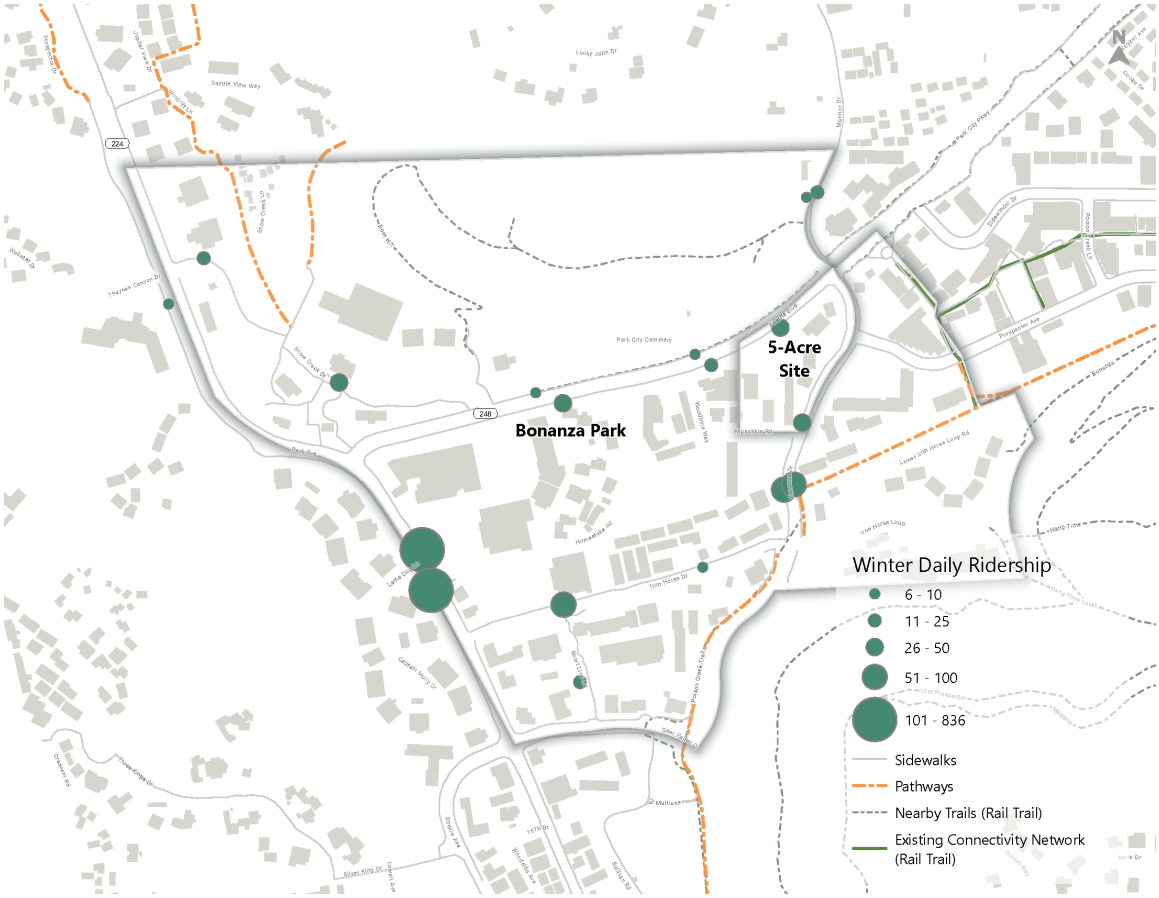


Figure 1: Average Transit Stop Daily Ridership for the 2022-2023 winter season. Source: Park City Transit.

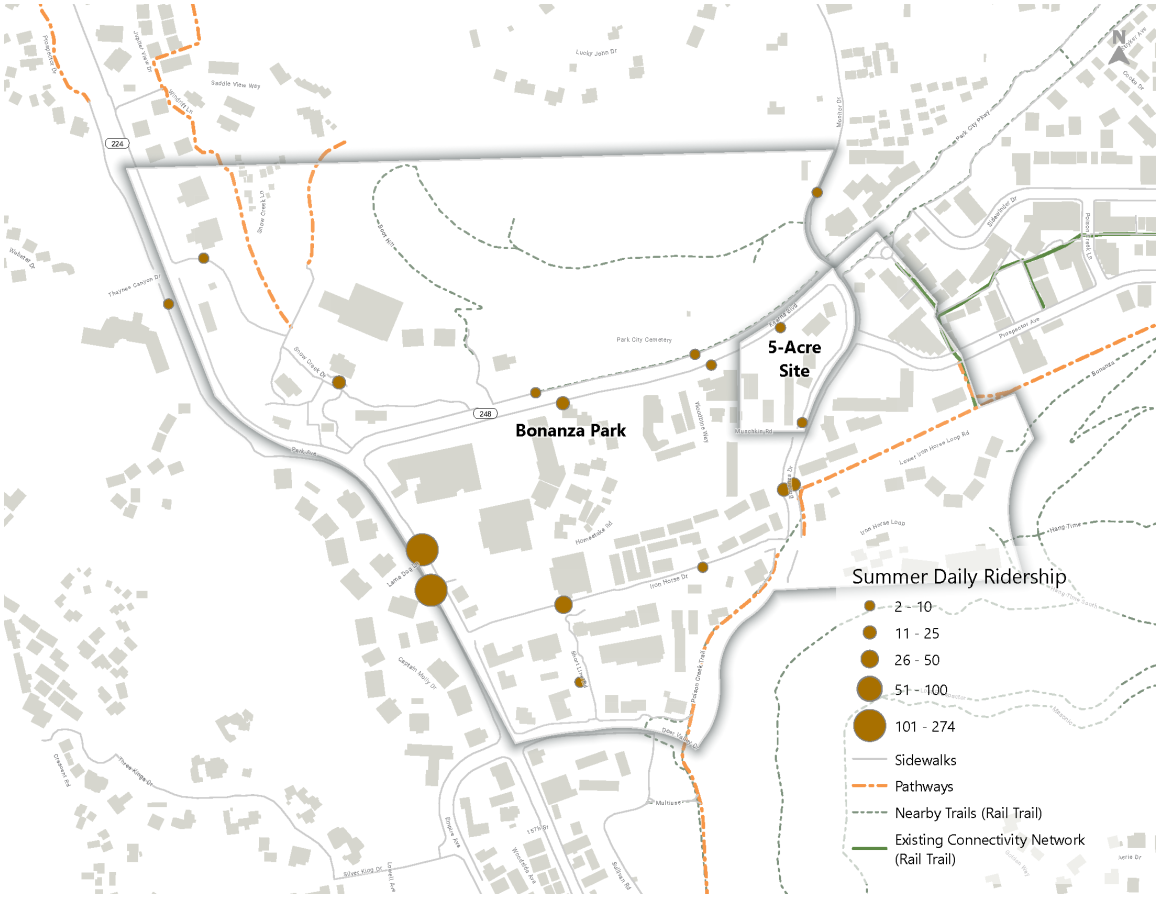


Figure 2: Average Transit Stop Daily Ridership for April - December 2023. Source: Park City Transit

Existing Active Transportation Conditions

Conditions for people walking and bicycling in the study area vary widely depending on the roadway. For example, Bonanza Drive has bicycle lanes, consistent sidewalks, a tunnel connecting the Rail Trail to the Poison Creek Trail, a pedestrian crossing with a Rapid Rectangular Flashing Beacon, and wayfinding signage for trail users. In contrast, many of the roads internal to the Bonanza Park portion of the study area lack consistent sidewalks, bicycle facilities, or crosswalk markings. Figure 3 shows an overview of active transportation facilities in the study area, including on-street facilities, bike racks and e-bike stations, crosswalks, and existing sidewalks and trail.

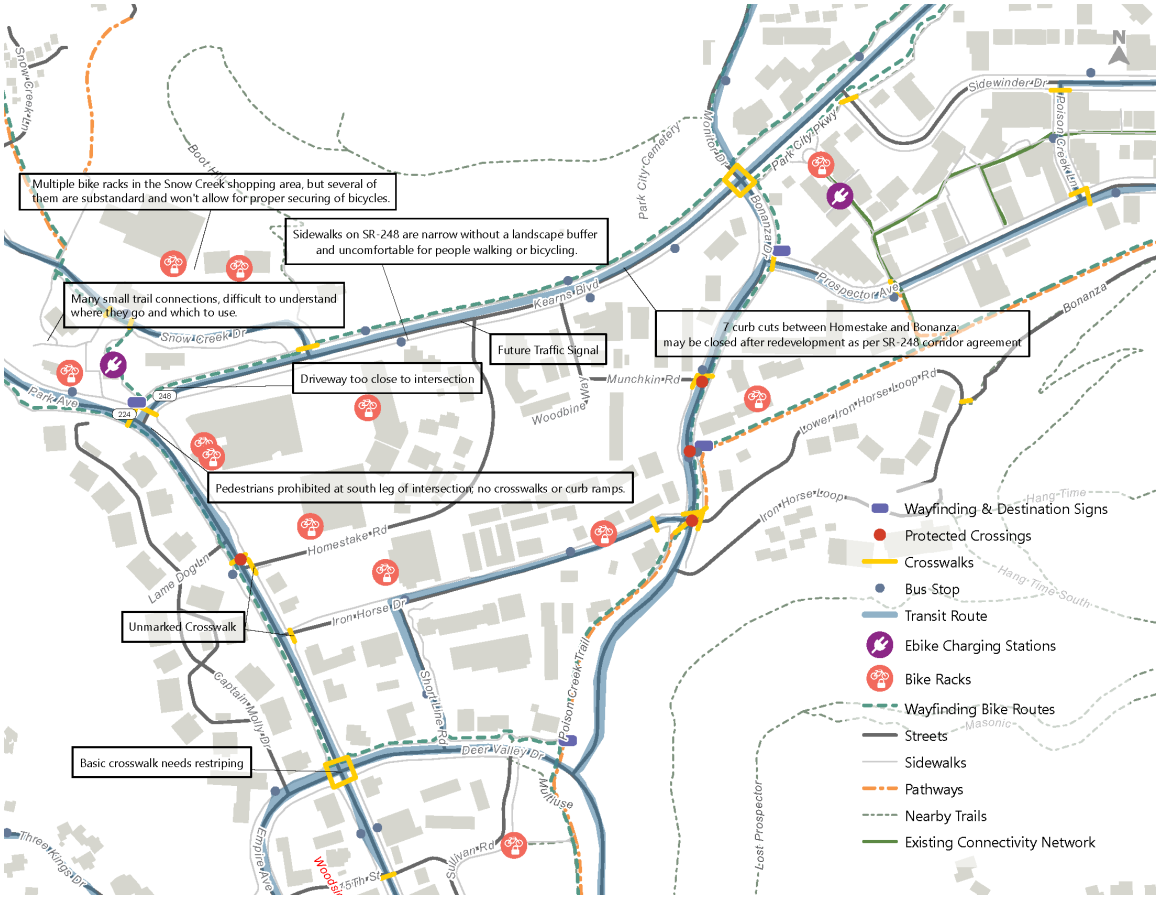


Figure 3: Existing Active Transportation Conditions

While the area generally has a strong active transportation network and connects well to other parts of the City (especially via paved trails), this connectivity is hindered by the inconsistent sidewalk network with the area, limited crossing opportunities on major roads such as SR-248 and SR-224, and infrequent wayfinding signage (or existing wayfinding signage that is difficult to interpret, such as the colored dots marking different trail segments). Additionally, the current layout of the Bonanza Park area makes it impenetrable to people attempting to cross through by walking or bicycling – internal

roads curve through the space or dead-end, leaving few opportunities to cross through the space north to south. In the Snow Park area, trails make twists and turns that are likely navigable only by people who already know the way, and then end uncomfortably at the intersection of SR-224 and SR-248. For people on bicycles, there is little indication on how to continue into the Bonanza district or to points south such as Main Street; the only option is to continue on the sidewalk along either SR-224 or SR-248, until a better option reveals itself.

Current Accessibility

The study area was assessed for accessibility based on the latest Public Right-of-Way Accessibility Guidelines (PROWAG) published in 2023. Currently, some roadways in the interior of the study area (such as Short Line Road, Homestake Road, and Munchkin Road) do not have accompanying sidewalks, forcing pedestrians into roadways or adding crossings and travel time to their desired route. A complete pedestrian network will benefit all users, and increase the safety of pedestrians traveling in the study area. Additionally, the Public Right-of-Way Accessibility Guidelines state that sidewalks or a similar pedestrian access route are needed to connect all accessible elements, spaces, and pedestrian facilities in the study area.

The major intersections at the site all have pedestrian signals, but most lack features required in the latest PROWAG updates including audio messages and tactile arrows. These are most consistently lacking at intersections under UDOT's full jurisdiction, such as the intersection of SR-224 and SR-248. Most non-signalized intersections and driveways have the appropriate signage and detectable warning surfaces, but the lack of consistent sidewalks in the area limit intersection accessibility.

Several intersections have detectable warning surfaces that were heavily worn, damaged, or missing at major intersections with heavy vehicular traffic. This was especially notable at the intersection of SR-224 and Deer Valley Drive. These detectable warning surfaces may no longer adequately perform and should be repaired or replaced. Additionally, detectable warning surfaces should be sized accordingly with the curb cut and crosswalk they service. The southernmost pedestrian crossing at the intersection of SR-224 and SR-248 is wider than the crosswalk it serves, potentially leading pedestrians into the intersection. The design of a curb ramp should not indicate pedestrian travel is permitted if a crosswalk is not available, as is currently indicated on the southern and western legs of the intersection of Bonanza Drive and Iron Horse Drive.

Future Recommendations

Private Vehicles

Plus-Project Traffic Scenarios

Plus-project traffic scenarios were analyzed for the Bonanza Park/Snow Creek small area plan, to assess how the development proposed in the plan might potentially change traffic conditions. All plus-project traffic scenarios are for the PM peak hour. The analysis of project-based traffic built upon traffic models developed for the existing conditions analysis described earlier in this chapter. To analyze plus-project conditions, a future background volume was calculated for the project area. To calculate the background volume, the land uses within the project extents were used to develop trip generation rates according to ITE and applied to the network. Those volumes were then subtracted from existing conditions volumes to get existing conditions minus the current project boundary uses, and these volumes were used as the background volume for plus-project trips. All plus-project traffic scenarios were based on the preferred land use plan developed for the study area, which had two versions: a high-density version and a low-density version. The primary difference between the two versions was the amount of residential units proposed: 4,925 multi-family residential units in the high-density version, and 3,844 multi-family residential units in the low-density version. All other land uses (hotel, dorms, art center, professional office, retail, restaurants, and grocery store) were the same for each version. The land use plan is described in more detail elsewhere in this Small Area Plan. The plus-project analysis results are described for each scenario in the following sections. A comparison of all scenarios including the existing background conditions can be found in Table 5. More detailed information about individual scenarios is provided in the following section.

Table 5: Comparison of Existing and Future Density Scenarios

Intersection				Existing Conditions	Existing + High Density Project	Existing + Low Density Project	2032 + High Density Project	2032 + Low Density Project
ID	Location	Period	Control	LOS	LOS	LOS	LOS	LOS
1	SR-224 & Snow Creek Dr	PM	Signal	A	C	C	C	C
2	SR-224 & SR-248	PM	Signal	C	**F**	**F**	**F**	**F**
3	SR-224 & Homestake Rd	PM	WB Stop	**F**	**F**	**F**	**F**	**F**
4	SR-224 & Iron Horse Dr	PM	WB Stop	**E**	**F**	**F**	**F**	**F**

5	SR-224 & Deer Valley Dr	PM	Signal	**F**	**F**	**F**	**F**	**F**
6	SR-248 & Snow Creek Dr	PM	SB/NB Stop (right in right out)	C	B	B	B	B
7	Homestake Rd & SR-248	PM	Signal (plus-project only)	C	C	C	C	C
8	Woodbine Way & SR-248	PM	NB Stop (right in right out)	C	B	B	C	C
9	Bonanza Dr & SR-248	PM	Signal	**F**	**F**	**F**	**F**	**F**
10	Sidewinder Dr & SR-248	PM	NB Stop	**E**	**F**	**F**	**F**	**F**
11	Bonanza Dr & Prospector Avenue	PM	EB/WB Stop	**F**	**F**	**F**	**F**	**F**
12	Bonanza Dr & Munchkin Rd	PM	EB/WB Stop	**E**	**F**	**F**	**F**	**F**
13	Bonanza Dr & Iron Horse Dr	PM	EB/WB Stop	**F**	**F**	**F**	**F**	**F**
14	Deer Valley Dr & Bonanza Dr*	PM	Signal	B	B	B	B	B
15	Woodbine Way & Munchkin Rd	PM	WB/EB Stop	A	D	D	D	D
27	SR-224 & Project Drive	PM	WB Stop (right in right out)	N/A	**F**	**F**	**F**	**F**

Notes:

*During some days in the winter, queues from SR-248 & Bonanza and SR-224 & SR-224 frequently spill back through this intersection, sometimes reaching as far back as Aerie Drive. This capacity analysis reflects conditions for Friday, February 17, 2023 , though operations on other days may appear to be worse than the conditions shown.

Source: Fehr & Peers.

Existing + High Development Density Project

This scenario evaluated how traffic conditions would look if the high-density land use plan were built out immediately, assuming project-related traffic would be added on top of the calculated background traffic circulating on the network, the calculation for which was detailed above Table 5. Table 6 provides the results of this analysis.

Table 6: Existing Plus Project: High Density Development

Intersection				Worst Movement[1]			Overall Intersection[2]	
ID	Location	Period	Control	Movement[3]	Delay Sec/Veh	LOS	Avg. Delay Sec/Veh	LOS
1	SR-224 & Snow Creek Dr	PM	Signal	-	-	-	30	C
2	SR-224 & SR-248	PM	Signal	-	-	-	**155**	**F**
3	SR-224 & Homestake Rd	PM	WB Stop	**WB L/R**	**>200**	**F**	-	-
4	SR-224 & Iron Horse Dr	PM	WB Stop	**WB L/R**	**>200**	**F**	-	-
5	SR-224 & Deer Valley Dr	PM	Signal	-	-	-	**177**	**F**
6	SR-248 & Snow Creek Dr	PM	SB/NB Stop (right in right out)	NBR	14	B	-	-
7	Homestake Rd & SR-248	PM	Signal	-	-	-	26	C
8	Woodbine Way & SR-248	PM	NB Stop (right in right out)	NBR	15	B	-	-
9	Bonanza Dr & SR-248	PM	Signal	-	-	-	**136**	**F**
10	Sidewinder Dr & SR-248	PM	NB Stop	**NBL**	**>200**	**F**	-	-
11	Bonanza Dr & Prospector Avenue	PM	EB/WB Stop	**EB L/R**	**>200**	**F**	-	-
12	Bonanza Dr & Munchkin Rd	PM	EB/WB Stop	**WB L/T/R**	**>200**	**F**	-	-
13	Bonanza Dr & Iron Horse Dr	PM	EB/WB Stop	**EB T/R**	**>200**	**F**	-	-
14	Deer Valley Dr & Bonanza Dr	PM	Signal	-	-	-	14	B
15	Woodbine Way & Munchkin Rd	PM	WB/EB Stop	WB L/T/R	33	D	-	-
27	SR-224 & Project Drive	PM	WB Stop (right in right out)	**WBR**	**140**	**F**	-	-

Notes:

1. This represents the worst movement LOS and delay (seconds/vehicle) and is only reported for unsignalized intersections.
2. This represents the overall intersection LOS and delay (seconds/vehicle) and is only reported for signalized intersections.
3. NB=Northbound, SB=Southbound, EB=Eastbound, WB=Westbound

Source: Fehr & Peers.

The following points may be noted about this scenario:

- The intersection of SR-224 (SR-224) and Snow Creek Drive degrades from an LOS A to LOS C. This is a function of the amount of development proposed in the Snow Creek area as a result of this small area plan: 1,048 multi-family housing units, 241 hotel or condo units, 6,106 square feet of professional office, and 14,232 square feet of retail space. Moreover, only two intersections can serve this development (SR-224/Snow Creek, and SR-248/Snow Creek) and of those two, a signal is only possible at SR-224/Snow Creek. This means that much of the traffic circulating in and out of the Snow Creek area will be relying on the SR-224/Snow Creek intersection for access.
- The intersection of SR-224 (SR-224) and SR-248 (SR-248) degrades from an LOS C to an LOS F. This is primarily due to the volume of traffic generated by proposed land uses within this Small Area Plan.
- The intersection of SR-224 and Iron Horse Drive degrades from a LOS E to an LOS F. While this intersection currently restricts left turn movements from Iron Horse onto SR-224 between 3 – 6 pm, drivers make this movement anyway. The delay experienced by those drivers contributes to the poor LOS in both the existing and plus-project scenarios.
- The intersection of SR-248 and Snow Creek Drive improves from an LOS C to LOS B. Currently, all turning movements are allowed out of Snow Creek Drive onto SR-248, with some drivers experiencing delay as they attempt to turn left out of Snow Creek Drive. The plus-project scenarios assume that Snow Creek Drive will become right-in/right-out only, eliminating the delay experienced by drivers formerly attempting to turn left out of Snow Creek Drive.
- The intersection of Woodbine Way and SR-248 improves from an LOS C to B. While cars are allowed to make a left turn out of Woodbine Way in the existing conditions, this will become right-in/right-out in the plus-project scenarios, limiting the delay experienced by vehicles attempting to turn left.
- The intersection of SR-248 and Sidewinder Drive degrades from an LOS E to LOS F. This is a result of increased delay for drivers attempting to turn left out of Sidewinder Drive onto SR-248, due to increased traffic and fewer gaps on SR-248.
- The intersection of Munchkin Road and Bonanza Drive degrades from an LOS E to an LOS F. While people attempting to turn left off Munchkin onto Bonanza are already experiencing high levels of delay due to limited gaps in the traffic stream, this will become worse in the plus-project conditions due to increased traffic volumes on Bonanza Drive as well as higher numbers of cars attempting to make the left turn from Munchkin.

- The intersection of Woodbine Way and Munchkin Road degrades from an LOS A to an LOS D. Currently the development in this part of Bonanza Park is low-intensity, industrial in nature, and generates relatively few traffic trips. The changes proposed in the land use plan will add a significant amount of housing, retail, restaurants, and other types of development that will draw many more people to the site, which contributes to the drop in LOS as part of this plus-project scenario.

Existing + Low Development Density Project

This scenario evaluated how traffic conditions would look if the low-density land use plan were built out immediately, assuming project-related traffic would be added on top of the calculated background traffic. Table 7 provides the results of this analysis.

Table 7: Existing Plus Project: Low Density Development

Intersection				Worst Movement[1]			Overall Intersection[2]	
ID	Location	Period	Control	Movement[3]	Delay Sec/Veh	LOS	Avg. Delay Sec/Veh	LOS
1	SR-224 & Snow Creek Dr	PM	Signal	-	-	-	25	C
2	SR-224 & SR-248	PM	Signal	-	-	-	**147**	**F**
3	SR-224 & Homestake Rd	PM	WB Stop	**WB L/R**	**>200**	**F**	-	-
4	SR-224 & Iron Horse Dr	PM	WB Stop	**WB L/R**	**>200**	**F**	-	-
5	SR-224 & Deer Valley Dr	PM	Signal	-	-	-	**170**	**F**
6	SR-248 & Snow Creek Dr	PM	SB/NB Stop (right in right out)	NBR	14	B	-	-
7	Homestake Rd & SR-248	PM	Signal	-	-	-	26	C
8	Woodbine Way & SR-248	PM	NB Stop (right in right out)	NBR	15	B	-	-
9	Bonanza Dr & SR-248	PM	Signal	-	-	-	**126**	**F**
10	Sidewinder Dr & SR-248	PM	NB Stop	**NBL**	**>200**	**F**	-	-
11	Bonanza Dr & Prospector Avenue	PM	EB/WB Stop	**EB L/R**	**>200**	**F**	-	-
12	Bonanza Dr & Munchkin Rd	PM	EB/WB Stop	**WB L/T/R**	**>200**	**F**	-	-

13	Bonanza Dr & Iron Horse Dr	PM	EB/WB Stop	**EB T/R**	**>200**	**F**	-	-
14	Deer Valley Dr & Bonanza Dr	PM	Signal	-	-	-	14	B
15	Woodbine Way & Munchkin Rd	PM	WB/EB Stop	WB L/T/R	31	D	-	-
27	SR-224 & Project Drive	PM	WB Stop (right in right out)	**WBR**	**126**	**F**	-	-

Notes:
1. This represents the worst movement LOS and delay (seconds/vehicle) and is only reported for unsignalized intersections.
2. This represents the overall intersection LOS and delay (seconds/vehicle) and is only reported for signalized intersections.
3. NB=Northbound, SB=Southbound, EB=Eastbound, WB=Westbound

Source: Fehr & Peers.

As shown in the table, the traffic results for the existing + low-development density scenario are the same as for the high-density scenario. The decrease in housing units (1,081 units) is not enough to result in improved LOS because the amount of non-residential development proposed is still high, and has a heavy influence on travel patterns throughout the area. All traffic-related observations noted for the existing + high-development density scenario also apply to this scenario.

2032 Background + High Development Density Project

This scenario evaluated how traffic conditions would look if the high-density land use plan were built out by 2032. This accounts for both project-related traffic, as well as additional traffic increases in the area that will occur resulting from growth planned elsewhere in Park City and the region by 2032. Table 8 provides the results of this analysis.

Table 8: 2032 Plus Project: High Density Development

Intersection				Worst Movement[1]			Overall Intersection[2]	
ID	**Location**	**Period**	**Control**	**Movement[3]**	**Delay Sec/Veh**	**LOS**	**Avg. Delay Sec/Veh**	**LOS**
1	SR-224 & Snow Creek Dr	PM	Signal	-	-	-	30	C
2	SR-224 & SR-248	PM	Signal	-	-	-	**157**	**F**
3	SR-224 & Homestake Rd	PM	WB Stop	**WB L/R**	**>200**	**F**	-	-
4	SR-224 & Iron Horse Dr	PM	WB Stop	**WB L/R**	**>200**	**F**	-	-
5	SR-224 & Deer Valley Dr	PM	Signal	-	-	-	**182**	**F**

6	SR-248 & Snow Creek Dr	PM	SB/NB Stop (right in right out)	NBR	14	B	-	-
7	Homestake Rd & SR-248	PM	Signal	-	-	-	27	C
8	Woodbine Way & SR-248	PM	NB Stop (right in right out)	NBR	18	C	-	-
9	Bonanza Dr & SR-248	PM	Signal	-	-	-	**141**	**F**
10	Sidewinder Dr & SR-248	PM	NB Stop	**NBL**	**>200**	**F**	-	-
11	Bonanza Dr & Prospector Avenue	PM	EB/WB Stop	**EB L/R**	**>200**	**F**	-	-
12	Bonanza Dr & Munchkin Rd	PM	EB/WB Stop	**WB L/T/R**	**>200**	**F**	-	-
13	Bonanza Dr & Iron Horse Dr	PM	EB/WB Stop	**EB T/R**	**>200**	**F**	-	-
14	Deer Valley Dr & Bonanza Dr	PM	Signal	-	-	-	15	B
15	Woodbine Way & Munchkin Rd	PM	WB/EB Stop	WB L/T/R	33	D	-	-
27	SR-224 & Project Drive	PM	WB Stop (right in right out)	**WBR**	**154**	**F**	-	-

Notes:

1. This represents the worst movement LOS and delay (seconds/vehicle) and is only reported for unsignalized intersections.
2. This represents the overall intersection LOS and delay (seconds/vehicle) and is only reported for signalized intersections.
3. NB=Northbound, SB=Southbound, EB=Eastbound, WB=Westbound

Source: Fehr & Peers.

As shown in the table, the traffic results for the 2032 + high-development density scenario are mostly the same as for the existing conditions scenarios. All traffic-related observations noted for the existing development density scenarios also apply to this scenario; the only difference in results between this scenario and the existing conditions scenarios is that the intersection of Woodbine Way and SR-248 performs slightly worse, slipping from an LOS B to LOS C. This is likely because vehicles making right turns out onto SR-248 are dealing with more traffic on SR-248 in 2032, and will need to wait longer until an adequate gap in traffic allows them to turn right.

2032 Background + Low Development Density Project

This scenario evaluated how traffic conditions would look if the low-density land use plan were built out by 2032. This accounts for both project-related traffic, as well as additional

traffic increases in the area that will occur resulting from growth planned elsewhere in Park City and the region by 2032. Table 9 provides the results of this analysis.

Table 9: 2032 Plus Project: Low Density Development

Intersection				Worst Movement[1]			Overall Intersection[2]	
ID	Location	Period	Control	Movement[3]	Delay Sec/Veh	LOS	Avg. Delay Sec/Veh	LOS
1	SR-224 & Snow Creek Dr	PM	Signal	-	-	-	25	C
2	SR-224 & SR-248	PM	Signal	-	-	-	**148**	**F**
3	SR-224 & Homestake Rd	PM	WB Stop	**WB L/R**	**>200**	**F**	-	-
4	SR-224 & Iron Horse Dr	PM	WB Stop	**WB L/R**	**>200**	**F**	-	-
5	SR-224 & Deer Valley Dr	PM	Signal	-	-	-	**176**	**F**
6	SR-248 & Snow Creek Dr	PM	SB/NB Stop (right in right out)	NBR	14	B	-	-
7	Homestake Rd & SR-248	PM	Signal	-	-	-	27	C
8	Woodbine Way & SR-248	PM	NB Stop (right in right out)	NBR	18	C	-	-
9	Bonanza Dr & SR-248	PM	Signal	-	-	-	**131**	**F**
10	Sidewinder Dr & SR-248	PM	NB Stop	**NBL**	**>200**	**F**	-	-
11	Bonanza Dr & Prospector Avenue	PM	EB/WB Stop	**EB L/R**	**>200**	**F**	-	-
12	Bonanza Dr & Munchkin Rd	PM	EB/WB Stop	**WB L/T/R**	**>200**	**F**	-	-
13	Bonanza Dr & Iron Horse Dr	PM	EB/WB Stop	**EB T/R**	**>200**	**F**	-	-
14	Deer Valley Dr & Bonanza Dr	PM	Signal	-	-	-	14	B
15	Woodbine Way & Munchkin Rd	PM	WB/EB Stop	WB L/T/R	31	D	-	-
27	SR-224 & Project Drive	PM	WB Stop (right in right out)	**WBR**	**139**	**F**	-	-

Notes:

1. This represents the worst movement LOS and delay (seconds/vehicle) and is only reported for unsignalized intersections.

2. This represents the overall intersection LOS and delay (seconds/vehicle) and is only reported for signalized intersections.
3. NB=Northbound, SB=Southbound, EB=Eastbound, WB=Westbound

Source: Fehr & Peers.

As shown in the table, the traffic results for the 2032 + low-development density scenario are the same as for the high-density scenario. The decrease in housing units (1,081 units) is not enough to result in improved LOS because the amount of non-residential development proposed is still high, and has a heavy influence on travel patterns throughout the area. All traffic-related observations noted for the 2032 + high-development density scenario also apply to this scenario.

Mitigation Strategies

Most of the traffic conditions demonstrated in the plus-project scenarios are a direct result of the amount of development proposed in the land use plan for the Bonanza Park/Snow Creek area. Some mitigation measures may help alleviate poor traffic LOS conditions in a limited way. This could include:

- Install a traffic signal at the intersection of Bonanza Drive and Iron Horse Drive. This would allow traffic from Iron Horse Drive to more easily make left turns onto Bonanza Drive, and could potentially create gaps in the traffic flow to allow more opportunities for left turns onto Bonanza from Prospector Drive and Munchkin Road as well. The tradeoff associated with these benefits would be added delay for traffic traveling north and south on Bonanza Drive.
- Install a traffic signal at the intersection of Homestake Road and SR-248. UDOT and Park City already have a corridor agreement in place that allows for a signal to be installed in this location when warranted, and the addition of the proposed development at this site could likely generate enough traffic to warrant the signal. This signal is already assumed in the plus-project traffic analyses discussed in this chapter, and results in an acceptable LOS at this intersection in all plus-project scenarios.
- Limiting left turns at some intersections of side streets with major roads could improve LOS results, by eliminating the amount of waiting anticipated for vehicles attempted to make left turns onto very busy streets. While eliminating the left-turn movement could have a positive impact on LOS, it could have a corresponding negative impact at other intersections that drivers would be re-routed through to get where they want to go. These intersections could include:
    - Sidewinder Drive and SR-248
    - Bonanza Drive and Prospector Drive
    - Iron Horse Drive and SR-224
    - Shortline Road and Deer Valley Drive

These mitigation strategies have not been modeled. Therefore, their potential impact on traffic conditions for the plus-project scenarios is not known at this time.

Private Vehicle Strategies

A majority of traffic to and from the Bonanza Park/Snow Creek area is likely to be via private vehicle. Therefore, a robust transportation grid is needed within the site to connect to the external roadway network, in order to maximize connectivity, route choice, and dispersion of site-generated traffic across multiple access points. In addition to the transportation network proposed in the Bonanza Park/Snow Creek land use plan, Park City may wish to consider the following strategies.

- **Provide e-charging for every residential complex, businesses, and civic space built within the area.** This will encourage the use of electric vehicles within and to/from the project area, and reduce the overall environmental impact of the development. While EV's currently make up a small portion of overall vehicle registrations, EV adoption is forecast to increase considerably between now and 2050. Providing e-charging helps incentivize the faster adoption of electric vehicles, resulting in cleaner air and lower greenhouse gas emissions.
- **Provide facilities for car share and ride share.** Businesses such as ZipCar® allow residents to own fewer vehicles while maintaining the option to use a car when needed. Designated parking spaces for car shares throughout the study area would allow for residents to easily and safely access shared vehicles when needed. Ride share vehicles (Lyft®, Uber®) typically do not have designated parking places, but they could have designated curbside spots in more business-oriented parts of the development to accommodate safer entry/exit from ride share vehicles. Sections of the project area especially prone to event-related traffic, such as any proposed arts center near the Bonanza/SR-248 intersection, may want to specify curbside areas for ride share pickup/dropoff.
- **Provide buffering on-street parking designs** that can help provide a barrier between travel lanes and pedestrian and bicycle facilities. This makes these facilities safer and more comfortable while reducing the need for vehicles to share the road with other users.
- **Implementing traffic calming measures** to improve life quality for everyone in the development by reducing speeds, reducing traffic noise, and improving safety.

Shared Parking Analysis and Recommendations

When multiple land uses are present in an area, several separate trips may be consolidated into a single area, potentially reducing the number of parking spaces needed in an area. This potential is maximized when the variety of land uses have peak parking needs at different times, such as the combination of office space, retail, and housing. Two shared-use parking analyses were completed for the Bonanza Park study area, one with high development density and one with a lower housing density. A summary of the shared parking analysis by zone is shown below in Table 10 for the high-

density scenario, and Table 11 for the low density scenario. These analyses were completed with the proposed parking codes, anticipated to be passed in May 2024.

Table 10: High Density Shared Used Parking Analysis Results

Shared Parking High Density Demand Summary										
Development Blocks A-D, using Park City Parking Rates Modified Rates										
Development District / Area	Customer/Visitor		Employee/Resident		Reserved		Total		Shared Parking Reduction	
	Weekday	*Weekend*	*Weekday*	*Weekend*	*Weekday*	*Weekend*	*Weekday*	*Weekend*	*Weekday*	*Weekend*
A1-A6	531	535	132	128	1,415	1,415	2,078	2,078	12%	12%
B1-B13	622	538	249	218	2,427	2,427	3,298	3,184	20%	23%
C1-C7	241	209	112	106	1,004	1,004	1,356	1,319	12%	15%
D1-D8	564	512	192	176	1,988	1,988	2,744	2,676	13%	15%

Table 11: Low Density Shared Used Parking Analysis Results

Shared Parking Low Density Demand Summary										
Development Blocks A-D, using Park City Parking Rates Modified Rates										
Development District / Area	Customer/Visitor		Employee/Resident		Reserved		Total		Shared Parking Reduction	
	Weekday	*Weekend*	*Weekday*	*Weekend*	*Weekday*	*Weekend*	*Weekday*	*Weekend*	*Weekday*	*Weekend*
A1-A6	536	537	133	130	931	931	1,600	1,597	12%	12%
B1-B13	628	548	250	219	2,014	2,014	2,892	2,782	21%	24%
C1-C7	245	214	112	106	802	802	1,159	1,122	12%	15%
D1-D8	568	519	193	177	1,626	1,626	2,387	2,322	13%	15%

Public Transit

Transit can be an effective means of providing multimodal regional transportation access to future residents while strengthening the livability and safety of their community. By aggregating trips to and from the project area, transit serves to reduce traffic congestion and air pollution experienced within the immediate area and can also support the utilization of the active transportation network by helping close distance gaps between destinations.

Public Transit Strategies

Ensuring that transit can be provisioned in the future is an attractive way of cultivating regional interest in investment while building a promise of future connectivity for residents. This could include the following strategies:

1. **Preserve space to accommodate future premium transit** (e.g., green space that could be converted to BRT stations and guideways). Banking land for future fixed guideway transit preserves the ability to cost effectively add transit to the development at a later point. It also allows the land to be used as public open space, such as trails or community gardens, until it is converted to transit use, providing an additional amenity to residents. The Park City Forward plan identifies potential high-capacity transit in the future on both SR-224 as well as SR-248, and the layout of future development at the Bonanza Park and Snow Creek areas may need to accommodate future right-of-way for potential transit lanes or stations.
2. **Provide a highly permeable and connected street network**. The network should incorporate quality active transportation facilities to increase first/last mile connections to transit stops, promoting conditions which support high ridership. This has the additional benefit of building an attractive environment as the region deliberates future transit investments.
3. **Apply level of service (LOS) standards to all modes of transportation**. Include and prioritize the evaluation LOS of active transportation and transit along with vehicular traffic when assessing traffic impacts. Some traffic congestion may be considered acceptable in key locations if it results in safer and more comfortable conditions for people walking and biking. This approach also considers that transit vehicles carry more occupants than cars.
4. **Establish modal priorities for Park City streets.** For example, Salt Lake City's Typology Design Guide identifies streets on which pedestrians or bicyclists are a higher priority than vehicles, providing recommendations on streetscape design to make those corridors more comfortable for people walking or bicycling. These types of policies could be adopted at a project-wide level or applied on a case-by-case basis to individual streets. One possibility would be to make Bonanza Drive a transit-priority street, dedicating ample curbside space near high-ridership transit stops to provide enhanced amenities, and to keep internal roads such as Homestake, Short Line, and Munchkin as bicycle-pedestrian streets with extremely

slow speeds, narrow lanes, traffic calming features, and other measures to elevate bicycles and pedestrians above other transportation users.

Transit Stop Amenities

The assessment of existing transit conditions indicated that winter season ridership is generally higher than summer season ridership on PC Transit routes, and that most stops throughout the study area have less than 50 riders per day. Most stops in the study area have only a sign, with some having a trash can, bench, or a shelter.

Near Term Recommendations

Based on recent ridership patterns, the number of routes served, and the average headway, Table 12 below lists potential recommended amenities for each stop. Stops with higher ridership or longer wait times typically need greater amenities than those with few riders or frequent service intervals. Improved amenities improve the transit experience for users, especially in the strong winter conditions often present in Park City.

Table 12: Proposed Transit Stop Amenities

Stop	Recommended Amenities
Fresh Market	Digital Sign, Light Fixture, Custom Shelter, Two benches, Trash Can, ADA Pad, Pole, Sign
SR-224 Condos	Digital Sign, Light Fixture, Custom Shelter, Two benches, Trash Can, ADA Pad, Pole, Sign
Ironhorse Dr West	Light Fixture, 6*16' Shelter, Two benches, Trash Can, ADA Pad, Pole, Sign
Ironhorse Dr East	Light Fixture, 6*16' Shelter, Two benches, Trash Can, ADA Pad, Pole, Sign
Walgreens	6*16' Shelter, Two benches, Trash Can, ADA Pad, Pole, Sign
Liquor Store-N	6*16' Shelter, Bench, Trash Can, ADA Pad, Pole, Sign
Munchin Rd	4*8' Shelter, Bench, Trash Can, ADA Pad, Pole, Sign
SR-248 & Bonanza	4*8' Shelter, Bench, Trash Can, ADA Pad, Pole, Sign
Homestake	4*8' Shelter, Bench, Trash Can, ADA Pad, Pole, Sign
Copperbottom	4*8' Shelter, Bench, Trash Can, ADA Pad, Pole, Sign
Wells Fargo	4*8' Shelter, Bench, Trash Can, ADA Pad, Pole, Sign
Kimball Art Center	4*8' Shelter, Bench, Trash Can, ADA Pad, Pole, Sign
Police Station	4*8' Shelter, Bench, Trash Can, ADA Pad, Pole, Sign
Hotel PC 224	Bench, Trash Can, ADA Pad, Pole, Sign
Zions Bank	Bench, Trash Can, ADA Pad, Pole, Sign
Windy Ridge	Bench, Trash Can, ADA Pad, Pole, Sign
PC Cemetery	Bench, Trash Can, ADA Pad, Pole, Sign
Wells Fargo W	Bench, Trash Can, ADA Pad, Pole, Sign

Recommendations Aligned with Future Plans

Park City's Short Range Transit Plan, adopted in 2020, indicates route changes proposed in the study area:

- Red Route: proposed 30-minute service along SR-224 and SR-248 throughout the day and evening;
- Yellow Route: proposed 15-minute service on Bonanza Drive, Iron Horse, and Short Line Road from 6:30 am to 6:30 pm during the winter season, 15-minute service during peak commute times during summer and shoulder season, and 30-minute service during the rest of the day/evening hours;
- Green Route: proposed 15-minute service on SR-224 from 6:30 am to 6:30 pm during the winter season, 15-minute service during peak commute times during sumer and shoulder season, and 30 minute service during the rest of the day;
- Teal Express Route: proposed 15-minute service on Bonanza Drive during the peak summer and winter seasons during peak commute times;
- Pink Express Route: proposed 10-minute service on Bonanza Drive during peak commute times in the winter, and 20-minute service during midday in the winter, with 20-minute service throughout the day for the rest of the year;
- Blue Route: 30-minute service throughout the day on SR-224 and SR-248 during the shoulder season; and
- White Express: 15-minute service in the peak, 30-minute service in the off-peak, on SR-224 and operated by High Valley Transit.

As service changes are implemented, Park City may wish to monitor ridership further along the revised routes and determine whether the transit amenities proposed in this chapter remain appropriate based on observed ridership.

Active Transportation

Street design is one of the key factors that users consider when determining which transportation mode to use for a trip. The design of a robust transportation network considers all modes of transportation and balances the need to provide throughput capacity while serving all users. For the project area, an overarching guideline is to provide mobility options and safe access to bicycles and pedestrians. A well-connected active transportation network supports residents and visitors by providing attractive active transportation options.

Bicycle Strategies

Quality cycling infrastructure provides efficient access to nearby destinations, while also supporting the health and connectivity of a community. Only a small portion of the population will ride bikes on streets that have not made any accommodations for biking or lack pathways; therefore, to ensure residents and visitors are able to fully enjoy cycling benefits, bicycle infrastructure should be fully incorporated into the design of the Bonanza Park/Snow Creek area. These amenities can adjust to different street contexts, like width and speed, and balance the needs of all roadway users by incorporating the following strategies:

- **Provide protected bicycle/active transportation facilities**. Protected facilities are safer and more attractive for a variety of users because they provide additional separation from automobile traffic. Providing facilities like buffered bike lanes and separated multi-use paths (particularly on or adjacent to roadways with high speeds and/or high traffic volumes) improves safety and makes bicycling or walking a more desirable option for residents and visitors, including children and the elderly.
- **Plan for e-bikes**. With e-bikes readily available for rental within Park City, pathways throughout the project area need to accommodate cyclists traveling at a wide range of speeds. Moreover, some visitors to the area who are renting e-bikes may not have the skill sets necessary to adequately maneuver these vehicles, which are heavier and travel much faster than a standard bicycle. The recent Park City Rail Trail Master Plan envisioned a wider trail cross-section to accommodate this range of users and travel speeds; new pathways proposed within the Bonanza Park/Snow Creek area should similarly consider a larger path to safely accommodate users. Educational materials on how to safely ride an e-bike can be provided at rental shops, and placards placed along pathways to remind visitors that a fall from an e-bike could ruin their planned vacation or even result in death.
- **Provide end-of-trip facilities**. Bicycle repair stands offer an air pump and basic tools to make minor bike repairs, encouraging bicycle use by removing concerns related to common maintenance and repair issues. Bike showers and lockers help promote bicycling and walking as a commute option by providing storage and

hygiene facilities after active transportation. Some of these features will be part of the udpated Park City zoning ordinances as potential transportation demand management strategies for new developments, anticipated for adoption in 2024.

- **Organize and publish cycling information.** This could include bicycle route and facility maps, locations of nearest bicycle racks or locker storage facilities, and bicycle safety information (including tips on safely using e-bikes and local/state regulations on their use).
- **Include multi-use paths along SR-248**. Multi-use paths at least 12' wide would provide a safe and pleasant cycling experience along the new alignment. A pathway on one or both sides will require on-going coordination with UDOT and other partners during the design phase.
- **Provide marked on-street bicycle waiting areas at signalized intersections**. This provides a visible designated area at the front of a traffic lane for bicyclists to wait at traffic signals. Bike boxes are especially beneficial for facilitating direct left turns at the intersection approach for bicycle traffic.
- **Provide colored bicycle lane paving through intersections**. Carry lane markings through the intersection to indicate where cyclists will be operating within the intersection, alerting automobile traffic to the presence of cyclists and guiding cyclists through the intersection.

Pedestrian Strategies

Providing quality pedestrian infrastructure gives residents and visitors the option to walk to destinations. Whether they walk the entire trip, or just walk from their car or transit to their destination, everyone must inevitably use pedestrian facilities. Ensuring a comprehensive set of pedestrian design considerations enhances the quality of life in the project area, reduces constraints, and improves safety for everyone, especially the young and elderly. To meet this demand and support the needs of all people, the following strategies are recommended:

- **Provide sidewalks of at least 6' on all roadways**. Wide sidewalks are important to ensure that people can walk alongside one another and comfortably navigate devices such as strollers and wheelchairs. Areas with higher anticipated pedestrian activity should implement even wider sidewalks. In Park City, wider sidewalks are especially useful when dealing with snow storage issues during winter conditions.
- **Provide pedestrian refuge islands/medians** at intersections with more than one lane in each direction. This improves safety for people crossing and can help to soften automobile traffic speeds. Research suggests that pedestrian refuge islands reduce conflict with vehicles and are associated with a notable reduction of pedestrian collisions.
- **Provide pedestrian countdown timers at all signalized intersection crossings** and consider the implementation of leading pedestrian intervals (LPI) at busier

intersections to address safety concerns. LPIs allow pedestrians to enter the crosswalk before vehicles are given a green indication. This increases pedestrian visibility and the likelihood that auto traffic will yield to pedestrians.

- **Provide accessible Pedestrian Actuation Buttons** to ensure that people of all ages and abilities can safely cross streets.
- **Include bulb-outs/curb extensions at most intersections**. This extends the sidewalk or pedestrian space to narrow the roadway. Bulb-outs/curb extensions reduce crossing distances for pedestrians and help to slow traffic, particularly turning vehicle movements, improving pedestrian safety.
- **Use raised crosswalks on low volume streets** to slow traffic and provide improved visibility for pedestrians. Raised crosswalks provide safety thanks to slower speeds and make crossings more accessible for people living with mobility issues.
- **Reduce curb corner radii on neighborhood roadways** to manage traffic speeds in residential areas. Sharper corners reduce speeds, helping create safer streets.
- **Provide streetscape improvements** such raised planters, special pavers, special street lighting, flags, banner poles, and hanging baskets that exceed minimum standards. These support a sense of place and make streets a safer, more comfortable environment for all users.
- **Provide benches** in areas where pedestrians might naturally wait or sit to enjoy the outdoors or rest.
- **Provide trash and recycle receptacles**, especially in areas with higher anticipated pedestrian activity.
- **Include streetlights and pedestrian-scaled lighting** to support safety and comfort for all users of a street.

Accessibility

The Public Right of Way Access Guidelines were updated in 2023. As the study area is redeveloped, the existing AT network may need to be adapted to match current guidelines. The recommended updates noticed by staff during observational visits are listed below, but exact design specifications will need to be determined during project development. The technical specifications referenced below are available from the US Access Board. [1]

Sidewalks:

Provide sidewalks that connect all accessible elements, spaces, and pedestrian facilities in accordance with CFR title 36 Chapter 11 part 1191 section 206. Ensure that sidewalks

[1] https://www.access-board.gov/prowag/

are at least 48" wide throughout the study area. When sidewalks are less than 60" wide, a 60" by 60" passing space shall be provided at least every 200'.

Curb Ramps:

Ensure that the clear width of the curb ramp run or blended transition is at least 48" wide. On a shared use path, the width of the curb ramp or blended transition shall match the width of the shared use path. Confirm that all curb ramps, landings, or a minimum of 48" for a blended transition shall be contained wholly within the width of the crosswalks they serve.

Perpendicular Ramps:

When a change in direction is required to use or access a curb ramp, a 48" by 48" clear area shall be provided at the bottom of the curb ramp, and outside of vehicular travel lanes. At a shared use path, the width of this clear area shall be as wide as the shared use path.

A landing space shall also be provided at the top of the curb ramp, and at minimum be at least 48" by 48", or match the width of the shared use path where applicable. When this curb ramp is crossed by a sidewalk, the edges of the curb ramp shall be flared.

Parallel Ramps:

When a change in direction is not needed to use a curb ramp, a minimum landing area of 48" by 48" shall be provided at the top of the curb ramp.

Blended Transitions:

When a blended transition serves more than one sidewalk, and has a running slope greater than 1:48, a bypass route shall be provided between the sidewalk so users may bypass the blended transition.

Detectable warning surfaces:

In the future, ensure that detectable warning surfaces remain in good condition. During the site visit staff found several locations where the detectable warning surface has been worn away entirely. The width of the detectable warning surface should be limited to the width of the crosswalk they serve. If a driveway has a stop or yield control device, and detectable warning surface should be provided.

Signals:

Pedestrian push buttons shall be located no further than 5 feet from the side of the crosswalk they serve, between 1.5 and 10 feet from the edge of the curb or pavement, and be parallel to the direction of travel. These buttons should also be equipped with a high visual contrast tactile arrow pointing in the direction of travel.

When possible, push buttons on the same corner should be at least 10 feet apart. When it is not possible to provide 10 feet of spacing during the alteration of an existing intersection, the pedestrian buttons may be placed closer together, but will also need to provide an information message compliant with 308.3.2.

Accessible intersections should provide an audio and vibrotactile indication during the walk interval. Additionally, a locator tone shall be provided by the pedestrian signal at an appropriate volume as defined in PROWAG section 307.8. During the walk phase, pedestrian signals shall provide audible and vibrotactile indications during the walk interval. Outside of this interval, the locator tone shall be provided. Both the locator tone and speech walk message need to be compliant with PROWAG 308.3.1 and 308.3.2 depending on the configuration. When a pedestrian push button is provided for an RRFB or similar crossing, the message will state the status of the beacon instead of an audible walk indication during a walk interval. If there is time remaining for a pedestrian to cross during the accessible walk interval, the accessible walk indication should be recalled with a button press.

Transit Shelters and stops:

At transit stops, provide a boarding and alighting area at least 60" wide by 96" perpendicular to the curb for each accessible entrance or exit. Ensure that this boarding area connects to a sidewalk. When a shelter is provided, ensure that it has an appropriately sized clear space at the edge of the seat to not block the area within 18 inches of the front of the seat.

Transportation Demand Management (TDM)

Transportation demand strategies provide communities with tools to influence people's travel behavior. These strateges can encourage people to make fewer trips, to travel at different times of day when the roadway network is less congested, or to travel using a different mode of transportation. The strategies described below often require partnerships between public and private agencies, and can be included in development agreements through negotiations between Park City and private property owners. Additional transportation demand management strategies are likely to be adopted into the Park City ordinance (section 15-3-1) in 2024.

Telecommute

Encouraging more telecommute trips, also known as remote work or teleworking, can reduce traffic congestion, lower greenhouse gas emissions, improve work-life balance, and increase productivity. While telework was gaining in popularity before COVID-19, technology surrounding remote work quickly evolved as most businesses were forced to temporarily adopt a remote work model. Many businesses have since returned to "business-as-usual," but others have adopted a hybrid work model where employees spend part of their time in the office and part of their time working from home. Fiber connectivity throughout the project area enhances the ability for telework through faster Internet connections. TDM strategies can complement telework by promoting alternative modes of transportation when employees do need to commute. This can include incentives for carpooling, public transit subsidies, and providing access to shared mobility options.

TDM Program Coordinator

A TDM Program Coordinator is typically responsible for facilitating strategies that reduce vehicular travel demand and shift behavior away from single occupant vehicles. For example, a TDM program coordinator could provide services such as providing information on typical peak drive times, transit trip times to major destinations, transit schedules, routes, and fares, and organizing carpools/vanpools. They could educate residents and visitors on tips for walking to work, pedestrian safety, and good walking shoes. They can also help facilitate collaboration with local transportation agencies and transit providers to integrate TDM strategies into broader transportation plans and policies. They could also help organize transit incentives for employees such as additional pay for carpoolers, flexible work times, and other tools to reduce peak hour trips. A position like this could be funded solely for the Bonanza Park/Snow Creek area or as a consortium of local developers with similar desires to reduce vehicular traffic through TDM strategies.

Influence Parking Behavior

Park City can use incentives and disincentives related to parking supply, pricing, and management to encourage residents and visitors to rely on other modes of transportation, thereby reducing trips onto and out of the Bonanza Park/Snow Creek study area. These could include "unbundling" parking from residential lease or purchase agreements, requiring residents to pay for parking separately or receive a lower cost in exchange for giving up parking (this concept could be applied to office lease space as well, encouraging employees to receive some financial incentive or other compensation in exchange for giving up a parking spot). Park City could also provide preferential parking for carpool or vanpool vehicles, placing those users closer to building entrances. In addition, the City could opt to provide funding for off-site, regional satellite park-and-ride lots instead of accommodating the desired amount of parking within the study area.

Delivery Management

The delivery of goods and service can add congestion to the network, and could be coordinated in order to minimize its impact. Park City could identify a centralized location for deliveries in each sub-area of the Bonanza Park/Snow Creek area in order to limit delivery vehicle circulation on the network. Similarly, the TDM Program Coordinator could work with tenants to plan for delivery of goods at off-peak times for applicable businesses, to shift that vehicle traffic out of the most congested times of day.

Shared Office Space

Shared office space, also known as coworking spaces, are setups where individuals or businesses share a common workspace. These are flexible environments where professionals from different industries or backgrounds work alongside each other in a shared office setting. These shared spaces often provide services such as reception services, mail handling, IT support, and amenities such as a kitchen or wellness facilities. They should also include video-conferencing facilities and equipment, especially in a format that can be shared among multiple businesses. These types of spaces are a great complement to teleworking initiatives to reduce not only the number of work trips completed during the week but also the distance traveled to access an office or meeting space.

On-Site Amenities and Services

While strategies often focus on reducing the number and distance home-based work trips, these only make up a portion of daily travel undertaken by households in the area. In fact, the 2012 Utah Travel Study identified 58% of trips in the Wasatch Front were home-based non-work trips, including school, shopping, medical, and personal trips. By providing on-site services and amenities such as a grocery store, medical offices, dental offices, cafeterias, restaurants, automated teller machines, child care facilities and other

services in the Bonanza Park/Snow Creek area, Park City can reduce the number of long distance trips generated by the project onto the external street network.

Additional Transportation Strategies

As transportation technology evolves, more options may come available to help transport people, goods, and services across the region. This section identifies potential transportation technology strategies that could become a reality in the timeframe that the development in this plan is proposed.

Drone Delivery Storage Lockers and Infrastructure

Drone delivery, a disruptive emerging technology, can potentially reduce the number of vehicles required to deliver or pick up goods. Drone delivery is already operating in parts of the Wasatch Front, and is expected to have a service area of more than 1 million people and a 50-mile service radius in the next five years. One concern related to drone delivery is package pickup/dropoff location. New technologies and service providers are attempting to address this by providing electronic package receptacles, otherwise known as smart mailboxes, or drone delivery stations for use in suburban environments to safely store drone deliveries until they can be retrieved.

Drone delivery also requires infrastructure to facilitate the delivery of goods and services. This could include launch and landing sites; control centers staffed with operators to monitor drone operations; and charging stations.

eVTOL Heliports

Electrical Vertical Take-Off and Landing (eVTOL) aircraft take-off and land vertically like a helicopter. These innovations in transportation technology are powered by batteries and carry two to six passengers including a pilot. While they are not yet operating commercially in the United States, they may be a reality by the time the redevelopment of Bonanza Park/Snow Creek is finalized. These would not be practical for many types of trip, but could have the potential to serve some Park City visitors (and residents) wishing to make the trip between Salt Lake City's airport and Park City a much shorter one. A necessary component of eVTOL technology would be heliports (or vertiports). A heliport would include the take-off and landing spot plus an additional safety area surrounding the landing pad. In addition to the landing pad itself, the heliport would need to provide charging capabilities for the aircraft to use in between runs.

Planning Commission
Staff Report

Subject: 1800 Park Avenue
Applications: PL-24-05476 Master Planned Development
PL-22-05475 Conditional Use Permit
PL-24-06238 Subdivision
Author: Alec Barton, Senior Planner
Date: October 23, 2024
Type of Item: Administrative

Recommendation

Based on previous input from the Planning Commission, the Applicant shifted the requested Building Height exception outside of the Frontage Protection Zone (FPZ). On September 25, 2024, the Planning Commission reviewed the modified plans and provided input on the Applicant's remaining Building Height exceptions (Minutes, p. 16). Since the Planning Commission's review on September 25, 2024, the Applicant revised the plans and reduced the requested rooftop mechanical equipment Building Height exception from 52 feet to 49 feet but has not otherwise modified the Building Height.

In response to Planning Commissioner feedback, modifications since September 25, 2024, include:

- Proposed valet service extended to guests of the restaurant and hotel visitors.
- Shuttle services for hotel visitors.
- Electric Vehicle Charging Stations increased by more than 70%.
- Additional bike enclosures in the underground parking garage for restaurant employees and tenants of the affordable units.
- Additional bike storage underground and at ground level for large bikes.
- A two-tier bike storage system in the enclosed storage area on Level 1.
- Additional articulation of the Building E façade through recessed windows.
- New ground-floor entryways in Buildings B and C fronting Kearns Boulevard.
- Removal of stone veneer elements from third and fourth floors.

The Commission should (I) review the modified Park and Kearns Master Planned Development application; (II) conduct a public hearing; and (III) consider:

- If the requested Building Height exceptions meet the criteria of Land Management Code (LMC) § 15-6-5(F) and qualify for exceptions. The request must meet the six criteria, including:
    - Providing sufficient architectural and roof variation along the entry corridor (Criteria 1 and 6).
    - Providing sufficient buffering along the south and east perimeters (Criteria 3).
    - Providing sufficient setbacks and separations along the south and east perimeters (Criteria 4).

    - Providing meaningful publicly accessible Open Space with amenities along the northern perimeter (Criteria 5).
- Or direct the Applicant to remove Building Height exceptions other than for Building E (Building including affordable units), as previously requested by the Planning Commission.

Description

Applicant:	Seth Singerman, Yarrow Hotel Owner LLC
Applicant Representatives:	Peter Tomai, Specific Performance Craig Elliott, Elliott Workgroup LLC
Location:	1800 Park Avenue
Zoning District:	General Commercial Frontage Protection Zone
Adjacent Land Uses:	North – Olympic Welcome Plaza and Reid Office Building East – Commercial South – Fresh Market West – Park Avenue Condos
Reason for Review:	The Planning Commission reviews, conducts a public hearing, and takes Final Action on Conditional Use Permits, Master Planned Developments, and Subdivisions.[1]

CUP	Conditional Use Permit
EV	Electric Vehicle
FPZ	Frontage Protection Zone
GC	General Commercial
LMC	Land Management Code
MPD	Master Planned Development
SES	Solar Energy Systems

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

Summary

Constructed in 1977, the DoubleTree by Hilton Hotel (formerly “The Yarrow”) at 1800 Park Avenue has 182 rooms with restaurant and meeting room facilities on a prominent entry corridor at the corner of SR 224 (Park Avenue) and SR 248 (Kearns Boulevard).

The Applicant proposes creating one Lot for the 4.47-acre metes-and-bounds parcel and redeveloping the site with a mixed-use project with 230 residential units (170 market rate/Nightly Rental condominium units and 60 affordable housing units) totaling

[1] LMC § 15-1-8

approximately 152,236 square feet, a 6,893-square-foot restaurant and bar, a 354-square foot coffee shop, 6,469 square feet of office space, 4,679 square feet of retail space, and approximately 70,000 square feet of Accessory Use exceptions including a lobby (2,400 square feet), internal courtyard and pool (9,200 square feet), pool service facilities (240 square feet), storage and mechanical space (3,870 square feet), restrooms (1,124 square feet), meeting and breakout space (6,199 square feet), hallways and common areas (30,420 square feet), elevators (14,000 square feet), administrative offices (423 square feet), and a spa/fitness center (2,823 square feet).

Background

The Planning Commission reviewed previous versions of this project on January 24, 2024 (Planning Commission Packet, Item 4.B; Meeting Minutes, p. 19); February 28, 2024 (Planning Commission Packet, Item 4.B; Meeting Minutes, p. 20); and June 26, 2024 (Planning Commission Packet, Item 6.E; Meeting Minutes, p.29). The Planning Commission's concerns centered on Building Height and Development within the sensitive Frontage Protection Zone (FPZ) along Park Avenue and Kearns Boulevard.

On August 7, 2024, the Applicant filed a Request for Notice of Action and requested the Planning Commission make a determination on the merits of the application (Exhibit B).

On August 28, 2024, the Planning Commission provided direction to deny the Applicant's request for an exception to the Zoning District Building Height within the FPZ and continued its review of the project to the September 11, 2024, meeting (Planning Commission Packet, Item 6.C; Meeting Minutes).

On September 11, 2024 (Planning Commission Packet, Item 6.A; Meeting Minutes) and September 25, 2024, (Planning Commission Packet, Item 6.B; Meeting Minutes), the Applicant presented revised plans to remove all portions exceeding the maximum Building Height for the underlying Zoning District outside of the FPZ. The revised plans also reduced the portion of the Building Footprint extending into the FPZ to approximately 17 percent.

A majority of the Planning Commission expressed concerns that exceeding Building Height—with the exception of Building E (the building that includes affordable units)—failed to satisfy the criteria for a Building Height exception in LMC § 15-6-5(F). The Planning Commission requested updated drawings to reflect greater publicly accessible Open Space, enhanced landscaping and buffering along the south and east perimeters of the project Site, improved architectural variation, and improved flow and circulation throughout the project. In response, the Applicant resubmitted plans on October 9, 2024, attached as Exhibit A.

Analysis

The analysis includes a review of Allowed and Conditional Uses, Density, Lot and Site requirements, Building Height, Open Space, Off-Street Parking and transportation, architectural elements, affordable housing, soils conditions, historic features, General

Plan and other community plans, and the specific criteria for CUP, MPD, and Subdivisions.

(I) The Proposed Nightly Rental, Office, Restaurant, and Retail Uses are Allowed Uses in the General Commercial Zoning District and the Multi-Unit Dwellings and Rooftop Bar Must Meet the Requirements of a Conditional Use Permit.

Master Planned Development
LMC § 15-6-3 states a Master Planned Development (MPD) can only contain Uses which are Allowed or Conditional in the underlying Zoning District. 1800 Park Avenue is in the Frontage Protection Zone and General Commercial Zoning District.

- **Frontage Protection Zone**
  All Uses must be consistent with the underlying Zoning District.[2]

- **General Commercial Zoning District**
  Minor and Major Hotels, Nightly Rentals, Lockout Units, Office, Retail, and Restaurants are Allowed Uses in the General Commercial (GC) Zoning District.[3] Multi-Unit Dwellings and Bars require a Conditional Use Permit (CUP) and Outdoor Dining requires an Administrative Conditional Use Permit (ACUP).[4]

Any portion of an approved MPD may require additional review by the Planning Commission as a CUP, if required by the Planning Commission at the time of MPD approval.[5]

The project's proposed Uses comply with the Allowed and Conditional Uses in the GC Zoning District. A CUP is required for the Multi-Unit Dwellings and Rooftop Bar. Refer to Section XI for analysis of required CUP criteria.

(II) The Maximum Site Density is 269,749 Square Feet. The Applicant Proposes 252,814 Square Feet, 16,935 Square Feet under the Maximum Site Density.

LMC § 15-6-5(A) states that the Planning Commission has discretion regarding the type of Development, number of units, and Density permitted on an MPD Site based on a Site Suitability Analysis.

Density in the General Commercial Zoning District is volume-based, determined by Building Height, Setbacks, Parking, and Open Space requirements. The Applicant proposes mostly underground Parking.

[2] LMC § 15-2.20-3
[3] LMC § 15-2.18-2(A)
[4] LMC § 15-2.18-2(B)
[5] LMC § 15-6-4(L)

As a result, the Density for the Site is 269,749 square feet. The Applicant proposes constructing 252,814 square feet. The project complies with the maximum Density for the Site. See Figure 1 for illustration of allowed Density.

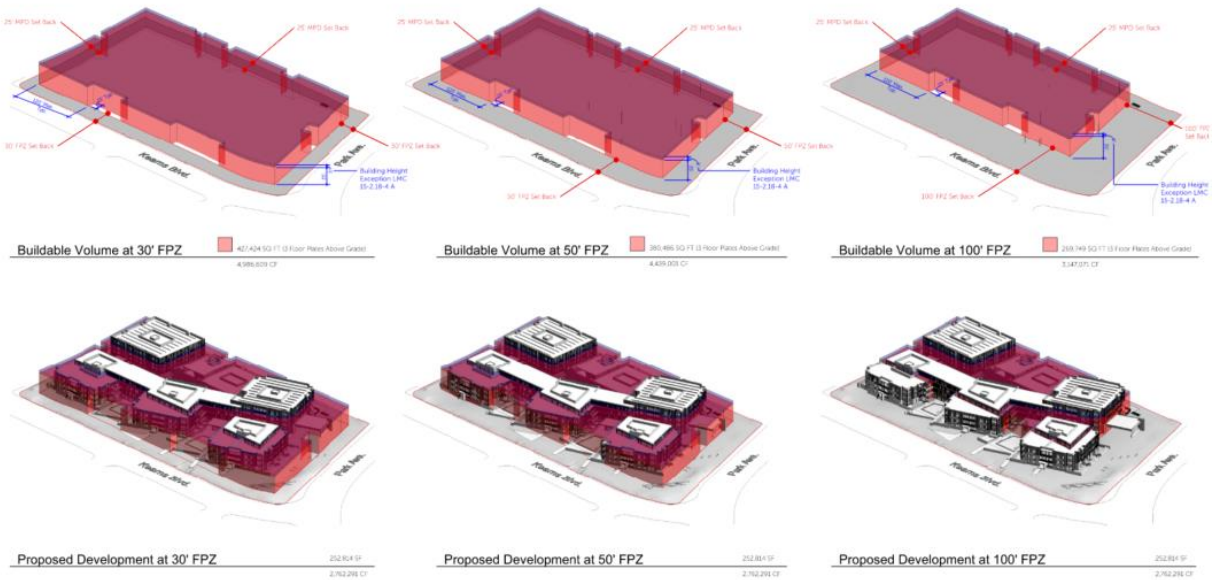


***Figure 1**: Site Suitability Analysis prepared by Applicant showing maximum allowed Density.*

(III) The Proposed Master Planned Development Meets Lot and Site Requirements.

Setbacks
1800 Park Avenue is approximately 4.47 acres. LMC § 15-6-5(C) requires a 25-foot perimeter Setback for MPDs greater than two acres.

LMC § 15-2.20-4 establishes a 100-foot FPZ Setback and prohibits Structures within 30 feet of the nearest highway Right-of-Way. Construction Activity within 30 and 100 feet of the nearest Right-of-Way requires a CUP. Exceptions to this requirement include at-Grade sidewalks, trails, public plazas, and essential public facilities.

The project exceeds minimum required Setbacks, shown in Figure 10. Refer to Section IV for analysis of increased Setback requirements for Building Height exceptions.

Access
Within the FPZ, LMC § 15-2.20-4(E) requires projects to minimize curb cuts, driveways, and Access to primary highways and Streets and to place driveways where they create the least interference with through traffic on highways. The project Site fronts two roads: Park Avenue (S.R. 224) and Kearns Boulevard (S.R. 248).

The existing Development includes four driveways: two each on Park Avenue and Kearns Boulevard. Additional Access is provided via driveways on adjacent properties

to the south and east. The Applicant proposes to reduce the number of driveways on both highways to one. Access to the Site on Kearns Boulevard is proposed to be shifted to the center of the north property line. The driveway on Park Avenue provides Access to the entry drop off, and the driveway on Kearns Boulevard provides Access to the underground parking garage (see Figure 2 and Exhibit A, Sheet MPD-023: Site Plan).

Snow Storage and Snow Release

LMC § 15-6-5(G) requires MPDs to provide adequate areas for snow removal with landscaped areas for snow storage. The Applicant's Snow Storage Plan identifies 7,945 square feet of space in Parking Areas and Landscaped Areas for snow storage (see Exhibit A, Sheet MPD-029). A condition of approval requiring Site plans and Building design to resolve snow release as part of the building permit review is adequate, provided it satisfies the Chief Building Official, as required by LMC § 15-2.18-3(G).

Clear View of Intersection

LMC § 15-2.18-3(H) prohibits visual obstructions over two feet in height within the Site Distance Triangle. The project does not propose visual obstructions in this Area (see Figure 3).

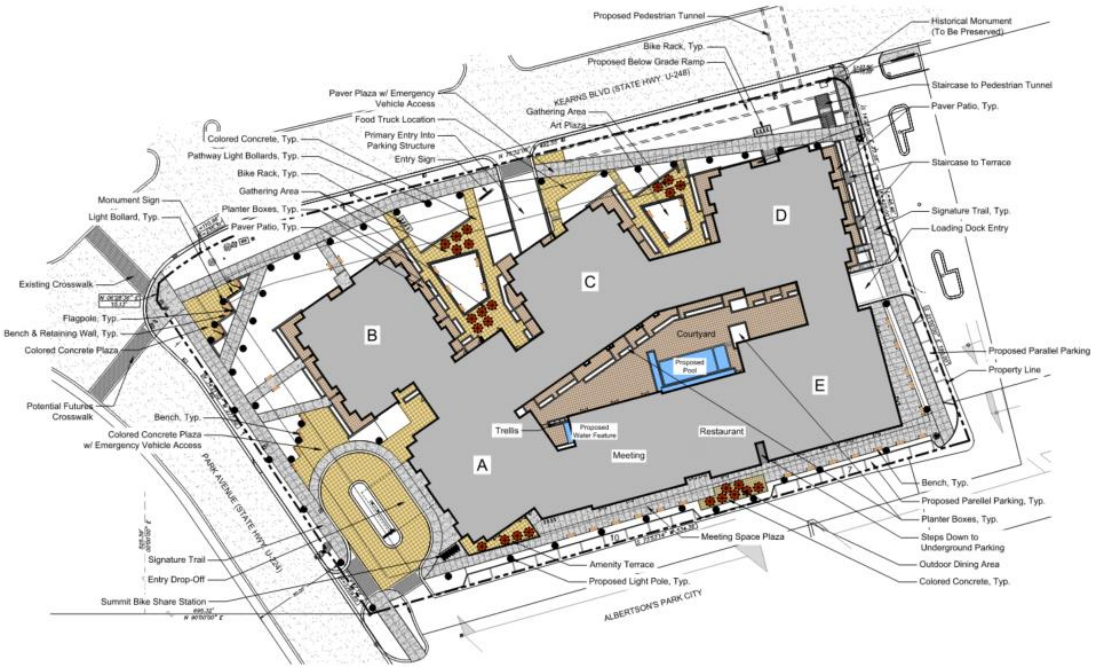


***Figure 2**: Site Plan.*

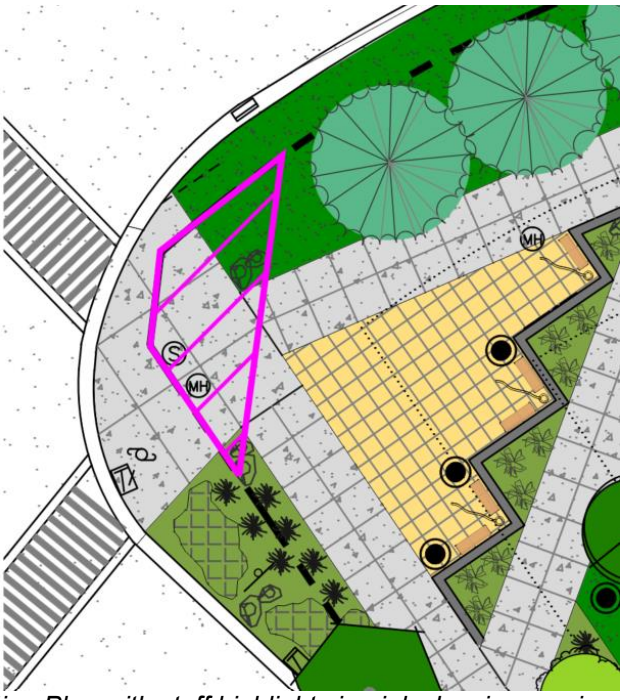


***Figure 3**: Applicant's Planting Plan with staff highlights in pink showing no visual obstructions in the Site Distance Triangle.*

Site Planning

LMC § 15-6-5(G) states an MPD shall be designed to take into consideration the characteristics of the Site upon which it is proposed to be placed. The project should be designed to fit the Site, not the Site modified to fit the project.

To meet this requirement, LMC § 15-6-5(G)(1) states units shall be clustered on the **most developable** and **least visually sensitive** portions of the Site. A significant portion of the Building Footprint—approximately 17 percent—is within the FPZ and requires a CUP. Significant portions of the Building outside the FPZ are well below the maximum Building Height for the GC Zoning District, as shown in Figure 5.

Additional Site planning requirements:

- **Projects shall be designed to minimize Grading and the need for large retaining Structures.**

- **Roads, utility lines, and Structures should be designed to work with the Existing Grade. Cuts and fills shall be minimized.**

The Applicant estimated net cut for the project is 50,670 cubic yards. Most of the cut is for the underground garage and sub-basement mechanical equipment. Additional grading along Kearns Boulevard will result in removal of the existing retaining wall. At the southeast corner of the project Site, the grade will be raised for the sidewalk to match adjoining Parking Areas. Refer to Exhibit A, Sheet MPD-024: Grading Plan for additional information.

- **Existing trails shall be incorporated into the Open Space elements of the project and shall be maintained in their existing location whenever possible. Applicants may be required to grant the City a trail easement to connect proposed trails with existing trails. Construction of new trails shall be consistent with the Park City Trails Master Plan.**

- **Adequate internal vehicular, pedestrian, and bicycle circulation shall be provided. Pedestrian and bicycle circulations shall be separated from vehicular circulation and shall provide safe travel within the boundaries of the Master Planned Development and safe travel to adjoining public sidewalks, trails, and Rights-of-Way. Private internal Streets may be considered for Condominium projects if they meet the minimum emergency and safety requirements.**

The existing Site includes narrow sidewalks fronting Park Avenue and Kearns Boulevard. The project proposes to extend landscaping to the edge of the Right-of-Way along both frontages and construct a multi-use pathway, generally 12 feet wide, along the north, east, and west perimeters of the Site. Within the bioswale along Kearns Boulevard, the project includes space for a future connection to the anticipated tunnel under Kearns Boulevard. This multi-use pathway complies with the recently adopted Bike and Pedestrian Plan, which recommends future high-comfort connections (see Figure 4), defined as pathways that "appeal to the majority of people who are interested in walking and bicycling, including children, seniors, people with disabilities, and generally anyone who has a low tolerance for exposure to motor vehicle traffic (Bike and Ped Plan, page 11).

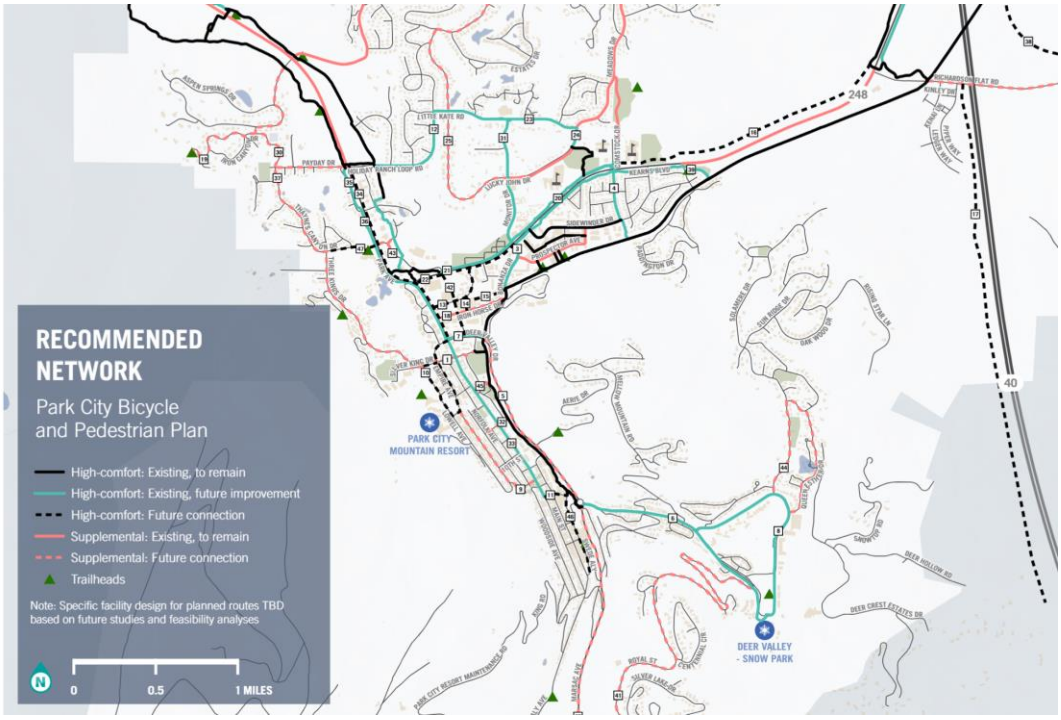


***Figure 4**: Park City Bicycle and Pedestrian Plan – recommended network.*

Pedestrian and bicycle circulation is separate from vehicular circulation within the Site. The project reduces the number of driveways from four (two each on Park Avenue and Kearns Boulevard) to two (one on each road). The project includes two additional sidewalk and trail crossings—one along the south perimeter adjacent to the entry drop-off area, and one along the east perimeter where service vehicles access the loading dock and trash and recycling containers.

- **The Site plan shall include adequate Areas for trash and recycling containers and shall include an adequate circulation area for pick-up vehicles. Convenient pedestrian Access shall be provided within the Master Planned Development to the trash and recycling containers. No Site plan with a Commercial Development or Multi-Unit Dwelling shall be approved unless there is a mandatory recycling program.**

Please refer to Section VI for analysis regarding pick-up vehicle circulation. Regarding trash and recycling, a condition of approval requiring the Applicant to detail the mandatory recycling program prior to issuance of a Building Permit is recommended. Refer to Section VII for additional analysis.

- **The Site plan for a Master Planned Development shall include transportation amenities including drop-off Areas for van and shuttle service, and a bus stop, if applicable.**

The project includes a drop-off Area for van and shuttle service with Access on Park Avenue. The project Site is near an existing bus stop. Refer to Exhibit A, Sheets MPD-023: Site Plan and MPD-035: Public Transportation for additional information.

- **Service and delivery Access and loading/unloading Areas must be included in the Site plan. The service and delivery should be kept separate from pedestrian Areas.**

Refer to Section VI for analysis.

(IV) The Applicant Reduced the Requested Height Exception for Rooftop Mechanical Equipment from 52 Feet to 49 Feet but Otherwise Did Not Alter the Building Height.

LMC § 15-6-5(F) states that MPDs are subject to the height requirements of the underlying Zoning District. The maximum Building Height in the General Commercial (GC) Zoning District is 35 feet from Existing Grade.[6] The FPZ prohibits Structures within 30 feet of the Right-of-Way and requires a Conditional Use Permit for Structures within 30 to 100 feet of the Right-of-Way.[7]

The Applicant proposes Buildings up to 45 feet above Existing Grade, with rooftop

[6] LMC § 15-2.18-4
[7] LMC § 15-2.20-4

mechanical equipment and elevator shafts up to 49 feet above Existing Grade. The Building Height exceptions are outside of the FPZ. Portions of the Building outside the FPZ are well below the maximum Building Height for the GC Zoning District, as shown in Figure 5.

The Planning Commission may grant additional Building Height if the six findings in LMC § 15-6-5(F) are made based upon site-specific review. The Applicant bears the burden of proof.

On August 28, 2024, a majority of the Commission opposed the exception to the Zoning District Building Height. At the September 12 and September 25 Planning Commission meetings, the Commission requested updated drawings reflecting greater publicly accessible Open Space, increased setbacks, landscaping and buffering along the south and east perimeters of the project Site, and improved architectural variation.

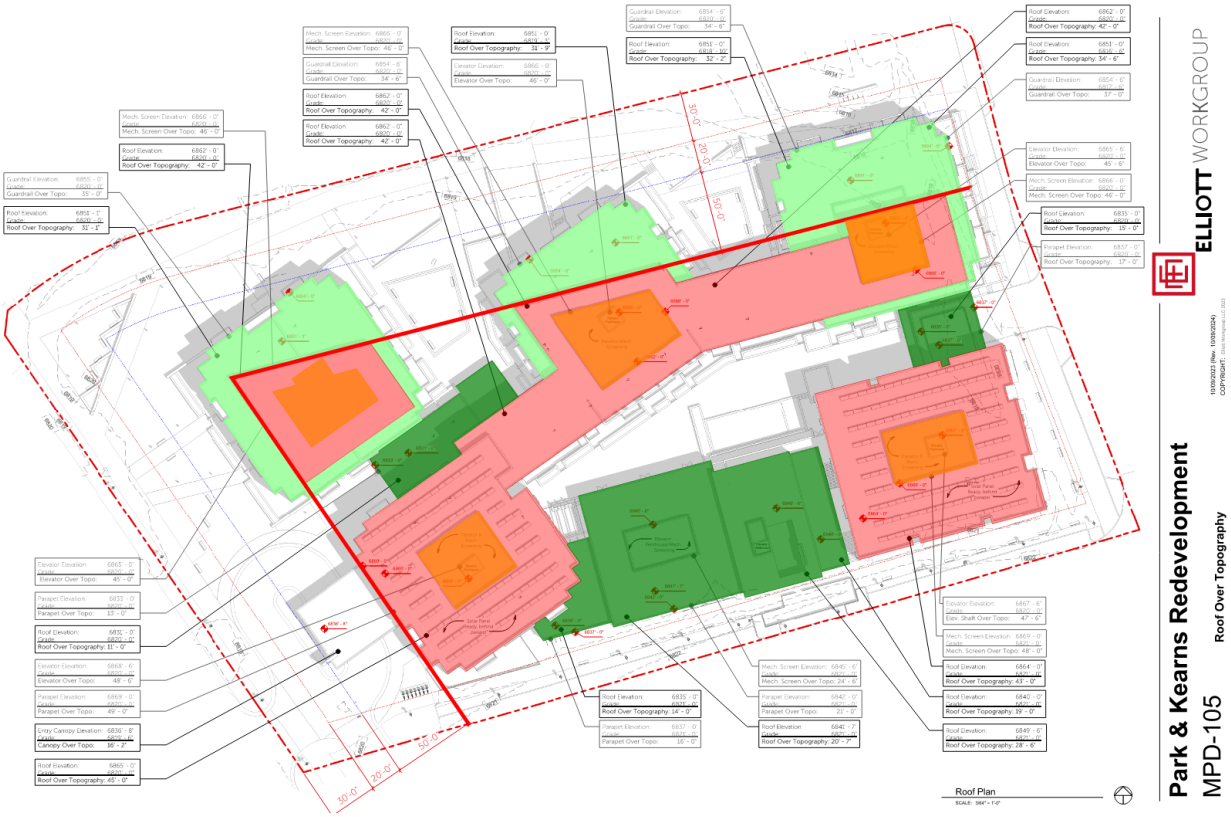


***Figure 5**: Applicant's Roof Over Topography submittal with staff highlights in red (requested Building Height exceptions), orange (requested rooftop mechanical and elevator penthouse exceptions), light green (portions of the Building up to 10 feet under maximum Height) and dark green (portions of the project substantially below maximum Building Height (more than 10 feet)).*

Since the September 25 meeting, the Applicant changed the Building façade (see analysis of Criteria No. 1 below) and maintained the proposed Open Space. The Commission should consider findings for denial or approval based upon updated plans. The six Building Height exception criteria are outlined below:

1. **The increase in Building Height does not result in increased square footage or Building volume over what would be allowed under the zone-required Building Height and Density, including requirements for Façade variation and design, but rather provides desired architectural variation, unless the increased square footage or Building volume is from the Transfer of Development Credits.**

The increase in Building Height does not increase density. Refer to Section II for analysis of project Density.

The Applicant submitted modified elevations showing increased articulation of façades, particularly in the affordable housing building (see Figures 6-7). This is achieved on the south elevation through recessing two columns of windows looking out from common areas on floors with affordable units. The east elevation also includes recessed windows extending to the roof line.

Additional changes to the façade include new ground floor entryways fronting Kearns Boulevard (see Figure 8) and more limited use of stone veneer above the base of the building (see Figure 9).

2. **Buildings have been positioned to minimize visual impacts on adjacent Structures. Potential problems on neighboring Properties caused by shadows, loss of solar Access, and loss of air circulation have been mitigated as determined by the Site-specific analysis.**

The Applicant's Site-specific analysis includes a solar study or shadow analysis of proposed Buildings at different times of day during the spring and fall equinoxes and summer and winter solstices. See Exhibit A, Sheet MPD-034: Solar Study.

3. **There is adequate Landscaping and buffering from adjacent Properties and Uses.**

Refer to the September 25, 2024, Staff Report for analysis of the project's proposed Open Space, Landscaping, and buffering. The Applicant's proposed landscaping ad buffering from adjacent properties has not changed. Updated plans include cross sections and descriptions of the five proposed buffer types (see Exhibit A, Sheets MPD-008: Building Height Analysis and MPD-026: Landscape Buffer Type Analysis).

***Figure 6**: Elevations showing increased articulation of the south façade of affordable housing building (Building E). The current proposal (top) includes recessed columns of windows looking out from the common areas on the south and north façades. The previously submitted plans are shown at bottom.*

***Figure 7**: East elevation of the affordable housing building (Building E).*

***Figure 8**: Buildings B and C feature new ground-floor entryways fronting Kearns Boulevard. The entryway for Building B is highlighted here with a red circle.*

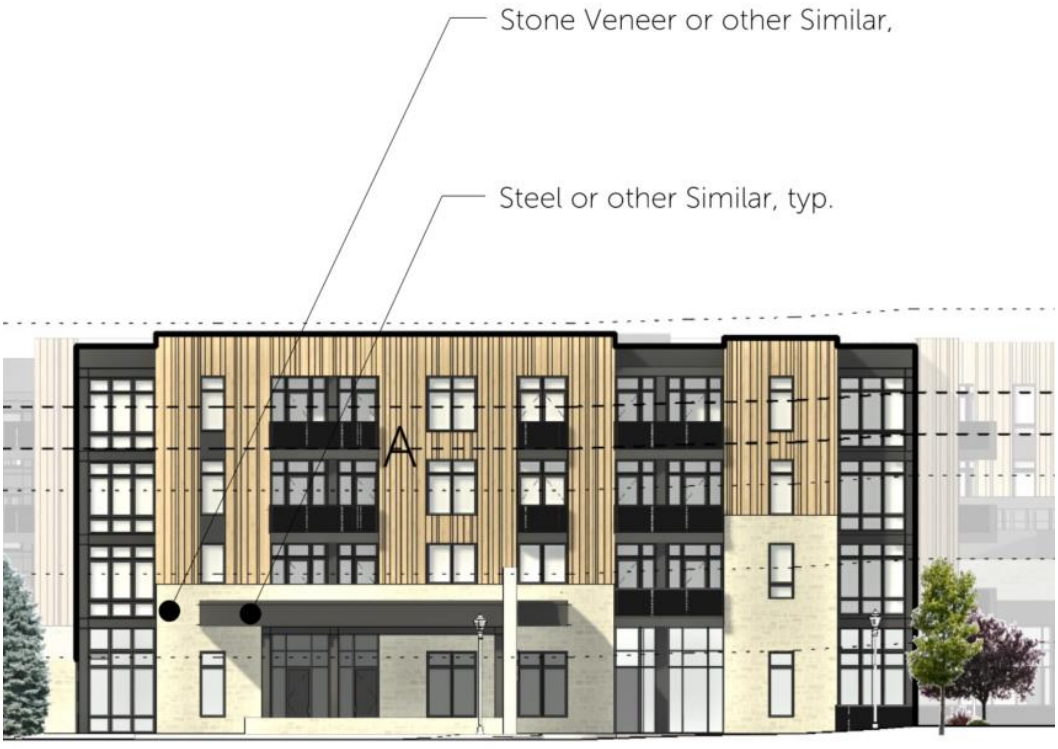


***Figure 9**: Building A, looking east from Park Avenue. The current proposal generally limits stone veneer to the base of the building, although it occasionally reaches as high as the second floor, as shown here. The previous submittal included stone veneer elements as high as the fourth floor.*

4. Increased Setbacks and separations from adjacent projects are proposed.

Along the south and east perimeters, the project includes setbacks of up to 12 feet and 26 feet, respectively, greater than the required 25-foot MPD perimeter Setback (see Figure 10). Portions of the project extending into the FPZ are no closer than 51 feet to the Right-of-Way. On the southern side, the Applicant proposes setbacks ranging from 28 to 37 feet, with a three-foot Setback increase along the southern perimeter of Building E, a proposed four-story structure with no stepback at the upper level. The eastern Setback for Building E varies from just under 40 feet to just over 50 feet at its widest point.

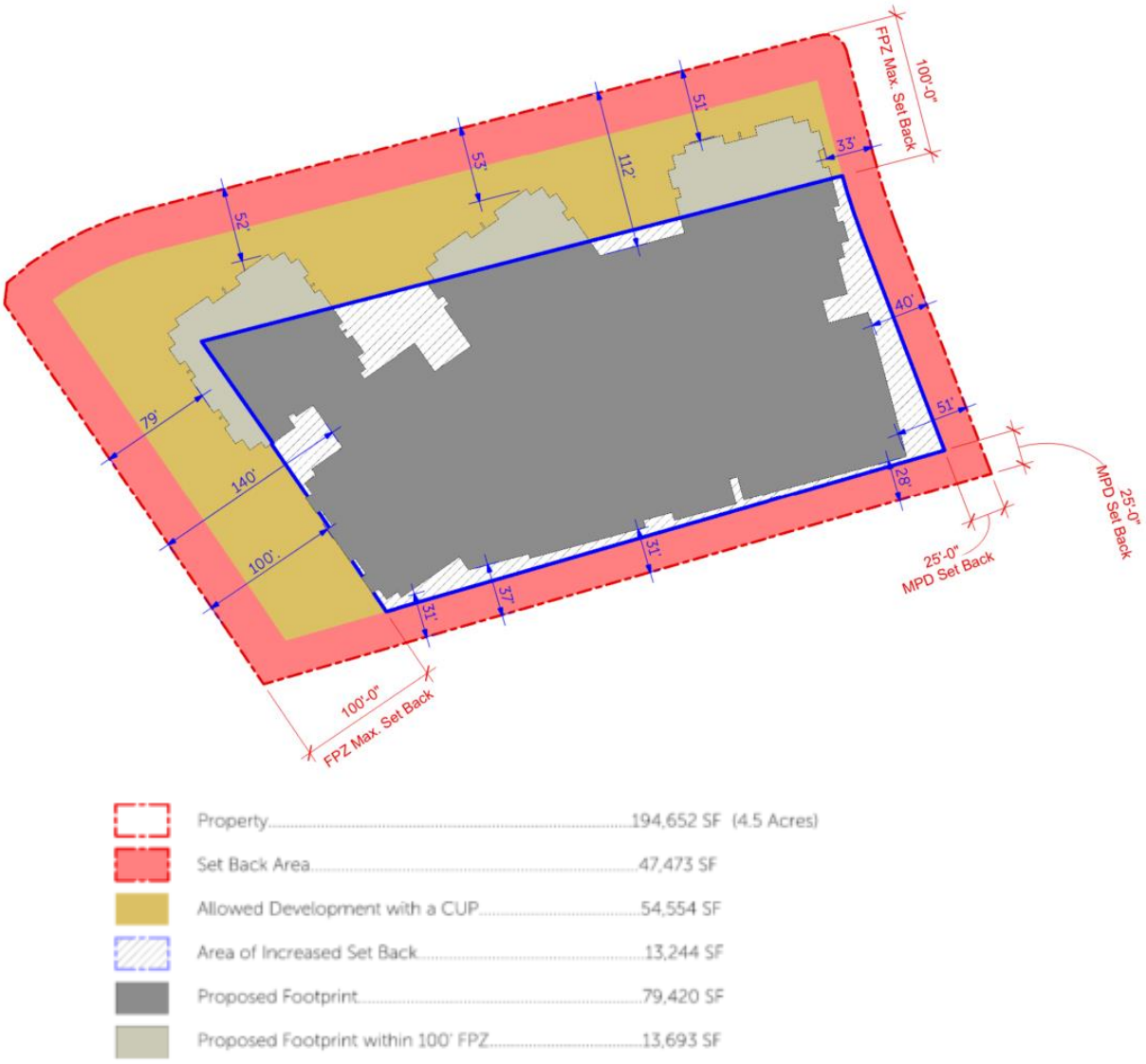


Figure 10: *Applicant-submitted diagram showing increased Setbacks in hatched gray lines along each perimeter of the property.*

5. **The additional Building Height results in more than the minimum Open Space required and results in Open Space that is publicly accessible.**

The Planning Commission provided input to revise the publicly accessible Open Space along the northern perimeter to improve amenities. Refer to the September 25, 2024, Staff Report for analysis of the project's proposed Open Space. The project includes 80,505 square feet of Open Space, equivalent to about 41% of the property. Roughly 58% of the Open Space is in the form of sidewalks, trails, and plazas, while the other 42% is landscaped areas. The Applicant's amount, placement, or programming of Open Space has not changed. However, as noted on September 25, 2024, the Applicant revised the "amenity terrace" on the southeast perimeter of the Building to exclude from the Open Space calculations (see Figure 13).

6. **The additional Building Height is designed in a manner that provides a transition in roof elements in compliance with Chapter 15-5, Architectural Review.**

The project consists of five Building blocks reaching up to 45 feet in height connected by lower-profile elements below the allowed Building Height. Roofs are flat, with façade elements extending above the roofline. Mechanical equipment and screening extend up to 49 feet above Existing Grade. Transitions occur primarily where taller Building elements meet shorter Building elements within the FPZ and along the south perimeter. See Figures 11 and 12 for Applicant's renderings illustrating roof transitions.

***Figure 11**: Rendering submitted by Applicant showing transition in roof elements. View from Kearns Boulevard.*

***Figure 12**: Rendering submitted by Applicant showing transition in roof elements. View from Park Avenue.*

(V) The Project Meets the Minimum Open Space Requirement.

LMC § 15-6-5(D) states the minimum Open Space requirement for MPDs involving redevelopment of an existing Development is 30%. The Planning Commission designates the preferable type and mix of Open Space for each MPD based on guidance in the General Plan. Open Space may include the following, as defined in LMC § 15-15-1:

- **Landscaped Open Space**: Landscaped Areas, which may include local government facilities, necessary public improvements, and playground equipment, recreation amenities, public landscaped and hard-scaped plazas, and public pedestrian amenities, but excluding Buildings or Structures.
- **Natural Open Space**: A natural, undisturbed Area with little or no improvements. Open space may include, but is not limited to, such Areas as Ridge Line Area, Slopes over thirty percent (30%), wetlands, Stream Corridors, trail linkages, Subdivision or Condominium Common Area, or view corridors.

Open Space within MPDs is further defined in LMC § 15-6-5(D). Landscaped Open Space may include gardens, greenways, pathways, plazas, and other similar Uses. Open Space does not include Streets, roads, driveways, Parking Areas, Commercial Uses, or Buildings requiring a Building Permit.

Refer to the September 25, 2024, Staff Report for analysis of the project's proposed Open Space. The project includes 80,505 square feet of Open Space, equivalent to about 41% of the property. Roughly 58% of the Open Space is in the form of sidewalks,

trails, and plazas, while the other 42% is landscaped areas. The Applicant's amount, placement, and programming of Open Space remains mostly unchanged.

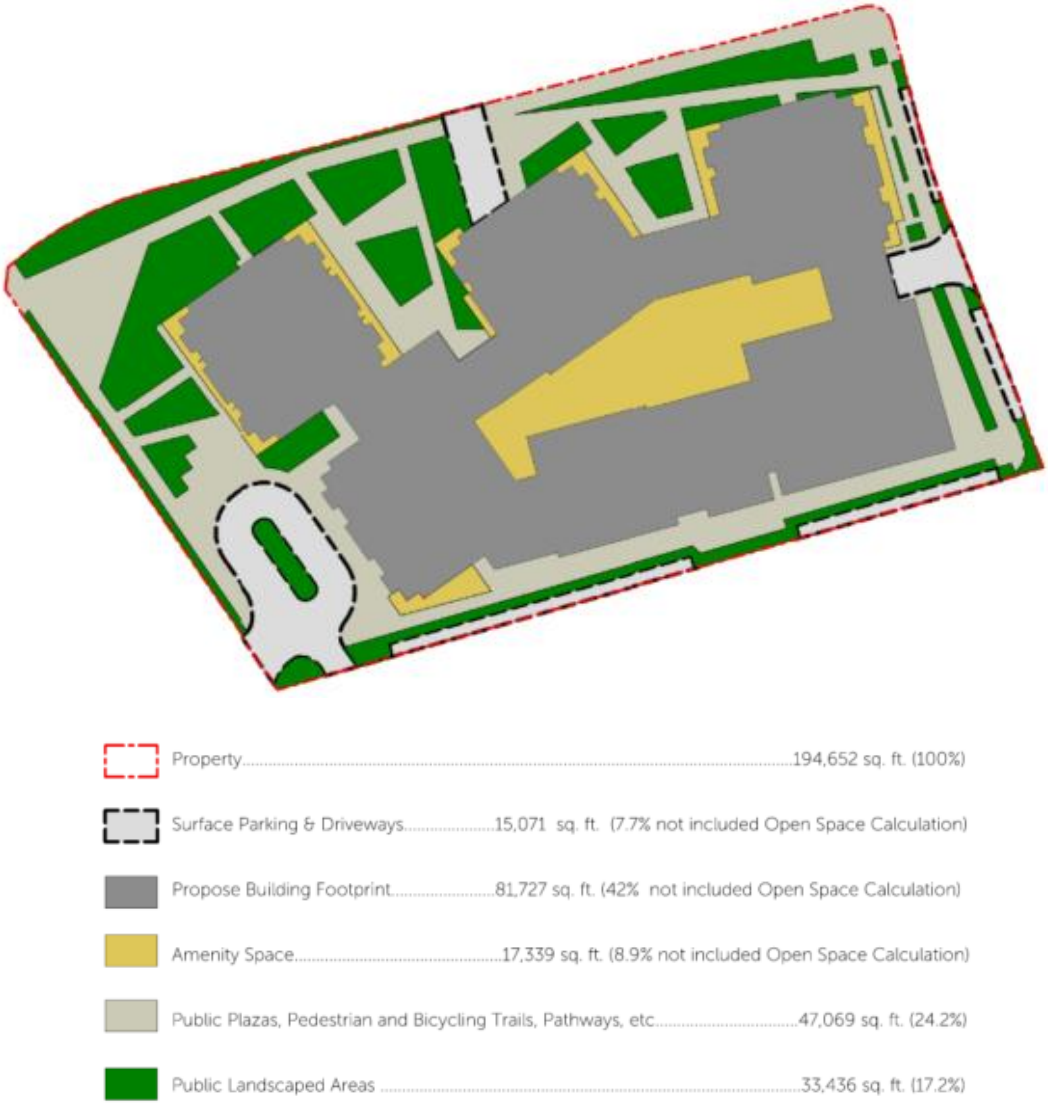


***Figure 13**: Proposed Open Space at 1800 Park Avenue.*

(VI) The Applicant Requests a 29 Percent Reduction in Parking.

On September 25, 2024, the Planning Commission recommended the Applicant draw people to the site in something other than a car, rather than focus on managing cars once they arrive.

On October 16, 2024, the Applicant submitted the draft Traffic Impact Study (Exhibit C), which shows intersection Levels of Service and highlights the need for creative transportation solutions and reduced vehicle trips to the Site to improve intersection performance. Staff is reviewing the Traffic Impact Study for discussion with the

Commission at a later date. The project's proposed Parking Spaces reflects the number of anticipated vehicle trips to the Site.

Parking
LMC § 15-3-6 establishes required Parking for residential and non-residential Uses. Table 1 summarizes the required Parking for 1800 Park Avenue:

Table 1: Required parking calculation

	Total Units	Space(s) Per Unit	Parking Required
Market Rate Units	*170*	--	*197*
2,000+ sq. ft.	3	2	6
1,000 – 1,999 sq. ft.	48	1.5	72
Under 1,000 sq. ft.	119	1	119
Affordable Units	*60*	1	*60*
Subtotal – Residential Uses	***230***		***257***
	Square Footage	**Space(s) per Sq. Ft.**	
Restaurant/Bar	6,893	1 / 100	68.93
Coffee Shop	354	3 / 1,000	1.06
Retail	4,679	5 / 1,000	23.4
Office	6,469	3 / 1,000	19.41
Subtotal – Non-Residential Uses	**18,395**		***112.8***
Total Parking Required			**370**
Proposed Parking			*288*
Proposed Parking that meets LMC Requirements			**263**
Deficient			**-107**

To review the Applicant's parking calculations, see Exhibit D, Parking Management Plan.

The Applicant proposes 25 Parking Spaces in the Side and Rear Setbacks (see Figure 14). Some of the Parking Spaces along the east perimeter extend into the neighboring property. The Parking Spaces in the Side and Rear Setbacks require access from adjacent properties.

In the GC Zoning District, Hard-Surfaced Parking Areas in the Rear Setback are subject to the same requirements as detached Accessory Buildings and must meet all landscaping requirements in LMC § 15-3-3.[8] Parking Areas must maintain a minimum Rear Setback of five feet and cannot cover more than 50% of the Rear Setback.[9] LMC § 15-2.18-3(F)(8) states Parking Area must maintain a three foot landscaped Setback to

[8] LMC § 15-2.18-3(D)(6)
[9] LMC § 15-2.18-3(D)(5)

the Side Lot Line.

LMC § 15-3-3(D) states that unenclosed Parking Areas with fewer than 50 spaces require Interior Landscaped Area equivalent to 10% of the Parking Area. Up to 10 feet of required Perimeter Landscaping may count toward the Interior Landscaped Area. **Unenclosed Parking Areas shall generally include landscaping on all perimeter Property Lines, and Landscaped Areas shall generally not be less than five feet wide.**[10]

The 25 surface Parking Spaces do not comply with the LMC because they can only be accessed by adjoining properties and landscaping is required along the perimeter of either Setback. To comply with Code, the Applicant could move surface level Parking into the underground parking structure or reconfigure the site plan.

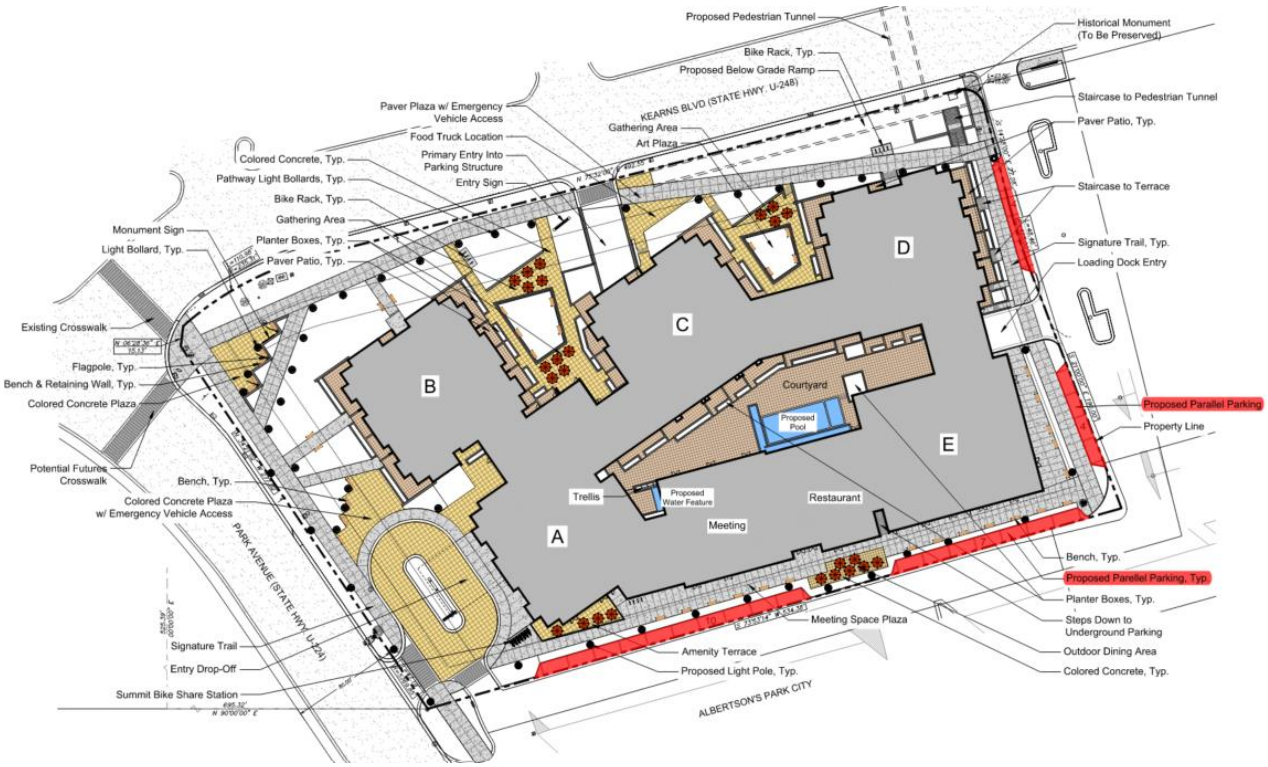


***Figure 14**: Location of parallel parking, with staff highlights in red, along the south and east perimeters.*

The Applicant provided analysis (Exhibit E) supporting the location of surface Parking Spaces along Property lines, noting that the LMC recommends shared Use of commercial drives.[11] The Applicant's analysis states that historical ingress and egress to the property on the south and east is prescriptive, and that the Applicant is amenable to a condition of approval requiring the execution of a shared parking and access agreement with neighboring properties.

[10] LMC § 15-3-3(D)(5)
[11] LMC § 15-3-3(H)(2)

LMC § 15-3-6(C) states if a project incorporates two Uses, the Use requiring the higher number of Parking Spaces shall govern. Considered a Hotel Use with affordable units and separately leasable commercial space, the project requires 322 Parking Spaces, or 48 fewer Spaces than the calculations for market rate units, affordable units, and specific non-residential Uses. Therefore, the higher Parking requirement in Table 1 applies.

Table 2: Parking calculation based on Hotel Use with affordable units

	Units/Sq. Ft.	**Space per Unit/Sq. Ft.**	**Parking Required**
Hotel	170 suites	1 / suite	170
Separately Leasable Commercial Space	18,395 sq. ft.	1 / 200 sq. ft.	91.98
Affordable Units	60 Units	1 / Unit	60
Total Parking Required			**322**

LMC § 15-6-5(E) states that the number of Off-Street Parking Spaces in an MPD shall not be less than the requirements of the LMC, except that the Planning Commission may increase or decrease the required number of Off-Street Parking Spaces based upon a Parking analysis submitted by the Applicant.

LMC § 15-3-7 states the initial parking requirement is determined by referring to the requirements for the Use and the underlying Zoning District. For MPDs with a parking demand of nine or more Parking Spaces, the Planning Commission may reduce the parking requirement to prevent excessive parking and paving, subject to a parking study prepared by the Applicant analyzing:

1. **Whether parking Uses will overlap.**

In addition to the Uses outlined in Table 1, the Applicant proposes Accessory Uses as outlined in LMC § 15-6-8, including ski/equipment lockers, lobbies, public restrooms, spa and pool service facilities, meeting and breakout spaces, administrative offices, hallways and common areas, internal courtyard and pool, elevators, stairways, mechanical rooms and shafts, laundry facilities and storage, and employee facilities.

The Applicant excluded Accessory Uses from parking demands. The parking management plan states the meeting and breakout spaces are intended to serve operations for the Hotel/Nightly Rental Use but may be available to other local users during the shoulder season or when parking demand is low. Use of these spaces for non-Hotel/Nightly Rental guests may define them collectively as a Private Event Facility, which in LMC § 15-15-1 is a facility where the primary Use is for staging, conducting, and holding events. Staff recommends the Applicant outline proposed parking mitigations for events that include guests from off site.

2. **Whether commercial spaces within the project will serve those residing within the project rather than the general public.**

The project includes 288 proposed Parking Spaces, including 263 Parking Spaces in an underground garage and 25 surface Parking Spaces. The Applicant's Parking analysis states that the surface Parking Spaces are intended to serve the office, retail, and restaurant Uses for shorter term parking.

The Applicant proposes a parking management system to support vehicular access to the property and manage the use of Parking Spaces. No overnight parking is permitted in surface Parking Spaces. Parking passes will be issued to Hotel/Nightly Rental users, owners of Nightly Rental units, and employees only. Owners of Nightly Rental units will not be allowed to use the parking area for their unit if it is in use as a Nightly Rental. The hotel operator will provide an optional valet service for guests of the restaurant and hotel visitors. A shuttle service will be made available to hotel visitors. Employees will be encouraged to take alternative modes of transportation.

3. **Other factors that support the conclusion that the project will generate less parking than the LMC would otherwise require.**

The Applicant's Parking analysis notes that the property has operated as a hotel for over four decades and that a significant volume of employees and guests access the hotel through shuttles, rideshare services, and other forms of transportation that do not require parking. The analysis does not include specific figures or estimates of the number of employees and guests who arrive at the site using some form of transportation other than a single-occupancy vehicle.

The Applicant has requested a reduction in the number of required Off-Street Parking Spaces of approximately 29 percent. The Planning Commission may increase or decrease the required number of Off-Street Parking Spaces within an MPD based on the Parking analysis, which LMC § 15-6-5(E) specifies must include, at minimum:

a. **The proposed number of vehicles required by the occupants of the project based upon the proposed Use and occupancy.**

See Table 1 for summary of required Parking calculations in the LMC.

b. **A Parking comparison of projects of similar size with similar occupancy type to verify the demand for occupancy Parking.**

The Applicant included a Parking comparison (Exhibit D) for two projects within City limits (Rail Central Building Three in Bonanza Park and the existing Doubletree Hotel on the project Site) and the Newpark in Kimball Junction. Although the Applicant noted there are few examples of similar projects locally, the examples are for 23% (Doubletree), 24% (Newpark), and 38% (Rail Central Building Three).

c. **Parking needs for non-dwelling Uses, including traffic attracted to Commercial Uses from Off-Site.**

See Table 1 for summary of required Parking calculations for commercial (non-residential) Uses.

d. An analysis of time periods of Use for each of the Uses in the project and opportunities for shared parking by different Uses. This shall be considered only when there is Guarantee by Use covenant and deed restriction.

The Applicant provided peak time-of-day and peak time-of-year Parking demand analyses for 1800 Park Avenue (see Figures 15 and 16).

Land Use	User	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	12 AM
Hotel/Condo	Combined	95%	95%	90%	80%	70%	70%	65%	65%	70%	70%	75%	80%	85%	85%	90%	95%	95%	100%	100%
		186	186	176	157	137	137	127	127	137	137	147	157	167	167	176	186	186	196	196
Hotel Restaurant/Bar	Combined	0%	10%	30%	10%	10%	5%	100%	100%	33%	10%	10%	30%	55%	60%	70%	67%	60%	40%	30%
		0	7	22	7	7	4	73	73	24	7	7	22	40	44	51	49	44	29	22
Residential (Affordable)	Resident	100%	95%	88%	80%	75%	70%	68%	65%	65%	68%	71%	74%	77%	80%	83%	86%	89%	92%	100%
		60	57	53	48	45	42	41	39	39	41	43	44	46	48	50	52	53	55	60
Retail, Multi-tenant	Combined	1%	5%	30%	50%	70%	90%	95%	100%	100%	95%	90%	80%	75%	70%	65%	50%	30%	10%	0%
		0	2	9	16	22	28	30	32	32	30	28	25	24	22	21	16	9	3	0
Office	Combined	0%	20%	60%	80%	90%	100%	90%	80%	60%	40%	20%	10%	5%	0%	0%	0%	0%	0%	0%
		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals		247	252	261	228	212	211	271	271	232	215	225	248	277	280	298	303	293	284	278

*Adjustments based on Shared Parking Third Edition, Data - Published by ICSC, NPA, and ULI

***Figure 15**: Applicant's peak time-of-day Parking demand analysis.*

The analyses estimate a peak time-of-day demand of 303 Off-Street Parking Spaces at the 9 p.m. hour. January and February are the months with the highest estimated demand at the 9 p.m. hour, with 292 and 291 Parking Spaces, respectively.

e. A plan to discourage the Use of motorized vehicles and encourage other forms of transportation.

The Applicant proposes a Summit Bike Share Station in the southwest corner of the project area, adjacent to the drop-off area and lobby.

The Applicant's Parking analysis notes existing amenities in the area that discourage use of motorized vehicles, including bus stations and pedestrian and bicycle pathways. The analysis states that employees will be encouraged to take alternative modes of transportation, particularly existing bus service. The Applicant does not propose a shuttle service for employees but revised plans to include a shuttle service for Hotel guests.

Kearns & Park Mixed-Use Monthly Occupancy Adjustments Factors at 9PM V24 10/01/2024

Land Use	User	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Hotel/Condo	Combined	98.1%	97.9%	91.9%	61.5%	54.8%	66.0%	87.8%	84.0%	86.8%	60.0%	50.0%	83.2%
	9PM WKND	183	182	171	115	102	123	163	156	162	112	93	155
Hotel Restaurant/Bar	Combined	98.1%	97.9%	91.9%	61.5%	54.8%	66.0%	87.8%	84.0%	86.8%	60.0%	50.0%	83.2%
	9PM WKND	48	48	45	30	27	32	43	41	42	29	24	41
Residential (Affordable)	Resident	100%	100%	100%	100%	100%	100%	95%	95%	100%	100%	100%	100%
	9PM WKND	52	52	52	52	52	52	49	49	52	52	52	52
Retail, Multi-tenant	Combined	59%	61%	70%	67%	72%	72%	70%	73%	66%	69%	76%	100%
	9PM WKND	9	10	11	11	11	11	11	12	10	11	12	16
Office	Combined	100%	100%	100%	100%	100%	100%	95%	95%	100%	100%	100%	100%
	9PM WKND	0	0	0	0	0	0	0	0	0	0	0	0
Totals		292	291	279	207	192	218	267	258	266	204	181	263

*Adjustments based on Shared Parking Third Edition, Data - Published by ICSC, NPA, and ULI

*Hotel Adjustments based on Actual Maximum Occupancy during each Month (November 2022 through October 2023)

High Season	
Low Season	
Shoulder Season	

***Figure 16**: Applicant's peak time-of-year Parking demand analysis.*

f. Provisions for overflow Parking during peak periods.

The Applicant proposes an optional valet service to increase Parking capacity during peak periods (see Figure 17). During periods where valet service increases capacity of the garage, the 65 Parking Spaces shown in black and pale red are intended for residents only. The Applicant should provide additional information about how the valet service will function in relation to EV Charging Stations (see Figure 20).

g. An evaluation of potential adverse impacts of the proposed Parking reduction and Density increase, if any, upon the surrounding neighborhood and conditions of approval to mitigate such impacts.

The Applicant's Parking analysis does not identify adverse impacts to the surrounding neighborhood. The analysis indicates that optional valet service could increase the functional capacity of the underground garage to accommodate more than the required number of Parking Spaces for the project.

Bicycle Parking

LMC § 15-3-9(A) requires outdoor bicycle parking for ten percent of the required Off-Street Parking. Applicants granted a reduction in Off-Street parking must provide outdoor bicycle parking for the full Off-Street parking requirement. The Applicant proposes 43 outdoor bicycle parking spaces, including 21 spaces in the underground

garage, 14 spaces in the northeast corner of the project area adjacent to the proposed multi-use trail, and eight spaces along the south perimeter near a proposed retail area. This exceeds the requirement of 37 outdoor bicycle parking spaces.

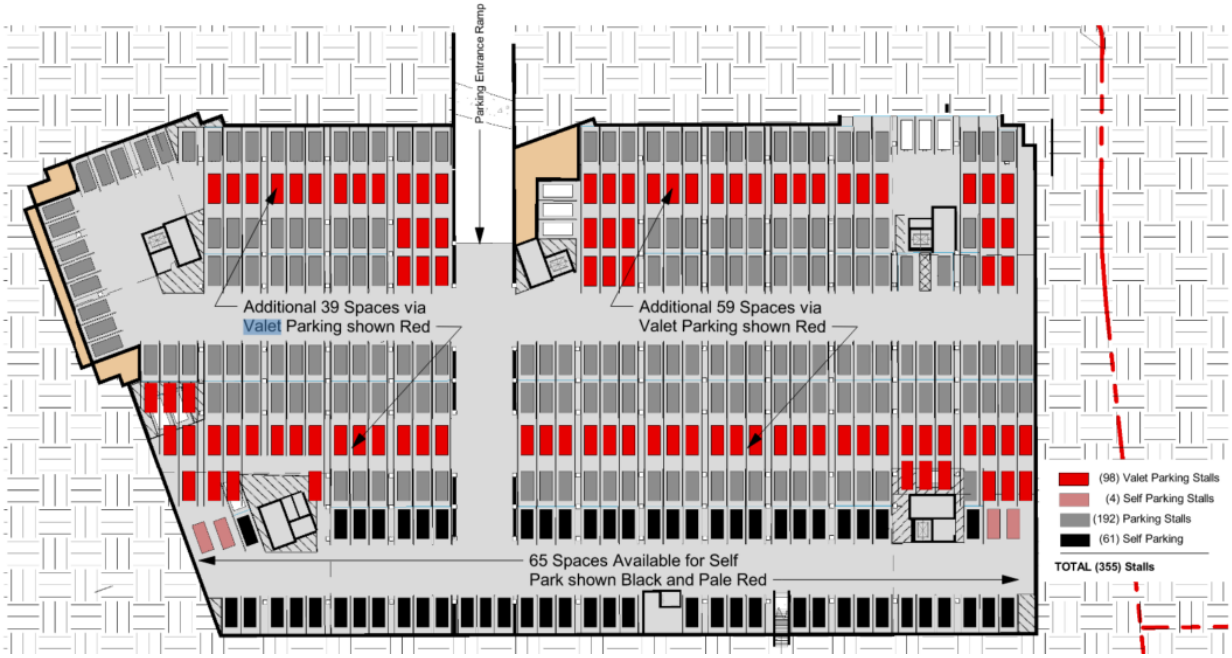


***Figure 17**: Diagram showing increased parking in the underground garage via implementation of optional valet service.*

Five 3'x10' spaces in the garage and one along the south perimeter are designed to accommodate large bicycles, exceeding the requirement of LMC § 15-3-9(A)(2).

LMC § 15-3-9(B) requires a bicycle repair station and enclosed bicycle storage at the following rates:

a. For one bicycle per three dwelling units
b. For one bicycle per ten employees

The project requires enclosed bicycle storage to accommodate 77 bicycles for the dwelling units. The Applicant's plans indicate the project is expected to generate 152 employees, resulting in an enclosed storage requirement for 16 additional bicycles.

The Applicant proposes 932 square feet of Level 1 floor space to be used in part for the storage of bicycles. The Applicant will use two-tier bicycle racks to accommodate the indoor storage of at least 93 bicycles (see Figure 18). In addition to the enclosed storage area on Level 1, the Applicant proposes enclosed bicycle storage in the underground garage for affordable housing tenants (20 spaces) and restaurant employees (16 spaces).

The required bicycle repair station is proposed in the northeast part of the project Site, adjacent to outdoor bicycle parking and the proposed multi-use trail.

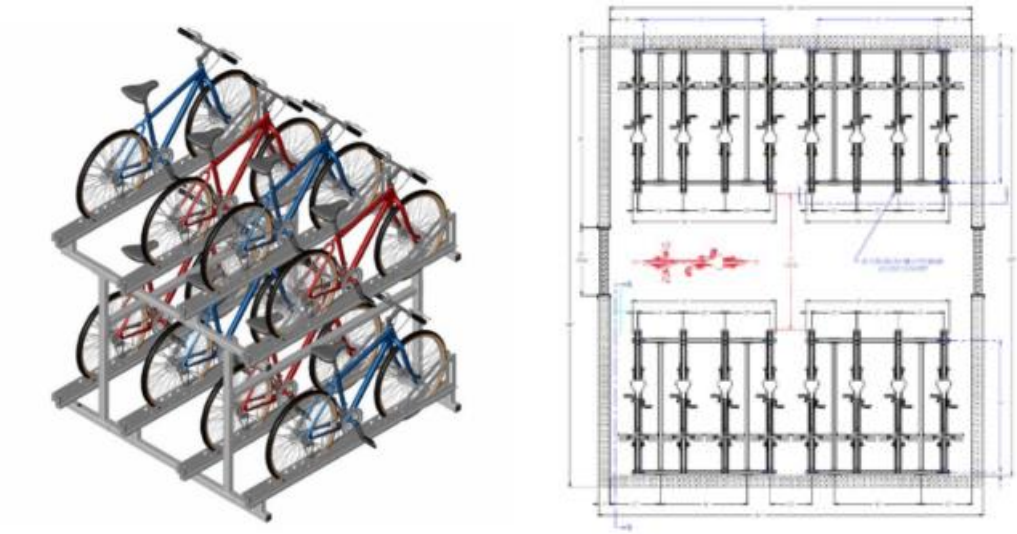


***Figure 18**: Applicant's proposed two-tier bicycle rack storage system.*

Off-Street Loading Spaces

LMC § 15-3-10 requires Structures to have screened loading Areas located so that no vehicle loading or unloading merchandise is parked in any Front Yard, Street, or Right-of-Way. The Applicant proposes a loading dock for service vehicles along the east façade of the Structure, which is the façade least visible from public Streets. The dock will be screened by a planted median island (see Figure 19).

***Figure 19**: Detail of east elevation showing loading dock or service entrance with doors painted to match the façade and a planted median providing screening.*

Electric Vehicle Charging Stations

The Applicant submitted their proposal in 2022. The LMC in effect at that time required Electric Vehicle (EV) Charging Station Infrastructure (or conduit) for 20% of the first 100 required Off-Street parking spaces for Multi-Unit Dwellings and for 5% of required Off-Street Parking Spaces above 100. On February 1, 2024, the City Council adopted Ordinance No. 2024-03, increasing the required conduit.

While the Applicant is vested under the previous requirement, LMC § 15-3-11(B) now requires EV Charging Station Infrastructure for 50% of the first 100 required Off-Street Parking Spaces and for 5% of required Off-Street Parking Spaces above 100. Under the current code, if the Commission approves a parking reduction, the project requires EV Charging Station Infrastructure for 64 Parking Spaces. The Applicant proposes EV Charging Station Infrastructure for at least 53 Parking Spaces.

LMC § 15-3-11(D) requires EV Charging Stations for 5% of required Off-Street Parking Spaces for the first 200 Parking Spaces. This requirement was not changed through the 2024 amendments to the LMC. The project requires 10 EV Charging Stations. The Applicant proposes 53 EV Charging Stations in the underground garage (see Figure 20). A condition of approval for one of the EV Charging stations to be dual-port and ADA accessible is recommended. Otherwise, the project complies with the requirements of this section.

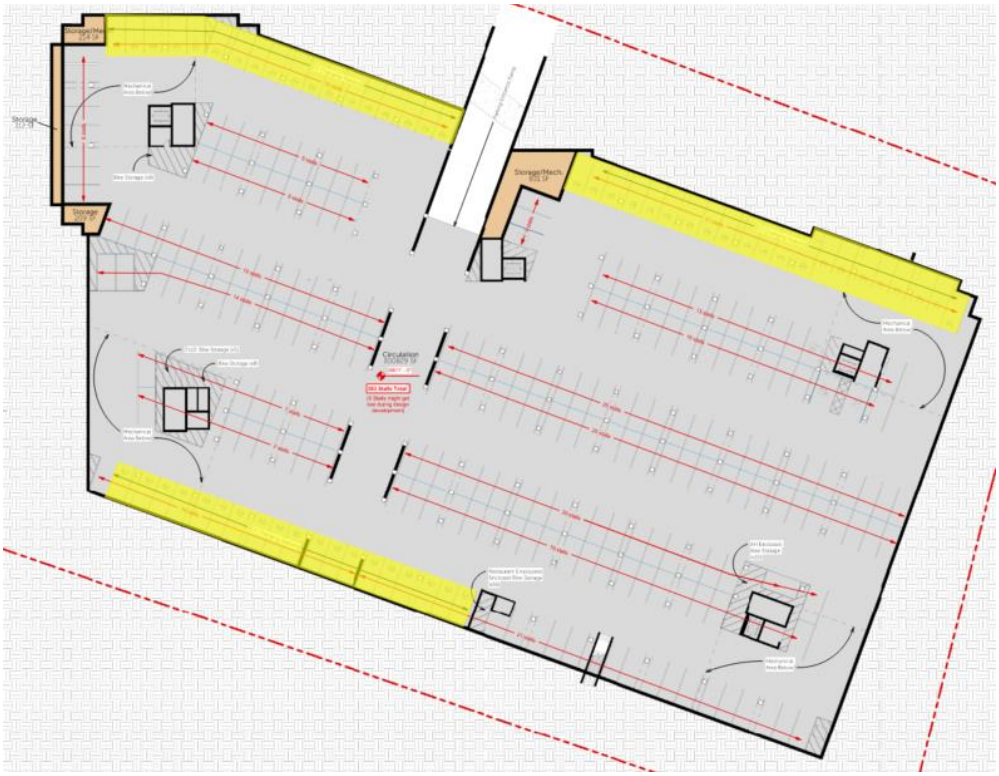


***Figure 20**: Location of 53 proposed EV Charging Stations, a 71% increase relative to the previous proposal, in the underground garage. Staff highlights are in yellow.*

General Parking Area and Driveway Standards

The project must be compliant with Off-Street Parking standards for Developments outlined in LMC § 15-3-3, including grading and drainage, surfacing, parking area lighting, snow storage, storm water detention, parking space dimensions, and driveway widths and spacing.

Grading and Drainage, Surfacing, and Storm Water Detention

Staff recommends a condition of approval requiring a storm water run-off and drainage

plan that is compliant with Park City's Storm Water Management Plan be included with the building plans prior to issuance of any Building Permit.

Lighting
Most of the parking is in an underground garage (See Exhibit A, Sheet MPD-100: Parking Level – 1). The 25 surface Parking Spaces do not include specific Parking Area lighting. Refer to Section VII for analysis of outdoor lighting.

Snow Storage
Refer to Section III for analysis of the project's proposed snow storage plan.

Parking Space Dimensions
LMC § 15-3-3(F) states Parking Spaces must be at least 9 feet wide by 18 feet long. The City Engineer may approve minor variations in Parking Space dimensions. The proposed Parking Spaces do not meet this requirement (see Figure 21). The typical Parking Space is 8'8" x 17'11".

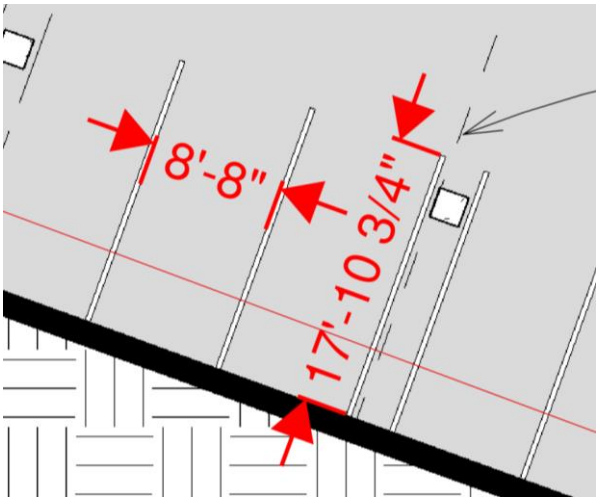


Figure 21*: Typical Parking Space dimensions in the underground garage.*

The Applicant must revise the width of Parking Spaces or obtain City Engineer approval of minor variations to the Parking Space dimensions.

Driveway Widths and Spacing
LMC § 15-3-3(H) requires driveway widths of 24 feet minimum and 30 feet maximum. The typical driveway in the underground garage is 24 feet wide.

The Applicant proposes to reduce the number of surface level driveways from four to two. The project meets minimum driveway spacing requirements. Refer to Section III for additional analysis.

(VII) Architectural Design Guidelines

LMC § 15-5-3 states Conditional Uses outside the Historic Districts are subject to design review by the Planning Department. The table below analyzes the project for compliance with architectural design guidelines in LMC § 15-5-5:

Criteria	Analysis
A. Prohibited architectural styles and motifs: 1. A-frame Structures 2. Geodesic dome Structures 3. Mediterranean motifs 4. Tudor or mock Tudor, half Timbering 5. Swiss chalets 6. Highly ornate Victorian 7. Rustic frontier 8. Colonial 9. Nouveau-Chateau, French Provincial, Fairy Tale or Castle 10. New Structures designed to imitate Historic Buildings	**Complies** The mixed-use Building is composed of five building blocks connected by hallways. The Building design is a contemporary style and does not include any prohibited architectural styles or motifs.
B. Prohibited siding materials: 1. Thick shake shingles 2. Ceramic tiles 3. Slump bloc, weeping mortar 4. Plastic or vinyl siding 5. Used brick 6. Synthetic stone products such as simulated stone or brick, cultured stone or brick, pre-cast stone or concrete imbedded with stone fragments 7. Lava rock, clinkers 8. Asphalt siding 9. Plywood siding 10. Aluminum siding 11. Vinyl, or other similar material derived from petroleum	**Condition of approval recommended** Siding materials include wood, stone veneer, and steel. The Building elevations do not include any prohibited siding materials. Staff recommends a condition of approval requiring the Applicant to submit material cut sheets for review and approval by the Planning Director prior to issuance of a Building Permit.
C. Design ornamentation: Ornamental siding is limited to no more than 25% of any façade. Highly ornate Buildings are	**Complies** The Building does not include ornamental siding.

inconsistent with the architectural patterns of the community.	
D. Number of exterior wall materials: Up to three different materials per Building and no more than three materials on any one wall, including ornamental siding.	**Complies** Exterior walls are composed of wood, stone veneer, and steel. No more than three materials are used on any one wall.
E. Prohibited roofing materials: 1. Untreated aluminum or metal, except that copper may be used 2. Reflective materials 3. Brightly colored roofing materials 4. Roof ornamentation such as scroll work, finials, and bead-and-dowel work	**Complies** The Structure is composed of a flat roof painted dark gray or beige. A portion of the roof is a living roof. No prohibited roofing materials are used in the design of the Structure.
F. Prohibited roof shapes and elements: 1. Mansard or fake mansard roofs 2. Gambrel roofs 3. Curvilinear roofs 4. Domed roofs 5. Geodesic domes 6. Conical roofs, greater than 270 degrees around 7. A-frame or modified A-frame roofs 8. Unscreened mechanical equipment	**Complies** The Structure is composed of a flat roof and does not include any prohibited roof shapes. Mechanical equipment and elevator penthouses are screened.
G. Solar Energy Systems. The following standards apply: • Solar Energy Systems (SES) shall be designed to be incorporated in the roof plan or architectural features of the Structure. • SES shall generally be mounted flush to the roof plane. • SES, including solar panels and solar devices, shall use non-reflective finishes such as an anodized finish	**Condition of approval recommended** Buildings A and E in the southwest and southeast corners of the project Site, respectively, include rooftop SES. Solar panels are screened by parapet walls. The panels are angled for optimum solar gain, which is inconsistent with the requirement that SES be generally mounted flush to the roof plane. Staff recommends a condition of approval requiring SES to be mounted flush to the roof

	plane and to use non-reflective finishes to limit glare to adjacent Properties.
H. Skylights shall be: 1. Limited to no more than 25% of the total roof Area 2. Designed to facilitate the Use of natural light into the Building 3. Located away from the highest point of the Structure 4. Designed to fit as flush as possible with the roof	**Complies** The Structure does not include skylights.
I. Window treatments: Arched, rounded, or Bay Windows as the primary window treatment are prohibited. Untreated aluminum and untreated metal window frames are prohibited. Small pane colonial style windows are not allowed.	**Complies** All windows are rectangular or square. The Structure does not include prohibited window treatments or styles.
J. Outdoor lighting. The following standards apply: • Maximum color temperature: 3,000 degrees Kelvin • Maximum lumens: 2,500 per light, with total lumens not to exceed 100,000 per acre • All non-exempt outdoor lighting shall be Fully Shielded • Lighting fixtures mounted on a Canopy or soffit shall be recessed so that the lighting is flush with the bottom surface and Fully Shielded by the fixture or the edge of the Canopy or soffit • Wall-mounted fixtures shall not be mounted above 18 feet as measured from the top of the fixture to the adjacent Grade or horizontal plane being lit by the fixture • Pathway intersections should be illuminated for safety • Pathway lighting shall not be mounted more than 10 feet above finished grade • Prohibited lighting includes up-lighting, unshielded floodlights and spotlights, architectural lighting, landscape lighting, search lighting, laser source lights, flashing or blinking lights, neon or luminous tube lighting, and lighting	**Conditions of approval recommended** The project includes 75 outdoor light fixtures and six outdoor lighting types. Three outdoor lighting types are 3,000 degrees Kelvin. No information about color temperature is provided for the other outdoor lighting types. Three outdoor lighting types—including bollards along the multi-use trail, bollards within pedestrian plazas, and lamps along the south perimeter—exceed 2,500 lumens per light. Lamps along the south perimeter do not appear to be Fully Shielded. The plans do not include information about wall-mounted fixtures or lighting fixtures mounted to soffits.

fixtures affixed to Buildings for the purposes of lighting Parking Areas • Outdoor lighting shall be aimed and Fully Shielded so that the direct illumination is confined to the property boundaries of the source	Staff recommends a condition of approval requiring the Applicant to revise the photometric study to demonstrate compliance with maximum lumens and Fully Shielded fixture requirements. Staff recommends a condition of approval requiring the Applicant to submit a lighting plan as part of the Construction Mitigation Plan for the project prior to issuance of a Building Permit.
K. Trash and recycling enclosures shall be: 1. Screened by landscaping, Fencing, berms or other devices integral to overall Site and Building design 2. Designed and constructed of materials that are Compatible with the proposed or existing Building and with surrounding Structures. The enclosure's design, construction, and materials shall be substantial and consisting of masonry, steel, or other materials approved by the Planning and Building Department and capable of sustaining active use by residents and trash/recycling haulers. The design shall, if physically possible, include both a pedestrian door and a truck door or gate 3. Well maintained, including prompt repair and replacement of damaged gates, Fences and plants 4. Designed so that openings of enclosures are oriented away from public view or Screened with sturdy gates wide enough to allow easy Access for trash collection	**Condition of approval recommended** The trash enclosure is located within the Building behind large roll-up doors and is accessed by the service entrance on the east perimeter. The service entrance includes screening in the form of doors painted to match the surrounding façade and a planted median island with trees. Staff recommends a condition of approval requiring the Applicant to demonstrate that convenient pedestrian Access to trash and recycling containers will be provided within the MPD. Refer to Section VI for additional analysis of off-street loading areas.
L. Mechanical equipment shall be painted to match the surrounding wall color or painted or Screened to blend with the surrounding natural terrain. Roof mounted equipment and vents shall be painted to match the roof and/or adjacent wall color and shall be Screened or integrated into the design of the Structure.	**Condition of approval recommended** Much of the project's mechanical equipment is in the underground garage. Roof mounted equipment and elevator penthouses are screened. Staff recommends a condition of approval requiring mechanical equipment at ground level or

	affixed to exterior walls to be painted to match the surrounding wall color or painted or Screened to blend with the surrounding natural terrain.
M. Patios and driveways. A Building Permit is required for all non-bearing concrete flatwork, asphalt, and/or any Impervious Surface, regardless of size or area.	The Applicant will meet the requirements of this section with the issuance of a Building Permit.
N. Landscaping. The following standards apply: • At least 50% of the Landscaped Area shall be Water Wise Landscaping containing approved non-invasive drought tolerant plants and/or minimal irrigation • Gravel is only allowed as an approved walkway, patio, as part of a drainage plan, or as defensible space. Gravel is prohibited in areas adjacent to the Right-of-Way • Significant Vegetation preservation shall be prioritized • Artificial turf is allowed in limited quantities on decks, pathways, recreation and play areas. Installation of artificial turf shall not pool water and be installed to allow for drainage • Irrigated lawn and turf areas are limited to 20% of the allowed Limits of Disturbance that is not covered by Buildings, Structures, Impervious Surfaces, or Active Recreation Areas	The project description states the project will feature Water Wise Landscaping. Staff recommends a condition of approval to ensure compliance with the City's Water Wise Landscaping requirements. The project includes the removal of 109 trees, many of which meet the definition of Significant Vegetation in LMC § 15-15-1 (see Exhibit A, Sheet MPD-027: Tree Demo Plan). An arborist evaluated trees outside of the construction footprint and concluded seven spruce trees in the northwest portion of the Property could be retained with appropriate treatment (see Exhibit F). Staff recommends a condition of approval requiring the submittal of an updated landscaping plan demonstrating compliance with the requirements governing removal and replacement of Significant Vegetation. Areas where irrigated lawn and artificial turf will be placed have not yet been identified. Staff recommends a condition of approval requiring compliance with regulations for irrigated lawns and artificial turf.

Façade Length and Variations

LMC § 15-5-8(B) states Structures that exceed 120 feet in length on any façade shall provide a prominent shift in the mass of the Structure at each 120 foot interval. The shift shall be in the form of either a 15-foot change in Building Façade alignment or a 15 foot change in Building Height.

Each Building façade exceeds 120 feet in length. Refer to Exhibit A, Sheets MPD-205-206 for illustrations of compliant façade variations. Figure 22 is an illustration of variation along the primary (west facing) façade fronting Park Avenue.

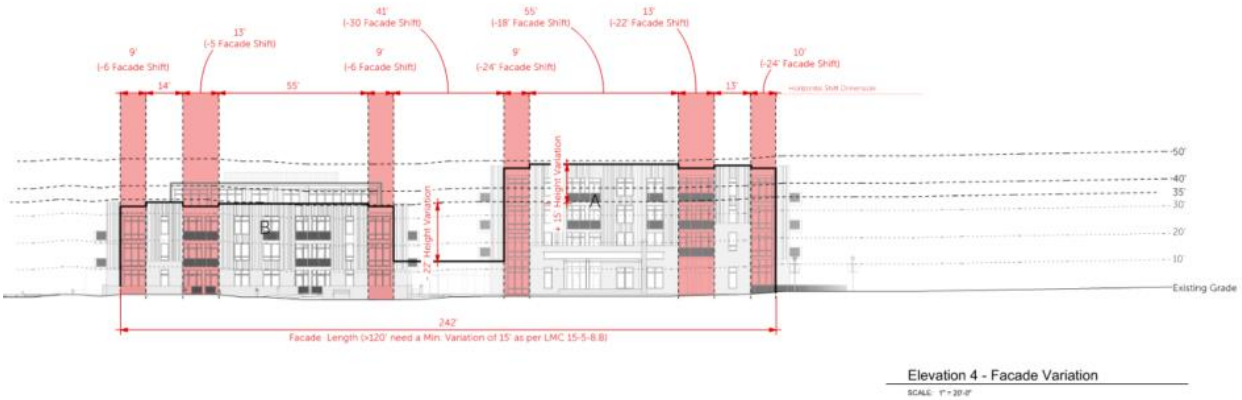


***Figure 22**: Façade variation on the west facing façade fronting Park Avenue.*

(VIII) Affordable Housing

The Applicant continues to work with the Housing Team to complete an analysis of their Housing Mitigation Plan.

(IX) Additional Requirements

Soils Ordinance
1800 Park Avenue is in the Soils Ordinance Boundary.[12] Soils in this Area are impacted by the presence of historic mill tailings. Within this Area, projects must comply with specific landscaping, soil management, and dust control requirements to protect the health and safety of Park City residents.

The Applicant submitted a geotechnical investigation completed in February 2022 (Exhibit G). The investigation found low levels of arsenic, barium, cadmium, and lead near surface soil on the Site.

A condition of approval to ensure excavation, landscaping, and ongoing Site management that satisfy public health regulations is recommended.

[12] LMC § 11-15-1

Historic Site Report
In 1948, the Daughters of Utah Pioneers (DUP) erected a marker in the northeast corner of the project Site commemorating the first family of settlers in Park City (see Figure 23). The Applicant submitted a historic site assessment (Exhibit H) of the marker and later addition of a bell, which was moved from town hall. The bell appears to have been painted numerous times and, according to the report, has lost integrity of location, design, setting, materials, workmanship, and association. The report concluded that the marker and bell—collectively, the "monument"—is not eligible for the National Register of Historic Places and that the project would not have an effect on significant historic resources.

***Figure 23**: Historic monument at the northeast corner of the project Site.*

The Applicant proposes to rehabilitate the monument and maintain it in its current location. Once the City finalizes the proposed pedestrian tunnel design under Kearns Boulevard, the Owner is open to relocating the monument to an alternative location on the Site.

Child Care
LMC § 15-6-5(K) states a Site designated and planned for a Child Care Center may be required for all new Multi-Family Dwellings within an MPD if the Planning Commission determines that the project will create additional demands for Child Care. The Applicant does not propose a Child Care Center. The Applicant identified nine Child Care Centers within 3/4-mile of the project Site (refer to Exhibit A, Sheet MPD-013: Walk/Bike/Childcare Study).

(X) General Plan Analysis
The General Plan envisions Bonanza Park as a neighborhood in which locals live and work (Neighborhood Strategy 3.1). "As outdated buildings are replaced and existing buildings expand, the neighborhood will evolve into a local, mixed-use district." The Plan

calls for a concentration of multifamily residential uses within the neighborhood.

The General Plan also highlights the neighborhood as a local employment hub (Neighborhood Strategy 3.2), underscoring the importance of creating "a desirable mixed use neighborhood in which existing and new businesses choose to call home."

Given its location at the intersection of the City's entry corridors, Bonanza Park is "geographically tied to the Park City entry experience" (Neighborhood Strategy 3.6). The General Plan states that scenic views "should be preserved and enhanced" and identifies the FPZ as a significant tool in helping to:

- Preserve scenic view corridors;
- Provide significant landscaped buffer between development and highway uses
- Restrict the location and height of structures
- Allow for future pedestrian and vehicular improvements along the highway corridors

In part due to its central location, connectivity is paramount to the future of Bonanza Park (Neighborhood Strategy 3.4). The General Plan calls for fixing existing "disconnection" by introducing sidewalks, trails, and other connections within the neighborhood.

1800 Park Avenue is the only Property in Bonanza Park with frontage on both Park Avenue and Kearns Boulevard. Because of its heightened visibility along the major entry corridors, this Site is central to the neighborhood's goals of vibrant, mixed-use development, protection of scenic corridors, and connection of bicycle and pedestrian networks.

Although the Application was vested prior to adoption of the Bonanza Park Small Area Plan, the General Plan references a draft version of an earlier neighborhood plan and highlights the neighborhood plan as expanding on the vision and goals of the General Plan. The Applicant references the Bonanza Park Small Area Plan in a letter supplementing their submitted parking analysis (Exhibit E).

(XI) Conditional Use Permit

LMC § 15-1-10(E) states that the Planning Commission must review each of the following items when considering whether the proposed Conditional Use addresses the items and mitigates associated impacts:

Item	Analysis
1. Size and location of the Site	The project Site is a 4.47-acre metes-and-bounds parcel in the GC Zoning District and FPZ. The project includes creating a Lot and redeveloping the Site with a mixed-use Development. Refer to Section XIII for analysis of Subdivision requirements.
2. Traffic considerations including capacity of the existing Streets in the Area	The Applicant's draft Traffic Impact Study is attached as Exhibit C and additional mitigations would improve intersection Level of Service.
3. Utility capacity, including Storm Water run-off	Staff recommends a Condition of Approval requiring the Applicant to submit a storm water run-off and drainage plan that is compliant with Park City's Storm Water Management Plan. The plan shall be included with the building plans prior to issuance of any Building Permit.
4. Emergency vehicle Access	The project includes plazas fronting Park Avenue and Kearns Boulevard designed to accommodate emergency vehicle Access (Refer to Exhibit A, Sheet MPD-023: Site Plan).
5. Location and amount of off-Street parking	Refer to Section VI for analysis of off-Street parking and determine if the Applicant's Parking Analysis justifies a reduction in off-Street parking.
6. Internal vehicular and pedestrian circulation system	Circulation for pedestrians and cyclists is mostly limited to the perimeter of the Site, with a multi-use trail providing access along the north, east, and west perimeters, and a sidewalk providing an additional connection along the south perimeter. Several smaller paths connect the multi-use trail to plazas and Building entries, particularly along the north façade. Vehicles access surface Parking Spaces via driveways on adjacent properties to the south and east. A drop-off Area is in the southwest corner of the project Site, with access on Park Avenue. Access to the underground parking garage is on Kearns Boulevard.
7. Fencing, Screening, and landscaping to separate the Use from adjoining Uses	Landscaped Areas are included along the north and west perimeters within the FPZ. Surface parking is included along the south and east perimeters adjacent to property lines. Refer to Exhibit A, Sheets MPD-025: Planting Plan and MPD-026: Landscape Buffer Type Analysis for additional information.

8. Building mass, bulk, and orientation, and the location of Buildings on the Site, including orientation to Buildings on adjoining Lots	The project meets required Setbacks and density. Refer to Section IV for analysis of additional requested Building Height. Refer to Exhibit A, Sheets MPD-030-031: Contextual Analysis for images showing the project in relation to surrounding properties and Rights-of-Way.
9. Usable Open Space	Refer to Section V for analysis of Open Space.
10. Signs and lighting	All signage must be compliant with Title 12 of the Municipal Code of Park City and requires a Sign Permit. Refer to Section VII for analysis of outdoor lighting.
11. Physical design and Compatibility with surrounding Structures in mass, scale, style, design, and architectural detailing	The project features a contemporary design with wood, stone veneer, and steel finishes. Refer to Exhibit A, Sheets MPD-030-031: Contextual Analysis for images showing the project in relation to surrounding properties and Rights-of-Way. Refer to Exhibit A, Sheets MPD-301-305 for Building elevations and renderings.
12. Noise, vibration, odors, steam, or other mechanical factors that might affect people and Property Off-Site	Outside of typical construction noise and vibration, the project will not generate noise and vibration that will affect people and Property Off-Site. Both the construction and operational phases of the project are required to comply with the City's Noise Ordinance in Municipal Code of Park City Chapter 6-3. Trash and recycling containers are located within the Building behind large roll-up doors. These facilities are unlikely to generate odors affecting people and Property Off-Site. Refer to Section VII for additional analysis.
13. Control of delivery and service vehicles, loading and unloading zones, and Screening of trash and recycling pickup Areas	Refer to Section VI for analysis of loading and unloading areas. Refer to Section XII for analysis of trash and recycling enclosures.
14. Expected Ownership and	The Applicant is working with staff to provide additional information about the

management of the project as primary residences, Condominiums, time interval Ownership, Nightly Rental, or commercial tenancies, how the form of Ownership affects taxing entities	expected ownership and management of the project.
15. Within and adjoining the Site, Environmentally Sensitive Lands, Physical Mine Hazards, Historic Mine Waste and Park City Soils Ordinance, Steep Slopes, and appropriateness of the proposed Structure to the existing topography of the Site	The project Site is not within the Sensitive Land Overlay or Mining Hazard Ordinance Overlay. The project Site does not include Steep Slopes. The project Site is within the Soils Ordinance Boundary. Refer to Section IX for analysis of soils and conditions of approval to ensure excavation, landscaping, and ongoing Site management associated with the project do not create negative public health impacts.
16. Reviewed for consistency with the goals and objectives of the Park City General Plan; however such review for consistency shall not alone be binding	Refer to Section X for General Plan analysis.

(XII) Master Planned Development

LMC § 15-6-6 states the Planning Commission must make the following findings in order to approve an MPD:

Criteria	Analysis
A. Complies with all requirements of the LMC	This Staff Report and any future Draft Final Action Letter include analysis of LMC requirements and recommended conditions of approval to ensure compliance with the code.
B. Meets the minimum requirements of Section 15-6-5	Refer to Section II for analysis of project density. Refer to Section III for analysis of Setbacks and Site Planning requirements. Refer to Section V for analysis of Open Space. Refer to Section VI for analysis of Off-Street Parking. Refer to Section IV for analysis of Building Height. Refer to Section VII for analysis of Landscaping, Outdoor Lighting, and Architectural Design Guidelines. Refer to Section IX for analysis of Child Care, Historic Sites, and Soils Ordinance requirements. Refer to Section X for General Plan analysis. The Applicant continues to work with the Housing Team to complete analysis of the Housing Mitigation Plan.
C. Provides the highest value of Open Space, as determined by the Planning Commission	Refer to Section V for analysis of Open Space.
D. Strengthen and enhances the	The proposed Uses are consistent with the resort character of Park City.

resort character of Park City	Refer to Section VII for analysis of the project's architectural features. LMC § 15-2.20-1 states that one of the purposes of the FPZ is to "preserve and enhance the rural resort character of Park City's entry corridor." A significant portion of the Building Footprint—approximately 17%—is in the FPZ and requires a CUP.
E. Compliments the natural features on the Site and preserves significant features or vegetation to the extent possible	The project Site is developed with an existing hotel and surface parking. The project includes the removal of 109 trees, many of which meet the definition of Significant Vegetation in LMC § 15-15-1 (see Exhibit A, Sheet MPD-027: Tree Demo Plan). Refer to Section VII for additional analysis.
F. Is Compatible in Use, scale, and mass with adjacent Properties, and promotes neighborhood Compatibility, and Historic Compatibility, where appropriate, and protects residential neighborhoods and Uses	Refer to Section X for General Plan analysis, including a review of goals for the Bonanza Park neighborhood. Refer to Exhibit A, Sheets MPD-030-031: Contextual Analysis for images showing the project in relation to surrounding properties and Rights-of-Way. Refer to Exhibit A, Sheets MPD-301-305 for Building elevations and renderings.
G. Provides amenities to the community so that there is no net loss of community amenities	Community amenities in the project Application include: • A trail along the north, east, and west perimeters; • Space for Uses to activate the trail, including a coffee shop and possible food truck; • A plaza with benches at the northwest corner of the project Site; • Plazas and community art space along Kearns Boulevard; and • Space for a Summit Bike Share station at the southwest corner of the project Site

	No existing community amenities will be removed. An existing Historic monument will be preserved in place. Refer to Section IX for analysis of the monument.
H. Is consistent with the employee Affordable Housing requirements as adopted by the City Council at the time staff determined the Application to be complete	The Applicant continues to work with the Housing Team to complete analysis of the Housing Mitigation Plan.
I. Meets the Sensitive Lands requirements of the LMC and is designed to place Development on the most developable land and least visually obtrusive portions of the Site	The project is not within the Sensitive Land Overlay. The project is in the FPZ, whose purposes include preserving Park City's scenic view corridors and providing significant landscaped buffers.[13] The project includes significant development within the FPZ. Roughly 17% of the Building Footprint is in the FPZ. Substantial portions of the Building outside of the FPZ are well below the maximum Building Height, as shown in Figure 5.
J. Promotes the Use of non-vehicular forms of transportation through design and by providing trail connections	The project includes a multi-use trail along the north, east, and west perimeters. The project includes space for a future connection to an anticipated pedestrian tunnel under Kearns Boulevard (see Exhibit A, Sheet MPD-023: Site Plan).
K. Was noticed and the Planning Commission held a public hearing in accordance with this Chapter	**Complies** Refer to noticing requirements at the end of the Staff Report for additional information.
L. Incorporates best planning practices for sustainable development, including water conservation measures and	The project description notes the Development was designed with "sustainable design principles and methods" in mind. The project includes the following sustainable design features (see Exhibit A, Sheets MPD-001: Cover Sheet and MPD-015: Required Findings & Conclusions of Law):

[13] LMC § 15-2.20-1

energy efficient design and construction, per the Residential and Commercial Energy and Green Building program and codes adopted by the Park City Building Department in effect at the time of the Application	• Significant reduction in impervious surface Area • Water Wise landscaping • High performance mechanical systems • Insulated thermal envelope • All-electric multifamily units • Windows designed for high performance in mountain climates • Exterior insulation exceeding requirements of the Building Code • Landscaped bioswales • Solar photovoltaic (PV)-ready Building design • EV Charging Stations exceeding the minimum LMC requirements
M. Addresses and mitigates Physical Mine Hazards according to accepted City regulations and policies	**Complies** The project is not within the Mining Hazard Ordinance Overlay.
N. Addresses and mitigates Historic Mine Waste and complies with the requirements of the Park City Soils Boundary Ordinance	Refer to Exhibit G for the Applicant's geotechnical investigation. Refer to Section IX for analysis of Historic Mine Waste on the project Site and the Soils Ordinance.
O. Addresses Historic Structures and Sites on the Property, according to accepted City regulations and policies, and any applicable Historic Preservation Plan	**Complies** The project Site includes a Historic monument. Refer to Section IX for analysis of the monument and conditions of approval to ensure its preservation.
P. Addresses and mitigates traffic	The Applicant's draft traffic impact study is attached as Exhibit C. Further mitigations will be required to improve Level of Service.

(XIII) Subdivision

LMC § 15-7.1 includes subdivision procedures and regulations.

The project involves creating one Lot for the 4.47-acre metes-and-bounds parcel.

Approval of a Final Subdivision Plat requires the Planning Commission to make a finding of Good Cause.[14] LMC § 15-15-1 defines Good Cause as "Providing positive benefits and mitigating negative impacts, determined on a case by case basis to include such things as: providing public amenities and benefits, resolving existing issues and non-conformities, addressing issues related to density, promoting excellent and sustainable design, utilizing best planning and design practices, preserving the character of the neighborhood and of Park City and furthering the health, safety, and welfare of the Park City community."

There is Good Cause for the Subdivision because it resolves an existing issue by recording a metes-and-bounds parcel as a Lot.

Department Review

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

Notice

This item was continued from the September 25, 2024, Planning Commission meeting. Staff published notice on the City's website and the Utah Public Notice website and posted notice to the property on August 9, 2024. The *Park Record* published courtesy notice on August 14, 2024.[15]

Public Input

Public input is included in Exhibit I.

Exhibits

A: Park & Kearns Redevelopment Plan Set dated October 9, 2024
B: Applicant's Request for Notice of Action
C: Draft Traffic Impact Study
D: Parking Management Plan
E: Applicant's Surface Parking Analysis
F: Draft Arborist Report
G: Geotechnical Investigation
H: Historic Site Assessment
I: Public Comment

[14] LMC § 15-7.1-6(C)
[15] LMC § 15-1-21

Singerman Real Estate

Park & Kearns Redevelopment

(Yarrow Mixed Use)

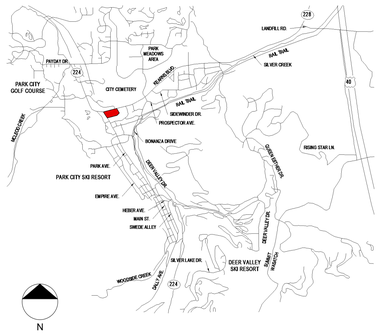
1800 Park Avenue, Park City, UT 84060

EWG Project # 2023-31

MPD & CUP

10/09/2023 (Rev. 10/09/2024)

VICINITY MAP



PROJECT CONTACT INFORMATION

OWNER	ARCHITECT
YARROW HOTEL OWNER, LLC SINGERMAN REAL STATE 980 NORTH MICHIGAN AVE. STE. 1700 CHICAGO, IL 60611 CONTACT: SETH SINGERMAN PHONE: 312.544.9645	ELLIOTT WORKGROUP, LLC 1441 WEST UTE BLVD. SUITE 100 PARK CITY, UTAH 84098 CONTACT: CARLA LEHIGH PHONE: 435.649.0092 EXT. 316
CIVIL ENGINEER	**LANDSCAPE ARCHITECTURE**
TALISMAN CIVIL CONSULTANTS 1588 SOUTH MAIN ST. SALT LAKE CITY, UTAH 84115 CONTACT: DAN BOURQUE PHONE: 801.743.1300	ELLIOTT WORKGROUP, LLC 1441 WEST UTE BLVD. SUITE 100 PARK CITY, UTAH 84098 CONTACT: BART WOLTHIUS PHONE: 435.649.0092 EXT. 321
ELECTRICAL ENGINEER	**TRANSPORTATION ENGINEER**
VAN BOERUM & FRANK ASSOCIATTES 330 S 300 E SUITE 200 SALT LAKE CITY, UTAH 84111 CONTACT: LEWIS WONG PHONE: 801.530.3148	HALES ENGINEERING 1220 NORTH 500 WEST, STE 202 LEHI, UTAH 84043 CONTACT: JOSEPH BROWNING PHONE: 801.766.4343

LMC ANALYSIS

Existing Zone
General Commercial (GC)

Total Site Area
- 194,713 SF / 4.47 Acres

Master Plan Requirements

* Density:
- Based on Site Suitability Analysis (Refer to MPD-004)

* Open Space per LMC 15-6-5 D.1:
- Minimum Open Space: 35% (Refer to MPD-006)

* Set Backs per LMC 15-2.18-3 & 15-2.20-4:
Front Set Back: 30' (FPZ)
Side and Back: 25' (MPD)

* Building Height per LMC 15-2.18-4:
Building Height: 35'
Building Height Gable Roof: 40'
Building Height Mechanical Screening: +5'
Building Height Elevator: +8'

* Additional Building Height per LMC 15-6-5 F if:
- Density is not increased (Refer to MPD-004)
- Minimized visual impact (Refer to MPD-203 & 204)
- Appropriate Landscape & Buffering (Refer to MDP-007)
- Increased Set Backs (Refer to MPD-011)
- Increased Open Space (Refer to MPD-010)

* Site Planning per LMC 15-6-5 G:
- Based on Site Suitability Analysis (Refer to MPD-004 & MPD-004.1)

* Parking per LMC 15-3-6:
Hotel, Minor and Major
1 Space per room or suite and 1 space per 200 sf of leasable commercial space (Refer to MPD-090 & 010)

Multi-Unit Dwelling (Affordable Housing)
<1000 SF = 1 per unit
1000-2000 SF = 1.5 Spaces per Unit
>2000 SF = 2 Spaces per Unit

* Bicycle Parking per LMC 15-3-9:
Outdoor Bicycle
10 % of Required Off Street Parking
-Required Parking Stalls: 374 stalls
-Required Outdoor Bicycle Parking: 37.4
-Provided Outdoor Bicycle Parking: 40 (Refer to MPD-100 & 101)

Enclose Bicycle Storage
1 Bike per 3 Dwellings & 1 Bike every 10 Employees
-Required Bicycle Storage: 77 stalls (231 Dwelling Units/3)
-Provided Bicycle Stalls: 932 SF Bike Storage (Refer to MPD-101)

DRAWING INDEX

MPD-001	Cover Sheet
MPD-002	Density - Site Suitability Analysis
MPD-003	Set Backs Analysis
MPD-004	Open Space Analysis
MPD-005	Off-Street Parking Analysis 1
MPD-006	Off-Street Parking Analysis 2
MPD-006.1	Parking Analysis - Hales Engineering
MPD-007	Parking Management Plan
MPD-008	Building Height Analysis
MPD-009	Site Planning Analysis
MPD-010	Landscape and Lighting Analysis
MPD-011	Sensitive Lands & Mine Hazard
MPD-012	Housing Mitigation Plan
MPD-012.1	Housing Mitigation Plan
MPD-013	Walk/Bike/Childcare Study
MPD-014	Historic Site Report
MPD-015	Required Findings & Conclusions of Law
MPD-016	Unit Equivalent Calculations
MPD-017	Community Benefits
MPD-018	Bike Storage Analysis
MPD-020.	Aerial View
MPD-021	Existing Conditions / Survey
MPD-022.	Survey
MPD-023.	Site Plan
MPD-024.	Grading Plan
MPD-025.	Landscape Plan
MPD-026.	Landscape Buffer Type Analysis
MPD-027.	Tree Demo
MPD-028.	Uitlity Plan
MPD-029.	Snow Storage Plan
MPD-030.	Contextual Analysis
MPD-031	Contextual Analysis
MPD-032	Photometric Study
MPD-033	Lighting Cut Sheet
MPD-034	Solar Study
MPD-035	Public Transportation
MPD-036	Comparisons
MPD-100	Parking Level -1
MPD-101	Level 1
MPD-102	Level 2
MPD-103	Level 3
MPD-104	Level 4
MPD-105	Roof Over Topography
MPD-201	Elevations
MPD-202	Elevations
MPD-203	Height Analysis
MPD-204	Height Analysis
MPD-205	Facade Variation
MPD-206	Facade Variation
MPD-301	Rendered Elevations
MPD-302	Rendered Elevations
MPD-303	Renderings
MPD-304	Renderings
MPD-305	Renderings

Total Units
- Block A: (15) studios, (12) 1 bed,(09) 2 bed
- Block B: (10) studios, (18) 1 bed,(09) 2 bed,(2) 3+bed
- Block C: (25) studios, (02) 1 bed,(15) 2 bed,(4) 3+bed
- Block D: (23) studios, (14) 1 bed,(09) 2 bed,(3) 3+bed
- Block E: (18) studios, (42) 1 bed

Total.....(91) studios, (88) 1 bed, (42) 2 bed, (9) 3+ bed
230 Units

Total Building Areas
- Level -1: (106,387 SF)
- Level 1: 81,193 SF
- Level 2: 63,875 SF
- Level 3: 62,007 SF
- Level 4: 45,739 SF

Total.....252,814 SF

PROJECT DESCRIPTION

This amendment to the MPD and CUP for the above referenced project represents a response to comments and input received from the Park City Planning Commission during the previous work sessions. We have modified the design in response to the comments received and are proceeding with the MPD while the AMPD portion of the application has now been integrated into a single MPD. The amended MPD Application for 1800 Park Avenue still proposes a complete redevelopment of the site. The redevelopment will require the demolition of the existing 182 room hotel structure and construction of a new mixed-use project on the site.

One of the goals of the project team is to create a project that serves as a gateway, transitioning from the Frontage Protection Zone to this mixed-use redevelopment and the entire Bonanza Park redevelopment area beyond. In keeping with requests from Planning Commissioners, the modified submittal breaks up the building masses and moves the buildings back from Kearns Boulevard and Park Avenue. This materially opens up the site and reduces the impression of the buildings along both streets.

The design removes the existing surface parking along Kearns Boulevard, Park Avenue, and along the property line adjacent to Holiday Village. Most of the parking servicing the project will be within an underground parking garage accessed off Kearns Boulevard with a consolidated curb cut directly across from the Jess Reid Building's eastern parking lot entrance. The entrance to the parking garage will be between the two existing, poorly functioning, curb cuts. The existing curb cuts will be removed. This revision of curb cuts will accommodate the latest designs for a grade-separated pedestrian crossing near
Snow Creek Boulevard. And, the existing parking along Park Avenue and Kearns Boulevard will be redeveloped as open space within the Frontage Protection Zone, improving the aesthetic presence at one of the primary entrances into Park City.

The project as planned accommodates the tunnel studies that were developed at the Kearns Boulevard and Snow Creek drive intersection. When and if the City decides to move forward with the tunnel project(s) the current concepts can be executed with this design. The design also envisions a new pedestrian and bicycle trail along Park and Kearns. This will remove the minimal sidewalk along both streets and create a more attractive and safer pedestrian experience.

Commercial and Meeting Spaces, will be located along the South and East perimeters of the site. The design includes a sidewalk in front of these spaces and provides adjacent pull-in parking to accommodate the commercial uses. The design implements concepts planned for this area under the General Plan and the contemplated redevelopment of the district.

Entrance to the lobby for the nightly rental condominiums is proposed through the existing south curb cut along Park Avenue, while the north curb cut on Park Avenue will be abandoned.

As proposed, the building is developed as five building blocks that are connected four levels. Four of the building blocks contain nightly rental condominiums and the fifth block is comprised of rental affordable housing units. Creation of these building blocks reduces the visual mass of the project by creating substantial openings along the perimeter of the project. The improved building massing and increased setbacks are made possible through the use of a height exception allowed within the LMC MPD section of the code. The three blocks along Kearns Boulevard Protection Zones are designed at three stories with a forth story that is set back from the primary building facades outside the 100' FPZ. Block A which contains the main entrance to the building is entirely outside of the 100' Frontage Protection Zone at four stories.

Redevelopment of the existing hotel site will result in a project that significantly reduces the impervious surface area, and enhances the street frontage and pedestrian experience, while taking advantage of water-wise landscaping and minimizing water run-off. The design of the project also incorporates the following sustainable design principles and methods: efficient use of space, high performance mechanical systems, industry leading insulated thermal envelope, gray field development, proximate location to pedestrian pathways and public transportation, in addition to other sustainable techniques.

As a mixed-use project, a parking management plan will be submitted to describe the shared use parking concepts allowing for a reduction in overall parking requirements.

This project represents a great opportunity to improve the current condition of the project site and to provide a catalyst for the redevelopment of the surrounding district. The project team looks forward to working with the City on this project.

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10/09/2023 (Rev. 10/09/2024)
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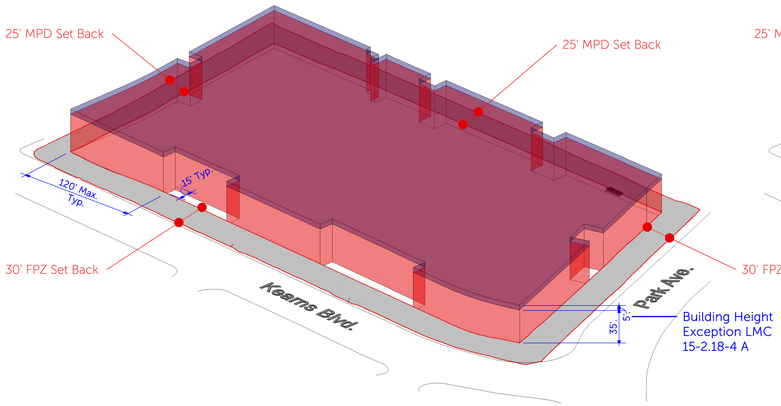
Cover Sheet

MPD-001

LMC 15-6-5 A. MPD Requirements - Density

The Planning Commission shall approve the type of Development, number of units, and Density permitted on a given Master Planned Development Site based on a Site Suitability Analysis. The Master Planned Development shall not exceed the maximum Density in the Zoning District, except as otherwise provided in this Section. The Site shall be looked at in its entirety, including all adjacent Property under the same ownership, and the Density shall be located in the locations that support the goals set forth in Section 15-6-1.

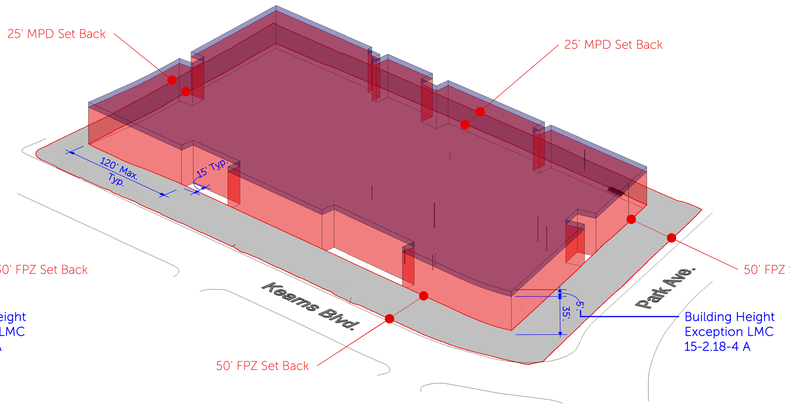
Refer to Site Suitability Analysis at 30', 50' and 100' FPZ Set Back below. In all cases the proposed density is less than allowed.



Buildable Volume at 30' FPZ

427,424 SQ FT (3 Floor Plates Above Grade)

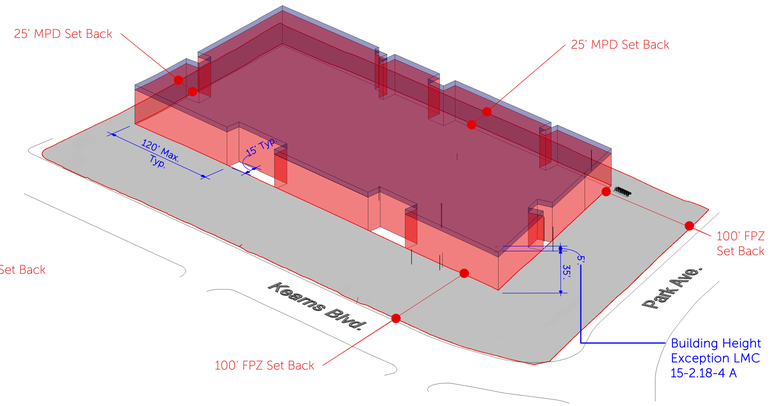
4,986,609 CF



Buildable Volume at 50' FPZ

380,486 SQ FT (3 Floor Plates Above Grade)

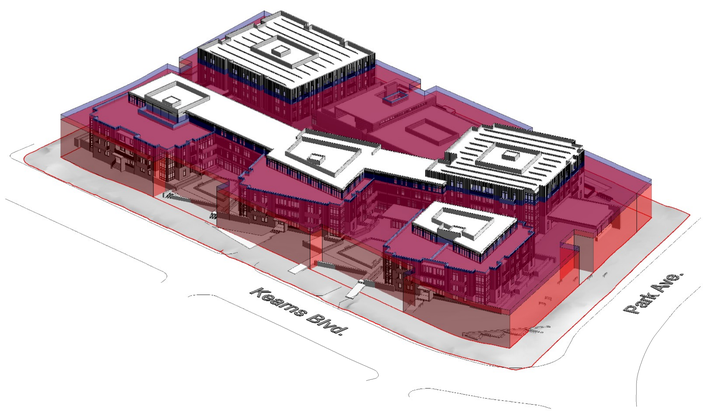
4,439,001 CF



Buildable Volume at 100' FPZ

269,749 SQ FT (3 Floor Plates Above Grade)

3,147,071 CF

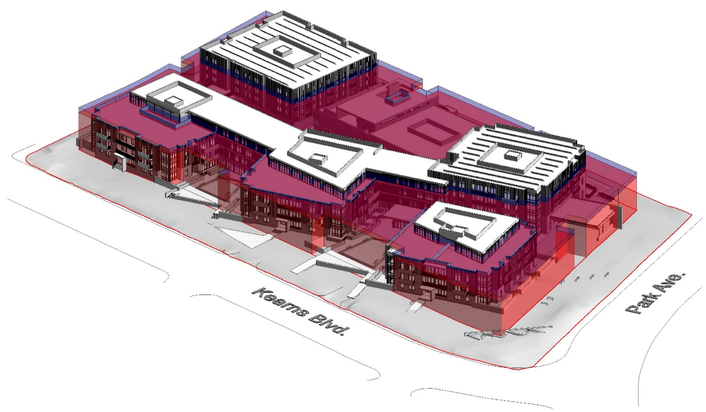


Proposed Development at 30' FPZ

252,814 SF

2,762,291 CF

- Allowable CF with 30' FPZ Set Back.....4,986,609 CF
- Proposed CF with 30' FPZ Set Back.....2,762,291 CF
- 45% LESS THAN ALLOWED

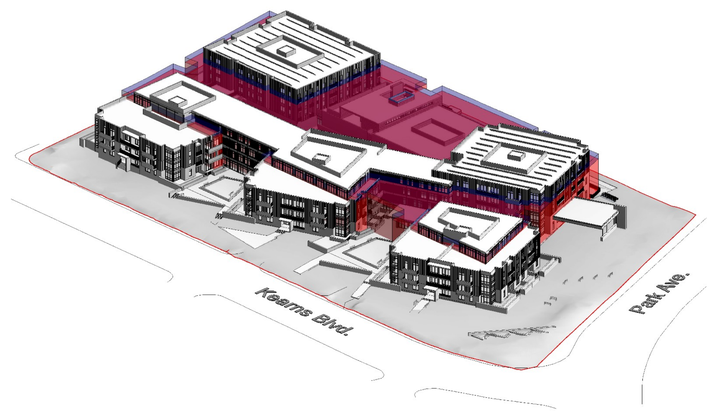


Proposed Development at 50' FPZ

252,814 SF

2,762,291 CF

- Allowable CF with 30' FPZ Set Back.....4,439,001 CF
- Proposed CF with 30' FPZ Set Back.....2,762,291 CF
- 38% LESS THAN ALLOWED



Proposed Development at 100' FPZ

252,814 SF

2,762,291 CF

- Allowable CF with 30' FPZ Set Back.....3,147,071 CF
- Proposed CF with 30' FPZ Set Back.....2,762,291 CF
- 12% LESS THAN ALLOWED

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06/26/24

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Park & Kearns Redevelopment

MPD-002

Density - Site Suitability Analysis

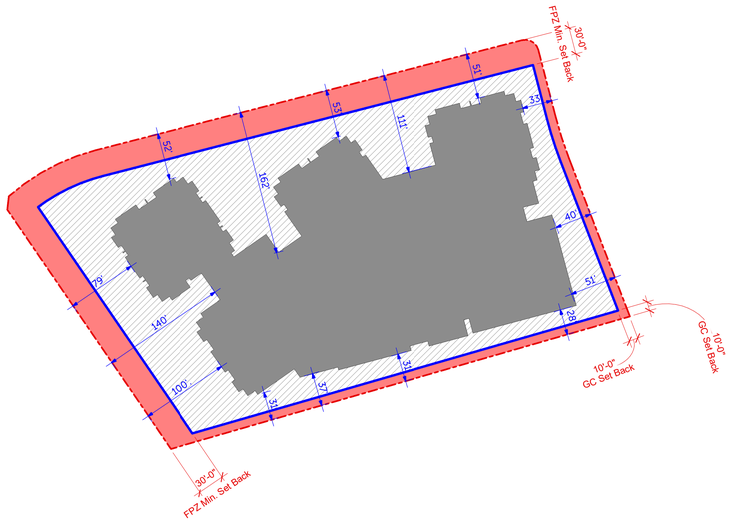
LMC 15-2.18-3 GC Lot & Site Requirements

Except as may otherwise be provided in this Code, no Building Permit shall be issued for a Lot unless such Lot has the Area, width, and depth as required, and Frontage on a Street shown as a private or Public Street on the Streets Master Plan, or on a private easement connecting the Lot to a Street shown on the Streets Master Plan. All Development activity must comply with the following minimum yards:

A. FRONT SETBACK. The minimum Front Setback is twenty feet (20') for all Main and Accessory Buildings and Uses. The twenty foot (20') Front Setback may be reduced to ten feet (10'), provided all on-Site parking is at the rear of the Property or underground. The Frontage Protection Overlay Zone (FPZ) requires a minimum landscaped buffer of thirty-feet (30') in width abutting the Street. See Section 15-2.20.
A 30' Front Setback has been apply, property is located within the FPZ. Encouraging reduction of Setback if parking is at rear of property or underground, which is the case of the proposed development.

B. REAR SETBACK. The minimum Rear Setback is ten feet (10'). The Prospector Overlay allows reduced site requirements for designated Affected Lots. See Section 15-1-2.18-3(I).
A 10' Rear Setback has been apply to analysis below.

C. SIDE SETBACK. The minimum Side Set Back is ten feet (10').
A 10' Side Setback has been apply to analysis below.



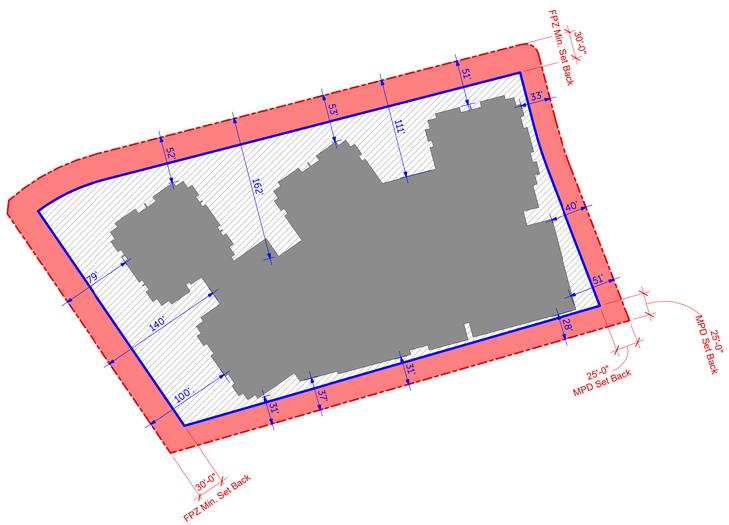
Property	194,652 SF (4.5 Acres)
Set Back Area	35,876 SF
Area of Increased Set Back	65,664 SF
Proposed Footprint	93,112 SF

- GC Increased Set Back SF..... 65,664 SF
- 183% Increase in Setback Area over GC Zone Setbacks

LMC 15-6-5 C. MPD Requirements - Set Backs

The minimum Setback around the exterior boundary of a Master Planned Development shall be twenty-five feet (25') for Parcels greater than two (2) acres. The Planning Commission may decrease the required perimeter Setback from twenty-five feet (25') for Master Planned Development Applications greater than two (2) acres to the zone-required Setback if it is necessary to provide desired architectural interest and variation

The parcel developed is over 2 acres, the side and rear set backs have been increased to 25'.



Property	194,652 SF (4.5 Acres)
Set Back Area	47,473 SF
Area of Increased Set Back	54,066 SF
Proposed Footprint	93,112 SF

- MPD Increased Set Back SF..... 54,066 SF
- 113% Increase in Setback Area over MPD Setbacks

LMC 15-2.20-4. FPZ Lot & Site Requirements

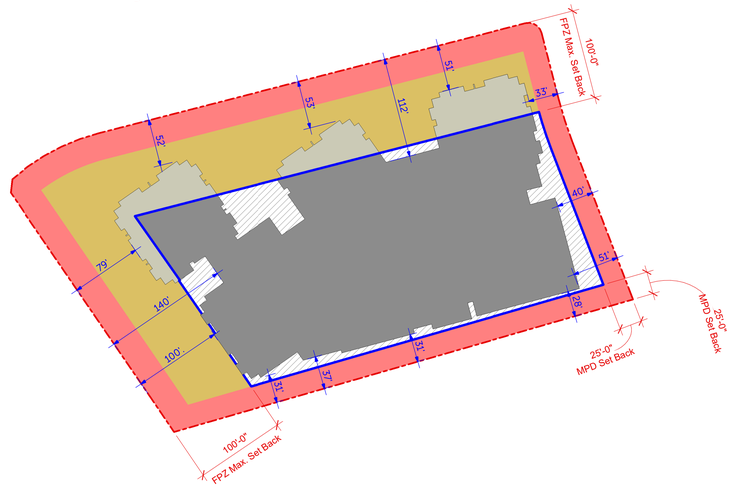
Lot and Site Requirements and Building Heights for all Development Activities and uses within the Frontage Protection Zone must be consistent with the underlying Zoning District and are subject to the following additional requirements:

A. Regardless of the zone Setback and Yard requirements, except as otherwise provided herein, no Structure shall be allowed within thirty feet (30') of the nearest highway Right-of-Way.
No Structure is being proposed within in the 30' of the nearest highway.

B. All Construction Activity, including permanent signs, in the Setback Area between thirty feet (30') and one hundred feet (100') from the nearest Right-of-Way line requires a Conditional Use permit and is subject to all applicable review criteria as stated in Section 15-1-10. Review of projects within the FPZ shall include design review criteria as stated in LMC Chapter 15-5.
A CUP Application has been submitted along with this MPD Package.

C. To minimize curb cuts, driveways, and Access to Park City's primary highways and Streets, Access to Property in the FPZ shall be from existing City Streets when possible, rather than direct highway Access. Common driveways between adjoining projects shall be used when possible. Driveways must be placed where they create the least interference with through traffic on highways. Two curb cuts are being removed and one is being relocated to a safer location. Refer to Site Plan.

D. The Planning Department shall review all proposals for pedestrian and bicycling pathways and trails through the FPZ. Trails and sidewalks may occupy Setback Areas. Open Space, preservation of view corridors, protection and enhancement of Sensitive Lands such as wetlands and meadows, and buffer Areas shall be considered in the review.
Pedestrian and Bicycling pathways, and plazas are being proposed through out the FPZ. Refer to Landscape Plan.



Property	194,652 SF (4.5 Acres)
Set Back Area	47,473 SF
Allowed Development with a CUP	54,554 SF
Area of Increased Set Back	13,244 SF
Proposed Footprint	79,420 SF
Proposed Footprint within 100' FPZ	13,693 SF

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Park & Kearns Redevelopment

MPD-003

Set Backs Analysis

LMC 15-6-5 D.1 MPD Open Space Requirements

MINIMUM REQUIRED. All Master Planned Developments shall contain a minimum of sixty percent (60%) Open Space as defined in Chapter 15-15, with the exception of the General Commercial (GC), Historic Residential Commercial (HRC), Historic Commercial Business (HCB), and the Historic Residential (HR-1 and HR-2) Zoning Districts.

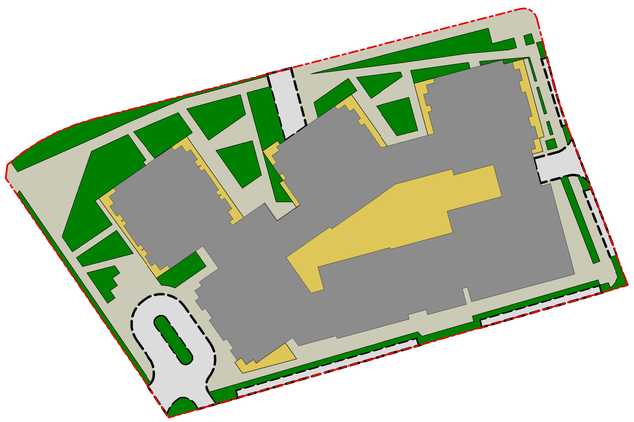
The property is located within the GC Zoning District, the minimum 60% open space does not apply.

LMC 15-6-5 D.2 MPD Open Space Requirements

The minimum Open Space requirement for redevelopment of existing Developments shall be thirty percent (30%).

a. For Applications proposing the redevelopment of existing Developments, the Planning Commission may reduce the required Open Space to thirty percent (30%) in exchange for project enhancements in excess of those otherwise required by the Land Management Code that may directly advance policies reflected in the applicable General Plan sections or more specific Area plans. Such project enhancements may include, but are not limited to, Affordable Housing, greater Landscaping buffers along public ways and public/private pedestrian Areas that provide a public benefit, increased landscape material sizes, public transit improvement, public pedestrian plazas, pedestrian way/trail linkages, Public Art, and rehabilitation of Historic Structures

The proposed Public Landscaped Open Space (greenways, pathways, plazas and other similar uses) is ‹ 41.4
Also the proposed development includes 60 Affordable Housing Units, adequate landscape buffering (Refer to MPD-025) based on adjacent land uses and enhance public landscaped areas that include public art and preservation of current Historic Structures (Refer to MPD-014).



- Property.....194,652 sq. ft. (100%)
- Surface Parking & Driveways.....15,071 sq. ft. (7.7% not included Open Space Calculation)
- Propose Building Footprint.....81,727 sq. ft. (42% not included Open Space Calculation)
- Amenity Space.....17,339 sq. ft. (8.9% not included Open Space Calculation)
- Public Plazas, Pedestrian and Bicycling Trails, Pathways, etc.....47,069 sq. ft. (24.2%)
- Public Landscaped Areas .....33,436 sq. ft. (17.2%)

- Proposed Public Plazas, Pathways, etc.....47,069 SF (24.2%)
- Proposed Public Garden, greenways, etc.....33,436 SF (17.2%)
- Provided Public Open Space ‹ 41.4% (38% over the baseline)

LMC 15-6-5 D.3 MPD Type of Open Space

The Planning Commission shall designate the preferable type and mix of Open Space for each Master Planned Development. The Commission's determination shall be based on the guidance given in the General Plan. Landscaped Open Space may be utilized for project amenities such as gardens, greenways, pathways, plazas, and other similar Uses. Open Space may not be utilized for Streets, roads, driveways, Parking Areas, Commercial Uses, or Buildings requiring a Building Permit.

The landscape plan creates a green buffer along Kearns Boulevard and Park Avenue. The plan incorporates a signature trail that wraps around the west, north, and east side of the property. Plazas are incorporated for public art and community gathering areas along Kearns Boulevard. Additional plaza space is created at the intersection of Kearns Blvd and Park Ave, and adjacdnt to the drop-off area. The south and east side of the property creates public sidewalk and gathering areas that support the commercial uses along with street trees to delineate space. See Buffer Drawing for more detail.

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Park & Kearns Redevelopment

MPD-004

Open Space Analysis

LMC 15-6-5 E.1 MPD Off Street Parking

The number of Off-Street Parking Spaces in each Master Planned Development shall not be less than the requirements of the Land Management Code, except that the Planning Commission may increase or decrease the required number of Off-Street Parking Spaces based upon a Parking analysis submitted by the Applicant at the time of Master Planned Development submittal. The Parking analysis shall contain, at a minimum, the following information: Refer to analysis below, also to Hales Engineering Report dated 10/09/2024.

1. The proposed number of vehicles required by the occupants of the project based upon the proposed Use and occupancy.

a. As a nightly-rental condominium use, the LMC requires an analysis for both a "Multi-Family Use" and a "Hotel Use. See Tables 1 & 2 below:
b. The calculations above show the Multi-Family use requires the most parking at 360.57 parking stalls.

Table 1

Park & Kearns Mixed-Use Parking Calculations (Hotel) V24 10/01/2024

	quantities		parking required		spaces required
Hotel/Condo	182				182
studio	73	keys	1	per key	73.00
1 bedroom	46	keys	1	per key	46.00
2 bedroom	42	keys	1	per key	42.00
lockout	12	keys	1	per key	12.00
3 bedroom (<2000 SF)	8	keys	1	per key	8.00
3 bedroom (>2000 SF)	1	keys	1	per key	1.00
Hotel Restaurant/Bar	7,303	square feet	1	per 200 sf	36.52
Residential (Affordable)	60				60.00
studio	18	units	1	per unit	18.00
1 bedroom	42	units	1	per unit	42.00
Retail, Multi-tenant	2,543	square feet	1	per 200 sf	12.72
Office	6,469	square feet	1	per 200 sf	32.35
					323.58
	242	keys			

Table 2

Park & Kearns Mixed-Use Parking Calculations (Multi-Family) V24 10/01/2024

	quantities		parking required		spaces required
Hotel/Condo	170				196.00
studio	73	units	1	per unit	73.00
1 bedroom	46	units	1	per unit	46.00
2 bedroom	42	units	1.5	per unit	63.00
3 bedroom (<2000 SF)	8	units	1.5	per unit	12.00
3 bedroom (>2000 SF)	1	units	2	per unit	2.00
Hotel Restaurant/Bar	7,303	square feet	1	per 100 sf	73.03
Residential (Affordable)	60				60.00
studio	18	units	1	per unit	18.00
1 bedroom	42	units	1	per unit	42.00
Retail, Multi-tenant	9,012	square feet	3.5	per 1,000 sf	31.54
Office	0	square feet	3.5	per 1,000 sf	0.00
					360.57
	230	units			

2. A Parking comparison of projects of similar size with similar occupancy type to verify the demand for occupancy Parking.

a. The existing Doubletree Hotel on the project site is in the same location, is similar in use, and is similar in key count as the proposed project. It has successfully operated as a hotel for over forty years.
ii. The existing hotel has 168 parking spaces.
iii. Below is a review of the existing hotel parking requirements using the current Land Management Code:
- Hotel Rooms: 182 - 182 spaces
- 5% of the residential Unit Equivalents for exemption - 3.570 sf
- Meeting Space: 9,437 sf - area over 5% - 5,867 sf - 29.34 spaces
- Hotel Restaurant/Lounge: 5,000 sf - area over 5% - 1,430 sf - 7.15 spaces

The current Land Management Code would require 219 spaces.
iv. The existing parking is equivalent to a 23.29% parking reduction as compared to the current Land Management Code Requirements.

b. There are few examples of similar projects locally that are in current operation. As a mixed-use project, 1800 Park has a similar occupancy type as the Newpark development, located in Kimball Junction. Though the Newpark project is significantly larger.
i. Following is a breakdown of the Newpark occupancies by type and parking.
- Commercial: 123,000 sf - 566 stalls
- The Commons Commercial: 12,500 sf - no dedicated spaces
- The Commons Residential: 38 dwelling units - no dedicated spaces
- Newpark Terrace: 60 dwelling units - 68 stalls +3 ADA spaces
- Newpark Residences: 71 townhomes - 71 spaces
- Newpark Flats: 43 Apartments - 53 spaces

ii. A concise synopsis of the parking at the Newpark Development shows that the property has 135,500 sf of commercial and 212 total residential units and a total of 761 parking spaces.
iii. The effective rate of the commercial parking is approximately 4 spaces per 1,000 sf and the residential parking is approximately .9 spaces per unit.
iv. Based on the existing uses in Newpark the parking calculations from the LMC would require approximately 1000 spaces. This is a parking reduction of approximately 24%.

c. Another example that has a similar occupancy type is Rail Central Building Three, located on Bonanza Drive in Park City, though this project is significantly smaller.
i. Following is a breakdown of the Rail Central occupancies by type and parking.
- Commercial (Wholesale): 6,500 sf - 14 spaces
- Residential: 24 units - 12 spaces
- Total parking provided - 29 spaces

ii. The parking for the residential units are calculated at .5 spaces per unit. The units are studio type units and parking is regulated by application for parking passes and have an associated nominal cost.
iii. Adding the additional 3 spaces to the commercial, the effective rate of the commercial parking is 2.3 spaces per 1,000 sf.
iv. A baseline calculation of uses would require 47 parking spaces. This a parking reduction of approximately 38%.

d. With comparison projects having parking reductions of 24% to 38% the requested 23% parking reduction is in line with these comparable projects.

3. Parking needs for non-dwelling Uses, including traffic attracted to Commercial Uses from Off-Site.

a. See parking Tables 1 & 2 below in item 1.

4. An analysis of time periods of Use for each of the Uses in the project and opportunities for shared parking by different Uses. This shall be considered only when there is Guarantee by Use covenant and deed restriction.

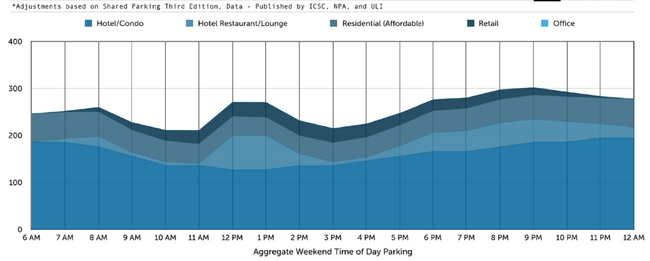
a. An analysis has been performed for time of day adjustments on both a Weekday and a Weekend based on "Shared Parking Third Edition" data, published by ICSC, NPA, and ULI. With the adjustments, the Weekday and Weekend were found to have the same parking demand. The highest demand is at 9PM with 303 spaces. See Table 3 below:

Table 3

Kearns & Park Mixed-Use Weekend Time of Day Adjustments (100% Occupancy) V24 10/01/2024

Land Use	User	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	12 AM
Hotel/Condo	Combined	95%	95%	90%	80%	70%	70%	65%	65%	70%	70%	75%	80%	85%	85%	90%	95%	95%	100%	100%
		186	186	176	157	137	137	127	127	137	137	147	157	167	167	176	186	186	196	196
Hotel Restaurant/Bar	Combined	0%	10%	30%	10%	10%	5%	100%	100%	33%	10%	10%	30%	55%	60%	70%	67%	60%	40%	30%
		0	7	22	7	7	4	73	73	24	7	7	22	40	44	51	49	44	29	22
Residential (Affordable)	Resident	100%	95%	88%	80%	75%	70%	68%	65%	65%	68%	71%	74%	77%	80%	83%	86%	89%	92%	100%
		60	57	53	48	45	42	41	39	39	41	43	44	46	48	50	52	53	55	60
Retail, Multi-tenant	Combined	1%	5%	30%	50%	70%	90%	95%	100%	100%	95%	90%	80%	75%	70%	65%	50%	30%	10%	0%
		0	2	9	16	22	28	30	32	32	30	28	25	24	22	21	16	9	3	0
Office	Combined	0%	20%	60%	80%	90%	100%	90%	80%	60%	40%	20%	10%	5%	0%	0%	0%	0%	0%	0%
		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals		247	252	261	228	212	211	271	271	232	215	225	248	277	280	298	303	293	284	278

*Adjustments based on Shared Parking Third Edition, Data - Published by ICSC, NPA, and ULI



b. Additionally, an analysis has been performed for mixed-use occupancy adjustment factors. This is a cumulative analysis and uses the Weekend 9PM parking demand. The highest demand is January and February with 292 spaces. See Table 4 below:

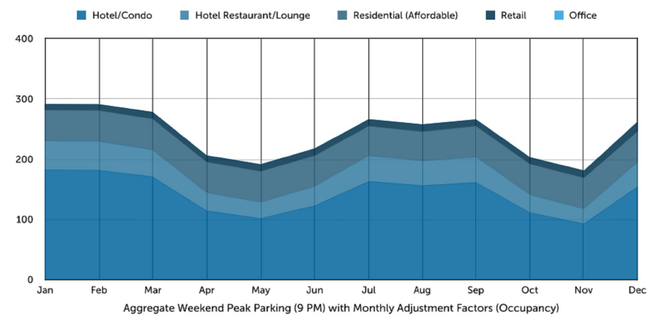
Table 4

Kearns & Park Mixed-Use Monthly Occupancy Adjustments Factors at 9PM V24 10/01/2024

Land Use	User	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Hotel/Condo	Combined	98.1%	97.9%	91.9%	61.5%	54.8%	66.0%	87.8%	84.0%	86.8%	60.0%	50.0%	83.2%
	9PM WKND	183	182	171	115	102	123	163	156	162	112	93	155
Hotel Restaurant/Bar	Combined	98.1%	97.9%	91.9%	61.5%	54.8%	66.0%	87.8%	84.0%	86.8%	60.0%	50.0%	83.2%
	9PM WKND	48	48	45	30	27	32	43	41	42	29	24	41
Residential (Affordable)	Resident	100%	100%	100%	100%	100%	100%	95%	95%	100%	100%	100%	100%
	9PM WKND	52	52	52	52	52	52	49	49	52	52	52	52
Retail, Multi-tenant	Combined	59%	61%	70%	67%	72%	72%	70%	73%	66%	69%	76%	100%
	9PM WKND	9	10	11	11	11	11	12	12	10	11	12	16
Office	Combined	100%	100%	100%	100%	100%	100%	95%	95%	100%	100%	100%	100%
	9PM WKND	0	0	0	0	0	0	0	0	0	0	0	0
Totals		292	291	279	207	192	218	267	258	266	204	181	263

*Adjustments based on Shared Parking Third Edition, Data - Published by ICSC, NPA, and ULI
*Hotel Adjustments based on Actual Maximum Occupancy during each Month (November 2022 through October 2023)

High Season	
Low Season	
Shoulder Season	



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Park & Kearns Redevelopment
MPD-005
Off-Street Parking Analysis 1

LMC 15-6-5 E.1 MPD Off Street Parking

The number of Off-Street Parking Spaces in each Master Planned Development shall not be less than the requirements of the Land Management Code, except that the Planning Commission may increase or decrease the required number of Off-Street Parking Spaces based upon a Parking analysis submitted by the Applicant at the time of Master Planned Development submittal. The Parking analysis shall contain, at a minimum, the following information:

5. A plan to discourage the Use of motorized vehicles and encourage other forms of transportation.

a. In addition to hourly and monthly adjustments a modal adjustment using a reduction of 5% is being proposed. See Table 5 below:

i. This project is immediately adjacent to the newly improved Fresh Market Transit Stop. This stop accommodates a large number of bus routes for Park City Transit and High Valley Transit and has proven to be highly used by both employees and visitors of the current hotel, reducing the need for parking.

ii. Hotel Visitors Frequently use Alternative Transportation such as Ride Share, Car Service, and Multiple Visitors Carpooling in a Rental Car, reducing the need for parking.

iii. Hotel will provide a shuttle service that will be made available to the hotel visitors.

iv. Hotel Visitors and Restaurant Users will have Valet parking available.

v. Full-Time Residents, Restaurant, Retail, and Office Users are able to use Both Transit Stop and Pedestrian/Bike Pathways which are on and adjacent to the Site reducing the need for parking.

vi. The Site is also Adjacent to Other Retail and Office Spaces that may Result in Single Trip Multiple Visits reducing the need for parking.

vii. The project is located close to retail and services for the Full-Time Residents which will allow pedestrian access and thus reduce the need for parking.

viii.Retail and Office have been Adjusted based on Weather Conditions which Coincides with the High, Low, and Shoulder Seasons.

ix. The project has secure bike storage, bike racks, and will have a Summit Bike Share location adjacent to the entry.

x. The reduction of 5% is very conservative and is significantly less than suggested in "Shared Parking Third Edition".

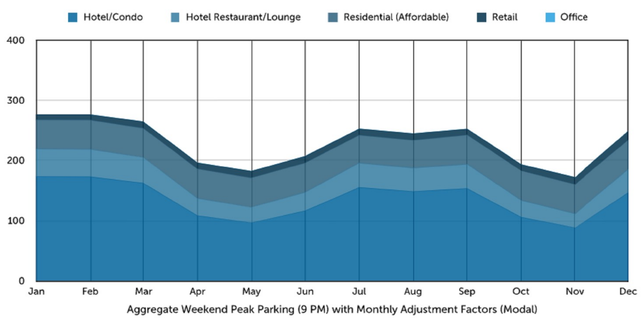
Table 5

Kearns & Park Mixed-Use Monthly Modal Adjustments Factors at 9PM — V24 — 10/01/2024

Land Use	User	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Hotel/Condo	Combined	95%	95%	95%	95%	95%	95%	95%	95%	95%	95%	95%	95%
	9PM WKND	174	173	163	109	97	117	155	149	154	106	88	147
Hotel Restaurant/Bar	Combined	95%	95%	95%	95%	95%	95%	95%	95%	95%	95%	95%	95%
	9PM WKND	46	46	43	29	25	31	41	39	40	28	23	39
Residential (Affordable)	Resident	95%	95%	95%	95%	95%	95%	95%	95%	95%	95%	95%	95%
	9PM WKND	49	49	49	49	49	49	47	47	49	49	49	49
Retail, Multi-tenant	Combined	95%	95%	95%	95%	95%	95%	95%	95%	95%	95%	95%	95%
	9PM WKND	9	9	10	10	11	11	10	11	10	10	11	15
Office	Combined	95%	95%	95%	95%	95%	95%	95%	95%	95%	95%	95%	95%
	9PM WKND	0	0	0	0	0	0	0	0	0	0	0	0
Totals		277	277	265	196	182	207	253	245	253	193	172	250

*Adjustment Reflect Alternative Transportation Use. Hotel Employees are Frequent Users of Free Bus Transit and Large Bus Transit Stop is Adjacent to the Site. Hotel Visitors Frequently use Alternative Transportation such as Ride Share, Car Service, and Multiple Visitors Carpooling in a Rental Car. Retail and Office Users are able to use Both Transit Stop and Pedestrian/Bike Pathways wich are On and Adjacent to the Site. The Site is also Adjacent to Other Retail and Office Spaces that may Result in Single Trip Multiple Visits. Retail and Office have been Adjusted based on Weather Conditions which Coincides with the High, Low, and Shoulder Seasons. *The reduction of 5% is very conservative and is significantly less than suggested in "Shared Parking Third Edition".

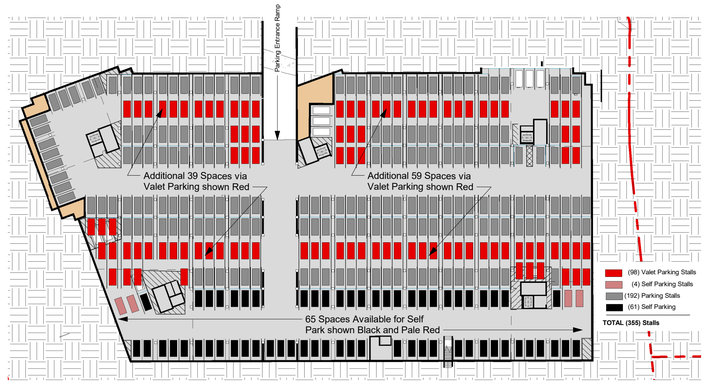
High Season	
Low Season	
Shoulder Season	



Aggregate Weekend Peak Parking (9 PM) with Monthly Adjustment Factors (Modal)

6. Provisions for overflow Parking during peak periods.

a. During peak periods, overflow parking will be provided in the garage through the implementation of valet parking. An additional 98 spaces can be provided. See graphic below of parking garage with valet configuration:



7. An evaluation of potential adverse impacts of the proposed Parking reduction and Density increase, if any, upon the surrounding neighborhood and conditions of approval to mitigate such impacts.

a. The proposed project does not include any Density increase.

b. The proposed parking reduction will not adversely impact the surrounding property as the Implementation of the Parking Management Plan provides the ability to provide overflow parking that provides 380 parking spaces through a valet program. And, additionally, another 12 short term parking spaces that have not been included in the calculations can be accommodated in the hotel and the drop-off area for the meeting area. This provides a total of 392 spaces which is greater than the 361 spaces shown in the calculations in Tables 1 & 2.

- LMC Parking Calculation.....375 Stalls
- Parking Analysis Adjustment.....277 Stalls
- Parking Provided (Surface & Underground).....288 Stalls (23% Reduction)
- Overflow Parking.....392 Stalls

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Park & Kearns Redevelopment

MPD-006

Off-Street Parking Analysis 2

MEMORANDUM

Date: October 9, 2024

To: Park City

From: Hales Engineering

Subject: Park City Kearns & Park Parking Study

UT23-2615

LICENSED PROFESSIONAL ENGINEER
NO. 12841338
Joseph S. Browning
10/09/2024
STATE OF UTAH

Introduction

This memorandum discusses the parking study completed for the proposed Kearns & Park development located in Park City, Utah. The study identifies the Park City parking supply rates as well as some reductions that were applied. A vicinity map of the project site is shown in Figure 1.

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

Project Description

The development consists of 170 condo/hotel units, 60 affordable apartment units, office and retail space, and a hotel restaurant. A supply of 288 stalls is currently planned for the project, with 263 stalls in the parking garage and 25 stalls adjacent to the building. A site plan is provided in Appendix A.

City Parking Code

The Park City code specifies parking rates for various land use types. The required parking rates found in Park City code for the study land uses are shown in Table 1. The calculations for the parking required by Park City are shown in Table 2. At the request of the City, multifamily rates were used to calculate required parking for the hotel/condo units. It is also worth noting that the leasing office was assumed to park under the multifamily rates rather than with the remainder of the office space on-site since many apartment complexes contain leasing offices.

According to The Yarrow, hotel guests at the current site represent 80% of the patrons of the on-site restaurant. To be conservative, the trip generation for the restaurant was reduced by 75%. As shown, it is anticipated that Park City would require 287 stalls for the proposed development, considering that restaurant patrons will primarily be guests staying at the development.

Table 1: City Parking Rates

Land Use	Unit Type	Rate (stalls per unit)
Affordable Housing	Studio	0.5
	1 Bedroom	1.0
Hotel	Studio & 1 Bedroom	1.0
	2 & 3 Bedroom	1.5
Multi-Tenant Retail	KSF	3.5
Restaurant	KSF	10.0
Office	KSF	3.0

Source: Park City code, 2024

Table 2: City Parking Calculations

City Parking Calculations Park City - Kearns & Park PS						
Land Use	# of Units	Unit Type	Rate (stalls per unit)	Stalls	% Red.	Total Stalls
Affordable Housing: Studio	18	Units	0.50	9	0%	9
Affordable Housing: 1 Bedroom	42	Units	1.00	42	0%	42
Multi-Unit Dwelling: Studio & 1 Bedroom	119	Units	1.00	119	0%	119
Multi-Unit Dwelling: 2 & 3 Bedroom	50	Units	1.50	75	0%	75
Multi-Unit Dwelling: 3 Bedroom (>2,000 SF)	1	Units	2.00	2	0%	2
Multi-Tenant Retail	2.5	KSF	3.50	9	0%	9
Restaurant	7.3	KSF	10.00	73	75%	19
Office	4.0	KSF	3.00	12	0%	12
TOTAL				341		287

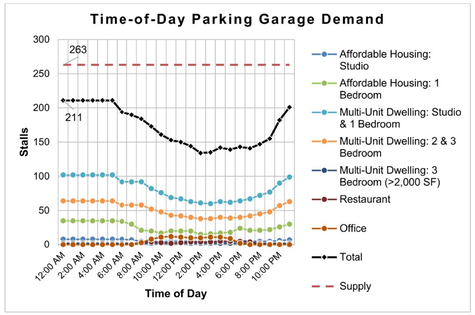
Source: Park City code, 2024.

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*, 5th 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.
- **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 exceeding the required off-street parking spaces. There will also be a Summit Bike Share Station on the site.
- **The development provides dedicated parking spaces for resident carshare vehicles (4%)**
  - The development is planning on providing resident carshare vehicles. If this is pursued, it is recommended that at least 4 car-share vehicles be provided for the development.

Figure 2: Time-of-Day Parking Garage Demand



Comparison and Recommendation

A comparison of the proposed supply, Park City's parking requirement, and the recommended supply based on the ITE time-of-day parking demand rates are shown in Table 4. Based on the information provided, it is anticipated that the proposed parking in the site plan will accommodate the anticipated parking demand. In the event of an unexpected surge in demand larger than has already been discussed, the valet parking service is able to double-park vehicles in the parking garage.

Table 4: Parking Comparison

Source	# of Stalls
Proposed Site Plan	288 (263 garage + 25 storefront)
City Requirement	287
Parking Reduction	251
Time-of-Day **Parking Garage** Analysis	211

Based on these parking demand reductions, the supply of parking stalls for the affordable housing could be reduced by 19% and supply for the hotel rooms could be reduced by 15%. Based on the demand rates in the Park City Code, the parking reductions measures would suggest a reduced demand of 251 parking stalls, as shown in Table 3.

Table 3: City Parking Calculations with Reductions

City Parking Calculations with Reductions Park City - Kearns & Park PS						
Land Use	# of Units	Unit Type	Rate (stalls per unit)	Stalls	% Red.	Total Stalls
Affordable Housing: Studio	18	Units	0.50	9	19%	8
Affordable Housing: 1 Bedroom	42	Units	1.00	42	19%	35
Multi-Unit Dwelling: Studio & 1 Bedroom	119	Units	1.00	119	15%	102
Multi-Unit Dwelling: 2 & 3 Bedroom	50	Units	1.50	75	15%	64
Multi-Unit Dwelling: 3 Bedroom (>2,000 SF)	1	Units	2.00	2	0%	2
Multi-Tenant Retail	2.5	KSF	3.50	9	0%	9
Restaurant	7.3	KSF	10.00	73	75%	19
Office	4.0	KSF	3.00	12	0%	12
TOTAL				341		251

Source: Park City code, 2024.

Time-of-Day Parking Demand

Due to the mix of uses on-site, it is unlikely that peak demand for all uses will occur at the same time of the day. To account for this, Hales Engineering referred to ITE *Parking Generation* (6th Edition, 2023) to identify time-of-day parking demand rates for the study land uses that are expected to use the 263 parking stalls in the underground parking garage. The 25 surface parking stalls are expected to primarily serve the retail use. ITE has gathered time-of-day paring demand rates to estimate the demand for parking for every hour of the day.

Hales Engineering calculated the anticipated parking demand based on rates found in Park City code and applying the parking reductions. The number of stalls needed throughout the day based on these rates is shown in Figure 2. As shown, the analysis suggests that the peak parking demand for the proposed project parking garage will be 211 stalls. Any additional parking stalls provided as part of the project are anticipated to meet the daily demand for any other occasional surges in demand.

Conclusions

Based on a time-of-day parking demand analysis from ITE data and reductions from travel demand management strategies, it is anticipated that the proposed supply of 263 parking garage stalls and 25 surface level parking stalls will be sufficient.

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

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Park & Kearns Redevelopment
MPD-006.1
Parking Analysis - Hales Engineering

Parking Management Plan

General Operations

1. Property management of the property will implement a parking management system that supports vehicular access to the property and manages the use of the parking spaces associated with the property.
2. Overnight parking will only be allowed for the Hotel/Nightly Rental use and the Affordable Housing use. The parking garage and surface parking will be accessed nightly after Restaurant and Bar operating hours. Vehicles without appropriate passes displayed will be removed from the site at the vehicle owner's expense.
3. Vehicle repair in the parking garage is strictly prohibited (including oil changes). Anyone who works on a vehicle in the parking garage will be in violation of the lease agreement.
4. Surface parking is intended for short-term use to service the office, retail, restaurant, and bar. No overnight parking is allowed for these uses.
5. Only vehicles that are licensed and in operating condition are allowed on the property.

Hotel/Nightly Rental Operations

1. Parking passes will be issued to Hotel/Nightly Rental users that will allow access to the parking garage at the rate of one (1) pass per key. These passes will allow overnight parking and will be required to be displayed.
2. Parking passes will be issued to necessary Hotel/Nightly Rental operations employees as determined by the hotel operator and will be required to be displayed.
3. Parking passes will be issued to Owners of the Nightly Rental units at the rate of one (1) pass per unit. These Owners may not use the parking area if their unit is in use as a nightly rental.
4. Employees of the Hotel/Nightly Rental Operator will be encouraged to take alternative modes of transportation. With emphasis on use of bus service which is provided at the Fresh Market Transit Center which is adjacent to the property. Additionally, indoor secure bike storage will be provided for employees of the Operator.
5. The Hotel/Nightly Rental Operator will provide an optional Valet service that is operated out of the Lobby/Check-in area.
6. The North East corner of the garage will be assigned as the first area of implementation for valet parking. This area is the farthest from the hotel entry and a good distance from the stair and elevator access to the Affordable Housing.
7. If the need increases, the valet area can expand first to the North West and then to the South area shown in the Valet Parking graphic.
8. The Hotel Operator will provide a shuttle service that will be made available to the hotel visitors.

Affordable Housing Operations

1. Residents will be required to apply for parking passes. Issued parking passes will be required to be displayed. Vehicles without a valid displayed parking pass or that do not adhere to the parking policy will be towed at the vehicle owner's expense.
2. Parking is limited to one (1) parking space per 1 bedroom apartment. And one (1) parking space per every two (2) studio apartments. Fifty-one (51) spaces will be available.
3. Residents will be encouraged to take alternative modes of transportation. With emphasis on use of bus service which is provided at the Fresh Market Transit Center which is adjacent to the property. Additionally, indoor secure bike storage will be provided for the residents.
4. Guests of the Affordable Housing residents will be allowed to park in the parking garage but will require a guest pass to be displayed. It is the responsibility of the Resident to notify guest(s) of the parking policies and issue a guest parking pass to the guest(s). Guest parking passes are for temporary guest parking and not to be used for tenant vehicles. Improper use of guest parking passes will result in a lease violation and/or vehicle towed at the vehicle owner's expense.
5. In the case of implementation of valet parking, Residents will be allowed to self park in the South portion of the garage as shown in the graphic for valet parking in the Parking Analysis. These areas are identified as black or pale red rectangles on the graphic and provides 68 spaces, which is more than the parking passes issued for the Affordable Housing Residents.
6. Failure to comply with any provisions of the parking agreement may result in termination of the lease agreement and or eviction proceedings, in addition to all other available legal remedies.
7. Residents will be required to sign the parking agreement document as part of the lease.

Meeting Operations

1. The Meeting spaces are intended to service the operations of the Hotel/Nightly Rental use and as such do not increase demand on the parking for the property.
2. In the case of a meeting that is open to guests of other Nightly Rental properties, the drop-off area at the hotel lobby entrance will be available for shuttle service and private car service.
3. The Operator may schedule meetings servicing local users in times when the vacancy rates are low and thus parking demand is low. This will primarily occur in Low Season and Shoulder Season as described in Tables 4 & 5 in the Parking Analysis section. Parking will be available in the garage for these uses.
4. No overnight parking will be allowed in association with this use.

Restaurant and Bar Operations

1. Parking for customers is located in the parking garage and surface parking spaces.
2. The Restaurant and Bar Operator will provide an optional Valet service that is operated from a podium at the sidewalk.
3. Parking passes will be issued to necessary Restaurant and Bar operations employees as determined by the Restaurant and Bar Operator and will be required to be displayed.
4. Employees of the Restaurant and Bar will be encouraged to take alternative modes of transportation. With emphasis on use of bus service which is provided at the Fresh Market Transit Center which is adjacent to the property. Additionally, indoor secure bike storage will be provided for employees of the Restaurant and Bar.
5. No overnight parking will be allowed in association with this use.

Office and Retail Operations

1. Parking for customers is located in the parking garage and surface parking spaces.
2. Parking passes will be issued to necessary Office and Retail operations employees as determined by the Office and Retail Operators and will be required to be displayed.
3. Employees of the Restaurant and Bar will be encouraged to take alternative modes of transportation. With emphasis on use of bus service which is provided at the Fresh Market Transit Center which is adjacent to the property. Additionally, indoor secure bike storage will be provided for employees of the Office and Retail Operators.
4. No overnight parking will be allowed in association with this use.

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Park & Kearns Redevelopment

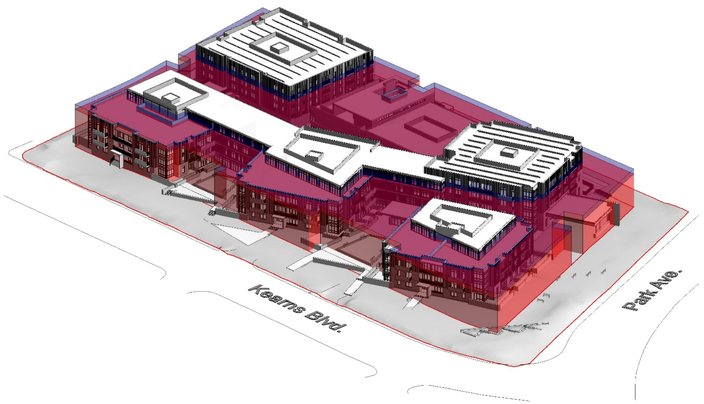
MPD-007

Parking Management Plan

LMC 15-6-5 F.1 MPD Criteria for Bldg. Height Exceptions

The increase in Building Height does not result in increased square footage or Building volume over what would be allowed under the zone-required Building Height and Density, including requirements for Facade variation and design, but rather provides desired architectural variation, unless the increased square footage or Building volume is from the Transfer of Development Credits

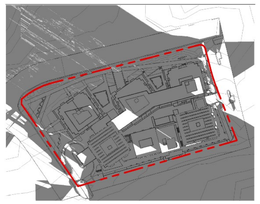
Refer to Site Suitability Analysis at MPD-002. In all cases the proposed density is less than the allowed.



- Allowable CF with 30' FPZ Set Back.....4,986,609 CF
- Proposed CF with 30' FPZ Set Back.....2,762,291 CF
- 45% LESS THAN ALLOWED

LMC 15-6-5 F.2 MPD Criteria for Bldg. Height Exceptions

Buildings have been positioned to minimize visual impacts on adjacent Structures. Potential problems on neighboring Properties caused by shadows, loss of solar Access, and loss of air circulation have been mitigated as determined by the Site specific analysis


Winter Solstice - 9AM

Winter Solstice - 12PM

Winter Solstice - 3PM

Winter Solstice - 6PM

A Solar Study has been done during the different Equinox and Solstice of the year, every three hours and the proposed buildings do not have any impact to the neighboring properties. Refer to sheet MPD-034.

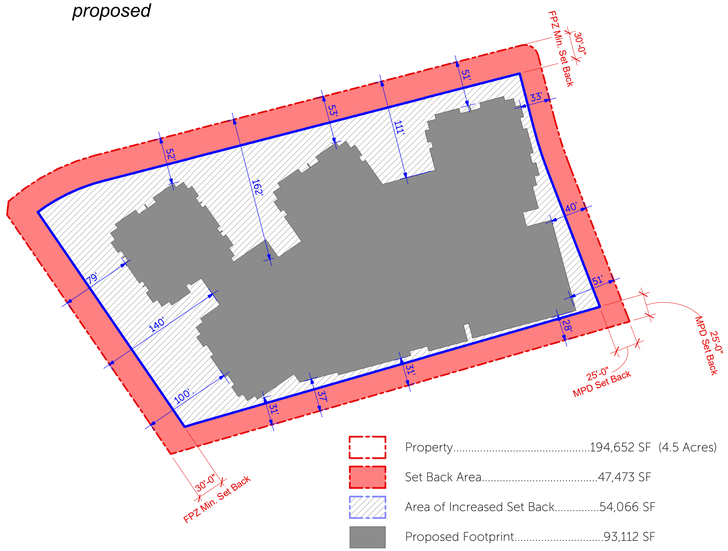
LMC 15-6-5 F.3 MPD Criteria for Bldg. Height Exceptions

There is adequate Landscaping and buffering from adjacent Properties and Uses

Five (5) Buffer Types have been implemented in the site design along the perimeter of the site. Each Buffer Type is designed to meet the specific needs of the uses and locations. Refer MPD-026 for Buffer Type Information and refer to MPD-007 for Planting Plan.

LMC 15-6-5 F.4 MPD Criteria for Bldg. Height Exceptions

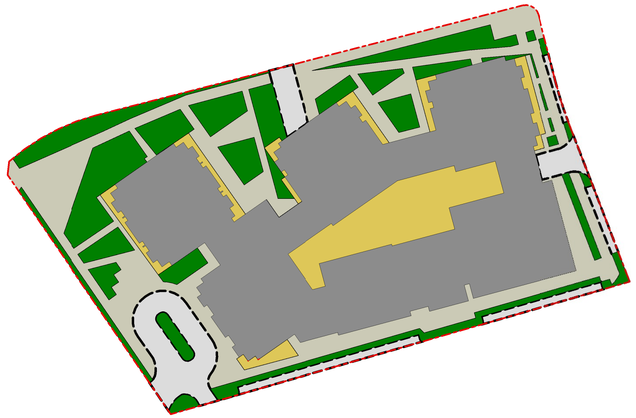
Increased Setbacks and separations from adjacent projects are proposed



- MPD Increased Set Back SF..... 54,066 SF
- 113% Increase in Set Back Area over MPD Setbacks

LMC 15-6-5 F.5 MPD Criteria for Bldg. Height Exceptions

The additional Building Height results in more than the minimum Open Space required and results in Open Space that is publicly accessible



- Proposed Public Plazas, Pathways, etc.....47,069 SF (24.2%)
- Proposed Public Garden, greenways, etc.....33,436 SF (17.2%)
- 37.8% Increase in Open Space over the 30% MPD Baseline

LMC 15-6-5 F.6 MPD Criteria for Bldg. Height Exceptions

The additional Building Height is designed in a manner that provides a transition in roof elements in compliance with Chapter 15-5, Architectural Review, or the Design Guidelines for Park City's Historic Districts and Historic Sites if the Building is located within the Historic District

Elevation 1 - Facade Variation

The Facade length along each side of the property is over 120', as per LMC 15-5-6.B a minimum of 15' of variation is required, the highlighted red areas on the elevations show the proposed combined variation horizontally and vertically, in all cases bigger than 15'. Refer to MPD-205 and MPD-206.

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Park & Kearns Redevelopment

MPD-008

Building Height Analysis

LMC 15-6-5 G.1 MPD Site Planning

Units shall be clustered on the most developable and least visually sensitive portions of the Site. Open Space shall separate the clusters. The Open Space should be designed so that existing Significant Vegetation is maintained on the Site.

The proposed blocks have been placed strategically located through out the site, to allow natural light not only as a benefit of the user but also the environment. Optimizing natural light usage in buildings can cut energy consumption by up to 40%. Open spaces in between blocks B, C and D separate clusters and provide significantly facade variation. Refer to MPD-027 Tree Demo, for Existing Vegetation to be maintained on Site.

LMC 15-6-5 G.2 MPD Site Planning

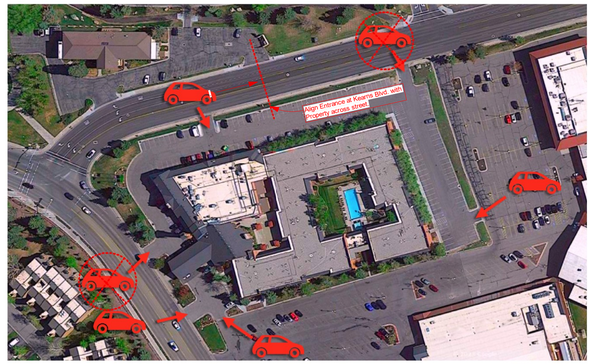
Projects shall be designed to minimize Grading and the need for large retaining Structures.

Minimum revisions to existing grade are being proposed. Refer to Grading Plan at MPD-024.

LMC 15-6-5 G.3 MPD Site Planning

Roads, utility lines, and Structures should be designed to work with the Existing Grade. Cuts and fills shall be minimized.

Minimum revisions to existing grade are being proposed. The Vehicular Access is being improved by removing two existing ones. The relocation of the remaining access at Kearns Blvd. is being realigned, improving the overall safety and traffic flow. Refer to MPD-022 Site Plan and MPD-028 Utility Plan.



LMC 15-6-5 G.4 MPD Site Planning

Existing trails shall be incorporated into the Open Space elements of the project and shall be maintained in their existing location whenever possible. Applicants may be required to grant the City a trail easement to connect proposed trails with existing trails. Construction of new trails shall be consistent with the Park City Trails Master Plan.

There is not existing trails on site, only 5' unsafe sidewalks along Kearns Blvd. and Park Ave. The proposed trails are consistent with the Park City Trails Master Plan and Small Area Plan, which includes a 12' Signature Trail along the West, North and East property perimeter. Refer to MPD-022 Site Plan, MPD-025 Landscape Plan and MPD-026 Buffer Types.

LMC 15-6-5 G.5 MPD Site Planning

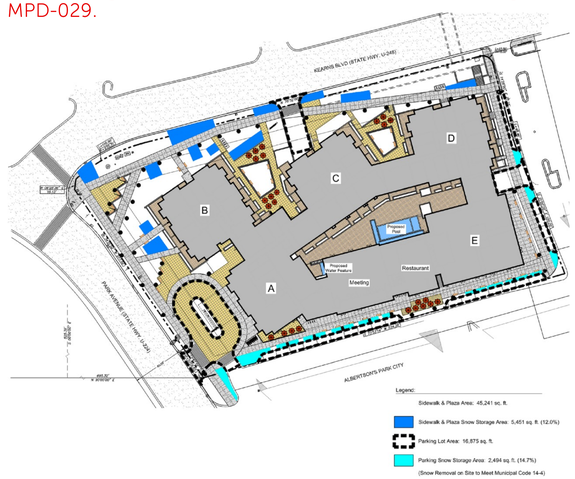
Adequate internal vehicular, pedestrian, and bicycle circulation shall be provided. Pedestrian and bicycle circulations shall be separated from vehicular circulation and shall provide safe travel within the boundaries of the Master Planned Development and safe travel to adjoining public sidewalks, trails, and Rights-of-Way. Private internal Streets may be considered for Condominium projects if they meet the minimum emergency and safety requirements.

The proposed trails are consistent with the Park City Trails Master Plan and Small Area Plan, which includes a 12' Signature Trail along the West, North and East property perimeter. Refer to MPD-022 Site Plan, MPD-025 Landscape Plan and MPD-026 Buffer Types.

LMC 15-6-5 G.6 MPD Site Planning

The Site plan shall include adequate Areas for snow removal and snow storage. The Landscaping plan shall allow for snow storage Areas. Structures shall be set back from any hard surfaces so as to provide adequate Areas to remove and store snow. Snow shall be stored on-Site, unless otherwise approved by the Planning Commission.

Snow storage areas on-site are identified on Snow Storage Plan. Refer to MPD-029.



LMC 15-6-5 G.7 MPD Site Planning

The Site plan shall include adequate Areas for trash and recycling containers and shall include an adequate circulation area for pick-up vehicles. Convenient pedestrian Access shall be provided within the Master Planned Development to the trash and recycling containers.

The proposed design includes a Service Entrance with adequate turning radius to allow semitrucks into a Loading Dock and Trash Enclosure at the eastern side of the property. The trash enclosure will hold trash and recycling commercial containers. Refer to MPD-101 Level 1.

LMC 15-6-5 G.8 MPD Site Planning

The Site plan for a Master Planned Development shall include transportation amenities including drop-off Areas for van and shuttle service, and a bus stop, if applicable.

The proposed Site layout includes a drop off area at the main entrance on the Southwest area. Refer to MPD-022 Site Plan, MPD-007 for Parking Management Plan and MPD-035 for Public Transportation.

LMC 15-6-5 G.9 MPD Site Planning

Service and delivery Access and loading/unloading Areas must be included in the Site plan. The service and delivery should be kept separate from pedestrian Areas.

The proposed design includes a Service Entrance with adequate turning radius to allow semitrucks into a Loading Dock and Trash Enclosure at the eastern side of the property. Refer to MPD-101 Level 1.

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Park & Kearns Redevelopment

MPD-009

Site Planning Analysis

LMC 15-6-5 H MPD Landscape and Lighting Requirements

A preliminary Landscaping plan must be submitted with the Master Planned Development Application. The Landscaping plan shall comply with all criteria and requirements of Section 15-5-5(N) LANDSCAPING. All noxious weeds, as identified by Summit County, shall be removed from the Property in accordance with the Summit County Weed Ordinance prior to issuance of Certificates of Occupancy. Lighting must meet the requirements of Section 15-5-5(J).

Refer to Landscape Plan at MPD-025. The site is currently developed and landscaped, there is not noxious weed on site currently. Refer to sheet MPD-033 for Lighting Fixtures Cut sheet.

LMC 15-5-5 N.1 Architectural Design Guidelines - Landscaping Plan

A complete landscape plan is required for (I) new Development and/or Construction Activity proposed for an unimproved Lot or property and/or undisturbed natural Lots or property; (II) renovations or Construction Activity that modifies the Building Footprint; and (III) projects proposing to modify over 50% of the Landscaped Area. Landscape plans shall incorporate best practices for water conservation. The landscape plan shall:

a. *Identify the intended plant materials indicating the botanical name and the common name for:*
   See Planting Plan MPD-025

b. *Utilize the concept of Water Wise Landscaping for selecting plants, plant location, irrigation methods, and mulching of all Landscaped Areas.*
   Plants selected for the plant schedule are native and/or native like to the area and meet the waterwise plant requirements. Irrigation in the planting beds will be drip irrigation. Planting bed to receive a 4" depth of bark mulch.

c. *For properties not included in a Historic District and for properties listed Landmark or Significant on Park City's Historic Sites Inventory, include plantings and ground cover in the Wildland Urban Interface Immediate Ignition Zone 0-5 feet and the Wildland Urban Interface Intermediate Ignition Zone 5-30 feet (Park City Municipal Code § 11-21-1(I) The 2006 Utah Wildland-Urban Interface Code).*
   Not Applicable

d. *Indicate the percentage of the lot that is landscaped.*
   21% of the site will be landscaped

e. *Indicate the percentage of the lot containing Impervious Surfaces, including driveways, parking areas, patios, and decks.*
   79% of the site contains impervious surfaces

f. *Indicate the percentage of the landscaping that is irrigated.*
   All landscape material will be irrigated, 100%

g. *Identify the 50 percent (50%) of any Water Wise Landscaped Area comprised of appropriate approved non-invasive drought-tolerant plants.*
   Not Applicable

h. *Identify Hydrozoning (grouping of plants based on irrigation needs) or Xeriscaping (sustainable, low-water landscaping) locations.*
   Plants have been grouped with similar irrigation needs

i. *Identify all existing Significant Vegetation, which shall remain and be maintained on Site and protected during construction.*
   - *If the Significant Vegetation is determined to be unhealthy and/or unsafe, under a Site-Specific review conducted by the Forestry Board and Planning Director in conjunction with a Conditional Use, Master Planned Development, Historic District Design Review approval, or building permit review, it may be replaced with equivalent landscaping in type and size.*
   - *The Forestry Board and Planning Director may grant exceptions if upon their review it is found that equivalent replacement is impossible, would be detrimental to the site's existing and/or proposed vegetation, or violates Chapter 11-21 Utah Wildland-Urban Interface Code.*
   - *Multiple trees from the City's approved Wildland-Urban Interface Planting List, clumped and grouped together with canopies of the clusters being no closer than 18 feet to the next closest cluster within the Intermediate Zone, no cluster exceeding (5) five trees or cover more than 15% of the Intermediate Ignition Zone, whichever is lesser, and with vegetation not closer than 10 feet to any portion of a structure with vegetation at full grown height and size, equivalent in caliper to the size of the removed Significant Vegetation in the Intermediate Ignition Zone may be considered instead of replacement in kind and size.*
   - *Significant Vegetation preservation shall be prioritized, but where applicable, Significant Vegetation may be removed or replaced to comply with Firewise Landscaping and/or Defensible Space regulations in Chapter 11-21 Utah Wildland-Urban Interface Code as approved by the Planning Director and Forestry Board.*

   Trees that will remain have been identified on the tree demo plan MPD-027

k. *Identify Artificial turf, which is recommended to be non-toxic synthetic, plant based, and/or made of recycled materials with reduced petroleum-based polymers. Artificial turf is allowed to be used in limited quantities on decks, pathways, recreation and play areas. Installation of artificial turf shall not pool water and be installed to allow for drainage.*
   Artificial turf areas to be determined.

l. *Comply with Park City Municipal Code Chapter 11-21, Utah Wildland-Urban Interface Code.*
   Plan will comply with Utah Wildland-Interface Code. There are no noxious weeds on site currently.

Bioswale Images

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Park & Kearns Redevelopment

MPD-010

Landscape and Lighting Analysis

LMC 15-6-5 I Sensitive Lands Compliance

Applicants for a Master Planned Development that contains any Area within the Sensitive Land Overlay Zone shall conduct a Sensitive Lands Analysis and shall conform to the Sensitive Lands Chapter 15-2.21.

The property is outside the Sensitive Lands Overlay area. Refer to Map below.

LMC 15-6-5 L Mine Hazards

All Master Planned Development Applications shall include a map and list of all known Physical Mine Hazards on the Property and a Physical Mine Hazard mitigation plan.

The property is outside the Mining Hazard Ordinance Overlay area. Refer to Map below.

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Park & Kearns Redevelopment

MPD-011

Sensitive Lands & Mine Hazard

Therefore, the proposed redevelopment effectively exceeds its incremental affordable housing demand created by the redevelopment by over 21 AUEs calculated as follows:

Required AUE's per Hotel Criteria for	
Proposed Development	26.33
Less: AUE's from Existing Use	(20.45)
Equals	5.88 net new AUE's required for proposed MPD
Versus	26.33 provided by the new MPD redevelopment

EXISTING HOTEL EMPLOYEE GENERATION & UNIT EQUIVALENT CALCULATION

Existing Yarrow Hotel	*quantities*	*employee rate*	*employees*	*mitigation rate*	*workers per household*
Hotel	room/suite	per room		20%	1.5
Guest Rooms	182	0.6	109.2	21.84	14.56
	182		109.2	21.84	14.56
	total area	*unit equivalent*	*employee rate*	*employees*	*mitigation rate*	*workers per household*
Commercial		1,000.0			20%	1.5
Hotel Restaurant/Lounge	5,000	5.0	6.5	32.50	6.50	4.33
Meeting Space	9,437	9.4	1.3	12.27	2.45	1.64
		14.4		44.77	8.95	5.97
Total Existing Yarrow Hotel Affordable Unit Equivalents						20.53

The final count of units required may adjust slightly with final preparations of plans and to address City input, however the required square footage provided will exceed the requirements per the Resolution which reads:

Final Unit Requirement Calculations. The final calculations for the number of affordable units and the rental rate for these units shall be made by staff utilizing the calculation formulas in Section 8 and Section 20 of this Housing Resolution. All calculations are subject to approval by the Park City Housing Authority prior to the issuance of building permits for the project.

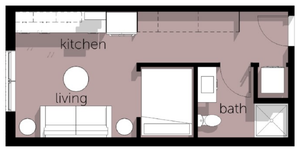
SUMMARY OF Affordable Housing Mitigation Calculations.

The proposed project will deliver more Affordable Housing Unit Equivalents than required pursuant to the 2021 Park City Affordable Housing Resolution even using the most stringent calculation method and giving no credit for the housing demand being displaced by replacing the existing Doubletree operations.

Affordable Homes Configurations:

Yarrow Owner proposes to deliver 26.94 AUEs of Affordable Housing on-site integrated into the project as 60 units in a dedicated residential building as follows:
The proposed design of the units are as follows:

Proposed Affordable	*quantities*	*area*	*total area*	*affordable unit equivalent*
Residential (Affordable)	60			900
studio	18	332.0	5,976	6.64
1 bedroom	42	435.0	18,270	20.30
Total Proposed Affordable			24,246	26.94



Studio Affordable Housing (332 SF)

One Bedroom Affordable Housing (435 SF)

The proposed Affordable Housing Units are located on-site in a dedicated residential building block integrated into the overall redevelopment as noted on the site plan below. The building features a private outdoor area for the exclusive use of the permanent residents and their guests. The building is designed for efficiency to minimize maintenance and energy use, and to create a community environment different than the transient uses in the market rate hotel condominium buildings.

As can be seen from the elevation below, the Affordable Homes will book end a new strip of neighborhood commercial space and sit at the corner adjacent to existing grocery store, gym, restaurants, and other neighborhood amenities. At the other end of the new pedestrian plaza and trail sits the main entrance for the hotel condominiums where the existing DoubleTree lobby sits today.

All affordable housing shall be deed restricted and subject to Park City affordable housing guidelines including affordable rent restrictions. All the affordable housing is proposed to be built in the 1st residential phase of the redevelopment.

ELIGIBILITY AND PRICING

All required Affordable Units will be maintained as deed restricted affordable rental homes as required by the 2021 Housing Resolution. A qualified property management company shall manage the rental and ongoing operation of the units.

Deed restricted affordable housing units will be made available at rents for households at 80% AMI or below for Summit County updated on an annual basis. All rental units will submit annual compliance surveys in accordance with the recorded deed restrictions.

The table below from Mountain Lands Community Housing Trust shows the particulars of the AMI in Summit County. Pursuant to the requirements of the 2021 Housing Resolution, the proposed Yarrow Redevelopment will provide housing at rents attainable for households at or below 80% AMI.

2024 SUMMIT COUNTY AMI INCOME LIMITS (Based on Household size)

	1 Person	2 Person	3 Person	4 Person	5 Person	6 Person	7 Person
Support Community Housing TAKE ACTION							
60% AMI	$64,260	$73,440	$82,620	$91,800	$99,180	$106,500	$113,880
70% AMI	$74,970	$85,630	$96,390	$107,100	$115,640	$124,250	$132,790
80% AMI	$85,680	$97,920	$110,160	$122,400	$132,240	$142,000	$151,840
90% AMI	$96,390	$110,160	$123,930	$137,700	$148,680	$159,750	$170,730
100% AMI	$107,100	$122,400	$137,700	$153,000	$165,300	$177,500	$189,800
120% AMI	$128,520	$146,880	$165,240	$183,600	$198,360	$213,000	$227,760
150% AMI	$160,650	$183,600	$206,550	$229,500	$247,800	$266,250	$284,550

Rental rates for each type of unit will be reset annually according to the published AMI for the project location. In 2024 representative rents would be as follows:

Unit Type	Occupants	*AMI -80%	Income %	Yearly Rent	Monthly Gross Rent	No. of Units
Studio	1	$85,680	30%	$25,704	$2,142	18
1 Bedroom	2	$97,920	30%	$29,376	$2,448	42
Total						60

Eligibility for the affordable rental housing at the redevelopment will be based on the AMI standards as noted. For the initial lease up of the available units, Yarrow Owner proposes to use a geographic waterfall approach in selecting from applicants, in the following priority:

1. Qualifying applicants employed in the City of Park City, 84060.
2. Qualifying applicants employed within the Park City School District boundaries.
3. Qualifying applicants employed within 84098
4. Qualifying applicants employed within Summit County.

There shall be no time limit required in selecting between orders of priority. Rather, when all qualifying applicants from a category have been exhausted, applicants from the next order of priority shall immediately be given priority. This waterfall provision shall only apply at the initial generation of any waitlist and selection for the proposed affordable housing units.
Subsequent leasing of available units shall be made available to qualifying applicants on a first-come-first-serve basis from the existing waitlist.

Yarrow Owner may enter into one or more master leases with local employers whereby local employers may lease a block of units to meet the housing needs of their qualifying employees. The priority of any such master leases shall follow the same geographic waterfall provided previously. Any such master leases must be consistent with the remaining provisions of this Housing Mitigation Plan, as it may be amended from time to time.

AMENITIES
The proposed Redevelopment includes numerous amenities for both its residents and the community at large. Permanent residents in Block E have exclusive access to a private secure rooftop terrace for their enjoyment. Over 38% of the remaining site has been dedicated to publicly accessible open space with safe protected bike and pedestrian trails surrounding the entire site. There are two community greens for lounging, recreation and special events like Mountain Town Music concerts. The proposed project provides covered onsite bike parking for every unit as well as available covered parking with available charging infrastructure for vehicles. The site is located in the commercial core of Park City immediately adjacent to grocery stores, schools, health care, restaurants, and recreation.
This area is also the source of many jobs in park city allowing many residents to walk or bike to work and school. The site is next to the most frequented transit stop in the city for easy access beyond the immediate area and there will be a Summit Bike Share Station onsite for the convenience of residents and the community at large. This location and the provided facilities are designed to encourage alternative transit options over private vehicle trips. These features are key to minimizing traffic impacts and saving residents significant expense associated with vehicle ownership and operation.

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LMC 15-6-5 J MPD Employee / Affordable Housing

Master Planned Developments Applicants shall submit a housing mitigation plan that addresses employee Affordable Housing required by the adopted housing resolution in effect at the time of a complete Application.

A Housing Mitigation Plan has been submitted and discussed with the PCMC Housing Department. Refer to updated Housing Mitigation Plan below and MPD-012.1

Yarrow Hotel Owners, LLC Housing Mitigation Plan

Yarrow Hotel Owners, LLC (Yarrow Owner) is pleased to incorporate this Housing Mitigation Plan as a part of its Amended Master Planned Development application for the proposed redevelopment of the existing DoubleTree by Hilton Hotel (The Yarrow) located at 1800 Park Avenue, Park City. This proposed plan has been crafted to comply with the 2021 Park City Affordable Housing Resolution.

Background

Built in 1977, the Doubletree by Hilton Park City-Yarrow is a 182-room full-service hotel with over 10,000 square feet of meeting and convention space, approximately 3800 square feet of restaurant and bar, and over 15,000 square feet of lobby and support commercial space. Operating since 1977, the 132,330 square foot Yarrow property today does not contain or provide any affordable housing.
The proposed Yarrow MPD redevelopment would provide 60 deed-restricted affordable housing units on-site as part of a vibrant mixed-use, mixed-income community in the commerce heart of town. The site has immediate access to schools, shops, services, jobs, and recreation. The site sits adjacent to heavily served transit stops and at a junction of highly trafficked pedestrian and bike routes despite the current lack of adequate pedestrian or bike infrastructure. The proposed redevelopment would enhance regional connectivity with massive on-site trail and infrastructure improvements by dedicating nearly 40% of the site to the public realm. The mixed-use redevelopment is designed to accommodate additional area connectivity and redevelopment to help make the dream of a vibrant Bonanza Park community a reality.

Proposed Mitigation Plan

In connection with the complete redevelopment of the site, Yarrow Owner proposes to construct affordable housing on site as part of the MPD. The number will meet the requirements of the 2021 Park City Affordable Housing Resolution. The 2021 Housing Resolution calls for a total affordable housing contribution based on an employee mitigation calculation for various uses. The affordable housing requirement is calculated by Affordable Unit Equivalents (AUE) which equates to 900 square feet. In the case of condominium/hotel
type of developments, the Resolution requires the application of the more demanding criteria between that for a hotel and that for a multifamily project. Commercial areas are assessed an employee generation rate pursuant to the specific type of commercial use contemplated, like restaurant, retail, or office, etc. The Resolution reads as follows:

SECTION 8. CALCULATION OF MINIMUM AFFORDABLE HOUSING REQUIREMENTS

1. Residential Development. For projects where dwelling units are offered for sale or rent, the Developer shall provide affordable housing units in an amount equal to twenty percent (20%) of the total RUEs in the project. Affordable Housing Units developed on-site in fulfillment of this requirement are not included in the density calculation for the project.

RESIDENTIAL GENERATION CALCULATION EXAMPLE An Applicant has received approval for a 128-unit Master Planned Development. The dwelling units are of varying sizes totaling 328,000 square feet which equals 164 RUEs.

1. 164 RUEs (total units approved) multiplied by.20 (residential mitigation rate) equals 32.8 Affordable Unit Equivalents (AUEs).
2. One AUE equals 900 square feet of net livable space.
3. The total approved units for this Master Planned Development is 128 market rate units plus 32.8 AUEs equaling 29,520 total net square feet of additional livable space.

2. Commercial Development. The Developer shall be required to mitigate 20 percent of the employees generated. For projects with a commercial component, the minimum affordable housing requirements shall be determined according to the following formulas:

Type of Use	Full Time Equivalents (2080 hours) per 1,000 Net Leasable SF
Restaurant/Bar	6.5
Education	2.3
Finance/Banking	3.3
Medical Professional	2.9
Other Professional Services	3.7
Personal Services	1.3
Real Estate/Property Management	5.9
Commercial/Retail	3.3
Recreation/Amusements	5.3
Utilities	2.9
Lodging/Hotel	.06/room
Condominium Hotel	Greater of lodging/hotel calculation or residential mitigation rate
Overall/General	4.4

The Overall/General Type of Use shall apply to any use not listed in the Employee Generation Table if an Independent Calculation is not performed.

Applying the Hotel Criteria for employee generation for the Yarrow MPD redevelopment proposed results in the larger number of required AUE's at 26.33 AUE or 24,245 square feet of affordable housing as noted in the table below:

Park & Kearns Employee Generation & Unit Equivalent Calculations (Hotel) v24 — 10/01/2024

Proposed Redevelopment	quantities	employee rate	employees	mitigation rate	workers per household
Hotel/Condo	room/suite	per room		20%	1.5
studio a	55	0.6	33	6.6	4.40
ADA studio (exempt)	1		0	0	0.00
studio corner	2	0.6	1.2	0.24	0.16
studio b	6	0.6	3.6	0.72	0.48
studio c	9	0.6	5.4	1.08	0.72
1 bedroom	32	0.6	19.2	3.84	2.56
ADA 1 bedroom (exempt)	1		0	0	0.00
1 bedroom corner	4	0.6	2.4	0.48	0.32
1 bedroom suite a	7	0.6	4.2	0.84	0.56
1 bedroom suite b	2		0	0	0.00
2 bedroom corner	29	0.6	17.4	3.48	2.32
ADA 2 bedroom (exempt)	1		0	0	0.00
2 bedroom a	6	0.6	3.6	0.72	0.48
2 bedroom b	6	0.6	3.6	0.72	0.48
lockout	12	0.6	7.2	1.44	0.96
3 bedroom Top Floor a	1	0.6	0.6	0.12	0.08
3 bedroom Top Floor b	1	0.6	0.6	0.12	0.08
3 bedroom Top Floor c	1	0.6	0.6	0.12	0.08
3 bedroom Top Floor d	2	0.6	1.2	0.24	0.16
3 bedroom Top Floor e	1	0.6	0.6	0.12	0.08
3 bedroom Top Floor f	1	0.6	0.6	0.12	0.08
3 bedroom Top Floor g	1	0.6	0.6	0.12	0.08
ADA 3 bedroom Top Floor (exempt)	1		0	0	0.00
	182		105.6	21.12	14.08

	total area	unit equivalent	employee rate	employees	mitigation rate	workers per household
Commercial		1,000.0			20%	1.5
Hotel Restaurant/Lounge	4,184	4.2	6.5	27.20	5.44	3.63
Rooftop Bar	3,119	3.1	6.5	20.27	4.05	2.70
Retail	2,543	2.5	3.3	8.39	1.68	1.12
Office (Prof. Services)	6,469	6.5	3.7	23.94	4.79	3.19
Lobby Retail	2,136	2.1		0.00	0.00	0.00
Spa & Fitness	2,811	2.8	1.3	3.65	0.73	0.49
Breakout Rooms	1,148	1.1	1.3	1.49	0.30	0.20
Meeting Hall	5,051	5.1	1.3	6.57	1.31	0.88
Coffee Shop (exempt)	306	0.3	1.3	0.40	0.08	0.05
Total Exempt	11,452					
10% of Residential UE	12,699 ***					
		27.8		91.91	18.38	12.25
Total Proposed Redevelopment Affordable Unit Equivalents						26.33

Applying the Multifamily Criteria results in a lower required number of AUEs (24.58) as noted in the table below:

Park & Kearns Employee Generation & Unit Equivalent Calculations (Multi-Family) v24 — 10/01/2024

Proposed Redevelopment	quantities	area	total area	unit equivalent	aue required
Hotel/Condo	room/suite			2,000	20%
studio a	55	450	24,750	12.375	2.48
ADA studio (exempt)	1	450	0	0	0.00
studio corner	2	476	952	0.476	0.10
studio b	6	489	2,934	1.467	0.29
studio c	9	535	4,815	2.4075	0.48
1 bedroom	32	571	18,272	9.136	1.83
ADA 1 bedroom (exempt)	1	571	0	0	0.00
1 bedroom corner	4	476	1,904	0.952	0.19
1 bedroom suite a	7	594	4,158	2.079	0.42
1 bedroom suite b	2	705	1,410	0.705	0.14
2 bedroom corner	29	1,187	34,423	17.2115	3.44
ADA 2 bedroom (exempt)	1	1,187	0	0	0.00
2 bedroom a	6	1,224	7,344	3.672	0.73
2 bedroom b	6	1,254	7,524	3.762	0.75
3 bedroom Top Floor a	1	1,742	1,742	0.871	0.17
3 bedroom Top Floor b	1	1,702	1,702	0.851	0.17
3 bedroom Top Floor c	1	1,966	1,966	0.983	0.20
3 bedroom Top Floor d	2	1,782	3,564	1.782	0.36
3 bedroom Top Floor e	1	2,148	2,148	1,074	0.21
3 bedroom Top Floor f	1	1,853	1,853	0.9265	0.19
3 bedroom Top Floor g	1	1,771	1,771	0.8855	0.18
ADA 3 bedroom Top Floor (exempt)	1	1,546	0	0	0.00
	170		123,232	61.62	12.32

	total area	unit equivalent	employee rate	employees	mitigation rate	workers per household
Commercial		1,000.0			20%	1.5
Hotel Restaurant/Lounge	4,184	4.2	6.5	27.20	5.44	3.63
Rooftop Bar	3,119	3.1	6.5	20.27	4.05	2.70
Retail	2,543	2.5	3.3	8.39	1.68	1.12
Office (Prof. Services)	6,469	6.5	3.7	23.94	4.79	3.19
Lobby Retail	2,136	2.1	0.0	0.00	0.00	0.00
Spa & Fitness	2,811	2.8	1.3	3.65	0.73	0.49
Breakout Rooms	1,148	1.1	1.3	1.49	0.30	0.20
Meeting Hall	5,051	5.1	1.3	6.57	1.31	0.88
Coffee Shop (exempt)	306	0.3	1.3	0.40	0.08	0.05
Total Exempt	11,452					
10% of Residential UE	12,699					
		16.3		91.91	18.38	12.25
Total Proposed Redevelopment Affordable Unit Equivalents						24.58

INDEPENDENT CALCULATION BASED UPON ACTUAL DATA

Today, The Doubletree operates with an average of 53.5 Full Time Equivalent Employees (FTEE's)inclusive of all food & beverage and banquet employees. This results in an Observed Employee Generation Rate of 0.3 employee/room which is more typical of hotels of this size in the market. Applying this actual employee generation rate (.3) to the hotel portion of the proposed redevelopment results in a Housing Mitigation Rate of 6.96 AUEs (174 rooms x .3 = 52.2 employees x 20% mitigation rate= 10.4 / 1.5 employees per household.) Adding 11.78 AUEs required for the proposed new commercial areas results in an 20.45 AUE requirement for the proposed MPD based upon actual data. To fulfil the requirements of the resolution Yarrow Owner proposes to provide 60 Affordable Housing Units totaling 26.33 AUE's or 24,246 square feet of on-site affordable housing meeting the requirement as noted below:

Proposed Affordable	quantities	area	total area	affordable unit equivalent	additional aue proposed	required
Residential (Affordable)	60			900		
studio	18	332.0	5,976	6.64		
1 bedroom	42	435.0	18,270	20.30		
Total Proposed Affordable			24,246	26.94	2.36	24.58

The Proposed Affordable AUE exceeds the requirement based upon historical data by 8.20AUEs, with out giving credit for the existing property.

It is worth noting that the proposed Yarrow Redevelopment is not generating entirely new demand for affordable housing from the site. In fact, applying the Housing Resolution to the existing Hotel operations results in 18.89 AUEs or over 17,000 square feet of Affordable Housing Demand which would be displaced by the proposed redevelopment (see next page.)

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Park & Kearns Redevelopment
MPD-012
Housing Mitigation Plan

1/4 mi

5 Minutes

2 Minutes

3/4 mi

15 Minutes

3 Minutes

1 mi

20 Minutes

5 Minutes

Site Location

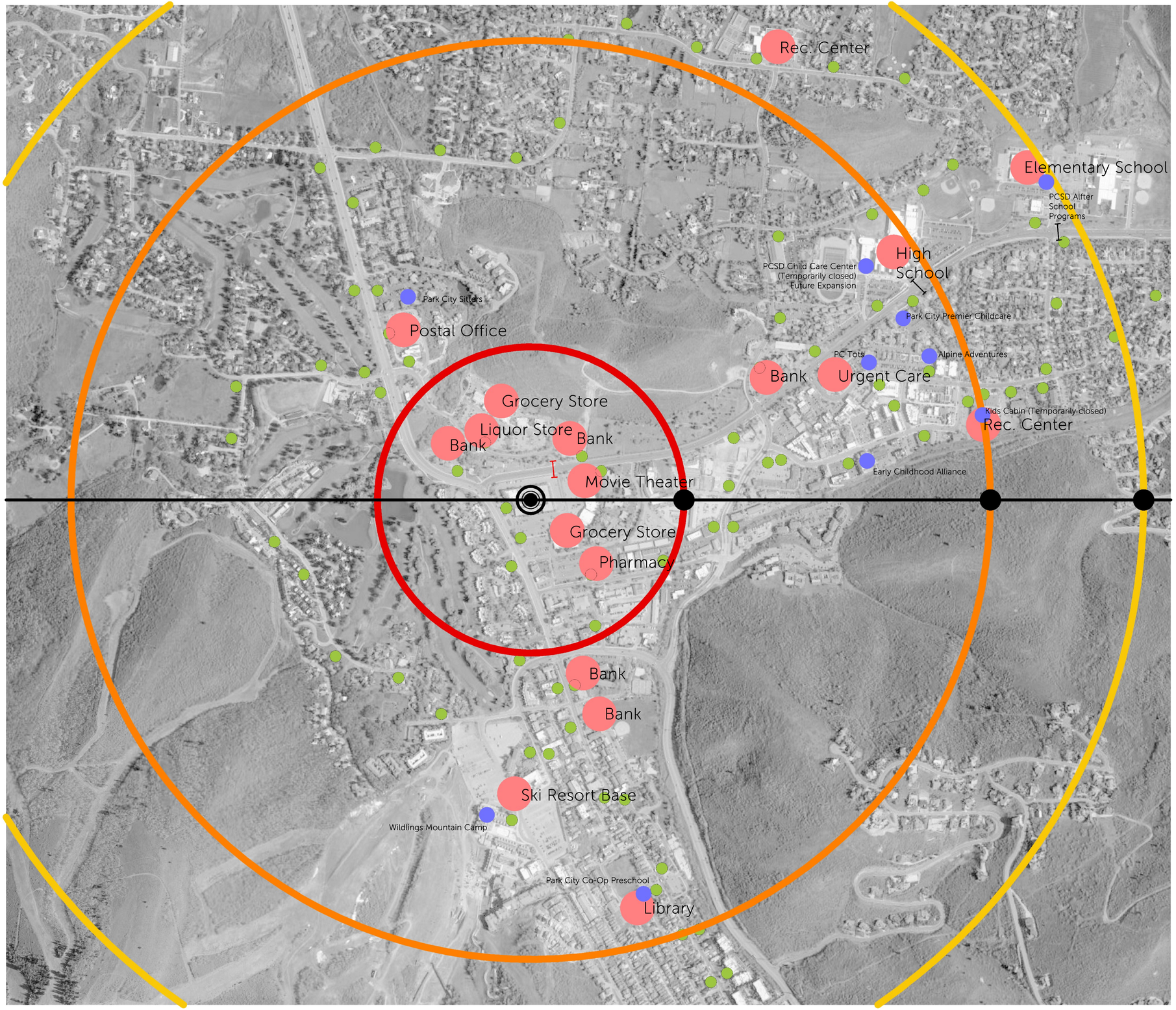
Amenities

Bus Stops

Child Care

Underpass

Future Underpass



Census Data Household Size and Children

Summit County's household size is consistent with Utah's, but the population of children is significantly lower than in the rest of the state, and, for children under 5, is even lower than the national average.

	Summit County	Utah	US
Household Size =	3.1 %	3.1%	2.6%
0 to 5 years old =	4.8 %	7.1%	5.7%
6 to 18 years old =	23.1%	28.4%	16.8%
15 to 18 years old =	14.7 %	11.7%	16.8%
% in poverty	5.8%	8.6%	8.6%
Totals	82		

A child care center is not provided currently on site, there are 9 existing facilities within 15 minute walk and 3 minute bike ride.
If there is a future desire a Child Care Center would like to be included as an Allowed Use.

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Park & Kearns Redevelopment

MPD-013

Walk/Bike/Childcare Study

All Master Planned Development Applicants shall submit a map and inventory of Historic Structures and Sites on the Property and a Historic Structures Report prepared by a Qualified Historic Preservation Professional.

Refer to Historic Site Report from Chronicle Heritage, dated October 5,2023 below. It is proposed to rehabilitate the monument and leave on its current location. Once the City finalizes the pedestrian tunnel design, the owner is open to find a location within the property, the goal is to avoid relocating it more than one time.

CHRONICLE HERITAGE

T: 602.261.7253
info@paleowest.com

PHOENIX HQ
319 East Palm Lane
Phoenix, AZ 85004

October 5, 2023

Yarrow Hotel Owner, LLC
1800 Park Avenue
Park City, Utah 84060

RE: ABOVE-GROUND HISTORIC STRUCTURES REVIEW FOR THE PROPERTY AT 1800 PARK AVE, IN PARK CITY, SUMMIT COUNTY, UTAH

INTRODUCTION

Chronicle Heritage, LLC (Chronicle) completed an above-ground resources assessment for Yarrow Hotel Owner, LLC (Client) for the 1800 Park Ave Project in Park City, Summit County, Utah (Project). The project is in Section 9 of T2S R4E, Summit County, Utah. The Client provided map coordinates and a description of the Project to Chronicle in September of 2023.

This inventory was done to meet Park City's municipal code 15-6.1-11 (O) regarding Affordable Master Planned Developments. The code indicates that "Applicants shall submit a map and inventory of Historic Structures and Sites on the Property and a Historic Structures Report prepared by a Qualified Historic Preservation Professional."

This letter report provides the results of the background research as well as an assessment of the potential for the project area to contain National Register of Historic Places (NRHP) eligible or listed above-ground *historic properties* that are protected under the National Historic Preservation Act. For the background research, Chronicle conducted a literature review at the Utah State Historic Preservation Office (SHPO), compiling information derived from the National and State Registers of Historic Places, historic aerials, and maps to determine if any architectural/historical resources are known to be in the project area.

ABOVE-GROUND RESOURCES

For the 1800 Park Ave Project, the Above-Ground Study Area (Study Area) (Figure 1) is considered to include those cultural resources (buildings, structures, objects, or sites) that are in the Study Area and one parcel deep around it. Chronicle conducted a literature review for this area to identify any previously recorded resources. A review of SHPO survey files revealed that there are no previously recorded resources in the Study Area. The Glenwood Cemetery was noted as being listed on the NRHP; however, the cemetery is located about 650 m southwest of the Study Area.

Through field survey, Chronicle Architectural Historian, Katie Remensnyder, identified no buildings that are over 50 years old in the Study Area. Historic aerial imagery indicates that all of the buildings in the Study Area were constructed after 1973. However, one object, a Daughters of Utah Pioneers (DUP) Historic Marker was identified and recorded (Figure 2).

DUP Marker No. 128

This marker was placed by the DUP in 1948, to commemorate the location where the first family of settlers in Park City raised their home-made flag. The marker consists of a tan brick base that measures about 4 ft square and 3 to 4 ft tall. There is a bronze plaque on the front of the marker

and a 3 ft diameter bell placed on top of the base. The bell was moved from its original location at the town hall and appears to have been painted numerous times. The plaque reads:

Daughters of Utah Pioneers
No. 128,
Erected 1948,
PARK CITY PIONEERS

> At this site, the first settlers entered Park City. George G. Snyder, his wife Rhoda, and their three children had cleared their way through the forest to arrive at their destination on May 25, 1872. On July 4, 1872, a celebration was held, a U.S. flag flown to the breeze, and the name Park City given officially to the town. Mrs. Snyder and daughters made the flag from a bed-sheet, a red flannel baby blanket and blue silk handkerchief. The bell hung atop the City Hall from 1902 to 1948.

RECOMMENDATIONS

The following is Chronicle's NRHP recommendation for this historic object. As part of this study, these sites were evaluated for eligibility to the NRHP based on criteria present in federal regulations outlined in *36CFR 60.4*:

> *The quality of significance in American history, architecture, archaeology, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association, and:*
>
> *(A) that are associated with events that have made a significant contribution to the broad patterns of our history; or*
> *(B) that are associated with the lives of persons significant in our past; or*
> *(C) that embody the distinctive characteristics of a type, period, or method of construction or that represent the work of a master; or that possess high artistic values; or that represent a significant and distinguishable entity whose components may lack individual distinction; or*
> *(D) that have yielded, or may be likely to yield, information important in prehistory or history.*

Recommendations regarding the site's eligibility for the NRHP were made based on the retention of historic integrity and the above-cited criteria.

DUP Marker No. 128 NRHP Recommendation

The most prominent feature of this marker, erected by the Daughter of Utah Pioneers in 1948, is the bell from the town hall. Because the bell is a "fragment of a larger resource" (NRHP Bulletin 15), it has lost integrity of location, design, setting, materials, workmanship, and association. Further, due to the commercialization and changing nature of this part of Park City, the site lacks integrity of feeling. Although this site can be associated with the broad patterns of settlement and early settlers in Park City, it does not retain the integrity necessary to convey its significance. Further, this object does not "demonstrate its ability to convey its significance as opposed to other sites"(NRHP Bulletin 15), and is recommended not eligible under Criterion A and B. The marker does not represent a type, period, or method of construction nor was it created by a master and is recommended not eligible under Criterion C. Further, there is little potential for this object to contain additional information that could answer questions important to the history of the area and is therefore, recommended not eligible under Criterion D.

Based on the literature review, no previously recorded historic resources exist in the Study Area. One new object was recorded as part of this Study, a DUP Marker denoting the first flag raising in Park City with the City Hall bell on top. This DUP marker was recommended not eligible for the NRHP under any Criteria. Therefore, Chronicle recommends that the 1800 Park Avenue project will have No Effect on Significant Historic Resources.

HISTORIC SITE SHORT FORM

(11/17)

UTAH OFFICE OF HISTORIC PRESERVATION
For Section 106 Review Only
(Do not use this form to record archeological sites)

1 IDENTIFICATION
Historic Property Name (if known): Daughters of Utah Pioneers Monument *106 Project Title:* 1800 Park Ave, Park City
Address: ~1800 Park Ave *Lat/Long (Optional):*
City, County: Park City, Summit County Geographical Data (Optional):

2 EVALUATION
Evaluation (select one)

☐ *The property is considered* **Eligible** *at this time because it is already listed in the National Register* **or**
- is at least 50 years old **and** retains its historic integrity (minimal alterations to key features), and has potential significance.

☑ *The property is considered* **Not Eligible** *at this time because it:*
- is less than 50 years old, **or** is 50 years or older but there have been major alterations to key features.

3 DOCUMENTATION

Required	*Research Sources (optional, check all sources consulted, whether useful or not)*
☑ *Upload two photos*	☐ *abstract of title*
☐ *site sketch map (optional)*	☐ *tax card & photo*
☐ *other:*	☐ *building permit*
	☐ *Sanborn Maps*
	☑ *other:*

4 ARCHITECTURAL DESCRIPTION AND HISTORY
Date of Construction: 1948 *No. of Stories:* 0 *Use*
Building Type: Other Type *Building Style:* Other *Original Use:* Other
Foundation Material: Concrete *Wall Material(s):* Stone *Current Use:* Other
Additions: ☑ *none* ☐ *minor* ☐ *major (describe below)* *Alterations:* ☑ *none* ☐ *minor* ☐ *major (describe below)*
No. of contributing outbuildings and/or structures: *No. of non-contributing outbuildings and/or structures:*

Briefly describe the original building, any major additions or alterations and their dates, and associated outbuildings and structures. Also provide a brief history of the building's construction and use (if known). Use continuation sheets as necessary for additional photos and text.

DUP Marker No. 128

This marker was placed by the DUP in 1948, to commemorate the location where the first family of settlers in Park City raised their home-made flag. The marker consists of a tan brick base that measures about 4 ft square and 3 to 4 ft tall. There is a bronze plaque on the front of the marker and a 3 ft diameter bell placed on top of the base. The bell was

5 PROPOSED ACTION
Describe the impending action (e.g., road widening, rehabilitation, alteration, demolition). Use continuation sheets as necessary for additional photos and text.

This project may involve moving the monument. Although the monument is recommended not eligible for listing on the NRHP, it is still important to the community and to the Daughters of Utah Pioneers. It is therefore, recommended that the Daughters of the Utah Pioneers be notified so that they can participate in the relocation process.

Form completed by: Wendy Simmons Johnson *Date (mo/yr):* 92023

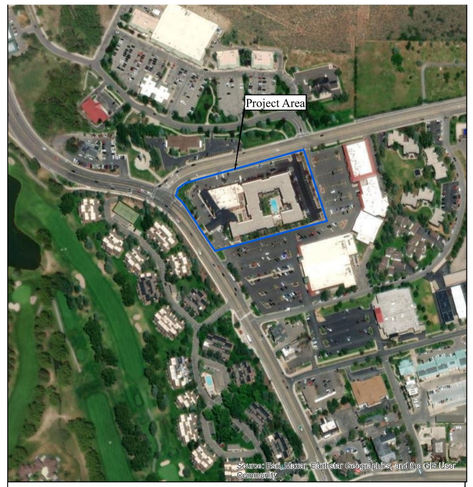

Figure 1. Location of the 1800 Park Ave Study Area in Park City, Utah.

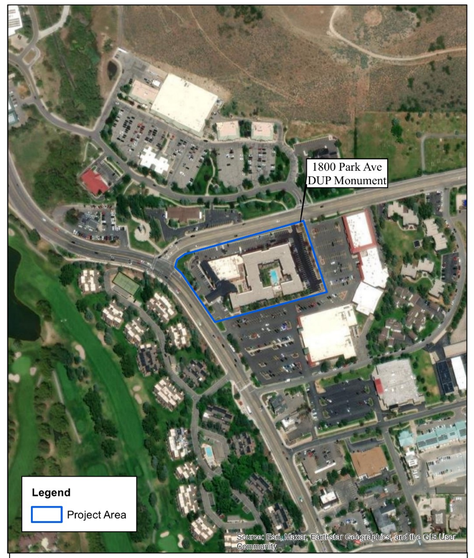

Figure 2. Location of the 1800 Park Ave, DUP Monument, Park City, Utah.

6 PHOTO UPLOAD
Upload your images. Please upload at least one current and clear image.
If you have additional documents, such as a site sketch map or project area map (a map for each individual property is not required if project features multiple properties; just submit one map highlighting all properties in project area), please submit those as a separate pdf or attach as part of the agency letter.

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Park & Kearns Redevelopment
MPD-014
Historic Site Report

LMC 15-6-6 MPD Required Findings and Conclusions of Law

The Planning Commission must make the following findings in order to approve a Master Planned Development. In some cases, conditions of approval will be attached to the approval to ensure compliance with these findings. The Master Planned Development, as conditioned:

LMC 15-6-6A

Complies with all requirements of the Land Management Code

Refer to MPD Requirements Analysis on sheets MPD-002 thru MPD-016.

LMC 15-6-6B

Meets the minimum requirements of Section 15-6-5;

Refer to MPD Requirements Analysis on sheets MPD-002 thru MPD-016.

LMC 15-6-6C

Provides the highest value of Open Space

The project exceeds the baseline percentage of open space. It includes open space types appropriate for each location of the site. These open space types range from linear green spaces, plazas, commercial sidewalks, signature trails, and general gathering areas.

LMC 15-6-6D

Strengthens and enhances the resort character of Park City

Maintaining a hotel use at this location continues to support the Park City Resort Character. The design incorporates stone, steel, and wood in a composition that is familiar to the mining heritage and the resort development as seen at the base area of Park City Mountain and Deer Valley.

LMC 15-6-6E

Compliments the natural features on the Site and preserves significant features or vegetation to the extent possible

Refer to MPD-014 Historic Site Report for preservation of existing Historic Object and MPD-027 Tree Demo for preservation of existing vegetation along Kearns Blvd.

LMC 15-6-6F

Is Compatible in Use, scale, and mass with adjacent Properties, and promotes neighborhood Compatibility, and Historic Compatibility, where appropriate, and protects residential neighborhoods and Uses

The project is compatible with the surrounding residential, commercial, retail, and office uses in both use and scale.

LMC 15-6-6G

Provides amenities to the community so that there is no net loss of community amenities

Refer to MPD-017 Community Benefits.

LMC 15-6-6H

Is consistent with the employee Affordable Housing requirements as adopted by the City Council at the time staff determined the Application to be complete

Refer to MPD-012, MPD-012.1 Affordable Mitigation Plan and MPD-016 Unit Equivalent Calculations.

LMC 15-6-6I

Meets the Sensitive Lands requirements of the Land Management Code and is designed to place Development on the most developable land and least visually obtrusive portions of the Site

The site is not located with the Sensitive Lands as defined in the LMC. The entire site is developable and the building has been pulled away from Kearns Boulevard and Park Avenue.

LMC 15-6-6J

Promotes the Use of non-vehicular forms of transportation through design and by providing trail connections

. Refer to MPD-035 Public Transportation, MPD-007 Parking Management Plan and MPD-013 Walk/Bike Study.

LMC 15-6-6K

Was noticed and the Planning Commission held a public hearing in accordance with this Chapter

Staff published notice on the City's website and the Utah Public Notice website and mailed courtesy notice to property owners within 300 feet on June 12, 2024. The Park Record published courtesy notice on June 12, 2024.

LMC 15-6-6L

Incorporates best planning practices for sustainable development, including water conservation measures and energy efficient design and construction, per the Residential and Commercial Energy and Green Building program and codes adopted by the Park City Building Department in effect at the time of the Application

A third party energy consultant during design development and construction document phases and is willing to explore Energy Use Intensity requirements. The Applicant Proposes:

a. Installing 58 Electric Charging Stations for 20% of the parking stalls prior issuance of a Certificate of Occupancy
b. Constructing all-electric multi-family units
c. Installing windows specificity designed for mountain climate with performance of R-5 to R-9
d. Installing exterior insulation that exceeds the requirements of the Building Code.
e. Incorporating bioswales in the landscaping to collect and remove pollutants from stormwater.
f. Constructing building that are solar PV ready.

LMC 15-6-6M

Addresses and mitigates Physical Mine Hazards according to accepted City regulations and policies

The property is outside the Mining Hazard Ordinance Overlay area. Refer to MPD-011.

LMC 15-6-6N

Addresses and mitigates Historic Mine Waste and complies with the requirements of the Park City Soils Boundary Ordinance

The project is in the Park City Soils Boundary. Geotechnical Investigation has been completed for the property. The project will comply with requirements during the construction phase of the project.

LMC 15-6-6O

Addresses Historic Structures and Sites on the Property, according to accepted City regulations and policies, and any applicable Historic Preservation Plan

Existing Historic Structure is proposed to be rehabilitated, the monument preserve its current location. Once the City finalizes the pedestrian tunnel design, the owner is open to find a location within the property, the goal is to avoid relocating it more than one time. Refer to MPD-014 Historic Site Report

LMC 15-6-6P

Addresses and mitigates traffic.

A Traffic Impact Study is currently being coordinated between Hales Engineering (Traffic Consultant) and the PCMC Engineering Department. xxxxxx

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Park & Kearns Redevelopment

MPD-015

Required Findings & Conclusions of Law

LMC 15-6-8 MPD Unit Equivalents

Density of Development is a factor of both the Use and size of Structures built within a project. In order to allow for, and to encourage, a variety of unit configurations, Density shall be calculated on the basis of Unit Equivalents. Unless otherwise stipulated, one (1) Unit Equivalent equates to one (1) single family Lot, 2,000 square feet of Multi-Family Dwelling floor area, or 1,000 square feet of commercial or office floor area. The MPD may stipulate maximum Building Footprint and/or maximum floor area for single family and duplex Lots. Residential Unit Equivalents for Multi-Family Dwellings shall be calculated on the basis of one (1) Unit Equivalent per 2,000 square feet and portions of Unit Equivalents for additional square feet above or below 2,000. For example: 2,460 square feet of a multi-family unit shall count as 1.23 Unit Equivalents. On the Tables below, One (1) UE equates 2000 SF has been use for Multi Family calculation.

Affordable Housing units required as part of the MPD approval, and constructed on Site do not count towards the residential Unit Equivalents of the Master Plan. Required ADA units do not count towards the residential Unit Equivalents.
On the Tables below, Affordable Housing and ADA units have not been accounted on calculations.

LMC 15-6-8A. Calculating Residential Units

Unit square footage shall be measured from the interior of the exterior unit walls. All bathrooms, halls, closets, storage and utility rooms within a unit will be included in the calculation for square footage. Exterior hallways, common circulation and hotel use areas, such as lobbies, elevators, storage, and other similar Areas, will not be included. Common outdoor facilities, such as pools, spas, recreation facilities, ice-skating rinks, decks, porches, etc. do not require the Use of Unit Equivalents.
The Square Footage below has followed the calculation stated on this section. Refer to Floor Plan exhibits and Tables below.

LMC 15-6-8A. Lockouts

For purposes of calculating Unit Equivalents, Lockouts shall be included in the overall square footage of a unit. Lockouts have been included on Hotel UE calculation.

LMC 15-6-8B. Support Commercial within Residential MPD

Within a Hotel or Nightly Rental condominium project, the Floor Area of Support Commercial uses may not exceed five percent (5%) of the total Floor Area of the approved residential Unit Equivalents. Any unused support commercial floor area may be utilized for meeting space Uses. The Support Commercial and Meeting Room is less than 10% of the Residential UE in both Hotel and Multi Family calculations (11,452 SF < 12,699 SF)

LMC 15-6-8C. Meeting Space

Within a Hotel or Condominium project, Floor Area of meeting space may not exceed five percent (5%) of the total Floor Area of the approved residential unit equivalents. Any unused meeting space floor area may be utilized for support commercial uses within a Hotel or Nightly Rental Condominium project. The Support Commercial and Meeting Room is less than 10% of the Residential UE in both Hotel and Multi Family calculations (11,452 SF < 12,699 SF)

LMC 15-6-8D. Commercial Unit Equivalents

*Commercial spaces, approved as a part of a Master Planned Development, shall be calculated on the basis of one (1) Unit Equivalent per 1000 square feet of Net Leasable Floor Area, exclusive of common corridors, for each part of a 1,000 square foot interval. For example: 2,460 square feet of commercial Area shall count as 2.46 Unit Equivalents.*The Square Footage below has followed the calculation stated on this section. Refer to Floor Plan exhibits and Tables below.

LMC 15-6-8E. Residential Accessory Uses

Residential Accessory Uses include typical back of house uses and administration facilities that are for the benefit of the residents of a commercial Residential Use, such as a Hotel or Nightly Rental Condominium project and that are common to the residential project and are not located within any individual Residential unit. Residential Accessory Uses do not require the use of Unit Equivalents and include, but are not limited to, such Uses as: Ski/Equipment lockers, Lobbies, Registration, Concierge, Bell stand/luggage storage, Maintenance Areas, Mechanical rooms and shafts, Laundry facilities and storage, Employee facilities, Common pools, saunas and hot tubs, and exercise areas not open to the public, Telephone Areas, Guest business centers, Public restrooms, Administrative offices, Hallways and circulation, Elevators and stairways The Square Footage below has followed the calculation stated on this section. Refer to Floor Plan exhibits and Tables below.

EXISTING HOTEL EMPLOYEE GENERATION & UNIT EQUIVALENT CALCULATION

Existing Yarrow Hotel		quantities	employee rate	employees	mitigation rate	workers per household
Hotel		room/suite	per room		20%	1.5
Guest Rooms		182	0.6	109.2	21.84	14.56
		182		109.2	21.84	14.56
	total area	unit equivalent	employee rate	employees	mitigation rate	workers per household
Commercial		1,000.0			20%	1.5
Hotel Restaurant/Lounge	5,000	5.0	6.5	32.50	6.50	4.33
Meeting Space	9,437	9.4	1.3	12.27	2.45	1.64
		14.4		44.77	8.95	5.97
Total Existing Yarrow Hotel Affordable Unit Equivalents						20.53

EXISTING PARKING ANALYSIS

Existing Yarrow Hotel	area	rooms/suites/ keys	total area parking required		spaces required
Hotel					
Guest Rooms		182	71,400	1	182.00
Deluxe 2 Doubles	380	18	6,840		
Deluxe 2 Queen	380	101	38,380		
Deluxe King	380	31	11,780		
Queen ADA	380	5	1,900		
Studio King	380	12	4,560		
Studio Double	380	7	2,660		
Parlor Suite Kings	640	6	3,840		
Executive Suite King	720	2	1,440		
		182	71,400	1	182.00
	total area	allowed support space	area over allowed support commercial parking required		spaces required
Support Commercial		5%	1/200 sf		
Hotel Restaurant/Lounge	5,000	3,570	1,430.0	0.005	7.15
Meeting Space	9,437	3,570	5,867.0	0.005	29.34
		7,140.0		0.01	0.00	36.49
Total Building Area						132,330
Total Parking Required						219.00
Total Parking Available						168
Percentage Reduction						23.29%

HOTEL EMPLOYEE GENERATION & UNIT EQUIVALENT CALCULATION

Proposed Redevelopment		quantities	employee rate	employees	mitigation rate	workers per household
Hotel/Condo		room/suite	per room		20%	1.5
studio a		55	0.6	33	6.6	4.40
ADA studio (exempt)		1		0	0	0.00
studio corner		2	0.6	1.2	0.24	0.16
studio b		6	0.6	3.6	0.72	0.48
studio c		9	0.6	5.4	1.08	0.72
1 bedroom		32	0.6	19.2	3.84	2.56
ADA 1 bedroom (exempt)		1		0	0	0.00
1 bedroom corner		4	0.6	2.4	0.48	0.32
1 bedroom suite a		7	0.6	4.2	0.84	0.56
1 bedroom suite b		2		0	0	0.00
2 bedroom corner		29	0.6	17.4	3.48	2.32
ADA 2 bedroom (exempt)		1		0	0	0.00
2 bedroom a		6	0.6	3.6	0.72	0.48
2 bedroom b		6	0.6	3.6	0.72	0.48
lockout		12	0.6	7.2	1.44	0.96
3 bedroom Top Floor a		1	0.6	0.6	0.12	0.08
3 bedroom Top Floor b		1	0.6	0.6	0.12	0.08
3 bedroom Top Floor c		1	0.6	0.6	0.12	0.08
3 bedroom Top Floor d		2	0.6	1.2	0.24	0.16
3 bedroom Top Floor e		1	0.6	0.6	0.12	0.08
3 bedroom Top Floor f		1	0.6	0.6	0.12	0.08
3 bedroom Top Floor g		1	0.6	0.6	0.12	0.08
ADA 3 bedroom Top Floor (exempt)		1		0	0	0.00
		182		105.6	21.12	14.08
	total area	unit equivalent	employee rate	employees	mitigation rate	workers per household
Commercial		1,000.0			20%	1.5
Hotel Restaurant/Lounge	4,184	4.2	6.5	27.20	5.44	3.63
Rooftop Bar	3,119	3.1	6.5	20.27	4.05	2.70
Retail	2,543	2.5	3.3	8.39	1.68	1.12
Office (Prof. Services)	6,469	6.5	3.7	23.94	4.79	3.19
Lobby Retail	2,136	2.1		0.00	0.00	0.00
Spa & Fitness	2,811	2.8	1.3	3.65	0.73	0.49
Breakout Rooms	1,148	1.1	1.3	1.49	0.30	0.20
Meeting Hall	5,051	5.1	1.3	6.57	1.31	0.88
Coffee Shop (exempt)	306	0.3	1.3	0.40	0.08	0.05
Total Exempt	11,452					
10% of Residential UE	12,699 ***					
		27.8		91.91	18.38	12.25
Total Proposed Redevelopment Affordable Unit Equivalents						26.33

Proposed Affordable	quantities	area	total area	affordable unit equivalent	additional aue proposed	required
Residential (Affordable)	60			900		
studio	18	332.0	5,976	6.64		
1 bedroom	42	435.0	18,270	20.30		
Total Proposed Affordable			24,246	26.94	0.61	26.33

MULTI-FAMILY EMPLOYEE GENERATION & UNIT EQUIVALENT CALCULATION

Proposed Redevelopment	quantities	area	total area	unit equivalent	aue required
Hotel/Condo	room/suite			2,000	20%
studio a	55	459	24,750	12.375	2.48
ADA studio (exempt)	1	459	0	0	0.00
studio corner	2	476	952	0.476	0.10
studio b	6	489	2,934	1.467	0.29
studio c	9	535	4,815	2.4075	0.48
1 bedroom	32	571	18,272	9.136	1.83
ADA 1 bedroom (exempt)	1	571	0	0	0.00
1 bedroom corner	4	476	1,904	0.952	0.19
1 bedroom suite a	7	594	4,158	2.079	0.42
1 bedroom suite b	2	705	1,410	0.705	0.14
2 bedroom corner	29	1,187	34,423	17.2115	3.44
ADA 2 bedroom (exempt)	1	1,187	0	0	0.00
2 bedroom a	6	1,224	7,344	3.672	0.73
2 bedroom b	6	1,254	7,524	3.762	0.75
3 bedroom Top Floor a	1	1,742	1,742	0.871	0.17
3 bedroom Top Floor b	1	1,702	1,702	0.851	0.17
3 bedroom Top Floor c	1	1,965	1,966	0.983	0.20
3 bedroom Top Floor d	2	1,782	3,564	1.782	0.36
3 bedroom Top Floor e	1	2,148	2,148	1.074	0.21
3 bedroom Top Floor f	1	1,853	1,853	0.9265	0.19
3 bedroom Top Floor g	1	1,771	1,771	0.8855	0.18
ADA 3 bedroom Top Floor (exempt)	1	1,546	0	0	0.00
	170		123,232	61.62	12.32
	total area	unit equivalent	employee rate	employees	mitigation rate	workers per household
Commercial		1,000.0			20%	1.5
Hotel Restaurant/Lounge	4,184	4.2	6.5	27.20	5.44	3.63
Rooftop Bar	3,119	3.1	6.5	20.27	4.05	2.70
Retail	2,543	2.5	3.3	8.39	1.68	1.12
Office (Prof. Services)	6,469	6.5	3.7	23.94	4.79	3.19
Lobby Retail	2,136	2.1	0.0	0.00	0.00	0.00
Spa & Fitness	2,811	2.8	1.3	3.65	0.73	0.49
Breakout Rooms	1,148	1.1	1.3	1.49	0.30	0.20
Meeting Hall	5,051	5.1	1.3	6.57	1.31	0.88
Coffee Shop (exempt)	306	0.3	1.3	0.40	0.08	0.05
Total Exempt	11,452					
10% of Residential UE	12,699					
		16.3		91.91	18.38	12.25
Total Proposed Redevelopment Affordable Unit Equivalents						24.58

Proposed Affordable	quantities	area	total area	affordable unit equivalent	additional aue proposed	required
Residential (Affordable)	60			900		
studio	18	332.0	5,976	6.64		
1 bedroom	42	435.0	18,270	20.30		
Total Proposed Affordable			24,245	26.94	2.36	24.58

- Existing Building.....20.45 AUEs
- Proposed Building (Hotel).....26.33 AUE's Req.
- Proposed Building (Multi-Family).....24.58 AUE's Req.
- AH Units Provided.....26.94 AUEs.

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Park & Kearns Redevelopment

MPD-016

Unit Equivalent Calculations

Affordable Housing

60 Units of deed restricted affordable housing units with a range of affordability for households with incomes between 50% - 80% of AMI.

Outdoor Community Spaces

Over 1.7 acres of public open space, creating a landscaped greenbelt surrounding the property and new community greens.

Connectivity

Over 1500 feet of new 12’ multi-use paths separated from traffic, enhancing the pedestrian experience at this critical and highly trafficked intersection. Also designed to work with the proposed pedestrian tunnel that crosses Kearns Boulevard.

Bike Share Station

Design hosts a new Summit bike Share Station to supplement the highly popular station across Park Avenue.

Underground Parking

Replace the sea of asphalt surrounding the current building with underground parking for 263 cars, plus covered bike parking and charging facilities.

Transit Oriented Development

Property is adjacent to heavily used Park City and High Valley Transit stops.

Community Facilities

In addition to making land available for the Park City’s planned Kearns Boulevard tunnel, the project would deliver several million dollars’ worth of public infrastructure created at private expense.

Transit Stop Improvements

The design improves access to the Fresh Market transit stop through improved connections to crosswalks and bike share facilities.

Sustainable Development

The project is designed to EnergyStar, yielding low Energy Use Intensity, and all electric residential and lodging units which eliminates residential unit C02 emissions. The entire project will consume less energy than the existing property.

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Park & Kearns Redevelopment

MPD-017

Community Benefits

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LMC 15-3-9 Bicycle Parking Requirements

LMC 15-3-9A. Bicycle Parking Requirements

Outdoor bicycle parking is an area where one bicycle may be securely stored with both wheels resting on a stable surface and conveniently accessed and removed without requiring the movement of other bicycles, vehicles, or other objects.

1. *Outdoor bicycle parking must:*
   - a. *Be inverted-U, post and ring, corral, or other as approved by the City Engineer and Transportation Planning Department;*
   - b. *Be mounted in concrete;*
   - c. *Be galvanized or stainless steel, coated with PVC or thermoplastic, and resistant to rust, corrosion, hammers, and saws;*
   - d. *Provide secure racks in which both the bicycle frame and wheel may be locked by the user using a U-lock;*
   - e. *Be designed to prevent damage to the bicycle and to facilitate easy and secure bicycle parking without interference from or to adjacent bicycles;*
   - f. *Be installed no more than fifty feet (50') from the primary entrance;*
   - g. *Be located in convenient, highly visible, active, well-lighted areas that are easily accessible from the Right-of-Way, bicycle lanes, and/or trails and pathways;*
   - h. *Meet the dimension, setback, and installation requirements outlined in the NACTO or AASHTO design guidelines, as approved by the City Engineer or Transportation Planning;*
   - i. *Be Compatible in design and function with the surrounding Buildings and Street furniture;*
   - j. *Be protected from vehicles;*
   - k. *Be maintained in good condition, appearance, and repair;*
   - l. *Be protected from weather by existing structures such as overhangs or awnings or by natural elements such as a tree canopy;*
   - m. *Be clear of ice, snow, and any other obstructions;*
   - n. *Not obstruct pedestrian or ADA accessibility.*

The proposed outdoor bicycle parking meets with the criteria above. Refer to MPD-023 Site Plan, MPD-100 Level-1 & MPD-101 Level 1 Floor Plan for outdoor locations.

2. *Outdoor bicycle parking shall be provided for ten percent (10%) of the required Off-Street parking for the temporary storage of bicycles. Applicants granted a reduction in Off-Street parking by the Planning Commission must satisfy outdoor bicycle parking for the full Off-Street parking requirement. One percent (1%) or minimum of one (1) bicycle parking space of the outdoor bicycle parking shall provide parking at least three feet (3') by ten feet (10') per space to accommodate large bicycles such as cargo, recumbent, tandem, electric, and bicycles with trailers.*

-Required Parking Stalls: 361 stalls
-Required Outdoor Bicycle Parking: 36.1
-Provided Outdoor Bicycle Parking: 37 (Refer to MPD-100 & 101)
& 1 oversize stall (3'x10')

LMC 15-3-9B. Enclosed Bicycle Storage

Enclosed bicycle storage provides secure long-term storing and locking of bicycles.

1. *Enclosed bicycle storage must:*
   - a. *Be located within the Parking Structure or Building for which it is required*
     The proposed Enclosed Bike Storage is located on enclosed storage on Parking Level & Level 1. Refer to MPD-100 & MPD-101
   - b. *Be enclosed with solid walls or floor-to-ceiling fencing;*
     Proposed Bike Storage on Level 1 Storage has solid walls at Level 1 and floor to ceiling enclosure on proposed locations at Level -1
   - c. *Be securely locked and access-controlled;*
     Proposed Bike Storage on Level -1 and 1 will be securily locked and will have access controlled.
   - d. *Contain racks for support and locking of individual bicycles;*
     Racks will be provided and individual locking as well.
   - e. *If not located on the ground floor, be accessible by an elevator with interior dimensions of at least eighty inches (80") by fifty-four inches (54"); and*
     Bike Storage is located at ground floor and Parking Level. Elevators to Parking Level meet the requirement above
   - f. *Provide electrical outlets for e-bike charging*
     Outlets will be provided on each of the proposed locations

Enclosed bicycle storage shall be provided as follows:

2. a. *For one (1) bicycle per three (3) Dwelling Units for Multi-Unit Dwellings with ten (10) or more Dwelling Units, and*
   b. *For one (1) bicycle per ten (10) employees generated for Uses as outlined in Resolution No. 05-2021, as amended*

3. *Five percent of the Enclosed Bicycle Storage shall be at least three feet (3') by ten feet (10') per parking space to accommodate large bicycles such as cargo, recumbent, tandem, electric, and bicycles with trailers.*

4. *Applicants required to provide ten (10) or more Enclosed Bicycle Storage spaces shall include a bicycle repair station.*

Refer to MPD-016 for Unit Calculation and Employee Generation used on Enclosed Bicycle calculation below.

Residential
170 units + 60 units = 230 units /3 = 77 spaces

Employees
91.91 + 105.6 =197.51 198 employees /10 = 20 spaces

Total 97 Indoor spaces

5% of Indoor spaces = 5 spaces which are required to be 3' x 10'
(Proposed on Parking Level, Refer to MPD-100)

And this requires a Bicycle Repair Station
(Proposed on North East area, next to outdoor bicycle parking, Refer to MPD-101)

As an Alternate, the hotel employees will not all park at the same time as there are three 8 hour shifts in a day. At most we would need 1/2 of the enclosed spaces for the Hotel Use.

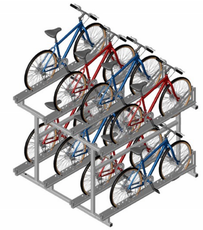
Residential
170 units = 60 units = 230 units /3 = 77 spaces

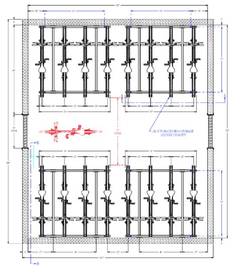
Employees
46 + 105.6 = 152 employees /10 = 16 spaces

Total 93 Indoor spaces

5% of Indoor spaces = 5 spaces which are required to be 3' x 10'
(Proposed on Parking Level, Refer to MPD-100)

And this requires a Bicycle Repair Station
(Proposed on North East area, next to outdoor bicycle parking, Refer to MPD-101)





LMC 15-3-9C. Exceptions

This Section does not apply to Summit Bike Share.

Summit Bike Share has been proposed on South West area, this section doesn't apply to it.

LMC 15-3-9D. Alternative Compliance

The Planning Commission may reduce or modify the required outdoor bicycle parking and enclosed bicycle storage when the Applicant demonstrates a plan that achieves secure bicycle parking facilities that best suits the Uses and physical constraints of a Site.

Not Applicable

LMC 15-3-9E. Paymney-In-Lieu

Structures with zero Setback requirements or Properties where Outdoor Bicycle Parking or Enclosed Bicycle Parking would negatively impact access, circulation, or snow removal, may pay a fee in-lieu for required bicycle parking.

Not Applicable

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Park & Kearns Redevelopment
MPD-018
Bike Storage Analysis

Park & Kearns Redevelopment

MPD-020.

Aerial View

10/09/2023 (Rev. 10/09/2024)

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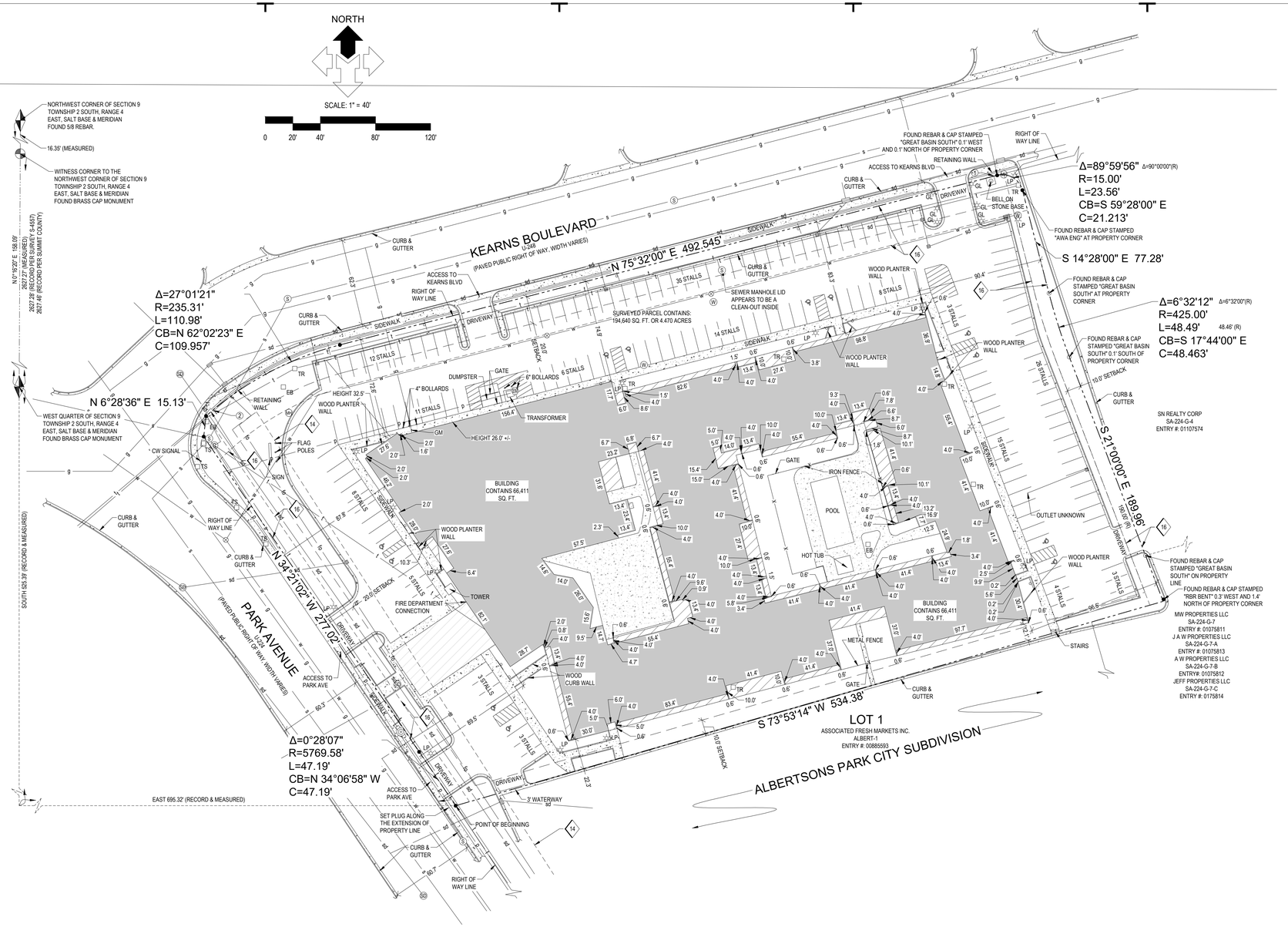


TITLE INFORMATION

THIS SURVEY DOES NOT CONSTITUTE A TITLE SEARCH BY THE SURVEYOR. ALL INFORMATION REGARDING RECORD EASEMENTS, ADJOINERS AND OTHER DOCUMENTS THAT MIGHT AFFECT THE QUALITY OF TITLE TO TRACT SHOWN HEREON WAS GAINED FROM TITLE COMMITMENT NO. 1244369 PREPARED BY STEWART TITLE GUARANTY COMPANY. EFFECTIVE DATE: MAY 21, 2021, AT 8:00 AM.

DESCRIPTION PER TITLE REPORT

THE FOLLOWING DESCRIBED REAL PROPERTY IS LOCATED IN SUMMIT COUNTY, STATE OF UTAH:

BEGINNING AT A POINT ON THE EASTERLY RIGHT OF WAY LINE OF PARK AVENUE (STATE HIGHWAY U-224), SAID POINT BEING SOUTH 525.39 FEET AND EAST 695.32 FEET FROM THE WEST QUARTER CORNER OF SECTION 9, TOWNSHIP 2 SOUTH, RANGE 4 EAST, SALT LAKE BASE AND MERIDIAN; THENCE NORTHWESTERLY, ALONG SAID RIGHT OF WAY, ON A CURVE TO THE LEFT, HAVING A RADIUS OF 5769.58 FEET, THROUGH A CENTRAL ANGLE OF 0°28'07", A DISTANCE OF 47.19 FEET TO A POINT(CHORD BEARS NORTH 34°06'58" WEST, 47.19 FEET) ; THENCE NORTH 34°21'02" WEST ALONG SAID RIGHT OF WAY A DISTANCE OF 277.02 FEET TO A POINT ON THE SOUTHERLY RIGHT OF WAY LINE OF KEARNS BOULEVARD (STATE HIGHWAY U-248); THENCE NORTH 6°28'36" EAST ALONG SAID RIGHT OF WAY, A DISTANCE OF 15.13 FEET TO A POINT OF NON-TANGENCY; THENCE NORTHEASTERLY ON A CURVE TO THE RIGHT, ALONG SAID RIGHT OF WAY, HAVING A RADIUS OF 235.31 FEET, THROUGH A CENTRAL ANGLE OF 27°01'21", A DISTANCE OF 110.98 FEET TO A POINT OF NON-TANGENCY (CHORD BEARS NORTH 62°02'23" EAST, 109.957 FEET); THENCE NORTH 75°32'00" EAST, ALONG SAID HIGHWAY, A DISTANCE OF 492.545 FEET TO A POINT OF TANGENCY; THENCE SOUTHEASTERLY, ON A CURVE TO THE RIGHT; HAVING A RADIUS OF 15 FEET , THROUGH A CENTRAL ANGLE OF 90°00'00", A DISTANCE OF 23.56 FEET TO A POINT OF TANGENCY (CHORD BEARS SOUTH 59°28'00" EAST, 21.213 FEET); THENCE SOUTH 14°28'00" EAST A DISTANCE OF 77.28 FEET TO A POINT OF TANGENCY; THENCE SOUTHEASTERLY, ON A CURVE TO THE LEFT, HAVING A RADIUS OF 425.00 FEET, THROUGH A CENTRAL ANGLE OF 6°32'00", A DISTANCE OF 48.46 FEET TO A POINT OF TANGENCY (CHORD BEARS SOUTH 17°44'00" EAST, 48.463 FEET); THENCE SOUTH 21°00'00" EAST, A DISTANCE OF 190.00 FEET TO A POINT; THENCE SOUTH 73°53'14" WEST 534.38 FEET TO THE POINT OF BEGINNING.

SCHEDULE B-2 EXCEPTIONS

14 AN EASEMENT FOR RIGHT OF WAY (WIDTH NOT DISCLOSED) FOR ELECTRIC TRANSMISSION AND DISTRIBUTION FACILITIES AS CREATED IN FAVOR OF UTAH POWER AND LIGHT COMPANY BY INSTRUMENT RECORDED JULY 18, 1938, AS ENTRY NO. 62920 IN BOOK V OF MISCELLANEOUS AT PAGE 520 OF OFFICIAL RECORDS.
SURVEY FINDINGS: SHOWN HEREON

15 RESERVATIONS CONTAINED IN THAT CERTAIN SPECIAL WARRANTY DEED EXECUTED BY UNITED PARK CITY MINES COMPANY DATED AUGUST 8 1972, AS ENTRY NO. 116520 IN BOOK M-40 AT PAGE 52.
SURVEY FINDINGS: SURVEYED PARCEL FALLS WITHIN CITED DOCUMENT, BLANKET IN NATURE

16 RESERVATIONS CONTAINED IN THAT CERTAIN SPECIAL WARRANTY DEED AND AGREEMENT BY AND BETWEEN GREATER PARK CITY COMPANY, UTAH CORPORATION AND COMSTOCK ASSOCIATES, A UTAH GENERAL PARTNERSHIP, RECORDED JUNE 21, 1974, AS ENTRY NO. 123544 IN BOOK M-57 AT PAGE 405 OF OFFICIAL RECORDS, SET FORTH, IN PART, AS FOLLOWS:
SURVEY FINDINGS: SHOWN HEREON

SURVEY NARRATIVE

THE PURPOSE OF THIS SURVEY IS TO PROVIDE AN "ALTA/NSPS LAND TITLE SURVEY" ON THE SUBJECT PROPERTY PER CLIENTS REQUEST. THE BASIS OF BEARING FOR THIS SURVEY IS NORTH 00°16'20" EAST ALONG THE SECTION LINE BETWEEN THE FOUND BRASS CAP MONUMENT AND A FOUND 5/8 REBAR MARKING THE WEST QUARTER AND THE NORTHWEST CORNER RESPECTIVELY OF SECTION 9, TOWNSHIP 2 SOUTH, RANGE 4 EAST SALT LAKE BASE & MERIDIAN, AS SHOWN ON THIS SURVEY. THE SURVEYED PROPERTY LINES WERE ESTABLISHED PER DEED. THIS VERIFIED ALONG THE EASTERLY PROPERTY LINES BY A SURVEY PREPARED BY GREAT BASIN SOUTH, ON FILE WITH THE OFFICE OF THE SUMMIT COUNTY RECORDER AS S0004557 AND ALONG THE SOUTH BY THE RECORDED PLAT FOR ALBERTSON'S PARK CITY SUBDIVISION.

SURVEYOR'S CERTIFICATE

TO YARROW HOTEL OWNER, LLC, A DELAWARE LIMITED LIABILITY COMPANY, YARROW RESORT TRS, LLC, A DELAWARE LIMITED LIABILITY COMPANY, STEWART TITLE GUARANTY COMPANY, MIDCAP FINANCIAL TRUST, A DELAWARE STATUTORY TRUST, AS AGENT, ITS SUCCESSORS AND ASSIGNS AS THEIR INTEREST MAY APPEAR.:

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2021 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 1, 2, 3, 4, 6(A), 6(B), 7(A), 7(B)(1), 7(C), 8, 9, 10, 13, 14, 16, 17, AND 19 OF TABLE A THEREOF. THE FIELD WORK WAS COMPLETED ON MAY 24, 2021.

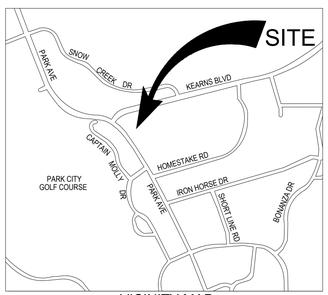
DATE OF PLAT OR MAP: JUNE 10, 2021

DAVID B. DRAPER
LICENSE NO. 6861599

PROFESSIONAL LAND SURVEYOR — DAVID B. DRAPER — No. 6861599 — 06/10/21 — STATE OF UTAH

TABLE "A" ITEMS

1. SEE GENERAL NOTE 2
2. SHOWN HEREON
3. BY SCALED MAP LOCATION AND GRAPHIC PLOTTING ONLY, THE SUBJECT PARCEL LIES WITHIN ZONE X PER FLOOD INSURANCE RATE MAP 49043C0917D, EFFECTIVE 3-23-2021.
4. SHOWN HEREON
6(A). INFORMATION SHOWN HEREON PER PRIOR MCNEIL SURVEY, NO UP TO DATE INFORMATION PROVIDED
6(B). INFORMATION SHOWN HEREON PER PRIOR MCNEIL SURVEY, NO UP TO DATE INFORMATION PROVIDED
7(A). SHOWN HEREON
7(B)(1). SHOWN HEREON
7(C). SHOWN HEREON
8. SUBSTANTIAL FEATURES OBSERVED IN THE PROCESS OF CONDUCTING THE FIELDWORK SHOWN HEREON.
9. 156 REGULAR STALLS, 12 ADA STALLS, TOTALING 168 PARKING STALLS ON SITE.
10. NOT APPLICABLE
13. ADJOINING OWNERS SHOWN HEREON.
14. SITE IS AT THE INTERSECTION OF KEARNS BOULEVARD AND PARK AVENUE
16. NONE OBSERVED
17. NO OBSERVED RECENT STREET OR SIDEWALK REPAIR. NO PROPOSED CHANGES TO STREET RIGHT OF WAY LINES HAVE BEEN MADE AVAILABLE BY THE CONTROLLING JURISDICTION



VICINITY MAP
SCALE: N.T.S.

LEGEND

	ADJOINING PROPERTY LINE		FIRE HYDRANT
	ADJOINING LOT LINE	W	WATER MANHOLE
	PROPERTY LINE		WATER VALVE
	MONUMENT LINE	EB	ELECTRIC BOX
	EASEMENT LINE	CB	COMMUNICATION BOX
	SET BACK LINE	EM	ELECTRIC METER
X	EXISTING FENCE	LP	LIGHT POLE
P	POWER LINE	GL	GROUND LIGHT
T	TELEPHONE LINE	CO	CLEAN OUT
W	WATER LINE	S	SANITARY SEWER MANHOLE
S	SANITARY SEWER LINE	GM	GAS METER
SD	STORM DRAIN LINE	C	COMMUNICATION MANHOLE
	CONCRETE	SD	STORM DRAIN CATCH BASIN
	BUILDING	SD	STORM DRAIN MANHOLE
	BUILDING OVERHANG	M	MANHOLE
	PROPERTY CORNER (SEE GENERAL NOTE 2)	ICV	IRRIGATION CONTROL VALVE
	TELEPHONE RISER	TS	TRAFFIC SIGNAL BOX
TR	SIGN		

SIGNIFICANT OBSERVATIONS

① ROCK BASE OF BELL 0.2' NORTHWESTERLY OF PROPERTY LINE

② END OF RETAINING WALL 1.0' SOUTHEASTERLY OF PROPERTY LINE

GENERAL NOTES

1. McNEIL ENGINEERING OR McNEIL ENGINEERING - SURVEYING L.C., MAKES NO REPRESENTATIONS AS TO THE EXISTENCE OF ANY OTHER RECORD DOCUMENTS THAT MAY AFFECT THIS PARCEL OTHER THAN THOSE SHOWN IN THE EXCEPTIONS OF SCHEDULE B-2 AS SHOWN HEREON.

2. CORNER MONUMENTS WERE SET WITH 5 / 8 REBAR & CAP OR NAIL & WASHER STAMPED "MCNEIL ENG" UNLESS OTHERWISE NOTED HEREON.

3. THIS MAP MAKES NO ASSUMPTIONS AS TO ANY UNWRITTEN RIGHTS THAT MAY EXIST BY AND BETWEEN THE ADJOINING LANDOWNERS.

4. COURSES AND DISTANCES SHOWN ON THIS MAP ARE MEASURED DIMENSIONS UNLESS SHOWN WITHIN PARENTHESIS, INDICATING A RECORD COURSE OR DISTANCE. RECORD INFORMATION IS TAKEN FROM CITED TITLE COMMITMENT, DEEDS OF RECORD, SUBDIVISION PLATS, ROADWAY DEDICATION PLATS, CITY ATLAS PLATS, FILED SURVEYS OR OTHER SOURCES OF RECORD INFORMATION.

5. NO OBSERVED EVIDENCE OF CEMETERIES OR BURIAL GROUNDS.

6. THERE IS DIRECT VEHICULAR AND PEDESTRIAN ACCESS TO AND FROM KEARNS BOULEVARD AND PARK AVENUE, EACH A DEDICATED PUBLIC RIGHT-OF-WAY.

ZONING INFORMATION

ZONE = "GC" GENERAL COMMERCIAL DISTRICT

SETBACKS;
FRONT: 20 FEET MINIMUM; 20 FT FRONT SETBACK MAY BE REDUCED TO 10 FEET, PROVIDED ALL ON-SITE PARKING IS AT THE REAR OF THE PROPERTY OR UNDERGROUND.
SIDE INTERIOR: 10 FEET MINIMUM (INTERIOR); ON CORNER LOTS, THE SIDE YARD THAT FACES A STREET IS CONSIDERED A FRONT YARD AND THE SETBACK MUST NOT BE LESS THAN 20 FEET.
REAR: 10 FEET MINIMUM
PARKING SET BACK: 5 FEET MINIMUM, UNLESS A DRIVEWAY EXCEPTION IS USED, UNENCLOSED PARKING AREAS SHALL GENERALLY INCLUDE LANDSCAPING ON ALL PERIMETER PROPERTY LINES.

SITE AREA;
SITE AREA: NO MINIMUM LOT AREA OR LOT WIDTH REQUIREMENT.

BUILDING HEIGHT;
MAXIMUM HEIGHT: 35 FEET FROM EXISTING GRADE.
EXISTING HEIGHT: 2 STORIES (PER CLIENT)

DENSITY;
DENSITY REQUIREMENTS: NO REQUIREMENT LISTED.
EXISTING BUILDING FOOT PRINT: SQUARE FOOTAGE OF THE GROUND BUILDING FLOOR AREA WAS NOT PROVIDED ON THE SURVEY.

OFF-STREET PARKING:
PARKING FORMULA(S): HOTEL, MINOR AND MAJOR - 1 SPACE PER ROOM OR SUITE, AND 1 SPACE PER 200 SF OF SEPARATELY LEASABLE COMMERCIAL SPACE. PER SPENCER CAWLEY, PLANNER, IF THE RESTAURANT OR RETAIL SHOP LEASES THE SPACES FROM THE HOTEL, THEN IT WOULD COMMERCIAL SPACE. THE HOTEL'S LICENSE (NOT A SEPARATE BUSINESS) SO THAT WOULD NOT BE CONSIDERED 'LEASABLE COMMERCIAL SPACE.'
REQUIRED PARKING SPACES: (182 X 1) = 182 TOTAL PARKING SPACES (FOR PURPOSE OF THIS REPORT, IT WAS ASSUMED THAT THE SUBJECT HOTEL DOES NOT HAVE SEPARATE LEASABLE COMMERCIAL SPACE)
EXISTING PARKING SPACES: 168 TOTAL PARKING SPACES (INCLUDING 12 HANDICAPPED)

ALL ABOVE ZONING INFORMATION IS PER ZONING REPORT PREPARED BY NATIONAL ZONING ASSOCIATES, LLC DATED MAY 27, 2021, SUPPLIED BY CLIENT .

McNEIL ENGINEERING
Economic and Sustainable Designs, Professionals You Know and Trust
8610 South Sandy Parkway, Suite 200 Sandy, Utah 84070 801.255.7700 mcneilengineering.com
Civil Engineering • Consulting & Landscape Architecture
Structural Engineering • Land Surveying & HDS

DOUBLE TREE HOTEL

1800 PARK AVENUE
PARK CITY, UTAH
LOCATED IN THE NORTHWEST 1/4 OF SECTION 9, TOWNSHIP 2 SOUTH, RANGE 4 EAST, S.L.B & M.

REV	DATE	DESCRIPTION
1	6/1/2021	COMMENTS AND UPDATED TITLE REPORT
2	6/4/2021	COMMENTS AND ZONING REPORT
3	6/9/2021	REVISE PARKING COUNT & COMMENTS

PROJECT NO:	21328
CAD FILE:	21328 ALTA
DRAWN BY:	KSL
CALC BY:	DBD
FIELD CREW:	HBD
CHECKED BY:	DBD
DATE:	6/10/2021

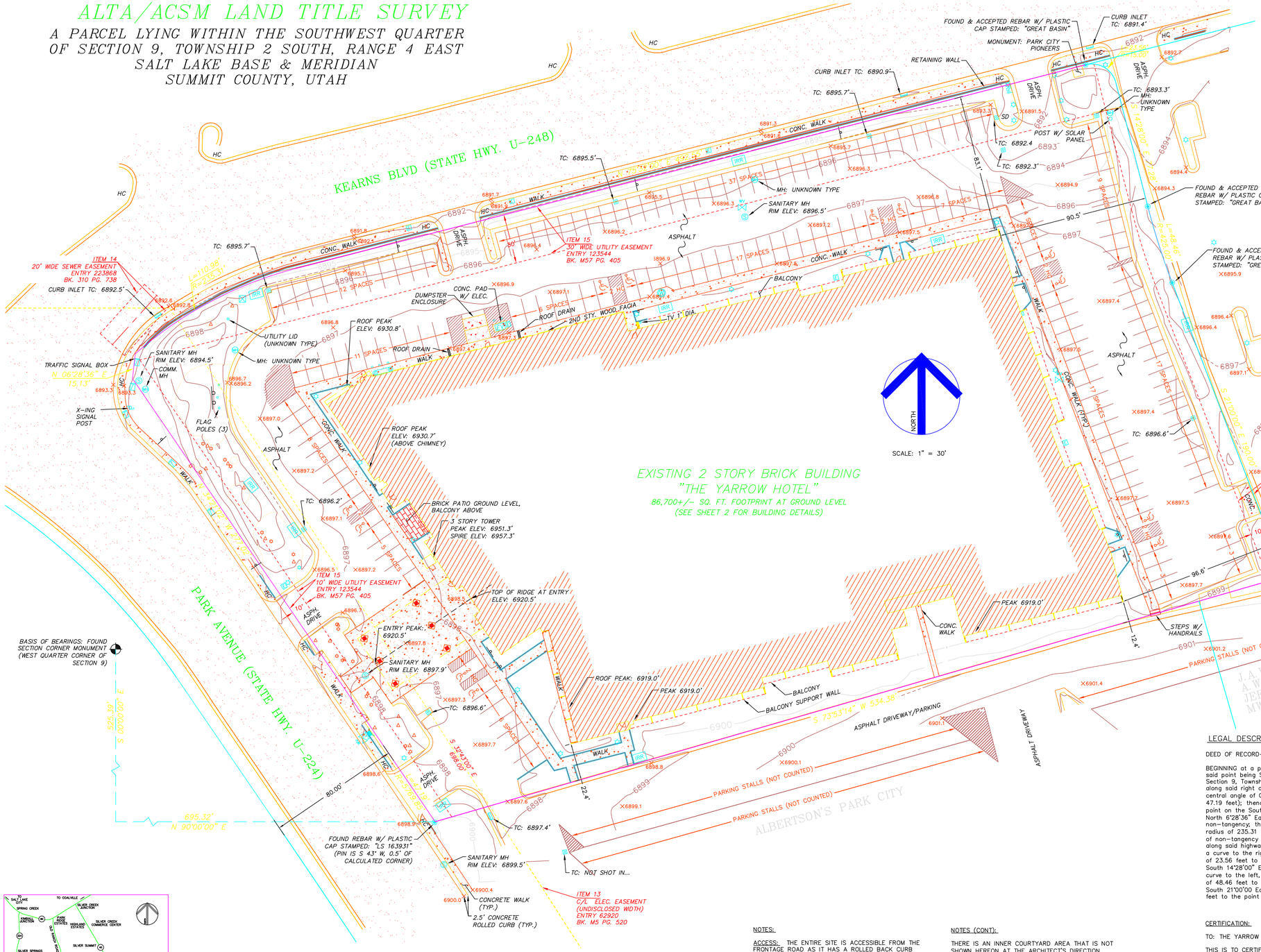
ALTA/NSPS LAND TITLE SURVEY

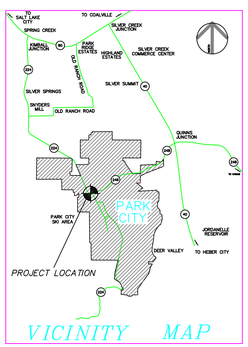
1 of 1

S:\2021\Files\21328\Survey\Prod Dwg\21328 Alta.dwg Dwg Jun 10, 2021 - 9:59am

ALTA/ACSM LAND TITLE SURVEY

A PARCEL LYING WITHIN THE SOUTHWEST QUARTER OF SECTION 9, TOWNSHIP 2 SOUTH, RANGE 4 EAST SALT LAKE BASE & MERIDIAN SUMMIT COUNTY, UTAH





VICINITY MAP

LEGEND

- FOUND OR SET REBAR W/ CAP (AS DESCRIBED)
- FIRE HYDRANT
- WATER VALVE
- WATER MANHOLE
- SANITARY SEWER MANHOLE
- SANITARY SEWER STUB
- ELECTRIC METER
- ELECTRIC BOX OR OUTLET
- ELECTRIC VAULT
- OUTDOOR ELEC. OUTLET
- LAMP POST
- FLOOD LIGHT
- TELEPHONE PEDESTAL
- IRRIGATION BOX
- GAS METER
- GUARD POST
- TRAFFIC LID
- GAS VALVE
- UTILITY POLE
- 6932.2 SPOT ELEVATION
- HANDICAP PARKING SPACE
- HC HANDICAP ACCESS
- CURB INLET
- CATCH BASIN
- SIGN
- LANDSCAPING
- FENCE
- 6" x 6" WOOD RETAINING WALL

TREE DIAMETER ANNOTATED TO EDGE OF DRIP LINE

- CONIFEROUS TREE
- DECIDUOUS TREE
- ROUNDED CONC. LANDSCAPING CURB

NARRATIVE:

THE PURPOSE OF THIS SURVEY IS TO CONDUCT AN ALTA/ACSM LAND TITLE SURVEY ON THE PROPERTY DESCRIBED IN THE PROVIDED TITLE REPORT ISSUED BY HIGH COUNTRY TITLE, FILE NO. 24108, EFFECTIVE DATE AUGUST 21, 2007 AT 8:00 AM.

EXISTING SURVEY MONUMENTS ON THE SUBJECT LOT AND THE FOUND SECTION CORNER WERE USED TO REESTABLISH THE PROPERTY CORNERS. EVIDENCE FOR THIS SURVEY WAS TAKEN FROM SAID TITLE REPORT, RECORDED DEEDS, RECORDS OF SURVEYS, PLATS AND PHYSICAL EVIDENCE OBTAINED IN THE FIELD. ALL EVIDENCE HAS BEEN CONSIDERED IN THE ESTABLISHMENT OF THE BOUNDARY AS SHOWN HEREON.

THE BASIS OF BEARING IS BETWEEN FOUND CORNERS AS SHOWN HEREON. ALL BEARINGS AND DISTANCES SHOWN ARE THE EQUIVALENT OF RECORD UNLESS NOTED.

SURVEY COMPLETED: 09/27/2006

THE SURVEYOR HAS FOUND NO OBVIOUS EVIDENCE OF EASEMENTS, ENCROACHMENTS, OR ENCUMBRANCES ON THE PROPERTY SURVEYED, EXCEPT AS SHOWN HEREON.

NOTES:

ACCESS: THE ENTIRE SITE IS ACCESSIBLE FROM THE FRONTAGE ROAD AS IT HAS A ROLLED BACK CURB AND GUTTER. THERE ARE NO SPECIFIC CURB CUTS OR ENTRANCES DESIGNATED.

FLOOD ZONE DESIGNATION: THE PARCEL IS DESIGNATED AS "ZONE X" ON THE FEMA MAP# 49043C0917C EFFECTIVE DATE MARCH 16, 2006.

ZONING: THE PARCEL RESIDES IN THE "GENERAL COMMERICAL" ZONE AS DEFINED BY PARK CITY CODE.

NO OBSERVABLE EVIDENCE OF EARTHWORK OR CONSTRUCTION HAS BEEN SEEN WITH THE EXCEPTION OF THE NEW SIDEWALK AND RETAINING WALL ALONG THE NORTHERLY BOUNDARY, ADJACENT TO KEARNS BOULEVARD. IN CONJUNCTION WITH THIS, THERE HAVE BEEN NO CHANGES IN RIGHT OF WAYS ADJACENT TO THE SUBJECT PROPERTY.

NO OBSERVABLE EVIDENCE OF THE SITE BEING USED AS A SOLID WASTE DUMP, SUMP OR SANITARY LANDFILL.

THERE ARE 162 STANDARD PARKING STALLS AND 12 HANDICAP ACCESSIBLE STALLS WITHIN THE BOUNDARY OF THE PROPERTY.

NOTES (CONT):

THERE IS AN INNER COURTYARD AREA THAT IS NOT SHOWN HEREON AT THE ARCHITECT'S DIRECTION. IT CONTAINS AN IN GROUND POOL AND PERTINENT CONCRETE PATIO AREAS.

TITLE COMMITMENT

SCHEDULE B, PART II, EFFECTIVE DATE AUGUST 21, 2007 AT 8:00 A.M.

ITEM 12. SAID PROPERTY LIES WITHIN THE BOUNDARIES OF THE PROSPECTOR LANDSCAPING AND MAINTENANCE OF SOIL COVER ORDINANCE, ENTRY NO. 311124, BOOK 529, PAGE 755 OF THE OFFICIAL RECORDS .

ITEM 13. SHOWN HEREON.

ITEM 14. SHOWN HEREON.

ITEM 15. SHOWN HEREON.

ITEM 16 THROUGH 22: NOT SHOWN HEREON.

LEGAL DESCRIPTION

DEED OF RECORD-SUBJECT PARCEL

BEGINNING at a point on the Easterly right of way line of Park Avenue (State Highway U-224), said point being South 525.39 feet and East 695.32 feet from the West quarter corner of Section 9, Township 2 South, Range 4 East, Salt Lake Base and Meridian; thence Northwesterly, along said right of way, on a curve to the left, having a radius of 5769.58 feet, through a central angle of 0°28'07" a distance of 47.19 feet to a point (chord bears North 34°06'58" West 47.19 feet); thence North 34°21'02" West along said right of way a distance of 277.02 feet to a point on the Southerly right of way line of Kearns Boulevard (State Highway U-248); thence North 6°28'36" East along said right of way, a distance of 15.13 feet to a point of non-tangency; thence Northeasterly on a curve to the right, along said right of way , having a radius of 235.31 feet, through a central angle of 27°01'21", a distance of 110.98 feet to a point of non-tangency (chord bears North 62°02'23" East 109.957 feet); thence North 75°32'00" East along said highway, a distance of 492.545 feet to a point of tangency; thence Southeasterly, on a curve to the right, having a radius of 15 feet, through a central angle of 90°00'00 a distance of 23.56 feet to a point of tangency (chord bears South 59°28'00" East 21.213 feet); thence South 14°28'00" East a distance 77.28 feet to a point of tangency; thence Southeasterly on a curve to the left, having a radius of 425.00 feet, through a central angle of 6°32'00" a distance of 48.46 feet to a point of tangency (chord bears South 17°44'00" East 48.463 feet); thence South 21°00'00 East a distance of 190.00 feet to a point; thence South 73°53'14" West 534.38 feet to the point of BEGINNING.

CERTIFICATION:

TO: THE YARROW CORPORATION, A NEW YORK CORPORATION AND HIGH COUNTRY TITLE:

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH "MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/ACSM LAND TITLE SURVEYS," JOINTLY ESTABLISHED AND ADOPTED BY ALTA, ACSM AND NSPS IN 2005, AND INCLUDES ITEMS 1, 2, 3, 4, 5, 6, 7(a), 7(b), 8, 9, 10, 11(a),(AS TO UTILITIES, SURFACE MATTERS ONLY), 13, 14, 16, 17 AND 18 OF TABLE A THEREOF. PURSUANT TO THE ACCURACY STANDARDS AS ADOPTED BY ALTA, NSPS AND ACSM AND IN EFFECT ON THE DATE OF THIS CERTIFICATION, UNDERSIGNED FURTHER CERTIFIES THAT THE POSITIONAL UNCERTAINTIES RESULTING FROM THE SURVEY MEASUREMENTS MADE ON THE SURVEY DO NOT EXCEED THE ALLOWABLE POSITIONAL TOLERANCE.

CHRISTOPHER R. BRAUN

REGISTRATION NO. PLS 5152604

DATE: OCTOBER 15, 2007

PARK CITY SURVEYING
P.O. BOX 682993
PARK CITY, UTAH 84068
(435) 649-2918

DATE	BY	REVISIONS COMMENTS

SURVEYED BY: GC/TM
DRAWN BY: MN
DATE: SEPTEMBER 2007

FOR: YARROW CORPORATION

DWG: YARROW ALTA.dwg

ALTA/ACSM LAND TITLE SURVEY
1800 PARK AVENUE PARK CITY, UTAH

SHEET 1 OF 2

SCALE: 1" = 30'-0"

ELLIOTT WORKGROUP

Park & Kearns Redevelopment

MPD-023

Site Plan

10/09/24

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SCALE: 1" = 30'-0"

Park & Kearns Redevelopment

MPD-024

Grading Plan

10/09/24

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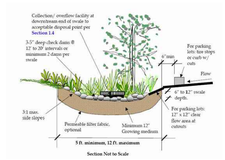
ELLIOTT WORKGROUP



Bioswale Images

PLANTING SCHEDULE

SYMBOL	SCIENTIFIC NAME	COMMON NAME	SIZE
TREES			
	Abies lasiocarpa	Sub Alpine Fir	8-10' Tall
	Amlanchier x grandiflora 'Autumn Brilliance'	Serviceberry Tree	25 Gal.
	Acer ginnala 'Flame"	Amur Maple	2" Cal.
	Acer x freemanii 'Jeffersred'	Autumn Blaze Maple	2" Cal.
	Fraxinus mandshurica 'Mancana'	Autumn Purple Ash	2" Cal.
	Picea pungens	Green Colorado Spruce	8-10' Tall
	Pinus flexilis 'Vanderwolf's Pyramid'	Limber Pine	8-10' Tall
	Populus tremuloides	Quaking Aspen	2" Cal.
	Populus tremula 'Erecta'	Columnar Swedish Aspen	10-12' Tall
SHRUBS			
	Arctostaphylos uva ursi 'Massachusetts'	Kinnikinnick	5 Gal.
	Aronia melanocarpa 'Ground Hug'	Chokeberry	5 Gal.
	Pinus mugo 'Slowmound'	Mugo Pine	5 Gal.
	Physocarpus opulifolius 'Donna May'	Ninebark	5 Gal.
	Rhus aromatica 'Gro-Low'	Fragrant Sumac	5 Gal.
	Ribes alpinum 'Greenmound'	Alpine Currant	5 Gal.

GRASSES			
	Deschampsia cepitosa 'Pixie Fountain'	Dwarf Tufted Hairgrass	1 Gal.
	Schizachyrium scoparium 'Carousel'	Little Blue Stem	1 Gal.
	Schizachyrium scoparium 'Smoke Signal'	Little Blue Stem	1 Gal.
	Sporobolus heterolepis	Prairie Dropseed	1 Gal.
	Turf	Bio Grass	
PERENNIALS - DIVIDE UP PLANTS EQUALLY, 24" O.C. TRIANGULAR SPACING			1 Gal.
	Achillea millefolium 'Summerwine'	Yarrow	
	Aster alpinus	Alpine Aster	
	Campanula carpatica Blue Chips	Bellflower	
	Echinacea purpurea	Purple Coneflower	
	Gaillardia aristata 'Arizona Sun'	Blanket Flower	
	Hemerocallis 'Chicago Apache'	Red Daylily	
	Heuchera 'Firefly'	Coral Bells	
	Oenothera missouriensis	Missouri Evening Primrose	
	Phlox subulata 'Drummond Pink'	Creeping Phlox	
	Rudbeckia x American Gold Rush	Black Eyed Susan	
	Salvia nemorosa 'May Night'	Salvia	
	Scabiosa columbaria 'Rose Pink'	Pincushion Flower	

Notes: 1. All Planter Beds Shall be Covered in 4" Min. of Bark Mulch.
2.Placement of Trees to be Approved by Landscape Architect.

Streetscape and Store Frontage

Trees

Ornamental Grasses

Shurbs and Perennials

SCALE: 1" = 30'-0"

ELLIOTT WORKGROUP

10/09/24

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Park & Kearns Redevelopment

Planting Plan

MPD-025

BUFFER DESCRIPTION

BUFFER 1 - FOR STATE ROADS / ARTERIAL ROADWAYS

THIS BUFFER IS DEFINED BY THE FRONTAGE PROTECTION ZONE (FPZ). A MINIMUM 30' LANDSCAPED BUFFER IS REQUIRED. AS THE PROPERTY IS ADJACENT TO ARTERIAL ROADS, IT INCLUDES BICYCLE TRAILS AND PEDESTRIAN WALKWAYS REFERRED TO AS SIGNATURE TRAILS. BUILDINGS ARE BUFFERED BY DISTANCE, LANDSCAPING, AND A PORCH WITH RAISED PLANTERS. THE LANDSCAPING CONSISTS OF MULTIPLE SPECIES AND CREATES LAYERS OF BUFFER. THIS BUFFER IS LOCATED ALONG PARK AVENUE AND KEARNS BOULEVARD.

BUFFER 2 - FOR MIXED-USE WITH COMMERCIAL USES ON PRIMARY STREETS

THIS BUFFER IS DEFINED BY THE USE AND THE STREET TYPE. AS A COMMERCIAL USE THE PROJECT NEEDS TO ENGAGE WITH THE PRIMARY STREET. AS THE PROPERTY IS ADJACENT TO A PRIMARY STREET, IT INCLUDES, PARALLEL PARKING, BICYCLE TRAILS AND PEDESTRIAN WALKWAYS REFERRED TO AS SIGNATURE TRAILS. BUILDINGS ARE BUFFERED BY DISTANCE AND MORE TRADITIONAL LANDSCAPING WITH AN AMENITY & TREE LAWN THAT SEPARATES THE SIGNATURE TRAIL FROM THE TRADITIONAL COMMERCIAL SIDEWALK. THE COMMERCIAL SIDEWALK CAN BE USED FOR GATHERING, OUTDOOR DINING, AND SIMILAR USES. THE LANDSCAPING CONSISTS OF THE AMENITY AND TREE LAWN THAT CREATES A BUFFER THAT DELINEATES BETWEEN THE PRIMARY STREET, PARKING, SIGNATURE TRAIL, AND THE PUBLIC SIDEWALK. THIS BUFFER IS LOCATED ALONG SOUTH PORTION OF THE EAST SIDE OF THE SITE AND IS ADJACENT TO THE PARKING LOT.

BUFFER 3 - FOR MIXED-USE WITH COMMERCIAL USES ON SECONDARY STREETS

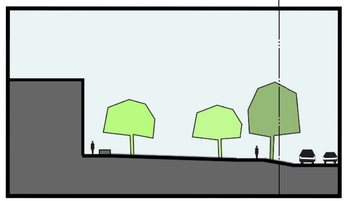
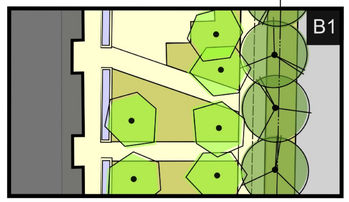
THIS BUFFER IS DEFINED BY THE USE AND THE STREET TYPE. AS A COMMERCIAL USE THE PROJECT NEEDS TO ENGAGE WITH THE SECONDARY STREET. AS THE PROPERTY IS ADJACENT TO A SECONDARY STREET, IT INCLUDES, PARALLEL PARKING. BUILDINGS ARE BUFFERED BY MORE TRADITIONAL LANDSCAPING WITH AN AMENITY & TREE LAWN THAT SEPARATES THE TRADITIONAL COMMERCIAL SIDEWALK FROM THE PARALLEL PARKING. THE COMMERCIAL SIDEWALK CAN BE USED FOR GATHERING, OUTDOOR DINING, AND SIMILAR USES. THE LANDSCAPING CONSISTS OF THE AMENITY AND TREE LAWN THAT CREATES A BUFFER THAT DELINEATES BETWEEN THE SECONDARY STREET, PARKING, SIGNATURE TRAIL, AND THE PUBLIC SIDEWALK. THIS BUFFER IS LOCATED ALONG SOUTH SIDE OF THE SITE AND IS ADJACENT TO THE PARKING LOT.

BUFFER 4 - FOR MIXED-USE WITH RESIDENTIAL USES ON PRIMARY STREETS

THIS BUFFER IS DEFINED BY THE USE AND THE STREET TYPE. AS A RESIDENTIAL USE AT THE STREET, THE PROJECT ENGAGES WITH THE PRIMARY STREET THROUGH A TRADITIONAL PORCH ELEMENT. AS THE PROPERTY IS ADJACENT TO A PRIMARY STREET, IT INCLUDES, PARALLEL PARKING, BICYCLE TRAILS AND PEDESTRIAN WALKWAYS REFERRED TO AS SIGNATURE TRAILS. BUILDINGS ARE BUFFERED BY DISTANCE, TRADITIONAL STREET TREE LANDSCAPING, AND AN ELEVATED PORCH WITH RAISED PLANTERS. THE LANDSCAPING CONSISTS OF A TREE LAWN WITH TREES THAT CREATE A BUFFER THAT DELINEATES BETWEEN THE PRIMARY STREET, PARKING, AND SIGNATURE TRAIL. THIS BUFFER IS LOCATED ALONG NORTH PORTION OF THE EAST SIDE OF THE SITE AND IS ADJACENT TO THE PARKING LOT.

BUFFER 5 - PLAZA AREAS FOR MIXED-USE WITH COMMERCIAL AND RESIDENTIAL USES ON ARTERIAL ROADWAYS

THIS BUFFER IS DEFINED BY THE USE ENGAGES WITH BUFFER 1 TO CREATE A PLAZA AREA FOR PUBLIC USES. PLAZAS ARE OPEN SPACES AVAILABLE FOR PUBLIC PURPOSES AND COMMERCIAL ACTIVITIES. A PLAZA IS SPATIALLY DEFINED BY BUILDING FACADES ALON THREE SIDES OF THE SPACE.ITS LANDSCAPE CONSISTS OF PAVEMENT AND LAWN AREAS THAT FACILITY OF CREATING GATHERING SPACE. TREES ARE USED TO DEFINE THE SPACE WHERE BUILDING FACADES DO NOT EXIST.

SECTION	PLAN
LOT ▶ ◀ R.O.W BUFFER ▶ ◀ PUBLIC	LOT ▶ ◀ R.O.W BUFFER ▶ ◀ PUBLIC
	
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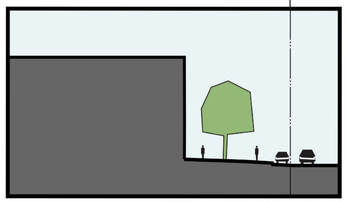	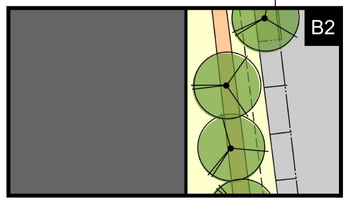
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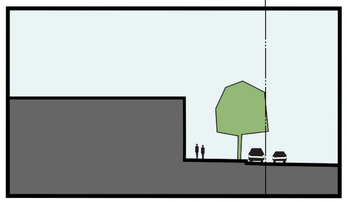	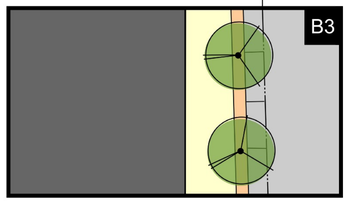
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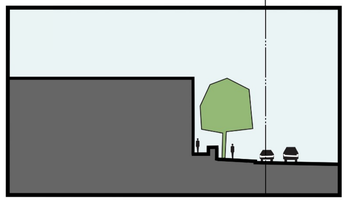	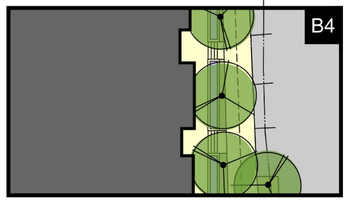
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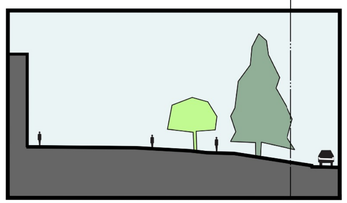	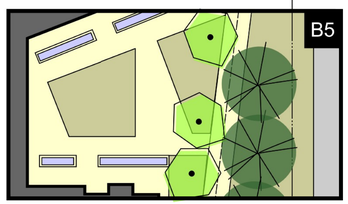

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Park & Kearns Redevelopment

MPD-026.

Landscape Buffer Type Analysis

Park & Kearns Redevelopment

MPD-027

Tree Demo Plan

10/09/24

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ELLIOTT WORKGROUP

KEARNS AVENUE

PARK AVENUE

EXISTING 12" WATER MAIN

PROPOSED SANITARY SEWER

PROPOSED HYDRANT

PROPOSED HYDRANT

PROPOSED DOMESTIC WATER AND FIRE CONNECTIONS

EXISTING HYDRANT

PROPOSED SEWER LATERAL

PROPOSED ROOF DRAIN CONNECTION

BASEMENT LIMITS

BASEMENT LIMITS

PROPOSED SEWER LATERAL

PROPOSED SEWER LATERAL

PROPOSED SEWER LATERAL FROM SAND/OIL IN BASEMENT PARKING

BASEMENT LIMITS

PROPOSED SUBSURFACE STORM WATER DETENTION/RETENTION SYSTEM

PROPOSED CONNECTION TO EXISTING SEWER MAIN

PROPOSED ROOF DRAIN CONNECTION

PROPOSED SEWER LATERAL

PROPOSED ROOF DRAIN CONNECTION

BASEMENT LIMITS

PROPOSED SEWER LATERAL

PROPOSED ROOF DRAIN CONNECTION

PROPOSED STORM DRAIN MANHOLE (TYP.)

EXISTING HYDRANT

EXISTING HYDRANT

PROPOSED SUBSURFACE STORM WATER DETENTION/RETENTION SYSTEM

PROPOSED SEWER MAIN

PROPOSED CONNECTION TO EXISTING SEWER MAIN

PROPOSED CONNECTION TO EXISTING STORM DRAIN MAIN

1 Utility Plan
SCALE: 1" = 30'-0"

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Park & Kearns Redevelopment

MPD-028

Utility Plan

TALISMAN
CIVIL CONSULTANTS
1588 SOUTH MAIN STREET
SUITE 200
SALT LAKE CITY, UT 84115
801.743.1300

Legend:

Sidewalk & Plaza Area: 45,241 sq. ft.

Sidewalk & Plaza Snow Storage Area: 5,451 sq. ft. (12.0%)

Parking Lot Area: 16,875 sq. ft.

Parking Snow Storage Area: 2,494 sq. ft. (14.7%)

(Snow Removal on Site to Meet Municipal Code 14-4)

SCALE: 1" = 30'-0"

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Park & Kearns Redevelopment

Snow Storage Plan

MPD-029

EXISTING

OVERLAY

PROPOSED

1 View From Park Ave. & Kearns Blvd.

EXISTING

OVERLAY

PROPOSED

2. View From Snow Creek Dr.

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Park & Kearns Redevelopment

MPD-030.

Contextual Analysis

3 Holiday Village Comparison

ELLIOTT WORKGROUP

10/06/23

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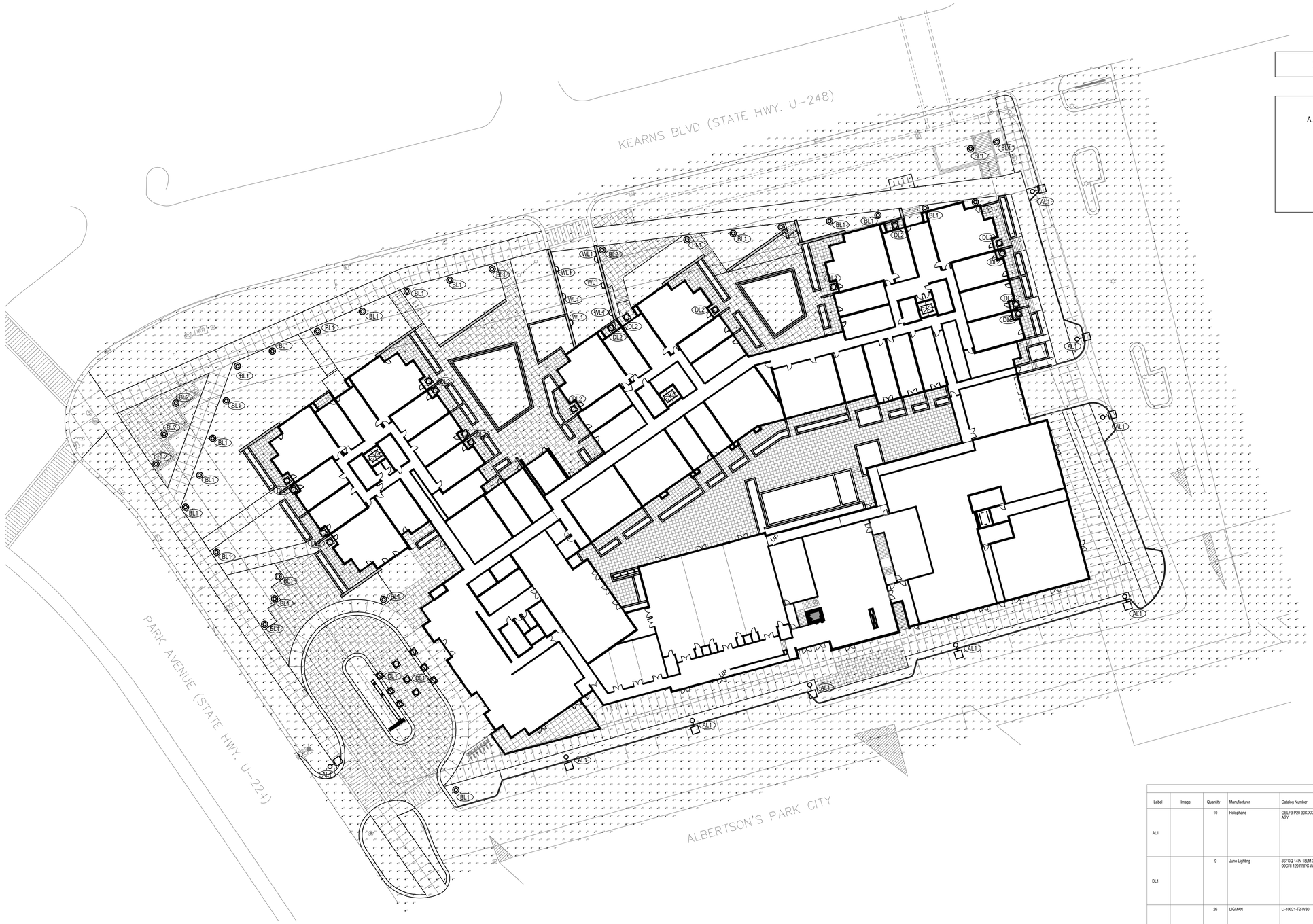
Park & Kearns Redevelopment

MPD-031

Contextual Analysis



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.

N

1 PHOTOMETRIC STUDY
MPD-032 SCALE: 3/8"=1'-0"

Statistics						
Description	Symbol	Avg	Max	Min	Max/Min	Avg/Min
Calc Zone #1	+	0.9 fc	109.8 fc	0.0 fc	N/A	N/A
Calc Zone #2	+	1.1 fc	116.7 fc	0.0 fc	N/A	N/A

Label	Image	Quantity	Manufacturer	Catalog Number	Description	Number Lamps	Lumens Per Lamp	Light Loss Factor	Wattage
AL1		10	Holophane	GELF3 P20 30K XXXXX ASY	GlasWerks Luminescent LED Hallbrook Extended, P20 Performance Package, 3000K CCT, Asymmetric distribution	1	6359	1	51
DL1		9	Juno Lighting	JSFSQ 14IN 16LM 30K 90CRI 120 FRPC WH	14" Square Edgelit (Slimform) Surface Mount, 3000K, 90CRI, 120V	1	1839	1	20.4
BL1		26	LIGMAN	LI-10021-T2-W30	Light Linear PT 1 Bollards	1	2950	1	27.7
WL1		6	BEGA Converted by LUMCat V 09.02.2017 / H.R.		24203K3	1	473	1	7
BL2		6	LIGMAN	LI-10021-T4-W30	Light Linear PT 1 Bollards	1	2957	1	27.7
DL2		18	Juno Lighting	JSFSQ 7IN 10LM 30K 90CRI MVOLT ZT WH	7" Square Edgelit (Slimform) Surface Mount, 3000K, 90CRI, MV	1	1097	1	12.9

PARK CITY SURVEYING
P.O. BOX 682993
PARK CITY, UTAH 84068
(435) 649-2918

DATE	BY	REVISIONS COMMENTS

PROFESSIONAL ENGINEER
Lewis Wong
No. 9075170
10/09/2024
STATE OF UTAH

SURVEYED BY:
—
DRAWN BY:
HB
DATE:
OCTOBER 2024

FOR:
YARROW CORPORATION

PWG:
YARROW ALTA.dwg

ALTA/ACSM LAND TITLE SURVEY
1800 PARK AVENUE PARK CITY, UTAH

SHEET 1 OF 2

LIGMAN

LIGHT LINEAR PT 1 (LI-10021)

IP65 IK10

BL1, BL2

DARKSKY APPROVED Reduces light pollution. Certified by DarkSky.org

microVos™ TECHNOLOGY

Made in Thailand

Product description

200x80 mm - 1000 mm - 1 side

Luminaire Structure

- Die-cast aluminium housing
- Extruded aluminium column
- Pre-treated before powder coating ensuring high corrosion resistance
- Single cable entry
- One IP68 connector supplied with 0.2 m of 3x1.0 sqmm outdoor cable
- Stainless steel fasteners in grade 304 with zinc flake coating (ZFC)
- Durable silicone rubber gasket
- Clear toughened glass
- High-efficiency PMMA lens
- Integral control gear

Optic

T2 T3 T4

We reserve the right to make technical and design changes.

08:03, 09-10-2023

https://www.ligman.com/light-linear-pt-1-li-10021/

THAILAND
LIGMAN Lighting Co.,Ltd.
17/2 Moo 4, Monthong, Bang Nam Priao,
24150 Chachoengsao - Thailand
info@ligman.com

HOLOPHANE® LEADER IN LIGHTING SOLUTIONS

Catalog Number	
Notes	Type AL1

GELF3

GlasWerks® Luminescent
LED Hallbrook® Extended

LED IP66 SP C US DLC Buy American

General Description
The architectural luminaire consists of a flat LED optical assembly shielded by a decorative formed housing and a top mounted cast aluminum electrical assembly. The optical assembly is seamlessly integrated into the form factor for beautiful daytime appearance and exceptionally uniform lighting at night.

Optical Assembly
The optical assembly consists of an edgelit waveguide light engine for unmatched visual comfort. Light from the LED module is distributed by proprietary wave guide technology to maximize uniformity and minimize glare. Configurable with CCT options of 2700K, 3000K, and 4000K. CRI is 70 minimum. Available with asymmetric, symmetric, or pathway distributions.

Mounting Style
Optional mounting styles include Quick Lock Stem, NPT threads, and horizontal arm.

Quick Lock Stem Mounting style is compatible with the following leveling fitters:
- Boston Harbor Decorative Arm Fitter (BHDF)
- GlasWerks Decorative Arm Fitter (GWDF)
- West Liberty Decorative Arm Fitter (WLDF)
- Ball Style Decorative Fitter (BADF)

Electrical Assembly
The cast aluminum electrical housing has a smooth domed contour. A (3) station terminal block is provided to accept #14 through #2 size wire. The electrical housing is hinged with a tool-less latch to provide easy access to the gear assembly. The unitized electrical assembly, containing the electronic driver and other electrical components, plugs into the quick disconnect receptacle. The pendant mount version has a welded stem (Quick Lock Stem Mounting), which aides in installation speed. The arm mount version is provided with two U-bolts with washers and nuts and two leveling set screws that lock the housing to a 2 inch nominal (2-3/8" O.D.) horizontal arm and allow a ±5° degree adjustment from horizontal to the cover.

Electrical System
Programmable LED driver with 0-10V dimming. Optional DALI dimming. Driver life is rated to at least 100,000 hours. Luminaire surge protection rating of 20kV/10kA per ANSI/IEEE C62.41.2.

Finish
The luminaire is finished with corrosion resistance super durable powder coat paint to ensure maximum durability. Finish is rated to 5,000 hours salt spray per ASTM B117.

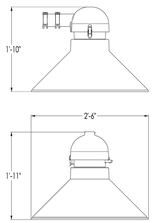
Listing
The luminaire is CSA certified to US and Canadian standards. IP55 rated electrical chamber, IP66 rated LED optic chamber. 20kV/10kA extreme surge protection per ANSI/IEEE C136.2. Suitable for operation in ambient temperatures from -40°C to 40°C.
DesignLights Consortium® (DLC) qualified product. Not all versions of this product may be DLC qualified. Please check the DLC Qualified Products List at www.designlights.org/QPL to confirm which versions are qualified.

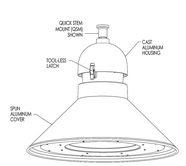
Buy American
This product is assembled in the USA and meets the Buy America(n) government procurement requirements under FAR, DFARS and DOT. Please refer to www.acuitybrands.com/resources/buy-american for additional information.

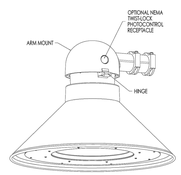
Warranty
Limited warranty located at: www.acuitybrands.com/support/warranty/terms-and-conditions

Note: Actual performance may differ as a result of end-user environment and application.
All values are design or typical values, measured under laboratory conditions at 25 °C.
Specifications subject to change without notice.

DIMENSIONAL DATA







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

IC1JB JSFSQ

JUNO

JUNO SLIMFORM™ LED IC RATED LED NEW CONSTRUCTION JUNCTION BOX SURFACE MOUNT DOWNLIGHT

FOR INSTALLATION INTO FIRE RATED CEILING ASSEMBLIES

IC1JB JSFSQ

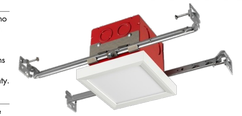
Project:

Fixture Type: DL1, DL2

Location:

Contact/Phone:

PRODUCT DESCRIPTION



IC LED Air-Loc® new construction junction box housing with energy efficient Juno SlimForm™ LED square surface mount trim for a complete downlight solution in multiple sizes 5" to 14" • May be installed in maximum 2 hour fire-rated ceiling assemblies per International Building Code Section 714 • Can be completely covered with insulation • Dimmable • Optional finish trims and shrouds available for custom, designer look similar to standard recessed downlights • Designed to provide 50,000 hours of life • 5 year limited warranty.

PRODUCT SPECIFICATIONS – TRIM

Surface Mount Trim Shallow, less than 1", solid square housing with white finish • Non conductive fixture for shower light applications • Optional, field installable finish trims available for 5" and 7" versions to change the exterior finish of fixture • Optional, field installable decorative baffle and cone shrouds for 5" and 7" versions provide the aesthetic and source shielding similar to the experience of a fully recessed downlight.

Optics Light quide technology combined with diffusing lens conceals the LEDs from direct view and provides uniform lens luminance.

LED Light Engine LEDs mounted directly to heatsink designed to provide superior thermal management and ensure long life • 2700K, 3000K, 3500K or 4000K LED color temperature • LEDs binned for 4-step MacAdam ellipse color consistency • 90 CRI minimum.

LED Driver Choice of dedicated 120 volt (120) driver or universal voltage (MVOLT) driver that accommodates input voltages from 120-277 volts AC at 50/60Hz • Power factor > 0.9 at 120V input • 120 volt driver is dimmable with the use of most incandescent, magnetic low voltage and electronic low voltage wall box dimmers • Universal voltage driver is dimmable with the use of most 0-10V wall box dimmers • External driver on 5" and 7" models only • For a list of compatible dimmers, see JUNOSLIMFORM-DIM.

Electrical Connections Trim features quick connect plug installed as standard for installation into IC1JB with quick connect whip.

Life Rated for 50,000 hours at >70% lumen maintenance.

PRODUCT SPECIFICATIONS – HOUSING

Junction Box Housing Designed for use in IC (insulated ceiling) or non-IC construction • Rough-in section (junction box, bar hangers) fully assembled for ease of installation • Painted steel 3-1/2" deep 4" square junction box • Provided with (4) 1/2"-3/4" concentric, (2) 1/2", (4) 3/4" and (2) 1" knockouts • cETLus listed for through-branch wiring, maximum 8 No. 12 AWG 90°C branch circuit conductors (4 in and 4 out).

Hardware Ships with retrofit mounting bracket, trim ring and quick connect whip; not required for JSFSQ installation.

INSTALLATION

Installs directly to industry standard junction boxes. The IC1JB junction box housing must be installed per the International Building Code Section 714 guidelines to maintain up to a 2 hour ceiling fire rating. Precise ceiling cutout required. For use with ½" – 1-1/4" ceiling thickness.

Mounting option JSFMTGPLT 4X4 is required for installation.

Real Nail® 3 Bar Hangers Telescoping Real Nail 3 system permits quick placement of housing anywhere within 24" O.C. joists or suspended ceilings • Bars scored in two locations for fast, clean breaking, allowing housing installation in tight applications • Captive bugle-headed ring shank nail for quick one-step installation and easy removal with claw hammer for fixture relocation • Integral T-bar notch for suspended ceilings • Locking set screw to lock junction box housing in position • Design covered under US Patent D552,969.

LISTINGS

Labels ENERGY STAR® certified • Certified to the high efficacy requirements of California T24 JA8-2016 • Assembly ETL listed to UL1598 for US and Canadian through branch wiring, damp location • Suitable for wet locations (covered ceilings) • ETL listed to UL514A.

Testing All reports are based on published industry procedures; actual performance may differ as a result of the end-user environment and applications. All values are design or typical values, measured under laboratory conditions at 25 °C.

Warranty 5-year limited warranty. This is the only warranty provided and no other statements in this specification sheet create any warranty of any kind. All other express and implied warranties are disclaimed. Complete warranty terms located at: www.acuitybrands.com/support/warranty/terms-and-conditions

Note: Actual performance may differ as a result of end-user environment and application.
All values are design or typical values, measured under laboratory conditions at 25 °C.
Specifications subject to change without notice.

Recessed wall luminaire - shielded

BEGA

Type: WL1
BEGA Product:
Project:
Modified:

Application
Recessed wall luminaire with shielded light distribution for glare-free illumination of ground surfaces, building entrances, stairs and pathways.

Materials
Luminaire housing and faceplate constructed of die-cast marine grade, copper free (≤0.3% copper content) A360.0 aluminum alloy
Clear safety glass with optical texture
Silicone applied robotically to casting, plasma treated for increased adhesion
High temperature silicone gasket
Mechanically captive stainless steel fasteners
Stainless steel screw clamps
Composite installation housing

NRTL listed to North American Standards, suitable for wet locations
Protection class IP 65
Weight: 3.3lbs

Electrical

Operating voltage	120-277V AC
Minimum start temperature	-30° C
LED module wattage	4.8 W
System wattage	7.0 W
Controllability	0-10V dimmable
Color rendering index	Ra:> 80
Luminaire lumens	488 lumens (4000K)
LED service life (L70)	50,000 hours

LED color temperature

☐ 4000K - Product number + **K4**
☐ 3500K - Product number + **K35**
☐ 3000K - Product number + **K3**
☐ 2700K - Product number + **K27**

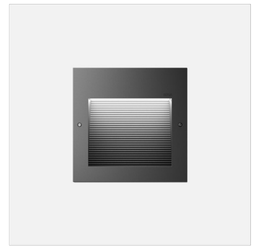
BEGA can supply you with suitable LED replacement modules for up to 20 years after the purchase of LED luminaires - see website for details

Finish
All BEGA standard finishes are matte, textured powder coat with minimum 3 mil thickness. BEGA Unidure® finish, a fluoropolymer technology, provides superior fade protection in Black, Bronze, and Silver. BEGA standard White, as well as optionally available RAL and custom colors, are a polyester powder.

Available colors ☐ Black (BLK) ☐ White (WHT) ☐ RAL:
☐ Bronze (BRZ) ☐ Silver (SLV) ☐ CUS:

Recessed wall luminaire - shielded

		LED	A	B	C
24203	BLK	4.8 W	7 ⅛	7 ⅛	5 ¼



BEGA 1000 BEGA Way, Carpinteria, CA 93013 (805) 684-0533 info@bega-us.com

Due to the dynamic nature of lighting products and the associated technologies, luminaire data on this sheet is subject to change at the discretion of BEGA North America. For the most current technical data, please refer to bega-us.com
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Updated 11/20/20

PARK CITY SURVEYING
P.O. BOX 682993
PARK CITY, UTAH 84068
(435) 649-2918

DATE BY REVISIONS COMMENTS

PROFESSIONAL ENGINEER
Lewis Wong
No. 9075170
10/09/2024
STATE OF UTAH

SURVEYED BY:
—
DRAWN BY:
HB
DATE:
OCTOBER 2024

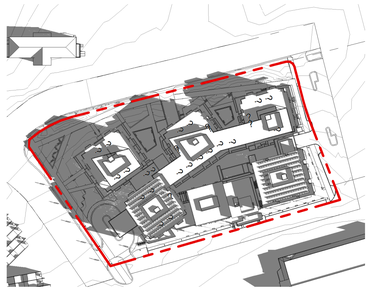
FOR:
YARROW CORPORATION

DWG:
YARROW ALTA.dwg

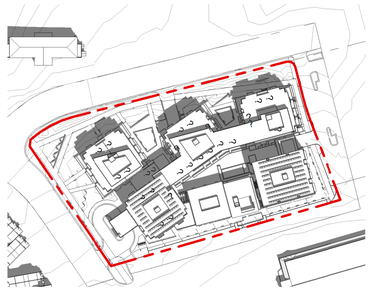
ALTA/ACSM LAND TITLE SURVEY
1800 PARK AVENUE PARK CITY, UTAH

SHEET 1 OF 2

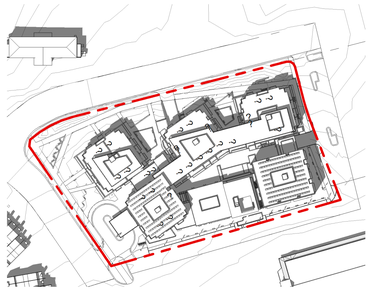
Spring Equinox - 6AM



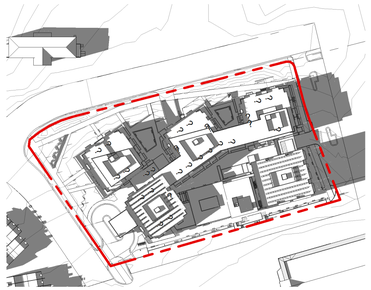
Spring Equinox - 9AM



Spring Equinox - 12PM



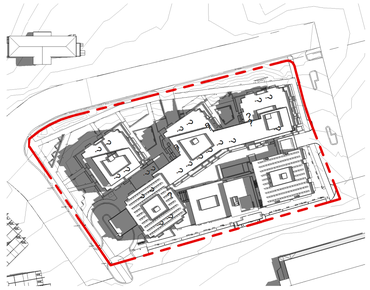
Spring Equinox - 3PM



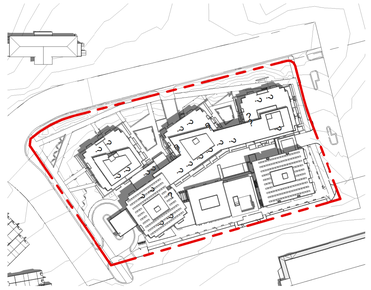
Spring Equinox - 6PM

Spring Equinox - 9PM

Summer Solstice - 6AM



Summer Solstice - 9AM



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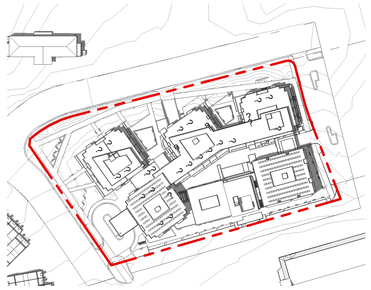
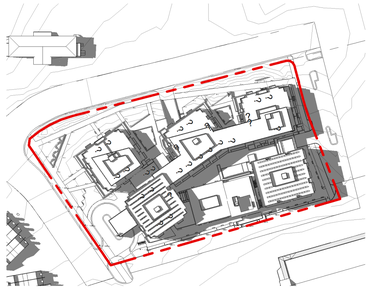


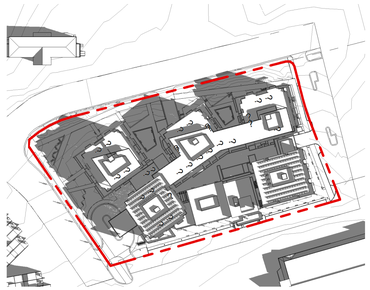
Summer Solstice - 3PM



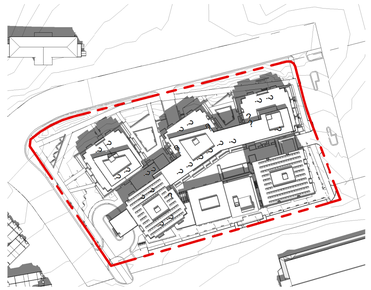
Summer Solstice - 6PM

Summer Solstice - 9PM

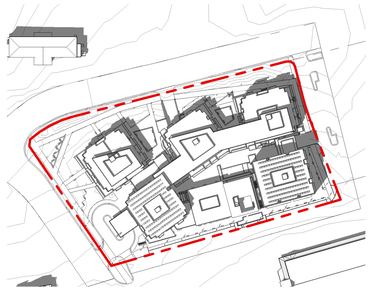
Autumn Equinox - 6AM



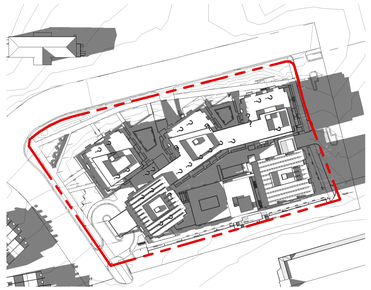
Autumn Equinox - 9AM



Autumn Equinox - 12PM



Autumn Equinox - 3PM



Autumn Equinox - 6PM

Autumn Equinox - 9PM

Winter Solstice - 6AM

Winter Solstice - 9AM

Winter Solstice - 12PM

Winter Solstice - 3PM

Winter Solstice - 6PM

Winter Solstice - 9PM

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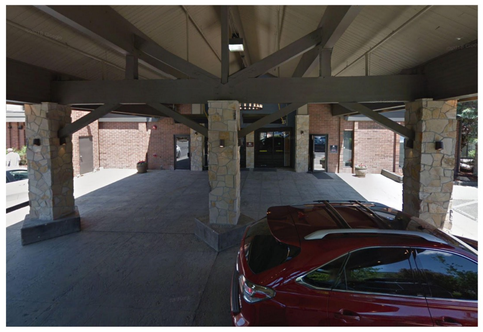
Park & Kearns Redevelopment

MPD-034

Solar Study

Existing Bus Stop

Existing Bus Stop



Existing Bus Stop

Existing Bus Stop, under Construction

Existing Bus Stop

Existing Bus Stop

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Park & Kearns Redevelopment

MPD-035

Public Transportation

PARK CITY - Hotel Comparison

PARK CITY - Hotels

Property Name	Unit Count	Brand Affiliation	Lobby Bar	3-Meal Restaurant	Room Service	Pool	Spa	Fitness Center	Meeting Space	Ski Shop / Ski Concierge	Valet Parking	Mixed-Use Area
DoubleTree by Hilton Park City – The Yarrow	182	Hilton	Yes	No	No	Outdoor	No	Yes	Yes	No	No	Yes
Sheraton Park City	200	Marriott	Yes	No	Yes	Indoor	No	Yes	Yes	No	No	Yes
Silver Baron Lodge	159	Independent	No	No	No	Outdoor	No	Yes	Yes	No	No	Yes
AC Hotel Park City	100	Marriott	Yes	No	No	Indoor	No	Yes	No	No	No	Yes

PARK CITY - Condo Hotels

Property Name	Unit Count	Brand Affiliation	Lobby Bar	3-Meal Restaurant	Room Service	Pool	Spa	Fitness Center	Meeting Space	Ski Shop / Ski Concierge	Valet Parking	Mixed-Use Area
1800 Park Ave. Redevelopment	170	TBD	Yes	Yes	Yes	Outdoor	Yes	Yes	Yes	Yes	Yes	Yes
The Chateaux Deer Valley	125	Independent	Yes	Yes	Yes	Outdoor	Yes	Yes	Yes	Yes	Yes	Yes
The Grand Summit Hotel, a RockResort	374	RockResorts	No	Yes	Yes	Outdoor	Yes	Yes	Yes		Yes	Yes
Grand Hyatt East Deer Valley	387	Hyatt	Yes	Yes	Yes	Outdoor	Yes	Yes	Yes	Yes	Yes	Yes
Goldener Hirsch, an Auberge Resorts Collection	66	Auberge Resorts	Yes	Yes	Yes	Outdoor	Yes	Yes	Yes	Yes	Yes	Yes
Hotel Park City, Autograph Collection	97	Marriott	No	Yes	Yes	Outdoor	Yes	Yes	Yes	No	Yes	???
Hyatt Centric Park City	104	Hyatt	No	Yes	Yes	Outdoor	No	Yes	Yes	Yes	Yes	Yes
Montage Deer Valley	220	Montage	Yes	Yes	Yes	Outdoor	Yes	Yes	Yes	Yes	Yes	No
Newpark Resort	134	Independent	No	No	No	Indoor/Outdoor	No	Yes	Yes	No	No	Yes
Park City Peaks Hotel	127	Independent	No	No	Yes	Outdoor	No	Yes	Yes	Yes	No	???
Park Plaza Resort Park City	63	Independent	No	No	No	Indoor	No	Yes	No	No	No	Yes
Pendry Park City	175	Montage	Yes	Yes	Yes	Outdoor	Yes	Yes	Yes	Yes	Yes	Yes
St. Regis Deer Valley	179	Marriott	Yes	Yes	Yes	Outdoor	Yes	Yes	Yes	Yes	Yes	Yes
Stein Eriksen Lodge	175	Independent	No	Yes	Yes	Outdoor	Yes	Yes	Yes	Yes	Yes	Yes
The Ascent Park City, a Tapestry Collection by Hilton	120	Hilton		Yes	Yes	Outdoor		Yes		Yes	Yes	Yes
Waldorf	160	Hilton		Yes	Yes	Outdoor	Yes	Yes	Yes	Yes	Yes	Yes

Existing, MPD from 2007 & MPD 2024 Comparison

	Existing	Yarrow MPD 2007	Proposed
Gross Area		330,011	359,201
Open Space	24.8	42.18%	41.1%
Surface Parking Stalls	168	57	25
Total Parking Stalls	168	274	288
Residential SF		124,879	123,232
Affordable Housing SF	0	0	24,246
Number of Keys	181	174	182
Meeting Room SF	9437	5,904	5,051
Support Commercial	5000	11,759	11,452
Commercial	0	27,968	16,315

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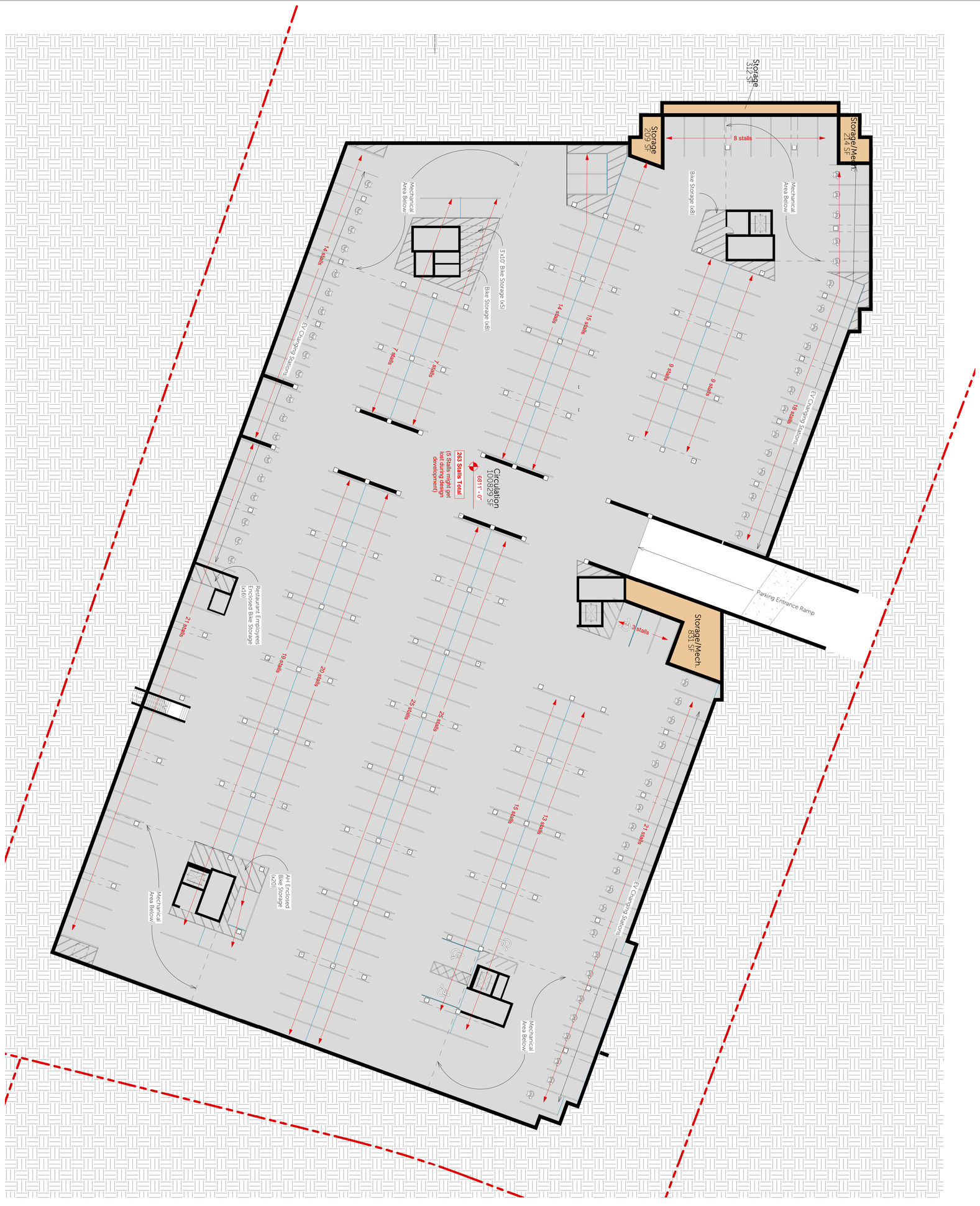
Park & Kearns Redevelopment

MPD-036

Comparisons



Level -1 - MPD

SCALE: 1" = 20'-0"

Park & Kearns Redevelopment

MPD-100

Parking Level -1

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Level 1 - MPD

SCALE: 1" = 20'-0"

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MPD-101

Level 1

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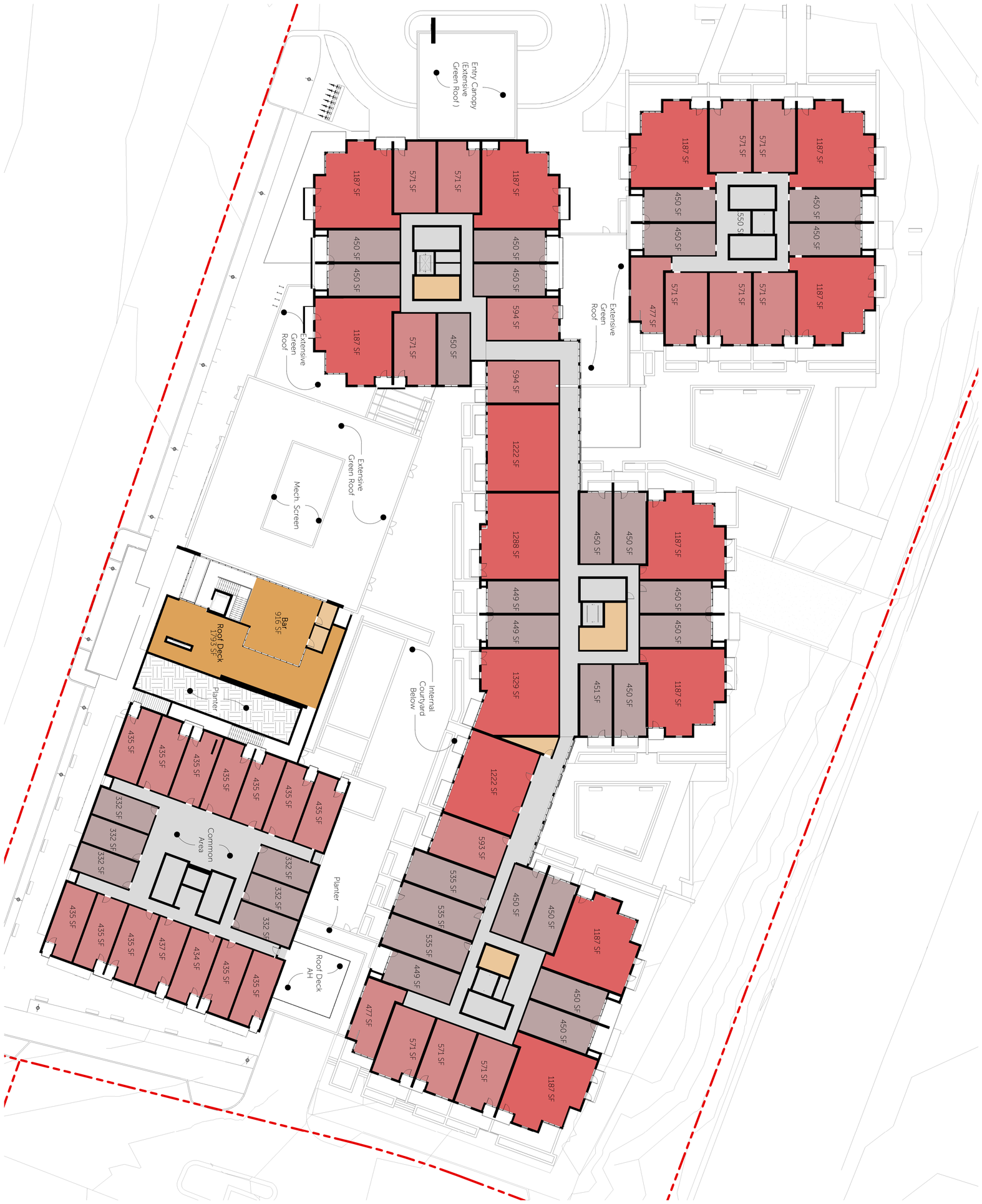

Studio
1 Bed
2 Bed
3 Bed
- Circulation
- Service / Accesory Use
- Commercial
- Meeting Space
Support Commercial

Level 2 - MPD

SCALE: 1" = 20'-0"

Park & Kearns Redevelopment

MPD-102

Level 2

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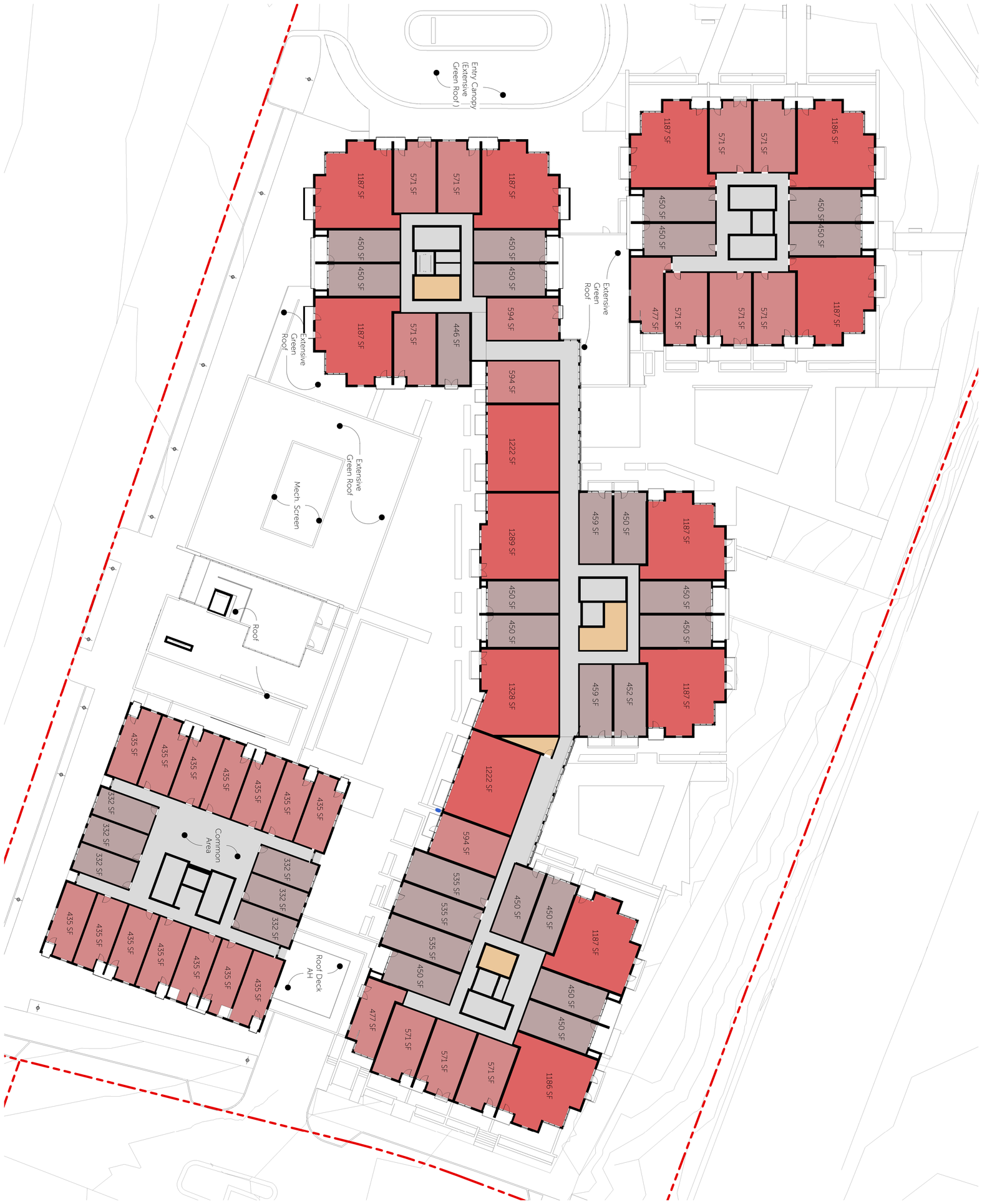

Support Commercial
- toMeeting Space
- Commercial
- Service / Accesory Use
- Circulation
1 Bed
2 Bed
3 Bed
Studio

Level 3 - MPD
SCALE: 1" = 20'-0"

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MPD-103

Level 3

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Level 4 - MPD

SCALE: 1" = 20'-0"

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MPD-104

Level 4

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Mech. Screen Elevation: 6866' - 0"
Grade: 6820' - 0"
Mech. Screen Over Topo: 46' - 0"

Guardrail Elevation: 6854' - 6"
Grade: 6820' - 0"
Guardrail Over Topo: 34' - 6"

Roof Elevation: 6862' - 0"
Grade: 6820' - 0"
Roof Over Topography: 42' - 0"

Roof Elevation: 6862' - 0"
Grade: 6820' - 0"
Roof Over Topography: 42' - 0"

Roof Elevation: 6851' - 0"
Grade: 6819' - 3"
Roof Over Topography: 31' - 9"

Elevator Elevation: 6866' - 0"
Grade: 6820' - 0"
Elevator Over Topo: 46' - 0"

Guardrail Elevation: 6854' - 6"
Grade: 6820' - 0"
Guardrail Over Topo: 34' - 6"

Roof Elevation: 6851' - 0"
Grade: 6818' - 10"
Roof Over Topography: 32' - 2"

Roof Elevation: 6862' - 0"
Grade: 6820' - 0"
Roof Over Topography: 42' - 0"

Guardrail Elevation: 6854' - 6"
Grade: 6816' - 6"
Guardrail Over Topo: 37' - 0"

Elevator Elevation: 6865' - 6"
Grade: 6820' - 0"
Elevator Over Topo: 45' - 6"

Mech. Screen Elevation: 6866' - 0"
Grade: 6820' - 0"
Mech. Screen Over Topo: 46' - 0"

Roof Elevation: 6835' - 0"
Grade: 6820' - 0"
Roof Over Topography: 15' - 0"

Parapet Elevation: 6837' - 0"
Grade: 6820' - 0"
Roof Over Topography: 17' - 0"

Mech. Screen Elevation: 6866' - 0"
Grade: 6820' - 0"
Mech. Screen Over Topo: 46' - 0"

Roof Elevation: 6862' - 0"
Grade: 6820' - 0"
Roof Over Topography: 42' - 0"

Guardrail Elevation: 6855' - 0"
Grade: 6820' - 0"
Guardrail Over Topo: 35' - 0"

Roof Elevation: 6851' - 1"
Grade: 6820' - 0"
Roof Over Topography: 31' - 1"

Elevator Elevation: 6865' - 0"
Grade: 6820' - 0"
Elevator Over Topo: 45' - 0"

Parapet Elevation: 6833' - 0"
Grade: 6820' - 0"
Parapet Over Topo: 13' - 0"

Roof Elevation: 6831' - 0"
Grade: 6820' - 0"
Roof Over Topography: 11' - 0"

Elevator Elevation: 6868' - 6"
Grade: 6820' - 0"
Elevator Over Topo: 48' - 6"

Parapet Elevation: 6869' - 0"
Grade: 6820' - 0"
Parapet Over Topo: 49' - 0"

Entry Canopy Elevation: 6836' - 8"
Grade: 6819' - 6"
Canopy Over Topo: 16' - 2"

Roof Elevation: 6865' - 0"
Grade: 6820' - 0"
Roof Over Topography: 45' - 0"

Roof Elevation: 6835' - 0"
Grade: 6821' - 0"
Roof Over Topography: 14' - 0"

Parapet Elevation: 6837' - 0"
Grade: 6821' - 0"
Parapet Over Topo: 16' - 0"

Mech. Screen Elevation: 6845' - 6"
Grade: 6821' - 0"
Mech. Screen Over Topo: 24' - 6"

Parapet Elevation: 6842' - 0"
Grade: 6821' - 0"
Parapet Over Topo: 21' - 0"

Roof Elevation: 6841' - 7"
Grade: 6821' - 0"
Roof Over Topography: 20' - 7"

Elevator Elevation: 6867' - 6"
Grade: 6820' - 0"
Elev. Shaft Over Topo: 47' - 6"

Mech. Screen Elevation: 6869' - 0"
Grade: 6821' - 0"
Mech. Screen Over Topo: 48' - 0"

Roof Elevation: 6864' - 0"
Grade: 6821' - 0"
Roof Over Topography: 43' - 0"

Roof Elevation: 6840' - 0"
Grade: 6821' - 0"
Roof Over Topography: 19' - 0"

Roof Elevation: 6849' - 6"
Grade: 6821' - 0"
Roof Over Topography: 28' - 6"

30'-0" 20'-0" 50'-0"

Roof Plan

SCALE: 3/64" = 1'-0"

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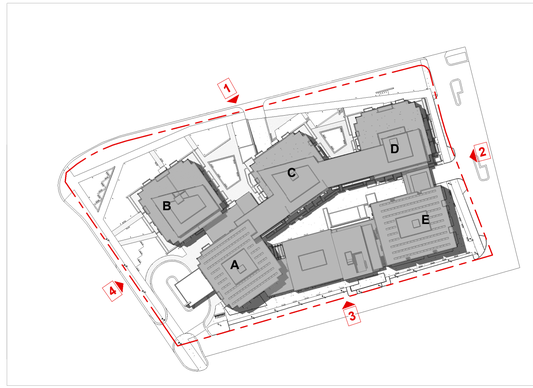
Park & Kearns Redevelopment

MPD-105

Roof Over Topography



Elevation 1.

SCALE: 1" = 20'-0"

Elevation 2.

SCALE: 1" = 20'-0"

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MPD-201

Elevations

Elevation 3.

SCALE: 1" = 20'-0"

Elevation 4.

SCALE: 1" = 20'-0"

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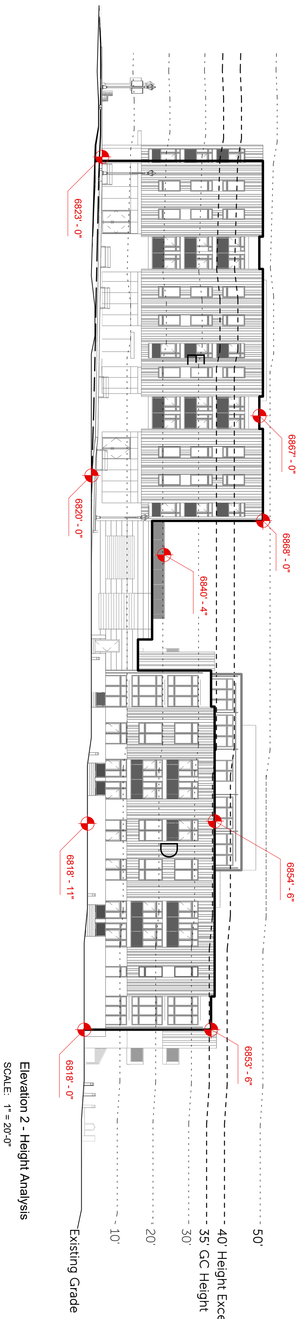
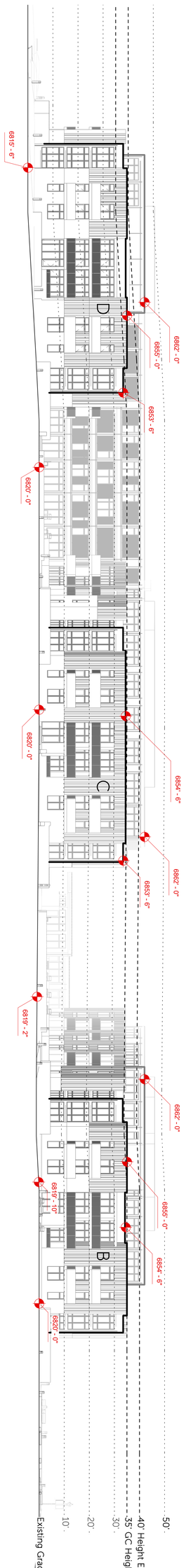
MPD-202

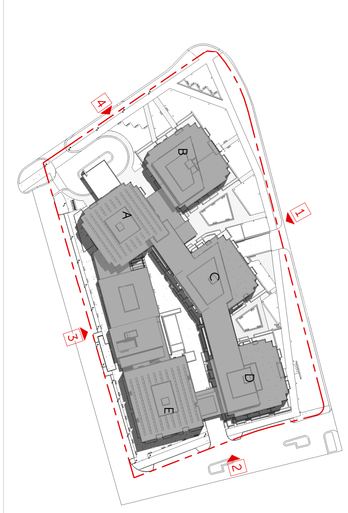
Elevations



Elevation 2 - Height Analysis
SCALE: 1" = 20'-0"



Elevation 1 - Height Analysis
SCALE: 1" = 20'-0"



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MPD-203

Height Analysis

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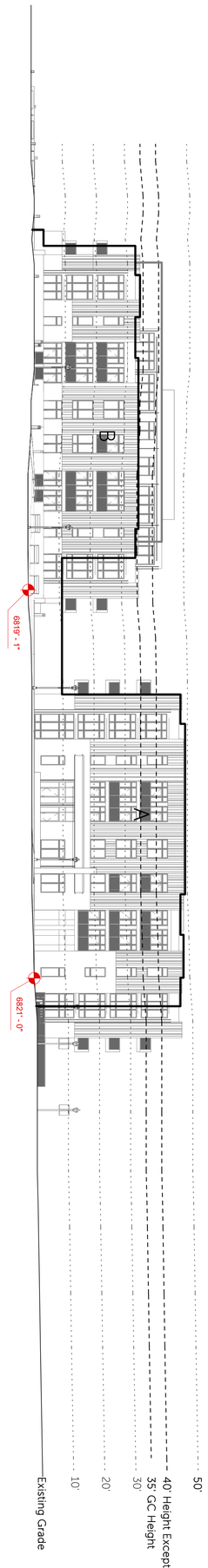
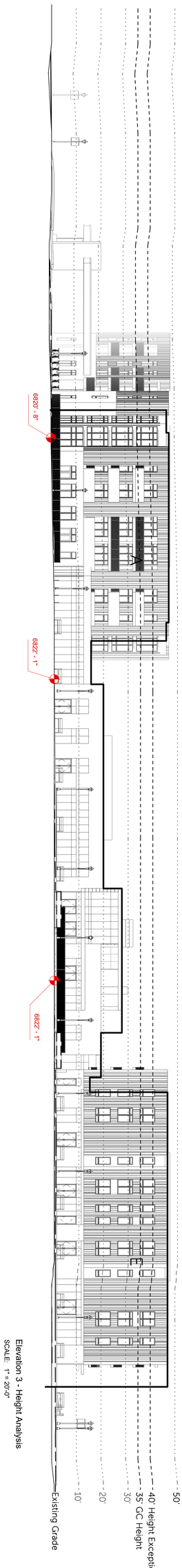
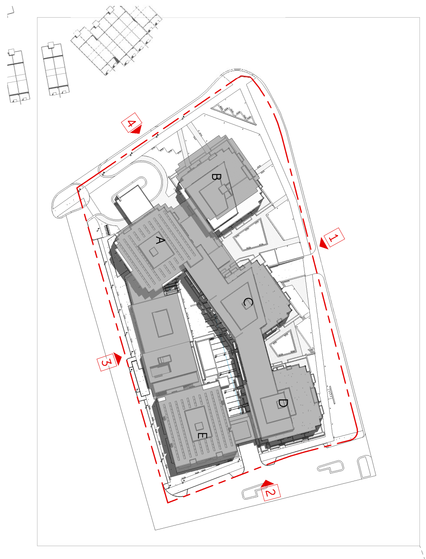


Elevation 4 - Height Analysis
SCALE: 1" = 20'-0"



Elevation 3 - Height Analysis
SCALE: 1" = 20'-0"



Park & Kearns Redevelopment

MPD-204

Height Analysis

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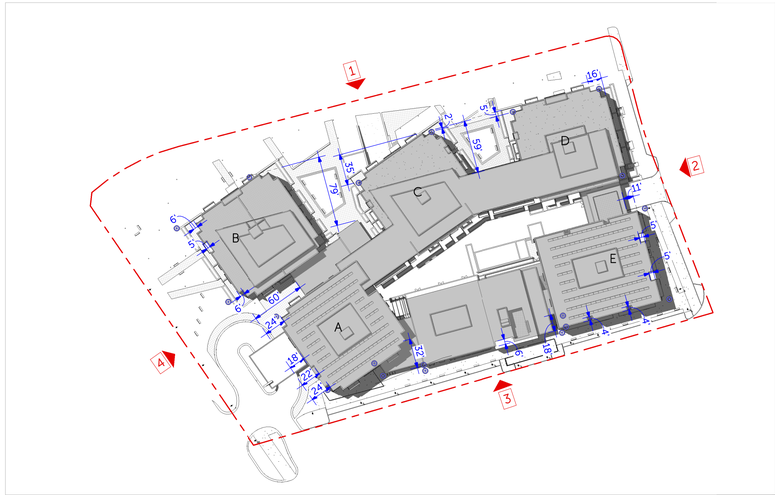
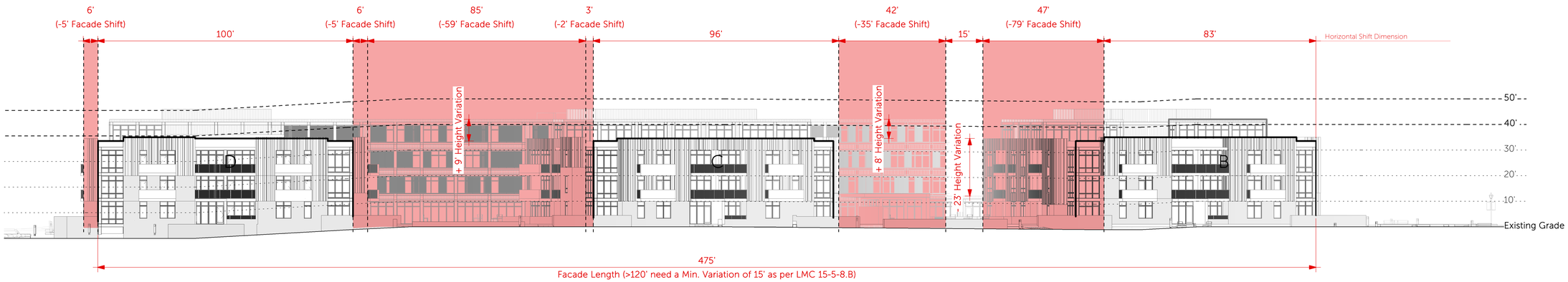
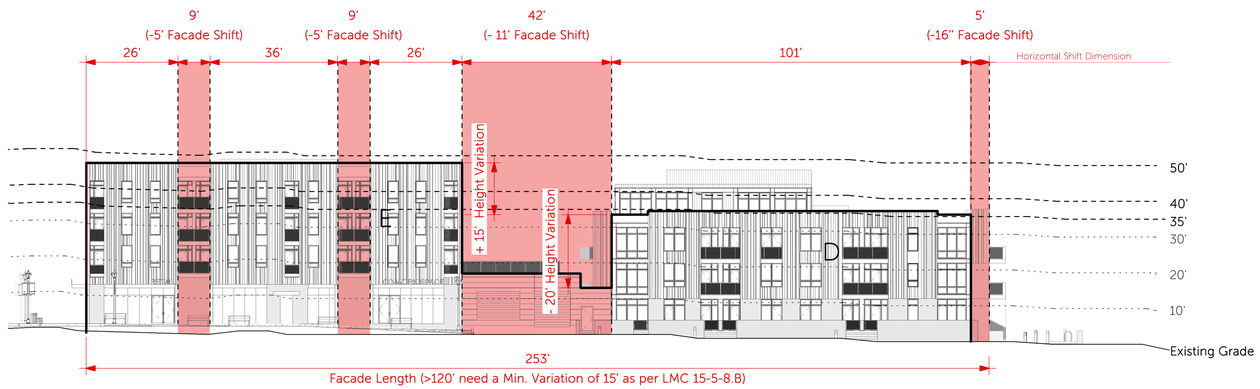




Elevation 1 - Facade Variation

SCALE: 1" = 20'-0"



Elevation 2 - Facade Variation

SCALE: 1" = 20'-0"

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MPD-205

Facade Variation

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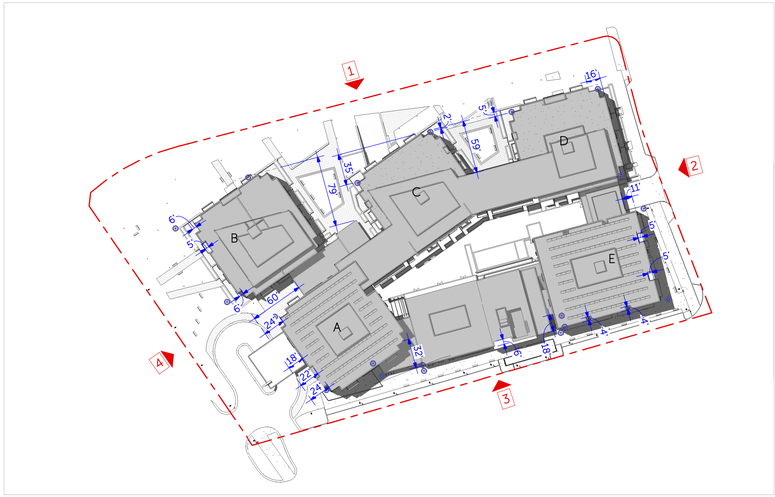
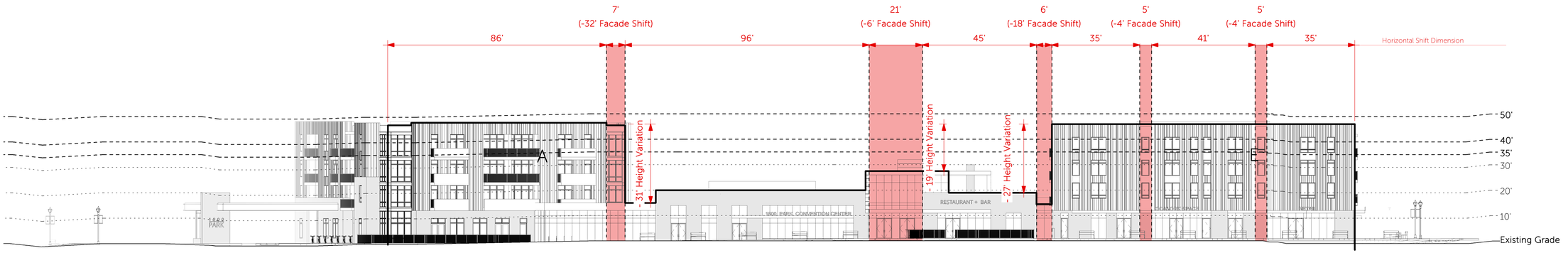
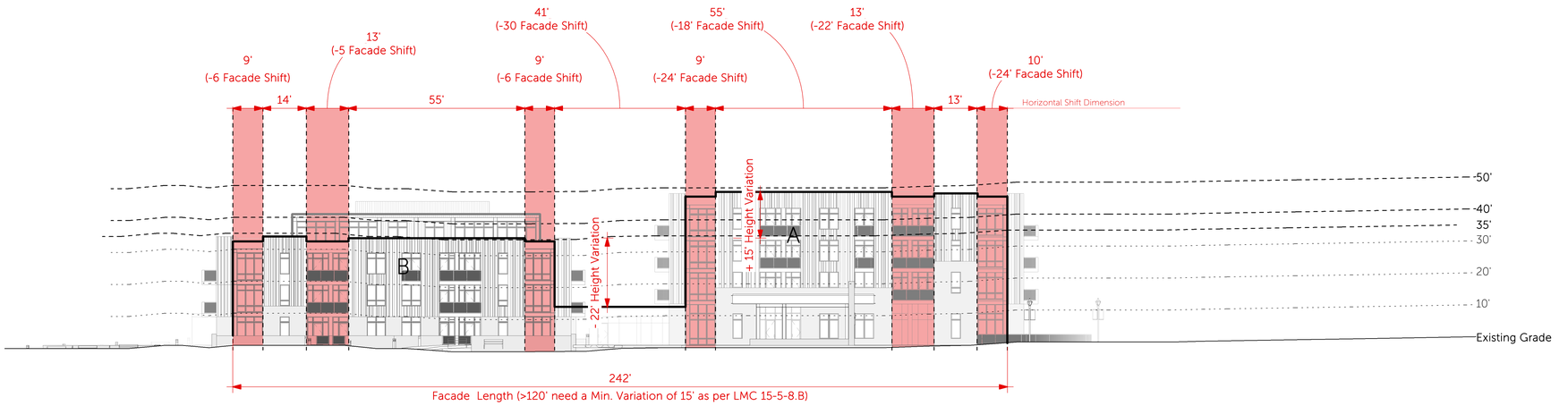




Elevation 3 - Facade Variation

SCALE: 1" = 20'-0"



Elevation 4 - Facade Variation

SCALE: 1" = 20'-0"

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MPD-206

Facade Variation

South Elevation

SCALE: 1" = 20'-0"

East Elevation

SCALE: 1" = 20'-0"

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Park & Kearns Redevelopment

MPD-301

Rendered Elevations

North Elevation

SCALE: 1" = 20'-0"

West Elevation

SCALE: 1" = 20'-0"

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Park & Kearns Redevelopment

MPD-302

Rendered Elevations

Park & Kearns Redevelopment

MPD-303

Renderings

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Park & Kearns Redevelopment

MPD-304

Renderings

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Park & Kearns Redevelopment

MPD-305

Renderings

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HOGGAN LEE HUTCHINSON

Justin Keys
Justin@hlhparkcity.com
Direct: 435.731.9195

August 7, 2024

VIA EMAIL

Park City Municipal Corporation
Park City Planning Commission
Attn: Rebecca Ward
rebecca.ward@parkcity.org
PO Box 1480
Park City, Utah 84060

Re: Request for Notice of Action – 1800 Park Avenue

Dear Director Ward,

This firm represents Singerman Real Estate (the "Applicant"), the owner of the property located at 1800 Park Avenue, Park City, Utah 84060 commonly referred to as "The Yarrow" or the "DoubleTree" hotel ("1800 Park"). Please accept this letter as a formal request to notice the upcoming August 28, 2024 Planning Commission meeting for potential action.

The Applicant submitted its original application for master planned development in 2022. Since that time, we have attended five separate work sessions (including one public hearing) with the Planning Commission to discuss the application. Additionally, the Applicant engaged in extensive public outreach, holding multiple open houses where it presented to members of the public as well as targeted groups such as the Park City Rotary Club.

At this juncture, the Applicant is prepared to notice its application for potential action, consistent with Park City LMC §§ 15-6-4(G), 15-1-12, and 15-1-21. Consistent with the requirements of LMC § 15-2-12(C), the Applicant provided a Notice Matrix with an electronic list of each Property Owner of record within the distance required to be noticed. We provide this formal request now, more than twenty-one (21) days prior to the August 28 Planning Commission Meeting so that Staff can meet the fourteen (14) day notice requirement of Section 15-1-21.

The Applicant is not seeking a speedy resolution through use of Utah Code § 10-9a-509.5(2). But it believes that its application is complete and is at a point where it is ready for a determination from the Planning Commission on the merits of its application.

We appreciate your efforts on our behalf. Please feel free to contact me if you have any questions regarding this formal request.

Very Truly Yours,
HOGGAN LEE HUTCHINSON

Justin J. Keys

HALES ENGINEERING
innovative transportation solutions

Kearns & Park

DRAFT - Traffic Impact Study

Park City, Utah

October 16, 2024

UT22-2615

1220 North 500 West, Ste. 202 Lehi, UT 84043 p 801.766.4343
www.halesengineering.com

EXECUTIVE SUMMARY

This study addresses the traffic impacts associated with the proposed Kearns & Park development located in Park City, Utah. The Kearns & Park development is located on the southeast corner of the Kearns Boulevard (SR-248) / Park Avenue (SR-224) intersection.

The purpose of this traffic impact study is to analyze traffic operations at key intersections for existing (2024), future (2029), and future (2040) conditions with and without the proposed project and to recommend mitigation measures as needed. The peak hour level of service (LOS) results is shown in Table ES-1.

Table ES-1: Peak Hour Level of Service Results

	Intersection	Level of Service											
		Existing (2024)				Future (2029)				Future (2040)			
		BG		+P		BG		+P		BG		+P	
		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	East Reid Access & North Access / Kearns Boulevard	b	b	a	c	b	b	b	b	c	e	b	f
3	Snow Creek Drive / Kearns Boulevard	c	d	c	d	c	d	c	d	c	f	c	f
4	Homestake Road / Kearns Boulevard	a	b	a	b	a	c	a	c	a	f	a	f
5	Bonanza Drive & Monitor Drive / Kearns Boulevard	C	C	C	C	C	D	C	D	D	F	D	F
6	Comstock Drive / Kearns Boulevard	A	B	A	B	B	C	B	C	C	C	C	C
7	West North Access / Park Avenue	b	f	-	-	b	f	-	-	c	f	-	-
8	West South Access / Park Avenue	d	f	e	f	b	f	f	f	b	f	f	f
9	Homestake Road / Park Avenue	b	f	f	f	f	f	f	f	f	f	f	f
10	Deer Valley Drive & Empire Avenue / Park Avenue	C	E	C	E	C	F	C	E	C	F	C	F
11	Bonanza Drive / Deer Valley Drive	B	C	B	B	B	C	B	B	B	D	B	D

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)
2. BG = Background (without project traffic), +P = Plus Project (with project traffic)

Source: Hales Engineering, October 2024

SUMMARY OF KEY FINDINGS & RECOMMENDATIONS

Project Conditions

- The development will consist of vacation condo units, affordable multifamily residential units, retail, office, and restaurant space.
- The project is anticipated to generate approximately 1,008 weekday daily vehicle trips, including 92 trips in the morning peak hour, and 104 trips in the evening peak hour.
    - This represents a net increase from the existing hotel of 602 new vehicle trips per day, including 47 trips in the morning peak hour, and 64 trips for the evening peak hour.
- A 5% transit reduction and a 5% internal capture reduction were applied to align with surrounding land uses and Park City's commitment to travel demand management (TDM) strategies.

2024	Background	Plus Project
Assumptions	• Traffic volumes from Homestake and Holiday Village/Parkside developments added	• Right-in right-out at the North Project Access and full access at the West Project Access • Vehicle valet for hotel guests results in an increase of right-turn vehicle trips at the West Project Access, North Project Access, and Snow Creek Dr
Findings	• Poor LOS at: o West North Access / Park Ave (PM) o West South Access / Park Ave (PM) o Homestake Rd / Park Ave (PM) o Deer Valley Dr & Empire Ave / Park Ave (PM)	• Poor LOS at: o West Access / Park Ave (AM & PM) o Homestake Rd / Park Ave (AM & PM) o Deer Valley Dr & Empire Ave / Park Ave (PM)
Mitigations	• No physical improvements- possible mitigations are outlined at the end of the table	• See end of table
2029	**Background**	**Plus Project**
Findings	• Poor LOS at: o West North Access / Park Ave (PM) o West South Access / Park Ave (PM) o Homestake Rd / Park Ave (AM & PM) o Deer Valley Dr & Empire Ave / Park Ave (PM)	• Poor LOS at: o West Access / Park Ave (AM & PM) o Homestake Rd / Park Ave (AM & PM) o Deer Valley Dr & Empire Ave / Park Ave (PM)
Mitigations	• See end of table	• See end of table

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2040	Background	Plus Project
Findings	• Poor LOS at: ○ East Reid Access & North Project Access (PM) ○ West North Access / Park Ave (PM) ○ West South Access / Park Ave (PM) ○ Homestake Rd / Park Ave (AM & PM) Deer Valley Dr & Empire Ave / Park Ave (PM)	• Poor LOS at: ○ East Reid Access & North Project Access (PM) ○ Snow Creek Dr / Kearns Blvd (PM) ○ Homestake Dr / Kearns Blvd (PM) ○ Bonanza Dr & Monitor Dr / Kearns Blvd (PM) ○ West Access / Park Ave (AM & PM) ○ Homestake Rd / Park Ave (AM & PM) ○ Deer Valley Dr & Empire Ave / Park Ave (PM)
Mitigations	• See end of table	• See end of table

Additional Mitigation Considerations

Park City favors future travel demand management strategies to reduce traffic volumes on the roadway in place of widening roadways to encourage personal vehicle travel. Vehicles will likely learn to reroute when undue delays and queues are observed. However, if the travel demand model projections are accurate, significant innovative mitigation measures may be needed to maintain traffic at an acceptable LOS during peak hours on Park Avenue between Kearns Boulevard and Deer Valley Drive and Kearns Avenue between Park Avenue and Bonanza Drive.

Transportation Demand Management (TDM) Strategies

The development is deploying multiple TDM strategies, including:

- Car share and e-bike share
- Employee carpool/vanpool incentives
- Ample supply of bike parking and lockers
- Wide trail adjacent to building

A bus shelter with a pullout is located near the edge of the property, which provides access to free transit services.

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I. INTRODUCTION

A. Purpose

This study addresses the traffic impacts associated with the proposed Kearns & Park development located in Park City, Utah. The proposed project is located on the southeast corner of the Kearns Boulevard (SR-248) / Park Avenue (SR-224) 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 (2024), future (2029), 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 (SR-248) / Park Avenue (SR-224)
- Existing North Accesses (2) / Kearns Boulevard (SR-248)
- East Reid Building Access & North Project Access / Kearns Boulevard (SR-248)
- Snow Creek Drive / Kearns Boulevard (SR-248)
- Homestake Road / Kearns Boulevard (SR-248)
- Bonanza Drive & Monitor Drive / Kearns Boulevard (SR-248)
- Existing West Accesses (2) / Park Avenue (SR-224)
- West Project Access / Park Avenue (SR-224)
- Homestake Road / Park Avenue (SR-224)
- Deer Valley Drive (SR-224) & Empire Avenue / Park Avenue (SR-224)
- Bonanza Drive / Deer Valley Drive (S.R. 224)
- Comstock Drive / Kearns Boulevard (SR-248)

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), 6th Edition, 2016 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 D. Hales Engineering calculated the average queue and 95th percentile queue lengths for the study intersections using SimTraffic as provided in Appendix E.

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), 6th Edition, 2016 Methodology (Transportation Research Board)

II. EXISTING (2024) 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 (SR-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 with a center two-way left-turn lane. 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.

Park Avenue (SR-224) – 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 with a center two-way left-turn lane. 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.

C. Crash Data Summary

Hales Engineering collected crash data records from the Utah Numeric database at each of the study intersections from the previous five-year period. A summary of the crash data by severity is shown in Table 2. A summary of the crash data by type is shown in Table 3. A detailed summary of the crash data is included in Appendix B. This data is protected under 23 USC 407.

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Table 2: Crash Data by Severity

Intersection		Crash Severity					
		Property Damage Only		Injury		Fatal	
Description	Total Crashes	#	%	#	%	#	%
Kearns Boulevard / Park Avenue	36	31	86%	5	14%	0	-
East Reid Access & Northwest Hotel Access / Kearns Boulevard	0	0	-	0	-	0	-
Snow Creek Drive / Kearns Boulevard	39	25	64%	14	36%	0	-
Homestake Road / Kearns Boulevard	14	10	71%	4	29%	0	-
Bonanza Drive & Monitor Drive / Kearns Boulevard	52	38	73%	14	27%	0	-
Comstock Drive / Kearns Boulevard	22	16	73%	6	27%	0	-
West North Hotel Access / Park Avenue West South Hotel Access / Park Avenue	5	3	60%	1	20%	1	20%
Homestake Road / Park Avenue	17	11	64%	6	36%	0	-
Deer Valley Drive & Empire Avenue / Park Avenue	36	25	69%	11	31%	0	-
Bonanza Drive / Deer Valley Drive	30	25	83%	5	17%	0	-
Total	**251**	**184**	**73%**	**66**	**26%**	**1**	**0.5%**

Source: Numetric, October 2024

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Table 3: Crash Data by Type

Intersection		Crash Type							
		Angle		Front-to-Rear		Sideswipe		Other	
Description	Total Crashes	#	%	#	%	#	%	#	%
Kearns Boulevard / Park Avenue	36	7	19%	9	25%	10	28%	10	28%
East Reid Access & Northwest Hotel Access / Kearns Boulevard	0	0	-	0	-	0	-	0	-
Snow Creek Drive / Kearns Boulevard	39	28	72%	4	10%	3	7%	4	11%
Homestake Road / Kearns Boulevard	14	7	50%	1	7%	3	21%	3	22
Bonanza Drive & Monitor Drive / Kearns Boulevard	52	16	31%	15	29%	5	10%	16	31%
Comstock Drive / Kearns Boulevard	22	1	5%	15	68%	2	11%	4	16%
West North Hotel Access / Park Avenue	5	1	20%	1	20%	0	0%	3	60%
West South Hotel Access / Park Avenue									
Homestake Road / Park Avenue	17	5	29%	5	29%	2	11%	5	29%
Deer Valley Drive & Empire Avenue / Park Avenue	36	13	36%	11	31%	4	11%	8	22%
Bonanza Drive / Deer Valley Drive	30	12	40%	6	20%	8	27%	4	13%
Total	**251**	**90**	**36%**	**67**	**27%**	**37**	**15%**	**57**	**22%**

Source: Numetric, October 2024

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D. Traffic Volumes

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 Friday, February 23, 2024:

- Kearns Boulevard (SR-248) / Park Avenue (SR-224)
- Bonanza Drive & Monitor Drive / Kearns Boulevard (SR-248)
- Comstock Drive / Kearns Boulevard (SR-248)
- Deer Valley Drive (SR-224) & Empire Avenue / Park Avenue (SR-224)
- Bonanza Drive / Deer Valley Drive (S.R. 224)

The following intersection was counted on Friday, August 2, 2024:

- East Reid Building Access / Kearns Boulevard (SR-248)

The following intersections were counted on Saturday, January 29, 2023:

- Northwest Hotel Access / Kearns Boulevard (SR-248)
- Snow Creek Drive & Northeast Hotel Access / Kearns Boulevard (SR-248)
- Homestake Road / Kearns Boulevard (SR-248)
- West North Hotel Access / Kearns Boulevard (SR-248)
- West South Hotel Access / Park Avenue (SR-224)
- Homestake Road / Park Avenue (SR-224)

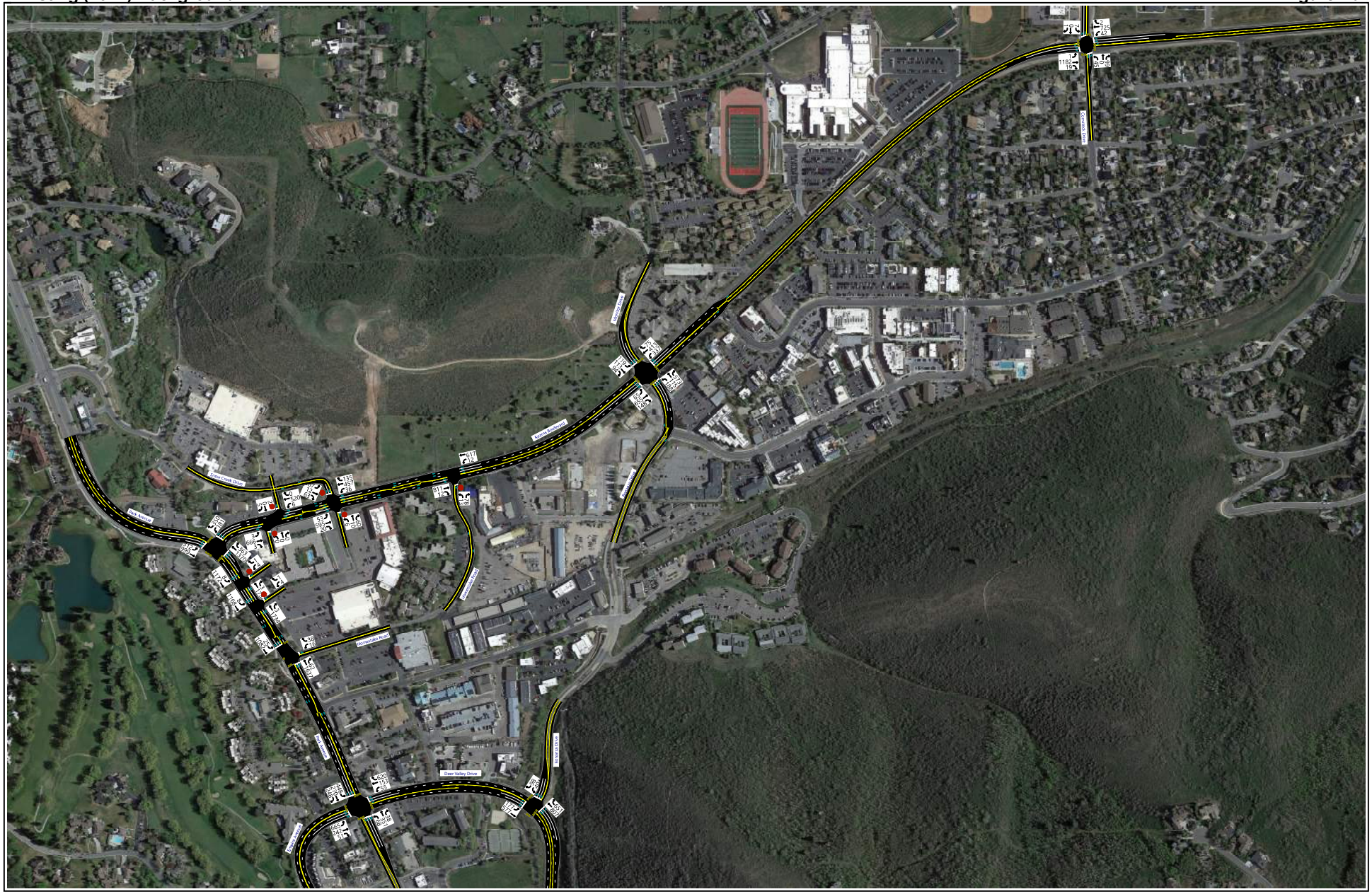
The morning peak hour was determined to be between 8:00 and 9:00 a.m., and the evening peak hour was determined to be between 4:00 and 5:00 p.m. The evening peak hour volumes were approximately 31% higher than the morning peak hour volumes. Detailed count data are included in Appendix C.

Hales Engineering followed the Park City TIS guidelines for seasonal adjustments to the observed traffic volumes. The traffic counts taken in January and February were left unadjusted. The traffic count from August was adjusted to reflect that traffic volumes are on average 75% of the average volumes during the winter in the morning and 85% in the evening. The counts from January 2023 were taken on a Saturday, before the Park City TIS Guidelines required counts to be taken on Fridays. These counts were used for turning volumes at driveways accesses and have been approved for use in this study by Park City staff.

Anticipated trip generation from the Homestake TIS (Hales Engineering, 2022) and the Holiday village & Parkside TIS (Hales Engineering, 2023) were added to the to the background traffic volumes. Figure 2 shows the existing peak hour volumes as well as intersection geometry at the study intersections. Due to the limitations of the modeling software, the south leg of the Snow Creek Drive and the northeast hotel access were modeled as one access, and the volumes were combined.

Park City Kearns & Park TIS
Existing (2024) Background

Evening Peak Hour
Figure 2b



Hales Engineering
1220 North 500 West Ste 202, Lehi, UT, 84043

801.766.4343
08/26/2024

E. Level of Service Analysis

Hales Engineering determined that the study accesses and streets intersecting Park Avenue between Kearns Boulevard and Deer Valley Drive are currently operating at poor levels of service, as shown in Table 4. These include:

- West Hotel Accesses (PM)
- Homestake Road / Park Avenue (PM)
- Deer Valley Drive & Empire Avenue / Park Avenue (PM)

Table 4: Existing (2024) Background Peak Hour LOS

Intersection		LOS (Sec. Delay / Veh.) / Movement[1]	
Description	Control	Morning Peak	Evening Peak
Kearns Boulevard / Park Avenue	Signal	B (13.2)	C (28.3)
East Reid Access & Northwest Hotel Access / Kearns Boulevard	NB/SB Stop	b (10.6) / SBL	b (13.3) / SBL
Snow Creek Drive / Kearns Boulevard	NB/SB Stop	c (20.1) / NBT	d (30.9) / SBT
Homestake Road / Kearns Boulevard	NB Stop	a (8.0) / NBL	b (13.1) / NBL
Bonanza Drive & Monitor Drive / Kearns Boulevard	Signal	C (23.8)	C (31.5)
Comstock Drive / Kearns Boulevard	Signal	A (9.4)	B (17.6)
West North Hotel Access / Park Avenue	WB Stop	b (12.0) / SBL	f (>50) / WBL
West South Hotel Access / Park Avenue	WB Stop	b (10.5) / WBL	f (>50) / WBL
Homestake Road / Park Avenue	WB Stop	d (34.2) / WBL	f (>50) / WBL
Deer Valley Drive & Empire Avenue / Park Avenue	Signal	C (26.1)	E (79.8)
Bonanza Drive / Deer Valley Drive	Signal	B (14.9)	C (26.5)

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, October 2024

F. Queuing Analysis

Hales Engineering calculated the 95th percentile queue lengths for each of the study intersections. Significant 95th percentile queue lengths are summarized as follows:

- Kearns Boulevard / Park Avenue:
  - Northbound: 700 feet (PM)
  - Southbound: 750 feet (PM)
- Homestake Road / Park Avenue:
  - Northbound: 350 feet (PM)
- Deer Valley Dr & Empire Ave / Park Avenue:
  - Northbound: 625 feet (PM)
  - Southbound: 525 feet (PM)
  - Eastbound: >1000 feet (PM)
  - Westbound: 875 feet (PM)
- Bonanza Drive / Deer Valley Drive
  - Northwest-bound: 675 feet (PM)

The queuing anticipated on the northbound approach for the HAWK signal near the Homestake Road / Park Avenue intersection during the evening peak hour is expected to negatively impact the Homestake Road / Park Avenue intersection.

G. Mitigation Measures

No physical mitigation measures are recommended as Park City prefers TDM strategies to reduce vehicle trips within the city. Long northbound queues originating from the Kearns Boulevard / Park Avenue can delay right-turning vehicles exiting the west hotel access due to minimal gaps available. Other delays at Homestake Road / Park Avenue depend on the level of pedestrian crossings at the nearby HAWK signal. Vehicles will likely learn to reroute when undue delays and queues are observed.

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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 Kearns & Park development is located on the southeast corner of the Kearns Boulevard (SR-248) / Park Avenue (SR-224) intersection. The development will consist of multi-family residential units and vacation condominiums that are connected by a ground level with some retail and office space included. A concept plan for the proposed development is provided in Appendix A. The proposed land use for the development has been identified in Table 5.

Table 5: Project Land Uses

Land Use	Intensity
Affordable Apartments	60 units
Vacation Condos	170 units
Hotel Restaurant / Bar	7,300 sq. ft
Commercial / Retail	2,500 sq. ft.
Office	4,000 sq. ft

C. Vehicle Trip Generation

Trip generation for the development was calculated through a combination of trip generation rates published in the Institute of Transportation Engineers (ITE) *Trip Generation (11th Edition, 2021)* as well as local data for the vacation condo use.

It is anticipated that the condos will be rented out for temporary stays for business or vacationing purposes. Therefore, the travel patterns are more equivalent to a hotel than a residence. Additionally, according to the current hotel on-site, many of their patrons use transit, resulting in a lower trip rate than what would be generated by a typical hotel. For this reason, trip generation was based on existing counts taken at the hotel accesses. The counts were performed on Saturday, January 29, 2022. Because Saturdays are typically just as busy as Fridays at the hotel, the Saturday trip generation will be applied to the Friday scenario in the TIS.

Based on the existing 181 rooms at the hotel, trip generation rates of 0.25 and 0.22 trips per unit were calculated for the morning and evening peak hours, respectively. To calculate the daily trip rate, the ratio of ITE daily hotel trips to evening peak hour trips was used, resulting in an estimated daily rate of 2.98 trips per unit.

Due to the proximity to grocery stores, dining establishments, and other retail, a 5% internal capture reduction was applied to the generated trips which was calculated based on standard NCHRP methodology. Reductions of 2% and 10% were applied to the morning and evening peak hour trip generation, respectively. Some land uses are likely to have higher internal capture than others, but these rates were applied broadly to the development.

The hotel restaurant was assumed to have a 75% internal capture rate because the clientele is anticipated to be primarily hotel guests. In addition, a 5% transit reduction was applied to the affordable housing and office uses due to the proximity of the bus/shuttle/electric bike station that is approximately 400 feet to the south of the proposed development. In addition, Summitt County has approved an on-site bike-share when the development is completed. These reductions align with Park City's goals of travel demand reductions and a multimodal emphasis. The resulting trip generation for the proposed project is included in Table 6.

The total trip generation for the development is as follows:

- Daily Trips: 1,008
- Morning Peak Hour Trips: 92
- Evening Peak Hour Trips: 104

As shown in Table 6, it is anticipated that the proposed development will generate approximately 1,008 trips from the site on an average weekday, including 92 trips during the morning peak hour, and 104 trips during the evening peak hour. These represent a net increase of approximately 602 net new trips per day beyond what is currently generated by the site, including 47 trips for the morning peak hour and 64 trips for the evening peak hour.

Table 6: Trip Generation

Trip Generation
Park City - Kearns & Park TIS

Land Use[1]	# of Units	Unit Type	Trip Generation					Reductions		Vehicular Trips		
			Total	% In	% Out	In	Out	Internal Capture	Alternate Mode	In	Out	Total
Weekday Daily												
Affordable Housing (223)	60	Units	364	50%	50%	182	182	5%	5%	165	164	329
Strip Retail Plaza, <40k (822)	2.5	KSF	138	50%	50%	69	69	5%	0%	65	66	131
Small Office Building (712)	4.0	KSF	58	50%	50%	29	29	5%	5%	26	26	52
Vacation Condos	170	Units	508	50%	50%	254	254	5%	0%	242	241	483
Fine Dining Restaurant (931)	.6	KSF	52	50%	50%	26	26	75%	0%	6	7	13
TOTAL			**1,120**			**560**	**560**			**504**	**504**	**1,008**
AM Peak Hour												
Affordable Housing (223)	60	Units	35	29%	71%	10	25	1%	5%	9	24	33
Strip Retail Plaza, <40k (822)	2.5	KSF	6	60%	40%	4	2	1%	0%	4	2	6
Small Office Building (712)	4.0	KSF	8	82%	18%	7	1	1%	5%	7	1	8
Vacation Condos	170	Units	44	55%	45%	24	20	1%	0%	24	20	44
Fine Dining Restaurant (931)	.6	KSF	2	50%	50%	1	1	75%	0%	1	0	1
TOTAL			**95**			**46**	**49**			**45**	**47**	**92**
PM Peak Hour												
Affordable Housing (223)	60	Units	37	59%	41%	22	15	10%	5%	19	13	32
Strip Retail Plaza, <40k (822)	2.5	KSF	30	50%	50%	15	15	10%	0%	13	14	27
Small Office Building (712)	4.0	KSF	10	34%	66%	3	7	10%	5%	3	6	9
Vacation Condos	170	Units	38	70%	30%	27	11	10%	0%	24	10	34
Fine Dining Restaurant (931)	.6	KSF	6	67%	33%	4	2	75%	0%	1	1	2
TOTAL			**121**			**71**	**50**			**60**	**44**	**104**

1. Land Use Code from the Institute of Transportation Engineers (ITE) *Trip Generation* ,11th Edition,2021.
SOURCE: Hales Engineering, October 2024

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 establishing these distribution percentages, especially near the site. The resulting distribution of project generated trips is shown in Table 7.

Table 7: Trip Distribution

Direction	% To/From Project
North	30%
South	35%
East	35%

It is anticipated that the vacation condos will operate using a valet system that will pick up and drop off customers at the porte-cochere off Park Avenue. To enter the parking garage, valets will take the vehicle, turn right onto Park Avenue, turn right onto Kearns Boulevard, and then take a final right turn into the garage. To return vehicles, valets will turn right from the exit onto Kearns Boulevard, turn right into the shopping center access, and then use the cross-access to arrive at the porte-cochere. In the analysis, this process will be assumed for all trips entering and exiting the vacation condos to be conservative.

The valet pick-up and drop-off trips are not included with the overall trip generation because they will be minimally impactive to the roadway network. These trips will consist exclusively of right turns, and the only study intersection they will use that is not a driveway is the Kearns Boulevard / Park Avenue intersection, where they will also turn right. Residential and office trips were assigned directly to the North Project Access parking garage and the retail and restaurant trips were assigned to the West Project Access and Snow Creek Drive.

These trip distribution assumptions were used to assign the peak hour generated traffic at the study intersections to create trip assignment for the proposed development. Trip assignments for the development are shown in Figure 3.

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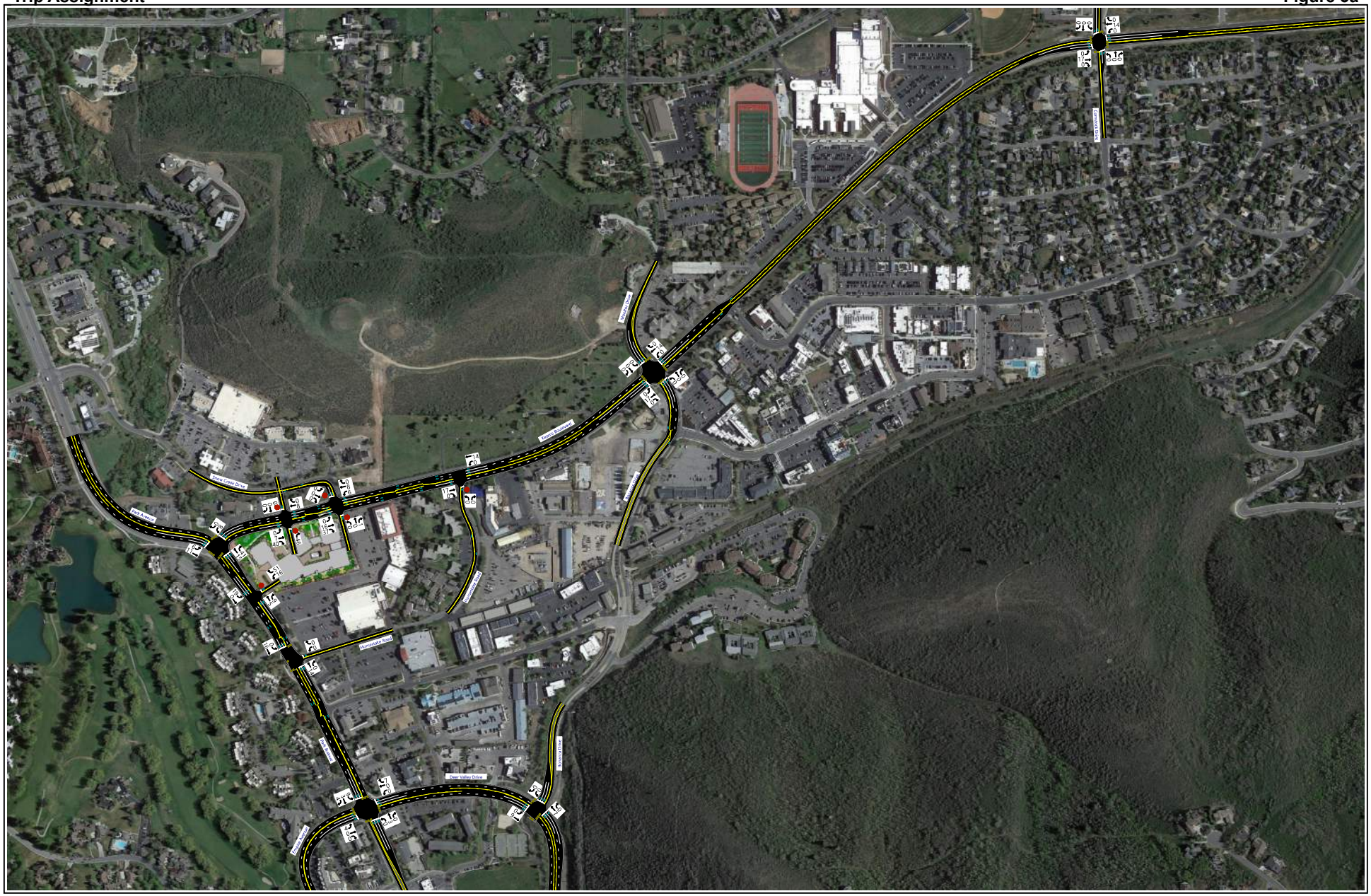
Park City Kearns & Park TIS
Trip Assignment

Morning Peak Hour
Figure 3a



Hales Engineering
1220 North 500 West Ste 202, Lehi, UT, 84043

801.766.4343
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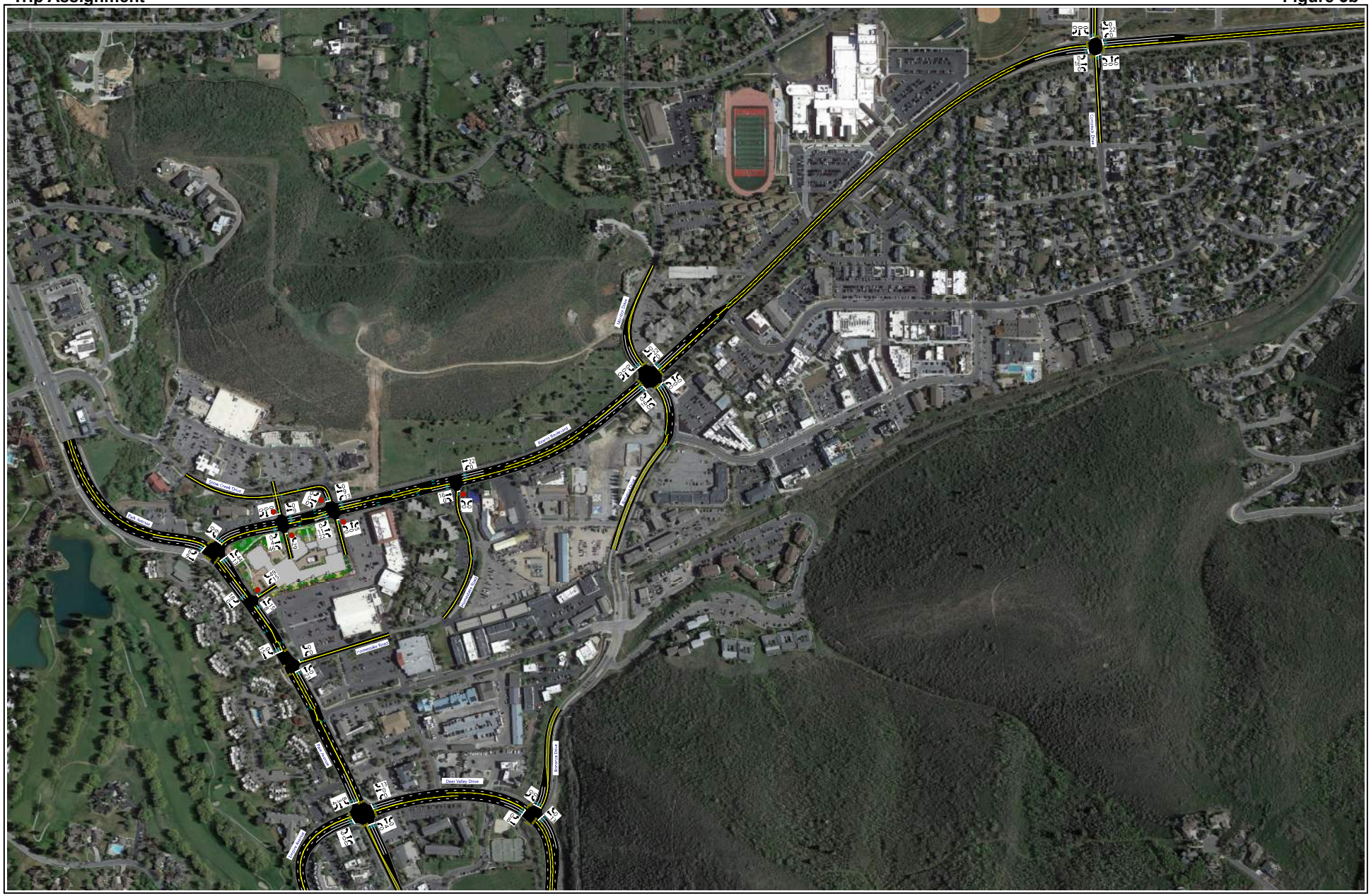
Park City Kearns & Park TIS
Trip Assignment

Evening Peak Hour
Figure 3b



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E. Multimodal Analysis

Hales Engineering estimated trip generation for other modes of transportation, including walking, biking, and transit. ITE has recently published limited data on trip generation for these types of uses, but the data are sparse and may not be applicable to a community such as Park City, which has an extensive trail network and free transit. Because local data is available, trip generation was based on a prior survey at a nearby residential development.

According to this survey, approximately 20% of residents that responded use alternative modes of transportation daily. If, during the time of the count, 80% of trips were car-based and 20% used alternative modes of transportation, then alternative trips would be equivalent to approximately 25% of car-based trips.

An additional survey filtered down the alternative modes by type, including walking, biking, and transit. Approximately 59% of alternate mode users responded that they walk, 26% responded that they bike, and 70% responded that they use public transportation. Combining these percentages into a total, it is estimated that 38% of alternate mode trips are via walking, 17% are via biking, and the remaining 45% are via public transportation.

Using these calculations, the estimated alternate mode trip generation is shown in Table 8. It is worth noting that these were applied to the development globally as limited information is available for alternate mode transportation when looking at commercial uses near the site. ITE provides limited data that are to be more applicable to suburban areas and likely does not apply to this site. Additionally, based on conversations with Park City, transit boardings and alightings at individual stops are not available.

The proposed project has appropriate pedestrian access. A plan showing the sidewalks and the wide trail that wraps around the site is contained in Appendix A.

Table 8: Alternate Mode Trip Generation

	Trip Generation			
	Walk	Bike	Transit	**Total**
Daily	36	16	43	**95**
AM Peak Hour	4	2	5	**10**
PM Peak Hour	4	2	5	**10**

F. Transportation Demand Management (TDM)

Hales Engineering evaluated the project site to determine what TDM strategies may be appropriate to reduce vehicle demand, in line with the city's goals. The following TDM strategies are being considered for the project:

- **Bike Parking and Bike Lockers:**
  - Provide on-site bike racks, bike lockers, and e-bike shares for residents to use to encourage biking to nearby destinations instead of driving. Provide access to a wide multi-use path that increases bicycle accessibility to the building.
- **Shuttle System:**
  - Provide a shuttle service to/from major destinations such as Park City Mountain Resort, Canyons Village, Deer Valley Ski Resort during peak times.
- **Car-Sharing:**
  - Provide shared-use vehicles that are available for reservation to reduce resident dependence on personal vehicles.
- **Employee carpool/vanpool incentives:**
  - Employees will be given the opportunity to ride to/from work together.

G. Access

The proposed access for the site will be gained at the following locations (see also concept plan in Appendix A):

Kearns Boulevard (SR-248):

- The North Project Access will realign the Northwest Hotel Access directly across from the East Reid Building Access and the Northeast Hotel Access will be closed. It will be located approximately 325 feet east of the Kearns Boulevard / Park Avenue intersection. It will access the project on the south side of Kearns Boulevard. It is anticipated that the access will be stop-controlled and right-in right-out only.

Park Avenue (SR-224):

- The West Project Access will be located at the location of the West South Hotel Access and West North Hotel Access will be closed. It will be located approximately 250 feet south of the Kearns Boulevard / Park Avenue intersection. It will access the project on the east side of Park Avenue. It is anticipated that the access will be stop-controlled. There is currently an access that is 50 feet to the south, which does not meet UDOT's access spacing requirements and may require a variance request

H. Auxiliary Lane Requirements

UDOT Administrative Rule R930-6 outlines minimum turn volumes (measured in vehicles per hour) to warrant auxiliary lanes for an access category 7 highway as shown in Table 9 and Table 10. While the minimum requirements are close to meeting for a deceleration lane at the north access, it is not standard to widen the roadway for auxiliary lanes at unsignalized intersections in Park City.

Table 9: Auxiliary Lane Summary – North Access

Auxiliary Lane Type		Minimum Requirement	Measure	Met?
Left turn	Deceleration (WB-to-SB)	-	-	-
Right turn	Deceleration (EB-to-SB)	50 vph	47 vph	No

Table 10: Auxiliary Lane Summary – West Access

Auxiliary Lane Type		Minimum Requirement	Measure	Met?
Left turn	Deceleration (SB-to-EB)	25 vph	19 vph	No
Right turn	Deceleration (NB-to-EB)	50 vph	15 vph	No

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IV. EXISTING (2024) PLUS PROJECT CONDITIONS

A. Purpose

The purpose of the existing (2024) 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 (2024) background traffic volumes to predict turning movement volumes for existing (2024) plus project conditions. The background counts that were utilizing the hotel access points were removed from future volumes as the site is replaced with the proposed development. Existing (2024) plus project peak hour turning movement volumes are shown in Figure 4.

C. Level of Service Analysis

Hales Engineering determined that several of the study intersections and accesses are currently operating at poor levels of service, as shown in Table 11. These include:

- West Project Access (AM & PM)
- Homestake Road / Park Avenue (AM & PM)
- Deer Valley Drive & Empire Avenue / Park Avenue (PM)

D. Queuing Analysis

Hales Engineering calculated the 95th percentile queue lengths for each of the study intersections. Significant 95th percentile queue lengths are summarized as follows:

- Kearns Boulevard / Park Avenue:
  - Northbound: 700 feet (PM)
- Homestake Road / Park Avenue:
  - Northbound: 350 feet (PM)
  - Westbound: 575 feet (PM)
- Deer Valley Dr & Empire Ave / Park Avenue:
  - Northbound: 425 feet (PM)
  - Southbound: 400 feet (PM)
  - Eastbound: >1000 feet (PM)
  - Westbound: 550 feet (PM)
- Bonanza Drive / Deer Valley Drive
  - Northwest-bound: 475 feet (PM)

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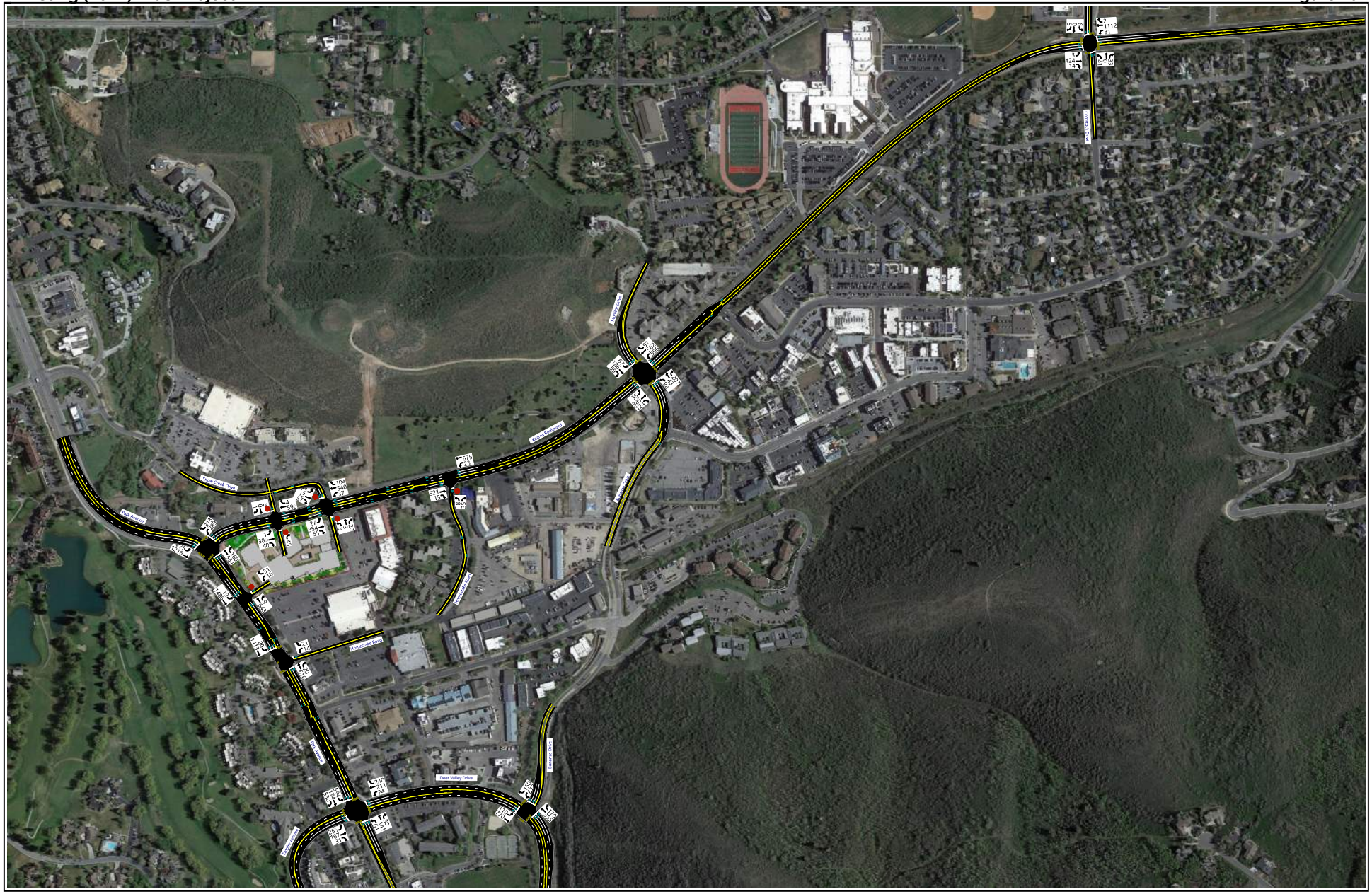
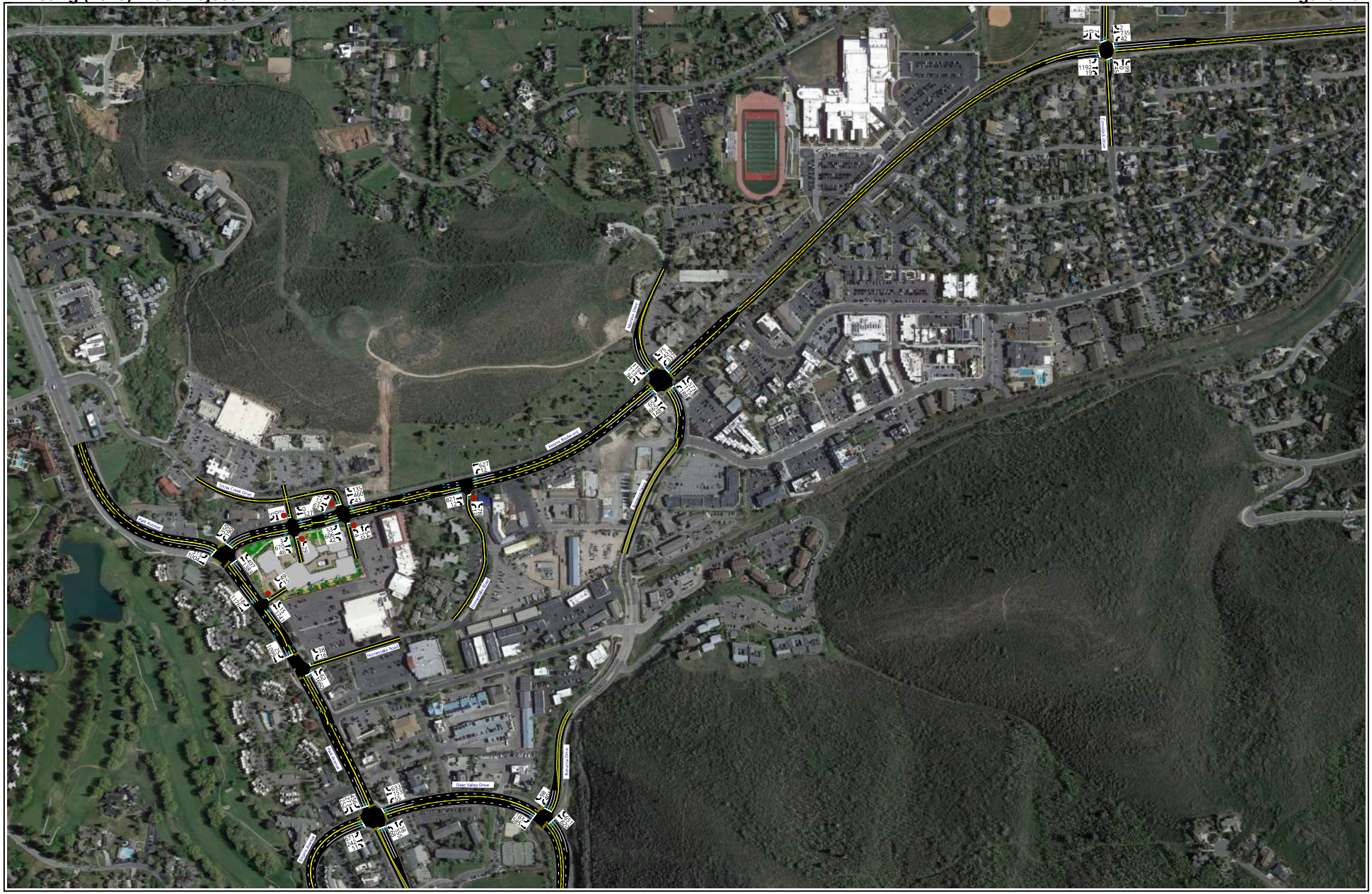

Deer Valley Drive
Kearns Boulevard
Kearns Boulevard
Kearns Boulevard



E. Mitigation Measures

No further mitigation measures are recommended for the reasons mentioned in the existing (2024) background conditions.

Table 11: Existing (2024) Plus Project Peak Hour LOS

Intersection		LOS (Sec. Delay / Veh.) / Movement[1]	
Description	Control	Morning Peak	Evening Peak
Kearns Boulevard / Park Avenue	Signal	B (12.7)	C (21.1)
East Reid Access & North Project Access / Kearns Boulevard	NB/SB Stop	a (8.5) / SBL	c (16.3) / SBL
Snow Creek Drive / Kearns Boulevard	NB/SB Stop	c (23.6) / SBT	d (33.4) / NBT
Homestake Road / Kearns Boulevard	NB Stop	a (7.7) / NBL	b (12.5) / NBL
Bonanza Drive & Monitor Drive / Kearns Boulevard	Signal	C (25.6)	C (32.9)
Comstock Drive / Kearns Boulevard	Signal	A (9.9)	B (17.2)
West Project Access / Park Avenue	WB Stop	e (39.9) / WBL	f (>50) / WBL
Homestake Road / Park Avenue	WB Stop	f (>50) / WBL	f (>50) / WBL
Deer Valley Drive & Empire Avenue / Park Avenue	Signal	C (26.5)	E (69.8)
Bonanza Drive / Deer Valley Drive	Signal	B (14.8)	B (18.9)

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, October 2024

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V. FUTURE (2029) BACKGROUND CONDITIONS

A. Purpose

The purpose of the future (2029) 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 Forward, a comprehensive transportation blueprint (2022), there is a pedestrian crossing project planned before 2032 in the study area near Snow Creek Drive. At the current time, a signalized pedestrian crossing is not warranted. Therefore, no changes were made to the roadway network for the future (2029) analysis.

C. Traffic Volumes

Hales Engineering obtained future (2029) forecasted volumes from the Summit/Wasatch County travel demand model. 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 (2029) peak hour turning movement volumes are shown in Figure 5.

D. Level of Service Analysis

Hales Engineering determined that several of the study intersections and accesses and streets are currently operating at poor levels of service, as shown in Table 12. These include:

- West Hotel Accesses (PM)
- Homestake Road / Park Avenue (AM & PM)
- Deer Valley Drive & Empire Avenue / Park Avenue (PM)

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Kearns Boulevard
Richardson Flat Road
Deer Valley Drive
Richardson Flat Road
Kearns Boulevard
Kearns Boulevard
Kearns Boulevard

Park City Kearns & Park TIS
Future (2029) Background

Evening Peak Hour
Figure 5b

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Table 12: Future (2029) Background Peak Hour LOS

Intersection		LOS (Sec. Delay / Veh.) / Movement[1]	
Description	Control	Morning Peak	Evening Peak
Kearns Boulevard / Park Avenue	Signal	B (13.4)	C (24.0)
East Reid Access & Northwest Hotel Access / Kearns Boulevard	NB/SB Stop	b (11.0) / SBR	b (10.1) / SBL
Snow Creek Drive / Kearns Boulevard	NB/SB Stop	c (22.1) / SBT	d (26.6) / SBT
Homestake Road / Kearns Boulevard	NB Stop	a (8.5) / NBL	c (17.1) / NBL
Bonanza Drive & Monitor Drive / Kearns Boulevard	Signal	C (27.6)	D (42.1)
Comstock Drive / Kearns Boulevard	Signal	B (15.2)	C (20.7)
West North Hotel Access / Park Avenue	WB Stop	b (12.5) / WBL	f (>50) / WBL
West South Hotel Access / Park Avenue	WB Stop	b (10.2) / WBL	f (>50) / WBR
Homestake Road / Park Avenue	WB Stop	f (>50) / WBL	f (>50) / WBL
Deer Valley Drive & Empire Avenue / Park Avenue	Signal	C (28.5)	F (>80)
Bonanza Drive / Deer Valley Drive	Signal	B (15.5)	C (32.1)

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, October 2024

E. Queuing Analysis

Hales Engineering calculated the 95th percentile queue lengths for each of the study intersections. Significant 95th percentile queue lengths are summarized as follows:

- Kearns Boulevard / Park Avenue:
  - Northbound: 700 feet (PM)
- Keans Boulevard / Bonanza Dr. & Monitor Dr.
  - Northeast-bound: 700 feet (PM)
- Homestake Road / Park Avenue:
  - Northbound: 350 feet (PM)
- Deer Valley Dr. & Empire Ave / Park Avenue:
  - Northbound: 500 feet (PM)
  - Southbound: 525 feet (PM)
  - Eastbound: >1000 feet (PM)
  - Westbound: 900 feet (PM)
- Bonanza Drive / Deer Valley Drive
  - Northwest-bound: 450 feet (PM)

F. Mitigation Measures

No mitigation measures are recommended. Long northbound queues originating from the Kearns Boulevard / Park Avenue can delay right-turning vehicles exiting the west hotel accesses due to

minimal gaps available. Others delays at Homestake Road / Park Avenue depend on the level of pedestrian crossings at the nearby HAWK signal. Vehicles will likely learn to reroute when undue delays and queues are observed.

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VI. FUTURE (2029) PLUS PROJECT CONDITIONS

G. Traffic Volumes

Hales Engineering added the project trips discussed in Chapter III to the future (2029) background traffic volumes to predict turning movement volumes for future (2029) plus project conditions. Future (2029) plus project peak hour turning movement volumes are shown in Figure 6.

A. Purpose

The purpose of the future (2029) 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. Level of Service Analysis

Hales Engineering determined that several of the study intersections and accesses are anticipated to continue operating at a poor level of service during the evening peak hour in future (2029) plus project conditions, as shown in Table 13. These include:

- West Project Access (AM & PM)
- Homestake Road / Park Avenue (AM & PM)
- Deer Valley Drive & Empire Avenue / Park Avenue (PM)

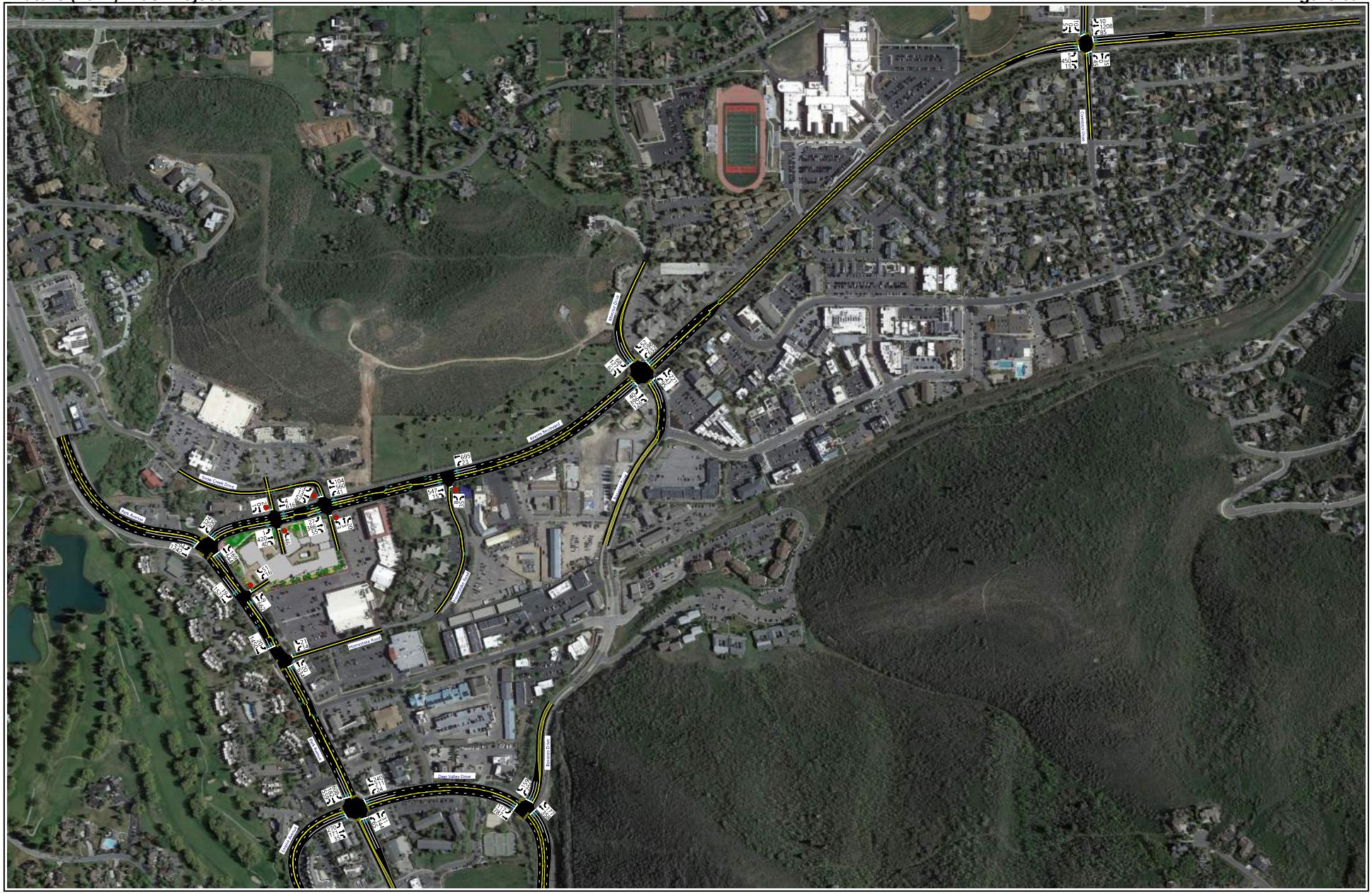
C. Queuing Analysis

Hales Engineering calculated the 95th percentile queue lengths for each of the study intersections. Significant 95th percentile queue lengths are summarized as follows:

- Kearns Boulevard / Park Avenue:
  - Northbound: 700 feet (PM)
- Keans Boulevard / Bonanza Dr. & Monitor Dr.
  - Northeast-bound: >1000 feet (PM)
- Homestake Road / Park Avenue:
  - Northbound: 350 feet (PM)
  - Westbound: 550 feet (PM)
- Deer Valley Dr. & Empire Ave / Park Avenue:
  - Northbound: 450 feet (PM)
  - Southbound: 400 feet (PM)
  - Eastbound: >1000 feet (PM)
  - Westbound: 650 feet (PM)
- Bonanza Drive / Deer Valley Drive
  - Northwest-bound: 525 feet (PM)

D. Mitigation Measures

No further mitigation measures are recommended besides those already mentioned in previous chapters. Vehicles will learn to reroute if undue delays and queues are experienced from access points being blocked by downstream signal queues.



Park City Kearns & Park TIS
Future (2027) Plus Project

Evening Peak Hour
Figure 6b

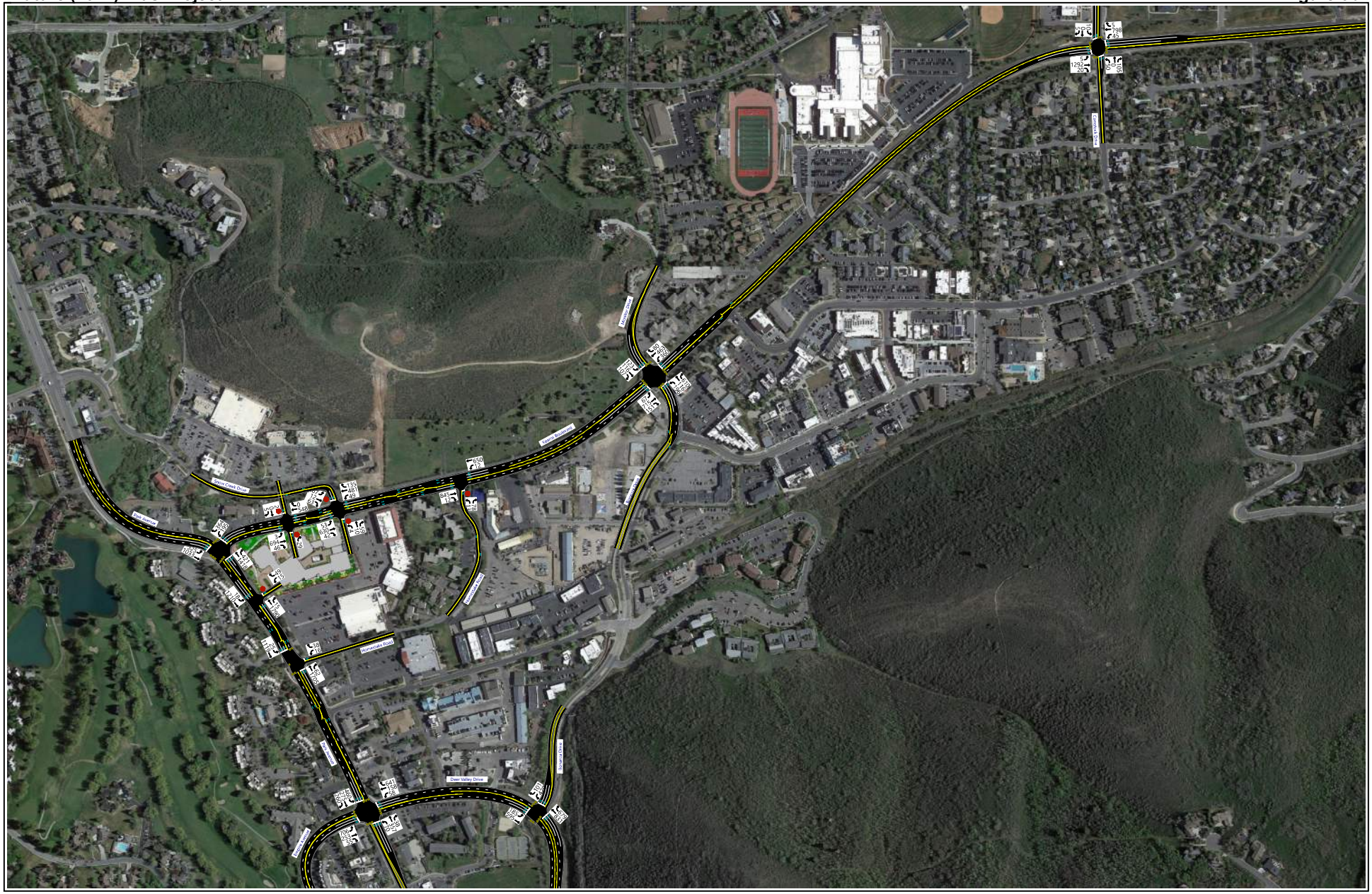


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Table 13: Future (2029) Plus Project Peak Hour LOS

Intersection		LOS (Sec. Delay / Veh.) / Movement[1]	
Description	Control	Morning Peak	Evening Peak
Kearns Boulevard / Park Avenue	Signal	B (13.6)	C (21.3)
East Reid Access & North Project Access / Kearns Boulevard	NB/SB Stop	b (11.7) / SBL	b (12.3) / SBL
Snow Creek Drive / Kearns Boulevard	NB/SB Stop	c (22.0) / SBT	d (34.2) / SBT
Homestake Road / Kearns Boulevard	NB Stop	a (9.2) / NBL	c (21.9) / NBL
Bonanza Drive & Monitor Drive / Kearns Boulevard	Signal	C (28.4)	D (52.1)
Comstock Drive / Kearns Boulevard	Signal	B (13.4)	C (21.0)
West Project Access / Park Avenue	WB Stop	f (>50) / WBL	f (>50) / WBL
Homestake Road / Park Avenue	WB Stop	f (>50) / WBL	f (>50) / WBL
Deer Valley Drive & Empire Avenue / Park Avenue	Signal	C (27.5)	E (73.9)
Bonanza Drive / Deer Valley Drive	Signal	B (15.4)	B (17.6)

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, October 2024

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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 Park City Forward (2022), 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. 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 peak hour turning movement volumes are shown in Figure 7.

D. Level of Service Analysis

Hales Engineering determined that many of the study area accesses are anticipated to operate at a poor level of service during the evening peak hour, as shown in Table 14. These include:

- East Reid Access & North Hotel Access / Kearns Boulevard (PM)
- Snow Creek Drive / Kearns Boulevard (PM)
- Bonanza Drive & Monitor Drive / Kearns Boulevard (PM)
- Homestake Road / Kearns Boulevard (PM)
- West Hotel Accesses (AM & PM)
- Homestake Road / Park Avenue (AM & PM)
- Deer Valley Drive & Empire Avenue / Park Avenue (PM)

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Park City Kearns & Park TIS
Future (2040) Background

Morning Peak Hour
Figure 7a

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Park City Kearns & Park TIS
Future (2040) Background

Evening Peak Hour
Figure 7b

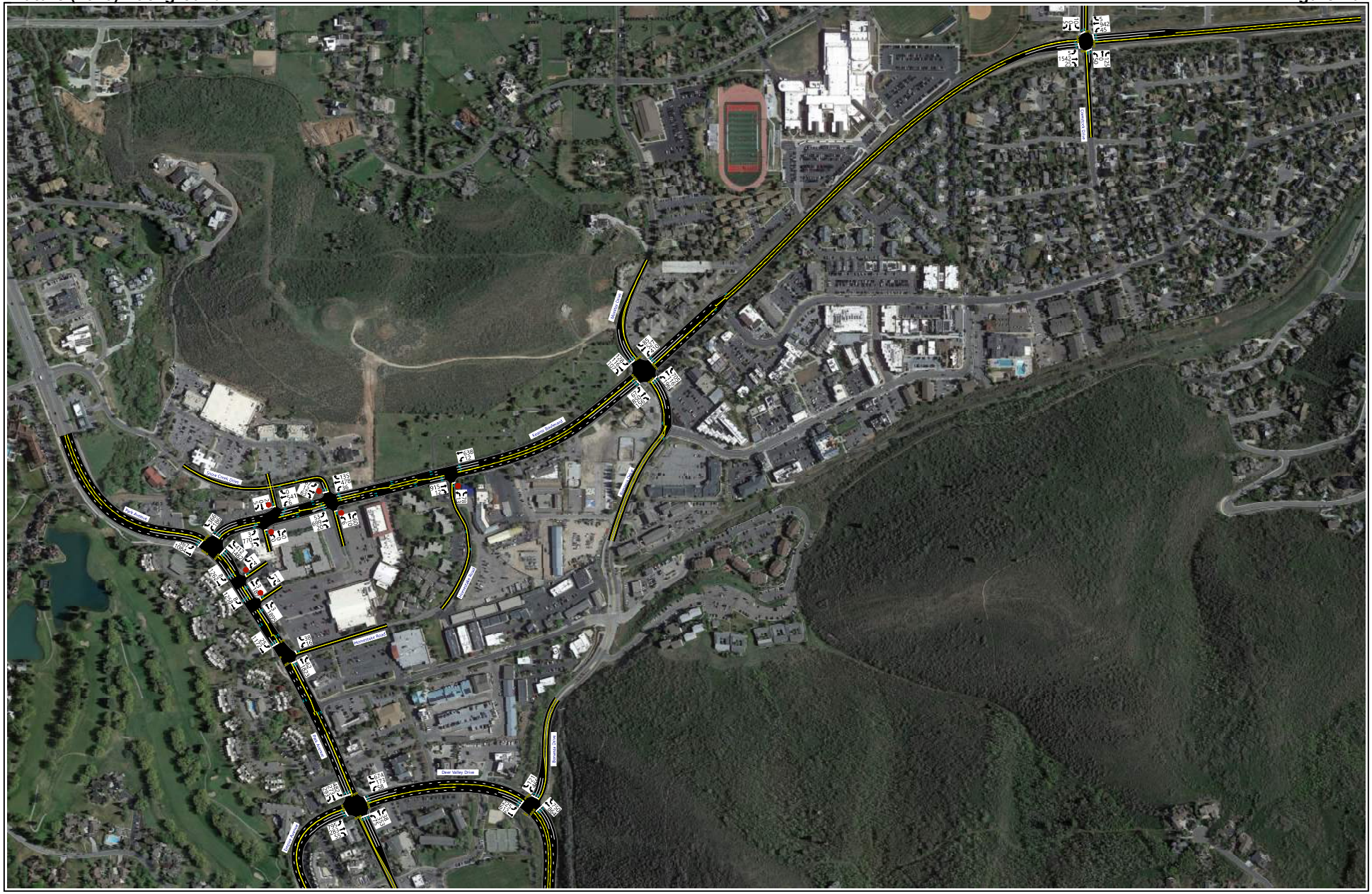

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Table 14: Future (2040) Background Peak Hour LOS

Intersection		LOS (Sec. Delay / Veh.) / Movement[1]	
Description	Control	Morning Peak	Evening Peak
Kearns Boulevard / Park Avenue	Signal	B (15.1)	C (35.0)
East Reid Access & Northwest Hotel Access / Kearns Boulevard	NB/SB Stop	c (19.4) / SBL	e (40.3) / SBL
Snow Creek Drive / Kearns Boulevard	NB/SB Stop	c (22.4) / SBT	f (>50) / NBR
Homestake Road / Kearns Boulevard	NB Stop	a (8.7) / NBL	f (>50) / NBR
Bonanza Drive & Monitor Drive / Kearns Boulevard	Signal	D (43.6)	F (>80)
Comstock Drive / Kearns Boulevard	Signal	C (30.3)	C (31.7)
West North Hotel Access / Park Avenue	WB Stop	c (19.4) / WBL	f (>50) / WBR
West South Hotel Access / Park Avenue	WB Stop	b (12.5) / WBR	f (>50) / WBR
Homestake Road / Park Avenue	WB Stop	f (>50) / WBL	f (>50) / WBL
Deer Valley Drive & Empire Avenue / Park Avenue	Signal	C (30.3)	F (>80)
Bonanza Drive / Deer Valley Drive	Signal	B (17.6)	D (48.5)

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, October 2024

E. Queuing Analysis

Hales Engineering calculated the 95th percentile queue lengths for each of the study intersections. Significant 95th percentile queue lengths are summarized as follows:

- Kearns Boulevard / Park Avenue:
  - Northbound: 700 feet (PM)
- Keans Boulevard / Bonanza Dr. & Monitor Dr.
  - Northeast-bound: >1000 feet (PM)
- Homestake Road / Park Avenue:
  - Northbound: 300 feet (PM)
- Deer Valley Dr. & Empire Ave / Park Avenue:
  - Northbound: 850 feet (PM)
  - Southbound: 600 feet (PM)
  - Eastbound: >1000 feet (PM)
  - Westbound: 875 feet (PM)
- Bonanza Drive / Deer Valley Drive
  - Northwest-bound: 775 feet (PM)

F. Mitigation Measures

Park City favors innovative multimodal strategies to reduce travel demand. If these strategies are pursued and successful, the need for mitigations may be unnecessary. However, if the anticipated traffic volumes from the travel demand model are accurate, significant innovative mitigation measures may be needed to maintain traffic at an acceptable LOS during peak hours on Park Avenue between Kearns Boulevard and Deer Valley Drive.

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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 peak hour turning movement volumes is shown in Figure 8.

C. Level of Service Analysis

Hales Engineering determined that several of the study intersections are anticipated to continue operating at a poor level of service during the evening peak hour in future (2040) plus project conditions, as shown in Table 15. These include:

- East Reid Access & North Hotel Access / Kearns Boulevard (PM)
- Snow Creek Drive / Kearns Boulevard (PM)
- Bonanza Drive & Monitor Drive / Kearns Boulevard (PM)
- Homestake Road / Kearns Boulevard (PM)
- West Hotel Accesses (AM & PM)
- Homestake Road / Park Avenue (AM & PM)
- Deer Valley Drive & Empire Avenue / Park Avenue (PM)

D. Queuing Analysis

Hales Engineering calculated the 95th percentile queue lengths for each of the study intersections. Significant 95th percentile queue lengths are summarized as follows:

- Kearns Boulevard / Park Avenue:
  - Northbound: 700 feet (PM)
  - Southeast-bound: 625 feet (PM)
- Snow Creek Drive / Kearns Boulevard
  - Northbound: 275 feet (PM)
- Homestake Road / Kearns Boulevard
  - Northbound: >1000 feet (PM)
- Bonanza Dr. & Monitor Dr. / Kearns Boulevard
  - Northeast-bound: >1000 feet (PM)
  - Northwest-bound: >1000 feet (PM)
- Homestake Road / Park Avenue:
  - Northbound: 850 feet (PM)
  - Westbound: 720 feet (PM)
- Deer Valley Dr. & Empire Ave / Park Avenue:
  - Northbound: >1000 feet (PM)
  - Southbound: 575 feet (PM)
  - Eastbound: >1000 feet (PM)
  - Westbound: 850 feet (PM)
- Bonanza Drive / Deer Valley Drive
  - Northwest-bound: 800 feet (PM)

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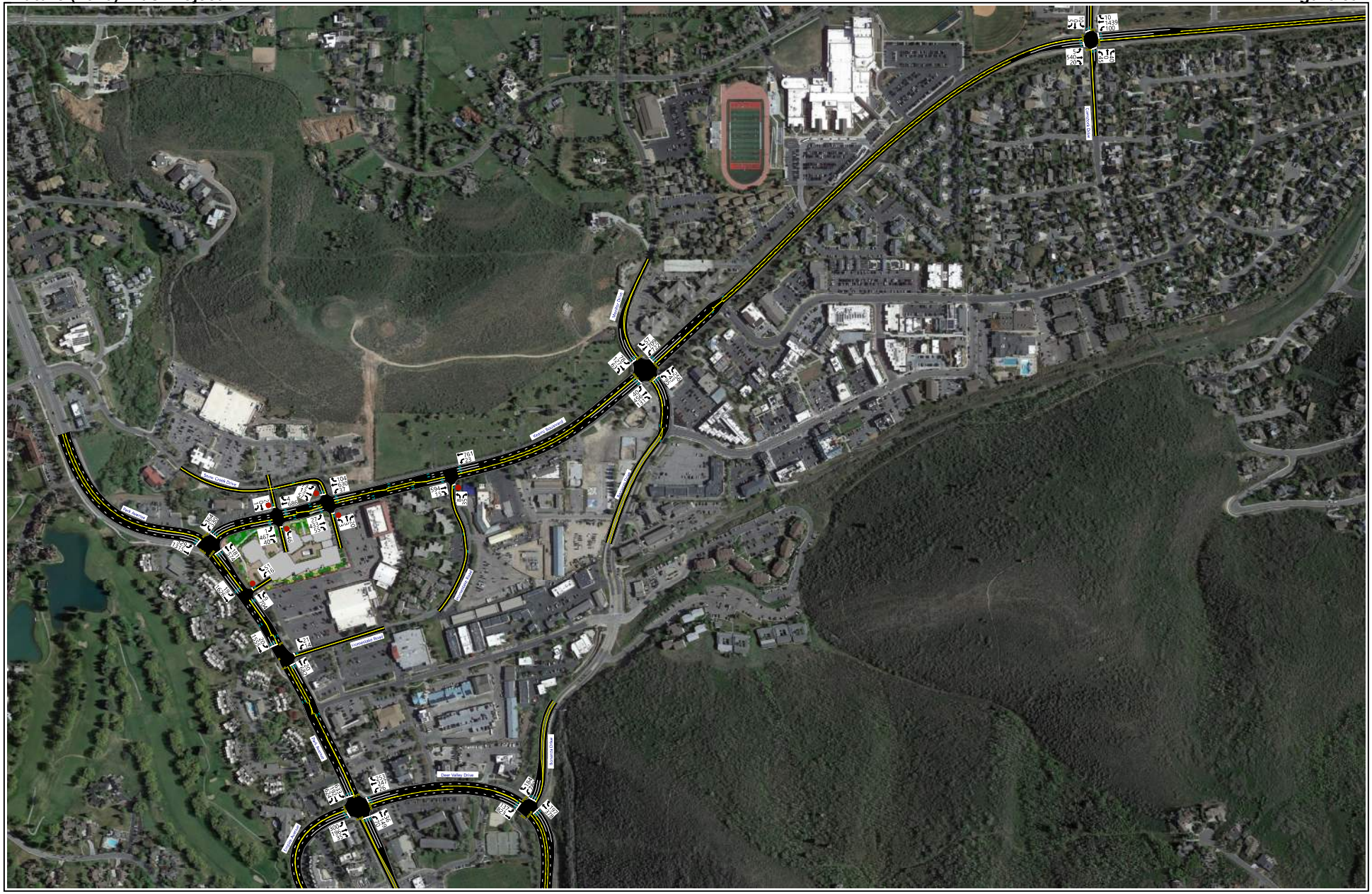

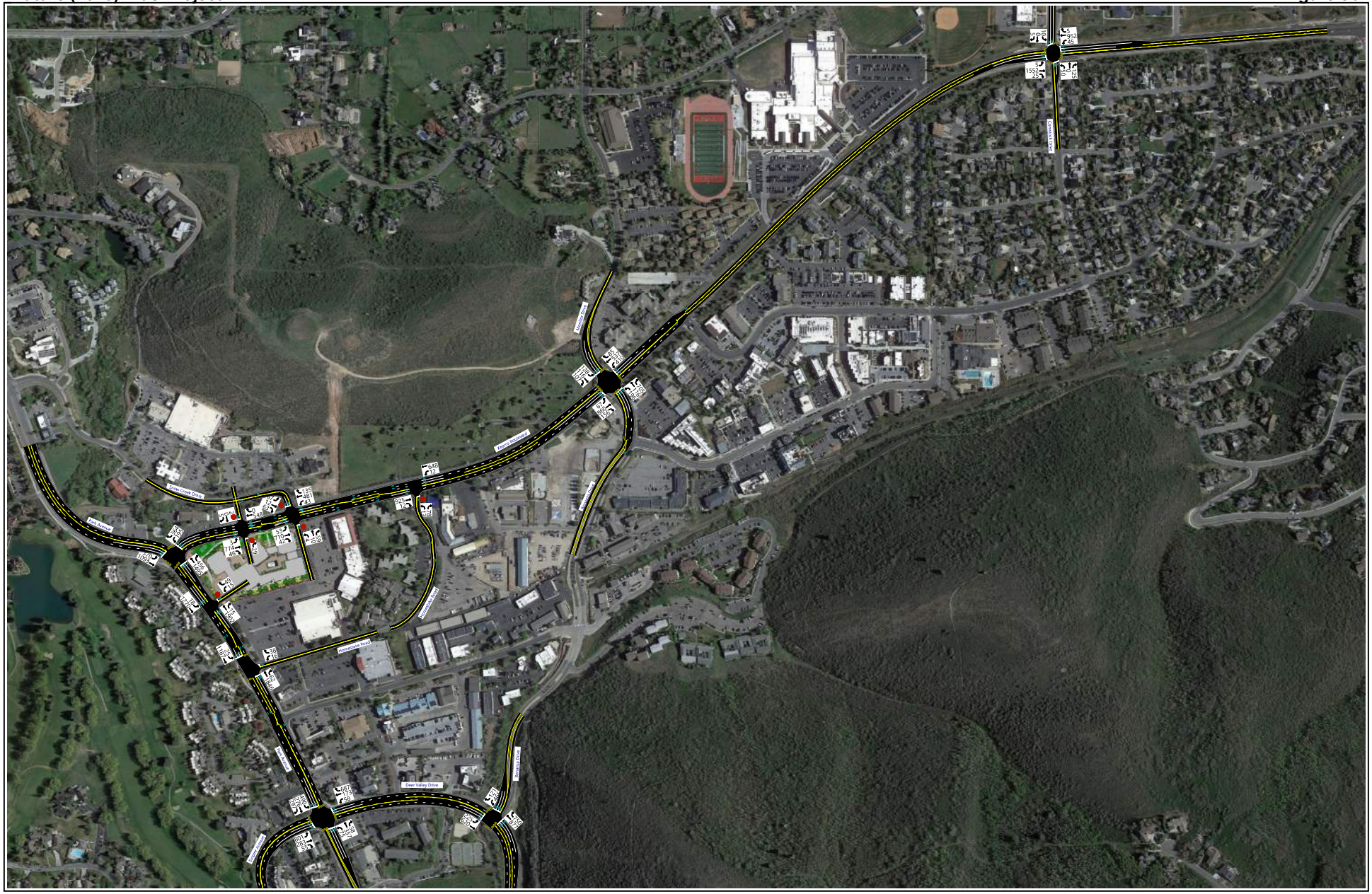

Table 15: Future (2040) Plus Project Peak Hour LOS

Intersection		LOS (Sec. Delay / Veh.) / Movement[1]	
Description	Control	Morning Peak	Evening Peak
Kearns Boulevard / Park Avenue	Signal	B (15.6)	C (22.6)
East Reid Access & North Project Access / Kearns Boulevard	NB/SB Stop	b (13.9) / SBL	f (>50) / SBL
Snow Creek Drive / Kearns Boulevard	NB/SB Stop	c (23.8) / SBT	f (>50) / NBR
Homestake Road / Kearns Boulevard	NB Stop	a (9.0) / NBL	f (>50) / NBL
Bonanza Drive & Monitor Drive / Kearns Boulevard	Signal	D (42.7)	F (>80)
Comstock Drive / Kearns Boulevard	Signal	C (31.3)	C (34.0)
West Project Access / Park Avenue	WB Stop	f (>50) / WBL	f (>50) / WBL
Homestake Road / Park Avenue	WB Stop	f (>50) / WBL	f (>50) / WBR
Deer Valley Drive & Empire Avenue / Park Avenue	Signal	C (31.6)	F (>80)
Bonanza Drive / Deer Valley Drive	Signal	B (18.0)	D (40.3)

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, October 2024

E. Mitigation Measures

No further mitigation measures are recommended for the purposes mentioned in the 2040 background analysis and previous report chapters.

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APPENDIX A

Site Plan

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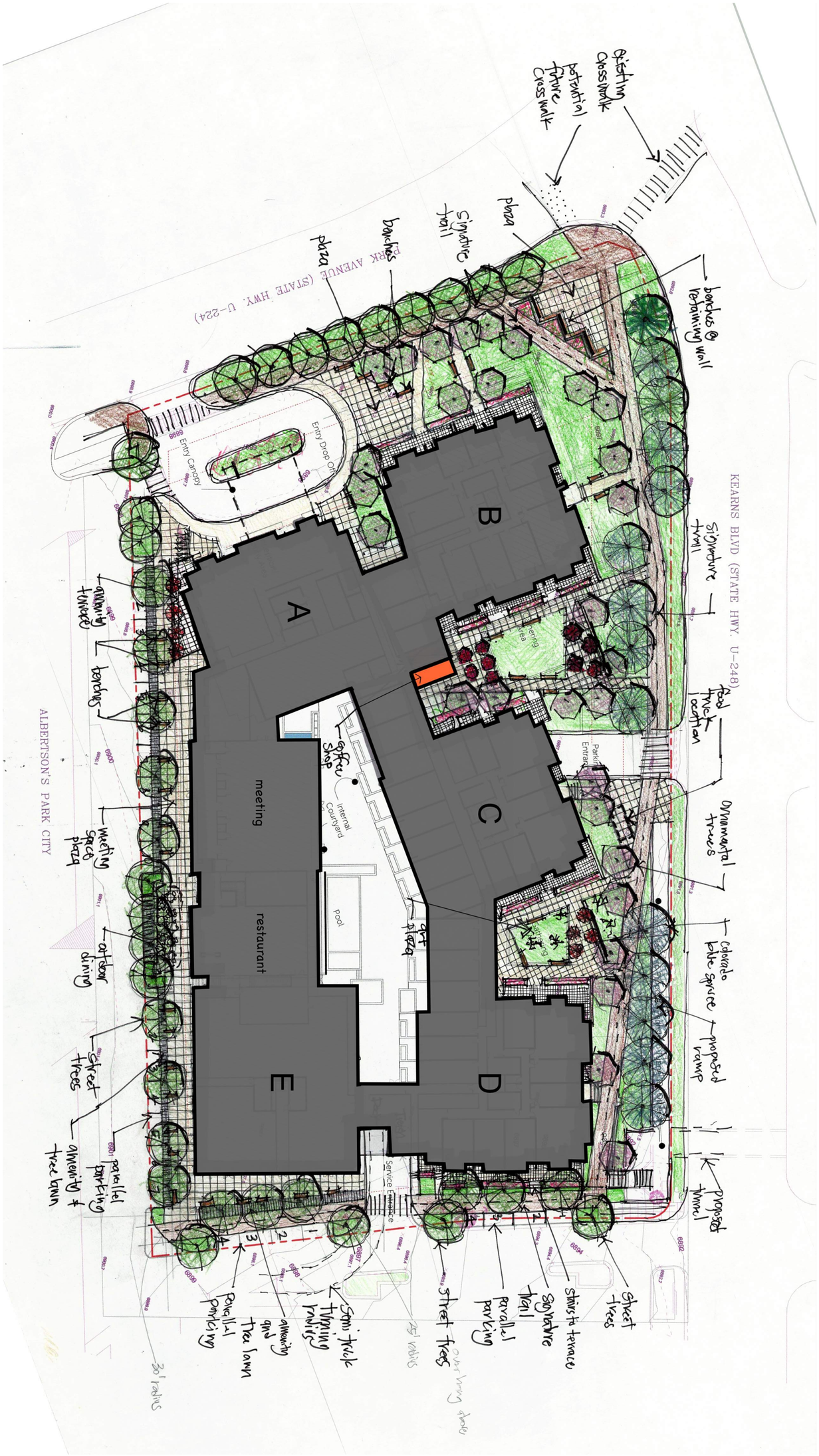

Landscape Plan

SCALE: 1" = 30'-0"

Park & Kearns Redevelopment

MPD-007

Landscape Plan

10/05/23

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APPENDIX B

Crash Data Summaries

DRAFT

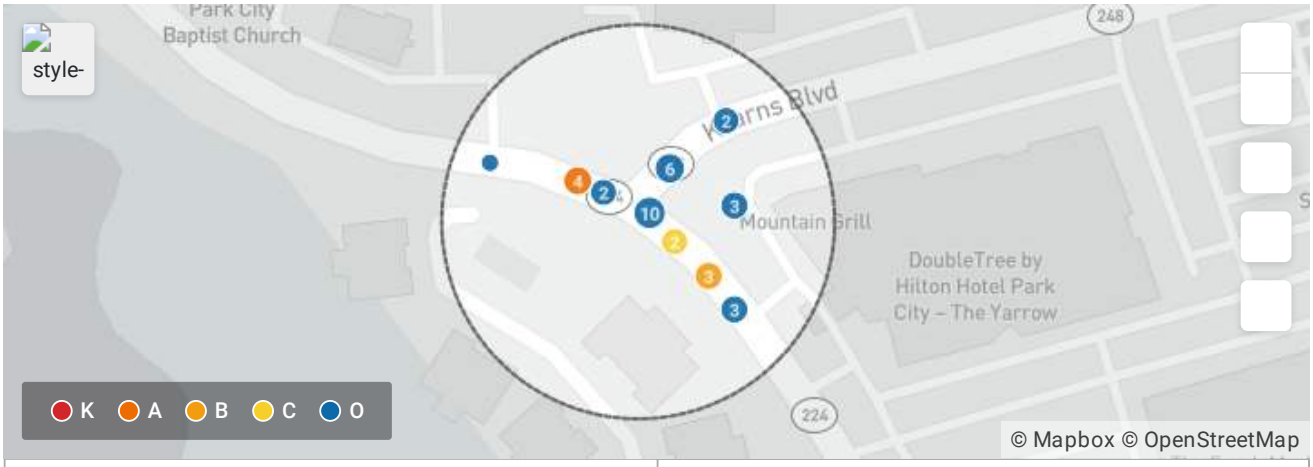
CRASH SUMMARY REPORT

Kearnes BLVD / Park Avenue

Created on August 16, 2024
Created by Cory Ward
Requested by Hales Engineering
Data extents: January 1, 2019 to August 15, 2024

Applied Filters

Shape: Circle | 250 ft



Total Crashes	36	Fatal Crashes	0

UDOT Crash Summary		Crashes
Total Crashes	36	100.00%
Intersection Related	22	61.11%
Roadway Departure	7	19.44%
Speed Related	5	13.89%
CMV Involved	4	11.11%
Animal Related	3	8.33%
Motorcycle Involved	2	5.56%
DUI	1	2.78%
+ 5 more	1	2.78%

Crash Verified		Crashes
True	33	91.67%
False	3	8.33%

Crash Severity	Crashes

No injury/PDO	31	86.11%
Possible injury	2	5.56%
Suspected Minor Injury	2	5.56%
Suspected Serious Injury	1	2.78%
Fatal	0	0.00%

Injury Level		People
No injury	69	93.24%
Possible injury	2	2.70%
Suspected Minor Injury	2	2.70%
Suspected Serious Injury	1	1.35%
+ 2 more	0	0%

Manner of Collision		Crashes
Front to Rear	9	25.00%
Not Applicable/Single Vehicle	9	25.00%
Sideswipe Same Direction	8	22.22%
Angle	7	19.44%
Sideswipe Opposite Direction	2	5.56%
Head On (front-to-front)	1	2.78%
+ 5 more	0	0%

Crash Date Time (Year)		Crashes
2024	4	11.11%
2023	5	13.89%
2022	8	22.22%
2021	5	13.89%
2020	8	22.22%
2019	6	16.67%
+ 9 more	0	0%

V1 & V2 Movement & Direction (Crash Level Only)		Crashes
Changing Lanes (Southbound) & Straight Ahead (Southbound)	3	8.33%
Turning Left (Southbound) & Straight Ahead (Northbound)	3	8.33%
Straight Ahead (Southbound) & Stopped in Traffic Lane (Southbound)	2	5.56%
Straight Ahead (Southbound) & Straight Ahead (Southbound)	2	5.56%
Straight Ahead (Westbound) & Stopped in Traffic Lane (Westbound)	2	5.56%
& Straight Ahead (Northbound)	1	2.78%
Starting to Move in Traffic Lane (Northbound) & Straight Ahead (Northbound)	1	2.78%

Straight Ahead (Northbound) & Slowing in Traffic Lane (Northbound)	1	2.78%
+ 992 more	12	33.36%

Roadway Surface Condition		Crashes
Dry	20	55.56%
Wet	9	25.00%
Snow	5	13.89%
Ice/Frost	2	5.56%
+ 11 more	0	0%

Weather Condition		Crashes
Clear	25	69.44%
Snowing	6	16.67%
Cloudy	2	5.56%
Rain	2	5.56%
Blowing Snow	1	2.78%
+ 6 more	0	0%

Most Harmful Event		Vehicle
Collision With Other Motor Vehicle in Transport	52	82.54%
Animal - Wild	3	4.76%
Collision With Parked Motor Vehicle	2	3.17%
Embankment	2	3.17%
Other Fixed Object*	1	1.59%
Other Post, Pole or Support	1	1.59%
Overturn/Rollover	1	1.59%
Snow Bank	1	1.59%
+ 48 more	0	0%

Light Condition		Crashes
Daylight	25	69.44%
Dark - Lighted	7	19.44%
Dark - Not Lighted	3	8.33%
Dusk	1	2.78%
+ 4 more	0	0%

Countermeasures		Crashes
Countermeasure: Left Turn Lane	6	16.67%
Countermeasure: Horizontal Curve Improvements	4	11.11%

Countermeasure: Left Turn Phase Change	4	11.11%
Countermeasure: Pave Or Widen Shoulder	4	11.11%
Countermeasure: Clear Zone Improvements	3	8.33%
Countermeasure: Roundabout or Signal	2	5.56%
Countermeasure: Shoulder Barrier	2	5.56%
Countermeasure: Shoulder Rumblestrips	2	5.56%
+ 7 more	4	11.12%

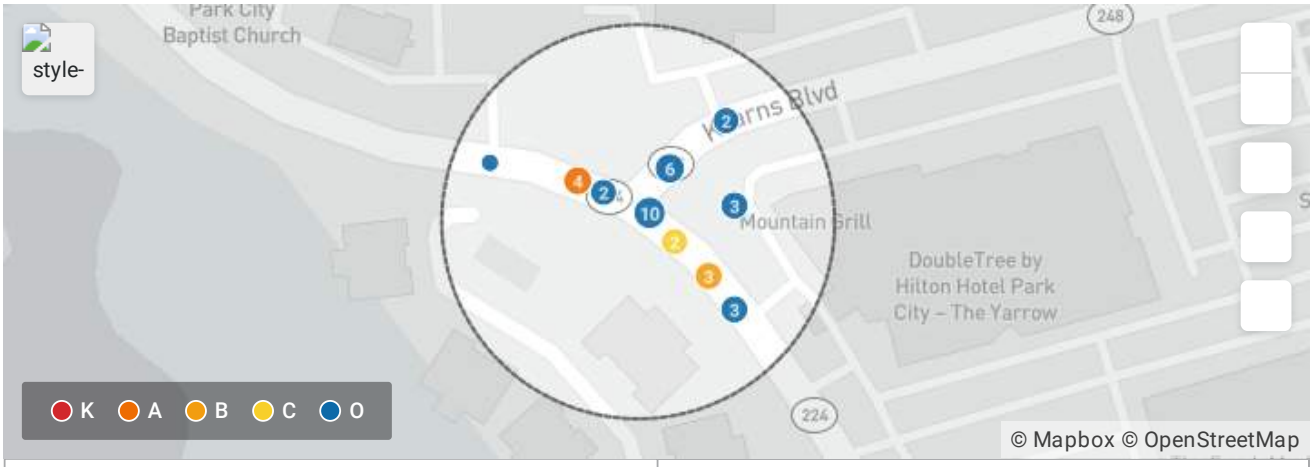
CRASH SUMMARY REPORT

Snow Creek Drive / Kearns BLVD

Created on August 16, 2024
Created by Cory Ward
Requested by Hales Engineering
Data extents: January 1, 2019 to August 15, 2024

Applied Filters

Shape: Circle | 250 ft



Total Crashes	39	Fatal Crashes	0

UDOT Crash Summary	Crashes	
Total Crashes	39	100.00%
Intersection Related	30	76.92%
Speed Related	4	10.26%
CMV Involved	1	2.56%
Drowsy Driving	1	2.56%
Motorcycle Involved	1	2.56%
Pedalcycle Involved	1	2.56%
Pedestrian Involved	1	2.56%
+ 5 more	1	2.56%

Crash Verified	Crashes	
True	38	97.44%
False	1	2.56%

Crash Severity	Crashes

No injury/PDO	25	64.10%
Possible injury	7	17.95%
Suspected Minor Injury	5	12.82%
Suspected Serious Injury	2	5.13%
Fatal	0	0.00%

Injury Level		People
No injury	92	85.98%
Possible injury	8	7.48%
Suspected Minor Injury	5	4.67%
Suspected Serious Injury	2	1.87%
+ 2 more	0	0%

Manner of Collision		Crashes
Angle	28	71.79%
Front to Rear	4	10.26%
Not Applicable/Single Vehicle	2	5.13%
Sideswipe Same Direction	2	5.13%
Head On (front-to-front)	1	2.56%
Sideswipe Opposite Direction	1	2.56%
Unknown	1	2.56%
Other* Parked Vehicle Rear to Rear Rear to Side	0	0.00%

Crash Date Time (Year)		Crashes
2024	2	5.13%
2023	6	15.38%
2022	13	33.33%
2021	7	17.95%
2020	3	7.69%
2019	8	20.51%
+ 9 more	0	0%

V1 & V2 Movement & Direction (Crash Level Only)		Crashes
Turning Left (Southbound) & Straight Ahead (Westbound)	9	23.08%
Turning Left (Eastbound) & Straight Ahead (Westbound)	8	20.51%
Straight Ahead (Northbound) & Straight Ahead (Westbound)	2	5.13%
Straight Ahead (Westbound) & Slowing in Traffic Lane (Westbound)	2	5.13%

Turning Left (Westbound) & Straight Ahead (Eastbound)	2	5.13%
Changing Lanes (Westbound) & Straight Ahead (Westbound)	1	2.56%
Straight Ahead (Eastbound) & Stopped in Traffic Lane (Eastbound)	1	2.56%
Straight Ahead (Eastbound) & Straight Ahead (Eastbound)	1	2.56%
+ 992 more	11	28.16%

Roadway Surface Condition		Crashes
Dry	29	74.36%
Wet	7	17.95%
Snow	3	7.69%
+ 12 more	0	0%

Weather Condition		Crashes
Clear	26	66.67%
Cloudy	5	12.82%
Snowing	4	10.26%
Rain	3	7.69%
Blowing Snow	1	2.56%
+ 6 more	0	0%

Most Harmful Event		Vehicle
Collision With Other Motor Vehicle in Transport	76	97.44%
Pedacycle	1	1.28%
Pedestrian	1	1.28%
+ 53 more	0	0%

Light Condition		Crashes
Daylight	37	94.87%
Dark - Lighted	1	2.56%
Dark - Not Lighted	1	2.56%
+ 5 more	0	0%

Countermeasures		Crashes
Countermeasure: Roundabout or Signal	22	56.41%
Countermeasure: Left Turn Lane	3	7.69%
Countermeasure: Active Transportation Improvement	2	5.13%
Countermeasure: Intersection Lighting	1	2.56%
+ 11 more	0	0%

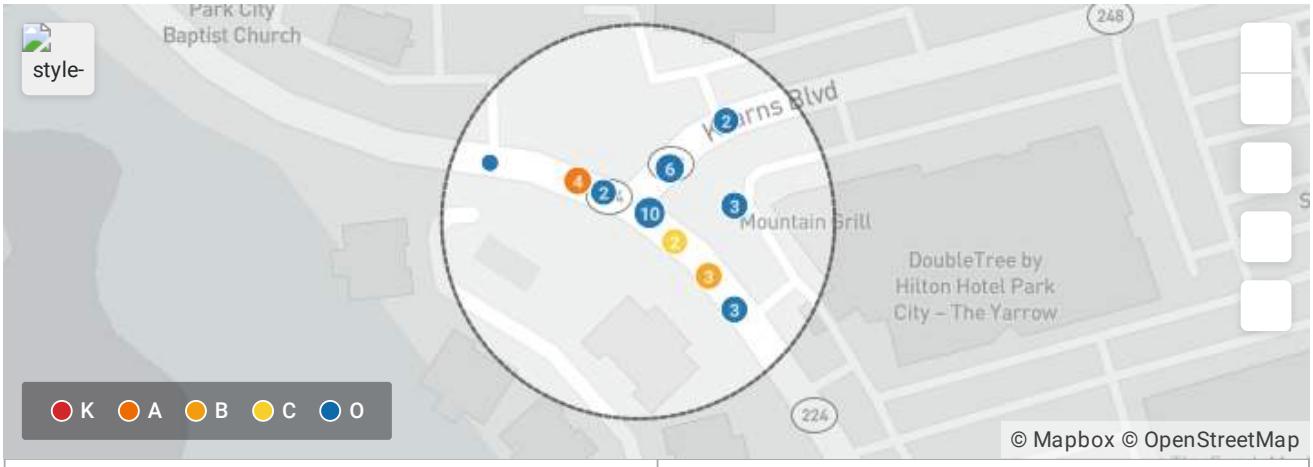
CRASH SUMMARY REPORT

Homestake Road / Kearns BLVD

Created on August 16, 2024
Created by Cory Ward
Requested by Hales Engineering
Data extents: January 1, 2019 to August 15, 2024

Applied Filters

Shape: Circle | 250 ft



Total Crashes	14	Fatal Crashes	0

UDOT Crash Summary		Crashes
Total Crashes	14	100.00%
Intersection Related	9	64.29%
Pedalcycle Involved	1	7.14%
Speed Related	1	7.14%
+ 9 more	0	0%

Crash Verified		Crashes
True	13	92.86%
False	1	7.14%

Crash Severity		Crashes
No injury/PDO	10	71.43%
Possible injury	2	14.29%
Suspected Minor Injury	2	14.29%
+ 2 more	0	0%

Injury Level		People
No injury	27	84.38%
Possible injury	3	9.38%
Suspected Minor Injury	2	6.25%
+ 3 more	0	0%

Manner of Collision		Crashes
Angle	7	50.00%
Parked Vehicle	2	14.29%
Sideswipe Same Direction	2	14.29%
Front to Rear	1	7.14%
Not Applicable/Single Vehicle	1	7.14%
Sideswipe Opposite Direction	1	7.14%
Head On (front-to-front) Other* Rear to Rear Rear to Side Unknown	0	0.00%

Crash Date Time (Year)		Crashes
2024	1	7.14%
2023	4	28.57%
2022	4	28.57%
2020	1	7.14%
2019	4	28.57%
+ 10 more	0	0%

V1 & V2 Movement & Direction (Crash Level Only)		Crashes
Turning Left (Westbound) & Straight Ahead (Eastbound)	3	21.43%
Turning Left (Northbound) & Straight Ahead (Eastbound)	2	14.29%
Leaving Traffic Lane (Southbound) & Slowing in Traffic Lane (Northbound)	1	7.14%
Straight Ahead (Northbound) & Straight Ahead (Northbound)	1	7.14%
Straight Ahead (Westbound) & Straight Ahead (Westbound)	1	7.14%
Turning Left (Northbound) & Changing Lanes (Westbound)	1	7.14%
Turning Left (Southbound) & Straight Ahead (Eastbound)	1	7.14%
Turning Left (Southbound) & Straight Ahead (Westbound)	1	7.14%
+ 992 more	0	0%

Roadway Surface Condition		Crashes
Dry	6	42.86%

Wet	4	28.57%
Snow	3	21.43%
Slush	1	7.14%
+ 11 more	0	0%

Weather Condition		Crashes
Clear	7	50.00%
Cloudy	3	21.43%
Snowing	3	21.43%
Blowing Snow	1	7.14%
+ 7 more	0	0%

Most Harmful Event		Vehicle
Collision With Other Motor Vehicle in Transport	23	85.19%
Collision With Parked Motor Vehicle	3	11.11%
Pedacycle	1	3.70%
+ 53 more	0	0%

Light Condition		Crashes
Daylight	10	71.43%
Dark - Lighted	1	7.14%
Dark - Not Lighted	1	7.14%
Dawn	1	7.14%
Unknown	1	7.14%
+ 3 more	0	0%

Countermeasures		Crashes
Countermeasure: Roundabout or Signal	6	42.86%
Countermeasure: Left Turn Lane	4	28.57%
Countermeasure: Active Transportation Improvement	1	7.14%
Countermeasure: Intersection Lighting	1	7.14%
+ 11 more	0	0%

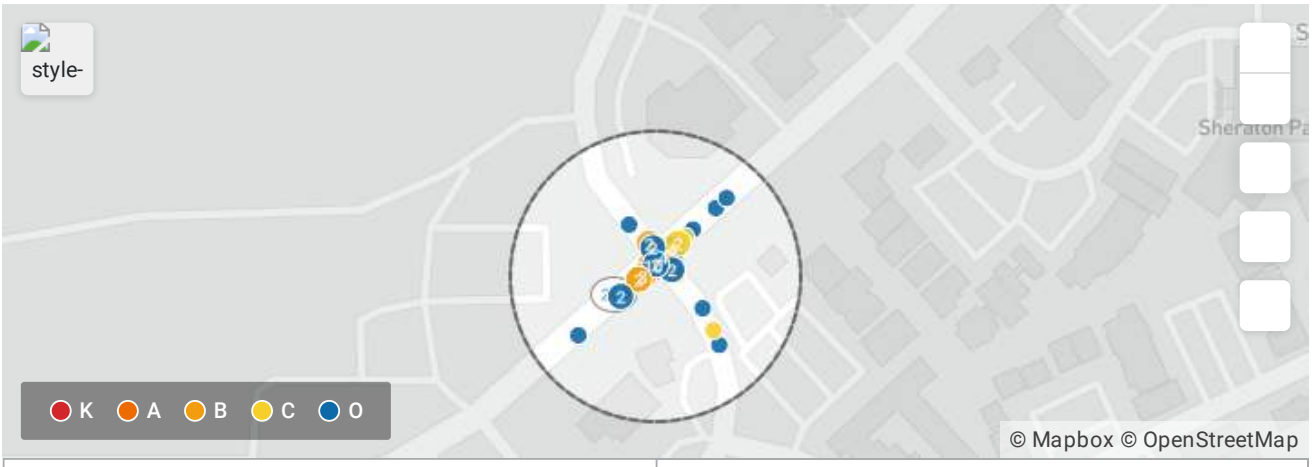
CRASH SUMMARY REPORT

Bonanza Drive & Monitor Drive / Kearns Boulevard

Created on August 16, 2024
Created by Cory Ward
Requested by Hales Engineering
Data extents: January 1, 2019 to December 31, 2023

Applied Filters

Shape: Circle | 250 ft



Total Crashes	52	Fatal Crashes	0

UDOT Crash Summary		Crashes
Total Crashes	52	100.00%
Intersection Related	45	86.54%
Speed Related	7	13.46%
CMV Involved	5	9.62%
Pedalcycle Involved	5	9.62%
Roadway Departure	4	7.69%
Distracted Driving	2	3.85%
Pedestrian Involved	2	3.85%
+ 5 more	0	0%

Crash Verified		Crashes
True	52	100.00%
False	0	0.00%

Crash Severity		Crashes
No injury/PDO	38	73.08%
Suspected Minor Injury	9	17.31%
Possible injury	5	9.62%
+ 2 more	0	0%

Injury Level		People
No injury	108	84.38%
Suspected Minor Injury	12	9.38%
Possible injury	8	6.25%
+ 3 more	0	0%

Manner of Collision		Crashes
Angle	16	30.77%
Front to Rear	15	28.85%
Not Applicable/Single Vehicle	11	21.15%
Head On (front-to-front)	4	7.69%
Sideswipe Same Direction	4	7.69%
Rear to Side	1	1.92%
Sideswipe Opposite Direction	1	1.92%
+ 4 more	0	0%

Crash Date Time (Year)		Crashes
2023	13	25.00%
2022	5	9.62%
2021	6	11.54%
2020	10	19.23%
2019	18	34.62%
+ 10 more	0	0%

V1 & V2 Movement & Direction (Crash Level Only)		Crashes
Turning Left (Westbound) & Straight Ahead (Eastbound)	12	23.08%
Straight Ahead (Eastbound) & Stopped in Traffic Lane (Eastbound)	4	7.69%
Straight Ahead (Eastbound) & Straight Ahead (Eastbound)	4	7.69%
Straight Ahead (Westbound) & Stopped in Traffic Lane (Westbound)	2	3.85%
Straight Ahead (Westbound) & Straight Ahead (Westbound)	2	3.85%
& Stopped in Traffic Lane (Eastbound)	1	1.92%
Backing (Westbound) & Stopped in Traffic Lane (Westbound)	1	1.92%
Changing Lanes (Eastbound) & Stopped in Traffic Lane (Eastbound)	1	1.92%

+ 992 more	16	30.72%

Roadway Surface Condition		Crashes
Dry	34	65.38%
Snow	7	13.46%
Ice/Frost	5	9.62%
Wet	5	9.62%
Slush	1	1.92%
+ 10 more	0	0%

Weather Condition		Crashes
Clear	33	63.46%
Snowing	11	21.15%
Cloudy	7	13.46%
Blowing Snow	1	1.92%
+ 7 more	0	0%

Most Harmful Event		Vehicle
Collision With Other Motor Vehicle in Transport	83	83.84%
Other Non-Fixed Object*	5	5.05%
Pedacycle	4	4.04%
Pedestrian	3	3.03%
Collision Between Motor Vehicle in Transport and Vehicle Cargo/Part or Object Set in Motion by Motor Vehicle	1	1.01%
Curb	1	1.01%
Guardrail	1	1.01%
Other Fixed Object*	1	1.01%
+ 48 more	0	0%

Light Condition		Crashes
Daylight	39	75.00%
Dark - Lighted	9	17.31%
Dark - Not Lighted	2	3.85%
Dawn	1	1.92%
Dusk	1	1.92%
+ 3 more	0	0%

Countermeasures		Crashes
Countermeasure: Left Turn Lane	17	32.69%

Countermeasure: Left Turn Phase Change	15	28.85%
Countermeasure: Active Transportation Improvement	7	13.46%
Countermeasure: Intersection Lighting	2	3.85%
Countermeasure: Roundabout or Signal	2	3.85%
Countermeasure: Pave Or Widen Shoulder	1	1.92%
Countermeasure: Right Turn Lane	1	1.92%
+ 8 more	0	0%

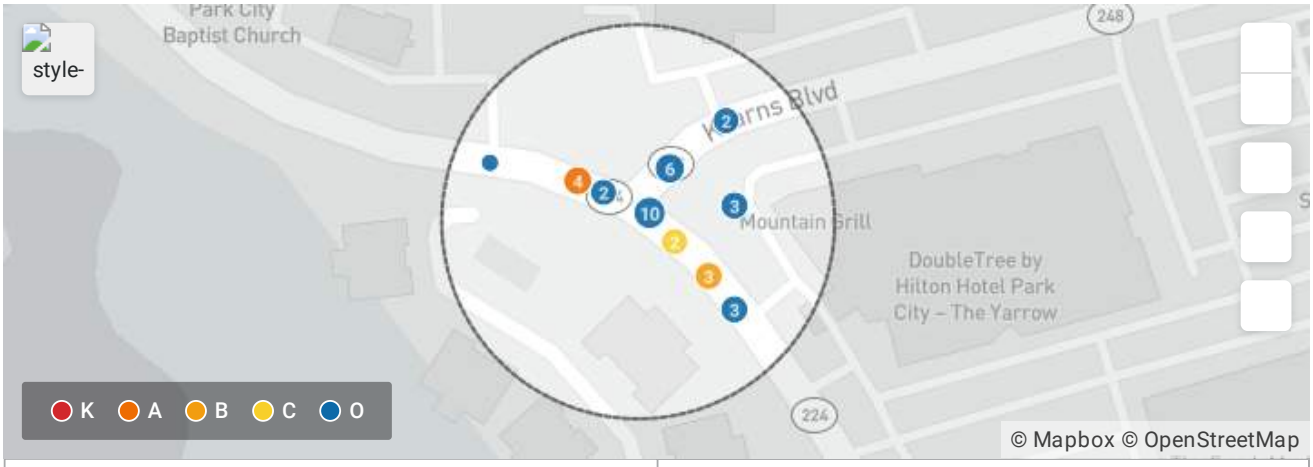
CRASH SUMMARY REPORT

Comstock Drive / Kearns Boulevard

Created on August 16, 2024
Created by Cory Ward
Requested by Hales Engineering
Data extents: January 1, 2019 to August 15, 2024

Applied Filters

Shape: Circle | 250 ft



Total Crashes	22	Fatal Crashes	0

UDOT Crash Summary		Crashes
Total Crashes	22	100.00%
Intersection Related	17	77.27%
Distracted Driving	6	27.27%
Roadway Departure	2	9.09%
Animal Related	1	4.55%
CMV Involved	1	4.55%
DUI	1	4.55%
Drowsy Driving	1	4.55%
+ 5 more	1	4.55%

Crash Verified		Crashes
True	20	90.91%
False	2	9.09%

Crash Severity	Crashes

No injury/PDO	16	72.73%
Possible injury	4	18.18%
Suspected Minor Injury	1	4.55%
Suspected Serious Injury	1	4.55%
Fatal	0	0.00%

Injury Level		People
No injury	54	88.52%
Possible injury	4	6.56%
Suspected Minor Injury	2	3.28%
Suspected Serious Injury	1	1.64%
+ 2 more	0	0%

Manner of Collision		Crashes
Front to Rear	15	68.18%
Not Applicable/Single Vehicle	2	9.09%
Parked Vehicle	2	9.09%
Angle	1	4.55%
Sideswipe Opposite Direction	1	4.55%
Sideswipe Same Direction	1	4.55%
Head On (front-to-front)	0	0.00%
Other*		
Rear to Rear		
Rear to Side		
Unknown		

Crash Date Time (Year)		Crashes
2024	2	9.09%
2023	2	9.09%
2022	3	13.64%
2021	7	31.82%
2020	4	18.18%
2019	4	18.18%
+ 9 more	0	0%

V1 & V2 Movement & Direction (Crash Level Only)		Crashes
Straight Ahead (Westbound) & Stopped in Traffic Lane (Westbound)	5	22.73%
Straight Ahead (Eastbound) & Stopped in Traffic Lane (Eastbound)	3	13.64%
Straight Ahead (Westbound) & Slowing in Traffic Lane (Westbound)	2	9.09%
Straight Ahead (Westbound) & Straight Ahead (Westbound)	2	9.09%

Backing (Westbound) & Stopped in Traffic Lane (Westbound)	1	4.55%
Slowing in Traffic Lane (Eastbound) & Stopped in Traffic Lane (Eastbound)	1	4.55%
Straight Ahead (Eastbound) & Straight Ahead (Northbound)	1	4.55%
Straight Ahead (Eastbound) & Turning Right (Westbound)	1	4.55%
+ 992 more	3	13.65%

Roadway Surface Condition		Crashes
Dry	20	90.91%
Snow	1	4.55%
Wet	1	4.55%
+ 12 more	0	0%

Weather Condition		Crashes
Clear	20	90.91%
Cloudy	2	9.09%
+ 9 more	0	0%

Most Harmful Event		Vehicle
Collision With Other Motor Vehicle in Transport	40	86.96%
Other Non-Fixed Object*	3	6.52%
Animal - Wild	1	2.17%
Collision With Parked Motor Vehicle	1	2.17%
Other Post, Pole or Support	1	2.17%
+ 51 more	0	0%

Light Condition		Crashes
Daylight	20	90.91%
Dark - Lighted	1	4.55%
Dark - Not Lighted	1	4.55%
+ 5 more	0	0%

Countermeasures		Crashes
Countermeasure: Intersection Lighting	1	4.55%
Countermeasure: Pave Or Widen Shoulder	1	4.55%
Countermeasure: Right Turn Lane	1	4.55%
+ 12 more	0	0%

CRASH SUMMARY REPORT

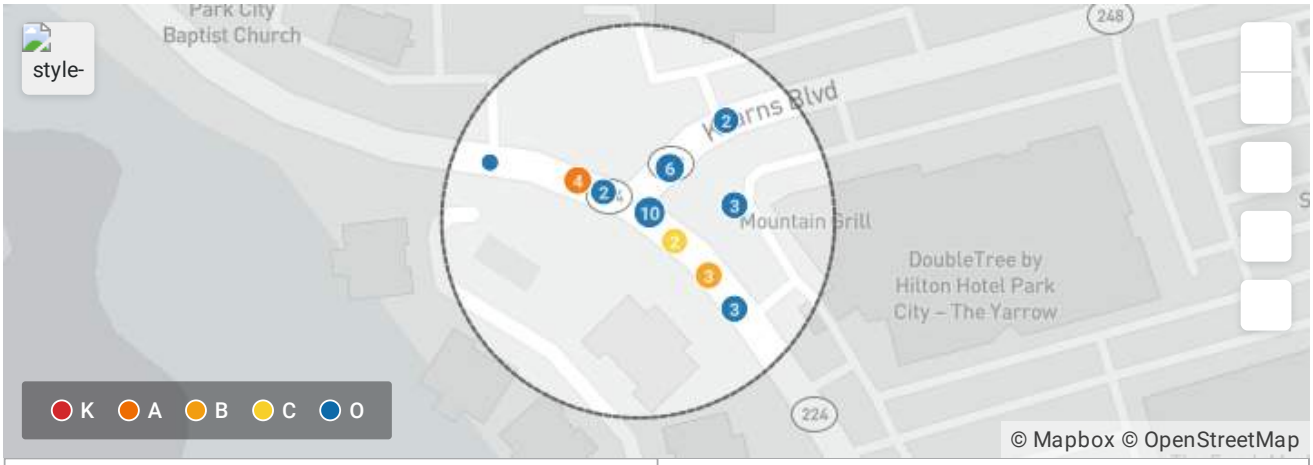
West North & South Hotel Access / Park Avenue

Created on August 16, 2024
Created by Cory Ward
Requested by Hales Engineering
Data extents: January 1, 2019 to August 15, 2024

Applied Filters

Shape: Circle | 250 ft

7 crashes have been excluded (see end of report for more information)



Total Included Crashes	5	Fatal Crashes	1

UDOT Crash Summary	Crashes	
Total Crashes	5	100.00%
Animal Related	1	20.00%
Fatal Crashes	1	20.00%
Pedalcycle Involved	1	20.00%
Roadway Departure	1	20.00%
+ 8 more	0	0%

Crash Verified	Crashes	
True	5	100.00%
False	0	0.00%

Crash Severity	Crashes

No injury/PDO	3	60.00%
Fatal	1	20.00%
Suspected Minor Injury	1	20.00%
+ 2 more	0	0%

Injury Level	People

Unable to display based on the applied filters

Manner of Collision		Crashes
Not Applicable/Single Vehicle	2	40.00%
Angle	1	20.00%
Front to Rear	1	20.00%
Unknown	1	20.00%
Head On (front-to-front)	0	0.00%
Other*		
Parked Vehicle		
Rear to Rear		
Rear to Side		
Sideswipe Opposite Direction		
Sideswipe Same Direction		

Crash Date Time (Year)		Crashes
2024	1	20.00%
2023	1	20.00%
2022	1	20.00%
2021	1	20.00%
2019	1	20.00%
+ 10 more	0	0%

V1 & V2 Movement & Direction (Crash Level Only)		Crashes
Backing (Northbound) & Stopped in Traffic Lane (Not On Roadway (also for parked motor vehicle))	1	20.00%
Turning Left (Westbound) & Straight Ahead (Northbound)	1	20.00%
+ 998 more	0	0%

Roadway Surface Condition		Crashes
Dry	2	40.00%

Snow	2	40.00%
Unknown	1	20.00%
+ 12 more	0	0%

Weather Condition		Crashes
Clear	2	40.00%
Snowing	2	40.00%
Unknown	1	20.00%
+ 8 more	0	0%

Most Harmful Event	Vehicle

Unable to display based on the applied filters

Light Condition		Crashes
Daylight	2	40.00%
Dark - Lighted	1	20.00%
Dark - Not Lighted	1	20.00%
Unknown	1	20.00%
+ 4 more	0	0%

Countermeasures		Crashes
Countermeasure: Active Transportation Improvement	1	20.00%
+ 14 more	0	0%

7 crashes have been excluded

- 7 crashes because of Irrelevance to query (820609415, 820648256, 821692634, 822731165, 822741152, 822756807, 822787658)

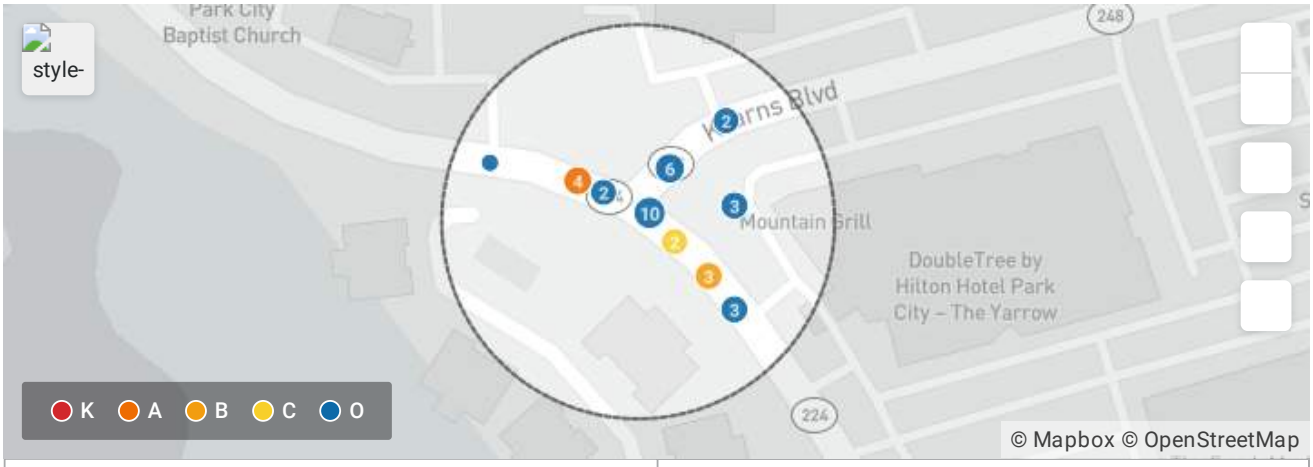
CRASH SUMMARY REPORT

Homestake Road / Park Avenue

Created on August 16, 2024
Created by Cory Ward
Requested by Hales Engineering
Data extents: January 1, 2019 to August 15, 2024

Applied Filters

Shape: Circle | 250 ft



Total Crashes	17	Fatal Crashes	0

UDOT Crash Summary	Crashes	
Total Crashes	17	100.00%
Intersection Related	7	41.18%
CMV Involved	2	11.76%
Distracted Driving	2	11.76%
Pedalcycle Involved	2	11.76%
Pedestrian Involved	2	11.76%
Roadway Departure	2	11.76%
Speed Related	1	5.88%
+ 5 more	0	0%

Crash Verified	Crashes	
True	14	82.35%
False	3	17.65%

Crash Severity	Crashes

No injury/PDO	11	64.71%
Possible injury	2	11.76%
Suspected Minor Injury	2	11.76%
Suspected Serious Injury	2	11.76%
Fatal	0	0.00%

Injury Level		People
No injury	49	89.09%
Possible injury	2	3.64%
Suspected Minor Injury	2	3.64%
Suspected Serious Injury	2	3.64%
+ 2 more	0	0%

Manner of Collision		Crashes
Angle	5	29.41%
Front to Rear	5	29.41%
Not Applicable/Single Vehicle	4	23.53%
Head On (front-to-front)	1	5.88%
Sideswipe Opposite Direction	1	5.88%
Sideswipe Same Direction	1	5.88%
Other* Parked Vehicle Rear to Rear Rear to Side Unknown	0	0.00%

Crash Date Time (Year)		Crashes
2024	3	17.65%
2023	2	11.76%
2022	2	11.76%
2021	3	17.65%
2020	6	35.29%
2019	1	5.88%
+ 9 more	0	0%

V1 & V2 Movement & Direction (Crash Level Only)		Crashes
Straight Ahead (Northbound) & Stopped in Traffic Lane (Northbound)	2	11.76%
Straight Ahead (Southbound) & Straight Ahead (Southbound)	2	11.76%
Backing (Southbound) & Turning Left (Northbound)	1	5.88%
Entering Traffic Lane (Eastbound) & Straight Ahead (Westbound)	1	5.88%

Straight Ahead (Northbound) & Slowing in Traffic Lane (Northbound)	1	5.88%
Straight Ahead (Northbound) & Straight Ahead (Westbound)	1	5.88%
Straight Ahead (Westbound) & Slowing in Traffic Lane (Northbound)	1	5.88%
Turning Left (Eastbound) & Straight Ahead (Southbound)	1	5.88%
+ 992 more	3	17.64%

Roadway Surface Condition		Crashes
Dry	12	70.59%
Wet	3	17.65%
Snow	2	11.76%
+ 12 more	0	0%

Weather Condition		Crashes
Clear	10	58.82%
Cloudy	4	23.53%
Snowing	2	11.76%
Blowing Snow	1	5.88%
+ 7 more	0	0%

Most Harmful Event		Vehicle
Collision With Other Motor Vehicle in Transport	28	87.50%
Pedacycle	2	6.25%
Pedestrian	2	6.25%
+ 53 more	0	0%

Light Condition		Crashes
Daylight	15	88.24%
Dark - Lighted	2	11.76%
+ 6 more	0	0%

Countermeasures		Crashes
Countermeasure: Active Transportation Improvement	4	23.53%
Countermeasure: Left Turn Lane	2	11.76%
Countermeasure: Roundabout or Signal	2	11.76%
Countermeasure: Left Turn Phase Change	1	5.88%
+ 11 more	0	0%

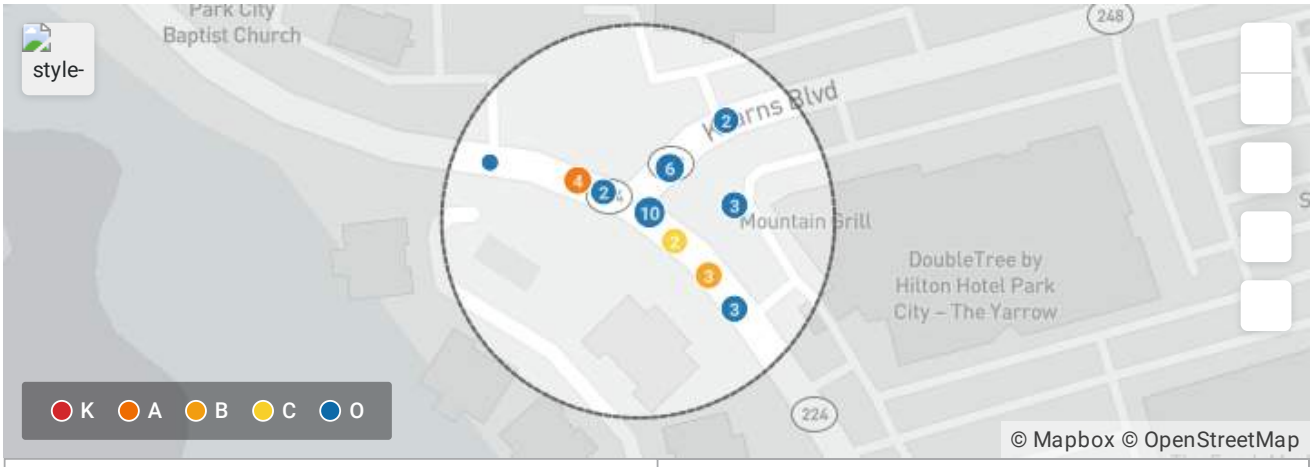
CRASH SUMMARY REPORT

Deer Valley Drive & Empire Avenue / Park Avenue

Created on August 16, 2024
Created by Cory Ward
Requested by Hales Engineering
Data extents: January 1, 2019 to August 15, 2024

Applied Filters

Shape: Circle | 250 ft



Total Crashes	36	Fatal Crashes	0

UDOT Crash Summary		Crashes
Total Crashes	36	100.00%
Intersection Related	28	77.78%
CMV Involved	6	16.67%
Roadway Departure	5	13.89%
Pedestrian Involved	3	8.33%
Speed Related	3	8.33%
Distracted Driving	2	5.56%
+ 6 more	0	0%

Crash Verified		Crashes
True	32	88.89%
False	4	11.11%

Crash Severity	Crashes

No injury/PDO	25	69.44%
Suspected Minor Injury	6	16.67%
Possible injury	5	13.89%
+ 2 more	0	0%

Injury Level		People
No injury	82	85.42%
Possible injury	8	8.33%
Suspected Minor Injury	6	6.25%
+ 3 more	0	0%

Manner of Collision		Crashes
Angle	13	36.11%
Front to Rear	11	30.56%
Not Applicable/Single Vehicle	5	13.89%
Sideswipe Same Direction	4	11.11%
Head On (front-to-front)	2	5.56%
Unknown	1	2.78%
Other* Parked Vehicle Rear to Rear Rear to Side Sideswipe Opposite Direction	0	0.00%

Crash Date Time (Year)		Crashes
2024	4	11.11%
2023	2	5.56%
2022	4	11.11%
2021	13	36.11%
2020	3	8.33%
2019	10	27.78%
+ 9 more	0	0%

V1 & V2 Movement & Direction (Crash Level Only)		Crashes
Turning Left (Southbound) & Straight Ahead (Northbound)	4	11.11%
Straight Ahead (Southbound) & Stopped in Traffic Lane (Southbound)	3	8.33%
Turning Left (Northbound) & Straight Ahead (Southbound)	2	5.56%
Changing Lanes (Eastbound) & Changing Lanes (Westbound)	1	2.78%
Changing Lanes (Eastbound) & Straight Ahead (Eastbound)	1	2.78%
Entering Traffic Lane (Northbound) & Straight Ahead (Northbound)	1	2.78%

Leaving Traffic Lane (Southbound) & Straight Ahead (Southbound)	1	2.78%
Negotiating a Curve (Northbound) & Straight Ahead (Northbound)	1	2.78%
+ 992 more	18	50.04%

Roadway Surface Condition		Crashes
Dry	17	47.22%
Wet	11	30.56%
Snow	6	16.67%
Ice/Frost	1	2.78%
Slush	1	2.78%
+ 10 more	0	0%

Weather Condition		Crashes
Clear	17	47.22%
Snowing	13	36.11%
Cloudy	5	13.89%
Rain	1	2.78%
+ 7 more	0	0%

Most Harmful Event		Vehicle
Collision With Other Motor Vehicle in Transport	59	84.29%
Collision Between Motor Vehicle in Transport and Vehicle Cargo/Part or Object Set in Motion by Motor Vehicle	2	2.86%
Other Non-Collision*	2	2.86%
Other Non-Fixed Object*	2	2.86%
Pedestrian	2	2.86%
Concrete Barrier	1	1.43%
Other Non-Motorist*	1	1.43%
Tree/Shrubbery	1	1.43%
+ 48 more	0	0%

Light Condition		Crashes
Daylight	27	75.00%
Dark - Lighted	9	25.00%
+ 6 more	0	0%

Countermeasures		Crashes
Countermeasure: Left Turn Lane	10	27.78%
Countermeasure: Left Turn Phase Change	8	22.22%

Countermeasure: Active Transportation Improvement	3	8.33%
Countermeasure: Raised Median	2	5.56%
Countermeasure: Right Turn Lane	2	5.56%
Countermeasure: Centerline Rumblestrips	1	2.78%
+ 9 more	0	0%

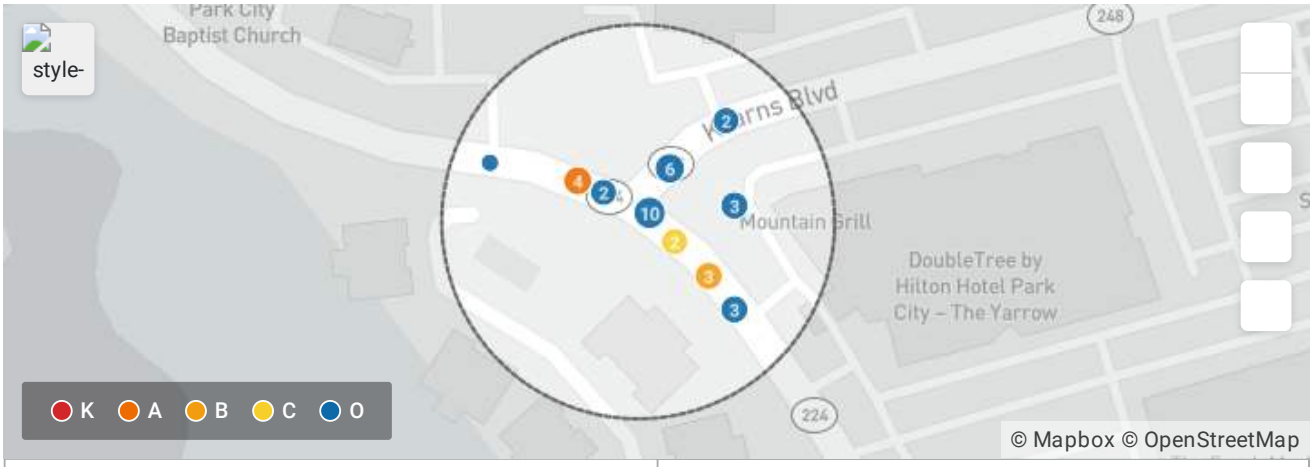
CRASH SUMMARY REPORT

Bonanza Drive / Deer Valley Drive

Created on August 16, 2024
Created by Cory Ward
Requested by Hales Engineering
Data extents: January 1, 2019 to August 15, 2024

Applied Filters

Shape: Circle | 250 ft



Total Crashes	30	Fatal Crashes	0

UDOT Crash Summary	Crashes	
Total Crashes	30	100.00%
Intersection Related	25	83.33%
Roadway Departure	5	16.67%
Speed Related	5	16.67%
CMV Involved	4	13.33%
Animal Related	1	3.33%
Distracted Driving	1	3.33%
+ 6 more	0	0%

Crash Verified	Crashes	
True	27	90.00%
False	3	10.00%

Crash Severity	Crashes	
No injury/PDO	25	83.33%

Possible injury	4	13.33%
Suspected Minor Injury	1	3.33%
+ 2 more	0	0%

Injury Level		People
No injury	64	91.43%
Possible injury	4	5.71%
Suspected Minor Injury	2	2.86%
+ 3 more	0	0%

Manner of Collision		Crashes
Angle	12	40.00%
Front to Rear	6	20.00%
Sideswipe Same Direction	5	16.67%
Not Applicable/Single Vehicle	4	13.33%
Sideswipe Opposite Direction	3	10.00%
Head On (front-to-front) Other* Parked Vehicle Rear to Rear Rear to Side Unknown	0	0.00%

Crash Date Time (Year)		Crashes
2024	3	10.00%
2023	4	13.33%
2022	7	23.33%
2021	8	26.67%
2020	1	3.33%
2019	7	23.33%
+ 9 more	0	0%

V1 & V2 Movement & Direction (Crash Level Only)		Crashes
Straight Ahead (Northbound) & Turning Left (Southbound)	2	6.67%
Turning Left (Southbound) & Straight Ahead (Northbound)	2	6.67%
Turning Right (Northbound) & Stopped in Traffic Lane (Westbound)	2	6.67%
& Parked (Not On Roadway (also for parked motor vehicle))	1	3.33%
& Straight Ahead (Northbound)	1	3.33%
Backing (Southbound) & Stopped in Traffic Lane (Southbound)	1	3.33%
Changing Lanes (Eastbound) & Straight Ahead (Eastbound)	1	3.33%

Changing Lanes (Southbound) & Straight Ahead (Southbound)	1	3.33%
+ 992 more	16	53.28%

Roadway Surface Condition		Crashes
Dry	15	50.00%
Snow	8	26.67%
Wet	7	23.33%
+ 12 more	0	0%

Weather Condition		Crashes
Clear	17	56.67%
Snowing	8	26.67%
Rain	3	10.00%
Cloudy	2	6.67%
+ 7 more	0	0%

Most Harmful Event		Vehicle
Collision With Other Motor Vehicle in Transport	51	87.93%
Collision With Parked Motor Vehicle	2	3.45%
Other Non-Fixed Object*	2	3.45%
Animal - Wild	1	1.72%
Overturn/Rollover	1	1.72%
Utility Box	1	1.72%
+ 50 more	0	0%

Light Condition		Crashes
Daylight	19	63.33%
Dark - Lighted	7	23.33%
Dark - Not Lighted	4	13.33%
+ 5 more	0	0%

Countermeasures		Crashes
Countermeasure: Left Turn Lane	10	33.33%
Countermeasure: Left Turn Phase Change	8	26.67%
Countermeasure: Intersection Lighting	3	10.00%
Countermeasure: Right Turn Lane	3	10.00%
Countermeasure: Raised Median	1	3.33%
Countermeasure: Roundabout or Signal	1	3.33%
+ 9 more	0	0%

APPENDIX C

Turning Movement Counts

DRAFT

Intersection Turning Movement Summary

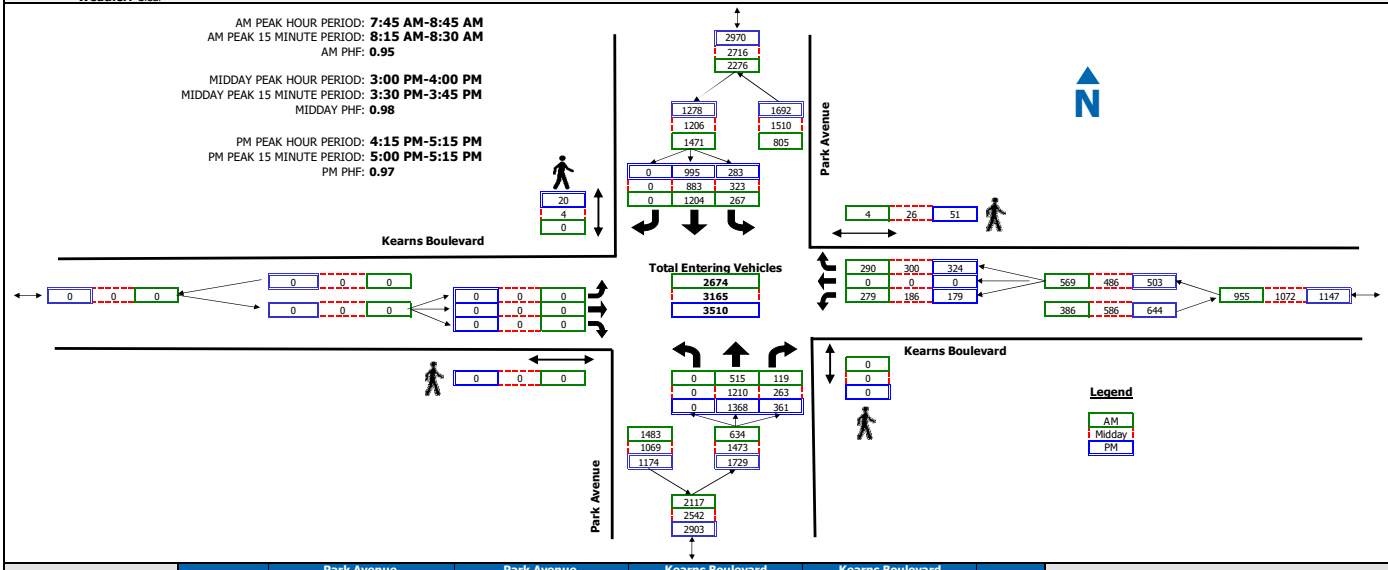
Intersection: Park Avenue / Kearns Boulevard
North/South Road: Park Avenue
East/West Road: Kearns Boulevard
Jurisdiction: Park City
Project Title: Kearns & Park TIS & PS
Project No: UT23-2615
Weather: Clear

Date: 2-23-24, Fri
Day of Week Adjustment: 100.0%
Month of Year Adjustment: 100.0%
Adjustment Station #: 0
Growth Rate: 0.0%
Number of Years: 0

AM PEAK HOUR PERIOD: **7:45 AM-8:45 AM**
AM PEAK 15 MINUTE PERIOD: **8:15 AM-8:30 AM**
AM PHF: **0.95**

MIDDAY PEAK HOUR PERIOD: **3:00 PM-4:00 PM**
MIDDAY PEAK 15 MINUTE PERIOD: **3:30 PM-3:45 PM**
MIDDAY PHF: **0.98**

PM PEAK HOUR PERIOD: **4:15 PM-5:15 PM**
PM PEAK 15 MINUTE PERIOD: **5:00 PM-5:15 PM**
PM PHF: **0.97**



COUNT SUMMARY	Park Avenue Northbound				Park Avenue 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
7:00 - 7:15	0	83	25	0	28	187	0	0	0	0	0	0	39	0	47	2	409
7:15 - 7:30	0	83	22	0	48	220	0	2	0	0	0	0	33	0	38	0	444
7:30 - 7:45	0	91	30	0	61	311	0	0	0	0	0	0	65	0	49	0	607
7:45 - 8:00	0	102	34	0	73	299	0	0	0	0	0	0	48	0	58	1	614
8:00 - 8:15	0	125	29	0	63	309	0	0	0	0	0	0	71	0	76	0	673
8:15 - 8:30	0	129	33	0	65	311	0	0	0	0	0	0	89	0	78	2	705
8:30 - 8:45	0	159	23	0	66	285	0	0	0	0	0	0	71	0	78	1	682
8:45 - 9:00	0	118	24	0	72	251	0	0	0	0	0	0	68	0	60	2	593

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	128	25	0	70	191	0	0	0	0	0	0	58	0	79	0	551
9:15 - 9:30	0	141	40	0	64	321	0	1	0	0	0	0	60	0	58	2	684
9:30 - 9:45	0	135	26	0	79	309	0	0	0	0	0	0	71	0	68	1	688
9:45 - 10:00	0	149	45	0	83	293	0	4	0	0	0	0	64	0	77	7	711
10:00 - 10:15	0	183	33	0	66	257	0	2	0	0	0	0	65	0	74	1	678
10:15 - 10:30	0	186	30	0	77	257	0	0	0	0	0	0	68	0	72	6	690
10:30 - 10:45	0	183	44	0	74	257	0	0	0	0	0	0	56	0	87	7	701
10:45 - 11:00	0	194	42	0	76	253	0	2	0	0	0	0	55	0	87	4	707
11:00 - 11:15	0	192	42	0	68	239	0	0	0	0	0	0	51	0	74	3	666
11:15 - 11:30	0	196	39	0	73	238	0	1	0	0	0	0	45	0	77	6	668
11:30 - 11:45	0	214	39	0	78	235	0	1	0	0	0	0	65	0	72	4	703
11:45 - 12:00	0	234	62	0	84	231	0	0	0	0	0	0	57	0	73	3	741
12:00 - 12:15	0	231	74	0	80	244	0	5	0	0	0	0	74	0	88	6	791
12:15 - 12:30	0	231	54	0	95	234	0	2	0	0	0	0	70	0	85	7	769
12:30 - 12:45	0	255	57	0	67	214	0	0	0	0	0	0	46	0	84	6	723
12:45 - 13:00	0	213	50	0	77	219	0	1	0	0	0	0	54	0	93	5	706
13:00 - 13:15	0	254	70	0	68	232	0	2	0	0	0	0	65	0	91	6	780
13:15 - 13:30	0	222	47	0	69	236	0	1	0	0	0	0	65	0	97	0	736
13:30 - 13:45	0	232	56	0	71	214	0	0	0	0	0	0	51	0	79	1	703
13:45 - 14:00	0	250	43	0	94	216	0	1	0	0	0	0	40	0	89	7	732
14:00 - 14:15	0	215	45	0	93	245	0	4	0	0	0	0	52	0	85	9	735
14:15 - 14:30	0	266	69	0	86	219	0	0	0	0	0	0	48	0	77	10	765
14:30 - 14:45	0	259	48	0	88	230	0	0	0	0	0	0	50	0	99	11	774
14:45 - 15:00	0	262	53	0	86	208	0	4	0	0	0	0	56	0	80	8	745
15:00 - 15:15	0	304	68	0	80	207	0	0	0	0	0	0	37	0	67	11	763
15:15 - 15:30	0	304	70	0	66	230	0	0	0	0	0	0	54	0	71	3	795
15:30 - 15:45	0	304	55	0	97	222	0	1	0	0	0	0	42	0	88	3	808
15:45 - 16:00	0	298	70	0	80	224	0	3	0	0	0	0	53	0	74	9	799

PM PERIOD COUNTS

Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
16:00 - 16:15	0	287	81	0	84	220	0	3	0	0	0	0	54	0	97	5	823
16:15 - 16:30	0	324	80	0	84	255	0	2	0	0	0	0	41	0	90	4	874
16:30 - 16:45	0	370	82	0	68	229	0	5	0	0	0	0	42	0	70	10	861
16:45 - 17:00	0	333	93	0	63	244	0	5	0	0	0	0	55	0	78	19	866
17:00 - 17:15	0	341	106	0	68	267	0	8	0	0	0	0	41	0	86	18	909
17:15 - 17:30	0	341	65	0	77	230	0	1	0	0	0	0	55	0	99	8	867
17:30 - 17:45	0	363	55	0	62	210	0	0	0	0	0	0	52	0	90	10	832
17:45 - 18:00	0	336	61	0	51	209	0	4	0	0	0	0	38	0	81	14	776

TrafficCounts
2364 North 1450 East
Lehi, UT 84043
801.636.0891

Intersection Turning Movement Summary

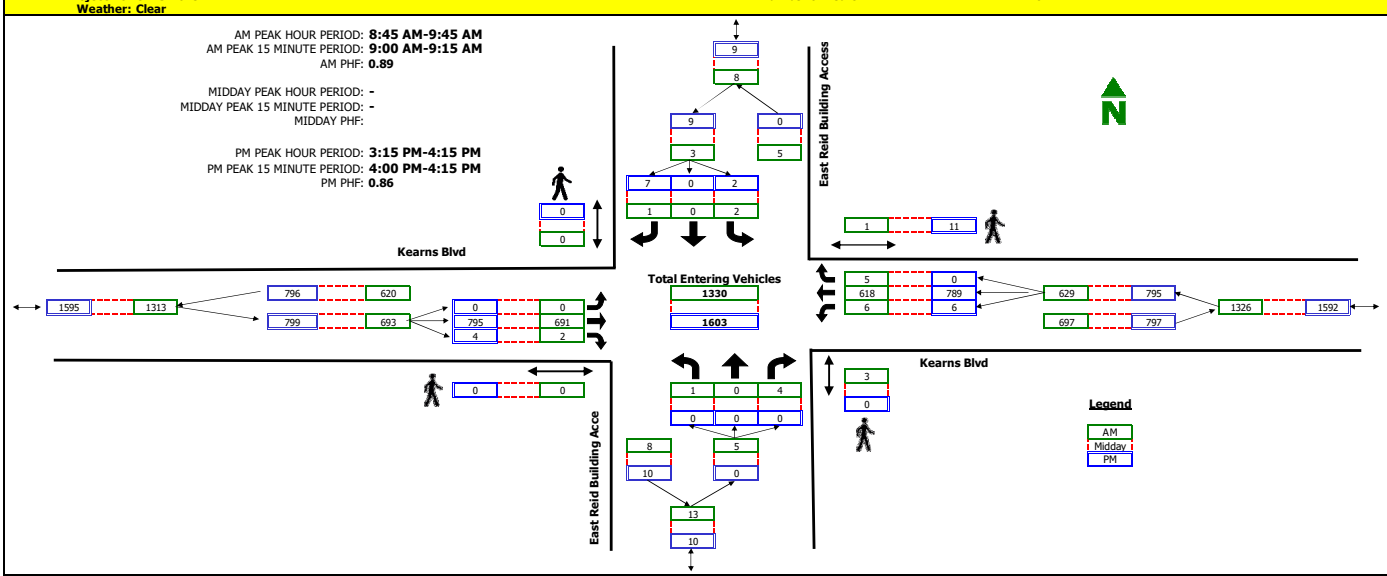
Intersection: East Reid Building Access / Kearns Blvd
North/South: East Reid Building Access
East/West: Kearns Blvd
Jurisdiction: Park City
Project Title: Park City Kearns & Park TIS & PS
Project No: UT23-2615
Weather: Clear

Date: 8-2-24, Fri
Day of Week Adjustment: 100.0%
Month of Year Adjustment: 75.0%
Adjustment Station #: 0
Growth Rate: 0.0%
Number of Years: 0

AM PEAK HOUR PERIOD: **8:45 AM-9:45 AM**
AM PEAK 15 MINUTE PERIOD: **9:00 AM-9:15 AM**
AM PHF: **0.89**

MIDDAY PEAK HOUR PERIOD: **-**
MIDDAY PEAK 15 MINUTE PERIOD: **-**
MIDDAY PHF:

PM PEAK HOUR PERIOD: **3:15 PM-4:15 PM**
PM PEAK 15 MINUTE PERIOD: **4:00 PM-4:15 PM**
PM PHF: **0.86**



RAW COUNT SUMMARIES	East Reid Building Access Northbound				East Reid Building Access Southbound				Kearns Blvd Eastbound				Kearns Blvd 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	1	0	0	0	0	0	0	0	0	125	1	0	0	167	0	0	294
8:15 - 8:30	0	0	0	0	0	0	0	0	0	141	0	0	0	148	0	0	289
8:30 - 8:45	1	0	1	0	0	0	0	0	0	136	0	0	1	148	1	3	288
8:45 - 9:00	0	0	1	0	0	0	0	0	0	176	0	0	1	161	1	1	340
9:00 - 9:15	1	0	0	3	0	0	0	0	0	192	0	0	3	176	3	0	375
9:15 - 9:30	0	0	0	0	1	0	0	0	0	132	1	0	1	120	1	0	256
9:30 - 9:45	0	0	3	0	1	0	1	0	0	191	1	0	1	161	0	0	359
9:45 - 10:00	0	24	0	0	0	16	0	0	0	131	4	0	1	117	0	0	293

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	0	0	0	0	3	0	0	136	0	0	1	177	0	5	317
15:15 - 15:30	0	0	0	0	0	0	3	0	0	199	0	0	0	176	0	11	378
15:30 - 15:45	0	0	0	0	1	0	0	0	0	184	3	0	5	189	0	0	382
15:45 - 16:00	0	0	0	0	0	0	1	0	0	192	1	0	1	181	0	0	376
16:00 - 16:15	0	0	0	0	1	0	3	0	0	220	0	0	0	243	0	0	467
16:15 - 16:30	0	0	0	0	0	0	1	0	0	139	0	0	3	201	0	0	344
16:30 - 16:45	0	0	0	0	0	0	1	0	0	205	0	0	1	172	0	0	379
16:45 - 17:00	0	0	0	0	0	0	1	0	0	165	0	0	0	165	1	0	332

TrafficCounts

2364 North 1450 East
Lehi, UT 84043
801.636.0891

Intersection Turning Movement Summary

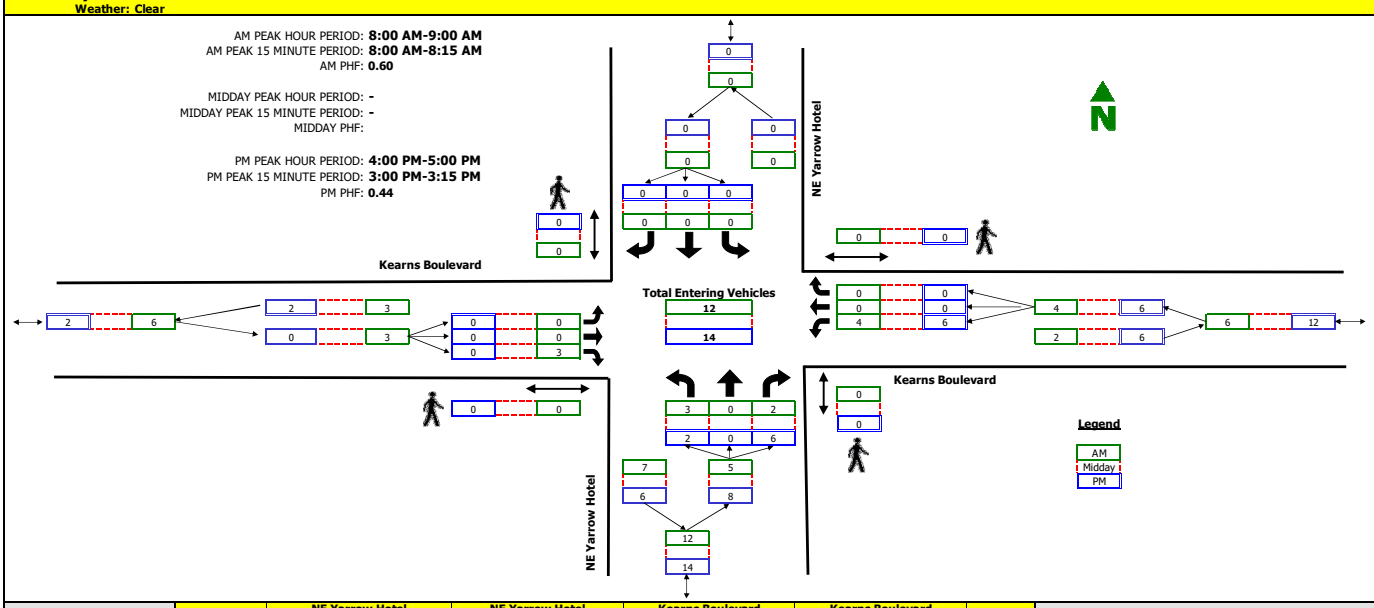
Intersection: NE Yarrow Hotel / Kearns Boulevard
North/South: NE Yarrow Hotel
East/West: Kearns Boulevard
Jurisdiction: Park City
Project Title: Yarrow
Project No: UT22-2092
Weather: Clear

Date: 1-29-22, Sat
Day of Week Adjustment: 100.0%
Month of Year Adjustment: 100.0%
Adjustment Station #: 606
Growth Rate: 0.0%
Number of Years: 0

AM PEAK HOUR PERIOD: **8:00 AM-9:00 AM**
AM PEAK 15 MINUTE PERIOD: **8:00 AM-8:15 AM**
AM PHF: **0.60**

MIDDAY PEAK HOUR PERIOD: **-**
MIDDAY PEAK 15 MINUTE PERIOD: **-**
MIDDAY PHF:

PM PEAK HOUR PERIOD: **4:00 PM-5:00 PM**
PM PEAK 15 MINUTE PERIOD: **3:00 PM-3:15 PM**
PM PHF: **0.44**



RAW COUNT SUMMARIES	NE Yarrow Hotel Northbound				NE Yarrow Hotel 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 PEAK PERIOD COUNTS

Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
8:00 - 8:15	1	0	1	0	0	0	0	0	0	0	2	0	1	0	0	0	5
8:15 - 8:30	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
8:30 - 8:45	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	3
8:45 - 9:00	0	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	3
9:00 - 9:15	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
9:15 - 9:30	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2
9:30 - 9:45	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	2
9:45 - 10:00	1	0	0	0	0	0	0	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 PEAK PERIOD COUNTS

Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
15:00 - 15:15	2	0	1	0	0	0	0	0	0	0	1	0	4	0	0	0	8
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	1	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	4
15:45 - 16:00	1	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	4
16:00 - 16:15	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	3
16:15 - 16:30	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
16:30 - 16:45	0	0	3	0	0	0	0	0	0	0	0	0	5	0	0	0	8
16:45 - 17:00	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2

TrafficCounts

2364 North 1450 East
Lehi, UT 84043
801.636.0891

Intersection Turning Movement Summary

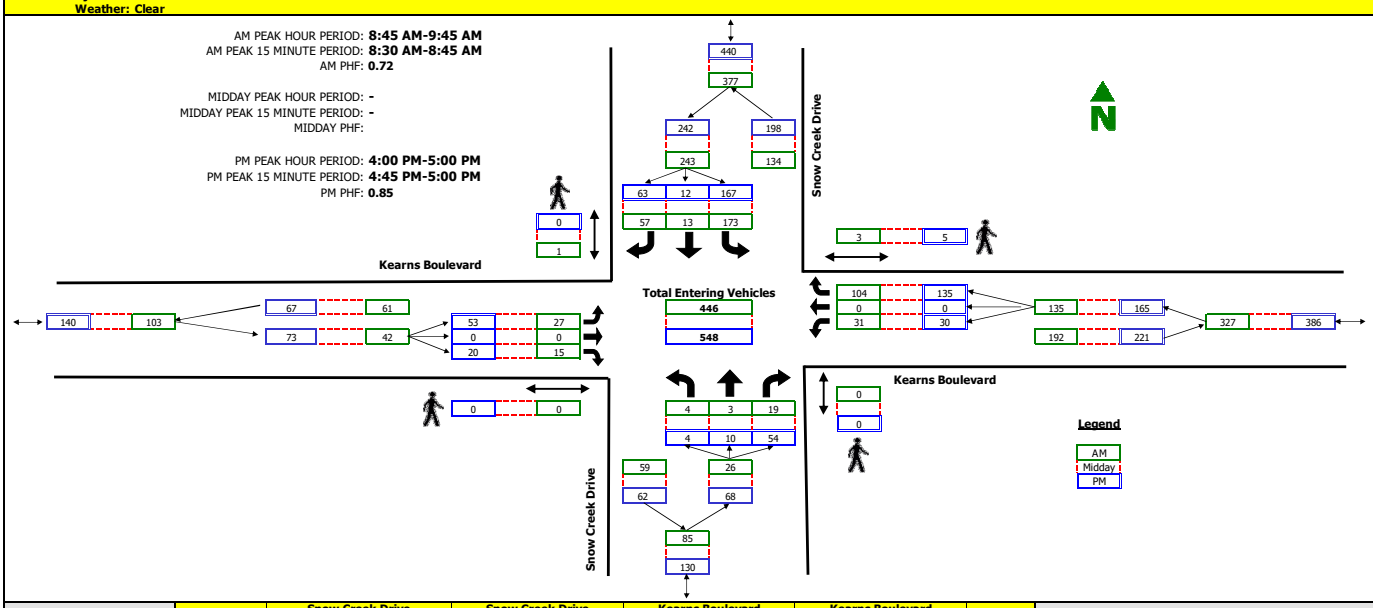
Intersection: Snow Creek Drive / Kearns Boulevard
North/South: Snow Creek Drive
East/West: Kearns Boulevard
Jurisdiction: Park City
Project Title: Yarrow
Project No: UT22-2092
Weather: Clear

Date: 1-29-22, Sat
Day of Week Adjustment: 100.0%
Month of Year Adjustment: 100.0%
Adjustment Station #: 606
Growth Rate: 0.0%
Number of Years: 0

AM PEAK HOUR PERIOD: **8:45 AM-9:45 AM**
AM PEAK 15 MINUTE PERIOD: **8:30 AM-8:45 AM**
AM PHF: **0.72**

MIDDAY PEAK HOUR PERIOD: **-**
MIDDAY PEAK 15 MINUTE PERIOD: **-**
MIDDAY PHF:

PM PEAK HOUR PERIOD: **4:00 PM-5:00 PM**
PM PEAK 15 MINUTE PERIOD: **4:45 PM-5:00 PM**
PM PHF: **0.85**



RAW COUNT SUMMARIES	Snow Creek Drive Northbound				Snow Creek Drive 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 PEAK 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	2	3	0	18	1	10	0	4	0	4	0	6	0	13	0	61
8:15 - 8:30	0	1	3	0	57	11	13	0	8	0	3	0	6	0	20	0	122
8:30 - 8:45	0	0	5	0	80	10	15	0	6	0	7	0	9	0	23	0	155
8:45 - 9:00	0	1	4	0	62	6	23	0	8	0	2	0	7	0	20	0	133
9:00 - 9:15	1	0	4	0	46	3	15	0	6	0	3	0	6	0	33	0	117
9:15 - 9:30	3	1	7	0	30	3	9	0	8	0	3	0	8	0	23	3	95
9:30 - 9:45	0	1	4	0	35	1	10	1	5	0	7	0	10	0	28	0	101
9:45 - 10:00	0	2	2	0	21	3	11	0	11	0	0	0	2	0	18	0	70

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 PEAK PERIOD COUNTS

Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
15:00 - 15:15	2	2	9	0	43	3	23	0	9	0	4	0	3	0	36	0	134
15:15 - 15:30	1	1	13	0	44	2	23	0	27	0	6	0	5	0	33	0	155
15:30 - 15:45	1	1	10	0	40	3	20	0	14	0	6	0	6	0	37	0	138
15:45 - 16:00	3	3	7	0	37	2	7	0	14	0	1	0	4	0	34	1	112
16:00 - 16:15	0	2	10	0	52	2	16	0	16	0	8	0	8	0	32	3	146
16:15 - 16:30	3	2	9	0	34	5	11	0	10	0	2	0	5	0	26	0	107
16:30 - 16:45	0	3	13	0	35	1	20	0	11	0	5	0	9	0	36	0	133
16:45 - 17:00	1	3	22	0	46	4	16	0	16	0	5	0	8	0	41	2	162

TrafficCounts

2364 North 1450 East
Lehi, UT 84043
801.636.0891

Intersection Turning Movement Summary

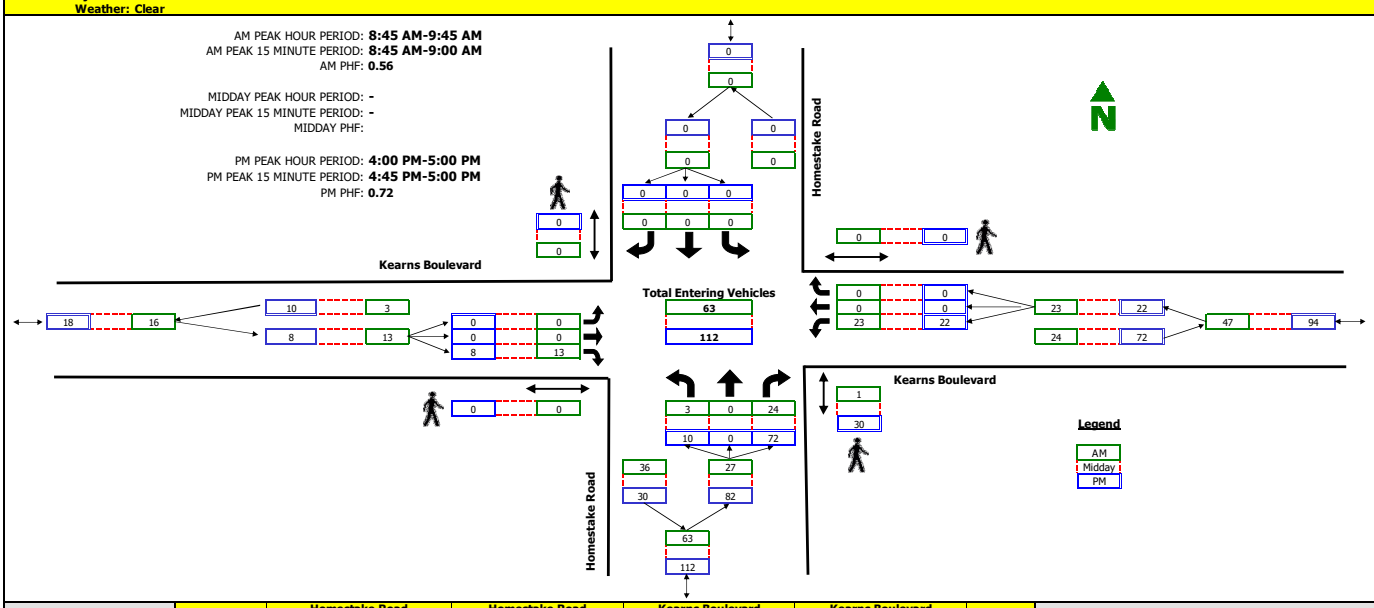
Intersection: Homestake Road / Kearns Boulevard
North/South: Homestake Road
East/West: Kearns Boulevard
Jurisdiction: Park City
Project Title: Yarrow
Project No: UT22-2092
Weather: Clear

Date: 1-29-22, Sat
Day of Week Adjustment: 100.0%
Month of Year Adjustment: 100.0%
Adjustment Station #: 606
Growth Rate: 0.0%
Number of Years: 0

AM PEAK HOUR PERIOD: **8:45 AM-9:45 AM**
AM PEAK 15 MINUTE PERIOD: **8:45 AM-9:00 AM**
AM PHF: **0.56**

MIDDAY PEAK HOUR PERIOD: **-**
MIDDAY PEAK 15 MINUTE PERIOD: **-**
MIDDAY PHF:

PM PEAK HOUR PERIOD: **4:00 PM-5:00 PM**
PM PEAK 15 MINUTE PERIOD: **4:45 PM-5:00 PM**
PM PHF: **0.72**



RAW COUNT SUMMARIES	Homestake Road Northbound				Homestake Road 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 PEAK PERIOD COUNTS

Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
8:00 - 8:15	1	0	5	0	0	0	0	0	0	0	0	0	4	0	0	0	10
8:15 - 8:30	2	0	4	2	0	0	0	0	0	0	3	0	0	0	0	0	9
8:30 - 8:45	0	0	3	0	0	0	0	0	0	0	4	0	4	0	0	0	11
8:45 - 9:00	1	0	7	0	0	0	0	0	0	0	6	0	14	0	0	0	28
9:00 - 9:15	0	0	3	0	0	0	0	0	0	0	2	0	4	0	0	0	9
9:15 - 9:30	1	0	4	0	0	0	0	0	0	0	3	0	0	0	0	0	8
9:30 - 9:45	1	0	10	1	0	0	0	0	0	0	2	0	5	0	0	0	18
9:45 - 10:00	1	0	11	1	0	0	0	0	0	0	1	0	4	0	0	0	17

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	10	0	0	0	0	0	0	0	4	0	2	0	0	0	16
15:15 - 15:30	0	0	8	8	0	0	0	0	0	0	3	0	7	0	0	0	18
15:30 - 15:45	1	0	9	0	0	0	0	0	0	0	4	0	3	0	0	0	17
15:45 - 16:00	1	0	18	0	0	0	0	0	0	0	0	0	7	0	0	0	26
16:00 - 16:15	2	0	15	7	0	0	0	0	0	0	2	0	6	0	0	0	25
16:15 - 16:30	2	0	15	7	0	0	0	0	0	0	2	0	6	0	0	0	25
16:30 - 16:45	1	0	12	10	0	0	0	0	0	0	4	0	6	0	0	0	23
16:45 - 17:00	5	0	30	6	0	0	0	0	0	0	0	0	4	0	0	0	39

Intersection Turning Movement Summary

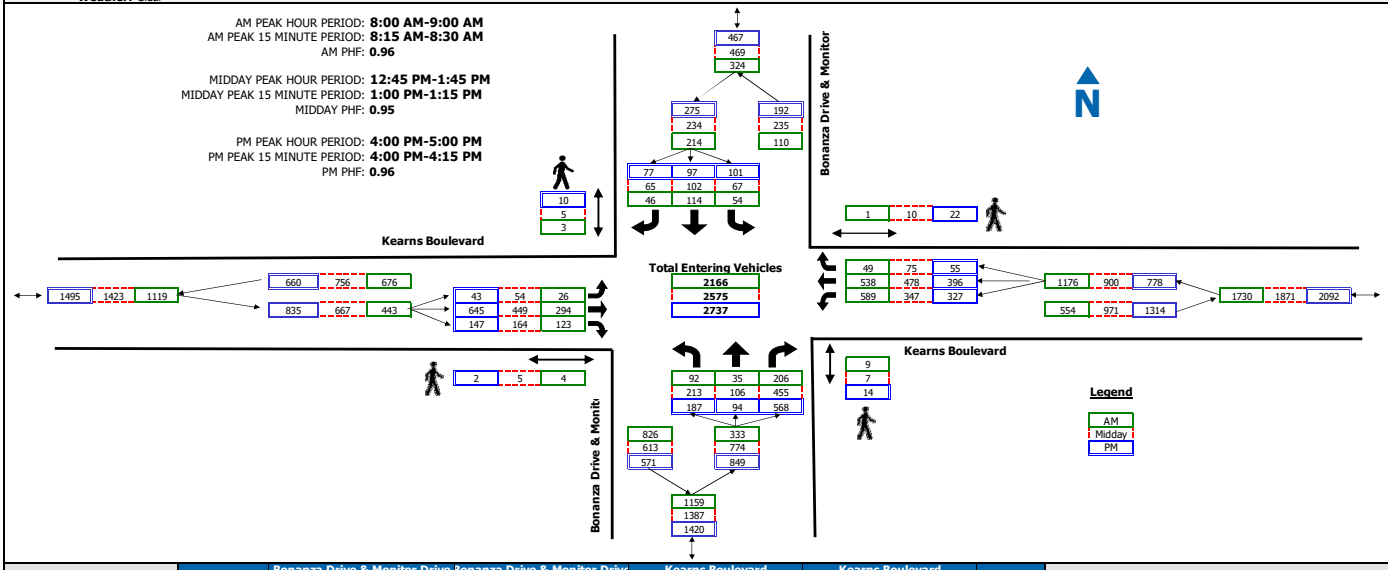
Intersection: Bonanza Drive & Monitor Drive / Kearns Boulevard
North/South Road: Bonanza Drive & Monitor Drive
East/West Road: Kearns Boulevard
Jurisdiction: Park City
Project Title: Kearns & Park TIS & PS
Project No: UT23-2615
Weather: Clear

Date: 2-23-24, Fri
Day of Week Adjustment: 100.0%
Month of Year Adjustment: 100.0%
Adjustment Station #: 0
Growth Rate: 0.0%
Number of Years: 0

AM PEAK HOUR PERIOD: **8:00 AM-9:00 AM**
AM PEAK 15 MINUTE PERIOD: **8:15 AM-8:30 AM**
AM PHF: **0.96**

MIDDAY PEAK HOUR PERIOD: **12:45 PM-1:45 PM**
MIDDAY PEAK 15 MINUTE PERIOD: **1:00 PM-1:15 PM**
MIDDAY PHF: **0.95**

PM PEAK HOUR PERIOD: **4:00 PM-5:00 PM**
PM PEAK 15 MINUTE PERIOD: **4:00 PM-4:15 PM**
PM PHF: **0.96**



COUNT SUMMARY	Bonanza Drive & Monitor Drive Northbound				Bonanza Drive & Monitor Drive 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**
7:00 - 7:15	11	3	25	2	8	8	4	0	4	46	14	0	96	83	13	0	315
7:15 - 7:30	19	7	41	1	13	12	9	0	4	62	16	1	140	73	7	0	403
7:30 - 7:45	18	7	36	0	14	8	7	0	3	74	37	0	149	107	11	0	471
7:45 - 8:00	9	3	41	0	15	19	10	0	10	88	22	0	130	111	14	0	472
8:00 - 8:15	18	6	49	7	9	19	8	0	7	80	18	2	149	141	11	0	515
8:15 - 8:30	20	9	55	1	16	27	16	2	5	76	30	0	157	144	8	0	563
8:30 - 8:45	29	7	58	1	16	37	11	1	6	69	38	2	132	130	10	0	543
8:45 - 9:00	25	13	44	0	13	31	11	0	8	69	37	0	151	123	20	1	545
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	28	19	46	2	16	31	16	1	16	70	56	1	142	128	15	1	583
9:15 - 9:30	22	11	34	2	15	50	11	1	13	74	53	0	137	111	15	1	546
9:30 - 9:45	31	9	52	2	19	33	18	2	10	78	44	0	148	131	15	0	588
9:45 - 10:00	30	12	59	3	10	32	11	0	11	78	47	1	161	125	21	2	597
10:00 - 10:15	31	15	67	3	19	21	10	1	9	95	37	1	117	144	23	2	588
10:15 - 10:30	30	14	74	1	13	19	14	1	12	88	41	0	104	110	18	4	537
10:30 - 10:45	23	13	79	0	14	15	16	1	5	89	39	0	84	110	12	3	499
10:45 - 11:00	32	15	72	1	15	17	24	1	9	82	44	2	99	121	20	1	550
11:00 - 11:15	34	10	69	0	17	24	14	0	9	82	37	0	101	111	13	0	521
11:15 - 11:30	47	19	65	0	19	24	14	4	12	90	33	0	93	101	16	0	533
11:30 - 11:45	34	22	81	2	21	30	19	2	8	105	43	0	94	108	21	1	586
11:45 - 12:00	33	19	99	2	12	25	19	1	17	94	43	1	112	130	20	0	623
12:00 - 12:15	33	29	85	2	16	32	23	0	22	131	49	1	99	131	19	2	669
12:15 - 12:30	55	28	93	0	18	21	20	6	11	124	53	0	96	107	11	7	637
12:30 - 12:45	34	30	98	0	19	25	18	1	13	116	28	1	86	103	17	4	587
12:45 - 13:00	64	31	129	3	13	28	17	3	17	100	34	2	88	113	16	3	650
13:00 - 13:15	47	20	104	2	17	22	13	1	10	125	52	1	101	138	27	1	676
13:15 - 13:30	56	24	107	2	20	27	21	0	11	117	44	2	67	126	15	4	635
13:30 - 13:45	46	31	115	0	17	25	14	1	16	107	34	0	91	101	17	2	614
13:45 - 14:00	46	23	102	1	14	23	12	0	12	130	55	0	81	109	11	1	618
14:00 - 14:15	49	22	119	1	21	20	19	1	8	121	52	3	82	111	7	2	631
14:15 - 14:30	45	14	111	2	17	28	19	0	15	133	57	0	84	115	19	3	657
14:30 - 14:45	56	17	121	4	19	23	13	0	9	124	41	1	90	106	10	0	629
14:45 - 15:00	35	16	130	1	13	25	24	1	12	113	45	0	100	105	10	3	628
15:00 - 15:15	41	29	139	1	19	17	17	1	12	147	44	0	85	84	13	5	647
15:15 - 15:30	35	29	138	6	26	18	11	0	11	126	29	0	85	103	19	1	630
15:30 - 15:45	58	19	131	7	24	20	10	5	14	140	37	1	65	96	10	8	624
15:45 - 16:00	38	22	134	8	28	17	15	1	16	153	42	4	78	103	17	3	663
PM PERIOD COUNTS																	
Period	**A**	**B**	**C**	**D**	**E**	**F**	**G**	**H**	**I**	**J**	**K**	**L**	**M**	**N**	**O**	**P**	**TOTAL**
16:00 - 16:15	51	22	163	2	18	30	14	4	8	156	42	0	86	104	16	4	710
16:15 - 16:30	58	22	146	4	32	27	16	1	14	150	40	0	60	101	16	7	682
16:30 - 16:45	48	26	142	2	32	14	19	3	13	169	31	2	89	88	10	4	681
16:45 - 17:00	30	24	117	6	19	26	28	2	8	170	34	0	92	103	13	7	664
17:00 - 17:15	33	15	126	18	31	12	18	13	19	154	20	3	71	105	20	6	624
17:15 - 17:30	36	16	110	7	32	27	15	0	10	141	31	0	83	123	14	6	638
17:30 - 17:45	32	13	118	5	27	21	17	4	7	140	19	2	77	118	15	4	604
17:45 - 18:00	29	16	91	6	21	25	17	1	10	151	36	0	84	91	11	7	582

Intersection Turning Movement Summary

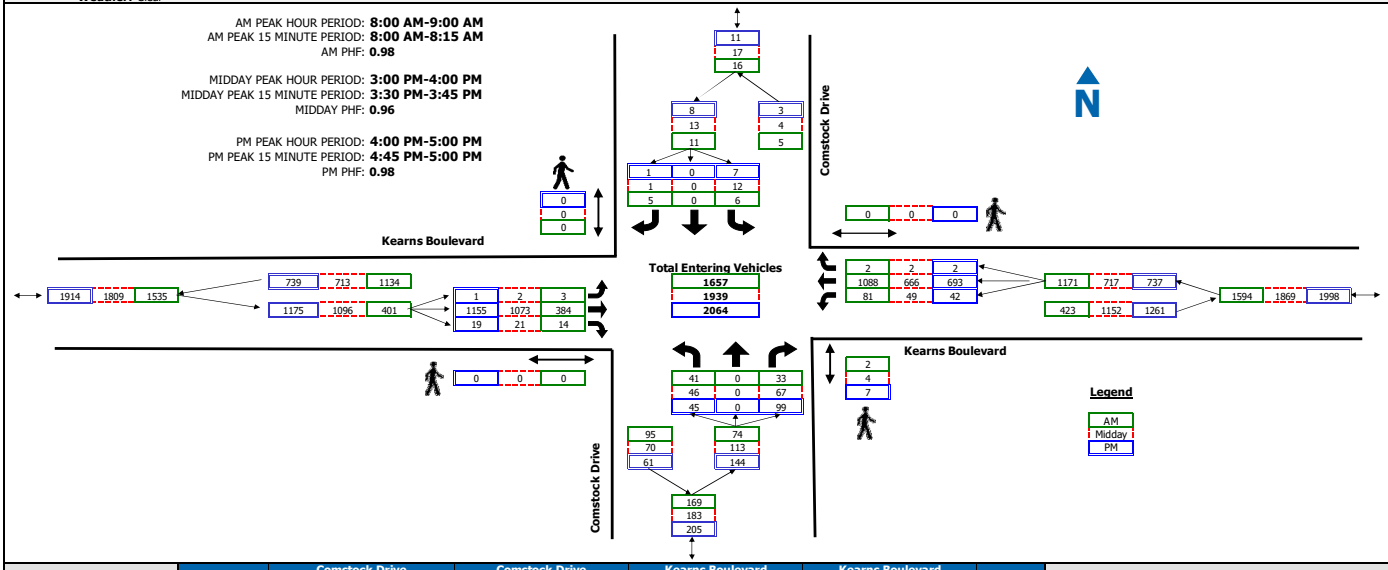
Intersection: Comstock Drive / Kearns Boulevard
North/South Road: Comstock Drive
East/West Road: Kearns Boulevard
Jurisdiction: Park City
Project Title: Kearns & Park TIS & PS
Project No: UT23-2615
Weather: Clear

Date: 2-23-24, Fri
Day of Week Adjustment: 100.0%
Month of Year Adjustment: 100.0%
Adjustment Station #: 0
Growth Rate: 0.0%
Number of Years: 0

AM PEAK HOUR PERIOD: **8:00 AM-9:00 AM**
AM PEAK 15 MINUTE PERIOD: **8:00 AM-8:15 AM**
AM PHF: **0.98**

MIDDAY PEAK HOUR PERIOD: **3:00 PM-4:00 PM**
MIDDAY PEAK 15 MINUTE PERIOD: **3:30 PM-3:45 PM**
MIDDAY PHF: **0.96**

PM PEAK HOUR PERIOD: **4:00 PM-5:00 PM**
PM PEAK 15 MINUTE PERIOD: **4:45 PM-5:00 PM**
PM PHF: **0.98**



COUNT SUMMARY	Comstock Drive Northbound				Comstock Drive 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
7:00 - 7:15	5	0	8	0	0	0	0	0	1	47	0	0	4	190	1	0	256
7:15 - 7:30	2	0	2	0	0	0	0	0	4	74	1	0	7	218	2	0	310
7:30 - 7:45	9	0	9	0	3	0	0	0	0	78	1	0	22	261	0	0	383
7:45 - 8:00	5	0	7	0	2	0	1	0	1	83	2	0	22	247	0	0	370
8:00 - 8:15	11	0	10	0	0	0	0	0	0	100	5	0	20	278	0	0	424
8:15 - 8:30	7	0	6	1	3	0	0	0	1	92	2	0	16	278	0	0	405
8:30 - 8:45	15	0	10	0	2	0	2	0	1	102	6	0	16	251	0	0	405
8:45 - 9:00	8	0	7	1	1	0	3	0	1	90	1	0	29	281	2	0	423

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	9	0	4	1	0	0	0	0	1	91	2	0	12	278	1	0	398
9:15 - 9:30	8	1	6	1	3	0	0	0	2	76	4	0	22	255	0	0	377
9:30 - 9:45	10	0	11	0	1	1	2	0	3	95	8	0	9	281	0	0	421
9:45 - 10:00	7	0	7	0	4	0	2	0	0	101	6	0	11	290	1	0	429
10:00 - 10:15	7	0	9	0	4	0	1	0	0	136	2	0	15	257	0	0	431
10:15 - 10:30	4	0	5	0	0	0	0	0	2	147	5	0	17	208	0	0	388
10:30 - 10:45	7	0	10	0	3	0	1	0	0	138	3	0	11	190	2	0	365
10:45 - 11:00	7	0	11	6	2	0	2	0	1	151	2	0	13	214	4	0	407
11:00 - 11:15	11	0	16	1	0	0	0	0	1	125	5	0	9	203	0	0	370
11:15 - 11:30	9	0	9	1	4	0	0	0	2	147	2	0	5	193	0	0	371
11:30 - 11:45	12	0	7	0	3	0	4	0	2	173	4	0	13	202	0	0	420
11:45 - 12:00	10	0	9	0	2	0	4	0	0	176	3	0	15	222	2	0	443
12:00 - 12:15	8	0	13	1	2	0	1	0	2	188	5	0	11	227	1	0	458
12:15 - 12:30	10	0	17	3	3	0	1	0	2	187	6	0	12	203	0	0	441
12:30 - 12:45	11	0	10	0	1	0	1	1	1	196	3	0	7	167	0	0	397
12:45 - 13:00	9	0	9	2	0	0	0	1	0	201	3	0	6	244	1	0	473
13:00 - 13:15	10	0	12	0	2	0	0	0	0	209	10	0	8	215	0	0	466
13:15 - 13:30	9	0	20	0	1	0	2	0	1	220	4	0	8	168	2	0	435
13:30 - 13:45	8	0	19	0	6	0	1	0	1	212	7	0	10	180	0	0	444
13:45 - 14:00	6	0	21	0	3	0	0	0	1	202	5	0	8	211	1	0	458
14:00 - 14:15	7	0	12	1	3	0	1	0	1	222	0	0	4	151	1	0	402
14:15 - 14:30	10	0	15	4	4	0	1	0	0	234	4	0	14	184	0	0	466
14:30 - 14:45	10	0	13	3	1	0	1	0	0	212	1	0	12	196	0	0	446
14:45 - 15:00	10	0	17	1	0	0	0	0	0	238	9	0	13	169	1	0	457
15:00 - 15:15	12	0	11	0	4	0	0	0	0	246	6	0	11	156	0	0	446
15:15 - 15:30	11	0	18	0	3	0	0	0	1	263	1	0	12	174	0	0	483
15:30 - 15:45	15	0	19	2	4	0	0	0	1	287	6	0	15	159	0	0	506
15:45 - 16:00	8	0	19	2	1	0	1	0	0	277	8	0	11	177	2	0	504

PM PERIOD COUNTS

Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
16:00 - 16:15	14	0	21	6	4	0	1	0	0	281	5	0	8	180	1	0	515
16:15 - 16:30	9	0	32	1	1	0	0	0	0	307	5	0	9	143	0	0	506
16:30 - 16:45	11	0	18	0	1	0	0	0	0	295	5	0	8	175	1	0	514
16:45 - 17:00	11	0	28	0	1	0	0	0	1	272	4	0	17	195	0	0	529
17:00 - 17:15	18	0	35	0	1	0	2	0	1	277	2	0	9	144	1	0	490
17:15 - 17:30	12	0	32	1	0	0	0	0	0	233	2	0	18	185	0	0	482
17:30 - 17:45	15	0	34	0	0	1	0	0	0	228	1	0	13	167	0	0	459
17:45 - 18:00	11	0	41	0	3	0	1	0	0	228	5	0	14	143	1	0	447

TrafficCounts

2364 North 1450 East
Lehi, UT 84043
801.636.0891

Intersection Turning Movement Summary

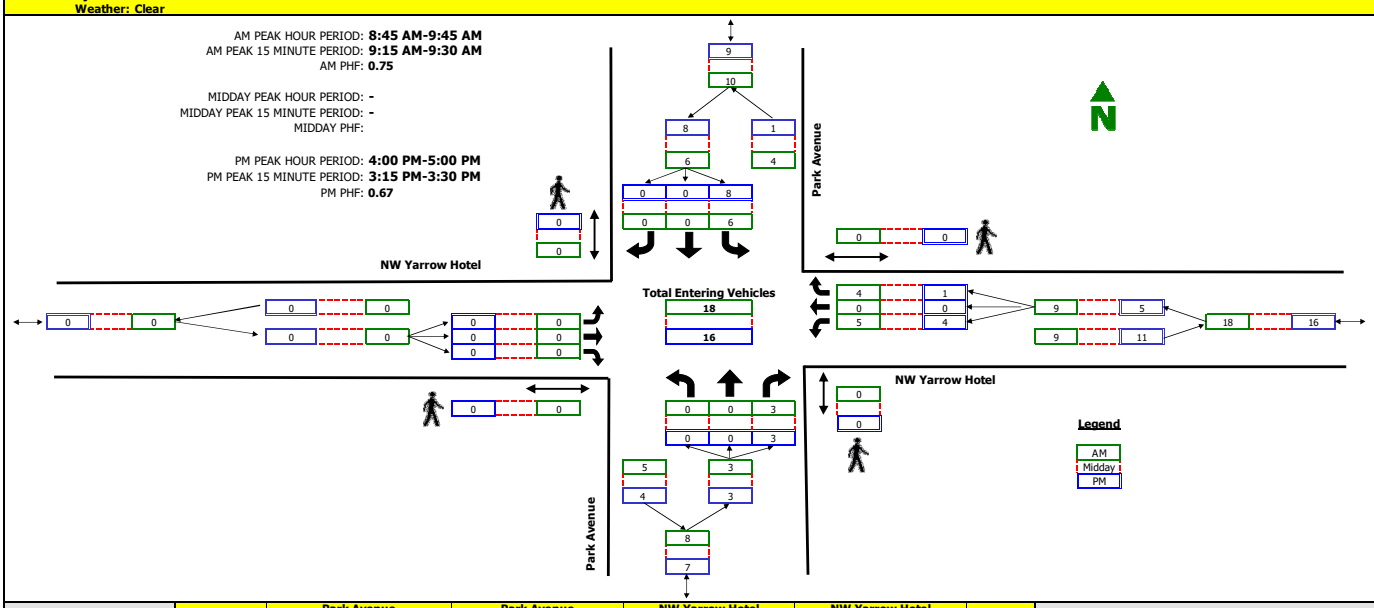
Intersection: Park Avenue / NW Yarrow Hotel
North/South: Park Avenue
East/West: NW Yarrow Hotel
Jurisdiction: Park City
Project Title: Yarrow
Project No: UT22-2092
Weather: Clear

Date: 1-29-22, Sat
Day of Week Adjustment: 100.0%
Month of Year Adjustment: 100.0%
Adjustment Station #: 605
Growth Rate: 0.0%
Number of Years: 0

AM PEAK HOUR PERIOD: **8:45 AM-9:45 AM**
AM PEAK 15 MINUTE PERIOD: **9:15 AM-9:30 AM**
AM PHF: **0.75**

MIDDAY PEAK HOUR PERIOD: **-**
MIDDAY PEAK 15 MINUTE PERIOD: **-**
MIDDAY PHF:

PM PEAK HOUR PERIOD: **4:00 PM-5:00 PM**
PM PEAK 15 MINUTE PERIOD: **3:15 PM-3:30 PM**
PM PHF: **0.67**



RAW COUNT SUMMARIES	Park Avenue Northbound				Park Avenue Southbound				NW Yarrow Hotel Eastbound				NW Yarrow Hotel Westbound				TOTAL
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	

AM PEAK PERIOD COUNTS

Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
8:00 - 8:15	0	0	0	0	3	0	0	0	0	0	0	0	1	0	1	0	5
8:15 - 8:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 - 8:45	0	0	1	0	1	0	0	0	0	0	0	0	1	0	1	0	4
8:45 - 9:00	0	0	1	0	2	0	0	0	0	0	0	0	1	0	1	0	5
9:00 - 9:15	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2
9:15 - 9:30	0	0	1	0	3	0	0	0	0	0	0	0	2	0	0	0	6
9:30 - 9:45	0	0	0	0	0	0	0	0	0	0	0	0	2	0	3	0	5
9:45 - 10:00	0	0	1	0	1	0	0	0	0	0	0	0	1	0	1	0	4

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 PEAK 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	2	0	0	0	0	0	0	0	0	0	0	0	4
15:15 - 15:30	0	0	5	0	1	0	0	0	0	0	0	0	0	0	0	0	6
15:30 - 15:45	0	0	1	0	2	0	0	0	0	0	0	0	1	0	0	0	4
15:45 - 16:00	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	2
16:00 - 16:15	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3
16:15 - 16:30	0	0	0	0	3	0	0	0	0	0	0	0	2	0	0	0	5
16:30 - 16:45	0	0	2	0	2	0	0	0	0	0	0	0	0	0	1	0	5
16:45 - 17:00	0	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	3

TrafficCounts

2364 North 1450 East
Lehi, UT 84043
801.636.0891

Intersection Turning Movement Summary

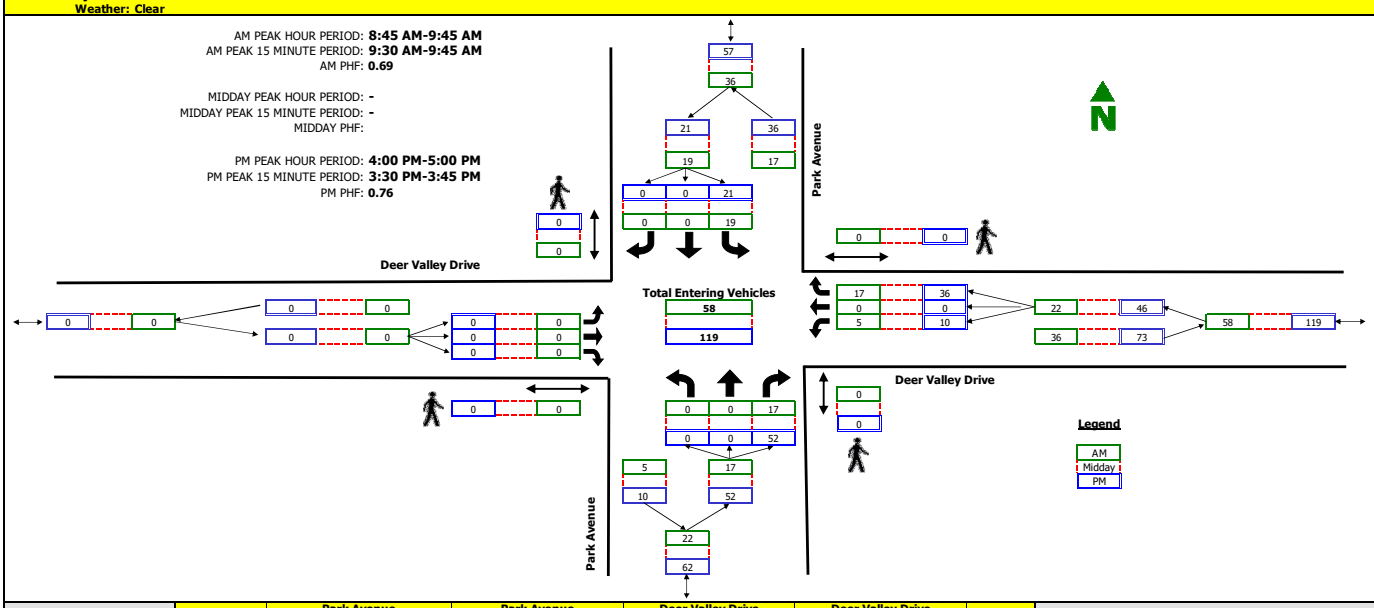
Intersection: Park Avenue / Deer Valley Drive
North/South: Park Avenue
East/West: Deer Valley Drive
Jurisdiction: Park City
Project Title: Yarrow
Project No: UT22-2092
Weather: Clear

Date: 1-29-22, Sat
Day of Week Adjustment: 100.0%
Month of Year Adjustment: 100.0%
Adjustment Station #: 605
Growth Rate: 0.0%
Number of Years: 0

AM PEAK HOUR PERIOD: **8:45 AM-9:45 AM**
AM PEAK 15 MINUTE PERIOD: **9:30 AM-9:45 AM**
AM PHF: **0.69**

MIDDAY PEAK HOUR PERIOD: **-**
MIDDAY PEAK 15 MINUTE PERIOD: **-**
MIDDAY PHF:

PM PEAK HOUR PERIOD: **4:00 PM-5:00 PM**
PM PEAK 15 MINUTE PERIOD: **3:30 PM-3:45 PM**
PM PHF: **0.76**



RAW COUNT SUMMARIES	Park Avenue Northbound				Park Avenue Southbound				Deer Valley Drive Eastbound				Deer Valley Drive Westbound				TOTAL
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	

AM PEAK 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	1	0	0	0	0	0	0	0	2	0	1	0	7
8:15 - 8:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
8:30 - 8:45	0	0	1	0	0	0	0	0	0	0	0	0	1	0	4	0	6
8:45 - 9:00	0	0	4	0	2	0	0	0	0	0	0	0	1	0	6	0	13
9:00 - 9:15	0	0	3	0	3	0	0	0	0	0	0	0	1	0	3	0	10
9:15 - 9:30	0	0	4	0	5	0	0	0	0	0	0	0	2	0	3	0	14
9:30 - 9:45	0	0	6	0	9	0	0	0	0	0	0	0	1	0	5	0	21
9:45 - 10:00	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	4

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	11	0	13	0	0	0	0	0	0	0	2	0	5	0	31
15:15 - 15:30	0	0	7	0	8	0	0	0	0	0	0	0	5	0	1	0	21
15:30 - 15:45	0	0	15	0	7	0	0	0	0	0	0	0	4	0	13	0	39
15:45 - 16:00	0	0	12	0	10	0	0	0	0	0	0	0	1	0	7	0	30
16:00 - 16:15	0	0	10	0	5	0	0	0	0	0	0	0	2	0	9	0	26
16:15 - 16:30	0	0	11	0	7	0	0	0	0	0	0	0	4	0	7	0	29
16:30 - 16:45	0	0	16	0	4	0	0	0	0	0	0	0	1	0	10	0	31
16:45 - 17:00	0	0	15	0	5	0	0	0	0	0	0	0	3	0	10	0	33

Intersection Turning Movement Summary

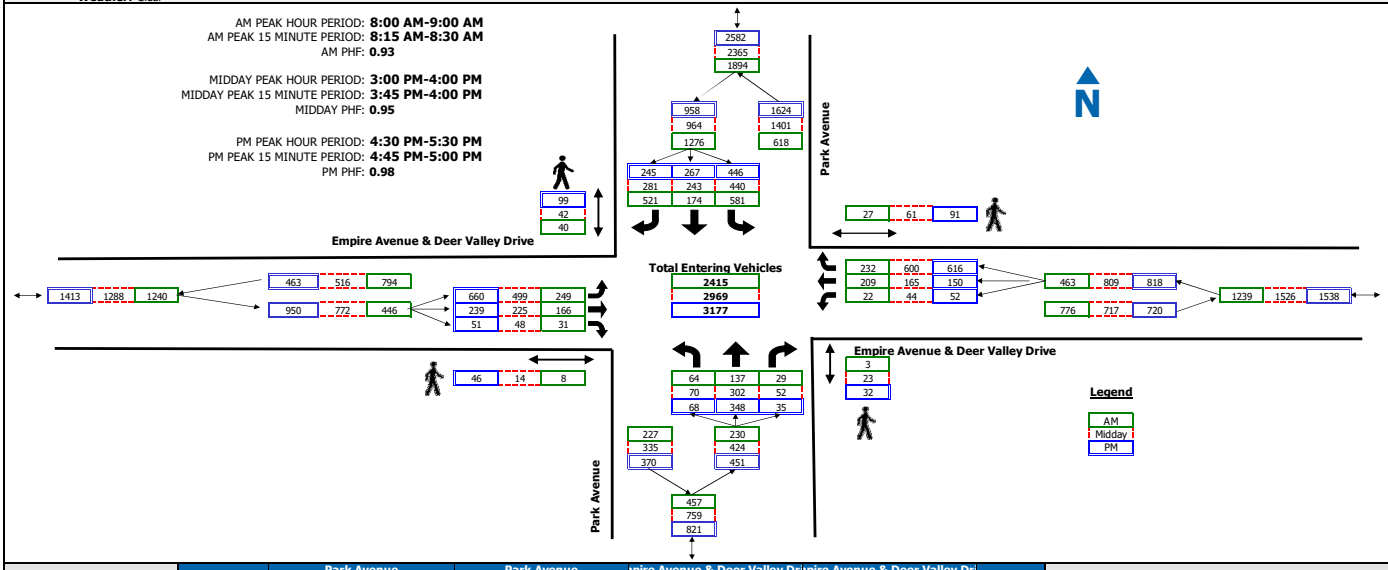
Intersection: Park Avenue / Empire Avenue & Deer Valley Drive
North/South Road: Park Avenue
East/West Road: Empire Avenue & Deer Valley Drive
Jurisdiction: Park City
Project Title: Kearns & Park TIS & PS
Project No: UT23-2615
Weather: Clear

Date: 2-23-24, Fri
Day of Week Adjustment: 100.0%
Month of Year Adjustment: 100.0%
Adjustment Station #: 0
Growth Rate: 0.0%
Number of Years: 0

AM PEAK HOUR PERIOD: **8:00 AM-9:00 AM**
AM PEAK 15 MINUTE PERIOD: **8:15 AM-8:30 AM**
AM PHF: **0.93**

MIDDAY PEAK HOUR PERIOD: **3:00 PM-4:00 PM**
MIDDAY PEAK 15 MINUTE PERIOD: **3:45 PM-4:00 PM**
MIDDAY PHF: **0.95**

PM PEAK HOUR PERIOD: **4:30 PM-5:30 PM**
PM PEAK 15 MINUTE PERIOD: **4:45 PM-5:00 PM**
PM PHF: **0.98**



COUNT SUMMARY	Park Avenue Northbound				Park Avenue Southbound				Empire Avenue & Deer Valley Dr Eastbound				Empire Avenue & Deer Valley Dr 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
7:00 - 7:15	2	20	4	1	100	23	78	3	32	9	5	0	1	6	51	2	331
7:15 - 7:30	9	26	5	2	126	26	77	2	24	20	6	0	7	13	45	4	384
7:30 - 7:45	5	18	14	5	160	55	108	2	52	13	10	0	3	22	38	8	498
7:45 - 8:00	13	27	5	1	162	61	100	8	45	19	11	2	12	29	44	2	528
8:00 - 8:15	8	25	14	1	165	51	143	13	52	35	4	2	4	33	62	7	596
8:15 - 8:30	17	40	3	0	158	41	169	7	68	42	6	0	5	59	42	10	650
8:30 - 8:45	17	38	8	2	122	34	115	6	71	51	10	0	7	69	80	5	622
8:45 - 9:00	22	34	4	0	136	48	94	14	58	38	11	6	6	48	48	5	547

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	17	36	5	5	119	42	88	3	53	40	20	1	13	59	55	1	547
9:15 - 9:30	11	43	11	1	148	73	125	8	47	32	16	1	11	45	71	8	633
9:30 - 9:45	10	42	8	2	158	81	100	22	57	30	12	5	9	53	54	3	614
9:45 - 10:00	19	54	13	1	148	80	122	12	62	33	9	1	12	33	85	5	670
10:00 - 10:15	13	50	11	5	148	65	108	2	64	28	13	2	10	42	87	8	639
10:15 - 10:30	21	49	17	0	140	64	102	10	61	31	8	1	17	33	86	10	629
10:30 - 10:45	17	43	10	0	140	49	99	7	57	35	12	1	10	27	106	2	605
10:45 - 11:00	14	54	14	4	123	72	104	6	69	36	19	0	14	33	97	9	649
11:00 - 11:15	9	66	11	5	115	63	77	7	53	37	7	4	9	32	96	8	575
11:15 - 11:30	15	44	15	0	132	62	79	16	63	44	10	5	4	33	109	3	610
11:30 - 11:45	13	53	10	0	112	70	81	6	56	23	20	1	8	30	129	3	605
11:45 - 12:00	14	68	9	0	122	58	79	4	68	39	11	4	7	34	120	5	629
12:00 - 12:15	17	84	12	2	115	73	89	12	74	35	11	6	10	27	132	8	679
12:15 - 12:30	13	50	9	5	130	57	72	9	63	42	16	1	12	30	145	4	639
12:30 - 12:45	13	80	14	2	98	59	73	3	70	28	14	5	9	33	138	10	629
12:45 - 13:00	10	62	20	2	92	48	105	5	76	52	14	0	10	35	112	5	636
13:00 - 13:15	26	60	8	0	126	57	88	8	72	42	9	0	13	33	149	4	683
13:15 - 13:30	14	59	5	0	109	66	97	3	52	40	15	3	5	39	134	8	635
13:30 - 13:45	15	50	13	4	107	48	74	6	69	26	14	4	11	39	131	1	597
13:45 - 14:00	21	62	14	0	100	62	65	10	82	22	8	9	8	31	119	4	594
14:00 - 14:15	11	49	8	1	108	71	90	14	71	46	15	7	10	27	130	10	636
14:15 - 14:30	15	80	20	1	117	41	70	1	74	52	13	1	9	35	167	5	693
14:30 - 14:45	16	73	15	0	108	62	67	8	94	37	21	1	12	33	118	4	656
14:45 - 15:00	18	60	7	11	91	63	66	8	86	43	16	1	9	33	150	19	642
15:00 - 15:15	19	60	17	1	106	58	63	9	116	50	9	0	13	31	148	5	690
15:15 - 15:30	19	82	10	0	110	64	77	2	122	58	15	0	14	47	150	7	768
15:30 - 15:45	19	77	12	3	111	59	63	14	126	51	9	7	6	45	154	15	732
15:45 - 16:00	13	83	13	19	113	62	78	17	135	66	15	7	11	42	148	34	779

PM PERIOD COUNTS

Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
16:00 - 16:15	24	80	9	7	99	56	76	21	151	77	12	14	20	31	130	30	765
16:15 - 16:30	16	78	6	19	115	54	80	20	163	57	19	11	12	30	128	22	758
16:30 - 16:45	17	95	10	4	109	63	68	27	148	52	12	13	11	47	160	22	792
16:45 - 17:00	16	71	3	9	114	74	72	40	177	63	10	16	18	43	153	28	814
17:00 - 17:15	15	89	13	17	98	62	53	19	191	67	17	11	14	37	140	21	796
17:15 - 17:30	20	93	9	2	125	68	52	13	144	57	12	6	9	23	163	20	775
17:30 - 17:45	18	92	11	11	114	67	50	18	116	31	13	8	9	24	167	9	712
17:45 - 18:00	21	85	9	10	110	67	54	24	103	35	9	27	11	37	163	11	704

Intersection Turning Movement Summary

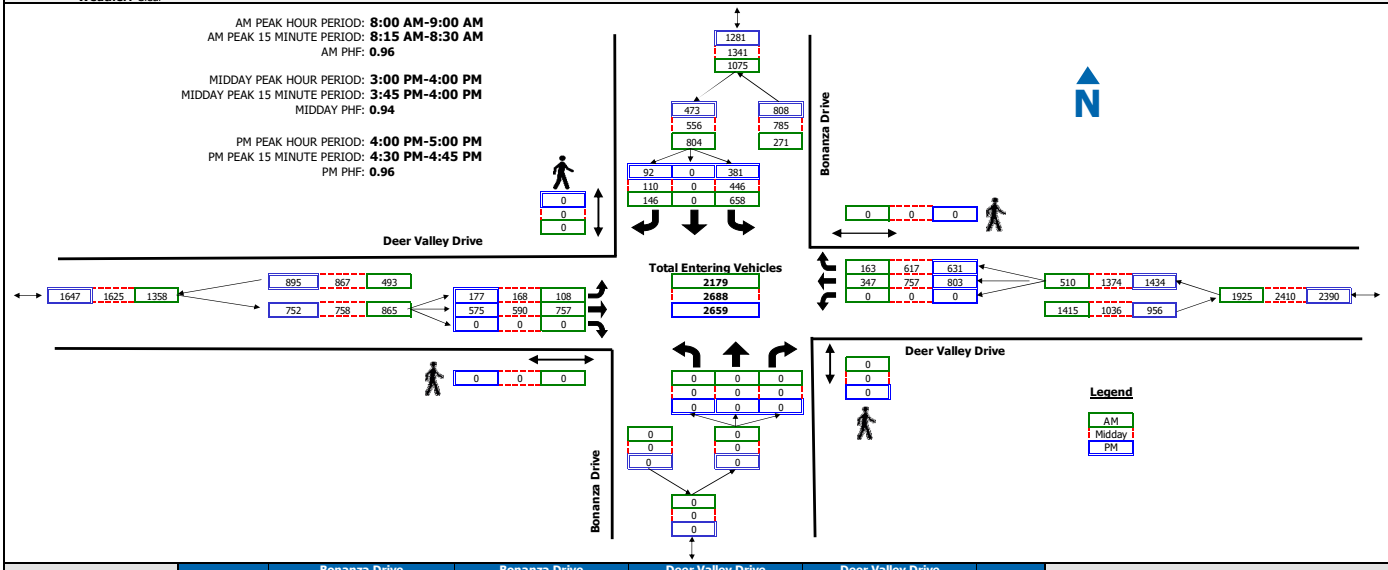
Intersection: Bonanza Drive / Deer Valley Drive
North/South Road: Bonanza Drive
East/West Road: Deer Valley Drive
Jurisdiction: Park City
Project Title: Kearns & Park TIS & PS
Project No: UT23-2615
Weather: Clear

Date: 2-23-24, Fri
Day of Week Adjustment: 100.0%
Month of Year Adjustment: 100.0%
Adjustment Station #: 0
Growth Rate: 0.0%
Number of Years: 0

AM PEAK HOUR PERIOD: **8:00 AM-9:00 AM**
AM PEAK 15 MINUTE PERIOD: **8:15 AM-8:30 AM**
AM PHF: **0.96**

MIDDAY PEAK HOUR PERIOD: **3:00 PM-4:00 PM**
MIDDAY PEAK 15 MINUTE PERIOD: **3:45 PM-4:00 PM**
MIDDAY PHF: **0.94**

PM PEAK HOUR PERIOD: **4:00 PM-5:00 PM**
PM PEAK 15 MINUTE PERIOD: **4:30 PM-4:45 PM**
PM PHF: **0.96**



COUNT SUMMARY	Bonanza Drive Northbound				Bonanza Drive Southbound				Deer Valley Drive Eastbound				Deer Valley Drive 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
7:00 - 7:15	0	0	0	0	94	0	13	0	9	103	0	0	0	54	22	0	295
7:15 - 7:30	0	0	0	0	140	0	19	0	18	139	0	0	0	50	35	0	401
7:30 - 7:45	0	0	0	0	166	0	17	0	19	181	0	0	0	42	20	0	445
7:45 - 8:00	0	0	0	0	161	0	27	0	13	212	0	0	0	70	30	0	513
8:00 - 8:15	0	0	0	0	153	0	27	0	29	196	0	0	0	78	35	0	518
8:15 - 8:30	0	0	0	0	179	0	47	0	23	203	0	0	0	73	45	0	570
8:30 - 8:45	0	0	0	0	162	0	42	0	26	175	0	0	0	110	41	0	556
8:45 - 9:00	0	0	0	0	164	0	30	0	30	183	0	0	0	86	42	0	535

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	182	0	47	0	23	177	0	0	0	81	48	0	558
9:30 - 9:45	0	0	0	0	205	0	34	0	17	208	0	0	0	85	36	0	585
9:45 - 10:00	0	0	0	0	211	0	34	0	27	185	0	0	0	91	59	0	607
10:00 - 10:15	0	0	0	0	135	0	40	0	20	168	0	0	0	109	73	0	545
10:15 - 10:30	0	0	0	0	138	0	32	0	28	167	0	0	0	119	88	0	572
10:30 - 10:45	0	0	0	0	103	0	32	0	31	160	0	0	0	114	82	0	522
10:45 - 11:00	0	0	0	0	121	0	30	0	28	142	0	0	0	114	79	0	514
11:00 - 11:15	0	0	0	0	86	0	38	0	34	151	0	0	0	113	67	0	489
11:15 - 11:30	0	0	0	0	99	0	29	0	32	158	0	0	0	129	79	0	526
11:30 - 11:45	0	0	0	0	127	0	28	0	24	137	0	0	0	146	94	0	556
11:45 - 12:00	0	0	0	0	102	0	30	0	28	148	0	0	0	142	105	0	555
12:00 - 12:15	0	0	0	0	108	0	23	0	28	137	0	0	0	146	118	0	560
12:15 - 12:30	0	0	0	0	116	0	36	0	38	141	0	0	0	153	98	0	582
12:30 - 12:45	0	0	0	0	89	0	26	0	32	132	0	0	0	164	98	0	541
12:45 - 13:00	0	0	0	0	96	0	31	0	39	124	0	0	0	126	126	0	542
13:00 - 13:15	0	0	0	0	101	0	33	0	38	140	0	0	0	175	123	0	610
13:15 - 13:30	0	0	0	0	99	0	34	0	39	132	0	0	0	147	104	0	555
13:30 - 13:45	0	0	0	0	80	0	44	0	26	134	0	0	0	147	123	0	554
13:45 - 14:00	0	0	0	0	102	0	34	0	38	110	0	0	0	143	109	0	536
14:00 - 14:15	0	0	0	0	109	0	23	0	40	131	0	0	0	161	122	0	586
14:15 - 14:30	0	0	0	0	105	0	37	0	43	161	0	0	0	200	120	0	666
14:30 - 14:45	0	0	0	0	115	0	27	0	35	135	0	0	0	138	118	0	568
14:45 - 15:00	0	0	0	0	132	0	24	0	35	127	0	0	0	191	145	0	654
15:00 - 15:15	0	0	0	0	125	0	27	0	36	138	0	0	0	165	154	0	645
15:15 - 15:30	0	0	0	0	115	0	30	0	47	151	0	0	0	191	143	0	677
15:30 - 15:45	0	0	0	0	108	0	24	0	29	139	0	0	0	200	150	0	650
15:45 - 16:00	0	0	0	0	98	0	29	0	56	162	0	0	0	201	170	0	716

PM PERIOD COUNTS

Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
16:00 - 16:15	0	0	0	0	109	0	28	0	60	142	0	0	0	174	181	0	694
16:15 - 16:30	0	0	0	0	92	0	20	0	47	150	0	0	0	187	167	0	663
16:30 - 16:45	0	0	0	0	90	0	18	0	36	146	0	0	0	229	177	0	696
16:45 - 17:00	0	0	0	0	90	0	26	0	34	137	0	0	0	213	106	0	606
17:00 - 17:15	0	0	0	0	80	0	18	0	50	150	0	0	0	203	137	0	638
17:15 - 17:30	0	0	0	0	105	0	19	0	52	156	0	0	0	204	111	0	647
17:30 - 17:45	0	0	0	0	88	0	16	0	37	138	0	0	0	230	118	0	627
17:45 - 18:00	0	0	0	0	110	0	23	0	19	137	0	0	0	197	131	0	617

APPENDIX D

LOS Results

DRAFT

SimTraffic LOS Report

Project: Park City Kearns & Park TIS
Analysis Period: *Existing (2024) Background*
Time Period: *Morning Peak Hour* **Project #:** *UT23-2615*

Intersection: Park Avenue & Kearns Boulevard
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	T	540	538	100	13.1	*B*
	R	124	128	104	4.8	*A*
	Subtotal	664	666	100	11.5	*B*
SE	L	289	287	99	14.4	*B*
	T	1,252	1,239	99	9.4	*A*
	Subtotal	1,541	1,526	99	10.3	*B*
SW	L	292	289	99	36.8	*D*
	T	0	0	0		
	R	325	324	100	9.1	*A*
	Subtotal	617	613	99	22.2	*C*
Total		2,822	2,805	99	13.2	*B*

Intersection: Northwest Hotel Access/East Reid Building Access & Kearns Boulev
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	1	0	0		
	R	4	4	100	5.2	*A*
	Subtotal	5	4	80	5.2	*A*
SB	***L***	***2***	***2***	***100***	***10.6***	***B***
	R	1	2	200	4.9	*A*
	Subtotal	3	4	133	7.8	*A*
EB	L	1	1	100	9.6	*A*
	T	409	411	101	1.1	*A*
	R	3	3	100	0.9	*A*
	Subtotal	413	415	100	1.1	*A*
WB	L	6	6	100	4.5	*A*
	T	609	608	100	0.4	*A*
	R	4	4	100	0.0	*A*
	Subtotal	619	618	100	0.4	*A*
Total		1,040	1,041	100	0.7	*A*

SimTraffic LOS Report

Project: Park City Kearns & Park TIS
Analysis Period: *Existing (2024) Background*
Time Period: *Morning Peak Hour* **Project #:** *UT23-2615*

Intersection: Snow Creek Drive & Kearns Boulevard
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	6	6	100	13.1	B
	T	***3***	***2***	***67***	***20.1***	***C***
	R	22	20	92	6.0	A
	Subtotal	31	28	90	8.5	A
SB	L	180	180	100	15.8	C
	T	14	14	102	18.9	C
	R	59	59	100	6.9	A
	Subtotal	253	253	100	13.9	B
EB	L	28	26	94	5.8	A
	T	367	369	100	0.1	A
	R	19	20	107	0.0	A
	Subtotal	414	415	100	0.5	A
WB	L	36	34	93	4.6	A
	T	553	554	100	0.7	A
	R	108	104	97	0.4	A
	Subtotal	697	692	99	0.8	A
Total		1,394	1,388	100	3.3	A

Intersection: Homestake Road & Kearns Boulevard
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	***L***	***8***	***7***	***88***	***8.0***	***A***
	R	36	40	110	5.1	A
	Subtotal	44	47	107	5.5	A
EB	T	552	553	100	0.1	A
	R	16	16	102	0.0	A
	Subtotal	568	569	100	0.1	A
WB	L	24	21	88	7.3	A
	T	703	698	99	2.2	A
	Subtotal	727	719	99	2.3	A
Total		1,339	1,335	100	1.5	A

SimTraffic LOS Report

Project: Park City Kearns & Park TIS
Analysis Period: *Existing (2024) Background*
Time Period: *Morning Peak Hour* **Project #:** *UT23-2615*

Intersection: Kearns Boulevard & Bonanza Drive/Monitor Drive
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	L	96	96	100	38.6	*D*
	T	44	46	103	27.6	*C*
	R	215	215	100	4.1	*A*
	Subtotal	355	357	101	16.4	*B*
SE	L	70	75	107	34.6	*C*
	T	131	133	101	32.5	*C*
	R	61	61	100	7.8	*A*
	Subtotal	262	269	103	27.5	*C*
NE	L	38	37	99	38.1	*D*
	T	404	412	102	36.3	*D*
	R	129	126	97	34.1	*C*
	Subtotal	571	575	101	35.9	*D*
SW	L	619	616	99	28.8	*C*
	T	570	562	99	10.3	*B*
	R	53	53	100	6.9	*A*
	Subtotal	1,242	1,231	99	19.4	*B*
Total		2,431	2,432	100	23.8	*C*

Intersection: Comstock Drive & Kearns Boulevard
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	42	45	106	30.1	*C*
	R	34	37	107	7.8	*A*
	Subtotal	76	82	108	20.0	*B*
SB	L	6	6	100	29.2	*C*
	R	5	7	140	25.2	*C*
	Subtotal	11	13	118	27.0	*C*
EB	L	3	2	67	50.7	*D*
	T	641	649	101	5.9	*A*
	R	15	17	115	4.8	*A*
	Subtotal	659	668	101	6.0	*A*
WB	L	84	80	95	13.5	*B*
	T	1,142	1,127	99	10.2	*B*
	R	2	2	100	5.1	*A*
	Subtotal	1,228	1,209	98	10.4	*B*
Total		1,974	1,972	100	9.4	*A*

SimTraffic LOS Report

Project: Park City Kearns & Park TIS
Analysis Period: *Existing (2024) Background*
Time Period: *Morning Peak Hour* **Project #:** *UT23-2615*

Intersection: Park Avenue & West North Hotel Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	659	661	100	1.5	*A*
	R	3	4	133	0.2	*A*
	Subtotal	662	665	100	1.5	*A*
SB	***L***	***6***	***5***	***83***	***12.0***	***B***
	T	1,538	1,523	99	2.1	*A*
	Subtotal	1,544	1,528	99	2.1	*A*
WB	L	5	5	100	10.1	*B*
	R	4	4	100	9.6	*A*
	Subtotal	9	9	100	9.9	*A*
Total		2,215	2,202	99	2.0	*A*

Intersection: Park Avenue & West South Hotel Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	658	660	100	0.8	*A*
	R	3	3	100	0.1	*A*
	Subtotal	661	663	100	0.8	*A*
SB	L	6	6	100	6.7	*A*
	T	1,538	1,522	99	0.8	*A*
	Subtotal	1,544	1,528	99	0.8	*A*
WB	***L***	***5***	***4***	***80***	***10.5***	***B***
	R	4	5	125	8.5	*A*
	Subtotal	9	9	100	9.4	*A*
Total		2,213	2,200	99	0.9	*A*

SimTraffic LOS Report

Project: Park City Kearns & Park TIS
Analysis Period: *Existing (2024) Background*
Time Period: *Morning Peak Hour* **Project #:** *UT23-2615*

Intersection: Park Avenue & Homestake Road
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	625	628	100	2.6	*A*
	R	21	22	106	2.3	*A*
	Subtotal	646	650	101	2.6	*A*
SB	L	21	19	92	8.7	*A*
	T	1,522	1,507	99	1.7	*A*
	Subtotal	1,543	1,526	99	1.8	*A*
WB	***L***	***15***	***17***	***115***	***34.2***	***D***
	R	22	22	101	7.5	*A*
	Subtotal	37	39	105	19.1	*C*
Total		2,225	2,215	100	2.4	*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	66	68	103	43.7	*D*
	T	143	149	104	53.2	*D*
	R	32	32	102	23.5	*C*
	Subtotal	241	249	103	46.8	*D*
SB	L	608	607	100	28.1	*C*
	T	312	306	98	10.1	*B*
	R	547	546	100	6.2	*A*
	Subtotal	1,467	1,459	99	16.1	*B*
EB	L	260	255	98	54.5	*D*
	T	174	168	97	35.9	*D*
	R	32	33	102	25.5	*C*
	Subtotal	466	456	98	45.5	*D*
WB	L	25	22	89	62.3	*E*
	T	251	248	99	43.7	*D*
	R	242	247	102	7.1	*A*
	Subtotal	518	517	100	27.0	*C*
Total		2,692	2,681	100	26.1	*C*

SimTraffic LOS Report

Project: Park City Kearns & Park TIS
Analysis Period: *Existing (2024) Background*
Time Period: *Morning Peak Hour* **Project #:** *UT23-2615*

Intersection: Deer Valley Drive & Bonanza Drive
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	L	699	704	101	23.1	*C*
	R	156	152	97	10.1	*B*
	Subtotal	855	856	100	20.8	*C*
NW	T	362	365	101	12.1	*B*
	R	177	168	95	2.1	*A*
	Subtotal	539	533	99	8.9	*A*
SE	L	114	110	96	20.6	*C*
	T	791	787	99	11.8	*B*
	Subtotal	905	897	99	12.9	*B*
Total		2,299	2,286	99	14.9	*B*

SimTraffic LOS Report

Project: Park City Kearns & Park TIS
Analysis Period: *Existing (2024) Background*
Time Period: *Evening Peak Hour* **Project #:** *UT23-2615*

Intersection: Park Avenue & Kearns Boulevard
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	T	1,425	1,290	91	24.3	C
	R	377	339	90	11.2	B
	Subtotal	1,802	1,629	90	21.6	C
SE	L	324	331	102	51.2	D
	T	1,039	1,030	99	29.4	C
	Subtotal	1,363	1,361	100	34.7	C
SW	L	188	192	102	55.7	E
	R	364	366	101	19.5	B
	Subtotal	552	558	101	32.0	C
Total		3,717	3,548	95	28.3	C

Intersection: Northwest Hotel Access/East Reid Building Access & Kearns Boulev
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	***L***	***2***	***2***	***100***	***13.3***	***B***
	R	5	6	120	6.7	A
	Subtotal	7	8	114	8.4	A
EB	L	3	3	100	4.9	A
	T	695	665	96	1.1	A
	R	3	3	100	1.0	A
	Subtotal	701	671	96	1.1	A
WB	L	6	6	100	9.5	A
	T	540	545	101	2.4	A
	Subtotal	546	551	101	2.5	A
Total		1,254	1,230	98	1.7	A

SimTraffic LOS Report

Project: Park City Kearns & Park TIS
Analysis Period: *Existing (2024) Background*
Time Period: *Evening Peak Hour* **Project #:** *UT23-2615*

Intersection: Snow Creek Drive & Kearns Boulevard
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	6	7	117	15.5	*C*
	T	11	11	102	30.2	*D*
	R	62	67	108	9.8	*A*
	Subtotal	79	85	108	12.9	*B*
SB	L	174	177	102	20.8	*C*
	T	***13***	***14***	***110***	***30.9***	***D***
	R	65	64	98	13.4	*B*
	Subtotal	252	255	101	19.5	*C*
EB	L	55	51	92	5.6	*A*
	T	619	591	95	0.2	*A*
	R	21	22	106	0.0	*A*
	Subtotal	695	664	96	0.6	*A*
WB	L	38	37	99	6.0	*A*
	T	477	482	101	2.1	*A*
	R	140	140	100	0.4	*A*
	Subtotal	655	659	101	2.0	*A*
Total		1,681	1,663	99	4.7	*A*

Intersection: Homestake Road & Kearns Boulevard
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	***L***	***14***	***15***	***109***	***13.1***	***B***
	R	81	80	99	7.9	*A*
	Subtotal	95	95	100	8.7	*A*
EB	T	844	822	97	0.2	*A*
	R	13	13	102	0.0	*A*
	Subtotal	857	835	97	0.2	*A*
WB	L	13	13	102	8.5	*A*
	T	710	717	101	2.4	*A*
	Subtotal	723	730	101	2.5	*A*
Total		1,674	1,660	99	1.7	*A*

SimTraffic LOS Report

Project: Park City Kearns & Park TIS
Analysis Period: *Existing (2024) Background*
Time Period: *Evening Peak Hour* **Project #:** *UT23-2615*

Intersection: Kearns Boulevard & Bonanza Drive/Monitor Drive
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	L	196	196	100	42.3	*D*
	T	120	124	104	37.6	*D*
	R	596	606	102	21.3	*C*
	Subtotal	912	926	102	27.9	*C*
SE	L	124	124	100	41.1	*D*
	T	118	117	100	37.7	*D*
	R	98	101	103	8.4	*A*
	Subtotal	340	342	101	30.3	*C*
NE	L	67	63	94	32.8	*C*
	T	703	687	98	47.8	*D*
	R	154	150	97	44.4	*D*
	Subtotal	924	900	97	46.2	*D*
SW	L	350	351	100	32.8	*C*
	T	430	432	101	12.0	*B*
	R	78	80	103	10.0	*A*
	Subtotal	858	863	101	20.3	*C*
Total		3,032	3,031	100	31.5	*C*

Intersection: Comstock Drive & Kearns Boulevard
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	46	46	99	46.6	*D*
	R	103	102	99	50.9	*D*
	Subtotal	149	148	99	49.6	*D*
SB	L	7	8	114	44.1	*D*
	R	1	2	200	13.5	*B*
	Subtotal	8	10	125	38.0	*D*
EB	L	1	0	0		
	T	1,379	1,371	99	19.7	*B*
	R	20	19	96	16.9	*B*
	Subtotal	1,400	1,390	99	19.7	*B*
WB	L	44	41	94	56.3	*E*
	T	754	759	101	4.9	*A*
	R	2	3	150	1.8	*A*
	Subtotal	800	803	100	7.5	*A*
Total		2,356	2,351	100	17.6	*B*

SimTraffic LOS Report

Project: Park City Kearns & Park TIS
Analysis Period: *Existing (2024) Background*
Time Period: *Evening Peak Hour* **Project #:** *UT23-2615*

Intersection: Park Avenue & West North Hotel Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	1,800	1,626	90	12.4	*B*
	R	3	3	100	9.7	*A*
	Subtotal	1,803	1,629	90	12.4	*B*
SB	L	8	6	75	322.2	*F*
	T	1,219	1,217	100	4.3	*A*
	Subtotal	1,227	1,223	100	5.9	*A*
WB	***L***	***4***	***3***	***75***	***449.7***	***F***
	R	1	1	100	384.8	*F*
	Subtotal	5	4	80	433.5	*F*
Total		3,036	2,856	94	10.6	*B*

Intersection: Park Avenue & West South Hotel Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	1,802	1,628	90	14.1	*B*
	R	3	3	100	8.9	*A*
	Subtotal	1,805	1,631	90	14.1	*B*
SB	L	8	8	100	194.6	*F*
	T	1,214	1,210	100	1.6	*A*
	Subtotal	1,222	1,218	100	2.9	*A*
WB	***L***	***4***	***3***	***75***	***336.3***	***F***
	R	1	1	100	171.2	*F*
	Subtotal	5	4	80	295.0	*F*
Total		3,033	2,853	94	9.8	*A*

SimTraffic LOS Report

Project: Park City Kearns & Park TIS
Analysis Period: *Existing (2024) Background*
Time Period: *Evening Peak Hour* **Project #:** *UT23-2615*

Intersection: Park Avenue & Homestake Road
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	1,702	1,523	90	33.3	*D*
	R	64	57	89	30.9	*D*
	Subtotal	1,766	1,580	89	33.2	*D*
SB	L	26	23	89	51.1	*F*
	T	1,192	1,190	100	3.0	*A*
	Subtotal	1,218	1,213	100	3.9	*A*
WB	***L***	***17***	***17***	***101***	***234.7***	***F***
	R	40	44	111	129.5	*F*
	Subtotal	57	61	107	158.8	*F*
Total		3,040	2,854	94	23.5	*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	71	71	100	71.1	*E*
	T	364	345	95	110.9	*F*
	R	40	38	96	96.2	*F*
	Subtotal	475	454	96	103.4	*F*
SB	L	466	463	99	49.4	*D*
	T	418	421	101	22.0	*C*
	R	258	258	100	3.1	*A*
	Subtotal	1,142	1,142	100	28.8	*C*
EB	L	691	601	87	154.8	*F*
	T	252	235	93	66.8	*E*
	R	53	46	86	64.7	*E*
	Subtotal	996	882	89	126.7	*F*
WB	L	57	57	100	88.8	*F*
	T	238	231	97	77.9	*E*
	R	645	616	96	85.4	*F*
	Subtotal	940	904	96	83.7	*F*
Total		3,553	3,382	95	79.8	*E*

SimTraffic LOS Report

Project: Park City Kearns & Park TIS
Analysis Period: *Existing (2024) Background*
Time Period: *Evening Peak Hour* **Project #:** *UT23-2615*

Intersection: Deer Valley Drive & Bonanza Drive
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	L	417	414	99	28.0	*C*
	R	102	103	101	20.9	*C*
	Subtotal	519	517	100	26.6	*C*
NW	T	838	810	97	41.8	*D*
	R	676	662	98	20.8	*C*
	Subtotal	1,514	1,472	97	32.4	*C*
SE	L	184	181	99	35.9	*D*
	T	600	582	97	8.9	*A*
	Subtotal	784	763	97	15.3	*B*
Total		2,817	2,752	98	26.5	*C*

SimTraffic LOS Report

Project: Park City Kearns & Park TIS
Analysis Period: *Existing (2024) Plus Project*
Time Period: *Morning Peak Hour* **Project #:** *UT23-2615*

Intersection: Park Avenue & Kearns Boulevard
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	T	556	547	98	14.0	*B*
	R	166	171	103	5.4	*A*
	Subtotal	722	718	99	12.0	*B*
SE	L	286	279	98	12.9	*B*
	T	1,264	1,269	100	7.8	*A*
	Subtotal	1,550	1,548	100	8.7	*A*
SW	L	300	300	100	37.9	*D*
	R	325	335	103	9.2	*A*
	Subtotal	625	635	102	22.8	*C*
Total		2,896	2,901	100	12.7	*B*

Intersection: North Project Access/East Reid Building Access & Kearns Boulevard
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	R	46	48	103	5.0	*A*
	Subtotal	46	48	104	5.0	*A*
SB	***L***	***2***	***2***	***100***	***8.5***	***A***
	R	1	2	200	5.9	*A*
	Subtotal	3	4	133	7.2	*A*
EB	L	1	0	0		
	T	409	408	100	1.2	*A*
	R	42	42	101	1.2	*A*
	Subtotal	452	450	100	1.2	*A*
WB	T	619	628	101	0.3	*A*
	R	4	4	100	0.0	*A*
	Subtotal	623	632	101	0.3	*A*
Total		1,124	1,134	101	0.9	*A*

SimTraffic LOS Report

Project: Park City Kearns & Park TIS
Analysis Period: *Existing (2024) Plus Project*
Time Period: *Morning Peak Hour* **Project #:** *UT23-2615*

Intersection: Snow Creek Drive & Kearns Boulevard
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	3	3	100	12.8	*B*
	T	3	2	67	18.4	*C*
	R	21	22	106	5.4	*A*
	Subtotal	27	27	100	7.2	*A*
SB	L	180	182	101	16.3	*C*
	T	***14***	***14***	***102***	***23.6***	***C***
	R	59	61	103	7.2	*A*
	Subtotal	253	257	102	14.5	*B*
EB	L	28	27	97	5.6	*A*
	T	368	372	101	0.2	*A*
	R	57	54	94	0.1	*A*
	Subtotal	453	453	100	0.5	*A*
WB	L	38	36	94	5.0	*A*
	T	564	570	101	0.7	*A*
	R	108	109	101	0.3	*A*
	Subtotal	710	715	101	0.9	*A*
Total		1,443	1,452	101	3.3	*A*

Intersection: Homestake Road & Kearns Boulevard
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	***L***	***8***	***7***	***88***	***7.7***	***A***
	R	36	36	99	4.9	*A*
	Subtotal	44	43	98	5.4	*A*
EB	T	553	557	101	0.1	*A*
	R	16	17	108	0.0	*A*
	Subtotal	569	574	101	0.1	*A*
WB	L	24	23	97	7.1	*A*
	T	718	724	101	2.3	*A*
	Subtotal	742	747	101	2.4	*A*
Total		1,355	1,364	101	1.5	*A*

SimTraffic LOS Report

Project: Park City Kearns & Park TIS
Analysis Period: *Existing (2024) Plus Project*
Time Period: *Morning Peak Hour* **Project #:** *UT23-2615*

Intersection: Kearns Boulevard & Bonanza Drive/Monitor Drive
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	L	96	99	103	40.7	*D*
	T	44	44	99	31.5	*C*
	R	215	222	103	4.2	*A*
	Subtotal	355	365	103	17.4	*B*
SE	L	70	71	101	36.2	*D*
	T	131	133	101	33.8	*C*
	R	61	61	100	7.8	*A*
	Subtotal	262	265	101	28.5	*C*
NE	L	38	38	101	39.9	*D*
	T	411	412	100	42.4	*D*
	R	129	131	101	37.6	*D*
	Subtotal	578	581	101	41.2	*D*
SW	L	619	622	100	30.6	*C*
	T	584	588	101	10.2	*B*
	R	53	54	101	6.3	*A*
	Subtotal	1,256	1,264	101	20.1	*B*
Total		2,453	2,475	101	25.6	*C*

Intersection: Comstock Drive & Kearns Boulevard
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	42	40	94	31.9	*C*
	R	34	36	104	7.9	*A*
	Subtotal	76	76	100	20.5	*C*
SB	L	6	6	100	33.5	*C*
	R	5	6	120	26.7	*C*
	Subtotal	11	12	109	30.1	*C*
EB	L	3	2	67	30.6	*C*
	T	668	675	101	6.2	*A*
	R	15	16	108	5.8	*A*
	Subtotal	686	693	101	6.3	*A*
WB	L	84	85	101	14.4	*B*
	T	1,156	1,172	101	10.9	*B*
	R	2	3	150	4.1	*A*
	Subtotal	1,242	1,260	101	11.1	*B*
Total		2,016	2,041	101	9.9	*A*

SimTraffic LOS Report

Project: Park City Kearns & Park TIS
Analysis Period: *Existing (2024) Plus Project*
Time Period: *Morning Peak Hour* **Project #:** *UT23-2615*

Intersection: Park Avenue & West Project Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
WB	***L***	***17***	***14***	***84***	***39.9***	***E***
	R	53	53	100	13.4	*B*
	Subtotal	70	67	96	18.9	*C*
NW	T	668	665	99	1.3	*A*
	R	9	8	89	0.4	*A*
	Subtotal	677	673	99	1.3	*A*
SE	L	20	21	106	8.8	*A*
	T	1,546	1,550	100	3.7	*A*
	Subtotal	1,566	1,571	100	3.8	*A*
Total		2,313	2,311	100	3.5	*A*

Intersection: Park Avenue & Homestake Road
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	640	639	100	3.0	*A*
	R	21	21	101	1.8	*A*
	Subtotal	661	660	100	3.0	*A*
SB	L	21	20	96	9.0	*A*
	T	1,540	1,547	100	3.2	*A*
	Subtotal	1,561	1,567	100	3.3	*A*
WB	***L***	***15***	***16***	***108***	***58.1***	***F***
	R	22	22	101	20.1	*C*
	Subtotal	37	38	103	36.1	*E*
Total		2,258	2,265	100	3.7	*A*

SimTraffic LOS Report

Project: Park City Kearns & Park TIS
Analysis Period: *Existing (2024) Plus Project*
Time Period: *Morning Peak Hour* **Project #:** *UT23-2615*

Intersection: Park Avenue & Empire Avenue/Deer Valley Drive
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	66	66	100	47.4	*D*
	T	146	148	101	51.7	*D*
	R	32	32	102	22.6	*C*
	Subtotal	244	246	101	46.8	*D*
SB	L	617	611	99	27.7	*C*
	T	315	316	100	9.6	*A*
	R	551	559	101	6.3	*A*
	Subtotal	1,483	1,486	100	15.8	*B*
EB	L	265	265	100	54.7	*D*
	T	174	171	98	38.6	*D*
	R	32	34	105	27.9	*C*
	Subtotal	471	470	100	46.9	*D*
WB	L	25	24	97	58.7	*E*
	T	251	249	99	46.0	*D*
	R	250	249	100	7.7	*A*
	Subtotal	526	522	99	28.3	*C*
Total		2,724	2,724	100	26.5	*C*

Intersection: Deer Valley Drive & Bonanza Drive
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	L	699	699	100	22.8	*C*
	R	156	155	99	9.3	*A*
	Subtotal	855	854	100	20.3	*C*
NW	T	369	369	100	12.3	*B*
	R	177	179	101	2.2	*A*
	Subtotal	546	548	100	9.0	*A*
SE	L	114	113	99	20.2	*C*
	T	801	793	99	12.1	*B*
	Subtotal	915	906	99	13.1	*B*
Total		2,316	2,308	100	14.8	*B*

SimTraffic LOS Report

Project: Park City Kearns & Park TIS
Analysis Period: *Existing (2024) Plus Project*
Time Period: *Evening Peak Hour* **Project #:** *UT23-2615*

Intersection: Park Avenue & Kearns Boulevard
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	T	1,438	1,254	87	32.4	*C*
	R	423	370	88	17.8	*B*
	Subtotal	1,861	1,624	87	29.1	*C*
SE	L	328	322	98	24.9	*C*
	T	1,044	1,060	102	5.7	*A*
	Subtotal	1,372	1,382	101	10.2	*B*
SW	L	198	205	104	38.9	*D*
	R	364	372	102	17.0	*B*
	Subtotal	562	577	103	24.8	*C*
Total		3,793	3,583	94	21.1	*C*

Intersection: North Project Access/East Reid Building Access & Kearns Boulevard
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	R	30	30	98	5.6	*A*
	Subtotal	30	30	100	5.6	*A*
SB	***L***	***2***	***2***	***100***	***16.3***	***C***
	R	5	6	120	5.7	*A*
	Subtotal	7	8	114	8.4	*A*
EB	L	3	3	100	4.0	*A*
	T	700	646	92	1.3	*A*
	R	48	44	93	1.0	*A*
	Subtotal	751	693	92	1.3	*A*
WB	T	548	564	103	0.3	*A*
	Subtotal	548	564	103	0.3	*A*
Total		1,336	1,295	97	1.0	*A*

SimTraffic LOS Report

Project: Park City Kearns & Park TIS
Analysis Period: *Existing (2024) Plus Project*
Time Period: *Evening Peak Hour* **Project #:** *UT23-2615*

Intersection: Snow Creek Drive & Kearns Boulevard
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	4	3	75	20.1	C
	T	***11***	***10***	***93***	***33.4***	***D***
	R	56	55	98	9.4	A
	Subtotal	71	68	96	13.4	B
SB	L	174	173	100	20.6	C
	T	13	13	102	29.4	D
	R	65	67	103	7.3	A
	Subtotal	252	253	100	17.5	C
EB	L	55	50	90	5.4	A
	T	630	582	92	0.2	A
	R	44	42	97	0.0	A
	Subtotal	729	674	92	0.6	A
WB	L	44	45	101	6.1	A
	T	481	497	103	0.8	A
	R	140	142	101	0.5	A
	Subtotal	665	684	103	1.1	A
Total		1,717	1,679	98	3.9	A

Intersection: Homestake Road & Kearns Boulevard
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	***L***	***14***	***12***	***87***	***12.5***	***B***
	R	81	80	99	7.7	A
	Subtotal	95	92	97	8.3	A
EB	T	853	801	94	0.2	A
	R	13	14	110	0.0	A
	Subtotal	866	815	94	0.2	A
WB	L	13	12	94	8.9	A
	T	720	745	103	2.3	A
	Subtotal	733	757	103	2.4	A
Total		1,694	1,664	98	1.7	A

SimTraffic LOS Report

Project: Park City Kearns & Park TIS
Analysis Period: *Existing (2024) Plus Project*
Time Period: *Evening Peak Hour* **Project #:** *UT23-2615*

Intersection: Kearns Boulevard & Bonanza Drive/Monitor Drive
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	L	196	206	105	45.2	*D*
	T	120	123	103	37.8	*D*
	R	596	594	100	22.1	*C*
	Subtotal	912	923	101	29.3	*C*
SE	L	124	126	102	39.8	*D*
	T	118	117	100	37.3	*D*
	R	98	101	103	8.1	*A*
	Subtotal	340	344	101	29.6	*C*
NE	L	67	63	94	34.5	*C*
	T	713	673	94	51.8	*D*
	R	154	142	92	48.8	*D*
	Subtotal	934	878	94	50.1	*D*
SW	L	350	347	99	33.6	*C*
	T	440	452	103	12.1	*B*
	R	78	79	101	9.5	*A*
	Subtotal	868	878	101	20.4	*C*
Total		3,052	3,023	99	32.9	*C*

Intersection: Comstock Drive & Kearns Boulevard
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	46	49	105	48.1	*D*
	R	103	102	99	53.2	*D*
	Subtotal	149	151	101	51.5	*D*
SB	L	7	6	86	45.3	*D*
	R	1	1	100	11.3	*B*
	Subtotal	8	7	88	40.4	*D*
EB	L	1	1	100	21.2	*C*
	T	1,390	1,357	98	19.0	*B*
	R	20	18	91	16.9	*B*
	Subtotal	1,411	1,376	98	19.0	*B*
WB	L	44	41	94	55.5	*E*
	T	764	770	101	4.8	*A*
	R	2	2	100	2.3	*A*
	Subtotal	810	813	100	7.4	*A*
Total		2,377	2,347	99	17.2	*B*

SimTraffic LOS Report

Project: Park City Kearns & Park TIS
Analysis Period: *Existing (2024) Plus Project*
Time Period: *Evening Peak Hour* **Project #:** *UT23-2615*

Intersection: Park Avenue & West Project Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
WB	***L***	***15***	***9***	***60***	***481.2***	***F***
	R	50	30	60	323.0	*F*
	Subtotal	65	39	60	359.5	*F*
NW	T	1,768	1,549	88	12.1	*B*
	R	15	16	107	9.7	*A*
	Subtotal	1,783	1,565	88	12.1	*B*
SE	L	18	16	89	212.6	*F*
	T	1,223	1,248	102	2.4	*A*
	Subtotal	1,241	1,264	102	5.1	*A*
Total		3,089	2,868	93	14.3	*B*

Intersection: Park Avenue & Homestake Road
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	1,725	1,529	89	31.1	*D*
	R	64	55	86	27.0	*D*
	Subtotal	1,789	1,584	89	31.0	*D*
SB	L	26	26	101	23.9	*C*
	T	1,183	1,197	101	2.9	*A*
	Subtotal	1,209	1,223	101	3.3	*A*
WB	***L***	***17***	***6***	***36***	***1390.2***	***F***
	R	40	17	43	1176.9	*F*
	Subtotal	57	23	40	1232.5	*F*
Total		3,055	2,830	93	36.8	*E*

SimTraffic LOS Report

Project: Park City Kearns & Park TIS
Analysis Period: *Existing (2024) Plus Project*
Time Period: *Evening Peak Hour* **Project #:** *UT23-2615*

Intersection: Park Avenue & Empire Avenue/Deer Valley Drive
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	71	68	96	56.1	*E*
	T	369	359	97	74.8	*E*
	R	40	41	104	54.5	*D*
	Subtotal	480	468	98	70.3	*E*
SB	L	474	484	102	34.7	*C*
	T	424	421	99	14.9	*B*
	R	262	258	99	2.7	*A*
	Subtotal	1,160	1,163	100	20.4	*C*
EB	L	697	543	78	211.3	*F*
	T	252	198	79	85.0	*F*
	R	53	43	81	76.4	*E*
	Subtotal	1,002	784	78	172.0	*F*
WB	L	57	56	98	92.5	*F*
	T	239	239	100	47.5	*D*
	R	658	670	102	35.1	*D*
	Subtotal	954	965	101	41.5	*D*
Total		3,595	3,380	94	69.8	*E*

Intersection: Deer Valley Drive & Bonanza Drive
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	L	417	427	102	28.4	*C*
	R	102	106	104	13.8	*B*
	Subtotal	519	533	103	25.5	*C*
NW	T	852	862	101	25.1	*C*
	R	676	673	99	12.0	*B*
	Subtotal	1,528	1,535	100	19.4	*B*
SE	L	190	182	96	27.6	*C*
	T	608	575	95	8.6	*A*
	Subtotal	798	757	95	13.2	*B*
Total		2,846	2,825	99	18.9	*B*

SimTraffic LOS Report

Project: Park City Kearns & Park TIS
Analysis Period: *Future (2027) Background*
Time Period: *Morning Peak Hour* **Project #:** *UT23-2615*

Intersection: Park Avenue & Kearns Boulevard
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	T	550	554	101	13.5	*B*
	R	133	137	103	4.7	*A*
	Subtotal	683	691	101	11.8	*B*
SE	L	302	299	99	14.5	*B*
	T	1,280	1,284	100	9.7	*A*
	Subtotal	1,582	1,583	100	10.6	*B*
SW	L	303	306	101	35.3	*D*
	R	341	340	100	9.5	*A*
	Subtotal	644	646	100	21.7	*C*
Total		2,909	2,920	100	13.4	*B*

Intersection: Northwest Hotel Access/East Reid Building Access & Kearns Boulev
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	1	0	0		
	R	4	4	100	3.5	*A*
	Subtotal	5	4	80	3.5	*A*
SB	L	2	2	100	7.4	*A*
	R	***1***	***1***	***100***	***11.0***	***B***
	Subtotal	3	3	100	8.6	*A*
EB	L	1	1	100	2.3	*A*
	T	432	433	100	1.1	*A*
	R	3	3	100	1.0	*A*
	Subtotal	436	437	100	1.1	*A*
WB	L	6	7	117	4.8	*A*
	T	636	640	101	0.4	*A*
	R	4	5	125	0.0	*A*
	Subtotal	646	652	101	0.4	*A*
Total		1,090	1,096	101	0.7	*A*

SimTraffic LOS Report

Project: Park City Kearns & Park TIS
Analysis Period: *Future (2027) Background*
Time Period: *Morning Peak Hour* **Project #:** *UT23-2615*

Intersection: Snow Creek Drive & Kearns Boulevard
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	6	6	100	12.0	*B*
	T	3	3	100	16.6	*C*
	R	22	21	97	6.6	*A*
	Subtotal	31	30	97	8.7	*A*
SB	L	180	179	100	17.0	*C*
	T	***14***	***14***	***102***	***22.1***	***C***
	R	59	65	110	7.2	*A*
	Subtotal	253	258	102	14.8	*B*
EB	L	28	26	94	5.6	*A*
	T	390	392	101	0.1	*A*
	R	19	20	107	0.0	*A*
	Subtotal	437	438	100	0.4	*A*
WB	L	36	36	99	4.9	*A*
	T	580	579	100	0.7	*A*
	R	108	109	101	0.3	*A*
	Subtotal	724	724	100	0.8	*A*
Total		1,444	1,450	100	3.4	*A*

Intersection: Homestake Road & Kearns Boulevard
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	***L***	***8***	***7***	***88***	***8.5***	***A***
	R	36	37	101	5.5	*A*
	Subtotal	44	44	100	6.0	*A*
EB	T	575	573	100	0.1	*A*
	R	16	15	95	0.0	*A*
	Subtotal	591	588	99	0.1	*A*
WB	L	24	24	101	7.5	*A*
	T	754	756	100	2.3	*A*
	Subtotal	778	780	100	2.5	*A*
Total		1,412	1,412	100	1.6	*A*

SimTraffic LOS Report

Project: Park City Kearns & Park TIS
Analysis Period: *Future (2027) Background*
Time Period: *Morning Peak Hour* **Project #:** *UT23-2615*

Intersection: Kearns Boulevard & Bonanza Drive/Monitor Drive
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	L	99	98	99	39.6	*D*
	T	44	47	106	31.4	*C*
	R	230	232	101	4.4	*A*
	Subtotal	373	377	101	16.9	*B*
SE	L	71	73	103	36.5	*D*
	T	132	133	101	37.2	*D*
	R	65	64	98	8.4	*A*
	Subtotal	268	270	101	30.2	*C*
NE	L	42	44	106	42.0	*D*
	T	421	411	98	46.6	*D*
	R	131	133	101	42.9	*D*
	Subtotal	594	588	99	45.4	*D*
SW	L	657	660	100	33.4	*C*
	T	613	618	101	11.0	*B*
	R	54	51	94	8.1	*A*
	Subtotal	1,324	1,329	100	22.0	*C*
Total		2,560	2,564	100	27.6	*C*

Intersection: Comstock Drive & Kearns Boulevard
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	46	47	101	48.9	*D*
	R	36	37	101	8.0	*A*
	Subtotal	82	84	102	30.9	*C*
SB	L	11	12	112	45.4	*D*
	R	5	6	120	36.1	*D*
	Subtotal	16	18	113	42.3	*D*
EB	L	5	4	80	48.6	*D*
	T	680	677	100	6.1	*A*
	R	16	16	102	5.6	*A*
	Subtotal	701	697	99	6.3	*A*
WB	L	88	89	101	21.2	*C*
	T	1,247	1,252	100	18.3	*B*
	R	11	11	102	11.2	*B*
	Subtotal	1,346	1,352	100	18.4	*B*
Total		2,146	2,151	100	15.2	*B*

SimTraffic LOS Report

Project: Park City Kearns & Park TIS
Analysis Period: *Future (2027) Background*
Time Period: *Morning Peak Hour* **Project #:** *UT23-2615*

Intersection: Park Avenue & West North Hotel Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	678	685	101	1.6	*A*
	R	3	4	133	0.9	*A*
	Subtotal	681	689	101	1.6	*A*
SB	L	6	6	100	11.5	*B*
	T	1,577	1,585	101	2.2	*A*
	Subtotal	1,583	1,591	101	2.2	*A*
WB	***L***	***5***	***5***	***100***	***12.5***	***B***
	R	4	5	125	11.3	*B*
	Subtotal	9	10	111	11.9	*B*
Total		2,274	2,290	101	2.1	*A*

Intersection: Park Avenue & West South Hotel Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	678	684	101	0.9	*A*
	R	3	2	67	0.2	*A*
	Subtotal	681	686	101	0.9	*A*
SB	L	6	6	100	7.2	*A*
	T	1,576	1,583	100	1.0	*A*
	Subtotal	1,582	1,589	100	1.0	*A*
WB	***L***	***5***	***5***	***100***	***10.2***	***B***
	R	4	4	100	6.6	*A*
	Subtotal	9	9	100	8.6	*A*
Total		2,272	2,284	101	1.0	*A*

SimTraffic LOS Report

Project: Park City Kearns & Park TIS
Analysis Period: *Future (2027) Background*
Time Period: *Morning Peak Hour* **Project #:** *UT23-2615*

Intersection: Park Avenue & Homestake Road
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	646	651	101	3.7	*A*
	R	21	24	116	3.1	*A*
	Subtotal	667	675	101	3.7	*A*
SB	L	21	21	101	9.7	*A*
	T	1,560	1,567	100	2.4	*A*
	Subtotal	1,581	1,588	100	2.5	*A*
WB	***L***	***15***	***12***	***81***	***55.3***	***F***
	R	22	23	106	14.9	*B*
	Subtotal	37	35	95	28.8	*D*
Total		2,284	2,298	101	3.3	*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	67	67	100	50.0	*D*
	T	146	147	101	55.4	*E*
	R	32	37	114	23.1	*C*
	Subtotal	245	251	102	49.2	*D*
SB	L	623	630	101	31.5	*C*
	T	305	303	99	10.7	*B*
	R	577	582	101	6.7	*A*
	Subtotal	1,505	1,515	101	17.8	*B*
EB	L	276	285	103	56.1	*E*
	T	178	184	104	39.7	*D*
	R	36	40	110	30.5	*C*
	Subtotal	490	509	104	48.2	*D*
WB	L	25	25	101	66.2	*E*
	T	263	266	101	46.9	*D*
	R	242	239	99	7.5	*A*
	Subtotal	530	530	100	30.0	*C*
Total		2,771	2,805	101	28.5	*C*

SimTraffic LOS Report

Project: Park City Kearns & Park TIS
Analysis Period: *Future (2027) Background*
Time Period: *Morning Peak Hour* **Project #:** *UT23-2615*

Intersection: Deer Valley Drive & Bonanza Drive
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	L	733	726	99	24.5	*C*
	R	165	160	97	10.6	*B*
	Subtotal	898	886	99	22.0	*C*
NW	T	364	365	100	12.4	*B*
	R	184	182	99	2.4	*A*
	Subtotal	548	547	100	9.1	*A*
SE	L	122	120	99	20.8	*C*
	T	810	823	102	12.0	*B*
	Subtotal	932	943	101	13.1	*B*
Total		2,377	2,376	100	15.5	*B*

SimTraffic LOS Report

Project: Park City Kearns & Park TIS
Analysis Period: *Future (2027) Background*
Time Period: *Evening Peak Hour* **Project #:** *UT23-2615*

Intersection: Park Avenue & Kearns Boulevard
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	T	1,462	1,282	88	24.9	*C*
	R	392	353	90	12.0	*B*
	Subtotal	1,854	1,635	88	22.1	*C*
SE	L	335	324	97	35.5	*D*
	T	1,064	1,057	99	21.0	*C*
	Subtotal	1,399	1,381	99	24.4	*C*
SW	L	194	201	104	46.4	*D*
	R	380	391	103	19.1	*B*
	Subtotal	574	592	103	28.4	*C*
Total		3,828	3,608	94	24.0	*C*

Intersection: Northwest Hotel Access/East Reid Building Access & Kearns Boulev
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	***L***	***2***	***2***	***100***	***10.1***	***B***
	R	5	4	80	6.5	*A*
	Subtotal	7	6	86	7.7	*A*
EB	L	3	2	67	8.6	*A*
	T	721	673	93	1.1	*A*
	R	3	3	100	1.1	*A*
	Subtotal	727	678	93	1.1	*A*
WB	L	6	6	100	8.9	*A*
	T	562	581	103	0.8	*A*
	Subtotal	568	587	103	0.9	*A*
Total		1,302	1,271	98	1.1	*A*

SimTraffic LOS Report

Project: Park City Kearns & Park TIS
Analysis Period: *Future (2027) Background*
Time Period: *Evening Peak Hour* **Project #:** *UT23-2615*

Intersection: Snow Creek Drive & Kearns Boulevard
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	6	7	117	17.6	C
	T	11	10	93	26.1	D
	R	62	55	88	9.4	A
	Subtotal	79	72	91	12.5	B
SB	L	174	174	100	19.1	C
	T	***13***	***11***	***86***	***26.6***	***D***
	R	65	70	107	7.1	A
	Subtotal	252	255	101	16.1	C
EB	L	55	55	100	5.5	A
	T	644	598	93	0.2	A
	R	21	19	92	0.0	A
	Subtotal	720	672	93	0.6	A
WB	L	38	34	91	5.8	A
	T	497	512	103	0.9	A
	R	140	136	97	0.4	A
	Subtotal	675	682	101	1.0	A
Total		1,725	1,681	97	3.7	A

Intersection: Homestake Road & Kearns Boulevard
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	***L***	***14***	***15***	***109***	***17.1***	***C***
	R	81	81	100	11.3	B
	Subtotal	95	96	101	12.2	B
EB	T	869	814	94	0.6	A
	R	13	12	94	0.0	A
	Subtotal	882	826	94	0.6	A
WB	L	13	14	110	8.2	A
	T	767	778	101	2.3	A
	Subtotal	780	792	102	2.4	A
Total		1,756	1,714	98	2.1	A

SimTraffic LOS Report

Project: Park City Kearns & Park TIS
Analysis Period: *Future (2027) Background*
Time Period: *Evening Peak Hour* **Project #:** *UT23-2615*

Intersection: Kearns Boulevard & Bonanza Drive/Monitor Drive
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	L	204	206	101	51.4	*D*
	T	120	116	96	39.5	*D*
	R	634	616	97	26.3	*C*
	Subtotal	958	938	98	33.4	*C*
SE	L	128	123	96	40.8	*D*
	T	120	119	99	41.4	*D*
	R	112	111	100	8.6	*A*
	Subtotal	360	353	98	30.9	*C*
NE	L	70	68	97	46.4	*D*
	T	733	676	92	78.3	*E*
	R	157	140	89	76.8	*E*
	Subtotal	960	884	92	75.6	*E*
SW	L	374	373	100	36.4	*D*
	T	465	473	102	12.9	*B*
	R	83	82	99	11.1	*B*
	Subtotal	922	928	101	22.2	*C*
Total		3,200	3,103	97	42.1	*D*

Intersection: Comstock Drive & Kearns Boulevard
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	52	50	96	63.0	*E*
	R	110	112	102	70.2	*E*
	Subtotal	162	162	100	68.0	*E*
SB	L	11	10	93	55.5	*E*
	R	5	6	120	11.9	*B*
	Subtotal	16	16	100	39.2	*D*
EB	L	5	4	80	33.7	*C*
	T	1,468	1,389	95	22.4	*C*
	R	21	19	92	19.8	*B*
	Subtotal	1,494	1,412	95	22.4	*C*
WB	L	46	47	101	70.6	*E*
	T	813	817	101	4.9	*A*
	R	5	5	100	2.2	*A*
	Subtotal	864	869	101	8.4	*A*
Total		2,536	2,459	97	20.7	*C*

SimTraffic LOS Report

Project: Park City Kearns & Park TIS
Analysis Period: *Future (2027) Background*
Time Period: *Evening Peak Hour* **Project #:** *UT23-2615*

Intersection: Park Avenue & West North Hotel Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	1,854	1,635	88	12.4	*B*
	R	3	2	67	9.0	*A*
	Subtotal	1,857	1,637	88	12.4	*B*
SB	L	8	8	100	268.9	*F*
	T	1,250	1,249	100	3.8	*A*
	Subtotal	1,258	1,257	100	5.5	*A*
WB	***L***	***4***	***3***	***75***	***454.8***	***F***
	R	1	1	100	278.0	*F*
	Subtotal	5	4	80	410.6	*F*
Total		3,120	2,898	93	10.2	*B*

Intersection: Park Avenue & West South Hotel Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	1,856	1,635	88	14.0	*B*
	R	3	3	100	11.6	*B*
	Subtotal	1,859	1,638	88	14.0	*B*
SB	L	8	9	112	164.4	*F*
	T	1,245	1,242	100	1.7	*A*
	Subtotal	1,253	1,251	100	2.9	*A*
WB	L	4	4	100	181.4	*F*
	R	***1***	***1***	***100***	***385.3***	***F***
	Subtotal	5	5	100	222.2	*F*
Total		3,117	2,894	93	9.5	*A*

SimTraffic LOS Report

Project: Park City Kearns & Park TIS
Analysis Period: *Future (2027) Background*
Time Period: *Evening Peak Hour* **Project #:** *UT23-2615*

Intersection: Park Avenue & Homestake Road
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	1,755	1,530	87	34.0	*D*
	R	64	54	84	29.4	*D*
	Subtotal	1,819	1,584	87	33.8	*D*
SB	L	26	25	97	48.4	*E*
	T	1,224	1,222	100	3.2	*A*
	Subtotal	1,250	1,247	100	4.1	*A*
WB	***L***	***17***	***17***	***101***	***179.0***	***F***
	R	40	40	101	117.3	*F*
	Subtotal	57	57	100	135.7	*F*
Total		3,124	2,888	92	23.2	*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	73	72	99	67.3	*E*
	T	367	355	97	102.0	*F*
	R	40	40	101	83.7	*F*
	Subtotal	480	467	97	95.1	*F*
SB	L	475	471	99	49.2	*D*
	T	430	432	101	20.6	*C*
	R	268	271	101	3.2	*A*
	Subtotal	1,173	1,174	100	28.1	*C*
EB	L	728	594	82	166.5	*F*
	T	263	224	85	71.2	*E*
	R	57	46	80	63.4	*E*
	Subtotal	1,048	864	82	136.3	*F*
WB	L	60	57	95	104.5	*F*
	T	242	222	92	88.9	*F*
	R	659	617	94	95.2	*F*
	Subtotal	961	896	93	94.2	*F*
Total		3,662	3,401	93	83.2	*F*

SimTraffic LOS Report

Project: Park City Kearns & Park TIS
Analysis Period: *Future (2027) Background*
Time Period: *Evening Peak Hour* **Project #:** *UT23-2615*

Intersection: Deer Valley Drive & Bonanza Drive
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	L	436	427	98	28.1	*C*
	R	105	100	95	21.4	*C*
	Subtotal	541	527	97	26.8	*C*
NW	T	856	803	94	56.1	*E*
	R	712	690	97	26.6	*C*
	Subtotal	1,568	1,493	95	42.5	*D*
SE	L	192	174	90	34.2	*C*
	T	615	590	96	9.6	*A*
	Subtotal	807	764	95	15.2	*B*
Total		2,917	2,784	95	32.1	*C*

SimTraffic LOS Report

Project: Park City Kearns & Park TIS
Analysis Period: *Future (2027) Plus Project*
Time Period: *Morning Peak Hour* **Project #:** *UT23-2615*

Intersection: Park Avenue & Kearns Boulevard
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	T	567	570	101	15.2	*B*
	R	176	175	100	6.0	*A*
	Subtotal	743	745	100	13.0	*B*
SE	L	305	307	101	13.8	*B*
	T	1,291	1,297	100	9.0	*A*
	Subtotal	1,596	1,604	101	9.9	*A*
SW	L	312	307	98	38.5	*D*
	R	337	336	100	9.3	*A*
	Subtotal	649	643	99	23.2	*C*
Total		2,987	2,992	100	13.6	*B*

Intersection: North Project Access/East Reid Building Access & Kearns Boulevard
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	R	48	48	101	5.1	*A*
	Subtotal	48	48	100	5.1	*A*
SB	***L***	***2***	***2***	***100***	***11.7***	***B***
	R	1	1	100	9.3	*A*
	Subtotal	3	3	100	10.9	*B*
EB	L	1	0	0		
	T	438	438	100	1.3	*A*
	R	42	43	104	1.0	*A*
	Subtotal	481	481	100	1.3	*A*
WB	T	641	635	99	0.3	*A*
	R	4	5	125	0.0	*A*
	Subtotal	645	640	99	0.3	*A*
Total		1,176	1,172	100	0.9	*A*

SimTraffic LOS Report

Project: Park City Kearns & Park TIS
Analysis Period: *Future (2027) Plus Project*
Time Period: *Morning Peak Hour* **Project #:** *UT23-2615*

Intersection: Snow Creek Drive & Kearns Boulevard
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	3	2	67	16.0	*C*
	T	3	3	100	19.5	*C*
	R	21	21	101	6.0	*A*
	Subtotal	27	26	96	8.3	*A*
SB	L	180	182	101	16.3	*C*
	T	***14***	***15***	***109***	***22.0***	***C***
	R	59	62	105	6.9	*A*
	Subtotal	253	259	102	14.4	*B*
EB	L	28	29	105	5.6	*A*
	T	402	398	99	0.2	*A*
	R	57	60	105	0.0	*A*
	Subtotal	487	487	100	0.5	*A*
WB	L	42	40	94	5.3	*A*
	T	582	575	99	0.7	*A*
	R	108	114	106	0.4	*A*
	Subtotal	732	729	100	0.9	*A*
Total		1,498	1,501	100	3.2	*A*

Intersection: Homestake Road & Kearns Boulevard
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	***L***	***8***	***8***	***100***	***9.2***	***A***
	R	36	35	96	5.5	*A*
	Subtotal	44	43	98	6.2	*A*
EB	T	586	587	100	0.1	*A*
	R	16	13	83	0.0	*A*
	Subtotal	602	600	100	0.1	*A*
WB	L	24	23	97	7.6	*A*
	T	762	760	100	2.3	*A*
	Subtotal	786	783	100	2.5	*A*
Total		1,431	1,426	100	1.6	*A*

SimTraffic LOS Report

Project: Park City Kearns & Park TIS
Analysis Period: *Future (2027) Plus Project*
Time Period: *Morning Peak Hour* **Project #:** *UT23-2615*

Intersection: Kearns Boulevard & Bonanza Drive/Monitor Drive
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	L	99	98	99	41.1	*D*
	T	44	48	108	30.9	*C*
	R	230	228	99	4.1	*A*
	Subtotal	373	374	100	17.2	*B*
SE	L	71	69	97	37.0	*D*
	T	132	131	99	36.6	*D*
	R	65	68	104	8.7	*A*
	Subtotal	268	268	100	29.6	*C*
NE	L	42	41	99	41.1	*D*
	T	432	428	99	47.0	*D*
	R	131	134	102	44.7	*D*
	Subtotal	605	603	100	46.1	*D*
SW	L	657	654	100	35.5	*D*
	T	621	617	99	11.3	*B*
	R	54	54	100	7.7	*A*
	Subtotal	1,332	1,325	99	23.1	*C*
Total		2,579	2,570	100	28.4	*C*

Intersection: Comstock Drive & Kearns Boulevard
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	46	46	99	46.2	*D*
	R	36	34	93	8.6	*A*
	Subtotal	82	80	98	30.2	*C*
SB	L	11	12	112	41.7	*D*
	R	5	5	100	32.5	*C*
	Subtotal	16	17	106	39.0	*D*
EB	L	5	5	100	45.1	*D*
	T	692	686	99	6.2	*A*
	R	16	15	95	6.2	*A*
	Subtotal	713	706	99	6.5	*A*
WB	L	88	93	106	17.7	*B*
	T	1,256	1,247	99	15.6	*B*
	R	11	12	112	10.8	*B*
	Subtotal	1,355	1,352	100	15.7	*B*
Total		2,166	2,155	99	13.4	*B*

SimTraffic LOS Report

Project: Park City Kearns & Park TIS
Analysis Period: *Future (2027) Plus Project*
Time Period: *Morning Peak Hour* **Project #:** *UT23-2615*

Intersection: Park Avenue & West Project Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
WB	***L***	***17***	***16***	***96***	***56.0***	***F***
	R	53	54	101	18.8	*C*
	Subtotal	70	70	100	27.3	*D*
NW	T	688	689	100	1.5	*A*
	R	9	8	89	0.4	*A*
	Subtotal	697	697	100	1.5	*A*
SE	L	20	19	96	9.9	*A*
	T	1,584	1,585	100	4.7	*A*
	Subtotal	1,604	1,604	100	4.8	*A*
Total		2,371	2,371	100	4.5	*A*

Intersection: Park Avenue & Homestake Road
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	660	660	100	3.6	*A*
	R	21	19	92	2.4	*A*
	Subtotal	681	679	100	3.6	*A*
SB	L	21	19	92	9.4	*A*
	T	1,579	1,580	100	3.5	*A*
	Subtotal	1,600	1,599	100	3.6	*A*
WB	***L***	***15***	***15***	***102***	***64.2***	***F***
	R	22	22	101	18.0	*C*
	Subtotal	37	37	100	36.7	*E*
Total		2,317	2,315	100	4.1	*A*

SimTraffic LOS Report

Project: Park City Kearns & Park TIS
Analysis Period: *Future (2027) Plus Project*
Time Period: *Morning Peak Hour* **Project #:** *UT23-2615*

Intersection: Park Avenue & Empire Avenue/Deer Valley Drive
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	67	65	97	49.2	*D*
	T	150	148	99	55.4	*E*
	R	32	33	102	23.8	*C*
	Subtotal	249	246	99	49.5	*D*
SB	L	632	627	99	29.2	*C*
	T	309	311	101	10.7	*B*
	R	581	583	100	6.3	*A*
	Subtotal	1,522	1,521	100	16.6	*B*
EB	L	280	281	100	56.1	*E*
	T	178	174	98	38.9	*D*
	R	36	39	107	29.3	*C*
	Subtotal	494	494	100	47.9	*D*
WB	L	25	21	85	69.5	*E*
	T	263	266	101	45.7	*D*
	R	250	250	100	8.0	*A*
	Subtotal	538	537	100	29.1	*C*
Total		2,804	2,798	100	27.5	*C*

Intersection: Deer Valley Drive & Bonanza Drive
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	L	733	729	99	24.3	*C*
	R	165	165	100	11.1	*B*
	Subtotal	898	894	100	21.9	*C*
NW	T	372	373	100	12.3	*B*
	R	184	186	101	2.3	*A*
	Subtotal	556	559	101	9.0	*A*
SE	L	122	117	96	21.0	*C*
	T	818	811	99	11.9	*B*
	Subtotal	940	928	99	13.0	*B*
Total		2,393	2,381	99	15.4	*B*

SimTraffic LOS Report

Project: Park City Kearns & Park TIS
Analysis Period: *Future (2027) Plus Project*
Time Period: *Evening Peak Hour* **Project #:** *UT23-2615*

Intersection: Park Avenue & Kearns Boulevard
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	T	1,474	1,239	84	32.6	*C*
	R	438	365	83	18.0	*B*
	Subtotal	1,912	1,604	84	29.3	*C*
SE	L	338	335	99	24.2	*C*
	T	1,074	1,068	99	6.5	*A*
	Subtotal	1,412	1,403	99	10.7	*B*
SW	L	202	200	99	38.0	*D*
	R	378	387	102	17.4	*B*
	Subtotal	580	587	101	24.4	*C*
Total		3,904	3,594	92	21.3	*C*

Intersection: North Project Access/East Reid Building Access & Kearns Boulevard
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	R	30	29	95	6.2	*A*
	Subtotal	30	29	97	6.2	*A*
SB	***L***	***2***	***2***	***100***	***12.3***	***B***
	R	5	6	120	7.0	*A*
	Subtotal	7	8	114	8.3	*A*
EB	L	3	2	67	8.8	*A*
	T	725	654	90	1.3	*A*
	R	48	44	93	1.0	*A*
	Subtotal	776	700	90	1.3	*A*
WB	T	570	577	101	0.3	*A*
	Subtotal	570	577	101	0.3	*A*
Total		1,382	1,314	95	1.0	*A*

SimTraffic LOS Report

Project: Park City Kearns & Park TIS
Analysis Period: *Future (2027) Plus Project*
Time Period: *Evening Peak Hour* **Project #:** *UT23-2615*

Intersection: Snow Creek Drive & Kearns Boulevard
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	4	3	75	19.3	*C*
	T	11	10	93	29.4	*D*
	R	61	61	100	8.9	*A*
	Subtotal	76	74	97	12.1	*B*
SB	L	174	169	97	22.6	*C*
	T	***13***	***15***	***118***	***34.2***	***D***
	R	65	65	100	8.3	*A*
	Subtotal	252	249	99	19.6	*C*
EB	L	55	47	85	5.8	*A*
	T	656	596	91	0.2	*A*
	R	44	39	90	0.0	*A*
	Subtotal	755	682	90	0.6	*A*
WB	L	51	47	92	6.2	*A*
	T	500	507	101	0.9	*A*
	R	140	142	101	0.5	*A*
	Subtotal	691	696	101	1.2	*A*
Total		1,774	1,701	96	4.1	*A*

Intersection: Homestake Road & Kearns Boulevard
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	***L***	***14***	***13***	***95***	***21.9***	***C***
	R	81	80	99	19.4	*C*
	Subtotal	95	93	98	19.7	*C*
EB	T	878	811	92	1.7	*A*
	R	13	13	102	1.3	*A*
	Subtotal	891	824	92	1.7	*A*
WB	L	13	14	110	9.8	*A*
	T	783	789	101	2.3	*A*
	Subtotal	796	803	101	2.4	*A*
Total		1,782	1,720	97	3.0	*A*

SimTraffic LOS Report

Project: Park City Kearns & Park TIS
Analysis Period: *Future (2027) Plus Project*
Time Period: *Evening Peak Hour* **Project #:** *UT23-2615*

Intersection: Kearns Boulevard & Bonanza Drive/Monitor Drive
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	L	204	204	100	52.6	*D*
	T	120	120	100	42.1	*D*
	R	634	630	99	28.8	*C*
	Subtotal	958	954	100	35.6	*D*
SE	L	128	124	97	44.6	*D*
	T	120	122	101	39.6	*D*
	R	112	114	102	9.5	*A*
	Subtotal	360	360	100	31.8	*C*
NE	L	70	63	90	69.4	*E*
	T	744	671	90	113.1	*F*
	R	157	149	95	106.5	*F*
	Subtotal	971	883	91	108.9	*F*
SW	L	374	374	100	36.4	*D*
	T	481	487	101	12.3	*B*
	R	83	82	99	10.4	*B*
	Subtotal	938	943	101	21.7	*C*
Total		3,226	3,140	97	52.1	*D*

Intersection: Comstock Drive & Kearns Boulevard
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	52	53	101	68.1	*E*
	R	110	111	101	75.3	*E*
	Subtotal	162	164	101	73.0	*E*
SB	L	11	9	84	52.0	*D*
	R	5	4	80	14.0	*B*
	Subtotal	16	13	81	40.3	*D*
EB	L	5	3	60	28.3	*C*
	T	1,479	1,400	95	22.3	*C*
	R	21	20	96	19.0	*B*
	Subtotal	1,505	1,423	95	22.3	*C*
WB	L	46	47	101	71.3	*E*
	T	830	833	100	5.2	*A*
	R	5	5	100	2.5	*A*
	Subtotal	881	885	100	8.7	*A*
Total		2,564	2,485	97	21.0	*C*

SimTraffic LOS Report

Project: Park City Kearns & Park TIS
Analysis Period: *Future (2027) Plus Project*
Time Period: *Evening Peak Hour* **Project #:** *UT23-2615*

Intersection: Park Avenue & West Project Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
WB	***L***	***15***	***8***	***53***	***401.8***	***F***
	R	50	31	62	333.6	*F*
	Subtotal	65	39	60	347.6	*F*
NW	T	1,818	1,531	84	12.1	*B*
	R	15	11	73	11.5	*B*
	Subtotal	1,833	1,542	84	12.1	*B*
SE	L	18	16	89	239.3	*F*
	T	1,258	1,253	100	2.8	*A*
	Subtotal	1,276	1,269	99	5.8	*A*
Total		3,174	2,850	90	14.5	*B*

Intersection: Park Avenue & Homestake Road
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	1,772	1,496	84	35.7	*E*
	R	64	51	79	31.2	*D*
	Subtotal	1,836	1,547	84	35.6	*E*
SB	L	26	24	93	24.6	*C*
	T	1,218	1,206	99	3.1	*A*
	Subtotal	1,244	1,230	99	3.5	*A*
WB	***L***	***17***	***8***	***48***	***1173.3***	***F***
	R	40	20	51	1000.2	*F*
	Subtotal	57	28	49	1049.7	*F*
Total		3,137	2,805	89	38.1	*E*

SimTraffic LOS Report

Project: Park City Kearns & Park TIS
Analysis Period: *Future (2027) Plus Project*
Time Period: *Evening Peak Hour* **Project #:** *UT23-2615*

Intersection: Park Avenue & Empire Avenue/Deer Valley Drive
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	73	70	96	62.8	*E*
	T	371	369	99	85.3	*F*
	R	40	39	99	67.0	*E*
	Subtotal	484	478	99	80.5	*F*
SB	L	478	458	96	34.7	*C*
	T	432	428	99	14.8	*B*
	R	270	269	99	2.9	*A*
	Subtotal	1,180	1,155	98	19.9	*B*
EB	L	734	508	69	229.4	*F*
	T	263	185	70	89.5	*F*
	R	57	46	80	74.5	*E*
	Subtotal	1,054	739	70	184.7	*F*
WB	L	60	59	98	100.8	*F*
	T	242	243	100	51.8	*D*
	R	666	663	99	38.5	*D*
	Subtotal	968	965	100	45.7	*D*
Total		3,686	3,337	91	73.9	*E*

Intersection: Deer Valley Drive & Bonanza Drive
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	L	436	432	99	27.8	*C*
	R	105	103	98	13.3	*B*
	Subtotal	541	535	99	25.0	*C*
NW	T	864	863	100	22.0	*C*
	R	706	696	99	10.9	*B*
	Subtotal	1,570	1,559	99	17.0	*B*
SE	L	192	167	87	29.1	*C*
	T	618	548	89	8.4	*A*
	Subtotal	810	715	88	13.2	*B*
Total		2,922	2,809	96	17.6	*B*

SimTraffic LOS Report

Project: Park City Kearns & Park TIS
Analysis Period: *Future (2040) Background*
Time Period: *Morning Peak Hour* **Project #:** *UT23-2615*

Intersection: Park Avenue & Kearns Boulevard
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	T	582	583	100	14.5	*B*
	R	145	144	99	5.3	*A*
	Subtotal	727	727	100	12.7	*B*
SE	L	339	338	100	17.1	*B*
	T	1,358	1,356	100	12.2	*B*
	Subtotal	1,697	1,694	100	13.2	*B*
SW	L	335	313	94	36.8	*D*
	R	382	353	92	9.7	*A*
	Subtotal	717	666	93	22.4	*C*
Total		3,140	3,087	98	15.1	*B*

Intersection: Northwest Hotel Access/East Reid Building Access & Kearns Boulev
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	1	1	100	9.2	*A*
	R	4	5	125	4.2	*A*
	Subtotal	5	6	120	5.0	*A*
SB	***L***	***2***	***1***	***50***	***19.4***	***C***
	R	1	1	100	11.3	*B*
	Subtotal	3	2	67	15.4	*C*
EB	L	1	1	100	4.9	*A*
	T	481	478	99	1.1	*A*
	R	3	3	100	1.1	*A*
	Subtotal	485	482	99	1.1	*A*
WB	L	6	6	100	4.1	*A*
	T	708	658	93	0.4	*A*
	R	4	3	75	0.0	*A*
	Subtotal	718	667	93	0.4	*A*
Total		1,211	1,157	96	0.8	*A*

SimTraffic LOS Report

Project: Park City Kearns & Park TIS
Analysis Period: *Future (2040) Background*
Time Period: *Morning Peak Hour* **Project #:** *UT23-2615*

Intersection: Snow Creek Drive & Kearns Boulevard
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	6	4	67	12.1	*B*
	T	3	4	133	19.9	*C*
	R	22	24	110	6.5	*A*
	Subtotal	31	32	103	8.9	*A*
SB	L	180	181	101	16.8	*C*
	T	***14***	***14***	***102***	***22.4***	***C***
	R	59	60	101	8.1	*A*
	Subtotal	253	255	101	15.1	*B*
EB	L	28	25	90	5.3	*A*
	T	438	436	100	0.1	*A*
	R	19	21	112	0.0	*A*
	Subtotal	485	482	99	0.4	*A*
WB	L	36	36	99	5.1	*A*
	T	653	602	92	0.7	*A*
	R	108	96	89	0.3	*A*
	Subtotal	797	734	92	0.9	*A*
Total		1,565	1,503	96	3.3	*A*

Intersection: Homestake Road & Kearns Boulevard
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	***L***	***8***	***8***	***100***	***8.7***	***A***
	R	36	40	110	6.5	*A*
	Subtotal	44	48	109	6.9	*A*
EB	T	623	625	100	0.3	*A*
	R	16	16	102	0.3	*A*
	Subtotal	639	641	100	0.3	*A*
WB	L	24	19	80	8.1	*A*
	T	873	801	92	2.4	*A*
	Subtotal	897	820	91	2.5	*A*
Total		1,580	1,509	95	1.7	*A*

SimTraffic LOS Report

Project: Park City Kearns & Park TIS
Analysis Period: *Future (2040) Background*
Time Period: *Morning Peak Hour* **Project #:** *UT23-2615*

Intersection: Kearns Boulevard & Bonanza Drive/Monitor Drive
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	L	99	94	95	42.0	*D*
	T	44	47	106	33.6	*C*
	R	266	276	104	5.3	*A*
	Subtotal	409	417	102	16.8	*B*
SE	L	81	85	105	41.3	*D*
	T	132	129	98	39.7	*D*
	R	65	64	98	9.2	*A*
	Subtotal	278	278	100	33.2	*C*
NE	L	42	40	96	60.5	*E*
	T	465	461	99	102.1	*F*
	R	136	136	100	100.2	*F*
	Subtotal	643	637	99	99.1	*F*
SW	L	750	678	90	43.2	*D*
	T	735	664	90	13.4	*B*
	R	59	60	101	8.9	*A*
	Subtotal	1,544	1,402	91	27.6	*C*
Total		2,875	2,734	95	43.6	*D*

Intersection: Comstock Drive & Kearns Boulevard
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	46	42	90	65.7	*E*
	R	42	39	94	10.1	*B*
	Subtotal	88	81	92	38.9	*D*
SB	L	11	10	93	54.9	*D*
	R	5	5	100	69.5	*E*
	Subtotal	16	15	94	59.8	*E*
EB	L	5	5	100	85.1	*F*
	T	783	792	101	6.7	*A*
	R	21	21	101	6.0	*A*
	Subtotal	809	818	101	7.2	*A*
WB	L	104	96	93	42.2	*D*
	T	1,492	1,361	91	42.3	*D*
	R	11	10	93	32.0	*C*
	Subtotal	1,607	1,467	91	42.2	*D*
Total		2,519	2,381	95	30.3	*C*

SimTraffic LOS Report

Project: Park City Kearns & Park TIS
Analysis Period: *Future (2040) Background*
Time Period: *Morning Peak Hour* **Project #:** *UT23-2615*

Intersection: Park Avenue & West North Hotel Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	723	720	100	1.9	*A*
	R	3	3	100	0.7	*A*
	Subtotal	726	723	100	1.9	*A*
SB	L	6	5	83	16.2	*C*
	T	1,686	1,662	99	2.5	*A*
	Subtotal	1,692	1,667	99	2.5	*A*
WB	***L***	***5***	***4***	***80***	***19.4***	***C***
	R	4	6	150	9.9	*A*
	Subtotal	9	10	111	13.7	*B*
Total		2,427	2,400	99	2.4	*A*

Intersection: Park Avenue & West South Hotel Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	722	718	99	1.0	*A*
	R	3	3	100	0.2	*A*
	Subtotal	725	721	99	1.0	*A*
SB	L	6	5	83	8.4	*A*
	T	1,685	1,660	99	1.1	*A*
	Subtotal	1,691	1,665	98	1.1	*A*
WB	L	5	4	80	9.2	*A*
	R	***4***	***4***	***100***	***12.5***	***B***
	Subtotal	9	8	89	10.9	*B*
Total		2,424	2,394	99	1.1	*A*

SimTraffic LOS Report

Project: Park City Kearns & Park TIS
Analysis Period: *Future (2040) Background*
Time Period: *Morning Peak Hour* **Project #:** *UT23-2615*

Intersection: Park Avenue & Homestake Road
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	695	690	99	3.3	*A*
	R	21	22	106	2.3	*A*
	Subtotal	716	712	99	3.3	*A*
SB	L	21	18	87	10.3	*B*
	T	1,669	1,646	99	2.2	*A*
	Subtotal	1,690	1,664	98	2.3	*A*
WB	***L***	***15***	***13***	***88***	***54.9***	***F***
	R	22	22	101	22.8	*C*
	Subtotal	37	35	95	34.7	*D*
Total		2,442	2,411	99	3.1	*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	73	74	101	50.3	*D*
	T	152	154	101	57.4	*E*
	R	38	40	107	27.2	*C*
	Subtotal	263	268	102	50.9	*D*
SB	L	649	642	99	32.6	*C*
	T	321	312	97	11.8	*B*
	R	645	636	99	7.6	*A*
	Subtotal	1,615	1,590	98	18.5	*B*
EB	L	308	301	98	59.1	*E*
	T	204	199	98	40.6	*D*
	R	36	37	101	28.8	*C*
	Subtotal	548	537	98	50.2	*D*
WB	L	27	24	90	74.5	*E*
	T	295	297	101	53.0	*D*
	R	256	256	100	8.3	*A*
	Subtotal	578	577	100	34.1	*C*
Total		3,002	2,972	99	30.3	*C*

SimTraffic LOS Report

Project: Park City Kearns & Park TIS
Analysis Period: *Future (2040) Background*
Time Period: *Morning Peak Hour* **Project #:** *UT23-2615*

Intersection: Deer Valley Drive & Bonanza Drive
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	L	811	810	100	28.9	*C*
	R	192	190	99	14.5	*B*
	Subtotal	1,003	1,000	100	26.2	*C*
NW	T	386	384	99	13.5	*B*
	R	204	203	99	2.7	*A*
	Subtotal	590	587	99	9.8	*A*
SE	L	142	139	98	20.9	*C*
	T	846	836	99	12.2	*B*
	Subtotal	988	975	99	13.4	*B*
Total		2,581	2,562	99	17.6	*B*

SimTraffic LOS Report

Project: Park City Kearns & Park TIS
Analysis Period: *Future (2040) Background*
Time Period: *Evening Peak Hour* **Project #:** *UT23-2615*

Intersection: Park Avenue & Kearns Boulevard
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	T	1,541	1,186	77	27.3	*C*
	R	428	336	78	13.8	*B*
	Subtotal	1,969	1,522	77	24.3	*C*
SE	L	381	362	95	57.2	*E*
	T	1,127	1,092	97	44.2	*D*
	Subtotal	1,508	1,454	96	47.4	*D*
SW	L	194	185	96	58.7	*E*
	R	380	368	97	17.4	*B*
	Subtotal	574	553	96	31.2	*C*
Total		4,051	3,529	87	35.0	*C*

Intersection: Northwest Hotel Access/East Reid Building Access & Kearns Boulev
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	***L***	***2***	***1***	***50***	***40.3***	***E***
	R	5	7	140	18.3	*C*
	Subtotal	7	8	114	21.1	*C*
EB	L	3	1	33	9.3	*A*
	T	804	689	86	5.9	*A*
	R	3	2	67	9.8	*A*
	Subtotal	810	692	85	5.9	*A*
WB	L	6	6	100	24.4	*C*
	T	562	540	96	3.4	*A*
	Subtotal	568	546	96	3.6	*A*
Total		1,385	1,246	90	5.1	*A*

SimTraffic LOS Report

Project: Park City Kearns & Park TIS
Analysis Period: *Future (2040) Background*
Time Period: *Evening Peak Hour* **Project #:** *UT23-2615*

Intersection: Snow Creek Drive & Kearns Boulevard
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	6	5	83	67.2	*F*
	T	11	10	93	87.2	*F*
	R	***62***	***55***	***88***	***93.5***	***F***
	Subtotal	79	70	89	90.7	*F*
SB	L	174	175	101	22.0	*C*
	T	13	13	102	34.3	*D*
	R	65	66	101	9.6	*A*
	Subtotal	252	254	101	19.4	*C*
EB	L	55	48	87	8.9	*A*
	T	728	612	84	12.2	*B*
	R	21	17	82	9.7	*A*
	Subtotal	804	677	84	11.9	*B*
WB	L	38	33	88	6.5	*A*
	T	500	480	96	2.7	*A*
	R	140	131	93	0.7	*A*
	Subtotal	678	644	95	2.5	*A*
Total		1,812	1,645	91	13.0	*B*

Intersection: Homestake Road & Kearns Boulevard
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	14	8	58	359.8	*F*
	R	***81***	***49***	***60***	***421.8***	***F***
	Subtotal	95	57	60	413.1	*F*
EB	T	951	801	84	25.8	*D*
	R	13	12	94	23.5	*C*
	Subtotal	964	813	84	25.8	*D*
WB	L	13	12	94	9.0	*A*
	T	850	823	97	2.3	*A*
	Subtotal	863	835	97	2.4	*A*
Total		1,922	1,705	89	29.9	*D*

SimTraffic LOS Report

Project: Park City Kearns & Park TIS
Analysis Period: *Future (2040) Background*
Time Period: *Evening Peak Hour* **Project #:** *UT23-2615*

Intersection: Kearns Boulevard & Bonanza Drive/Monitor Drive
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	L	204	176	86	61.2	*E*
	T	120	106	88	53.0	*D*
	R	733	648	88	40.8	*D*
	Subtotal	1,057	930	88	46.1	*D*
SE	L	133	130	98	48.1	*D*
	T	120	122	101	43.8	*D*
	R	112	111	100	9.7	*A*
	Subtotal	365	363	99	34.9	*C*
NE	L	70	51	73	197.4	*F*
	T	884	655	74	263.6	*F*
	R	162	125	77	259.7	*F*
	Subtotal	1,116	831	74	259.0	*F*
SW	L	426	429	101	53.8	*D*
	T	548	549	100	15.0	*B*
	R	88	91	103	11.3	*B*
	Subtotal	1,062	1,069	101	30.3	*C*
Total		3,600	3,193	89	98.3	*F*

Intersection: Comstock Drive & Kearns Boulevard
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	52	51	98	177.5	*F*
	R	130	121	93	214.9	*F*
	Subtotal	182	172	95	203.8	*F*
SB	L	11	10	93	67.8	*E*
	R	5	5	100	15.3	*B*
	Subtotal	16	15	94	50.3	*D*
EB	L	5	4	80	40.6	*D*
	T	1,719	1,408	82	25.3	*C*
	R	26	20	78	22.8	*C*
	Subtotal	1,750	1,432	82	25.3	*C*
WB	L	46	47	101	79.7	*E*
	T	980	992	101	6.1	*A*
	R	5	4	80	2.7	*A*
	Subtotal	1,031	1,043	101	9.4	*A*
Total		2,979	2,662	89	31.7	*C*

SimTraffic LOS Report

Project: Park City Kearns & Park TIS
Analysis Period: *Future (2040) Background*
Time Period: *Evening Peak Hour* **Project #:** *UT23-2615*

Intersection: Park Avenue & West North Hotel Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	1,968	1,522	77	13.9	*B*
	R	3	2	67	15.3	*C*
	Subtotal	1,971	1,524	77	13.9	*B*
SB	L	8	7	88	351.6	*F*
	T	1,312	1,270	97	4.5	*A*
	Subtotal	1,320	1,277	97	6.4	*A*
WB	L	4	4	100	539.9	*F*
	R	***1***	***1***	***100***	***767.9***	***F***
	Subtotal	5	5	100	585.5	*F*
Total		3,296	2,806	85	11.6	*B*

Intersection: Park Avenue & West South Hotel Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	1,970	1,523	77	15.6	*C*
	R	3	2	67	13.2	*B*
	Subtotal	1,973	1,525	77	15.6	*C*
SB	L	8	7	88	182.1	*F*
	T	1,308	1,266	97	2.1	*A*
	Subtotal	1,316	1,273	97	3.1	*A*
WB	L	4	4	100	208.6	*F*
	R	***1***	***2***	***200***	***220.6***	***F***
	Subtotal	5	6	120	212.6	*F*
Total		3,294	2,804	85	10.3	*B*

SimTraffic LOS Report

Project: Park City Kearns & Park TIS
Analysis Period: *Future (2040) Background*
Time Period: *Evening Peak Hour* **Project #:** *UT23-2615*

Intersection: Park Avenue & Homestake Road
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	1,895	1,449	76	38.4	*E*
	R	64	48	75	33.6	*D*
	Subtotal	1,959	1,497	76	38.2	*E*
SB	L	26	25	97	48.3	*E*
	T	1,286	1,246	97	3.6	*A*
	Subtotal	1,312	1,271	97	4.5	*A*
WB	***L***	***17***	***15***	***90***	***232.0***	***F***
	R	40	40	101	131.6	*F*
	Subtotal	57	55	96	159.0	*F*
Total		3,327	2,823	85	25.8	*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	78	67	86	103.9	*F*
	T	367	338	92	185.9	*F*
	R	40	37	94	155.0	*F*
	Subtotal	485	442	91	170.9	*F*
SB	L	501	478	95	58.5	*E*
	T	430	422	98	25.4	*C*
	R	304	293	96	3.6	*A*
	Subtotal	1,235	1,193	97	33.3	*C*
EB	L	826	553	67	197.0	*F*
	T	294	200	68	79.2	*E*
	R	57	41	72	71.1	*E*
	Subtotal	1,177	794	67	160.8	*F*
WB	L	60	47	78	115.5	*F*
	T	263	220	84	97.1	*F*
	R	700	584	83	124.6	*F*
	Subtotal	1,023	851	83	117.0	*F*
Total		3,921	3,280	84	105.8	*F*

SimTraffic LOS Report

Project: Park City Kearns & Park TIS
Analysis Period: *Future (2040) Background*
Time Period: *Evening Peak Hour* **Project #:** *UT23-2615*

Intersection: Deer Valley Drive & Bonanza Drive
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	L	483	481	100	35.8	*D*
	R	126	127	101	39.3	*D*
	Subtotal	609	608	100	36.5	*D*
NW	T	898	724	81	92.6	*F*
	R	779	633	81	45.4	*D*
	Subtotal	1,677	1,357	81	70.6	*E*
SE	L	234	203	87	36.8	*D*
	T	636	548	86	10.2	*B*
	Subtotal	870	751	86	17.4	*B*
Total		3,156	2,716	86	48.5	*D*

SimTraffic LOS Report

Project: Park City Kearns & Park TIS
Analysis Period: *Future (2040) Plus Project*
Time Period: *Morning Peak Hour* **Project #:** *UT23-2615*

Intersection: Park Avenue & Kearns Boulevard
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	T	597	596	100	16.6	*B*
	R	188	186	99	7.0	*A*
	Subtotal	785	782	100	14.3	*B*
SE	L	342	333	97	15.9	*B*
	T	1,367	1,360	100	12.5	*B*
	Subtotal	1,709	1,693	99	13.2	*B*
SW	L	343	314	92	38.1	*D*
	T	1	1	133	1.9	*A*
	R	378	348	92	9.8	*A*
	Subtotal	722	663	92	23.2	*C*
Total		3,216	3,138	98	15.6	*B*

Intersection: North Project Access/East Reid Building Access & Kearns Boulevard
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	R	48	54	114	5.2	*A*
	Subtotal	48	54	113	5.2	*A*
SB	***L***	***2***	***2***	***100***	***13.9***	***B***
	R	1	2	200	6.7	*A*
	Subtotal	3	4	133	10.3	*B*
EB	L	1	0	0	3.0	*A*
	T	488	479	98	1.3	*A*
	R	42	39	94	1.1	*A*
	Subtotal	531	518	98	1.3	*A*
WB	T	713	652	91	0.3	*A*
	R	4	4	100	0.0	*A*
	Subtotal	717	656	91	0.3	*A*
Total		1,298	1,232	95	1.0	*A*

SimTraffic LOS Report

Project: Park City Kearns & Park TIS
Analysis Period: *Future (2040) Plus Project*
Time Period: *Morning Peak Hour* **Project #:** *UT23-2615*

Intersection: Snow Creek Drive & Kearns Boulevard
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	3	3	100	17.5	*C*
	T	3	3	100	22.9	*C*
	R	21	19	92	6.6	*A*
	Subtotal	27	25	93	9.9	*A*
SB	L	180	176	98	16.0	*C*
	T	***14***	***15***	***109***	***23.8***	***C***
	R	59	58	98	7.5	*A*
	Subtotal	253	249	98	14.5	*B*
EB	L	28	26	94	5.8	*A*
	T	451	450	100	0.2	*A*
	R	57	56	98	0.0	*A*
	Subtotal	536	532	99	0.5	*A*
WB	L	38	34	88	5.4	*A*
	T	655	595	91	0.7	*A*
	R	108	100	93	0.3	*A*
	Subtotal	801	729	91	0.9	*A*
Total		1,617	1,535	95	3.1	*A*

Intersection: Homestake Road & Kearns Boulevard
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	***L***	***8***	***6***	***75***	***9.0***	***A***
	R	36	36	99	5.6	*A*
	Subtotal	44	42	95	6.1	*A*
EB	T	635	629	99	0.1	*A*
	R	16	15	95	0.0	*A*
	Subtotal	651	644	99	0.1	*A*
WB	L	24	21	88	8.2	*A*
	T	877	800	91	2.3	*A*
	Subtotal	901	821	91	2.5	*A*
Total		1,596	1,507	94	1.6	*A*

SimTraffic LOS Report

Project: Park City Kearns & Park TIS
Analysis Period: *Future (2040) Plus Project*
Time Period: *Morning Peak Hour* **Project #:** *UT23-2615*

Intersection: Kearns Boulevard & Bonanza Drive/Monitor Drive
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	L	99	95	96	44.1	*D*
	T	44	46	103	33.7	*C*
	R	266	269	101	5.5	*A*
	Subtotal	409	410	100	17.6	*B*
SE	L	81	83	102	38.3	*D*
	T	132	130	98	37.8	*D*
	R	65	68	104	9.0	*A*
	Subtotal	278	281	101	31.0	*C*
NE	L	42	41	99	58.4	*E*
	T	476	463	97	98.8	*F*
	R	136	134	98	93.7	*F*
	Subtotal	654	638	98	95.1	*F*
SW	L	750	684	91	42.7	*D*
	T	739	662	90	13.7	*B*
	R	59	54	91	9.4	*A*
	Subtotal	1,548	1,400	90	27.7	*C*
Total		2,890	2,729	94	42.7	*D*

Intersection: Comstock Drive & Kearns Boulevard
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	46	44	95	65.9	*E*
	R	42	40	96	11.5	*B*
	Subtotal	88	84	95	40.0	*D*
SB	L	11	10	93	64.6	*E*
	R	5	7	140	55.0	*D*
	Subtotal	16	17	106	60.6	*E*
EB	L	5	5	100	79.9	*E*
	T	795	788	99	6.9	*A*
	R	21	20	96	5.8	*A*
	Subtotal	821	813	99	7.3	*A*
WB	L	104	93	90	43.8	*D*
	T	1,496	1,355	91	43.7	*D*
	R	11	9	84	31.1	*C*
	Subtotal	1,611	1,457	90	43.6	*D*
Total		2,535	2,371	94	31.3	*C*

SimTraffic LOS Report

Project: Park City Kearns & Park TIS
Analysis Period: *Future (2040) Plus Project*
Time Period: *Morning Peak Hour* **Project #:** *UT23-2615*

Intersection: Park Avenue & West Project Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
WB	***L***	***17***	***17***	***101***	***74.1***	***F***
	R	53	52	98	35.5	*E*
	Subtotal	70	69	99	45.0	*E*
NW	T	732	730	100	1.7	*A*
	R	9	9	100	0.5	*A*
	Subtotal	741	739	100	1.7	*A*
SE	L	20	19	96	10.2	*B*
	T	1,691	1,652	98	5.9	*A*
	Subtotal	1,711	1,671	98	5.9	*A*
Total		2,522	2,479	98	5.8	*A*

Intersection: Park Avenue & Homestake Road
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	710	706	99	3.4	*A*
	R	21	21	101	2.3	*A*
	Subtotal	731	727	99	3.4	*A*
SB	L	21	16	77	9.0	*A*
	T	1,686	1,649	98	3.5	*A*
	Subtotal	1,707	1,665	98	3.6	*A*
WB	***L***	***15***	***14***	***95***	***82.5***	***F***
	R	22	23	106	22.6	*C*
	Subtotal	37	37	100	45.3	*E*
Total		2,474	2,429	98	4.2	*A*

SimTraffic LOS Report

Project: Park City Kearns & Park TIS
Analysis Period: *Future (2040) Plus Project*
Time Period: *Morning Peak Hour* **Project #:** *UT23-2615*

Intersection: Park Avenue & Empire Avenue/Deer Valley Drive
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	73	71	97	52.5	*D*
	T	155	154	99	59.3	*E*
	R	38	37	99	28.3	*C*
	Subtotal	266	262	98	53.1	*D*
SB	L	658	637	97	33.6	*C*
	T	325	322	99	12.2	*B*
	R	649	637	98	7.5	*A*
	Subtotal	1,632	1,596	98	18.9	*B*
EB	L	312	312	100	60.7	*E*
	T	204	204	100	42.2	*D*
	R	36	37	101	36.5	*D*
	Subtotal	552	553	100	52.3	*D*
WB	L	27	25	93	72.2	*E*
	T	295	302	102	58.0	*E*
	R	263	259	99	8.9	*A*
	Subtotal	585	586	100	36.9	*D*
Total		3,033	2,997	99	31.6	*C*

Intersection: Deer Valley Drive & Bonanza Drive
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	L	811	825	102	29.4	*C*
	R	192	196	102	14.6	*B*
	Subtotal	1,003	1,021	102	26.6	*C*
NW	T	393	393	100	13.4	*B*
	R	204	196	96	2.5	*A*
	Subtotal	597	589	99	9.8	*A*
SE	L	142	137	96	21.6	*C*
	T	855	839	98	12.8	*B*
	Subtotal	997	976	98	14.0	*B*
Total		2,597	2,586	100	18.0	*B*

SimTraffic LOS Report

Project: Park City Kearns & Park TIS
Analysis Period: *Future (2040) Plus Project*
Time Period: *Evening Peak Hour* **Project #:** *UT23-2615*

Intersection: Park Avenue & Kearns Boulevard
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	T	1,554	1,247	80	29.6	*C*
	R	474	380	80	20.1	*C*
	Subtotal	2,028	1,627	80	27.4	*C*
SE	L	384	373	97	40.9	*D*
	T	1,136	1,138	100	8.0	*A*
	Subtotal	1,520	1,511	99	16.1	*B*
SW	L	202	200	99	39.5	*D*
	R	378	360	95	18.0	*B*
	Subtotal	580	560	97	25.7	*C*
Total		4,130	3,698	90	22.6	*C*

Intersection: North Project Access/East Reid Building Access & Kearns Boulevard
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	R	30	28	92	44.8	*E*
	Subtotal	30	28	93	44.8	*E*
SB	***L***	***2***	***2***	***100***	***56.7***	***F***
	R	5	6	120	6.3	*A*
	Subtotal	7	8	114	18.9	*C*
EB	L	3	1	33	46.7	*E*
	T	808	702	87	15.4	*C*
	R	48	42	88	15.7	*C*
	Subtotal	859	745	87	15.5	*C*
WB	T	570	547	96	0.3	*A*
	Subtotal	570	547	96	0.3	*A*
Total		1,466	1,328	91	9.9	*A*

SimTraffic LOS Report

Project: Park City Kearns & Park TIS
Analysis Period: *Future (2040) Plus Project*
Time Period: *Evening Peak Hour* **Project #:** *UT23-2615*

Intersection: Snow Creek Drive & Kearns Boulevard
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	4	2	50	116.5	*F*
	T	11	11	102	109.2	*F*
	R	***61***	***50***	***82***	***124.4***	***F***
	Subtotal	76	63	83	121.5	*F*
SB	L	174	172	99	23.0	*C*
	T	13	10	78	32.2	*D*
	R	65	69	106	8.0	*A*
	Subtotal	252	251	100	19.2	*C*
EB	L	55	49	89	12.2	*B*
	T	738	625	85	16.1	*C*
	R	44	39	90	14.8	*B*
	Subtotal	837	713	85	15.8	*C*
WB	L	44	43	97	7.1	*A*
	T	502	480	96	0.8	*A*
	R	140	131	93	0.4	*A*
	Subtotal	686	654	95	1.1	*A*
Total		1,852	1,681	91	15.1	*C*

Intersection: Homestake Road & Kearns Boulevard
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	***L***	***14***	***4***	***29***	***845.4***	***F***
	R	81	28	35	765.9	*F*
	Subtotal	95	32	34	775.8	*F*
EB	T	962	795	83	41.2	*E*
	R	13	11	86	29.0	*D*
	Subtotal	975	806	83	41.0	*E*
WB	L	13	12	94	9.1	*A*
	T	860	837	97	2.3	*A*
	Subtotal	873	849	97	2.4	*A*
Total		1,942	1,687	87	41.5	*E*

SimTraffic LOS Report

Project: Park City Kearns & Park TIS
Analysis Period: *Future (2040) Plus Project*
Time Period: *Evening Peak Hour* **Project #:** *UT23-2615*

Intersection: Kearns Boulevard & Bonanza Drive/Monitor Drive
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	L	204	188	92	67.2	*E*
	T	120	103	85	55.9	*E*
	R	733	652	89	42.8	*D*
	Subtotal	1,057	943	89	49.1	*D*
SE	L	133	133	100	44.1	*D*
	T	120	120	100	42.1	*D*
	R	112	114	102	9.7	*A*
	Subtotal	365	367	101	32.8	*C*
NE	L	70	49	70	222.8	*F*
	T	894	652	73	288.7	*F*
	R	162	119	73	282.6	*F*
	Subtotal	1,126	820	73	283.9	*F*
SW	L	426	412	97	48.1	*D*
	T	558	545	98	14.4	*B*
	R	88	88	100	11.2	*B*
	Subtotal	1,072	1,045	97	27.4	*C*
Total		3,620	3,175	88	104.3	*F*

Intersection: Comstock Drive & Kearns Boulevard
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	52	43	82	184.8	*F*
	R	130	119	91	248.8	*F*
	Subtotal	182	162	89	231.8	*F*
SB	L	11	9	84	63.7	*E*
	R	5	4	80	11.9	*B*
	Subtotal	16	13	81	47.8	*D*
EB	L	5	5	100	38.8	*D*
	T	1,729	1,411	82	27.7	*C*
	R	26	20	78	24.5	*C*
	Subtotal	1,760	1,436	82	27.7	*C*
WB	L	46	46	99	76.9	*E*
	T	990	973	98	5.4	*A*
	R	5	5	100	2.0	*A*
	Subtotal	1,041	1,024	98	8.6	*A*
Total		2,999	2,635	88	34.0	*C*

SimTraffic LOS Report

Project: Park City Kearns & Park TIS
Analysis Period: *Future (2040) Plus Project*
Time Period: *Evening Peak Hour* **Project #:** *UT23-2615*

Intersection: Park Avenue & West Project Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
WB	***L***	***15***	***9***	***60***	***633.7***	***F***
	R	50	32	64	439.3	*F*
	Subtotal	65	41	63	482.0	*F*
NW	T	1,952	1,564	80	9.8	*A*
	R	15	11	73	6.2	*A*
	Subtotal	1,967	1,575	80	9.8	*A*
SE	L	18	16	89	210.9	*F*
	T	1,321	1,323	100	3.8	*A*
	Subtotal	1,339	1,339	100	6.3	*A*
Total		3,370	2,955	88	16.1	*C*

Intersection: Park Avenue & Homestake Road
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	1,919	1,558	81	35.9	*E*
	R	64	52	81	29.9	*D*
	Subtotal	1,983	1,610	81	35.7	*E*
SB	L	26	24	93	24.8	*C*
	T	1,279	1,279	100	3.6	*A*
	Subtotal	1,305	1,303	100	4.0	*A*
WB	L	17	4	24	1812.7	*F*
	R	***40***	***10***	***25***	***1879.9***	***F***
	Subtotal	57	14	25	1860.7	*F*
Total		3,344	2,927	88	45.7	*E*

SimTraffic LOS Report

Project: Park City Kearns & Park TIS
Analysis Period: *Future (2040) Plus Project*
Time Period: *Evening Peak Hour* **Project #:** *UT23-2615*

Intersection: Park Avenue & Empire Avenue/Deer Valley Drive
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	78	72	92	151.1	*F*
	T	371	344	93	230.6	*F*
	R	40	36	91	233.5	*F*
	Subtotal	489	452	92	218.2	*F*
SB	L	510	508	100	51.9	*D*
	T	432	428	99	22.8	*C*
	R	309	306	99	3.4	*A*
	Subtotal	1,251	1,242	99	29.9	*C*
EB	L	832	630	76	167.3	*F*
	T	294	225	76	71.8	*E*
	R	57	48	84	67.1	*E*
	Subtotal	1,183	903	76	138.2	*F*
WB	L	60	53	88	114.1	*F*
	T	263	238	91	92.8	*F*
	R	714	637	89	93.9	*F*
	Subtotal	1,037	928	89	94.8	*F*
Total		3,960	3,525	89	100.4	*F*

Intersection: Deer Valley Drive & Bonanza Drive
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	L	483	488	101	33.6	*C*
	R	126	117	93	24.5	*C*
	Subtotal	609	605	99	31.8	*C*
NW	T	912	821	90	70.5	*E*
	R	779	703	90	36.2	*D*
	Subtotal	1,691	1,524	90	54.7	*D*
SE	L	234	212	91	42.7	*D*
	T	645	589	91	10.4	*B*
	Subtotal	879	801	91	18.9	*B*
Total		3,178	2,930	92	40.3	*D*

APPENDIX E

Queue Length Reports

DRAFT

Intersection: 1: Park Avenue & Kearns Boulevard

Movement	SE	SE	SE	NW	NW	NW	SW	SW	SW
Directions Served	L	T	T	T	T	R	L	L	R
Maximum Queue (ft)	171	351	323	190	195	121	199	164	185
Average Queue (ft)	80	120	99	91	102	52	99	76	75
95th Queue (ft)	139	247	233	172	185	120	168	138	139
Link Distance (ft)		860	860	121	121		181	181	181
Upstream Blk Time (%)		0	0	4	5	0	1	0	0
Queuing Penalty (veh)		0	0	14	16	0	1	0	1
Storage Bay Dist (ft)	250					50			
Storage Blk Time (%)	0	1			21	2			
Queuing Penalty (veh)	0	2			25	5			

Intersection: 2: Northwest Hotel Access/East Reid Building Access & Kearns Boulevard

Movement	EB	EB	WB	WB	NB	SB
Directions Served	LT	TR	LT	T	LR	LR
Maximum Queue (ft)	14	2	5	4	30	30
Average Queue (ft)	0	0	0	0	4	3
95th Queue (ft)	5	2	3	4	22	18
Link Distance (ft)	181	181		69	95	140
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)			50			
Storage Blk Time (%)				0		
Queuing Penalty (veh)				0		

Intersection: 3: Snow Creek Drive & Kearns Boulevard

Movement	EB	EB	EB	WB	WB	NB	SB	SB
Directions Served	L	T	TR	L	TR	LTR	LT	R
Maximum Queue (ft)	36	21	2	44	23	55	146	96
Average Queue (ft)	9	1	0	10	1	20	70	33
95th Queue (ft)	30	10	1	34	10	48	123	74
Link Distance (ft)		56	56		189	164	192	
Upstream Blk Time (%)	0	0					0	
Queuing Penalty (veh)	0	0					0	
Storage Bay Dist (ft)	100			100				50
Storage Blk Time (%)	0	0					20	1
Queuing Penalty (veh)	0	0					12	2

Intersection: 4: Homestake Road & Kearns Boulevard

Movement	EB	B16	WB	NB
Directions Served	T	T	L	LR
Maximum Queue (ft)	2	2	41	51
Average Queue (ft)	0	0	8	20
95th Queue (ft)	2	2	31	40
Link Distance (ft)	69	189		239
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)			100	
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 5: Kearns Boulevard & Bonanza Drive/Monitor Drive

Movement	SE	SE	SE	NW	NW	NW	NE	NE	NE	SW	SW	SW
Directions Served	L	T	R	L	T	R	L	T	TR	L	T	TR
Maximum Queue (ft)	118	184	81	132	90	104	84	250	293	384	418	299
Average Queue (ft)	48	79	29	64	30	42	28	129	157	256	130	94
95th Queue (ft)	94	145	62	115	72	86	65	211	249	388	332	216
Link Distance (ft)		490			217	217		933	933		393	393
Upstream Blk Time (%)										1	1	0
Queuing Penalty (veh)										0	6	0
Storage Bay Dist (ft)	100		150	125			275			275		
Storage Blk Time (%)	1	7		1	0			0		11	0	
Queuing Penalty (veh)	2	9		0	0			0		32	1	

Intersection: 5: Kearns Boulevard & Bonanza Drive/Monitor Drive

Movement	B20
Directions Served	T
Maximum Queue (ft)	144
Average Queue (ft)	11
95th Queue (ft)	124
Link Distance (ft)	2024
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 6: Comstock Drive & Kearns Boulevard

Movement	EB	EB	EB	B20	B20	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	R	T		L	T	R	LT	R	LT	R
Maximum Queue (ft)	24	140	16	190	98	69	218	7	74	69	25	25
Average Queue (ft)	2	48	1	30	5	27	108	0	30	18	4	3
95th Queue (ft)	12	109	10	109	44	58	198	4	62	47	19	16
Link Distance (ft)		2024		393	393		1224		393			553
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	250		100			250		325		50	300	
Storage Blk Time (%)		1					0		7	0		
Queuing Penalty (veh)		0					0		2	0		

Intersection: 7: Park Avenue & West North Hotel Access

Movement	WB	NB	NB	SB	SB	SB
Directions Served	LR	T	TR	L	T	T
Maximum Queue (ft)	34	46	82	30	111	24
Average Queue (ft)	8	2	6	3	8	1
95th Queue (ft)	30	22	41	17	54	14
Link Distance (ft)	113	69	69		121	121
Upstream Blk Time (%)		0	0		0	
Queuing Penalty (veh)		0	2		2	
Storage Bay Dist (ft)				50		
Storage Blk Time (%)				0	1	
Queuing Penalty (veh)				0	0	

Intersection: 8: Park Avenue & West South Hotel Access

Movement	WB	NB	NB	SB	SB	SB
Directions Served	LR	T	TR	L	T	T
Maximum Queue (ft)	39	5	2	37	79	35
Average Queue (ft)	8	0	0	3	9	2
95th Queue (ft)	32	2	2	19	47	17
Link Distance (ft)	112	80	80	69	69	69
Upstream Blk Time (%)				0	1	0
Queuing Penalty (veh)				0	4	0
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 9: Park Avenue & Homestake Road

Movement	WB	NB	NB	SB	SB	SB	B14	B14	B14
Directions Served	LR	T	TR	L	T	T		T	T
Maximum Queue (ft)	66	151	177	38	127	124	9	145	96
Average Queue (ft)	16	21	33	10	43	37	0	29	11
95th Queue (ft)	49	93	121	35	132	118	4	110	55
Link Distance (ft)	424	191	191		45	45	80	80	80
Upstream Blk Time (%)		0	0	0	7	5		3	1
Queuing Penalty (veh)		0	1	0	54	42		14	3
Storage Bay Dist (ft)				100					
Storage Blk Time (%)				0	7				
Queuing Penalty (veh)				2	1				

Intersection: 10: Park Avenue & Empire Avenue/Deer Valley Drive

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	L	TR	L	T	R	L	T	TR	L	T	R
Maximum Queue (ft)	179	180	245	70	308	119	114	177	150	408	452	209
Average Queue (ft)	100	95	108	21	148	47	49	86	58	271	122	81
95th Queue (ft)	158	160	201	56	254	94	96	155	118	406	329	159
Link Distance (ft)	489	489			726	726		800			414	414
Upstream Blk Time (%)										0	0	
Queuing Penalty (veh)										0	3	
Storage Bay Dist (ft)			200	135			150		150	300		
Storage Blk Time (%)		0	1		16			2	0	10	0	
Queuing Penalty (veh)		0	2		4			3	0	18	3	

Intersection: 10: Park Avenue & Empire Avenue/Deer Valley Drive

Movement	B13
Directions Served	T
Maximum Queue (ft)	33
Average Queue (ft)	2
95th Queue (ft)	23
Link Distance (ft)	191
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 11: Deer Valley Drive & Bonanza Drive

Movement	SB	SB	SB	SE	SE	SE	NW	NW	NW
Directions Served	L	L	R	L	T	T	T	T	R
Maximum Queue (ft)	200	466	200	120	170	183	122	127	60
Average Queue (ft)	132	244	89	54	101	101	57	56	17
95th Queue (ft)	245	414	218	99	156	166	103	105	48
Link Distance (ft)		464			726	726	589	589	
Upstream Blk Time (%)		1							
Queuing Penalty (veh)		0							
Storage Bay Dist (ft)	100		100	125					150
Storage Blk Time (%)	1	35	0	0	2			0	
Queuing Penalty (veh)	6	179	0	1	2			0	

Intersection: 12: Bend

Movement	SB
Directions Served	T
Maximum Queue (ft)	108
Average Queue (ft)	7
95th Queue (ft)	52
Link Distance (ft)	489
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Network Summary

Network wide Queuing Penalty: 479

Intersection: 1: Park Avenue & Kearns Boulevard

Movement	SE	SE	SE	NW	NW	NW	SW	SW	SW
Directions Served	L	T	T	T	T	R	L	L	R
Maximum Queue (ft)	387	600	540	226	224	121	192	130	244
Average Queue (ft)	196	262	180	196	195	106	94	55	136
95th Queue (ft)	419	736	603	222	225	156	187	128	224
Link Distance (ft)		860	860	121	121		181	181	181
Upstream Blk Time (%)		9	1	47	41	2	7	3	4
Queuing Penalty (veh)		0	0	425	366	0	13	5	7
Storage Bay Dist (ft)	250					50			
Storage Blk Time (%)	6	14			49	9			
Queuing Penalty (veh)	31	46			184	63			

Intersection: 2: Northwest Hotel Access/East Reid Building Access & Kearns Boulevard

Movement	EB	EB	WB	WB	WB	B15	SB
Directions Served	LT	TR	LT	T	TR	T	LR
Maximum Queue (ft)	15	2	19	23	40	7	35
Average Queue (ft)	1	0	3	5	2	2	7
95th Queue (ft)	6	2	22	44	22	17	28
Link Distance (ft)	181	181		69	69	56	140
Upstream Blk Time (%)			1	2	0	2	
Queuing Penalty (veh)			0	7	0	3	
Storage Bay Dist (ft)			50				
Storage Blk Time (%)			3	2			
Queuing Penalty (veh)			6	4			

Intersection: 3: Snow Creek Drive & Kearns Boulevard

Movement	EB	EB	EB	WB	WB	WB	B16	B16	B17	B17	NB	SB
Directions Served	L	T	TR	L	T	TR	T	T	T	T	LTR	LT
Maximum Queue (ft)	43	54	7	68	28	23	20	3	7	4	94	213
Average Queue (ft)	15	3	0	15	5	1	3	0	1	0	41	81
95th Queue (ft)	39	26	4	52	64	11	41	3	12	4	75	166
Link Distance (ft)		56	56		189	189	130	130	69	69	164	192
Upstream Blk Time (%)	0	0		0	1		1		0		0	3
Queuing Penalty (veh)	0	0		0	4		3		1		0	0
Storage Bay Dist (ft)	100			100								
Storage Blk Time (%)	0	0			2							24
Queuing Penalty (veh)	0	0			1							16

Intersection: 3: Snow Creek Drive & Kearns Boulevard

Movement	SB	B28
Directions Served	R	T
Maximum Queue (ft)	140	55
Average Queue (ft)	41	10
95th Queue (ft)	94	118
Link Distance (ft)		473
Upstream Blk Time (%)		1
Queuing Penalty (veh)		0
Storage Bay Dist (ft)	50	
Storage Blk Time (%)	3	
Queuing Penalty (veh)	6	

Intersection: 4: Homestake Road & Kearns Boulevard

Movement	EB	B16	WB	WB	NB
Directions Served	T	T	L	T	LR
Maximum Queue (ft)	6	4	31	12	73
Average Queue (ft)	0	0	7	1	32
95th Queue (ft)	4	2	28	17	60
Link Distance (ft)	69	189		933	239
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)			100		
Storage Blk Time (%)				0	
Queuing Penalty (veh)				0	

Intersection: 5: Kearns Boulevard & Bonanza Drive/Monitor Drive

Movement	SE	SE	SE	NW	NW	NW	B19	NE	NE	NE	SW	SW
Directions Served	L	T	R	L	T	R	T	L	T	TR	L	T
Maximum Queue (ft)	161	183	108	212	251	295	459	243	428	441	311	240
Average Queue (ft)	77	84	40	115	95	211	79	61	238	260	171	77
95th Queue (ft)	135	152	80	183	194	331	314	200	412	430	271	162
Link Distance (ft)		490			217	217	546		933	933		393
Upstream Blk Time (%)				0	1	16	1					
Queuing Penalty (veh)				0	0	0	0					
Storage Bay Dist (ft)	100		150	125				275			275	
Storage Blk Time (%)	6	9	0	10	3				9		1	0
Queuing Penalty (veh)	14	20	0	12	6				6		2	0

Intersection: 5: Kearns Boulevard & Bonanza Drive/Monitor Drive

Movement	SW
Directions Served	TR
Maximum Queue (ft)	206
Average Queue (ft)	92
95th Queue (ft)	166
Link Distance (ft)	393
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 6: Comstock Drive & Kearns Boulevard

Movement	EB	EB	EB	B20	B20	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	R	T		L	T	R	LT	R	LT	R
Maximum Queue (ft)	11	257	60	406	408	101	168	10	212	99	35	14
Average Queue (ft)	1	147	4	285	253	36	72	0	69	61	7	1
95th Queue (ft)	6	234	34	479	499	78	147	5	169	103	26	7
Link Distance (ft)		2024		393	393		1224		393			553
Upstream Blk Time (%)				1	2				0			
Queuing Penalty (veh)				7	11				0			
Storage Bay Dist (ft)	250		100			250		325		50	300	
Storage Blk Time (%)		9							11	24		
Queuing Penalty (veh)		2							11	11		

Intersection: 7: Park Avenue & West North Hotel Access

Movement	WB	NB	NB	SB	SB	SB
Directions Served	LR	T	TR	L	T	T
Maximum Queue (ft)	59	164	169	62	140	70
Average Queue (ft)	17	137	130	16	31	8
95th Queue (ft)	49	179	182	52	118	63
Link Distance (ft)	113	69	69		121	121
Upstream Blk Time (%)		45	41		8	3
Queuing Penalty (veh)		408	370		50	17
Storage Bay Dist (ft)				50		
Storage Blk Time (%)				16	10	
Queuing Penalty (veh)				97	1	

Intersection: 8: Park Avenue & West South Hotel Access

Movement	WB	NB	NB	B14	B14	SB	SB	SB
Directions Served	LR	T	TR	T	T	L	T	T
Maximum Queue (ft)	45	179	177	164	154	54	93	31
Average Queue (ft)	10	150	148	88	86	17	27	1
95th Queue (ft)	39	195	199	149	145	46	85	15
Link Distance (ft)	112	80	80	45	45	69	69	69
Upstream Blk Time (%)	0	42	40	32	30	0	9	0
Queuing Penalty (veh)	0	367	347	278	261	0	38	0
Storage Bay Dist (ft)								
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 9: Park Avenue & Homestake Road

Movement	WB	NB	NB	B13	B13	SB	SB	SB	B14	B14	B14
Directions Served	LR	T	TR	T	T	L	T	T		T	T
Maximum Queue (ft)	255	298	304	435	437	41	133	112	32	149	98
Average Queue (ft)	88	263	265	327	345	18	59	29	2	48	8
95th Queue (ft)	233	333	332	537	549	44	152	99	16	147	48
Link Distance (ft)	431	193	193	414	414		45	45	80	80	80
Upstream Blk Time (%)	0	53	57	5	9	5	14	5		9	0
Queuing Penalty (veh)	0	452	487	39	74	0	85	28		36	1
Storage Bay Dist (ft)						100					
Storage Blk Time (%)						5	14				
Queuing Penalty (veh)						28	4				

Intersection: 10: Park Avenue & Empire Avenue/Deer Valley Drive

Movement	EB	EB	EB	B12	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	L	TR	T	L	T	R	L	T	TR	L	T
Maximum Queue (ft)	565	575	400	603	296	697	734	280	621	299	400	491
Average Queue (ft)	447	491	338	365	79	330	567	82	312	203	296	250
95th Queue (ft)	599	656	523	814	205	709	857	206	619	320	462	511
Link Distance (ft)	489	489		565		726	726		800			414
Upstream Blk Time (%)	13	38		33		2	8		2		1	6
Queuing Penalty (veh)	0	0		0		9	38		0		0	32
Storage Bay Dist (ft)			200		135			150		150	300	
Storage Blk Time (%)		74	14		1	32		0	44	30	17	1
Queuing Penalty (veh)		225	47		1	18		1	128	77	49	6

Intersection: 10: Park Avenue & Empire Avenue/Deer Valley Drive

Movement	SB	B13	B13	B13
Directions Served	R		T	T
Maximum Queue (ft)	149	37	212	82
Average Queue (ft)	35	2	30	4
95th Queue (ft)	96	18	149	46
Link Distance (ft)	414	193	193	193
Upstream Blk Time (%)			2	0
Queuing Penalty (veh)			8	0
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 11: Deer Valley Drive & Bonanza Drive

Movement	SB	SB	SB	SE	SE	SE	NW	NW	NW
Directions Served	L	L	R	L	T	T	T	T	R
Maximum Queue (ft)	197	341	200	216	162	156	546	604	300
Average Queue (ft)	94	174	66	99	71	70	249	325	176
95th Queue (ft)	215	275	165	167	134	135	558	664	356
Link Distance (ft)		464			726	726	589	589	
Upstream Blk Time (%)		0					0	18	
Queuing Penalty (veh)		0					0	0	
Storage Bay Dist (ft)	100		100	125					150
Storage Blk Time (%)	1	28	2	5	1			37	2
Queuing Penalty (veh)	3	86	7	15	2			253	9

Intersection: 12: Bend

Movement	SB
Directions Served	T
Maximum Queue (ft)	10
Average Queue (ft)	0
95th Queue (ft)	11
Link Distance (ft)	489
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Network Summary

Network wide Queuing Penalty: 5775

Intersection: 1: Park Avenue & Kearns Boulevard

Movement	SE	SE	SE	NW	NW	NW	SW	SW	SW
Directions Served	L	T	T	T	T	R	L	L	R
Maximum Queue (ft)	181	248	228	207	234	149	155	172	188
Average Queue (ft)	76	99	103	92	100	55	83	101	83
95th Queue (ft)	135	197	192	175	195	131	136	153	151
Link Distance (ft)		860	860	208	208		271	271	271
Upstream Blk Time (%)				0	1				
Queuing Penalty (veh)				1	2				
Storage Bay Dist (ft)	250					50			
Storage Blk Time (%)		0			20	3			
Queuing Penalty (veh)		1			34	8			

Intersection: 2: North Project Access/East Reid Building Access & Kearns Boulevard

Movement	EB	EB	NB	SB
Directions Served	LT	TR	R	LR
Maximum Queue (ft)	9	4	60	32
Average Queue (ft)	0	0	27	4
95th Queue (ft)	6	3	53	20
Link Distance (ft)	271	271	117	148
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 3: Snow Creek Drive & Kearns Boulevard

Movement	EB	EB	EB	WB	WB	WB	B17	B17	NB	SB	SB
Directions Served	L	T	TR	L	T	TR	T	T	LTR	LT	R
Maximum Queue (ft)	37	14	9	38	5	15	5	11	55	167	114
Average Queue (ft)	10	1	0	11	0	1	0	0	19	71	36
95th Queue (ft)	31	9	5	34	5	7	3	5	48	127	77
Link Distance (ft)		56	56		189	189	83	83	164	192	
Upstream Blk Time (%)	0	0								0	
Queuing Penalty (veh)	0	0								0	
Storage Bay Dist (ft)	100			100							50
Storage Blk Time (%)	0	0								21	2
Queuing Penalty (veh)	0	0								13	3

Intersection: 4: Homestake Road & Kearns Boulevard

Movement	EB	B16	WB	WB	NB
Directions Served	TR	T	L	T	LR
Maximum Queue (ft)	2	2	39	2	42
Average Queue (ft)	0	0	10	0	18
95th Queue (ft)	2	2	34	2	37
Link Distance (ft)	83	189		943	238
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)			100		
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 5: Kearns Boulevard & Bonanza Drive/Monitor Drive

Movement	SE	SE	SE	NW	NW	NW	NE	NE	NE	SW	SW	SW
Directions Served	L	T	R	L	T	R	L	T	TR	L	T	TR
Maximum Queue (ft)	120	185	69	133	96	114	92	257	300	366	409	293
Average Queue (ft)	49	82	30	67	31	44	30	144	167	259	149	96
95th Queue (ft)	95	146	58	116	72	87	70	236	268	383	353	212
Link Distance (ft)		490			228	228		943	943		369	369
Upstream Blk Time (%)										1	1	0
Queuing Penalty (veh)										0	6	0
Storage Bay Dist (ft)	100		150	125			275			275		
Storage Blk Time (%)	0	9		1	0			0		14	1	
Queuing Penalty (veh)	1	12		0	0			0		40	5	

Intersection: 5: Kearns Boulevard & Bonanza Drive/Monitor Drive

Movement	B20
Directions Served	T
Maximum Queue (ft)	117
Average Queue (ft)	9
95th Queue (ft)	79
Link Distance (ft)	2063
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 6: Comstock Drive & Kearns Boulevard

Movement	EB	EB	EB	B20	B20	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	R	T		L	T	R	LT	R	LT	R
Maximum Queue (ft)	23	135	23	219	155	73	251	2	76	59	27	22
Average Queue (ft)	1	47	2	42	13	25	113	0	27	17	4	3
95th Queue (ft)	11	109	11	150	100	55	218	2	60	42	19	14
Link Distance (ft)		2063		369	369		1224		393			553
Upstream Blk Time (%)					0							
Queuing Penalty (veh)					0							
Storage Bay Dist (ft)	250		100			250		325		50	300	
Storage Blk Time (%)		1					0		7	0		
Queuing Penalty (veh)		0					0		2	0		

Intersection: 8: Park Avenue & West Project Access

Movement	WB	SE	SE	SE	NW	NW
Directions Served	LR	L	T	T	T	TR
Maximum Queue (ft)	97	52	134	144	5	11
Average Queue (ft)	39	9	15	18	0	0
95th Queue (ft)	78	36	86	94	3	9
Link Distance (ft)	96		208	208	135	135
Upstream Blk Time (%)	3		0	0		
Queuing Penalty (veh)	0		2	3		
Storage Bay Dist (ft)		100				
Storage Blk Time (%)			1			
Queuing Penalty (veh)			0			

Intersection: 9: Park Avenue & Homestake Road

Movement	WB	NB	NB	B13	SB	SB	SB	B14	B14	B14
Directions Served	LR	T	TR	T	L	T	T		T	T
Maximum Queue (ft)	80	157	188	2	41	131	125	189	183	150
Average Queue (ft)	23	24	39	0	10	57	46	56	69	38
95th Queue (ft)	65	97	130	2	34	150	130	164	172	118
Link Distance (ft)	424	191	191	418		49	49	135	135	135
Upstream Blk Time (%)		0	0		0	10	8	3	5	0
Queuing Penalty (veh)		0	1		0	75	61	17	24	2
Storage Bay Dist (ft)					100					
Storage Blk Time (%)					0	10				
Queuing Penalty (veh)					2	2				

Intersection: 10: Park Avenue & Empire Avenue/Deer Valley Drive

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	L	TR	L	T	R	L	T	TR	L	T	R
Maximum Queue (ft)	178	214	285	74	295	147	138	188	148	406	444	223
Average Queue (ft)	102	103	119	23	150	48	50	83	60	263	109	83
95th Queue (ft)	159	173	226	59	256	105	102	157	123	399	300	165
Link Distance (ft)	499	499			705	705		800			418	418
Upstream Blk Time (%)										0	0	
Queuing Penalty (veh)										0	4	
Storage Bay Dist (ft)			200	135			150		150	300		
Storage Blk Time (%)		0	2		19		0	1	0	9	0	
Queuing Penalty (veh)		0	3		5		0	2	0	16	2	

Intersection: 10: Park Avenue & Empire Avenue/Deer Valley Drive

Movement	B13
Directions Served	T
Maximum Queue (ft)	30
Average Queue (ft)	1
95th Queue (ft)	20
Link Distance (ft)	191
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 11: Deer Valley Drive & Bonanza Drive

Movement	SB	SB	SB	SE	SE	SE	NW	NW	NW
Directions Served	L	L	R	L	T	T	T	T	R
Maximum Queue (ft)	200	464	200	106	178	186	128	128	66
Average Queue (ft)	134	237	90	52	101	102	60	58	19
95th Queue (ft)	243	394	218	90	158	168	105	106	50
Link Distance (ft)		464			705	705	589	589	
Upstream Blk Time (%)		1							
Queuing Penalty (veh)		0							
Storage Bay Dist (ft)	100		100	125					150
Storage Blk Time (%)	1	36	0	0	2			0	
Queuing Penalty (veh)	6	181	0	0	2			0	

Intersection: 12: Bend

Movement	SB
Directions Served	T
Maximum Queue (ft)	51
Average Queue (ft)	3
95th Queue (ft)	28
Link Distance (ft)	499
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Network Summary

Network wide Queuing Penalty: 537

Intersection: 1: Park Avenue & Kearns Boulevard

Movement	SE	SE	SE	NW	NW	NW	SW	SW	SW
Directions Served	L	T	T	T	T	R	L	L	R
Maximum Queue (ft)	181	248	228	207	234	149	155	172	188
Average Queue (ft)	76	99	103	92	100	55	83	101	83
95th Queue (ft)	135	197	192	175	195	131	136	153	151
Link Distance (ft)		860	860	208	208		271	271	271
Upstream Blk Time (%)				0	1				
Queuing Penalty (veh)				1	2				
Storage Bay Dist (ft)	250					50			
Storage Blk Time (%)		0			20	3			
Queuing Penalty (veh)		1			34	8			

Intersection: 2: North Project Access/East Reid Building Access & Kearns Boulevard

Movement	EB	EB	NB	SB
Directions Served	LT	TR	R	LR
Maximum Queue (ft)	9	4	60	32
Average Queue (ft)	0	0	27	4
95th Queue (ft)	6	3	53	20
Link Distance (ft)	271	271	117	148
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 3: Snow Creek Drive & Kearns Boulevard

Movement	EB	EB	EB	WB	WB	WB	B17	B17	NB	SB	SB
Directions Served	L	T	TR	L	T	TR	T	T	LTR	LT	R
Maximum Queue (ft)	37	14	9	38	5	15	5	11	55	167	114
Average Queue (ft)	10	1	0	11	0	1	0	0	19	71	36
95th Queue (ft)	31	9	5	34	5	7	3	5	48	127	77
Link Distance (ft)		56	56		189	189	83	83	164	192	
Upstream Blk Time (%)	0	0								0	
Queuing Penalty (veh)	0	0								0	
Storage Bay Dist (ft)	100			100							50
Storage Blk Time (%)	0	0								21	2
Queuing Penalty (veh)	0	0								13	3

Intersection: 4: Homestake Road & Kearns Boulevard

Movement	EB	B16	WB	WB	NB
Directions Served	TR	T	L	T	LR
Maximum Queue (ft)	2	2	39	2	42
Average Queue (ft)	0	0	10	0	18
95th Queue (ft)	2	2	34	2	37
Link Distance (ft)	83	189		943	238
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)			100		
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 5: Kearns Boulevard & Bonanza Drive/Monitor Drive

Movement	SE	SE	SE	NW	NW	NW	NE	NE	NE	SW	SW	SW
Directions Served	L	T	R	L	T	R	L	T	TR	L	T	TR
Maximum Queue (ft)	120	185	69	133	96	114	92	257	300	366	409	293
Average Queue (ft)	49	82	30	67	31	44	30	144	167	259	149	96
95th Queue (ft)	95	146	58	116	72	87	70	236	268	383	353	212
Link Distance (ft)		490			228	228		943	943		369	369
Upstream Blk Time (%)										1	1	0
Queuing Penalty (veh)										0	6	0
Storage Bay Dist (ft)	100		150	125			275			275		
Storage Blk Time (%)	0	9		1	0			0		14	1	
Queuing Penalty (veh)	1	12		0	0			0		40	5	

Intersection: 5: Kearns Boulevard & Bonanza Drive/Monitor Drive

Movement	B20
Directions Served	T
Maximum Queue (ft)	117
Average Queue (ft)	9
95th Queue (ft)	79
Link Distance (ft)	2063
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 6: Comstock Drive & Kearns Boulevard

Movement	EB	EB	EB	B20	B20	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	R	T		L	T	R	LT	R	LT	R
Maximum Queue (ft)	23	135	23	219	155	73	251	2	76	59	27	22
Average Queue (ft)	1	47	2	42	13	25	113	0	27	17	4	3
95th Queue (ft)	11	109	11	150	100	55	218	2	60	42	19	14
Link Distance (ft)		2063		369	369		1224		393			553
Upstream Blk Time (%)					0							
Queuing Penalty (veh)					0							
Storage Bay Dist (ft)	250		100			250		325		50	300	
Storage Blk Time (%)		1					0		7	0		
Queuing Penalty (veh)		0					0		2	0		

Intersection: 8: Park Avenue & West Project Access

Movement	WB	SE	SE	SE	NW	NW
Directions Served	LR	L	T	T	T	TR
Maximum Queue (ft)	97	52	134	144	5	11
Average Queue (ft)	39	9	15	18	0	0
95th Queue (ft)	78	36	86	94	3	9
Link Distance (ft)	96		208	208	135	135
Upstream Blk Time (%)	3		0	0		
Queuing Penalty (veh)	0		2	3		
Storage Bay Dist (ft)		100				
Storage Blk Time (%)			1			
Queuing Penalty (veh)			0			

Intersection: 9: Park Avenue & Homestake Road

Movement	WB	NB	NB	B13	SB	SB	SB	B14	B14	B14
Directions Served	LR	T	TR	T	L	T	T		T	T
Maximum Queue (ft)	80	157	188	2	41	131	125	189	183	150
Average Queue (ft)	23	24	39	0	10	57	46	56	69	38
95th Queue (ft)	65	97	130	2	34	150	130	164	172	118
Link Distance (ft)	424	191	191	418		49	49	135	135	135
Upstream Blk Time (%)		0	0		0	10	8	3	5	0
Queuing Penalty (veh)		0	1		0	75	61	17	24	2
Storage Bay Dist (ft)					100					
Storage Blk Time (%)					0	10				
Queuing Penalty (veh)					2	2				

Intersection: 10: Park Avenue & Empire Avenue/Deer Valley Drive

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	L	TR	L	T	R	L	T	TR	L	T	R
Maximum Queue (ft)	178	214	285	74	295	147	138	188	148	406	444	223
Average Queue (ft)	102	103	119	23	150	48	50	83	60	263	109	83
95th Queue (ft)	159	173	226	59	256	105	102	157	123	399	300	165
Link Distance (ft)	499	499			705	705		800			418	418
Upstream Blk Time (%)										0	0	
Queuing Penalty (veh)										0	4	
Storage Bay Dist (ft)			200	135			150		150	300		
Storage Blk Time (%)		0	2		19		0	1	0	9	0	
Queuing Penalty (veh)		0	3		5		0	2	0	16	2	

Intersection: 10: Park Avenue & Empire Avenue/Deer Valley Drive

Movement	B13
Directions Served	T
Maximum Queue (ft)	30
Average Queue (ft)	1
95th Queue (ft)	20
Link Distance (ft)	191
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 11: Deer Valley Drive & Bonanza Drive

Movement	SB	SB	SB	SE	SE	SE	NW	NW	NW
Directions Served	L	L	R	L	T	T	T	T	R
Maximum Queue (ft)	200	464	200	106	178	186	128	128	66
Average Queue (ft)	134	237	90	52	101	102	60	58	19
95th Queue (ft)	243	394	218	90	158	168	105	106	50
Link Distance (ft)		464			705	705	589	589	
Upstream Blk Time (%)		1							
Queuing Penalty (veh)		0							
Storage Bay Dist (ft)	100		100	125					150
Storage Blk Time (%)	1	36	0	0	2			0	
Queuing Penalty (veh)	6	181	0	0	2			0	

Intersection: 12: Bend

Movement	SB
Directions Served	T
Maximum Queue (ft)	51
Average Queue (ft)	3
95th Queue (ft)	28
Link Distance (ft)	499
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Network Summary

Network wide Queuing Penalty: 537

Intersection: 1: Park Avenue & Kearns Boulevard

Movement	SE	SE	SE	NW	NW	NW	SW	SW	SW
Directions Served	L	T	T	T	T	R	L	L	R
Maximum Queue (ft)	180	327	346	192	197	121	187	156	181
Average Queue (ft)	80	136	104	100	107	55	102	82	81
95th Queue (ft)	139	259	240	186	193	124	168	140	146
Link Distance (ft)		860	860	121	121		181	181	181
Upstream Blk Time (%)				5	5	0	1	0	0
Queuing Penalty (veh)				18	18	0	1	0	0
Storage Bay Dist (ft)	250					50			
Storage Blk Time (%)		1			20	2			
Queuing Penalty (veh)		3			27	4			

Intersection: 2: Northwest Hotel Access/East Reid Building Access & Kearns Boulevard

Movement	EB	WB	WB	NB	SB
Directions Served	LT	LT	T	LR	LR
Maximum Queue (ft)	1	9	2	30	32
Average Queue (ft)	0	1	0	4	3
95th Queue (ft)	2	4	3	22	17
Link Distance (ft)	181		69	95	140
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)		50			
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 3: Snow Creek Drive & Kearns Boulevard

Movement	EB	EB	EB	WB	WB	WB	B16	NB	SB	SB	B28
Directions Served	L	T	TR	L	T	TR	T	LTR	LT	R	T
Maximum Queue (ft)	37	23	3	39	4	25	4	57	181	131	5
Average Queue (ft)	9	1	0	9	0	1	0	22	75	36	0
95th Queue (ft)	30	10	2	33	2	11	4	50	140	82	5
Link Distance (ft)		56	56		189	189	130	164	192		473
Upstream Blk Time (%)	0	0							0		
Queuing Penalty (veh)	0	0							0		
Storage Bay Dist (ft)	100			100						50	
Storage Blk Time (%)	0	0							22	1	
Queuing Penalty (veh)	0	0							13	2	

Intersection: 4: Homestake Road & Kearns Boulevard

Movement	B16	WB	NB
Directions Served	T	L	LR
Maximum Queue (ft)	2	40	48
Average Queue (ft)	0	10	20
95th Queue (ft)	2	35	40
Link Distance (ft)	189		239
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)		100	
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 5: Kearns Boulevard & Bonanza Drive/Monitor Drive

Movement	SE	SE	SE	NW	NW	NW	NE	NE	NE	SW	SW	SW
Directions Served	L	T	R	L	T	R	L	T	TR	L	T	TR
Maximum Queue (ft)	164	197	67	126	103	110	121	303	336	392	453	335
Average Queue (ft)	53	88	31	67	34	45	34	152	183	283	160	112
95th Queue (ft)	109	159	59	114	78	87	86	265	300	413	403	248
Link Distance (ft)		490			217	217		933	933		393	393
Upstream Blk Time (%)										2	2	0
Queuing Penalty (veh)										0	16	0
Storage Bay Dist (ft)	100		150	125			275			275		
Storage Blk Time (%)	1	10		1	0			2		18	0	
Queuing Penalty (veh)	2	14		0	0			1		56	3	

Intersection: 5: Kearns Boulevard & Bonanza Drive/Monitor Drive

Movement	B20
Directions Served	T
Maximum Queue (ft)	349
Average Queue (ft)	49
95th Queue (ft)	324
Link Distance (ft)	2024
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 6: Comstock Drive & Kearns Boulevard

Movement	EB	EB	EB	B20	B20	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	R	T		L	T	R	LT	R	LT	R
Maximum Queue (ft)	28	152	14	208	112	103	398	16	109	92	41	26
Average Queue (ft)	4	46	2	37	7	32	159	1	38	20	9	3
95th Queue (ft)	21	113	10	130	59	80	312	7	87	57	30	15
Link Distance (ft)		2024		393	393		1224		393			553
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	250		100			250		325		50	300	
Storage Blk Time (%)		1					2		16	0		
Queuing Penalty (veh)		0					2		6	0		

Intersection: 7: Park Avenue & West North Hotel Access

Movement	WB	NB	NB	SB	SB	SB
Directions Served	LR	T	TR	L	T	T
Maximum Queue (ft)	37	56	90	31	106	40
Average Queue (ft)	8	3	8	3	9	2
95th Queue (ft)	31	25	48	18	55	19
Link Distance (ft)	113	69	69		121	121
Upstream Blk Time (%)		0	1		0	0
Queuing Penalty (veh)		1	2		1	0
Storage Bay Dist (ft)				50		
Storage Blk Time (%)				0	1	
Queuing Penalty (veh)				0	0	

Intersection: 8: Park Avenue & West South Hotel Access

Movement	WB	NB	NB	SB	SB	SB
Directions Served	LR	T	TR	L	T	T
Maximum Queue (ft)	33	16	17	26	79	41
Average Queue (ft)	9	1	1	3	15	3
95th Queue (ft)	31	9	10	17	60	23
Link Distance (ft)	112	80	80	69	69	69
Upstream Blk Time (%)					1	0
Queuing Penalty (veh)					5	0
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 9: Park Avenue & Homestake Road

Movement	WB	NB	NB	B13	B13	SB	SB	SB	B14	B14	B14
Directions Served	LR	T	TR	T	T	L	T	T		T	T
Maximum Queue (ft)	83	177	210	5	10	36	125	132	19	148	107
Average Queue (ft)	19	32	46	0	0	10	54	48	1	41	18
95th Queue (ft)	60	123	154	5	7	34	149	136	10	128	72
Link Distance (ft)	424	191	191	414	414		45	45	80	80	80
Upstream Blk Time (%)		0	1			0	10	8		4	1
Queuing Penalty (veh)		1	2			0	79	65		19	6
Storage Bay Dist (ft)						100					
Storage Blk Time (%)						0	10				
Queuing Penalty (veh)						3	2				

Intersection: 10: Park Avenue & Empire Avenue/Deer Valley Drive

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	L	TR	L	T	R	L	T	TR	L	T	R
Maximum Queue (ft)	191	197	273	101	302	117	143	192	166	410	471	250
Average Queue (ft)	112	112	132	25	162	46	53	87	64	288	150	92
95th Queue (ft)	169	177	234	72	278	96	106	157	129	420	394	189
Link Distance (ft)	489	489			726	726		800			414	414
Upstream Blk Time (%)										1	1	
Queuing Penalty (veh)										0	9	
Storage Bay Dist (ft)			200	135			150		150	300		
Storage Blk Time (%)		1	3		22		0	1	0	13	1	
Queuing Penalty (veh)		1	4		5		0	2	0	24	5	

Intersection: 10: Park Avenue & Empire Avenue/Deer Valley Drive

Movement	B13	B13
Directions Served	T	T
Maximum Queue (ft)	135	19
Average Queue (ft)	8	1
95th Queue (ft)	69	19
Link Distance (ft)	191	191
Upstream Blk Time (%)	0	0
Queuing Penalty (veh)	2	0
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 11: Deer Valley Drive & Bonanza Drive

Movement	SB	SB	SB	SE	SE	SE	NW	NW	NW
Directions Served	L	L	R	L	T	T	T	T	R
Maximum Queue (ft)	200	486	200	123	173	183	128	129	63
Average Queue (ft)	150	259	103	58	103	104	62	55	20
95th Queue (ft)	247	424	235	103	160	164	110	103	49
Link Distance (ft)		464			726	726	589	589	
Upstream Blk Time (%)		1							
Queuing Penalty (veh)		0							
Storage Bay Dist (ft)	100		100	125					150
Storage Blk Time (%)	1	40	0	0	2			0	
Queuing Penalty (veh)	7	212	1	1	3			0	

Intersection: 12: Bend

Movement	SB	SB
Directions Served	T	
Maximum Queue (ft)	111	17
Average Queue (ft)	8	0
95th Queue (ft)	54	10
Link Distance (ft)	489	489
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 651

Intersection: 1: Park Avenue & Kearns Boulevard

Movement	SE	SE	SE	NW	NW	NW	SW	SW	SW
Directions Served	L	T	T	T	T	R	L	L	R
Maximum Queue (ft)	380	593	556	227	227	121	184	118	250
Average Queue (ft)	176	208	142	198	197	111	88	49	142
95th Queue (ft)	369	568	487	213	215	152	163	94	233
Link Distance (ft)		860	860	121	121		181	181	181
Upstream Blk Time (%)		3	0	49	41	2	3		5
Queuing Penalty (veh)		0	0	455	378	0	7		9
Storage Bay Dist (ft)	250					50			
Storage Blk Time (%)	2	10			50	11			
Queuing Penalty (veh)	9	35			197	79			

Intersection: 2: Northwest Hotel Access/East Reid Building Access & Kearns Boulevard

Movement	EB	EB	WB	WB	WB	SB
Directions Served	LT	TR	LT	T	TR	LR
Maximum Queue (ft)	29	2	24	29	42	30
Average Queue (ft)	1	0	2	2	2	5
95th Queue (ft)	13	2	18	22	20	22
Link Distance (ft)	181	181		69	69	140
Upstream Blk Time (%)			0	0	0	
Queuing Penalty (veh)			0	1	0	
Storage Bay Dist (ft)			50			
Storage Blk Time (%)			1	1		
Queuing Penalty (veh)			2	1		

Intersection: 3: Snow Creek Drive & Kearns Boulevard

Movement	EB	EB	EB	WB	WB	WB	B17	NB	SB	SB
Directions Served	L	T	TR	L	T	TR	T	LTR	LT	R
Maximum Queue (ft)	44	34	8	45	2	16	2	89	187	125
Average Queue (ft)	17	2	0	13	0	1	0	38	72	38
95th Queue (ft)	40	16	4	38	2	7	2	69	139	83
Link Distance (ft)		56	56		189	189	69	164	192	
Upstream Blk Time (%)	0	0							1	
Queuing Penalty (veh)	0	0							0	
Storage Bay Dist (ft)	100			100						50
Storage Blk Time (%)	0	0							24	1
Queuing Penalty (veh)	0	0							16	2

Intersection: 4: Homestake Road & Kearns Boulevard

Movement	EB	EB	B17	B17	B16	WB	NB
Directions Served	T	TR	T	T	T	L	LR
Maximum Queue (ft)	29	35	18	19	2	33	98
Average Queue (ft)	2	3	1	1	0	6	34
95th Queue (ft)	28	30	15	14	2	27	72
Link Distance (ft)	69	69	130	130	189		239
Upstream Blk Time (%)	1	1		0			
Queuing Penalty (veh)	4	4		0			
Storage Bay Dist (ft)						100	
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 5: Kearns Boulevard & Bonanza Drive/Monitor Drive

Movement	SE	SE	SE	NW	NW	NW	B19	NE	NE	NE	SW	SW
Directions Served	L	T	R	L	T	R	T	L	T	TR	L	T
Maximum Queue (ft)	168	192	84	214	248	306	482	287	630	634	320	288
Average Queue (ft)	80	90	41	129	102	232	139	89	338	361	189	90
95th Queue (ft)	142	162	71	206	210	341	470	288	663	682	299	193
Link Distance (ft)		490			217	217	546		933	933		393
Upstream Blk Time (%)				1	2	25	6		1	1		0
Queuing Penalty (veh)				0	0	0	0		4	5		0
Storage Bay Dist (ft)	100		150	125				275			275	
Storage Blk Time (%)	6	10		18	3			0	23		3	0
Queuing Penalty (veh)	14	24		22	7			0	16		6	1

Intersection: 5: Kearns Boulevard & Bonanza Drive/Monitor Drive

Movement	SW
Directions Served	TR
Maximum Queue (ft)	224
Average Queue (ft)	101
95th Queue (ft)	182
Link Distance (ft)	393
Upstream Blk Time (%)	0
Queuing Penalty (veh)	0
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 6: Comstock Drive & Kearns Boulevard

Movement	EB	EB	EB	B20	B20	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	R	T		L	T	R	LT	R	LT	R
Maximum Queue (ft)	26	380	72	416	410	116	166	16	254	100	38	18
Average Queue (ft)	3	171	5	319	302	45	71	1	98	69	8	3
95th Queue (ft)	16	308	44	477	511	93	142	8	228	113	27	14
Link Distance (ft)		2024		393	393		1224		393			553
Upstream Blk Time (%)				1	3				0			
Queuing Penalty (veh)				11	20				0			
Storage Bay Dist (ft)	250		100			250		325		50	300	
Storage Blk Time (%)		10							20	36		
Queuing Penalty (veh)		3							22	19		

Intersection: 7: Park Avenue & West North Hotel Access

Movement	WB	NB	NB	SB	SB	SB
Directions Served	LR	T	TR	L	T	T
Maximum Queue (ft)	61	168	168	61	136	68
Average Queue (ft)	16	140	135	17	34	5
95th Queue (ft)	53	172	177	49	122	41
Link Distance (ft)	113	69	69		121	121
Upstream Blk Time (%)	1	46	41		7	1
Queuing Penalty (veh)	0	429	377		43	4
Storage Bay Dist (ft)				50		
Storage Blk Time (%)				15	9	
Queuing Penalty (veh)				91	1	

Intersection: 8: Park Avenue & West South Hotel Access

Movement	WB	NB	NB	B14	B14	SB	SB	SB
Directions Served	LR	T	TR	T	T	L	T	T
Maximum Queue (ft)	46	183	183	152	150	55	95	26
Average Queue (ft)	10	152	152	90	86	17	30	1
95th Queue (ft)	39	190	189	141	136	48	90	12
Link Distance (ft)	112	80	80	45	45	69	69	69
Upstream Blk Time (%)		43	40	32	28	0	9	0
Queuing Penalty (veh)		388	355	291	255	1	38	0
Storage Bay Dist (ft)								
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 9: Park Avenue & Homestake Road

Movement	WB	NB	NB	B13	B13	SB	SB	SB	B14	B14	B14
Directions Served	LR	T	TR	T	T	L	T	T		T	T
Maximum Queue (ft)	229	301	304	433	438	40	136	123	41	152	90
Average Queue (ft)	76	264	267	339	353	17	65	35	4	54	11
95th Queue (ft)	204	337	335	538	542	44	158	107	26	159	58
Link Distance (ft)	431	193	193	414	414		45	45	80	80	80
Upstream Blk Time (%)		55	59	4	9	6	15	6	0	10	0
Queuing Penalty (veh)		484	514	39	75	0	97	36	0	42	2
Storage Bay Dist (ft)						100					
Storage Blk Time (%)						6	15				
Queuing Penalty (veh)						38	4				

Intersection: 10: Park Avenue & Empire Avenue/Deer Valley Drive

Movement	EB	EB	EB	B12	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	L	TR	T	L	T	R	L	T	TR	L	T
Maximum Queue (ft)	562	579	400	616	314	712	750	281	615	300	399	482
Average Queue (ft)	456	519	348	465	88	409	605	91	283	217	300	254
95th Queue (ft)	595	661	533	839	237	803	898	234	500	324	457	515
Link Distance (ft)	489	489		565		726	726		800			414
Upstream Blk Time (%)	14	46		45		2	11		0		1	6
Queuing Penalty (veh)	0	0		0		12	52		0		0	33
Storage Bay Dist (ft)			200		135			150		150	300	
Storage Blk Time (%)		78	11		2	31		0	44	32	17	1
Queuing Penalty (veh)		250	39		3	19		1	130	83	49	4

Intersection: 10: Park Avenue & Empire Avenue/Deer Valley Drive

Movement	SB	B13	B13	B13
Directions Served	R		T	T
Maximum Queue (ft)	161	32	203	56
Average Queue (ft)	40	2	27	2
95th Queue (ft)	116	23	134	28
Link Distance (ft)	414	193	193	193
Upstream Blk Time (%)	0	0	2	0
Queuing Penalty (veh)	0	0	7	0
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 11: Deer Valley Drive & Bonanza Drive

Movement	SB	SB	SB	SE	SE	SE	NW	NW	NW
Directions Served	L	L	R	L	T	T	T	T	R
Maximum Queue (ft)	198	338	200	205	167	173	562	607	300
Average Queue (ft)	98	180	67	97	74	78	324	410	216
95th Queue (ft)	219	277	166	166	143	154	637	751	393
Link Distance (ft)		464			726	726	589	589	
Upstream Blk Time (%)		0					1	27	
Queuing Penalty (veh)		0					0	0	
Storage Bay Dist (ft)	100		100	125					150
Storage Blk Time (%)	1	30	1	4	1			53	3
Queuing Penalty (veh)	2	97	4	13	2			374	11

Intersection: 12: Bend

Movement	SB
Directions Served	T
Maximum Queue (ft)	10
Average Queue (ft)	0
95th Queue (ft)	7
Link Distance (ft)	489
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Network Summary

Network wide Queuing Penalty: 6157

Intersection: 1: Park Avenue & Kearns Boulevard

Movement	SE	SE	SE	NW	NW	NW	SW	SW	SW
Directions Served	L	T	T	T	T	R	L	L	R
Maximum Queue (ft)	177	255	261	245	265	150	169	194	186
Average Queue (ft)	83	108	119	102	113	64	87	105	86
95th Queue (ft)	142	210	216	200	220	145	144	166	157
Link Distance (ft)		860	860	208	208		271	271	271
Upstream Blk Time (%)				1	1			0	
Queuing Penalty (veh)				3	5			0	
Storage Bay Dist (ft)	250					50			
Storage Blk Time (%)	0	0			24	3			
Queuing Penalty (veh)	0	1			42	10			

Intersection: 2: North Project Access/East Reid Building Access & Kearns Boulevard

Movement	EB	EB	WB	B15	NB	SB
Directions Served	LT	TR	T	T	R	LR
Maximum Queue (ft)	9	5	13	3	61	30
Average Queue (ft)	0	0	1	0	27	3
95th Queue (ft)	6	5	19	3	53	18
Link Distance (ft)	271	271	60	56	117	148
Upstream Blk Time (%)			0			
Queuing Penalty (veh)			0			
Storage Bay Dist (ft)						
Storage Blk Time (%)			0			
Queuing Penalty (veh)			0			

Intersection: 3: Snow Creek Drive & Kearns Boulevard

Movement	EB	EB	EB	WB	WB	B17	B17	NB	SB	SB
Directions Served	L	T	TR	L	TR	T	T	LTR	LT	R
Maximum Queue (ft)	34	25	4	48	25	2	4	56	155	99
Average Queue (ft)	10	1	0	13	1	0	0	20	71	34
95th Queue (ft)	31	14	2	39	11	2	3	48	126	71
Link Distance (ft)		56	56		189	83	83	164	192	
Upstream Blk Time (%)	0	0							0	
Queuing Penalty (veh)	0	0							0	
Storage Bay Dist (ft)	100			100						50
Storage Blk Time (%)	0	0							22	1
Queuing Penalty (veh)	0	0							13	2

Intersection: 4: Homestake Road & Kearns Boulevard

Movement	WB	NB
Directions Served	L	LR
Maximum Queue (ft)	46	48
Average Queue (ft)	9	19
95th Queue (ft)	34	40
Link Distance (ft)		238
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	100	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 5: Kearns Boulevard & Bonanza Drive/Monitor Drive

Movement	SE	SE	SE	NW	NW	NW	NE	NE	NE	SW	SW	SW
Directions Served	L	T	R	L	T	R	L	T	TR	L	T	TR
Maximum Queue (ft)	124	172	79	135	93	118	106	295	331	368	442	374
Average Queue (ft)	49	85	33	65	32	45	31	158	186	285	198	120
95th Queue (ft)	96	149	66	113	73	90	79	265	304	409	452	271
Link Distance (ft)		490			228	228		943	943		369	369
Upstream Blk Time (%)										3	3	0
Queuing Penalty (veh)										0	22	1
Storage Bay Dist (ft)	100		150	125			275			275		
Storage Blk Time (%)	0	10	0	1	0			1		21	1	
Queuing Penalty (veh)	1	14	0	0	0			1		65	6	

Intersection: 5: Kearns Boulevard & Bonanza Drive/Monitor Drive

Movement	B20
Directions Served	T
Maximum Queue (ft)	442
Average Queue (ft)	52
95th Queue (ft)	359
Link Distance (ft)	2063
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 6: Comstock Drive & Kearns Boulevard

Movement	EB	EB	EB	B20	B20	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	R	T		L	T	R	LT	R	LT	R
Maximum Queue (ft)	33	154	23	240	186	104	319	17	94	61	34	20
Average Queue (ft)	4	47	2	39	12	31	147	1	35	17	8	3
95th Queue (ft)	21	118	12	142	84	89	272	9	77	45	28	13
Link Distance (ft)		2063		369	369		1224		393			553
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	250		100			250		325		50	300	
Storage Blk Time (%)		1					1		14	0		
Queuing Penalty (veh)		0					1		5	0		

Intersection: 8: Park Avenue & West Project Access

Movement	WB	SE	SE	SE	NW	NW
Directions Served	LR	L	T	T	T	TR
Maximum Queue (ft)	103	53	185	190	13	19
Average Queue (ft)	44	9	31	30	0	1
95th Queue (ft)	83	36	137	135	10	16
Link Distance (ft)	96		208	208	135	135
Upstream Blk Time (%)	5		1	1		
Queuing Penalty (veh)	0		5	6		
Storage Bay Dist (ft)		100				
Storage Blk Time (%)			3			
Queuing Penalty (veh)			1			

Intersection: 9: Park Avenue & Homestake Road

Movement	WB	NB	NB	B13	B13	SB	SB	SB	B14	B14	B14
Directions Served	LR	T	TR	T	T	L	T	T		T	T
Maximum Queue (ft)	91	170	204	5	4	42	141	127	194	191	166
Average Queue (ft)	21	30	44	0	0	10	60	46	72	82	50
95th Queue (ft)	68	115	151	5	4	34	155	130	192	189	140
Link Distance (ft)	424	191	191	418	418		49	49	135	135	135
Upstream Blk Time (%)		0	0			0	11	8	6	8	1
Queuing Penalty (veh)		0	1			0	89	67	31	43	3
Storage Bay Dist (ft)						100					
Storage Blk Time (%)						0	11				
Queuing Penalty (veh)						1	2				

Intersection: 10: Park Avenue & Empire Avenue/Deer Valley Drive

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	L	TR	L	T	R	L	T	TR	L	T	R
Maximum Queue (ft)	178	223	263	74	289	146	135	190	163	408	443	239
Average Queue (ft)	107	113	124	21	158	51	53	83	62	285	132	86
95th Queue (ft)	166	185	224	57	259	114	103	154	124	415	353	171
Link Distance (ft)	499	499			705	705		800			418	418
Upstream Blk Time (%)										0	1	
Queuing Penalty (veh)										0	5	
Storage Bay Dist (ft)			200	135			150		150	300		
Storage Blk Time (%)		0	2		21		0	2	0	11	0	
Queuing Penalty (veh)		1	3		5		0	3	0	21	1	

Intersection: 10: Park Avenue & Empire Avenue/Deer Valley Drive

Movement	B13	B13
Directions Served	T	T
Maximum Queue (ft)	46	26
Average Queue (ft)	2	1
95th Queue (ft)	33	18
Link Distance (ft)	191	191
Upstream Blk Time (%)	0	0
Queuing Penalty (veh)	0	0
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 11: Deer Valley Drive & Bonanza Drive

Movement	SB	SB	SB	SE	SE	SE	NW	NW	NW
Directions Served	L	L	R	L	T	T	T	T	R
Maximum Queue (ft)	200	492	200	125	176	194	139	131	61
Average Queue (ft)	147	269	101	56	101	101	62	60	20
95th Queue (ft)	250	443	231	101	162	169	113	108	50
Link Distance (ft)		464			705	705	589	589	
Upstream Blk Time (%)		2							
Queuing Penalty (veh)		0							
Storage Bay Dist (ft)	100		100	125					150
Storage Blk Time (%)	2	39	0	0	2			0	
Queuing Penalty (veh)	8	205	1	1	3			0	

Intersection: 12: Bend

Movement	SB	SB
Directions Served	T	
Maximum Queue (ft)	82	20
Average Queue (ft)	6	1
95th Queue (ft)	47	13
Link Distance (ft)	499	499
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 703

Intersection: 1: Park Avenue & Kearns Boulevard

Movement	SE	SE	SE	NW	NW	NW	SW	SW	SW
Directions Served	L	T	T	T	T	R	L	L	R
Maximum Queue (ft)	248	194	182	307	308	150	119	130	265
Average Queue (ft)	129	77	82	270	272	141	59	76	142
95th Queue (ft)	210	155	156	333	335	184	103	119	231
Link Distance (ft)		860	860	208	208		271	271	271
Upstream Blk Time (%)				37	37				0
Queuing Penalty (veh)				350	350				0
Storage Bay Dist (ft)	250					50			
Storage Blk Time (%)	0	0			50	16			
Queuing Penalty (veh)	1	1			220	116			

Intersection: 2: North Project Access/East Reid Building Access & Kearns Boulevard

Movement	EB	WB	NB	SB
Directions Served	LT	TR	R	LR
Maximum Queue (ft)	20	3	49	32
Average Queue (ft)	2	0	20	7
95th Queue (ft)	14	3	46	28
Link Distance (ft)	271	60	117	148
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 3: Snow Creek Drive & Kearns Boulevard

Movement	EB	EB	EB	WB	WB	WB	B17	B17	NB	SB	SB	B28
Directions Served	L	T	TR	L	T	TR	T	T	LTR	LT	R	T
Maximum Queue (ft)	38	19	9	54	9	59	4	8	93	196	116	33
Average Queue (ft)	15	1	1	17	0	4	0	0	38	82	40	2
95th Queue (ft)	37	13	6	46	6	33	3	4	71	165	92	24
Link Distance (ft)		56	56		189	189	83	83	164	192		473
Upstream Blk Time (%)	0	0				0				2		
Queuing Penalty (veh)	0	0				0				0		
Storage Bay Dist (ft)	100			100							50	
Storage Blk Time (%)	0	0								26	1	
Queuing Penalty (veh)	0	0								17	3	

Intersection: 4: Homestake Road & Kearns Boulevard

Movement	EB	EB	B17	B17	B16	B16	WB	NB	B18
Directions Served	T	TR	T	T	T	T	L	LR	T
Maximum Queue (ft)	58	69	41	44	4	3	40	118	5
Average Queue (ft)	9	12	3	4	0	0	7	38	0
95th Queue (ft)	62	76	33	34	4	3	29	91	0
Link Distance (ft)	83	83	130	130	189	189		230	328
Upstream Blk Time (%)	2	3	0	0				0	
Queuing Penalty (veh)	9	13	0	1				0	
Storage Bay Dist (ft)							100		
Storage Blk Time (%)									
Queuing Penalty (veh)									

Intersection: 5: Kearns Boulevard & Bonanza Drive/Monitor Drive

Movement	SE	SE	SE	NW	NW	NW	B19	NE	NE	NE	SW	SW
Directions Served	L	T	R	L	T	R	T	L	T	TR	L	T
Maximum Queue (ft)	178	248	143	222	270	323	535	318	722	741	308	268
Average Queue (ft)	83	95	47	131	108	246	165	139	443	465	188	90
95th Queue (ft)	146	187	102	207	215	363	500	394	883	894	291	189
Link Distance (ft)		490			228	228	546		943	943		369
Upstream Blk Time (%)		0		0	2	28	6		3	4	0	0
Queuing Penalty (veh)		0		0	0	0	0		13	17	0	0
Storage Bay Dist (ft)	100		150	125				275			275	
Storage Blk Time (%)	8	10	0	19	4			0	40		2	0
Queuing Penalty (veh)	19	25	0	23	8			0	28		4	0

Intersection: 5: Kearns Boulevard & Bonanza Drive/Monitor Drive

Movement	SW
Directions Served	TR
Maximum Queue (ft)	217
Average Queue (ft)	103
95th Queue (ft)	186
Link Distance (ft)	369
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 6: Comstock Drive & Kearns Boulevard

Movement	EB	EB	EB	B20	B20	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	R	T		L	T	R	LT	R	LT	R
Maximum Queue (ft)	24	386	92	392	390	107	182	14	252	100	36	18
Average Queue (ft)	2	172	6	313	296	45	76	0	103	69	7	2
95th Queue (ft)	12	301	50	457	495	92	156	5	232	114	26	12
Link Distance (ft)		2063		369	369		1224		393			553
Upstream Blk Time (%)				2	4				0			
Queuing Penalty (veh)				15	27				0			
Storage Bay Dist (ft)	250		100			250		325		50	300	
Storage Blk Time (%)		10							21	37		
Queuing Penalty (veh)		3							23	20		

Intersection: 8: Park Avenue & West Project Access

Movement	WB	SE	SE	SE	NW	NW	B14	B14
Directions Served	LR	L	T	T	T	TR	T	T
Maximum Queue (ft)	121	112	120	131	215	220	75	94
Average Queue (ft)	99	33	11	10	142	154	19	25
95th Queue (ft)	130	95	79	79	271	279	63	78
Link Distance (ft)	96		208	208	135	135	49	49
Upstream Blk Time (%)	91		1	0	19	23	3	4
Queuing Penalty (veh)	0		4	2	169	207	25	40
Storage Bay Dist (ft)		100						
Storage Blk Time (%)		9	0					
Queuing Penalty (veh)		56	0					

Intersection: 9: Park Avenue & Homestake Road

Movement	WB	NB	NB	B13	B13	SB	SB	SB	B14	B14	B14
Directions Served	LR	T	TR	T	T	L	T	T		T	T
Maximum Queue (ft)	420	299	303	426	431	46	139	104	193	192	130
Average Queue (ft)	307	264	268	274	297	19	62	26	47	65	20
95th Queue (ft)	547	339	321	496	507	46	156	84	152	166	86
Link Distance (ft)	424	191	191	418	418		49	49	135	135	135
Upstream Blk Time (%)	42	83	81	1	2	3	10	4	3	5	0
Queuing Penalty (veh)	0	737	715	10	21	0	65	23	14	20	0
Storage Bay Dist (ft)						100					
Storage Blk Time (%)						3	10				
Queuing Penalty (veh)						15	3				

Intersection: 10: Park Avenue & Empire Avenue/Deer Valley Drive

Movement	EB	EB	EB	B12	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	L	TR	T	L	T	R	L	T	TR	L	T
Maximum Queue (ft)	576	594	400	613	234	384	646	279	548	300	407	442
Average Queue (ft)	500	563	366	577	69	170	351	81	257	193	247	157
95th Queue (ft)	593	600	530	686	160	313	599	209	477	304	386	328
Link Distance (ft)	499	499		565		705	705		800			418
Upstream Blk Time (%)	22	60		64		0	0		0		0	0
Queuing Penalty (veh)	0	0		0		0	2		0		0	2
Storage Bay Dist (ft)			200		135			150		150	300	
Storage Blk Time (%)		89	8		4	22		0	35	22	6	0
Queuing Penalty (veh)		283	29		7	13		1	105	58	18	2

Intersection: 10: Park Avenue & Empire Avenue/Deer Valley Drive

Movement	SB	B13
Directions Served	R	T
Maximum Queue (ft)	103	18
Average Queue (ft)	37	1
95th Queue (ft)	78	10
Link Distance (ft)	418	191
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 11: Deer Valley Drive & Bonanza Drive

Movement	SB	SB	SB	SE	SE	SE	NW	NW	NW
Directions Served	L	L	R	L	T	T	T	T	R
Maximum Queue (ft)	199	323	187	172	139	152	436	545	300
Average Queue (ft)	93	177	56	87	68	64	149	209	120
95th Queue (ft)	218	277	150	145	122	122	308	408	267
Link Distance (ft)		464			705	705	589	589	
Upstream Blk Time (%)		0						1	
Queuing Penalty (veh)		0						0	
Storage Bay Dist (ft)	100		100	125					150
Storage Blk Time (%)	1	30	0	2	0			19	2
Queuing Penalty (veh)	3	95	2	7	1			132	7

Intersection: 12: Bend

Movement	SB
Directions Served	T
Maximum Queue (ft)	30
Average Queue (ft)	1
95th Queue (ft)	19
Link Distance (ft)	499
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Network Summary

Network wide Queuing Penalty: 4198

Intersection: 1: Park Avenue & Kearns Boulevard

Movement	SE	SE	SE	NW	NW	NW	SW	SW	SW
Directions Served	L	T	T	T	T	R	L	L	R
Maximum Queue (ft)	262	498	494	212	204	121	191	168	196
Average Queue (ft)	100	152	130	107	116	58	102	86	86
95th Queue (ft)	193	342	328	197	208	128	166	149	161
Link Distance (ft)		860	860	121	121		181	181	181
Upstream Blk Time (%)		0	0	6	6	0	1	0	0
Queuing Penalty (veh)		0	0	23	23	0	2	0	1
Storage Bay Dist (ft)	250					50			
Storage Blk Time (%)	0	2			23	2			
Queuing Penalty (veh)	1	6			34	5			

Intersection: 2: Northwest Hotel Access/East Reid Building Access & Kearns Boulevard

Movement	EB	WB	WB	WB	NB	SB
Directions Served	LT	LT	T	TR	LR	LR
Maximum Queue (ft)	6	7	2	5	30	27
Average Queue (ft)	0	0	0	0	6	3
95th Queue (ft)	4	3	1	5	25	16
Link Distance (ft)	181		69	69	95	140
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)		50				
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 3: Snow Creek Drive & Kearns Boulevard

Movement	EB	EB	EB	WB	WB	WB	B17	NB	SB	SB	B28
Directions Served	L	T	TR	L	T	TR	T	LTR	LT	R	T
Maximum Queue (ft)	30	15	3	42	5	20	2	60	175	124	20
Average Queue (ft)	9	1	0	12	0	1	0	22	73	35	1
95th Queue (ft)	30	8	2	38	3	10	2	50	137	80	24
Link Distance (ft)		56	56		189	189	69	164	192		473
Upstream Blk Time (%)	0	0							1		
Queuing Penalty (veh)	0	0							0		
Storage Bay Dist (ft)	100			100						50	
Storage Blk Time (%)	0	0							22	1	
Queuing Penalty (veh)	0	0							13	2	

Intersection: 4: Homestake Road & Kearns Boulevard

Movement	EB	EB	B17	WB	NB
Directions Served	T	TR	T	L	LR
Maximum Queue (ft)	17	14	2	33	50
Average Queue (ft)	2	2	0	9	20
95th Queue (ft)	23	23	2	32	41
Link Distance (ft)	69	69	130		239
Upstream Blk Time (%)	0	0			
Queuing Penalty (veh)	1	1			
Storage Bay Dist (ft)				100	
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 5: Kearns Boulevard & Bonanza Drive/Monitor Drive

Movement	SE	SE	SE	NW	NW	NW	NE	NE	NE	SW	SW	SW
Directions Served	L	T	R	L	T	R	L	T	TR	L	T	TR
Maximum Queue (ft)	132	190	74	122	97	148	217	476	496	392	469	406
Average Queue (ft)	58	89	33	65	34	55	73	293	324	333	264	160
95th Queue (ft)	109	154	63	107	78	114	265	624	648	445	546	351
Link Distance (ft)		490			217	217		933	933		393	393
Upstream Blk Time (%)						0		1	1	4	5	0
Queuing Penalty (veh)						0		2	2	0	40	1
Storage Bay Dist (ft)	100		150	125			275			275		
Storage Blk Time (%)	2	11		1	0		0	22		32	1	
Queuing Penalty (veh)	4	17		0	0		0	9		116	4	

Intersection: 5: Kearns Boulevard & Bonanza Drive/Monitor Drive

Movement	B20
Directions Served	T
Maximum Queue (ft)	581
Average Queue (ft)	98
95th Queue (ft)	482
Link Distance (ft)	2024
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 6: Comstock Drive & Kearns Boulevard

Movement	EB	EB	EB	B20	B20	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	R	T		L	T	R	LT	R	LT	R
Maximum Queue (ft)	31	134	25	238	184	282	616	94	110	90	44	25
Average Queue (ft)	5	44	2	62	14	55	270	4	39	22	8	3
95th Queue (ft)	21	112	12	175	82	200	497	62	85	61	30	15
Link Distance (ft)		2024		393	393		1224		393			553
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	250		100			250		325		50	300	
Storage Blk Time (%)		1					6		20	0		
Queuing Penalty (veh)		0					7		8	0		

Intersection: 7: Park Avenue & West North Hotel Access

Movement	WB	NB	NB	SB	SB	SB
Directions Served	LR	T	TR	L	T	T
Maximum Queue (ft)	36	92	104	34	120	76
Average Queue (ft)	9	8	11	3	15	5
95th Queue (ft)	32	47	57	19	74	40
Link Distance (ft)	113	69	69		121	121
Upstream Blk Time (%)		0	1		0	0
Queuing Penalty (veh)		2	3		4	0
Storage Bay Dist (ft)				50		
Storage Blk Time (%)				0	2	
Queuing Penalty (veh)				0	0	

Intersection: 8: Park Avenue & West South Hotel Access

Movement	WB	NB	NB	SB	SB	SB
Directions Served	LR	T	TR	L	T	T
Maximum Queue (ft)	37	14	23	27	83	57
Average Queue (ft)	7	1	1	3	17	5
95th Queue (ft)	30	7	14	17	66	34
Link Distance (ft)	112	80	80	69	69	69
Upstream Blk Time (%)			0		2	0
Queuing Penalty (veh)			0		10	2
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 9: Park Avenue & Homestake Road

Movement	WB	NB	NB	B13	B13	SB	SB	SB	B14	B14	B14
Directions Served	LR	T	TR	T	T	L	T	T		T	T
Maximum Queue (ft)	83	202	219	10	7	39	130	129	11	151	132
Average Queue (ft)	20	30	43	0	0	10	53	45	1	42	24
95th Queue (ft)	62	124	151	8	5	34	147	133	10	136	93
Link Distance (ft)	424	191	191	414	414		45	45	80	80	80
Upstream Blk Time (%)		0	1			0	9	7		5	2
Queuing Penalty (veh)		1	2			0	78	61		26	9
Storage Bay Dist (ft)						100					
Storage Blk Time (%)						0	9				
Queuing Penalty (veh)						2	2				

Intersection: 10: Park Avenue & Empire Avenue/Deer Valley Drive

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	L	TR	L	T	R	L	T	TR	L	T	R
Maximum Queue (ft)	216	255	279	156	389	156	139	195	172	411	485	287
Average Queue (ft)	124	128	145	32	198	54	58	95	66	300	163	106
95th Queue (ft)	194	212	257	119	340	114	115	169	135	437	425	217
Link Distance (ft)	489	489			726	726		800			414	414
Upstream Blk Time (%)										1	2	0
Queuing Penalty (veh)										0	17	1
Storage Bay Dist (ft)			200	135			150		150	300		
Storage Blk Time (%)		1	4		30		0	2	0	15	1	
Queuing Penalty (veh)		2	7		8		0	4	1	29	5	

Intersection: 10: Park Avenue & Empire Avenue/Deer Valley Drive

Movement	B13	B13
Directions Served	T	T
Maximum Queue (ft)	144	19
Average Queue (ft)	11	1
95th Queue (ft)	80	19
Link Distance (ft)	191	191
Upstream Blk Time (%)	0	0
Queuing Penalty (veh)	3	0
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 11: Deer Valley Drive & Bonanza Drive

Movement	SB	SB	SB	SE	SE	SE	NW	NW	NW
Directions Served	L	L	R	L	T	T	T	T	R
Maximum Queue (ft)	200	501	200	123	168	180	155	134	90
Average Queue (ft)	166	335	132	62	106	106	68	60	25
95th Queue (ft)	249	532	260	105	160	171	122	107	62
Link Distance (ft)		464			726	726	589	589	
Upstream Blk Time (%)		6							
Queuing Penalty (veh)		0							
Storage Bay Dist (ft)	100		100	125					150
Storage Blk Time (%)	5	45	0	0	3			0	
Queuing Penalty (veh)	27	269	1	1	4			0	

Intersection: 12: Bend

Movement	SB	SB
Directions Served	T	
Maximum Queue (ft)	158	6
Average Queue (ft)	11	0
95th Queue (ft)	75	6
Link Distance (ft)	489	489
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 908

Intersection: 1: Park Avenue & Kearns Boulevard

Movement	SE	SE	SE	NW	NW	NW	SW	SW	SW
Directions Served	L	T	T	T	T	R	L	L	R
Maximum Queue (ft)	466	768	721	228	224	121	200	132	243
Average Queue (ft)	271	385	311	194	192	113	98	50	127
95th Queue (ft)	539	960	874	238	238	153	194	115	227
Link Distance (ft)		860	860	121	121		181	181	181
Upstream Blk Time (%)		19	2	50	43	3	9	2	4
Queuing Penalty (veh)		0	0	492	423	0	17	3	7
Storage Bay Dist (ft)	250					50			
Storage Blk Time (%)	12	27			52	13			
Queuing Penalty (veh)	66	102			221	100			

Intersection: 2: Northwest Hotel Access/East Reid Building Access & Kearns Boulevard

Movement	EB	EB	WB	WB	WB	B15	B15	SB
Directions Served	LT	TR	LT	T	TR	T	T	LR
Maximum Queue (ft)	111	113	28	46	52	22	16	33
Average Queue (ft)	16	18	5	8	4	3	1	8
95th Queue (ft)	92	100	29	61	38	25	19	29
Link Distance (ft)	181	181		69	69	56	56	140
Upstream Blk Time (%)	1	2	3	5	1	3	0	
Queuing Penalty (veh)	4	7	0	13	2	6	1	
Storage Bay Dist (ft)			50					
Storage Blk Time (%)			6	5				
Queuing Penalty (veh)			10	9				

Intersection: 3: Snow Creek Drive & Kearns Boulevard

Movement	EB	EB	EB	B15	B15	WB	WB	WB	B16	B16	B17	B17
Directions Served	L	T	TR	T	T	L	T	TR	T	T		T
Maximum Queue (ft)	51	116	123	86	106	63	77	44	37	20	4	12
Average Queue (ft)	20	30	34	18	25	13	8	4	2	1	0	1
95th Queue (ft)	52	116	125	87	108	45	74	48	35	30	4	11
Link Distance (ft)		56	56	69	69		189	189	130	130	69	69
Upstream Blk Time (%)	0	15	20	9	13		1	0	1	0		0
Queuing Penalty (veh)	0	58	81	36	51		3	2	2	1		0
Storage Bay Dist (ft)	100					100						
Storage Blk Time (%)	0	15					2					
Queuing Penalty (veh)	1	8					1					

Intersection: 3: Snow Creek Drive & Kearns Boulevard

Movement	B17	NB	SB	SB	B28
Directions Served	T	LTR	LT	R	T
Maximum Queue (ft)	10	152	212	139	8
Average Queue (ft)	0	70	79	38	0
95th Queue (ft)	8	154	156	92	8
Link Distance (ft)	69	164	192		473
Upstream Blk Time (%)	0	15	2		
Queuing Penalty (veh)	0	0	0		
Storage Bay Dist (ft)				50	
Storage Blk Time (%)			27	2	
Queuing Penalty (veh)			18	4	

Intersection: 4: Homestake Road & Kearns Boulevard

Movement	EB	EB	B17	B17	B16	B16	B16	WB	WB	NB	B18
Directions Served	T	TR	T	T		T	T	L	T	LR	T
Maximum Queue (ft)	175	171	229	225	180	216	219	33	3	318	310
Average Queue (ft)	99	103	105	107	51	75	78	5	0	197	126
95th Queue (ft)	206	206	266	263	169	230	235	24	3	394	368
Link Distance (ft)	69	69	130	130	189	189	189		933	239	314
Upstream Blk Time (%)	52	56	40	41	1	15	16			52	31
Queuing Penalty (veh)	249	270	191	197	5	47	50			0	0
Storage Bay Dist (ft)								100			
Storage Blk Time (%)											
Queuing Penalty (veh)											

Intersection: 5: Kearns Boulevard & Bonanza Drive/Monitor Drive

Movement	SE	SE	SE	NW	NW	NW	B19	NE	NE	NE	SW	SW
Directions Served	L	T	R	L	T	R	T	L	T	TR	L	T
Maximum Queue (ft)	193	215	105	214	260	313	590	375	966	972	375	395
Average Queue (ft)	89	94	42	123	97	288	548	242	888	895	263	161
95th Queue (ft)	158	175	77	203	209	320	703	521	1095	1097	396	369
Link Distance (ft)		490			217	217	546		933	933		393
Upstream Blk Time (%)				1	2	61	62		35	37	2	2
Queuing Penalty (veh)				0	0	0	0		183	190	0	11
Storage Bay Dist (ft)	100		150	125				275			275	
Storage Blk Time (%)	10	12	0	20	5				82		18	1
Queuing Penalty (veh)	22	29	0	24	10				57		48	3

Intersection: 5: Kearns Boulevard & Bonanza Drive/Monitor Drive

Movement	SW	B20
Directions Served	TR	T
Maximum Queue (ft)	324	184
Average Queue (ft)	138	16
95th Queue (ft)	275	146
Link Distance (ft)	393	2024
Upstream Blk Time (%)	0	
Queuing Penalty (veh)	0	
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 6: Comstock Drive & Kearns Boulevard

Movement	EB	EB	EB	B20	B20	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	R	T		L	T	R	LT	R	LT	R
Maximum Queue (ft)	27	421	93	416	411	127	203	7	395	100	48	20
Average Queue (ft)	3	178	6	380	382	46	83	0	254	92	9	3
95th Queue (ft)	16	339	54	432	446	104	177	5	480	120	32	14
Link Distance (ft)		2024		393	393		1224		393			553
Upstream Blk Time (%)				3	6				29			
Queuing Penalty (veh)				27	53				0			
Storage Bay Dist (ft)	250		100			250		325		50	300	
Storage Blk Time (%)		9					0		26	76		
Queuing Penalty (veh)		3					0		34	40		

Intersection: 7: Park Avenue & West North Hotel Access

Movement	WB	NB	NB	SB	SB	SB
Directions Served	LR	T	TR	L	T	T
Maximum Queue (ft)	60	177	168	68	137	87
Average Queue (ft)	21	138	133	22	47	9
95th Queue (ft)	57	185	184	58	142	59
Link Distance (ft)	113	69	69		121	121
Upstream Blk Time (%)		49	44		12	2
Queuing Penalty (veh)		478	430		80	13
Storage Bay Dist (ft)				50		
Storage Blk Time (%)				23	13	
Queuing Penalty (veh)				150	1	

Intersection: 8: Park Avenue & West South Hotel Access

Movement	WB	NB	NB	B14	B14	SB	SB	SB
Directions Served	LR	T	TR	T	T	L	T	T
Maximum Queue (ft)	50	182	183	154	139	57	102	36
Average Queue (ft)	11	150	147	89	85	16	37	3
95th Queue (ft)	37	202	203	143	136	48	100	25
Link Distance (ft)	112	80	80	45	45	69	69	69
Upstream Blk Time (%)		46	42	35	32	2	13	0
Queuing Penalty (veh)		441	412	338	313	7	55	1
Storage Bay Dist (ft)								
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 9: Park Avenue & Homestake Road

Movement	WB	NB	NB	B13	B13	SB	SB	SB	B14	B14	B14
Directions Served	LR	T	TR	T	T	L	T	T		T	T
Maximum Queue (ft)	256	300	299	438	441	41	133	124	45	152	115
Average Queue (ft)	83	272	272	384	396	17	67	34	3	65	17
95th Queue (ft)	236	298	291	493	490	44	160	113	23	173	80
Link Distance (ft)	431	193	193	414	414		45	45	80	80	80
Upstream Blk Time (%)	0	63	65	9	14	5	19	5	0	14	1
Queuing Penalty (veh)	0	594	616	83	136	0	123	33	0	62	5
Storage Bay Dist (ft)						100					
Storage Blk Time (%)						5	19				
Queuing Penalty (veh)						29	5				

Intersection: 10: Park Avenue & Empire Avenue/Deer Valley Drive

Movement	EB	EB	EB	B12	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	L	TR	T	L	T	R	L	T	TR	L	T
Maximum Queue (ft)	569	579	400	612	334	744	760	299	726	299	400	502
Average Queue (ft)	492	547	343	558	74	469	701	106	494	257	327	320
95th Queue (ft)	584	598	549	743	223	869	828	271	900	352	506	617
Link Distance (ft)	489	489		565		726	726		800			414
Upstream Blk Time (%)	24	56		59		4	20		22		2	13
Queuing Penalty (veh)	0	0		0		19	104		0		0	79
Storage Bay Dist (ft)			200		135			150		150	300	
Storage Blk Time (%)		86	12		1	33		0	65	63	29	3
Queuing Penalty (veh)		303	49		2	20		1	196	165	81	15

Intersection: 10: Park Avenue & Empire Avenue/Deer Valley Drive

Movement	SB	B13	B13	B13
Directions Served	R		T	T
Maximum Queue (ft)	167	52	248	101
Average Queue (ft)	43	4	68	7
95th Queue (ft)	119	30	226	57
Link Distance (ft)	414	193	193	193
Upstream Blk Time (%)	0		5	0
Queuing Penalty (veh)	0		20	0
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 11: Deer Valley Drive & Bonanza Drive

Movement	SB	SB	SB	SE	SE	SE	NW	NW	NW
Directions Served	L	L	R	L	T	T	T	T	R
Maximum Queue (ft)	200	461	200	222	173	169	603	638	300
Average Queue (ft)	136	237	107	115	75	77	445	564	279
95th Queue (ft)	244	396	225	200	147	150	659	763	385
Link Distance (ft)		464			726	726	589	589	
Upstream Blk Time (%)		3					1	56	
Queuing Penalty (veh)		0					0	0	
Storage Bay Dist (ft)	100		100	125					150
Storage Blk Time (%)	4	41	9	9	1			79	5
Queuing Penalty (veh)	14	150	45	30	3			617	22

Intersection: 12: Bend

Movement	SB
Directions Served	T
Maximum Queue (ft)	39
Average Queue (ft)	2
95th Queue (ft)	21
Link Distance (ft)	489
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Network Summary

Network wide Queuing Penalty: 9832

Intersection: 1: Park Avenue & Kearns Boulevard

Movement	SE	SE	SE	NW	NW	NW	SW	SW	SW
Directions Served	L	T	T	T	T	R	L	L	R
Maximum Queue (ft)	267	401	417	263	277	150	176	183	188
Average Queue (ft)	101	133	147	116	131	71	87	107	88
95th Queue (ft)	200	295	304	222	254	160	153	169	153
Link Distance (ft)		860	860	208	208		271	271	271
Upstream Blk Time (%)		0	0	2	3			0	0
Queuing Penalty (veh)		0	0	7	11			0	0
Storage Bay Dist (ft)	250					50			
Storage Blk Time (%)	0	3			24	4			
Queuing Penalty (veh)	0	9			46	11			

Intersection: 2: North Project Access/East Reid Building Access & Kearns Boulevard

Movement	EB	NB	SB
Directions Served	LT	R	LR
Maximum Queue (ft)	6	61	30
Average Queue (ft)	0	29	4
95th Queue (ft)	3	53	20
Link Distance (ft)	271	117	148
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 3: Snow Creek Drive & Kearns Boulevard

Movement	EB	EB	EB	WB	WB	WB	B17	NB	SB	SB
Directions Served	L	T	TR	L	T	TR	T	LTR	LT	R
Maximum Queue (ft)	30	11	5	45	16	26	2	59	157	123
Average Queue (ft)	9	0	0	12	1	1	0	21	71	35
95th Queue (ft)	30	7	2	37	11	14	2	50	124	74
Link Distance (ft)		56	56		189	189	83	164	192	
Upstream Blk Time (%)	0	0							0	
Queuing Penalty (veh)	0	0							0	
Storage Bay Dist (ft)	100			100						50
Storage Blk Time (%)	0	0			0				21	1
Queuing Penalty (veh)	0	0			0				12	2

Intersection: 4: Homestake Road & Kearns Boulevard

Movement	B16	WB	NB
Directions Served	T	L	LR
Maximum Queue (ft)	2	42	58
Average Queue (ft)	0	10	19
95th Queue (ft)	2	34	41
Link Distance (ft)	189		238
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)		100	
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 5: Kearns Boulevard & Bonanza Drive/Monitor Drive

Movement	SE	SE	SE	NW	NW	NW	NE	NE	NE	SW	SW	SW
Directions Served	L	T	R	L	T	R	L	T	TR	L	T	TR
Maximum Queue (ft)	136	188	70	146	101	134	259	496	532	369	454	410
Average Queue (ft)	57	90	33	68	35	55	72	282	313	322	281	159
95th Queue (ft)	108	160	62	122	80	107	258	545	580	419	544	350
Link Distance (ft)		490			228	228		943	943		369	369
Upstream Blk Time (%)										6	8	1
Queuing Penalty (veh)										0	60	4
Storage Bay Dist (ft)	100		150	125			275			275		
Storage Blk Time (%)	2	10		1	0			24		32	1	
Queuing Penalty (veh)	3	14		0	0			10		119	9	

Intersection: 5: Kearns Boulevard & Bonanza Drive/Monitor Drive

Movement	B20
Directions Served	T
Maximum Queue (ft)	1040
Average Queue (ft)	260
95th Queue (ft)	1033
Link Distance (ft)	2063
Upstream Blk Time (%)	0
Queuing Penalty (veh)	0
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 6: Comstock Drive & Kearns Boulevard

Movement	EB	EB	EB	B20	B20	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	R	T		L	T	R	LT	R	LT	R
Maximum Queue (ft)	37	157	18	307	261	342	743	138	116	94	44	31
Average Queue (ft)	5	45	1	71	26	58	297	7	39	24	9	5
95th Queue (ft)	23	119	10	215	135	209	590	90	86	65	32	20
Link Distance (ft)		2063		369	369		1224		393			553
Upstream Blk Time (%)				0	0		0					
Queuing Penalty (veh)				0	0		0					
Storage Bay Dist (ft)	250		100			250		325		50	300	
Storage Blk Time (%)		1					7		19	0		
Queuing Penalty (veh)		0					8		8	0		

Intersection: 8: Park Avenue & West Project Access

Movement	WB	SE	SE	SE	NW	NW
Directions Served	LR	L	T	T	T	TR
Maximum Queue (ft)	120	79	226	233	22	70
Average Queue (ft)	51	10	43	49	1	3
95th Queue (ft)	102	46	168	182	14	31
Link Distance (ft)	96		208	208	135	135
Upstream Blk Time (%)	13		1	2	0	0
Queuing Penalty (veh)	0		10	14	0	0
Storage Bay Dist (ft)		100				
Storage Blk Time (%)			5			
Queuing Penalty (veh)			1			

Intersection: 9: Park Avenue & Homestake Road

Movement	WB	NB	NB	B13	B13	SB	SB	SB	B14	B14	B14
Directions Served	LR	T	TR	T	T	L	T	T		T	T
Maximum Queue (ft)	96	187	223	5	10	36	138	126	207	191	151
Average Queue (ft)	23	28	43	0	0	8	62	48	80	89	52
95th Queue (ft)	69	116	150	6	6	30	158	131	211	197	138
Link Distance (ft)	424	191	191	418	418		49	49	135	135	135
Upstream Blk Time (%)		0	1			0	12	8	9	11	1
Queuing Penalty (veh)		1	3			0	100	73	50	63	4
Storage Bay Dist (ft)						100					
Storage Blk Time (%)						0	12				
Queuing Penalty (veh)						3	2				

Intersection: 10: Park Avenue & Empire Avenue/Deer Valley Drive

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	L	TR	L	T	R	L	T	TR	L	T	R
Maximum Queue (ft)	245	238	288	183	430	196	139	216	190	417	486	297
Average Queue (ft)	127	128	150	31	212	56	59	94	69	305	174	103
95th Queue (ft)	212	213	255	108	367	141	114	170	143	438	437	222
Link Distance (ft)	499	499			705	705		800			418	418
Upstream Blk Time (%)										1	2	0
Queuing Penalty (veh)										0	16	1
Storage Bay Dist (ft)			200	135			150		150	300		
Storage Blk Time (%)		2	4	0	35		0	2	1	16	1	
Queuing Penalty (veh)		6	7	0	9		0	3	1	31	7	

Intersection: 10: Park Avenue & Empire Avenue/Deer Valley Drive

Movement	B13	B13
Directions Served	T	T
Maximum Queue (ft)	147	89
Average Queue (ft)	14	4
95th Queue (ft)	92	47
Link Distance (ft)	191	191
Upstream Blk Time (%)	0	0
Queuing Penalty (veh)	3	0
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 11: Deer Valley Drive & Bonanza Drive

Movement	SB	SB	SB	SE	SE	SE	NW	NW	NW
Directions Served	L	L	R	L	T	T	T	T	R
Maximum Queue (ft)	200	495	200	118	176	193	141	128	69
Average Queue (ft)	172	334	137	62	110	113	67	63	22
95th Queue (ft)	241	525	263	103	170	178	116	111	55
Link Distance (ft)		464			705	705	589	589	
Upstream Blk Time (%)		7							
Queuing Penalty (veh)		0							
Storage Bay Dist (ft)	100		100	125					150
Storage Blk Time (%)	4	46	0	0	3			0	
Queuing Penalty (veh)	27	273	2	1	4			0	

Intersection: 12: Bend

Movement	SB	SB
Directions Served	T	
Maximum Queue (ft)	180	22
Average Queue (ft)	15	1
95th Queue (ft)	96	22
Link Distance (ft)	499	499
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 1050

Intersection: 1: Park Avenue & Kearns Boulevard

Movement	SE	SE	SE	NW	NW	NW	SW	SW	SW
Directions Served	L	T	T	T	T	R	L	L	R
Maximum Queue (ft)	398	395	376	309	306	150	136	146	252
Average Queue (ft)	183	106	106	266	270	138	61	78	138
95th Queue (ft)	340	302	271	333	333	189	118	132	229
Link Distance (ft)		860	860	208	208		271	271	271
Upstream Blk Time (%)		1	0	32	35		0	0	0
Queuing Penalty (veh)		0	0	313	344		0	0	0
Storage Bay Dist (ft)	250					50			
Storage Blk Time (%)	8	0			47	22			
Queuing Penalty (veh)	48	1			224	173			

Intersection: 2: North Project Access/East Reid Building Access & Kearns Boulevard

Movement	EB	EB	WB	NB	SB
Directions Served	LT	TR	TR	R	LR
Maximum Queue (ft)	226	229	3	76	31
Average Queue (ft)	54	57	0	27	7
95th Queue (ft)	217	229	3	68	28
Link Distance (ft)	271	271	60	117	148
Upstream Blk Time (%)	2	4		1	
Queuing Penalty (veh)	8	18		0	
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 3: Snow Creek Drive & Kearns Boulevard

Movement	EB	EB	EB	B15	B15	WB	WB	B17	B17	NB	SB	SB
Directions Served	L	T	TR	T	T	L	TR	T	T	LTR	LT	R
Maximum Queue (ft)	52	137	141	101	100	57	30	3	2	241	201	149
Average Queue (ft)	22	46	50	21	23	16	2	0	0	84	80	44
95th Queue (ft)	55	142	150	77	82	44	15	3	0	213	156	105
Link Distance (ft)		56	56	60	60		188	83	83	262	192	
Upstream Blk Time (%)	0	27	30	14	15					10	0	
Queuing Penalty (veh)	0	111	125	59	62					0	0	
Storage Bay Dist (ft)	100					100						50
Storage Blk Time (%)	0	27									29	2
Queuing Penalty (veh)	1	15									19	3

Intersection: 4: Homestake Road & Kearns Boulevard

Movement	EB	EB	B17	B17	B16	B16	B16	WB	NB	B18
Directions Served	T	TR	T	T		T	T	L	LR	T
Maximum Queue (ft)	187	188	231	233	200	227	238	33	308	418
Average Queue (ft)	138	139	156	158	75	109	113	5	228	224
95th Queue (ft)	228	222	290	288	205	261	269	22	397	521
Link Distance (ft)	83	83	130	130	188	188	188		230	403
Upstream Blk Time (%)	74	76	61	63	4	23	24		71	40
Queuing Penalty (veh)	357	371	295	307	12	74	76		0	0
Storage Bay Dist (ft)								100		
Storage Blk Time (%)										
Queuing Penalty (veh)										

Intersection: 5: Kearns Boulevard & Bonanza Drive/Monitor Drive

Movement	SE	SE	SE	NW	NW	NW	B19	NE	NE	NE	SW	SW
Directions Served	L	T	R	L	T	R	T	L	T	TR	L	T
Maximum Queue (ft)	176	196	102	222	287	327	597	375	983	990	351	377
Average Queue (ft)	87	94	44	141	121	297	559	234	939	948	235	144
95th Queue (ft)	145	168	81	226	260	344	664	517	1035	1035	353	323
Link Distance (ft)		490			228	228	546		943	943		369
Upstream Blk Time (%)				2	4	58	62		47	48	1	1
Queuing Penalty (veh)				0	0	0	0		244	248	0	6
Storage Bay Dist (ft)	100		150	125				275			275	
Storage Blk Time (%)	8	11	0	26	6			0	84		10	1
Queuing Penalty (veh)	19	28	0	31	11			0	59		29	3

Intersection: 5: Kearns Boulevard & Bonanza Drive/Monitor Drive

Movement	SW	B20
Directions Served	TR	T
Maximum Queue (ft)	325	132
Average Queue (ft)	125	6
95th Queue (ft)	241	72
Link Distance (ft)	369	2063
Upstream Blk Time (%)	0	
Queuing Penalty (veh)	0	
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 6: Comstock Drive & Kearns Boulevard

Movement	EB	EB	EB	B20	B20	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	R	T		L	T	R	LT	R	LT	R
Maximum Queue (ft)	31	453	92	402	395	107	200	4	401	100	39	18
Average Queue (ft)	3	197	5	357	356	47	74	0	287	92	8	2
95th Queue (ft)	17	411	49	410	434	96	169	3	512	121	28	11
Link Distance (ft)		2063		369	369		1224		393			553
Upstream Blk Time (%)				3	5				36			
Queuing Penalty (veh)				29	46				0			
Storage Bay Dist (ft)	250		100			250		325		50	300	
Storage Blk Time (%)		9					0		22	81		
Queuing Penalty (veh)		3					0		29	43		

Intersection: 8: Park Avenue & West Project Access

Movement	WB	SE	SE	SE	NW	NW	B14	B14
Directions Served	LR	L	T	T	T	TR	T	T
Maximum Queue (ft)	195	101	140	137	212	220	53	80
Average Queue (ft)	155	34	15	14	122	139	7	15
95th Queue (ft)	216	88	94	92	252	271	35	56
Link Distance (ft)	164		208	208	135	135	49	49
Upstream Blk Time (%)	80		1	1	12	17	1	2
Queuing Penalty (veh)	0		7	5	121	164	6	20
Storage Bay Dist (ft)		100						
Storage Blk Time (%)		5	2					
Queuing Penalty (veh)		33	0					

Intersection: 9: Park Avenue & Homestake Road

Movement	WB	NB	NB	B13	B13	SB	SB	SB	B14	B14	B14
Directions Served	LR	T	TR	T	T	L	T	T		T	T
Maximum Queue (ft)	570	303	305	436	443	40	137	116	216	210	147
Average Queue (ft)	456	273	276	352	371	17	63	31	66	81	30
95th Queue (ft)	733	317	313	504	511	42	159	95	191	197	110
Link Distance (ft)	557	191	191	418	418		49	49	135	135	135
Upstream Blk Time (%)	59	93	88	3	6	2	12	5	7	10	0
Queuing Penalty (veh)	0	894	844	28	60	0	79	33	30	42	1
Storage Bay Dist (ft)						100					
Storage Blk Time (%)						2	12				
Queuing Penalty (veh)						11	3				

Intersection: 10: Park Avenue & Empire Avenue/Deer Valley Drive

Movement	EB	EB	EB	B12	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	L	TR	T	L	T	R	L	T	TR	L	T
Maximum Queue (ft)	580	594	400	613	335	734	736	299	803	300	417	499
Average Queue (ft)	491	558	350	554	97	408	651	125	598	269	329	281
95th Queue (ft)	589	612	543	749	263	771	821	303	1010	350	457	529
Link Distance (ft)	499	499		565		705	705		800			418
Upstream Blk Time (%)	17	49		51		2	10		35		2	4
Queuing Penalty (veh)	0	0		0		12	50		0		0	26
Storage Bay Dist (ft)			200		135			150		150	300	
Storage Blk Time (%)		82	9		2	39		1	71	72	22	2
Queuing Penalty (veh)		290	38		4	24		5	216	190	62	8

Intersection: 10: Park Avenue & Empire Avenue/Deer Valley Drive

Movement	SB	B13	B13
Directions Served	R	T	T
Maximum Queue (ft)	118	216	93
Average Queue (ft)	42	24	4
95th Queue (ft)	92	127	48
Link Distance (ft)	418	191	191
Upstream Blk Time (%)		1	0
Queuing Penalty (veh)		5	0
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 11: Deer Valley Drive & Bonanza Drive

Movement	SB	SB	SB	SE	SE	SE	NW	NW	NW
Directions Served	L	L	R	L	T	T	T	T	R
Maximum Queue (ft)	200	411	200	262	167	174	602	638	300
Average Queue (ft)	134	226	94	126	83	84	421	524	268
95th Queue (ft)	242	370	211	215	152	154	690	792	387
Link Distance (ft)		457			705	705	589	589	
Upstream Blk Time (%)		1					1	44	
Queuing Penalty (veh)		0					0	0	
Storage Bay Dist (ft)	100		100	125					150
Storage Blk Time (%)	3	41	2	12	2			69	5
Queuing Penalty (veh)	11	151	9	40	4			535	22

Intersection: 12: Bend

Movement	SB
Directions Served	T
Maximum Queue (ft)	58
Average Queue (ft)	2
95th Queue (ft)	32
Link Distance (ft)	499
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Network Summary

Network wide Queuing Penalty: 7926

1800 Park Avenue

Parking Management Plan

with Parking Analysis

October 7, 2024

Overview

The design of the project consists of an underground parking garage servicing the majority of the project along with surface parking on the south and east side of the property. Access to the parking garage is from the north side of the site along Kearns Boulevard. The revised access has been located between the two existing curb cuts and aligned with the east curb cut to the parking lot to the Jess Reid Building, across Kearns Boulevard, to improve ingress and egress to the property.

The proposed underground parking garage consists of **263** parking spaces with an additional **25** surface parking spaces. The surface spaces are intended to service the office, retail, and restaurant uses for shorter term parking. The total parking provided on site is **288** spaces.

The Master Planned Development process in the Land Management Code allows for a reduction in parking through the submittal of a Parking Analysis. As a mixed-use project that includes nightly rental uses, affordable housing, office, retail, and restaurant, the property will have significant variations in parking demand at different times of day and will have reductions due to the use of alternative modes of transportation.

To maintain a baseline, the Parking Analysis uses a hybrid calculation using the parking requirements found in the Land Management Code combined with the Time of Day and Monthly Occupancy Adjustments from "Shared Parking Third Edition", published by ICSC, NPA, and ULI.

The uses in *Shared Parking* provide typical uses for hotel but do not cover some of the transportation mode counts typical of resort hotel/nightly rental uses. As the existing property has operated as a hotel for over four decades, a significant volume of access to the property has been through the use of shuttles, car service, and other forms of transportation that do not require parking. Understanding the historic use of the property, the modal adjustments submitted are very conservative.

The included Parking Analysis documents the rationale for the requested parking reduction. The total requested parking reduction is approximately 23%. The goal of the parking reduction request is to right size the parking for the project, which also works to minimize traffic generated from the project.

The Parking Analysis and Implementation of the Parking Management Plan follows.

Parking Analysis

1. **The proposed number of vehicles required** *by the occupants of the project based upon the proposed Use and occupancy.*
   a. As a nightly-rental condominium use, the LMC requires an analysis for both a "Multi-Family Use" and a "Hotel Use. See Tables 1 & 2 below:
   b. The calculations above show the Multi-Family use requires the most parking at

Table 1 **360.57 parking stalls**.

Park & Kearns Mixed-Use Parking Calculations (Hotel) V24 10/01/2024

	quantities		*parking required*		*spaces required*
Hotel/Condo	182				182
studio	73	keys	1	per key	73.00
1 bedroom	46	keys	1	per key	46.00
2 bedroom	42	keys	1	per key	42.00
lockout	12	keys	1	per key	12.00
3 bedroom (<2000 SF)	8	keys	1	per key	8.00
3 bedroom (>2000 SF)	1	keys	1	per key	1.00
Hotel Restaurant/Bar	7,303	square feet	1	per 200 sf	36.52
Residential (Affordable)	60				60.00
studio	18	units	1	per unit	18.00
1 bedroom	42	units	1	per unit	42.00
Retail, Multi-tenant	2,543	square feet	1	per 200 sf	12.72
Office	6,469	square feet	1	per 200 sf	32.35
					323.58
	242	keys			

Table 2

Park & Kearns Mixed-Use Parking Calculations (Multi-Family) V24 10/01/2024

	quantities		*parking required*		*spaces required*
Hotel/Condo	170				196.00
studio	73	units	1	per unit	73.00
1 bedroom	46	units	1	per unit	46.00
2 bedroom	42	units	1.5	per unit	63.00
3 bedroom (<2000 SF)	8	units	1.5	per unit	12.00
3 bedroom (>2000 SF)	1	units	2	per unit	2.00
Hotel Restaurant/Bar	7,303	square feet	1	per 100 sf	73.03
Residential (Affordable)	60				60.00
studio	18	units	1	per unit	18.00
1 bedroom	42	units	1	per unit	42.00
Retail, Multi-tenant	9,012	square feet	3.5	per 1,000 sf	31.54
Office	0	square feet	3.5	per 1,000 sf	0.00
					360.57
	230	units			

2. **Parking Comparison of projects of similar size** *with similar occupancy type to verify the demand for occupancy Parking.*
   a. The existing **Doubletree Hotel** on the project site is in the same location, is similar in use, and is similar in key count as the proposed project. It has successfully operated as a hotel for over forty years.
      ii. The existing hotel has 168 parking spaces.
      iii. Below is a review of the existing hotel parking requirements using the current Land Management Code:
      • Hotel Rooms: 182 - 182 spaces
      • 5% of the residential Unit Equivalents for exemption - 3.570 sf
      • Meeting Space: 9,437 sf - area over 5% - 5,867 sf - 29.34 spaces
      • Hotel Restaurant/Lounge: 5,000 sf - area over 5% - 1,430 sf - 7.15 spaces
      The current Land Management Code would require 219 spaces.
      iv. **The existing parking is equivalent to a 23.29% parking reduction** as compared to the current Land Management Code Requirements.
   b. There are few examples of similar projects locally that are in current operation. As a mixed-use project, 1800 Park has a similar occupancy type as the **Newpark** development, located in Kimball Junction. Though the Newpark project is significantly larger.
      i. Following is a breakdown of the Newpark occupancies by type and parking.
      • Commercial: 123,000 sf - 566 stalls
      • The Commons Commercial: 12,500 sf - no dedicated spaces
      • The Commons Residential: 38 dwelling units - no dedicated spaces
      • Newpark Terrace: 60 dwelling units - 68 stalls +3 ADA spaces
      • Newpark Residences: 71 townhomes - 71 spaces
      • Newpark Flats: 43 Apartments - 53 spaces
      ii. A concise synopsis of the parking at the Newpark Development shows that the property has 135,500 sf of commercial and 212 total residential units and a total of 761 parking spaces.
      iii. The effective rate of the commercial parking is approximately 4 spaces per 1,000 sf and the residential parking is approximately .9 spaces per unit.
      iv. Based on the existing uses in Newpark the parking calculations from the LMC would require approximately 1000 spaces. **This is a parking reduction of approximately 24%**.
   c. Another example that has a similar occupancy type is **Rail Central Building Three**, located on Bonanza Drive in Park City, though this project is significantly smaller.
      i. Following is a breakdown of the Rail Central occupancies by type and parking.
      • Commercial (Wholesale): 6,500 sf - 14 spaces
      • Residential: 24 units - 12 spaces
      • Total parking provided - 29 spaces
      ii. The parking for the residential units are calculated at .5 spaces per unit. The units are studio type units and parking is regulated by application for parking passes and have an associated nominal cost.

iii. Adding the additional 3 spaces to the commercial, the effective rate of the commercial parking is 2.3 spaces per 1,000 sf.

iv. A baseline calculation of uses would require 47 parking spaces. **This a parking reduction of approximately 38%.**

c. With comparison projects having parking reductions of 24% to 38% the requested 23% parking reduction is in line with these comparable projects.

3. **Parking needs for non-dwelling Uses,** *including traffic attracted to Commercial Uses from Off-Site.*

   a. See parking Tables 1 & 2 above in item 1.

4. **Analysis of time periods of use** *for each of the uses in the project and opportunities for shared parking by different Uses. This shall be considered only when there is a Guarantee by Use covenant and deed restriction.*

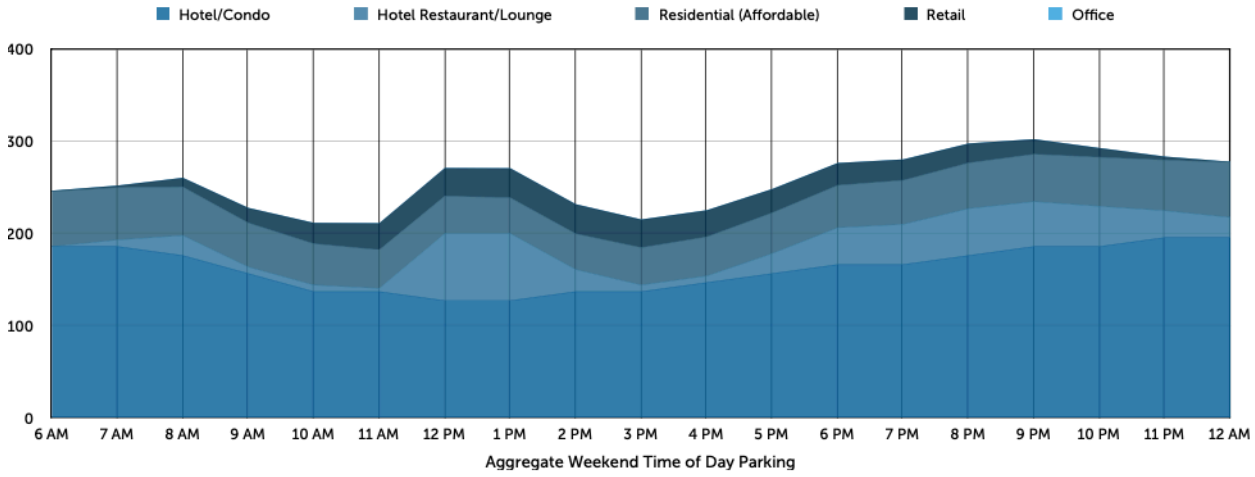
   a. An analysis has been performed for time of day adjustments on both a Weekday and a Weekend based on "Shared Parking Third Edition" data, published by ICSC, NPA, and ULI. With the adjustments, the Weekday and Weekend were found to have the same parking demand. The highest demand is at 9PM with 303 spaces. See Table 3 below:

Table 3

Kearns & Park Mixed-Use Weekend Time of Day Adjustments (100% Occupancy) V24 10/01/2024

Land Use	User	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	12 AM
Hotel/Condo	Combined	95%	95%	90%	80%	70%	70%	65%	65%	70%	70%	75%	80%	85%	85%	90%	95%	95%	100%	100%
		186	186	176	157	137	137	127	127	137	137	147	157	167	167	176	186	186	196	196
Hotel Restaurant/Bar	Combined	0%	10%	30%	10%	10%	5%	100%	100%	33%	10%	10%	30%	55%	60%	70%	67%	60%	40%	30%
		0	7	22	7	7	4	73	73	24	7	7	22	40	44	51	49	44	29	22
Residential (Affordable)	Resident	100%	95%	88%	80%	75%	70%	68%	65%	65%	68%	71%	74%	77%	80%	83%	86%	89%	92%	100%
		60	57	53	48	45	42	41	39	39	41	43	44	46	48	50	52	53	55	60
Retail, Multi-tenant	Combined	1%	5%	30%	50%	70%	90%	95%	100%	100%	95%	90%	80%	75%	70%	65%	50%	30%	10%	0%
		0	2	9	16	22	28	30	32	32	30	28	25	24	22	21	16	9	3	0
Office	Combined	0%	20%	60%	80%	90%	100%	90%	80%	60%	40%	20%	10%	5%	0%	0%	0%	0%	0%	0%
		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals		247	252	261	228	212	211	271	271	232	215	225	248	277	280	298	303	293	284	278

*Adjustments based on Shared Parking Third Edition, Data - Published by ICSC, NPA, and ULI



b. Additionally, an analysis has been performed for mixed-use occupancy adjustment factors. This is a cumulative analysis and uses the Weekend 9PM parking demand. The highest demand is January and February with 292 spaces. See Table 4 below:

Table 4

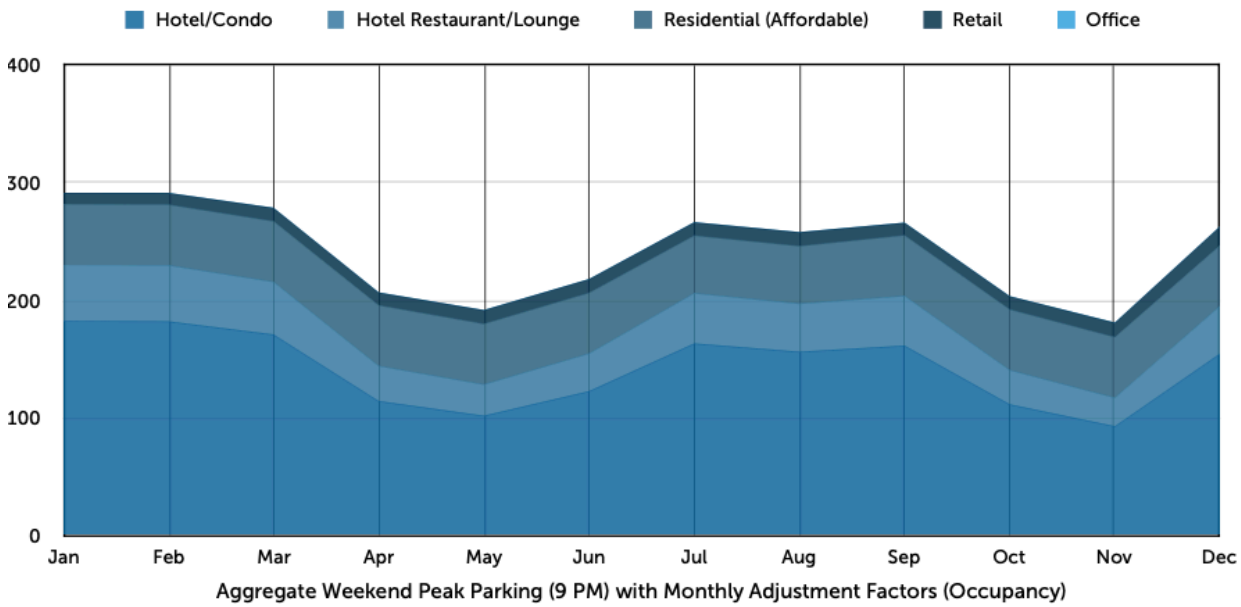
Kearns & Park Mixed-Use Monthly Occupancy Adjustments Factors at 9PM V24 10/01/2024

Land Use	*User*	*Jan*	*Feb*	*Mar*	*Apr*	*May*	*Jun*	*Jul*	*Aug*	*Sep*	*Oct*	*Nov*	*Dec*
Hotel/Condo	Combined	98.1%	97.9%	91.9%	61.5%	54.8%	66.0%	87.8%	84.0%	86.8%	60.0%	50.0%	83.2%
	9PM WKND	183	182	171	115	102	123	163	156	162	112	93	155
Hotel Restaurant/Bar	Combined	98.1%	97.9%	91.9%	61.5%	54.8%	66.0%	87.8%	84.0%	86.8%	60.0%	50.0%	83.2%
	9PM WKND	48	48	45	30	27	32	43	41	42	29	24	41
Residential (Affordable)	Resident	100%	100%	100%	100%	100%	100%	95%	95%	100%	100%	100%	100%
	9PM WKND	52	52	52	52	52	52	49	49	52	52	52	52
Retail, Multi-tenant	Combined	59%	61%	70%	67%	72%	72%	70%	73%	66%	69%	76%	100%
	9PM WKND	9	10	11	11	11	11	11	12	10	11	12	16
Office	Combined	100%	100%	100%	100%	100%	100%	95%	95%	100%	100%	100%	100%
	9PM WKND	0	0	0	0	0	0	0	0	0	0	0	0
Totals		292	291	279	207	192	218	267	258	266	204	181	263

*Adjustments based on Shared Parking Third Edition, Data - Published by ICSC, NPA, and ULI

*Hotel Adjustments based on Actual Maximum Occupancy during each Month (November 2022 through October 2023)

High Season	
Low Season	
Shoulder Season	



Aggregate Weekend Peak Parking (9 PM) with Monthly Adjustment Factors (Occupancy)

5. **A plan to discourage the Use of motorized vehicles** *and encourage other forms of transportation.*
   a. In addition to hourly and monthly adjustments a modal adjustment using a reduction of 5% is being proposed. See Table 5 below:

      i. This project is immediately adjacent to the newly improved Fresh Market Transit Stop. This stop accommodates a large number of bus routes for Park City Transit and High Valley Transit and has proven to be highly used by both employees and visitors of the current hotel, reducing the need for parking.
      ii. Hotel Visitors Frequently use Alternative Transportation such as Ride Share, Car Service, and Multiple Visitors Carpooling in a Rental Car, reducing the need for parking.
      iii. Hotel will provide a shuttle service that will be made available to the hotel visitors.
      iv. Hotel Visitors and Restaurant Users will have Valet parking available.
      v. Full-Time Residents, Restaurant, Retail, and Office Users are able to use Both Transit Stop and Pedestrian/Bike Pathways which are on and adjacent to the Site reducing the need for parking.
      vi. The Site is also Adjacent to Other Retail and Office Spaces that may Result in Single Trip Multiple Visits reducing the need for parking.
      vii. The project is located close to retail and services for the Full-Time Residents which will allow pedestrian access and thus reduce the need for parking.
      viii. Retail and Office have been Adjusted based on Weather Conditions which Coincides with the High, Low, and Shoulder Seasons.
      ix. The project has secure bike storage, bike racks, and will have a Summit Bike Share location adjacent to the entry.
      x. The reduction of 5% is very conservative and is significantly less than suggested in “Shared Parking Third Edition”.

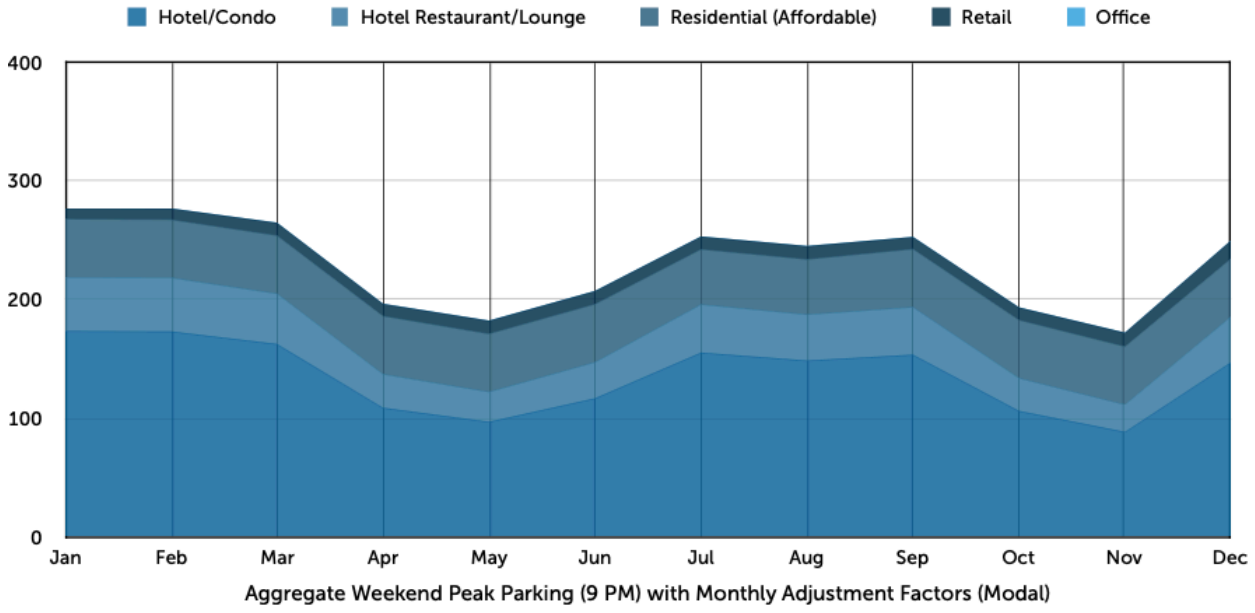
Table 5

Kearns & Park Mixed-Use Monthly Modal Adjustments Factors at 9PM V24 10/01/2024

Land Use	User	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Hotel/Condo	Combined	95%	95%	95%	95%	95%	95%	95%	95%	95%	95%	95%	95%
	9PM WKND	174	173	163	109	97	117	155	149	154	106	88	147
Hotel Restaurant/Bar	Combined	95%	95%	95%	95%	95%	95%	95%	95%	95%	95%	95%	95%
	9PM WKND	46	46	43	29	25	31	41	39	40	28	23	39
Residential (Affordable)	Resident	95%	95%	95%	95%	95%	95%	95%	95%	95%	95%	95%	95%
	9PM WKND	49	49	49	49	49	49	47	47	49	49	49	49
Retail, Multi-tenant	Combined	95%	95%	95%	95%	95%	95%	95%	95%	95%	95%	95%	95%
	9PM WKND	9	9	10	10	11	11	10	11	10	10	11	15
Office	Combined	95%	95%	95%	95%	95%	95%	95%	95%	95%	95%	95%	95%
	9PM WKND	0	0	0	0	0	0	0	0	0	0	0	0
Totals		277	277	265	196	182	207	253	245	253	193	172	250

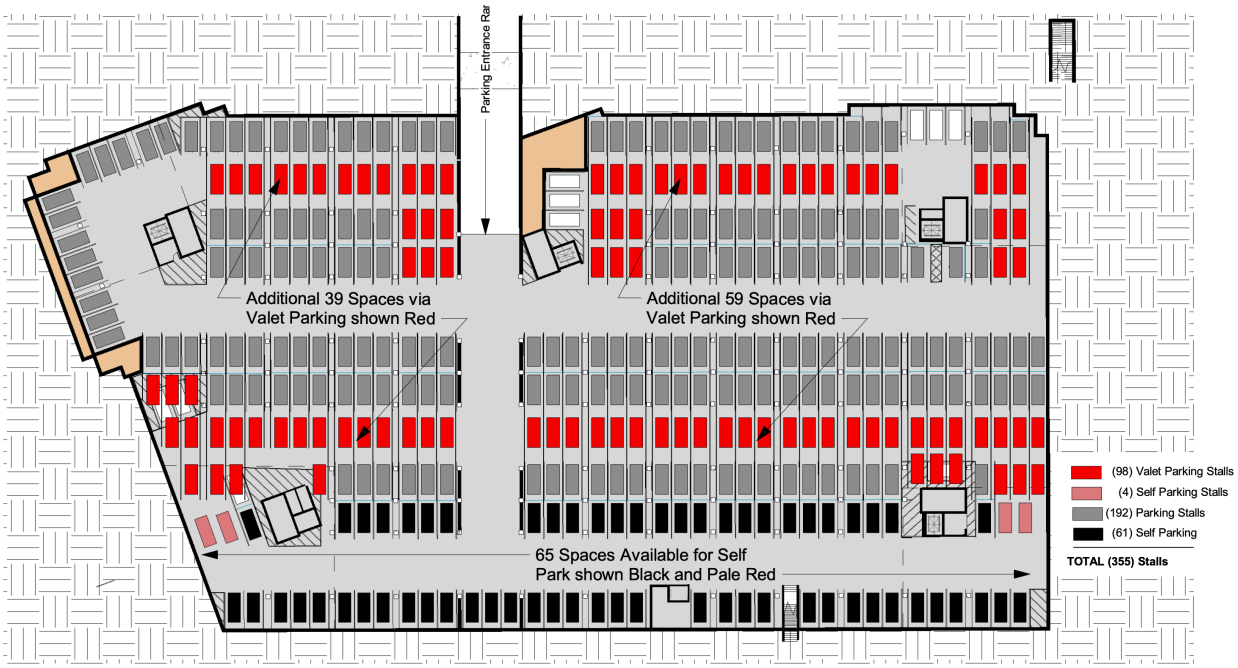
*Adjustment Reflect Alternative Transportation Use. Hotel Employees are Frequent Users of Free Bus Transit and Large Bus Transit Stop is Adjacent to the Site. Hotel Visitors Frequently use Alternative Transportation such as Ride Share, Car Service, and Multiple Visitors Carpooling in a Rental Car. Retail and Office Users are able to use Both Transit Stop and Pedestrian/Bike Pathways wich are On and Adjacent to the Site. The Site is also Adjacent to Other Retail and Office Spaces that may Result in Single Trip Multiple Visits. Retail and Office have been Adjusted based on Weather Conditions which Coincides with the High, Low, and Shoulder Seasons. *The reduction of 5% is very conservative and is significantly less than suggested in "Shared Parking Third Edition".

High Season	
Low Season	
Shoulder Season	



Aggregate Weekend Peak Parking (9 PM) with Monthly Adjustment Factors (Modal)

6. **Provisions for overflow parking** *during peak periods.*
   a. During peak periods, overflow parking will be provided in the garage through the implementation of valet parking. An additional 98 spaces can be provided. See graphic below of parking garage with valet configuration:



7. **An evaluation of potential adverse impacts of the proposed Parking reduction** *and Density increase, if any, upon the surrounding neighborhood and conditions of approval to mitigate such impacts.*
   a. The proposed project does not include any Density increase.
   b. The proposed parking reduction will not adversely impact the surrounding property as the Implementation of the Parking Management Plan provides the ability to provide overflow parking that provides 380 parking spaces through a valet program. And, additionally, another 12 short term parking spaces that have not been included in the calculations can be accommodated in the hotel and the drop-off area for the meeting area. This provides a total of 392 spaces which is greater than the 361 spaces shown in the calculations in Tables 1 & 2.

General Operations

1. Property management of the property will implement a parking management system that supports vehicular access to the property and manages the use of the parking spaces associated with the property.
2. Overnight parking will only be allowed for the Hotel/Nightly Rental use and the Affordable Housing use. The parking garage and surface parking will be accessed nightly after Restaurant and Bar operating hours. Vehicles without appropriate passes displayed will be removed from the site at the vehicle owner's expense.
3. Vehicle repair in the parking garage is strictly prohibited (including oil changes). Anyone who works on a vehicle in the parking garage will be in violation of the lease agreement.
4. Surface parking is intended for short-term use to service the office, retail, restaurant, and bar. No overnight parking is allowed for these uses.
5. Only vehicles that are licensed and in operating condition are allowed on the property.

Hotel/Nightly Rental Operations

1. Parking passes will be issued to Hotel/Nightly Rental users that will allow access to the parking garage at the rate of one (1) pass per key. These passes will allow overnight parking and will be required to be displayed.
2. Parking passes will be issued to necessary Hotel/Nightly Rental operations employees as determined by the hotel operator and will be required to be displayed.
3. Parking passes will be issued to Owners of the Nightly Rental units at the rate of one (1) pass per unit. These Owners may not use the parking area if their unit is in use as a nightly rental.
4. Employees of the Hotel/Nightly Rental Operator will be encouraged to take alternative modes of transportation. With emphasis on use of bus service which is provided at the Fresh Market Transit Center which is adjacent to the property. Additionally, indoor secure bike storage will be provided for employees of the Operator.
5. The Hotel/Nightly Rental Operator will provide an optional Valet service that is operated out of the Lobby/Check-in area.
6. The North East corner of the garage will be assigned as the first area of implementation for valet parking. This area is the farthest from the hotel entry and a good distance from the stair and elevator access to the Affordable Housing.
7. If the need increases, the valet area can expand first to the North West and then to the South area shown in the Valet Parking graphic.
8. The Hotel Operator will provide a shuttle service that will be made available to the hotel visitors.

Affordable Housing Operations

1. Residents will be required to apply for parking passes. Issued parking passes will be required to be displayed. Vehicles without a valid displayed parking pass or that do not adhere to the parking policy will be towed at the vehicle owner's expense.
2. Parking is limited to one (1) parking space per 1 bedroom apartment. And one (1) parking space per every two (2) studio apartments. Fifty-one (51) spaces will be available.
3. Residents will be encouraged to take alternative modes of transportation. With emphasis on use of bus service which is provided at the Fresh Market Transit Center which is adjacent to the property. Additionally, indoor secure bike storage will be provided for the residents.
4. Guests of the Affordable Housing residents will be allowed to park in the parking garage but will require a guest pass to be displayed. It is the responsibility of the Resident to notify guest(s) of the parking policies and issue a guest parking pass to the guest(s). Guest parking passes are for temporary guest parking and not to be used for tenant vehicles. Improper use of guest parking passes will result in a lease violation and/or vehicle towed at the vehicle owner's expense.
5. In the case of implementation of valet parking, Residents will be allowed to self park in the South portion of the garage as shown in the graphic for valet parking in the Parking Analysis. These areas are identified as black or pale red rectangles on the graphic and provides 68 spaces, which is more than the parking passes issued for the Affordable Housing Residents.
6. Failure to comply with any provisions of the parking agreement may result in termination of the lease agreement and or eviction proceedings, in addition to all other available legal remedies.
7. Residents will be required to sign the parking agreement document as part of the lease.

Meeting Operations

1. The Meeting spaces are intended to service the operations of the Hotel/Nightly Rental use and as such do not increase demand on the parking for the property.
2. In the case of a meeting that is open to guests of other Nightly Rental properties, the drop-off area at the hotel lobby entrance will be available for shuttle service and private car service.
3. The Operator may schedule meetings servicing local users in times when the vacancy rates are low and thus parking demand is low. This will primarily occur in Low Season and Shoulder Season as described in Tables 4 & 5 in the Parking Analysis section. Parking will be available in the garage for these uses.
4. No overnight parking will be allowed in association with this use.

Restaurant and Bar Operations

1. Parking for customers is located in the parking garage and surface parking spaces.
2. The Restaurant and Bar Operator will provide an optional Valet service that is operated from a podium at the sidewalk.

3. Parking passes will be issued to necessary Restaurant and Bar operations employees as determined by the Restaurant and Bar Operator and will be required to be displayed.
4. Employees of the Restaurant and Bar will be encouraged to take alternative modes of transportation. With emphasis on use of bus service which is provided at the Fresh Market Transit Center which is adjacent to the property. Additionally, indoor secure bike storage will be provided for employees of the Restaurant and Bar.
5. No overnight parking will be allowed in association with this use.

Office and Retail Operations

1. Parking for customers is located in the parking garage and surface parking spaces.
2. Parking passes will be issued to necessary Office and Retail operations employees as determined by the Office and Retail Operators and will be required to be displayed.
3. Employees of the Restaurant and Bar will be encouraged to take alternative modes of transportation. With emphasis on use of bus service which is provided at the Fresh Market Transit Center which is adjacent to the property. Additionally, indoor secure bike storage will be provided for employees of the Office and Retail Operators.
4. No overnight parking will be allowed in association with this use.

HOGGAN LEE HUTCHINSON

Justin Keys
Justin@hlhparkcity.com
Direct: 435.731.9195

October 11, 2024

VIA EMAIL

Park City Municipal Corporation
Park City Planning Commission
Attn: Senior City Attorney Mark Harrington
mark@parkcity.org
PO Box 1480
Park City, Utah 84060

Re: 1800 Park Avenue Redevelopment Application

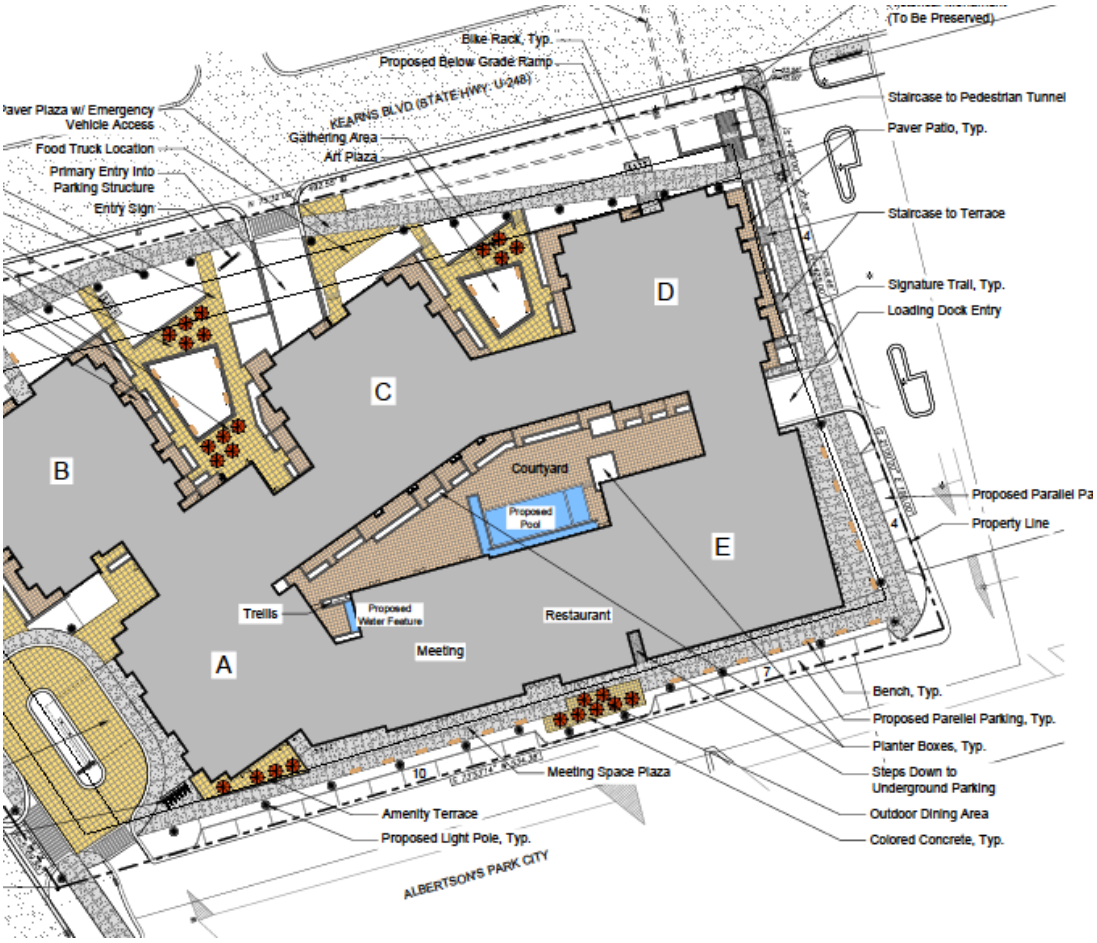
Dear Mark,

This firm represents Singerman Real Estate (the "Applicant"), owner of the property located at 1800 Park Avenue, Park City, Utah 84060 commonly referred to as "The Yarrow" or the "DoubleTree" hotel ("1800 Park").

As part of its application to redevelop 1800 Park, the Applicant proposes a total of twenty-five (25) parallel parking spots along its Southern and Eastern property lines. This parking is directly fronting locations where ground floor commercial is contemplated as part of the redevelopment. The intent of the parking spots is to facilitate easy and convenient access to the commercial offerings.

Parallel parking providing access to ground floor commercial is contemplated in the imaging provided as part of the Bonanza Park Small Area Plan:

The Applicant is proposing that style of parallel parking on the South and East property lines:



Park City Planning questioned whether the required access and ingress to the proposed parallel parking spots can be provided consistent with the Park City Land Management Code (the "LMC"). Because of existing prescriptive and proposed express easement rights over adjoining properties, the Applicant meets access and ingress requirements.

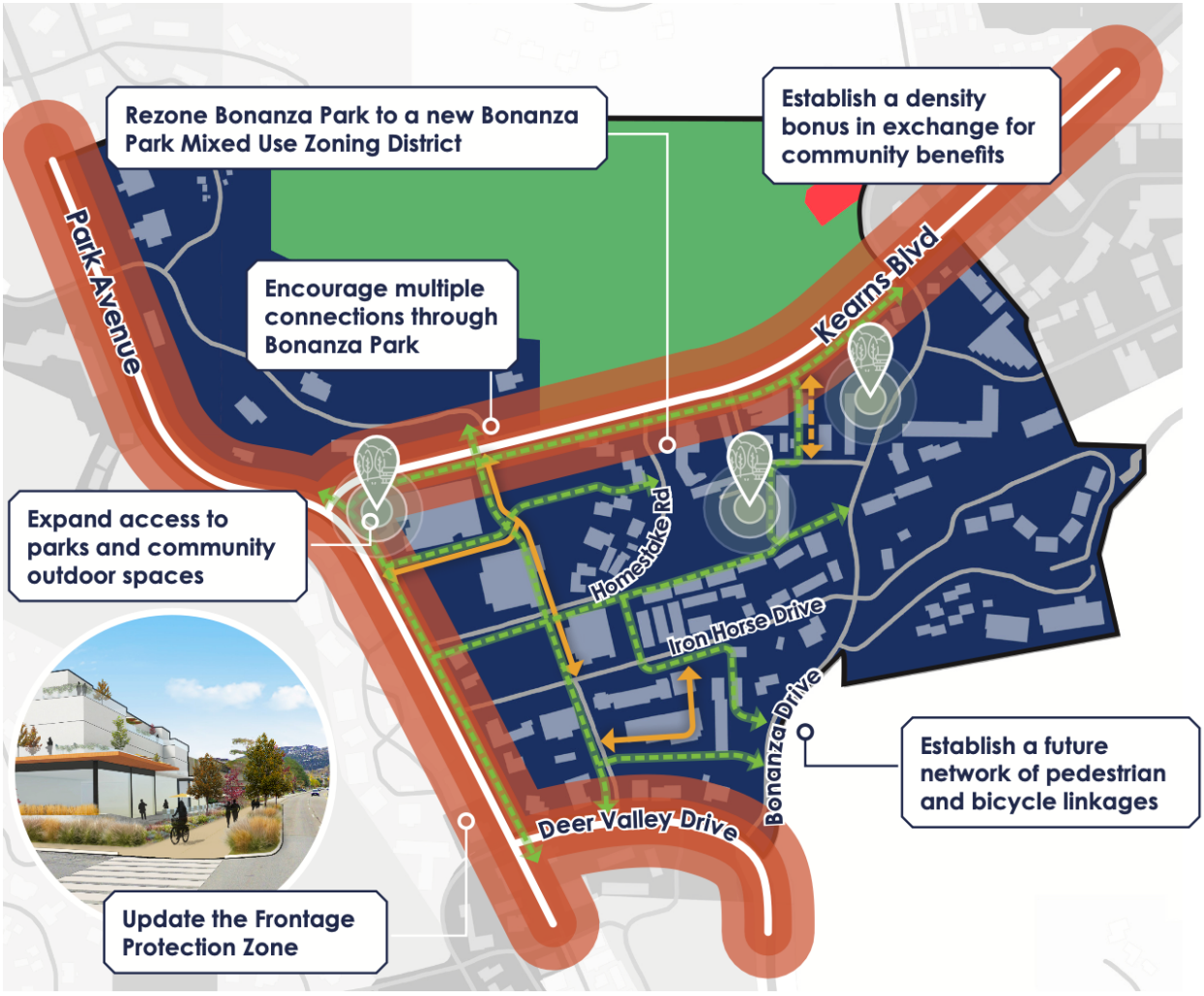
LMC § 15-3-2 requires that "[a]n Applicant shall provide required Off-Street parking with adequate provisions for independent ingress and egress by automobiles and other motorized vehicles . . . ." Here, the historical ingress and egress to the Property on the south and east side have been over adjoining property owner's parking lots. The adjoining property owners are parties to an existing reciprocal parking and access agreement. The Property however is not a party to that agreement, instead relying on prescriptive rights to access.

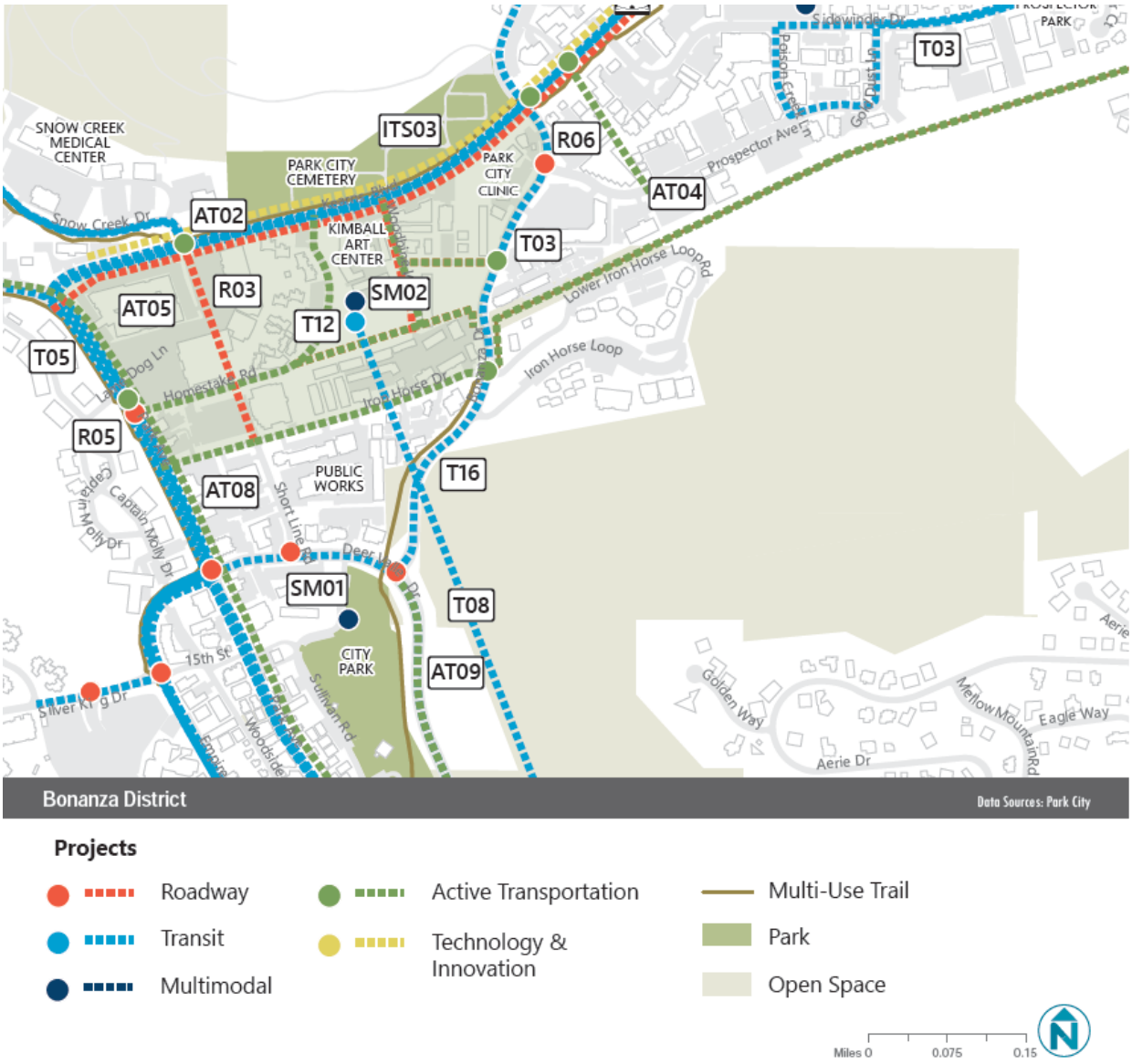
In contemplation of redevelopment, the Applicant met with its neighbors and exchanged drafts of a mutual shared use and access agreement that, effectively, subjects the Property to the shared use and access agreement with the adjoining properties. Both the prescriptive rights and the anticipated shared use and access agreement provide for ingress and egress by automobiles and other motorized vehicles to the proposed parallel parking. As indicated previously, the Applicant has not finalized the shared parking and access agreement with its neighbors' pending approval of the redevelopment. However, the Applicant is willing to agree to a condition of approval requiring the execution of such an agreement.

This result is not changed by the requirements of LMC § 15-3-3(G). That section requires that "Off-Street Parking Areas must have unobstructed Access to a Street or alley" and "must not necessitate backing cars onto adjoining public sidewalks, parking strips, or roadways." The proposed parallel parking spots have unobstructed access to both Park and Kearns Avenue. The proposed parallel parking also doesn't require backing onto a public sidewalk, a parking strip, or a roadway. The vehicle may back onto the adjoining property to access the existing easement to access the public roadway, but that is not a public roadway, parking strip, or sidewalk.

It is also worth noting that LMC § 15-3-3(H)(2) "[s]hared Use of commercial drives is strongly recommended." That is exactly what the Applicant is proposing—the shared use of the existing commercial driveways providing ingress and egress to Park and Kearns boulevards.

The proposal is also consistent with the Bonanza Park Small Area Plan and the Park City long-term road and street plan in the area, which contemplates streets running on the eastern and southern side of the Property. This is demonstrated in the following two images pulled from the Bonanza Park Small Area Plan and the September 2022 Park City Forward a comprehensive transportation blueprint Final Plan.


Rezone Bonanza Park to a new Bonanza Park Mixed Use Zoning District
Establish a density bonus in exchange for community benefits
Park Avenue
Kearns Blvd
Encourage multiple connections through Bonanza Park
Expand access to parks and community outdoor spaces
Homestake Rd
Iron Horse Drive
Bonanza Drive
Establish a future network of pedestrian and bicycle linkages
Deer Valley Drive
Update the Frontage Protection Zone



We appreciate your efforts on our behalf. Please feel free to contact me if you have any questions regarding this formal request.

Very Truly Yours,
HOGGAN LEE HUTCHINSON

Justin J. Keys

Arbor Plus of Utah, Corp.
P.O. Box 71348
Salt Lake City, UT 84171

801-598-5906
charles@arborplus.us

1800 Park Ave

Park City, UT 84060

Yarrow Hotel

3/4/24

Assignment:

I was contacted by Bart Wolthuis to perform a health assessment and construction evaluation of all the trees at the Yarrow Hotel.

Observations:

There are 7 Spruce trees northwest of the property that are currently healthy and far enough away from building that could potentially remain after construction.

There are signs of a high influx of IPS beetle in the area with declining Spruce trees.

Image 2 Spruce to be protected.

Image 3 Spruce to be protected.

Image 2 Spruce to be protected.

Future Mitigation:

The Spruce trees will need to be treated with insecticide Spring and Fall for the unseen future to survive. Left untreated the trees will decline and ultimately die and then need to be removed. Remaining trees will also need protection zones and mulching to prevent construction damage.

Link to proposed treatments.

https://link.arbor-note.com/phc/approve/722628/56527DE3-71B7-40FA-A40882E1677619C8

Other testing or examinations:

No other testing or examination was requested nor is recommended at the time of the site inspection.

Assumptions and Limitations:

This report provides information about the subject trees at the time of the inspection. Trees and conditions may change over time. This report is only valid for the tree with the conditions present at the times of the inspection. All observations were made while standing on the ground. The inspection consisted of visual observations. No further examinations were requested or performed. Arborists are

tree specialists who use their education, knowledge, training and experience to examine trees, recommend measures to enhance the beauty and health of trees, and attempt to reduce the risk of living near trees. Clients may choose to accept or disregard the observations and recommendations of the arborist, or seek additional advice. Arborists cannot detect every condition that could possibly lead to the structural failure of a tree. Trees are living organisms that can fail in ways we do not fully understand. Conditions are often hidden within trees and below ground. Arborists cannot guarantee that a tree will be healthy or safe under all circumstances, or for a specified period of time. Likewise, remedial treatments, like any medicine, cannot be guaranteed. Treatments, pruning, and removal of trees may involve considerations beyond the scope of the arborist's services such as property boundaries, property ownership, site lines, disputes between neighbors, landlord-tenant matters, etc. Arborists cannot take such issues into account unless complete and accurate information is given to the arborist. The person hiring the arborist accepts full responsibility for authorizing the recommended treatment or remedial measures. Trees can be managed, but they cannot be controlled. To live near a tree is to accept some degree of risk. The only way to eliminate all risks is to eliminate all trees. Our company goal is to help clients enjoy life with trees. Please contact me at 801-598-5906, or charles@arborplus.us, if you have any questions about this report or desire any other services for this project. I certify that all the statements in this report are true, complete, and correct to the best of my knowledge, and that all statements were made in good faith.

Sincerely,

Charles Denney, TRAQ
ISA Certified Arborist #UT-4666A
ISA Qualified Tree Risk Assessor

Proposed Tree Care Services

Tree Quantity: 59

Proposal Value: $0

February 19, 2024

Proposal #: 722634

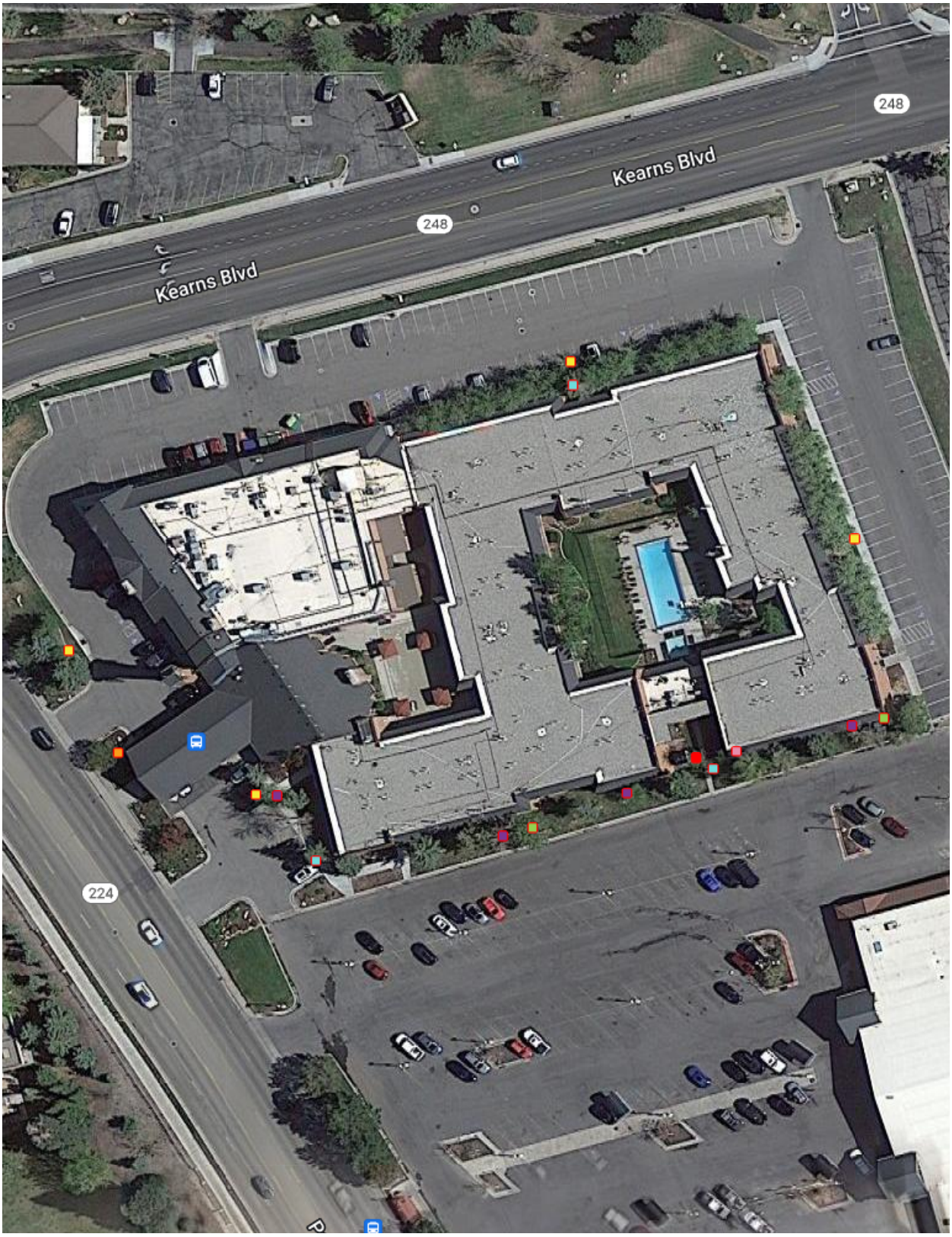
Tree Care Service Address/Location
Elliotworkgroup
1800 Park Ave
Park City, UT 84060
Bart Wolthuis
bwolthuis@elliotworkgroup.com
tel:435-649-0092

Tree Care Service Billing Address
Elliotworkgroup
1800 Park Ave
Park City, UT 84060
Bart Wolthuis
bwolthuis@elliotworkgroup.com
tel:435-649-0092

Arbor+
P.O. Box 71348
Salt Lake City, Utah 84171
Charles Denney, TRAQ
ISA Certified Arborist UT-466A
charles@arborplus.us
tel:801-598-5906

	Species	Qty	Service	Price
	Ash Species	4	Removal / Flush Cut	$0
	Birch Species	1	Removal / Flush Cut	$0
	Chokecherry	32	Removal / Flush Cut	$0
	Crabapple	2	Removal / Flush Cut	$0
	Pine Species	3	Removal / Flush Cut	$0
	Quaking Aspen	2	Removal / Flush Cut	$0
	Spruce Species	15	Removal / Flush Cut	$0
			Total	**$0**

Elliotworkgroup



Legend (59)

- Chokecherry (32)
- Spruce Species (15)
- Ash Species (4)
- Pine Species (3)
- Quaking Aspen (2)
- Crabapple (2)
- Birch Species (1)

Elliotworkgroup

Proposal #722634 02-19-2024

January 2, 2024

Chokecherry ID# 1
Chokecherry

27” Dia.

January 2, 2024

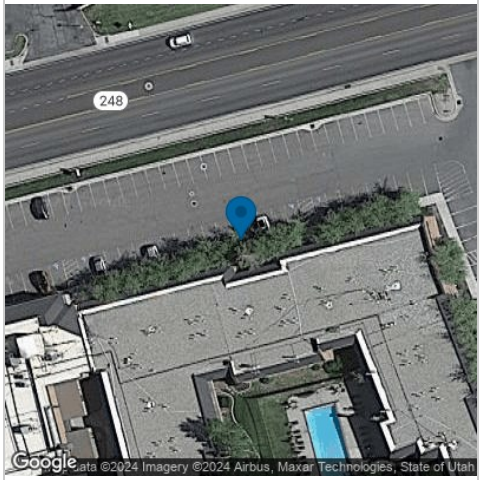
Chokecherry ID# 1
Chokecherry

27” Dia.

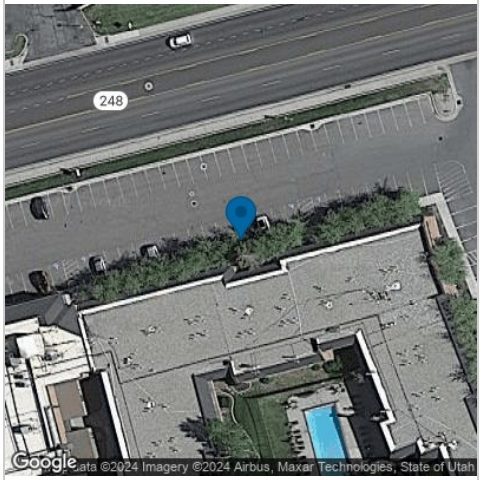
January 2, 2024

Picea spp. ID# 2
Spruce Species

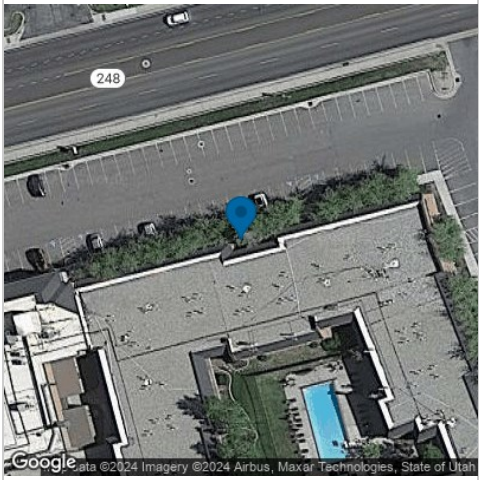
44” Dia.



Removal / Flush Cut



Removal / Flush Cut



Removal / Flush Cut

Elliotworkgroup

Proposal #722634 02-19-2024

January 2, 2024

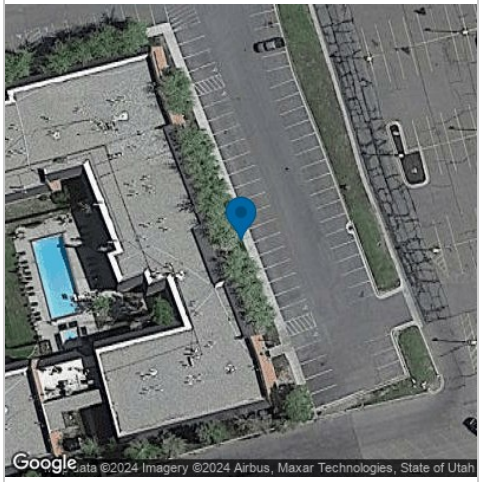
Chokecherry ID# 3
Chokecherry 25” Dia.

January 2, 2024

Chokecherry ID# 3
Chokecherry 25” Dia.

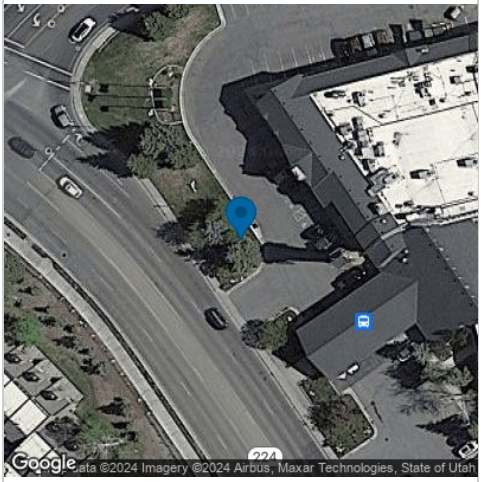
January 2, 2024

Chokecherry ID# 7
Chokecherry 48” Dia.



Removal / Flush Cut

Removal / Flush Cut



Removal / Flush Cut

Elliotworkgroup

Proposal #722634 02-19-2024

January 2, 2024

Crabapple ID# 8
Crabapple 28" Dia.

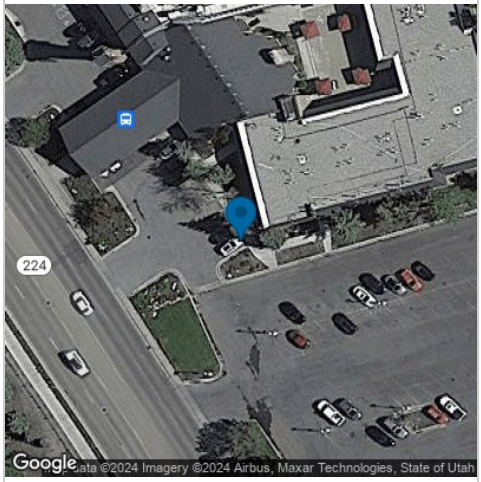
January 2, 2024

Picea spp. ID# 9
Spruce Species 36" Dia.

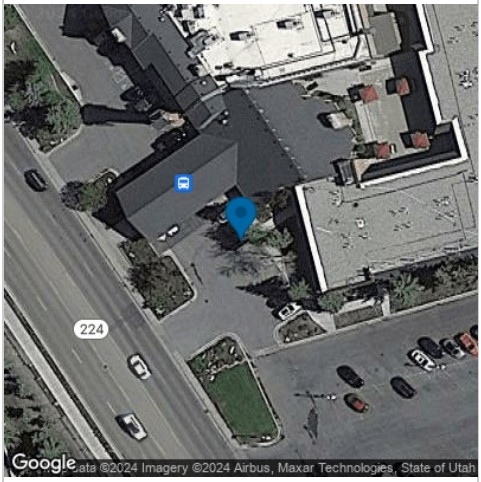
January 2, 2024

Chokecherry ID# 10
Chokecherry 33" Dia.

Removal / Flush Cut



Removal / Flush Cut



Removal / Flush Cut

Elliotworkgroup

Proposal #722634 02-19-2024

January 2, 2024

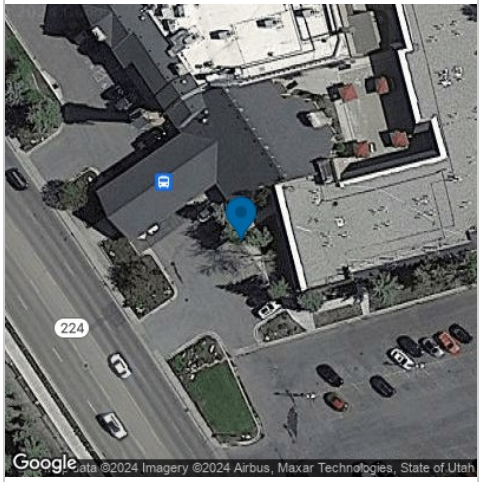
Fraxinus spp. ID# 11
Ash Species
28” Dia.

January 2, 2024

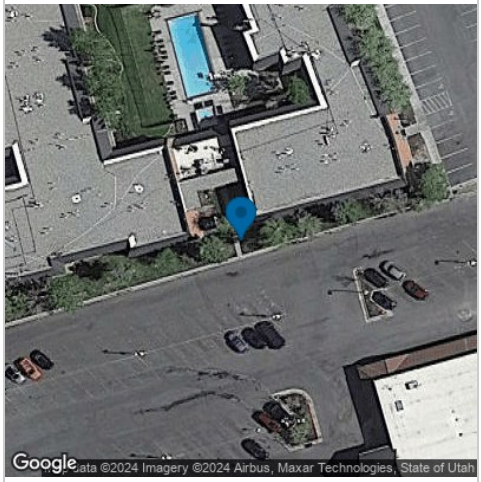
Picea spp. ID# 12
Spruce Species
12” Dia.

January 2, 2024

Populus tremuloides ID# 13
Quaking Aspen



Removal / Flush Cut



Removal / Flush Cut

Removal / Flush Cut

January 2, 2024

Betula spp. ID# 14
Birch Species

Removal / Flush Cut

January 2, 2024

Fraxinus spp. ID# 15
Ash Species

Removal / Flush Cut

January 2, 2024

Pinus spp. ID# 16
Pine Species

Removal / Flush Cut

January 2, 2024

Fraxinus spp. ID# 17
Ash Species

Removal / Flush Cut

January 2, 2024

Pinus spp. ID# 18
Pine Species

Removal / Flush Cut

January 2, 2024

Fraxinus spp. ID# 19
Ash Species

Removal / Flush Cut

Arbor+

Terms and Conditions

- **Performance by Company:**

  Work crews will arrive at the jobsite as close to the previously scheduled time as possible. Arbor Plus shall attempt to meet all performance dates, but shall not be liable for damages due to delays from inclement weather or other causes beyond our control. Any change in scheduled activity shall be communicated to the clients in a timely manner.

  All Plant Health Care services will be auto renewed and performed based on a maintenance schedule as determined.

  Any additional work not specified in the signed written proposal that involves additional costs will be billed accordingly.

- **Workmanship:**

  All pruning and tree work will be performed by trained professionals, outfitted with the appropriate tools and equipment and operated in accordance with ANSI A300 Standards and ANSI Z133 Safety Manual. Unless otherwise indicated herein, Arbor+ will remove wood, brush and debris incidental to the work.

- **Insurance:**

  Arbor+ is fully licensed and insured for any liability resulting from injury to person or damage to possessions and property. All employees are fully covered by Workers Compensation Insurance. Documents will be provided upon customer request.

- **Ownership/Indemnification:**

  The customer warrants that all trees, plant material and property upon which work is to be performed are either owned by him/her or that permission for the work has been obtained from the owner.

  Arbor+ and associated sub-contractors are to be held harmless from all claims for damages resulting from the customer's failure to obtain such permission.

  When necessary Blue Stakes will be contacted to locate utilities on customers property.

  Customer shall furnish access to all parts of the jobsite where contractor is to perform work as required by the Contract or other functions related thereto.

- **Limitations:**

  The customer must identify all non-public utilities. Arbor+ assumes no responsibility for the location of or damage to underground utilities not clearly marked by the customer prior to commencement of site services. Stump grinding and removals as proposed will occur where utilities allow.

  Arbor+ and associated sub-contractors will make every effort to prevent damage to identified utilities but will not be held responsible for damages to utilities, sprinkling systems, and hardscape.

- **Terms of Payment/Cancellation:**

  All accounts are net payable upon receipt of invoice. A service charge of 1.5% (18% annually) will be added to accounts not fully paid 30 days subsequent to the invoice date. If outside assistance is used to collect the account, the customer is responsible for all costs associated with the collection, including, but not limited to, attorney fees and court costs.

  Any cancellations to scheduled work must be made 72 hours in advance to avoid a $150 cancellation fee.

  Use of credit card payment will include an added 3% fee to the invoice account.

  A returned check will incur an additional charge of $30.00. Should the actual payment exceed the 30 day payment period, service charges will apply.

Customer

Signature	Title
Printed Name	Date

Arbor+

Charles Denney, TRAQ

ISA Certified Arborist UT-466A

Signature	
Charles Denney, TRAQ	February 19, 2024
Printed Name	Date

Proposed Tree Care Services
Tree Quantity: 7
Proposal Value: $1,000.00
Monday, February 19, 2024
Proposal #: 722628

Arbor+
P.O. Box 71348
Salt Lake City, Utah 84171
Charles Denney, TRAQ
ISA Certified Arborist UT-466A
charles@arborplus.us
tel: 801-598-5906

Service Address/Location
Elliotworkgroup
1800 Park Ave
Park City, UT 84060
Bart Wolthuis
bwolthuis@elliotworkgroup.com
tel: 435-649-0092

Service Billing Address
Elliotworkgroup
1800 Park Ave
Park City, UT 84060
Bart Wolthuis
bwolthuis@elliotworkgroup.com
tel: 435-649-0092

Plant Health Care Treatment Plan

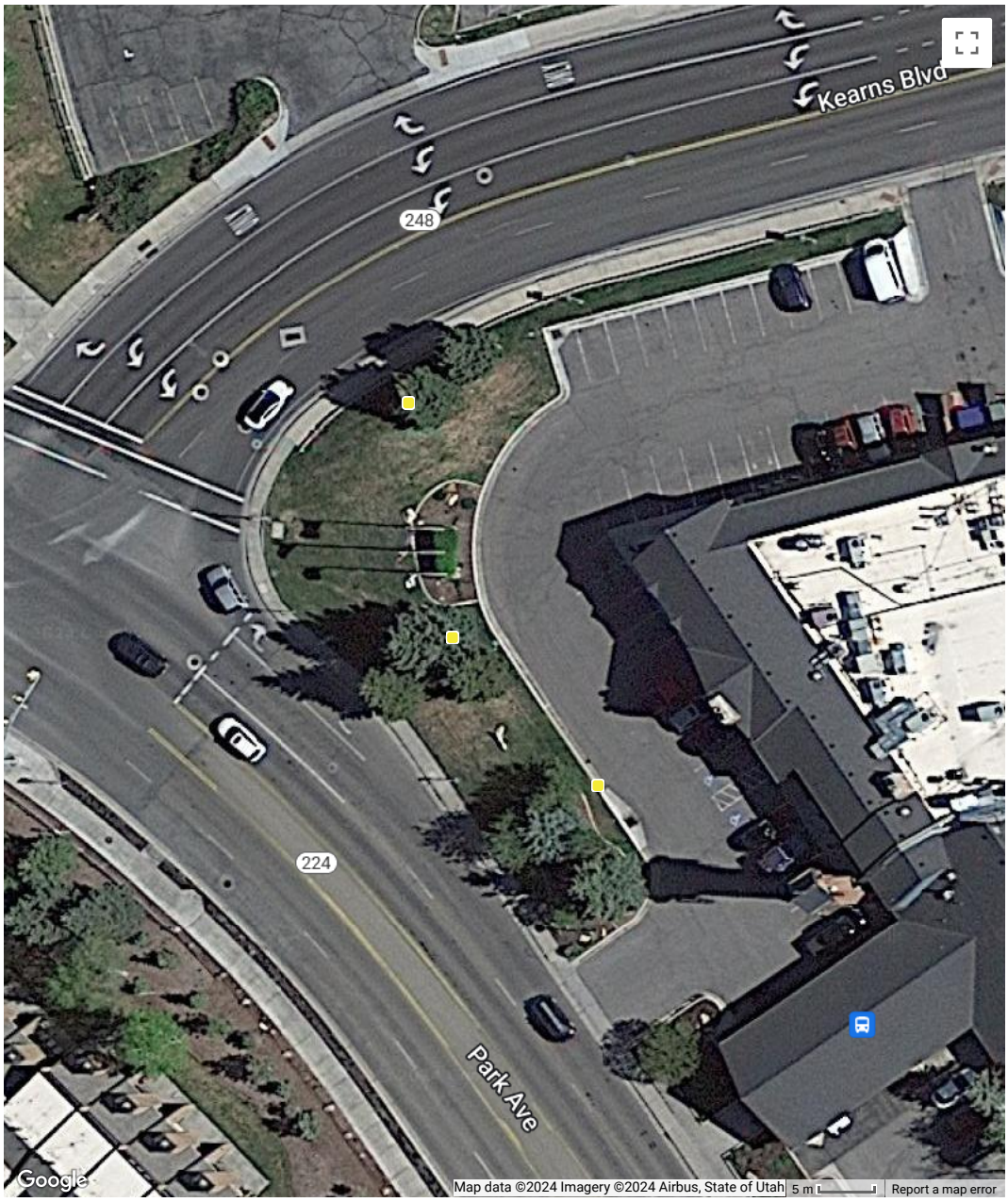
Tree Quantity	Species	Treatment	Timing	Price
7	Spruce Species	Bark Beetle - Foliar	May, 2024	$ 500
7	Spruce Species	Bark Beetle - Foliar	August, 2024	$ 500

Total: $ 1,000

Plant Health Care Treatment Definitions

Bark Beetle - Foliar

Bark Beetle Prevention via foliar insecticide spray.



Legend(7)

Spruce Species (7)

Elliotworkgroup

PHC Proposal 02-19-2024

January 2, 2024

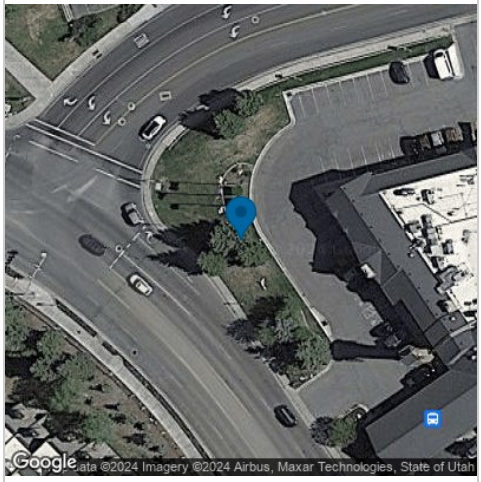
Picea spp. ID# 4
Spruce Species 50" Dia.

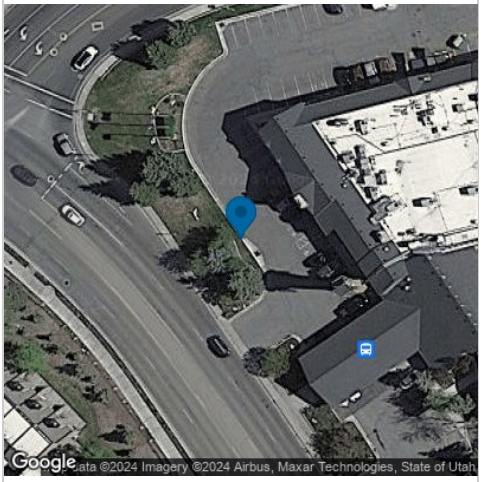
January 2, 2024

Picea spp. ID# 5
Spruce Species 52" Dia.

January 2, 2024

Picea spp. ID# 6
Spruce Species 48" Dia.





Arbor+

Terms and Conditions

- **Performance by Company:**

  Work crews will arrive at the jobsite as close to the previously scheduled time as possible. Arbor Plus shall attempt to meet all performance dates, but shall not be liable for damages due to delays from inclement weather or other causes beyond our control. Any change in scheduled activity shall be communicated to the clients in a timely manner.

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  The customer must identify all non-public utilities. Arbor+ assumes no responsibility for the location of or damage to underground utilities not clearly marked by the customer prior to commencement of site services. Stump grinding and removals as proposed will occur where utilities allow.

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  Use of credit card payment will include an added 3% fee to the invoice account.

  A returned check will incur an additional charge of $30.00. Should the actual payment exceed the 30 day payment period, service charges will apply.

Customer

Signature	Title
Printed Name	Date

Arbor+

Charles Denney, TRAQ

ISA Certified Arborist UT-466A

Signature	
Charles Denney, TRAQ	February 19, 2024
Printed Name	Date

Memo

To: Tim Worley and Rebecca Cocchiola

From: Brett Mickelson

Date: February 22, 2022

Re: The Yarrow Site Preliminary Geotechnical Investigation

Tim and Rebecca,

IGES completed four soil borings at the Double Tree by Hilton (The Yarrow) in Park City, Utah to collect data on near surface site soils. The work was completed as under the Engineering Services Agreement between IGES and Singerman Real Estate dated January 27, 2022. All field work was completed by IGES on February 3 and 4, 2022.

Scope of Services

Scope of Services included drilling four soil borings (B-1 through B-4) using hollow stem auger drilling methods at locations shown on the Site Vicinity Map (Figure A-1). Two soil borings (B-1, and B-4) were completed to approximately 8 feet below ground surface while the other two soil borings (B-2 and B-3) were completed to 25 feet and 30 feet, respectively, below ground surface. Soil samples were collected immediately beneath the asphalt in road base material, below the road base material and approximately 12 inches below the road base and native interface. Three soil samples were collected from each soil boring and analyzed for Resource Conservation Recovery Act (RCRA) metals (arsenic, barium, cadmium, chromium, lead, mercury, selenium, and silver) for toxicity characteristic leaching procedure (TCLP) by American West Analytical Laboratories (AWAL) in Salt Lake City. The Site Vicinity Map is included in Attachment A.

Drilling and Sampling

Prior to drilling, IGES marked locations in the parking lot of the hotel roughly at the corners of the property. Tony Moody, the General Manager of the Double Tree by Hilton was provided with a site map of the boring locations and the schedule prior to the start of drilling. As required by the state of Utah, boring locations were provided to Blue Stakes for utility clearance. Drilling was completed using a CME 55 track mounted hollow stem auger drill rig. Each soil boring was logged by a professional geologist for soil descriptions including grain size, density, moisture, color as well as other information such as asphalt thickness and cobbles. Soil boring logs are provided on Figures A-2 through A-5 in Attachment A.

All soil sampling equipment used to collect soil for laboratory analysis was decontaminated prior to each sample using Alconox and clean water rinse. Soil samples were placed on ice and hand delivered to AWAL on February 7, 2022. Groundwater was observed in boring B-2 at approximately 20 feet and at approximately 23 feet in boring B-3. Practical hollow stem auger drilling refusal was observed to be approximately 25 feet in B-3. Temporary piezometers were installed in B-2 and B-3 to monitor depth to groundwater at the site. The piezometers consisted of ¾ inch well material with 10 feet of factory slotted polyvinyl chloride (PVC). Due to the granular mature of the soil, cuttings were placed around the PVC as filter pack. Surface completions included a 4-inch PVC cap, installed slightly below grade, surrounded by asphalt cold patch to

protect the PVC from traffic and snow plowing activities. The two shallow soil borings (B-1 and B-4) were backfilled with soil form the boring and a cement plug was installed in the asphalt to the surface.

Soil encountered during drilling consisted of road base and fill material beneath the asphalt that ranged in thickness from 1.5 feet to 2.5 feet. The road base fill material consisted primarily of poorly graded GRAVEL with sand (GP). Beneath the road base fill material was primarily poorly graded GRAVEL (GP) and clayey GRAVEL (GC). A five-foot-thick layer of Lean CLAY was encountered in B-2 at 14 feet and poorly graded SAND (SP) was encounter at the bottom of B-2 at 29.5 feet. Cobbles were encountered in each of the soil borings generally between 5.5 and 10 feet.

TCLP Data

A summary of the TCLP metal data for each boring is provided on the tables in Attachment B. Metals that were reported above the laboratory reporting limits include barium at all four locations, arsenic and cadmium in B-1 and B-2 and lead in B-2. American West Analytical Laboratory data for the TCLP analysis is included in Attachment B.

Summary

The assessment of the near surface soil at the Double Tree by Hilton in Park City, Utah indicate that arsenic, barium, cadmium, and lead are present at low levels. Observed groundwater was between 20 and 23 feet at the site although it is likely to fluctuate throughout the year. Soil at the site is generally granular in nature consisting of sand and gravel with some clay. Cobbles were observed in each boring and practical auger refusal was encountered in on soil boring at 25 feet below ground surface.

If you have questions or comments regarding this preliminary assessment of the site soils or would like to discuss this further, please call at your earliest convenience.

Respectfully,

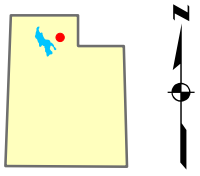
Brett Mickelson, P.E.

IGES, Inc.

ATTACHMENT A

BASE IMAGE:
Google Earth 2018 Imagery accessed through
Utah Geospatial Resource Center

0 62.5 125 250
Feet
1:1,503



Project Number - 03940-001

Geotechnical Investigation
Singerman Real Estate
1800 Park Ave
Park City, Utah

SITE VICINITY MAP

FIGURE

A-1

DATE
STARTED: 2/4/22
COMPLETED: 2/4/22
BACKFILLED: 2/4/22

Geochemical Investigation
Singerman Real Estate
1800 Park Ave
Park City Utah
IGES Project Number: 03940-001

IGES Rep: BB
Drilling Co.: South Slope
Drill Rig: CME 55
Boring Type/Dia.: HSA/7.25in.
Hammer Type: 140 Pound Auto

BORING NO: **B-1**
Sheet 1 of 1

LOCATION
LATITUDE: 40.660470 LONGITUDE: -111.508910 ELEVATION: feet

DEPTH ELEVATION FEET	SAMPLES	RECOVERY (in.)	GRAPHICAL LOG	UNIFIED SOIL CLASSIFICATION (AASHTO)	MATERIAL DESCRIPTION	N	(N1)60	Water Level	Dry Density(pcf)	Moisture Content (%)	Percent minus 200	Liquid Limit	Plasticity Index
0					3.5" of asphalt								
					Road base material of Poorly Graded Gravel with sand - dense, slightly moist, dark yellowish brown.	24							
		1.5				12							
				GC	Clayey GRAVEL with sand - loose, moist, dark yellowish brown.	9							
		1.5				4							
					Clayey GRAVEL with sand - very loose, moist, dark yellowish brown.	5							
		1.3				5							
5						2							
						2							
						5							
					With cobbles.								
				GP	Poorly Graded GRAVEL with clay and sand - medium dense, slightly moist, reddish brown to moderate brown.	13							
		1.4				10							
						9							
10					Groundwater not encountered. Backfilled with soil from boring. Asphalt repaired with Utilibond concrete mix. Bottom of Boring @ 9.5 Feet								
15													
20													

Moisture Content and Atterberg Limits
Plastic Limit — Moisture Content — Liquid Limit
10 20 30 40 50 60 70 80 90

N - OBSERVED BLOW COUNT PER 6-INCHES

Copyright (c) 2022, IGES, INC.

SAMPLE TYPE
- 2" O.D./1.38" I.D. Split Spoon Sampler
- 3.25" O.D./2.42" I.D. 'U' Sampler
- 3" O.D. Thin-Walled Shelby Sampler
- Grab Sample
- Modified California Sampler
- Sample from Auger Cuttings

BORING LOG

NOTES:

WATER LEVEL
▼ - MEASURED ▽ - ESTIMATED

FIGURE A-2

BB-22FEB21 03940-001 DRAFT GINT LOGS.GPJ IGES.GDT 2/18/22

DATE
STARTED: 2/4/22
COMPLETED: 2/4/22
BACKFILLED: 2/4/22

Geochemical Investigation
Singerman Real Estate
1800 Park Ave
Park City Utah
IGES Project Number: 03940-001

IGES Rep: BB
Drilling Co.: South Slope
Drill Rig: CME 55
Boring Type/Dia.: HSA/7.25in.
Hammer Type: 140 Pound Auto

BORING NO: **B-2**
Sheet 1 of 2

LOCATION
LATITUDE: 40.659830 LONGITUDE: -111.508370 ELEVATION: feet

DEPTH ELEVATION FEET	SAMPLES	RECOVERY (in.)	GRAPHICAL LOG	UNIFIED SOIL CLASSIFICATION (AASHTO)	MATERIAL DESCRIPTION	N	(N1)60	Water Level	Dry Density(pcf)	Moisture Content (%)	Percent minus 200	Liquid Limit	Plasticity Index	Moisture Content and Atterberg Limits: Plastic Limit / Moisture Content / Liquid Limit (10 20 30 40 50 60 70 80 90)
0					3" of asphalt.									
	1	1.3		GP	Road base material of Poorly Graded GRAVEL with silt and sand - dense, slightly moist, dark yellowish brown,	19 13 6 8								
		1.2		GC	Clayey GRAVEL with sand - loose to medium dense, moist, dark gray to black.	5 2 6								
5		1.4		GP	Poorly Graded GRAVEL with sand - very dense slightly moist, dark yellowish brown.	14 13 20								
					With Cobbles	43								
10		1.4		GP	Poorly Graded GRAVEL with sand - very dense slightly moist, dark yellowish brown.	13 19 20								
15		1.5		CL	Lean CLAY with sand and gravel - stiff, slightly moist, moderate yellowish brown.	13 34 27								
20		1.1		GP	poorly Graded GRAVEL with sand - very dense, wet, moderate yellowish brown.	14 22 34		▽						

N - OBSERVED BLOW COUNT PER 6-INCHES

Copyright (c) 2022, IGES, INC.

SAMPLE TYPE
- 2" O.D./1.38" I.D. Split Spoon Sampler
- 3.25" O.D./2.42" I.D. 'U' Sampler
- 3" O.D. Thin-Walled Shelby Sampler
- Grab Sample
- Modified California Sampler
- Sample from Auger Cuttings

BORING LOG

NOTES:

WATER LEVEL
▼ - MEASURED ▽ - ESTIMATED

FIGURE A-3a

BB-22FEB21 03940-001 DRAFT GINT LOGS.GPJ IGES.GDT 2/18/22

DATE
STARTED: 2/4/22
COMPLETED: 2/4/22
BACKFILLED: 2/4/22

Geochemical Investigation
Singerman Real Estate
1800 Park Ave
Park City Utah
IGES Project Number: 03940-001

IGES Rep: BB
Drilling Co.: South Slope
Drill Rig: CME 55
Boring Type/Dia.: HSA/7.25in.
Hammer Type: 140 Pound Auto

BORING NO: B-2
Sheet 2 of 2

LOCATION
LATITUDE: 40.659830 LONGITUDE: -111.508370 ELEVATION: feet

DEPTH ELEVATION FEET	SAMPLES	RECOVERY (in.)	GRAPHICAL LOG	UNIFIED SOIL CLASSIFICATION (AASHTO)	MATERIAL DESCRIPTION	N	(N1)60	Water Level	Dry Density(pcf)	Moisture Content (%)	Percent minus 200	Liquid Limit	Plasticity Index	Moisture Content and Atterberg Limits (Plastic Limit / Moisture Content / Liquid Limit)
25		1.2		GP	Poorly Graded GRAVEL with sand - very dense, wet, moderate yellowish brown.	17 23 24								
30		1.3		SP	Poorly Graded SAND with gravel - dense, wet, moderate yellowish brown.	17 16 20								
35					Groundwater estimated at approximately 20'. Installed3/4 inch temporary piezometer from ground surface to approximately 29'. Surface completion of 4" PVC cap approximately 1" below grade and asphalt patch. Bottom of Boring @ 31.5 Feet									
40														
45														

Moisture Content and Atterberg Limits: 10 20 30 40 50 60 70 80 90

N - OBSERVED BLOW COUNT PER 6-INCHES

Copyright (c) 2022, IGES, INC.

SAMPLE TYPE
- 2" O.D./1.38" I.D. Split Spoon Sampler
- 3.25" O.D./2.42" I.D. 'U' Sampler
- 3" O.D. Thin-Walled Shelby Sampler
- Grab Sample
- Modified California Sampler
- Sample from Auger Cuttings

BORING LOG

NOTES:

WATER LEVEL
▼ - MEASURED ▽ - ESTIMATED

FIGURE A-3b

BB-22FEB21 03940-001 DRAFT GINT LOGS.GPJ IGES.GDT 2/18/22

DATE
STARTED: 2/3/22
COMPLETED: 2/3/22
BACKFILLED: 2/3/22

Geochemical Investigation
Singerman Real Estate
1800 Park Ave
Park City Utah
IGES Project Number: 03940-001

IGES Rep: BB
Drilling Co.: South Slope
Drill Rig: CME 55
Boring Type/Dia.: HSA/7.25in.
Hammer Type: 140 Pound Auto

BORING NO: B-3
Sheet 1 of 2

LOCATION
LATITUDE: 40.660780 LONGITUDE: -111.507110 ELEVATION: feet

DEPTH FEET	ELEVATION	SAMPLES	RECOVERY (in.)	GRAPHICAL LOG	UNIFIED SOIL CLASSIFICATION (AASHTO)	MATERIAL DESCRIPTION	N	(N1)60	Water Level	Dry Density(pcf)	Moisture Content (%)	Percent minus 200	Liquid Limit	Plasticity Index	Moisture Content and Atterberg Limits: Plastic Limit / Moisture Content / Liquid Limit (10 20 30 40 50 60 70 80 90)
0						4.5" of asphalt.									
			1.3		GP	Road base material of Poorly Graded GRAVEL with silt and sand - dense, slightly moist, dark yellowish brown,	36 22 13								
			0.8		GC	Clayey GRAVEL with sand - loose to medium dense, moist, dark gray to black.	4 3 3								
			1.2				2 4 9								
5					GP	Poorly Graded GRAVEL with clay and sand - medium dense, slightly moist, moderate yellowish brown.									
						With Cobbles									
					GP	Poorly Graded GRAVEL with clay and sand - medium dense, slightly moist, moderate yellowish brown.									
						Auger Refusal on cobbles. Boring location moved 3' east.									
10			1.2		GP	Poorly Graded GRAVEL with sand - dense, slightly moist, moderate yellowish brown.	6 20 21								
15			1.4			Poorly Graded GRAVEL with sand - very dense, slightly moist, moderate yellowish brown, some iron oxidation.	13 34 27								
20			1.1		GP	Poorly Graded GRAVEL with sand - very dense, slightly moist to wet, light yellowish brown, with abundant cobbles.	35 47 21		▽						

N - OBSERVED BLOW COUNT PER 6-INCHES

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SAMPLE TYPE
- 2" O.D./1.38" I.D. Split Spoon Sampler
- 3.25" O.D./2.42" I.D. 'U' Sampler
- 3" O.D. Thin-Walled Shelby Sampler
- Grab Sample
- Modified California Sampler
- Sample from Auger Cuttings

BORING LOG

NOTES:

WATER LEVEL
▼ - MEASURED ▽ - ESTIMATED

FIGURE A-4a

BB-22FEB21 03940-001 DRAFT GINT LOGS.GPJ IGES.GDT 2/18/22

DATE
STARTED: 2/3/22
COMPLETED: 2/3/22
BACKFILLED: 2/3/22

Geochemical Investigation
Singerman Real Estate
1800 Park Ave
Park City Utah
IGES Project Number: 03940-001

IGES Rep: BB
Drilling Co.: South Slope
Drill Rig: CME 55
Boring Type/Dia.: HSA/7.25in.
Hammer Type: 140 Pound Auto

BORING NO: B-3
Sheet 2 of 2

LOCATION
LATITUDE: 40.660780 LONGITUDE: -111.507110 ELEVATION: feet

DEPTH ELEVATION FEET	SAMPLES	RECOVERY (in.)	GRAPHICAL LOG	UNIFIED SOIL CLASSIFICATION (AASHTO)	MATERIAL DESCRIPTION	N	(N1)60	Water Level	Dry Density(pcf)	Moisture Content (%)	Percent minus 200	Liquid Limit	Plasticity Index	Moisture Content and Atterberg Limits: Plastic Limit / Moisture Content / Liquid Limit (10 20 30 40 50 60 70 80 90)
25		0.1			As above with abundant cobbles and possibly boulders 20 - 25'.									
					Groundwater estimated at approximately 22'.									
					Installed 3/4 inch temporary piezometer from ground surface to approximately 25'. Surface completion of 4" PVC cap approximately 1" below grade and asphalt patch.									
30					Bottom of Boring @ 25 Feet									
35														
40														
45														

N - OBSERVED BLOW COUNT PER 6-INCHES

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SAMPLE TYPE
- 2" O.D./1.38" I.D. Split Spoon Sampler
- 3.25" O.D./2.42" I.D. 'U' Sampler
- 3" O.D. Thin-Walled Shelby Sampler
- Grab Sample
- Modified California Sampler
- Sample from Auger Cuttings

BORING LOG

NOTES:

WATER LEVEL
▼ - MEASURED ▽ - ESTIMATED

FIGURE A-4b

BB-22FEB21 03940-001 DRAFT GINT LOGS.GPJ IGES.GDT 2/18/22

DATE
STARTED: 2/4/22
COMPLETED: 2/4/22
BACKFILLED: 2/4/22

Geochemical Investigation
Singerman Real Estate
1800 Park Ave
Park City Utah
IGES Project Number: 03940-001

IGES Rep: BB
Drilling Co.: South Slope
Drill Rig: CME 55
Boring Type/Dia.: HSA/7.25in.
Hammer Type: 140 Pound Auto

BORING NO: B-4
Sheet 1 of 1

LOCATION
LATITUDE: 40.660010 LONGITUDE: -111.506800 ELEVATION: feet

DEPTH ELEVATION FEET	SAMPLES	RECOVERY (in.)	GRAPHICAL LOG	UNIFIED SOIL CLASSIFICATION (AASHTO)	MATERIAL DESCRIPTION	N	(N1)60	Water Level	Dry Density(pcf)	Moisture Content (%)	Percent minus 200	Liquid Limit	Plasticity Index
0					3.5" of asphalt								
		1.5			Road base material of Poorly Graded Gravel with sand - dense, slightly moist, dark yellowish brown.	46 47 48							
		1.5		GC	Clayey GRAVEL with sand - dense, slightly moist, dark grayish brown with some moderate reddish brown.	15 16 21							
		1.5				12 14							
5				GP	Poorly Graded GRAVEL with sand - dense, slightly moist, moderate yellowish brown. Auger refusal at 7' in cobbles.	28							
					With Cobbles.	19							
		1.4		GP	Poorly Graded GRAVEL with sand - dense, slightly moist, moderate yellowish brown.	20 17							
10					Groundwater not encountered. Backfilled with soil from boring. Asphalt repaired with Utilibond concrete mix. Bottom of Boring @ 8.5 Feet								
15													
20													

Moisture Content and Atterberg Limits
Plastic Limit — Moisture Content — Liquid Limit
10 20 30 40 50 60 70 80 90

N - OBSERVED BLOW COUNT PER 6-INCHES

Copyright (c) 2022, IGES, INC.

SAMPLE TYPE
- 2" O.D./1.38" I.D. Split Spoon Sampler
- 3.25" O.D./2.42" I.D. 'U' Sampler
- 3" O.D. Thin-Walled Shelby Sampler
- Grab Sample
- Modified California Sampler
- Sample from Auger Cuttings

BORING LOG

NOTES:

WATER LEVEL
▼ - MEASURED ▽ - ESTIMATED

FIGURE A-5

BB-22FEB21 03940-001 DRAFT GINT LOGS.GPJ IGES.GDT 2/18/22

ATTACHMENT B

Table 1a

Boring B-1

METAL	LAB RESULTS (mg/L) 0.5 Feet	LAB RESULTS (mg/L) 1.5 Feet	LAB RESULTS (mg/L) 3.0 Feet	LAB REPORTING LIMIT (mg/L)	TCLP REGULATORY LIMITS (mg/L)
Arsenic	<0.0200	**0.0204**	<0.0200	0.0200	5.0
Barium	**0.579**	**0.454**	**0.480**	0.300	100
Cadmium	**0.00497**	**0.00756**	<0.00350	0.00350	1.0
Chromium	<0.200	<0.200	<0.200	0.200	5.0
Lead	<0.200	<0.200	<0.200	0.200	5.0
Mercury	<0.0100	<0.0100	<0.0100	0.0100	0.2
Selenium	<0.0100	<0.0100	<0.0100	0.0100	1.0
Silver	<0.0100	<0.0100	<0.0100	0.0100	5.0

Table 1b

Boring B-2

METAL	LAB RESULTS (mg/L) 0.5 Feet	LAB RESULTS (mg/L) 3.0 Feet	LAB RESULTS (mg/L) 4.0 Feet	LAB REPORTING LIMIT (mg/L)	TCLP REGULATORY LIMITS (mg/L)
Arsenic	<0.0200	**0.0342**	<0.0200	0.0200	5.0
Barium	**0.457**	**1.05**	**0.391**	0.300	100
Cadmium	<0.00350	**0.0105**	<0.00350	0.00350	1.0
Chromium	<0.200	<0.200	<0.200	0.200	5.0
Lead	<0.200	**0.367**	<0.200	0.200	5.0
Mercury	<0.0100	<0.0100	<0.0100	0.0100	0.2
Selenium	<0.0100	<0.0100	<0.0100	0.0100	1.0
Silver	<0.0100	<0.0100	<0.0100	0.0100	5.0

Table 1c

Boring B-3

METAL	LAB RESULTS (mg/L) 0.5 Feet	LAB RESULTS (mg/L) 2.0 Feet	LAB RESULTS (mg/L) 3.5 Feet	LAB REPORTING LIMIT (mg/L)	TCLP REGULATORY LIMITS (mg/L)
Arsenic	<0.0200	<0.0200	<0.0200	0.0200	5.0
Barium	**0.460**	<0.300	**0.504**	0.300	100
Cadmium	<0.00350	<0.00350	<0.00350	0.00350	1.0
Chromium	<0.200	<0.200	<0.200	0.200	5.0
Lead	<0.200	<0.200	<0.200	0.200	5.0
Mercury	<0.0100	<0.0100	<0.0100	0.0100	0.2
Selenium	<0.0100	<0.0100	<0.0100	0.0100	1.0
Silver	<0.0100	<0.0100	<0.0100	0.0100	5.0

Table 1d

Boring B-4

METAL	LAB RESULTS (mg/L) 0.5 Feet	LAB RESULTS (mg/L) 2.5 Feet	LAB RESULTS (mg/L) 3.5 Feet	LAB REPORTING LIMIT (mg/L)	TCLP REGULATORY LIMITS (mg/L)
Arsenic	<0.0200	<0.0200	<0.0200	0.0200	5.0
Barium	**0.383**	**0.391**	**0.330**	0.300	100
Cadmium	<0.00350	<0.00350	<0.00350	0.00350	1.0
Chromium	<0.200	<0.200	<0.200	0.200	5.0
Lead	<0.200	<0.200	<0.200	0.200	5.0
Mercury	<0.0100	<0.0100	<0.0100	0.0100	0.2
Selenium	<0.0100	<0.0100	<0.0100	0.0100	1.0
Silver	<0.0100	<0.0100	<0.0100	0.0100	5.0

American West
ANALYTICAL LABORATORIES

3440 South 700 West
Salt Lake City, UT 84119

Phone: (801) 263-8686
Toll Free: (888) 263-8686
Fax: (801) 263-8687
e-mail: awal@awal-labs.com

web: www.awal-labs.com

Jennifer Osborn
Laboratory Director

Jose Rocha
QA Officer

Brett Mickelson
IGES
2702 S. 1030 W.
Ste 10
Salt Lake City, UT 84119
TEL: (801) 270-9400

RE: Singerman Real Estate / 03940-001

Dear Brett Mickelson: Lab Set ID: 2202074

American West Analytical Laboratories received sample(s) on 2/7/2022 for the analyses presented in the following report.

American West Analytical Laboratories (AWAL) is accredited by The National Environmental Laboratory Accreditation Program (NELAP) in Utah and Texas; and is state accredited in Colorado, Idaho, New Mexico, Wyoming, and Missouri.

All analyses were performed in accordance to the NELAP protocols unless noted otherwise. Accreditation scope documents are available upon request. If you have any questions or concerns regarding this report please feel free to call.

The abbreviation "Surr" found in organic reports indicates a surrogate compound that is intentionally added by the laboratory to determine sample injection, extraction, and/or purging efficiency. The "Reporting Limit" found on the report is equivalent to the practical quantitation limit (PQL). This is the minimum concentration that can be reported by the method referenced and the sample matrix. The reporting limit must not be confused with any regulatory limit. Analytical results are reported to three significant figures for quality control and calculation purposes.

Thank You,

Approved by: Jose G. Rocha Digitally signed by Jose G. Rocha Date: 2022.02.17 16:06:49 -07'00'

Laboratory Director or designee

All analyses applicable to the CWA, SDWA, and RCRA are performed in accordance to NELAC protocols. Pertinent sampling information is located on the attached COC. Confidential Business Information: This report is provided for the exclusive use of the addressee. Privileges of subsequent use of the name of this company or any member of its staff, or reproduction of this report in connection with the advertisement, promotion or sale of any product or process, or in connection with the re-publication of this report for any purpose other than for the addressee will be granted only on contact. This company accepts no responsibility except for the due performance of inspection and/or analysis in good faith and according to the rules of the trade and of science.

INORGANIC ANALYTICAL REPORT

Client: IGES **Contact:** Brett Mickelson
Project: Singerman Real Estate / 03940-001
Lab Sample ID: 2202074-001
Client Sample ID: B-2 @ 0.5'
Collection Date: 2/3/2022 1607h
Received Date: 2/7/2022 1459h

Analytical Results TCLP METALS Method 1311

TCLP Prep Date: 2/8/2022 1530h

Compound	Units	Date Prepared	Date Analyzed	Method Used	Reporting Limit	Analytical Result	Qual
Arsenic	mg/L	2/10/2022 1458h	2/10/2022 2158h	SW6020B	0.0200	< 0.0200	
Barium	mg/L	2/10/2022 1458h	2/10/2022 2158h	SW6020B	0.300	**0.457**	
Cadmium	mg/L	2/10/2022 1458h	2/10/2022 2158h	SW6020B	0.00350	< 0.00350	
Chromium	mg/L	2/10/2022 1458h	2/10/2022 2158h	SW6020B	0.200	< 0.200	
Lead	mg/L	2/10/2022 1458h	2/10/2022 2158h	SW6020B	0.200	< 0.200	
Mercury	mg/L	2/14/2022 1156h	2/15/2022 1645h	SW7470A	0.0100	< 0.0100	
Selenium	mg/L	2/10/2022 1458h	2/10/2022 2158h	SW6020B	0.0100	< 0.0100	
Silver	mg/L	2/10/2022 1458h	2/10/2022 2158h	SW6020B	0.0100	< 0.0100	

3440 South 700 West
Salt Lake City, UT 84119

Phone: (801) 263-8686
Toll Free: (888) 263-8686
Fax: (801) 263-8687
e-mail: awal@awal-labs.com

web: www.awal-labs.com

Jennifer Osborn
Laboratory Director

Jose Rocha
QA Officer

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INORGANIC ANALYTICAL REPORT

Client: IGES **Contact:** Brett Mickelson
Project: Singerman Real Estate / 03940-001
Lab Sample ID: 2202074-002
Client Sample ID: B-2 @ 3.0'
Collection Date: 2/3/2022 1615h
Received Date: 2/7/2022 1459h

Analytical Results TCLP METALS Method 1311

TCLP Prep Date: 2/8/2022 1530h

Compound	Units	Date Prepared	Date Analyzed	Method Used	Reporting Limit	Analytical Result	Qual
Arsenic	mg/L	2/10/2022 1458h	2/10/2022 2202h	SW6020B	0.0200	**0.0342**	
Barium	mg/L	2/10/2022 1458h	2/10/2022 2202h	SW6020B	0.300	**1.05**	
Cadmium	mg/L	2/10/2022 1458h	2/10/2022 2202h	SW6020B	0.00350	**0.0105**	
Chromium	mg/L	2/10/2022 1458h	2/10/2022 2202h	SW6020B	0.200	< 0.200	
Lead	mg/L	2/10/2022 1458h	2/10/2022 2202h	SW6020B	0.200	**0.367**	
Mercury	mg/L	2/14/2022 1156h	2/15/2022 1659h	SW7470A	0.0100	< 0.0100	
Selenium	mg/L	2/10/2022 1458h	2/10/2022 2202h	SW6020B	0.0100	< 0.0100	
Silver	mg/L	2/10/2022 1458h	2/10/2022 2202h	SW6020B	0.0100	< 0.0100	

American West ANALYTICAL LABORATORIES
3440 South 700 West
Salt Lake City, UT 84119
Phone: (801) 263-8686
Toll Free: (888) 263-8686
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e-mail: awal@awal-labs.com
web: www.awal-labs.com
Jennifer Osborn
Laboratory Director
Jose Rocha
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American West
ANALYTICAL LABORATORIES

3440 South 700 West
Salt Lake City, UT 84119

Phone: (801) 263-8686
Toll Free: (888) 263-8686
Fax: (801) 263-8687
e-mail: awal@awal-labs.com

web: www.awal-labs.com

Jennifer Osborn
Laboratory Director

Jose Rocha
QA Officer

INORGANIC ANALYTICAL REPORT

Client: IGES **Contact:** Brett Mickelson
Project: Singerman Real Estate / 03940-001
Lab Sample ID: 2202074-003
Client Sample ID: B-2 @ 4.0'
Collection Date: 2/3/2022 1625h
Received Date: 2/7/2022 1459h

Analytical Results TCLP METALS Method 1311

TCLP Prep Date: 2/8/2022 1530h

Compound	Units	Date Prepared	Date Analyzed	Method Used	Reporting Limit	Analytical Result	Qual
Arsenic	mg/L	2/10/2022 1458h	2/10/2022 2206h	SW6020B	0.0200	< 0.0200	
Barium	mg/L	2/10/2022 1458h	2/10/2022 2206h	SW6020B	0.300	**0.391**	
Cadmium	mg/L	2/10/2022 1458h	2/10/2022 2206h	SW6020B	0.00350	< 0.00350	
Chromium	mg/L	2/10/2022 1458h	2/10/2022 2206h	SW6020B	0.200	< 0.200	
Lead	mg/L	2/10/2022 1458h	2/10/2022 2206h	SW6020B	0.200	< 0.200	
Mercury	mg/L	2/14/2022 1156h	2/15/2022 1702h	SW7470A	0.0100	< 0.0100	
Selenium	mg/L	2/10/2022 1458h	2/10/2022 2206h	SW6020B	0.0100	< 0.0100	
Silver	mg/L	2/10/2022 1458h	2/10/2022 2206h	SW6020B	0.0100	< 0.0100	

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INORGANIC ANALYTICAL REPORT

Client: IGES **Contact:** Brett Mickelson
Project: Singerman Real Estate / 03940-001
Lab Sample ID: 2202074-004
Client Sample ID: B-4 @ 0.5'
Collection Date: 2/4/2022 905h
Received Date: 2/7/2022 1459h

Analytical Results TCLP METALS Method 1311

TCLP Prep Date: 2/8/2022 1530h

Compound	Units	Date Prepared	Date Analyzed	Method Used	Reporting Limit	Analytical Result	Qual
Arsenic	mg/L	2/10/2022 1458h	2/10/2022 2226h	SW6020B	0.0200	< 0.0200	
Barium	mg/L	2/10/2022 1458h	2/10/2022 2226h	SW6020B	0.300	**0.383**	
Cadmium	mg/L	2/10/2022 1458h	2/10/2022 2226h	SW6020B	0.00350	< 0.00350	
Chromium	mg/L	2/10/2022 1458h	2/10/2022 2226h	SW6020B	0.200	< 0.200	
Lead	mg/L	2/10/2022 1458h	2/10/2022 2226h	SW6020B	0.200	< 0.200	
Mercury	mg/L	2/14/2022 1156h	2/15/2022 1704h	SW7470A	0.0100	< 0.0100	
Selenium	mg/L	2/10/2022 1458h	2/10/2022 2226h	SW6020B	0.0100	< 0.0100	
Silver	mg/L	2/10/2022 1458h	2/10/2022 2226h	SW6020B	0.0100	< 0.0100	

3440 South 700 West
Salt Lake City, UT 84119

Phone: (801) 263-8686
Toll Free: (888) 263-8686
Fax: (801) 263-8687
e-mail: awal@awal-labs.com

web: www.awal-labs.com

Jennifer Osborn
Laboratory Director

Jose Rocha
QA Officer

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INORGANIC ANALYTICAL REPORT

Client: IGES **Contact:** Brett Mickelson
Project: Singerman Real Estate / 03940-001
Lab Sample ID: 2202074-005
Client Sample ID: B-4 @ 2.5'
Collection Date: 2/4/2022 930h
Received Date: 2/7/2022 1459h

Analytical Results TCLP METALS Method 1311

TCLP Prep Date: 2/8/2022 1530h

Compound	Units	Date Prepared	Date Analyzed	Method Used	Reporting Limit	Analytical Result	Qual
Arsenic	mg/L	2/10/2022 1458h	2/10/2022 2242h	SW6020B	0.0200	< 0.0200	
Barium	mg/L	2/10/2022 1458h	2/10/2022 2242h	SW6020B	0.300	**0.391**	
Cadmium	mg/L	2/10/2022 1458h	2/10/2022 2242h	SW6020B	0.00350	< 0.00350	
Chromium	mg/L	2/10/2022 1458h	2/10/2022 2242h	SW6020B	0.200	< 0.200	
Lead	mg/L	2/10/2022 1458h	2/10/2022 2242h	SW6020B	0.200	< 0.200	
Mercury	mg/L	2/14/2022 1156h	2/15/2022 1706h	SW7470A	0.0100	< 0.0100	
Selenium	mg/L	2/10/2022 1458h	2/10/2022 2242h	SW6020B	0.0100	< 0.0100	
Silver	mg/L	2/10/2022 1458h	2/10/2022 2242h	SW6020B	0.0100	< 0.0100	

3440 South 700 West
Salt Lake City, UT 84119

Phone: (801) 263-8686
Toll Free: (888) 263-8686
Fax: (801) 263-8687
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Jennifer Osborn
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Jose Rocha
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INORGANIC ANALYTICAL REPORT

Client: IGES **Contact:** Brett Mickelson
Project: Singerman Real Estate / 03940-001
Lab Sample ID: 2202074-006
Client Sample ID: B-4 @ 3.5'
Collection Date: 2/4/2022 935h
Received Date: 2/7/2022 1459h

Analytical Results TCLP METALS Method 1311

TCLP Prep Date: 2/8/2022 1530h

Compound	Units	Date Prepared	Date Analyzed	Method Used	Reporting Limit	Analytical Result	Qual
Arsenic	mg/L	2/10/2022 1458h	2/10/2022 2246h	SW6020B	0.0200	< 0.0200	
Barium	mg/L	2/10/2022 1458h	2/10/2022 2246h	SW6020B	0.300	**0.330**	
Cadmium	mg/L	2/10/2022 1458h	2/10/2022 2246h	SW6020B	0.00350	< 0.00350	
Chromium	mg/L	2/10/2022 1458h	2/10/2022 2246h	SW6020B	0.200	< 0.200	
Lead	mg/L	2/10/2022 1458h	2/10/2022 2246h	SW6020B	0.200	< 0.200	
Mercury	mg/L	2/14/2022 1156h	2/15/2022 1708h	SW7470A	0.0100	< 0.0100	
Selenium	mg/L	2/10/2022 1458h	2/10/2022 2246h	SW6020B	0.0100	< 0.0100	
Silver	mg/L	2/10/2022 1458h	2/10/2022 2246h	SW6020B	0.0100	< 0.0100	

3440 South 700 West
Salt Lake City, UT 84119

Phone: (801) 263-8686
Toll Free: (888) 263-8686
Fax: (801) 263-8687
e-mail: awal@awal-labs.com

web: www.awal-labs.com

Jennifer Osborn
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Jose Rocha
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INORGANIC ANALYTICAL REPORT

Client: IGES **Contact:** Brett Mickelson
Project: Singerman Real Estate / 03940-001
Lab Sample ID: 2202074-007
Client Sample ID: B-1 @ 0.5'
Collection Date: 2/4/2022 1035h
Received Date: 2/7/2022 1459h

Analytical Results TCLP METALS Method 1311

TCLP Prep Date: 2/8/2022 1530h

Compound	Units	Date Prepared	Date Analyzed	Method Used	Reporting Limit	Analytical Result	Qual
Arsenic	mg/L	2/10/2022 1458h	2/10/2022 2250h	SW6020B	0.0200	< 0.0200	
Barium	mg/L	2/10/2022 1458h	2/10/2022 2250h	SW6020B	0.300	**0.579**	
Cadmium	mg/L	2/10/2022 1458h	2/10/2022 2250h	SW6020B	0.00350	**0.00491**	
Chromium	mg/L	2/10/2022 1458h	2/10/2022 2250h	SW6020B	0.200	< 0.200	
Lead	mg/L	2/10/2022 1458h	2/10/2022 2250h	SW6020B	0.200	< 0.200	
Mercury	mg/L	2/14/2022 1156h	2/15/2022 1710h	SW7470A	0.0100	< 0.0100	
Selenium	mg/L	2/10/2022 1458h	2/10/2022 2250h	SW6020B	0.0100	< 0.0100	
Silver	mg/L	2/10/2022 1458h	2/10/2022 2250h	SW6020B	0.0100	< 0.0100	

3440 South 700 West
Salt Lake City, UT 84119

Phone: (801) 263-8686
Toll Free: (888) 263-8686
Fax: (801) 263-8687
e-mail: awal@awal-labs.com

web: www.awal-labs.com

Jennifer Osborn
Laboratory Director

Jose Rocha
QA Officer

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INORGANIC ANALYTICAL REPORT

Client: IGES **Contact:** Brett Mickelson
Project: Singerman Real Estate / 03940-001
Lab Sample ID: 2202074-008
Client Sample ID: B-1 @ 1.5'
Collection Date: 2/4/2022 1040h
Received Date: 2/7/2022 1459h

Analytical Results TCLP METALS Method 1311

TCLP Prep Date: 2/8/2022 1530h

Compound	Units	Date Prepared	Date Analyzed	Method Used	Reporting Limit	Analytical Result	Qual
Arsenic	mg/L	2/10/2022 1458h	2/10/2022 2254h	SW6020B	0.0200	**0.0204**	
Barium	mg/L	2/10/2022 1458h	2/10/2022 2254h	SW6020B	0.300	**0.454**	
Cadmium	mg/L	2/10/2022 1458h	2/10/2022 2254h	SW6020B	0.00350	**0.00756**	
Chromium	mg/L	2/10/2022 1458h	2/10/2022 2254h	SW6020B	0.200	< 0.200	
Lead	mg/L	2/10/2022 1458h	2/10/2022 2254h	SW6020B	0.200	< 0.200	
Mercury	mg/L	2/14/2022 1156h	2/15/2022 1712h	SW7470A	0.0100	< 0.0100	
Selenium	mg/L	2/10/2022 1458h	2/10/2022 2254h	SW6020B	0.0100	< 0.0100	
Silver	mg/L	2/10/2022 1458h	2/10/2022 2254h	SW6020B	0.0100	< 0.0100	

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INORGANIC ANALYTICAL REPORT

Client: IGES **Contact:** Brett Mickelson
Project: Singerman Real Estate / 03940-001
Lab Sample ID: 2202074-009
Client Sample ID: B-1 @ 3.0'
Collection Date: 2/4/2022 1045h
Received Date: 2/7/2022 1459h

Analytical Results TCLP METALS Method 1311

TCLP Prep Date: 2/8/2022 1530h

Compound	Units	Date Prepared	Date Analyzed	Method Used	Reporting Limit	Analytical Result	Qual
Arsenic	mg/L	2/10/2022 1458h	2/10/2022 2258h	SW6020B	0.0200	< 0.0200	
Barium	mg/L	2/10/2022 1458h	2/10/2022 2258h	SW6020B	0.300	**0.480**	
Cadmium	mg/L	2/10/2022 1458h	2/10/2022 2258h	SW6020B	0.00350	< 0.00350	
Chromium	mg/L	2/10/2022 1458h	2/10/2022 2258h	SW6020B	0.200	< 0.200	
Lead	mg/L	2/10/2022 1458h	2/10/2022 2258h	SW6020B	0.200	< 0.200	
Mercury	mg/L	2/14/2022 1156h	2/15/2022 1714h	SW7470A	0.0100	< 0.0100	
Selenium	mg/L	2/10/2022 1458h	2/10/2022 2258h	SW6020B	0.0100	< 0.0100	
Silver	mg/L	2/10/2022 1458h	2/10/2022 2258h	SW6020B	0.0100	< 0.0100	

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INORGANIC ANALYTICAL REPORT

Client: IGES **Contact:** Brett Mickelson
Project: Singerman Real Estate / 03940-001
Lab Sample ID: 2202074-010
Client Sample ID: B-3 @ 0.5'
Collection Date: 2/4/2022 1200h
Received Date: 2/7/2022 1459h

Analytical Results TCLP METALS Method 1311

TCLP Prep Date: 2/8/2022 1530h

Compound	Units	Date Prepared	Date Analyzed	Method Used	Reporting Limit	Analytical Result	Qual
Arsenic	mg/L	2/10/2022 1458h	2/10/2022 2302h	SW6020B	0.0200	< 0.0200	
Barium	mg/L	2/10/2022 1458h	2/10/2022 2302h	SW6020B	0.300	**0.460**	
Cadmium	mg/L	2/10/2022 1458h	2/10/2022 2302h	SW6020B	0.00350	< 0.00350	
Chromium	mg/L	2/10/2022 1458h	2/10/2022 2302h	SW6020B	0.200	< 0.200	
Lead	mg/L	2/10/2022 1458h	2/10/2022 2302h	SW6020B	0.200	< 0.200	
Mercury	mg/L	2/14/2022 1156h	2/15/2022 1716h	SW7470A	0.0100	< 0.0100	
Selenium	mg/L	2/10/2022 1458h	2/10/2022 2302h	SW6020B	0.0100	< 0.0100	
Silver	mg/L	2/10/2022 1458h	2/10/2022 2302h	SW6020B	0.0100	< 0.0100	

American West ANALYTICAL LABORATORIES
3440 South 700 West
Salt Lake City, UT 84119
Phone: (801) 263-8686
Toll Free: (888) 263-8686
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e-mail: awal@awal-labs.com
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INORGANIC ANALYTICAL REPORT

Client: IGES **Contact:** Brett Mickelson
Project: Singerman Real Estate / 03940-001
Lab Sample ID: 2202074-011
Client Sample ID: B-3 @ 3.5'
Collection Date: 2/4/2022 1215h
Received Date: 2/7/2022 1459h

Analytical Results TCLP METALS Method 1311

TCLP Prep Date: 2/8/2022 1530h

Compound	Units	Date Prepared	Date Analyzed	Method Used	Reporting Limit	Analytical Result	Qual
Arsenic	mg/L	2/10/2022 1458h	2/10/2022 2306h	SW6020B	0.0200	< 0.0200	
Barium	mg/L	2/10/2022 1458h	2/10/2022 2306h	SW6020B	0.300	**0.504**	
Cadmium	mg/L	2/10/2022 1458h	2/10/2022 2306h	SW6020B	0.00350	< 0.00350	
Chromium	mg/L	2/10/2022 1458h	2/10/2022 2306h	SW6020B	0.200	< 0.200	
Lead	mg/L	2/10/2022 1458h	2/10/2022 2306h	SW6020B	0.200	< 0.200	
Mercury	mg/L	2/14/2022 1156h	2/15/2022 1718h	SW7470A	0.0100	< 0.0100	
Selenium	mg/L	2/10/2022 1458h	2/10/2022 2306h	SW6020B	0.0100	< 0.0100	
Silver	mg/L	2/10/2022 1458h	2/10/2022 2306h	SW6020B	0.0100	< 0.0100	

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INORGANIC ANALYTICAL REPORT

Client: IGES **Contact:** Brett Mickelson
Project: Singerman Real Estate / 03940-001
Lab Sample ID: 2202074-012
Client Sample ID: B-3 @ 2.0'
Collection Date: 2/4/2022 1210h
Received Date: 2/7/2022 1459h

Analytical Results TCLP METALS Method 1311

TCLP Prep Date: 2/8/2022 1530h

Compound	Units	Date Prepared	Date Analyzed	Method Used	Reporting Limit	Analytical Result	Qual
Arsenic	mg/L	2/10/2022 1458h	2/10/2022 2310h	SW6020B	0.0200	< 0.0200	
Barium	mg/L	2/10/2022 1458h	2/10/2022 2310h	SW6020B	0.300	< 0.300	
Cadmium	mg/L	2/10/2022 1458h	2/10/2022 2310h	SW6020B	0.00350	< 0.00350	
Chromium	mg/L	2/10/2022 1458h	2/10/2022 2310h	SW6020B	0.200	< 0.200	
Lead	mg/L	2/10/2022 1458h	2/10/2022 2310h	SW6020B	0.200	< 0.200	
Mercury	mg/L	2/14/2022 1156h	2/15/2022 1724h	SW7470A	0.0100	< 0.0100	
Selenium	mg/L	2/10/2022 1458h	2/10/2022 2310h	SW6020B	0.0100	< 0.0100	
Silver	mg/L	2/10/2022 1458h	2/10/2022 2310h	SW6020B	0.0100	< 0.0100	

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American West Analytical Laboratories

Rpt Emailed: P2

WORK ORDER Summary

Work Order: **2202074**

Client: IGES
Due Date: 2/21/2022
Client ID: IGE100 **Contact:** Brett Mickelson
Project: **Singerman Real Estate / 03940-001** **QC Level:** I **WO Type:** Standard

Sample ID	Client Sample ID	Collected Date	Received Date	Test Code	Matrix	Sel	Storage	
2202074-001A	**B-2 @ 0.5'**	2/3/2022 1607h	2/7/2022 1459h	**1311LM-PR**	Soil		TCLP	1
				3005A-TCLP-PR			TCLP	
				6020B-TCLP			TCLP	
				7 SEL Analytes: AS BA CD CR PB SE AG				
				HG-TCLP-7470A			TCLP	
				1 SEL Analytes: HG				
				HG-TCLP-PR			TCLP	
2202074-002A	**B-2 @ 3.0'**	2/3/2022 1615h	2/7/2022 1459h	**1311LM-PR**	Soil		TCLP	1
				3005A-TCLP-PR			TCLP	
				6020B-TCLP			TCLP	
				7 SEL Analytes: AS BA CD CR PB SE AG				
				HG-TCLP-7470A			TCLP	
				1 SEL Analytes: HG				
				HG-TCLP-PR			TCLP	
2202074-003A	**B-2 @ 4.0'**	2/3/2022 1625h	2/7/2022 1459h	**1311LM-PR**	Soil		TCLP	1
				3005A-TCLP-PR			TCLP	
				6020B-TCLP			TCLP	
				7 SEL Analytes: AS BA CD CR PB SE AG				
				HG-TCLP-7470A			TCLP	
				1 SEL Analytes: HG				
				HG-TCLP-PR			TCLP	
2202074-004A	**B-4 @ 0.5'**	2/4/2022 0905h	2/7/2022 1459h	**1311LM-PR**	Soil		TCLP	1
				3005A-TCLP-PR			TCLP	
				6020B-TCLP			TCLP	
				7 SEL Analytes: AS BA CD CR PB SE AG				
				HG-TCLP-7470A			TCLP	
				1 SEL Analytes: HG				
				HG-TCLP-PR			TCLP	
2202074-005A	**B-4 @ 2.5'**	2/4/2022 0930h	2/7/2022 1459h	**1311LM-PR**	Soil		TCLP	1
				3005A-TCLP-PR			TCLP	

Printed: 02/07/22 16:11 LABORATORY CHECK: %M ☐ RT ☐ CN ☐ TAT ☐ QC ☐ LUO ☐ HOK_____ HOK_____ HOK_____ COC Emailed_____

WORK ORDER Summary

Work Order: **2202074**

Client: IGES Due Date: 2/21/2022

Sample ID	Client Sample ID	Collected Date	Received Date	Test Code	Matrix	Sel	Storage	
2202074-005A	**B-4 @ 2.5'**	2/4/2022 0930h	2/7/2022 1459h	**6020B-TCLP**	Soil		TCLP	1
				7 SEL Analytes: AS BA CD CR PB SE AG				
				HG-TCLP-7470A			TCLP	
				1 SEL Analytes: HG				
				HG-TCLP-PR			TCLP	
2202074-006A	**B-4 @ 3.5'**	2/4/2022 0935h	2/7/2022 1459h	**1311LM-PR**	Soil		TCLP	1
				3005A-TCLP-PR			TCLP	
				6020B-TCLP			TCLP	
				7 SEL Analytes: AS BA CD CR PB SE AG				
				HG-TCLP-7470A			TCLP	
				1 SEL Analytes: HG				
				HG-TCLP-PR			TCLP	
2202074-007A	**B-1 @ 0.5'**	2/4/2022 1035h	2/7/2022 1459h	**1311LM-PR**	Soil		TCLP	1
				3005A-TCLP-PR			TCLP	
				6020B-TCLP			TCLP	
				7 SEL Analytes: AS BA CD CR PB SE AG				
				HG-TCLP-7470A			TCLP	
				1 SEL Analytes: HG				
				HG-TCLP-PR			TCLP	
2202074-008A	**B-1 @ 1.5'**	2/4/2022 1040h	2/7/2022 1459h	**1311LM-PR**	Soil		TCLP	1
				3005A-TCLP-PR			TCLP	
				6020B-TCLP			TCLP	
				7 SEL Analytes: AS BA CD CR PB SE AG				
				HG-TCLP-7470A			TCLP	
				1 SEL Analytes: HG				
				HG-TCLP-PR			TCLP	
2202074-009A	**B-1 @ 3.0'**	2/4/2022 1045h	2/7/2022 1459h	**1311LM-PR**	Soil		TCLP	1
				3005A-TCLP-PR			TCLP	
				6020B-TCLP			TCLP	
				7 SEL Analytes: AS BA CD CR PB SE AG				
				HG-TCLP-7470A			TCLP	
				1 SEL Analytes: HG				
				HG-TCLP-PR			TCLP	
2202074-010A	**B-3 @ 0.5'**	2/4/2022 1200h	2/7/2022 1459h	**1311LM-PR**	Soil		TCLP	1
				3005A-TCLP-PR			TCLP	

Printed: 02/07/22 16:11 LABORATORY CHECK: %M ☐ RT ☐ CN ☐ TAT ☐ QC ☐ LUO ☐ HOK_____ HOK_____ HOK_____ COC Emailed_____

WORK ORDER Summary

Work Order: **2202074**

Client: IGES Due Date: 2/21/2022

Sample ID	Client Sample ID	Collected Date	Received Date	Test Code	Matrix	Sel	Storage	
2202074-010A	**B-3 @ 0.5'**	2/4/2022 1200h	2/7/2022 1459h	**6020B-TCLP**	Soil		TCLP	1
				7 SEL Analytes: AS BA CD CR PB SE AG				
				HG-TCLP-7470A			TCLP	
				1 SEL Analytes: HG				
				HG-TCLP-PR			TCLP	
2202074-011A	**B-3 @ 3.5'**	2/4/2022 1215h	2/7/2022 1459h	**1311LM-PR**	Soil		TCLP	1
				3005A-TCLP-PR			TCLP	
				6020B-TCLP			TCLP	
				7 SEL Analytes: AS BA CD CR PB SE AG				
				HG-TCLP-7470A			TCLP	
				1 SEL Analytes: HG				
				HG-TCLP-PR			TCLP	
2202074-012A	**B-3 @ 2.0'**	2/4/2022 1210h	2/7/2022 1459h	**1311LM-PR**	Soil		TCLP	1
				3005A-TCLP-PR			TCLP	
				6020B-TCLP			TCLP	
				7 SEL Analytes: AS BA CD CR PB SE AG				
				HG-TCLP-7470A			TCLP	
				1 SEL Analytes: HG				
				HG-TCLP-PR			TCLP	

American West
Analytical Laboratories
3440 S. 700 W. Salt Lake City, UT 84119
Phone # (801) 263-8686 Toll Free # (888) 263-8686
Fax # (801) 263-8687 Email awal@awal-labs.com
www.awal-labs.com

CHAIN OF CUSTODY

2202074
AWAL Lab Sample Set #

Page ____ of ____

All analysis will be conducted using NELAP accredited methods and all data will be reported using AWAL's standard analyte lists and reporting limits (PQL) unless specifically requested otherwise on this Chain of Custody and/or attached documentation.

QC Level:	Turn Around Time:	Unless other arrangements have been made, signed reports will be emailed by 5:00 pm on the day they are due.	Due Date:
Standard	Standard		2/21

Client: IGES, Inc.
Address: 2702 S 1030 W Ste 10
City, State, Zip: South Salt Lake City, Utah 84119
Contact: Brett Mickelson
Phone #: 801-557-3870
E-mail: brettm@igesinc.com
Project Name: Singerman Real Estate
Project #: 03940-001
PO #:
Sampler Name: William C. Brag

☐ Report down to the MDL
☐ Include EDD:
☐ Lab Filter for:
☐ Field Filtered For:

For Compliance With:
☐ NELAP
☐ RCRA
☐ CWA
☐ SDWA
☐ ELAP / A2LA
☐ NLLAP
☐ Non-Compliance
☐ Other:

	Sample ID:	Date Sampled	Time Sampled	# of Containers	Sample Matrix	TCLP Metals	Known Hazards & Sample Comments
1	B-2 @ 0.5'	2/3/22	1607	1	S	X	
2	B-2 @ 3.0'	2/3/22	1615	1	S	X	
3	B-2 @ 4.0'	2/3/22	1625	1	S	X	
4	B-4 @ 0.5'	2/4/22	905	1	S	X	
5	B-4 @ 2.5	2/4/22	930	1	S	X	
6	B-4 @ 3.5'	2/4/22	935	1	S	X	
7	B-1 @ 0.5'	2/4/22	1035	1	S	X	
8	B-1 @ 1.5'	2/4/22	1040	1	S	X	
9	B-1 @ 3.0'	2/4/22	1045	1	S	X	
10	B-3 @ 0.5'	2/4/22	1200	1	S	X	
11	B-3 @ 3.5'	2/4/22	1215	1	S	X	
12	B-3 @ 2.0'	2/4/22	1210	1	S	X	
13							
14							
15							

Laboratory Use Only

COC Tape Was:
1 Present on Outer Package: Y (N) NA
2 Unbroken on Outer Package: Y N (NA)
3 Present on Sample: Y (N)
4 Unbroken on Sample: Y N (NA)

Samples Were:
1 Shipped or Hand delivered
2 Ambient or Chilled
3 Temperature 4.6 °C
4 Received Intact: (Y) N
5 Properly Preserved: (Y) N Checked at bench
6 Received Within Holding Times: (Y) N

Sample Labels and COC Record Match? (Y) N

Relinquished by: Signature / Print Name	Date: / Time:	Received by: Signature / Print Name	Date: / Time:
William C. Brag / ~~Bonnie Rice~~ William Bragdon	2/7/22 / 1235		
Bonnie Rice	2/7 / 1459	Clyde Rhodes	2/7/22 / 1459

Special Instructions:

By signing this Chain of Custody you are agreeing to permit AWAL to subcontract any analyses not normally performed at AWAL.

REV 11-21-18

CHRONICLE™ HERITAGE

T: 602.261.7253
info@paleowest.com

PHOENIX HQ
319 East Palm Lane
Phoenix, AZ 85004

October 5, 2023

Yarrow Hotel Owner, LLC
1800 Park Avenue
Park City, Utah 84060

RE: ABOVE-GROUND HISTORIC STRUCTURES REVIEW FOR THE PROPERTY AT 1800 PARK AVE, IN PARK CITY, SUMMIT COUNTY, UTAH

INTRODUCTION

Chronicle Heritage, LLC (Chronicle) completed an above-ground resources assessment for Yarrow Hotel Owner, LLC (Client) for the 1800 Park Ave Project in Park City, Summit County, Utah (Project). The project is in Section 9 of T2S R4E, Summit County, Utah. The Client provided map coordinates and a description of the Project to Chronicle in September of 2023.

This inventory was done to meet Park City's municipal code 15-6.1-11 (O) regarding Affordable Master Planned Developments. The code indicates that "Applicants shall submit a map and inventory of Historic Structures and Sites on the Property and a Historic Structures Report prepared by a Qualified Historic Preservation Professional."

This letter report provides the results of the background research as well as an assessment of the potential for the project area to contain National Register of Historic Places (NRHP) eligible or listed above-ground *historic properties* that are protected under the National Historic Preservation Act. For the background research, Chronicle conducted a literature review at the Utah State Historic Preservation Office (SHPO), compiling information derived from the National and State Registers of Historic Places, historic aerials, and maps to determine if any architectural/historical resources are known to be in the project area.

ABOVE-GROUND RESOURCES

For the 1800 Park Ave Project, the Above-Ground Study Area (Study Area) (Figure 1) is considered to include those cultural resources (buildings, structures, objects, or sites) that are in the Study Area and one parcel deep around it. Chronicle conducted a literature review for this area to identify any previously recorded resources. A review of SHPO survey files revealed that there are no previously recorded resources in the Study Area. The Glenwood Cemetery was noted as being listed on the NRHP; however, the cemetery is located about 650 m southwest of the Study Area.

Through field survey, Chronicle Architectural Historian, Katie Remensnyder, identified no buildings that are over 50 years old in the Study Area. Historic aerial imagery indicates that all of the buildings in the Study Area were constructed after 1973. However, one object, a Daughters of Utah Pioneers (DUP) Historic Marker was identified and recorded (Figure 2).

DUP Marker No. 128

This marker was placed by the DUP in 1948, to commemorate the location where the first family of settlers in Park City raised their home-made flag. The marker consists of a tan brick base that measures about 4 ft square and 3 to 4 ft tall. There is a bronze plaque on the front of the marker

and a 3 ft diameter bell placed on top of the base. The bell was moved from its original location at the town hall and appears to have been painted numerous times. The plaque reads:

Daughters of Utah Pioneers
No. 128,
Erected 1948,
PARK CITY PIONEERS

> At this site, the first settlers entered Park City. George G. Snyder, his wife Rhoda, and their three children had cleared their way through the forest to arrive at their destination on May 25, 1872. On July 4, 1872, a celebration was held, a U.S. flag flown to the breeze, and the name Park City given officially to the town. Mrs. Snyder and daughters made the flag from a bed-sheet, a red flannel baby blanket and blue silk handkerchief. The bell hung atop the City Hall from 1902 to 1948.

RECOMMENDATIONS

The following is Chronicle's NRHP recommendation for this historic object. As part of this study, these sites were evaluated for eligibility to the NRHP based on criteria present in federal regulations outlined in *36CFR 60.4*:

> *The quality of significance in American history, architecture, archaeology, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association, and:*
>
> *(A) that are associated with events that have made a significant contribution to the broad patterns of our history; or*
> *(B) that are associated with the lives of persons significant in our past; or*
> *(C) that embody the distinctive characteristics of a type, period, or method of construction or that represent the work of a master; or that possess high artistic values; or that represent a significant and distinguishable entity whose components may lack individual distinction; or*
> *(D) that have yielded, or may be likely to yield, information important in prehistory or history.*

Recommendations regarding the site's eligibility for the NRHP were made based on the retention of historic integrity and the above-cited criteria.

DUP Marker No. 128 NRHP Recommendation

The most prominent feature of this marker, erected by the Daughter of Utah Pioneers in 1948, is the bell from the town hall. Because the bell is a "fragment of a larger resource" (NRHP Bulletin 15), it has lost integrity of location, design, setting, materials, workmanship, and association. Further, due to the commercialization and changing nature of this part of Park City, the site lacks integrity of feeling. Although this site can be associated with the broad patterns of settlement and early settlers in Park City, it does not retain the integrity necessary to convey its significance. Further, this object does not "demonstrate its ability to convey its significance as opposed to other sites"(NRHP Bulletin 15), and is recommended not eligible under Criterion A and B. The marker does not represent a type, period, or method of construction nor was it created by a master and is recommended not eligible under Criterion C. Further, there is little potential for this

object to contain additional information that could answer questions important to the history of the area and is therefore, recommended not eligible under Criterion D.

Based on the literature review, no previously recorded historic resources exist in the Study Area. One new object was recorded as part of this Study, a DUP Marker denoting the first flag raising in Park City with the City Hall bell on top. This DUP marker was recommended not eligible for the NRHP under any Criteria. Therefore, Chronicle recommends that the 1800 Park Avenue project will have No Effect on Significant Historic Resources.

Chronicle is pleased to have been able to assist with the Project for the 1800 Park Ave Project. Please do not hesitate to call me, if you have any additional questions or concerns related to this letter or require assistance with future cultural resources projects.

Sincerely,

CHRONICLE HERITAGE

Wendy Simmons Johnson | Archaeologist

Figure 1. Location of the 1800 Park Ave Study Area in Park City, Utah.

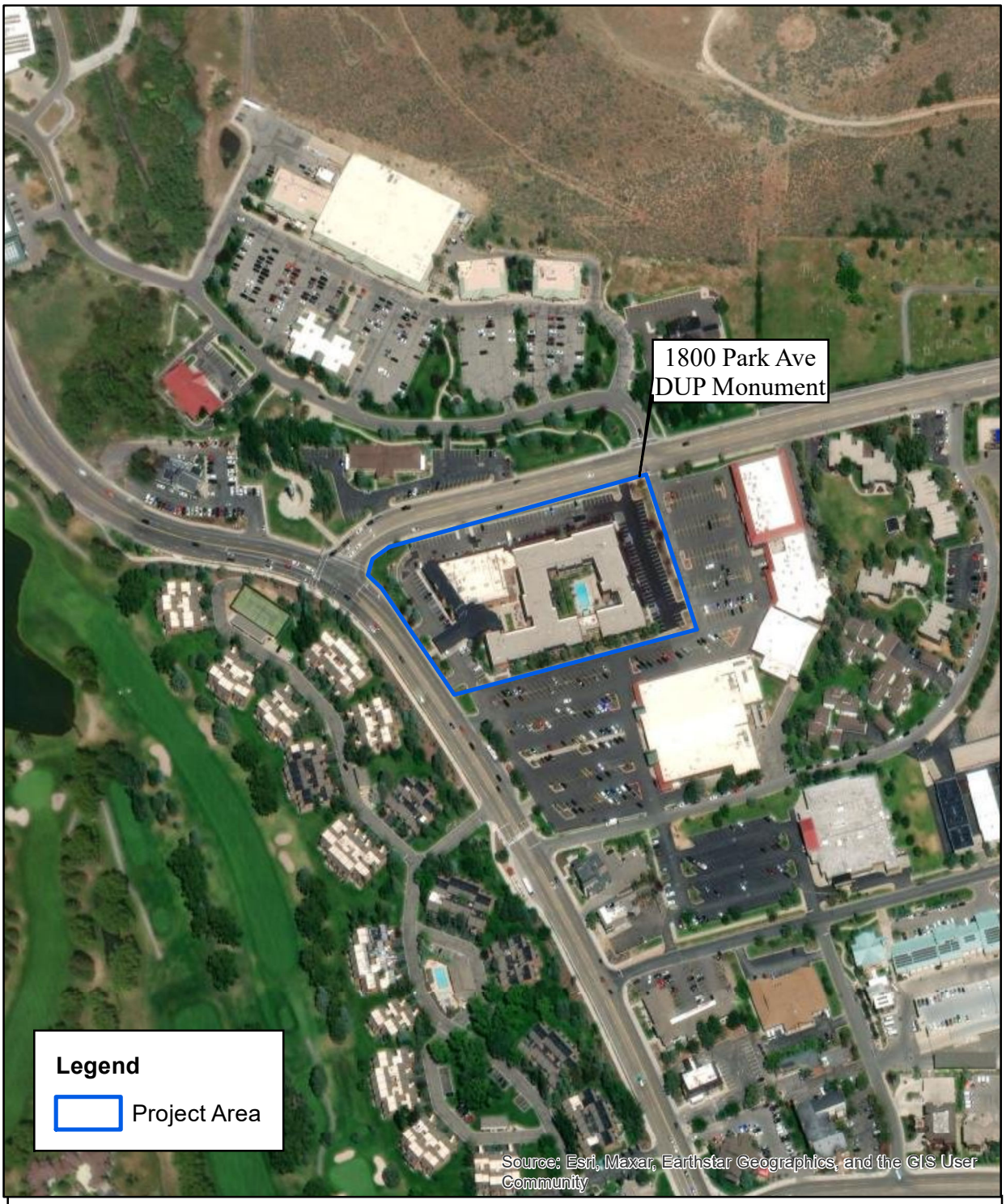


Figure 2. Location of the 1800 Park Ave, DUP Monument, Park City, Utah.

HISTORIC SITE SHORT FORM

(11/17)

UTAH OFFICE OF HISTORIC PRESERVATION
For Section 106 Review Only
(Do not use this form to record archeological sites)

1 IDENTIFICATION

Historic Property Name (if known): Daughters of Utah Pioneers Monument *106 Project Title:* 1800 Park Ave, Park City
Address: ~1800 Park Ave *Lat/Long (Optional):*
City, County: Park City, Summit County Geographical Data (Optional):

2 EVALUATION

Evaluation (select one)

☐ *The property is considered* **Eligible** *at this time because it is already listed in the National Register* **or**
- is at least 50 years old **and** retains its historic integrity (minimal alterations to key features), and has potential significance.

☑ *The property is considered* **Not Eligible** *at this time because it:*
- is less than 50 years old, **or** is 50 years or older but there have been major alterations to key features.

3 DOCUMENTATION

Required
☑ *Upload two photos*
☐ *site sketch map (optional)*
☐ *other:*

Research Sources (optional, check all sources consulted, whether useful or not)
☐ *abstract of title*
☐ *tax card & photo*
☐ *building permit*
☐ *Sanborn Maps*
☑ *other:*

4 ARCHITECTURAL DESCRIPTION AND HISTORY

Date of Construction: 1948 *No. of Stories:* 0 *Use*
Building Type: Other Type *Building Style:* Other *Original Use:* Other
Foundation Material: Concrete *Wall Material(s):* Stone *Current Use:* Other
Additions: ☑ *none* ☐ *minor* ☐ *major (describe below)* *Alterations:* ☑ *none* ☐ *minor* ☐ *major (describe below)*
No. of contributing outbuildings and/or structures: *No. of non-contributing outbuildings and/or structures:*

Briefly describe the original building, any major additions or alterations and their dates, and associated outbuildings and structures. Also provide a brief history of the building's construction and use (if known). Use continuation sheets as necessary for additional photos and text.

DUP Marker No. 128

This marker was placed by the DUP in 1948, to commemorate the location where the first family of settlers in Park City raised their home-made flag. The marker consists of a tan brick base that measures about 4 ft square and 3 to 4 ft tall. There is a bronze plaque on the front of the marker and a 3 ft diameter bell placed on top of the base. The bell was

5 PROPOSED ACTION

Describe the impending action (e.g., road widening, rehabilitation, alteration, demolition). Use continuation sheets as necessary for additional photos and text.

This project may involve moving the monument. Although the monument is recommended not eligible for listing on the NRHP, it is still important to the community and to the Daughters of Utah Pioneers. It is therefore, recommended that the Daughters of the Utah Pioneers be notified so that they can participate in the relocation process.

Form completed by: Wendy Simmons Johnson *Date (mo/yr)*: 92023

6 PHOTO UPLOAD

Upload your images. Please upload at least one current and clear image.
If you have additional documents, such as a site sketch map or project area map (a map for each individual property is not required if project features multiple properties; just submit one map highlighting all properties in project area), please submit those as a separate pdf or attach as part of the agency letter.

Wednesday, February 28, 2024

3:55 PM

Building restrictions and ordinances in our town were created to protect its character and charm that these many developers now wish to cash in on. Allowing new projects an variant to zoning and height rules changes the flavor and livability of our community with each iteration and opens the door for further “one time” exceptions. A huge hotel at the entrance to our town benefits none of its current citizens.

Proposing a huge monstrosity and “negotiating” back a few inches toward the original limitation is a ploy that seems to work well for developers coming to our town with the full assistance of the state government and other officials who are elected and appointed to protect our interest. Please don’t roll over on another big development.

35’ means 35’

Alex Cimos

2301 Solamere Dr.

Park City

Friday, June 21, 2024

9:35 PM

I have lived in Park City for 20 years and have watched the need for affordable housing escalate annually as housing cost continues to rise.

I support the mixed use development to replace the Yarrow that includes 60 affordable units.

Joe Backer

Wednesday, June 26, 2024

5:34 PM

To the Park City Planning Commission:

Exhibit C: Public Input

My name is Marian Crosby and I've been a resident of Park City for 40 years. My husband and I relocated here when our kids were 2 & 4 years old. They attended Park City schools and the Winter School. They now live in the area with their families.

During my 37 years working in real estate and real estate development in this area, I was fortunate to participate in some of the more notable transactions such as the Sun Peak Master Plan and land donation for the Winter Olympic Park; numerous Park Meadows subdivisions, and the design and market consultation of the Hotel Park City. I've served on numerous boards and commissions, including the Park City Historic Preservation Board alongside past Commissioner Jon Kenworthy, and the Summit County Heritage & Landmark Commission, under Sally Elliott guidance.

I would like to thank the Planning Commission for considering the proposed Master Plan for the Yarrow Hotel site and this opportunity for the public to give feedback. The Commission has asked for Public feedback regarding the Applicant's proposed building height.

- I'm here tonight because I feel the benefits of this proposed development far outweigh the increase in height.

I want to commend the Applicant for submitting -

- A well thought out design and site plan; and for,
- Taking into consideration the major elements of the project's location, and the symbolic importance it will have through the years as a landmark in our city.
- The new hotel project as proposed, will be a feature used for navigation, and will stand out from its direct near environment.
- I'm pleased the design is not an attempt to copy Historic District structures; but will provide a fresh, Mountain Contemporary look and feel, instead of the much dated brick & mortar look of the City's initial expansion beyond Old Town in the mid 1970's.
- The proposed Master Plan goes beyond simply meeting the basic requirements of the General Commercial Zone, by providing:
    - A safe and visually appealing frontage protection zone, which we currently don't have on Kearns Blvd., or Park Ave. going south from City Park;
    - Large gathering areas for locals and visitors to meet; dine; walk and bike to.

    - Hopefully, this manner of responsible development will set the standard for all future development of the Bonanza Park area.

- Affordable Housing –

    - Where else do we have within the City's limits, 60 units of inclusionary housing with this kind of direct access to transit; entertainment and shopping?

    - Even the recently approved Engine House residents will have to walk several blocks, on a narrow busy street, to reach transit service.

To address what I consider a very important part the Seasonal and Year-round Visitor aspect:

- The Yarrow is one of three major hotel properties in Park Ave./Kearns Blvd. quadrant.

- If the master plan is approved, it will be only one of two Hotel/Condominium projects - the other being Hotel Park City.

- Hotel Park City is consistently booked at 80% capacity, with 99.9% of the Condominium Units participating in the hotel operation.

- The dining and retail spaces planned (not including the 6500 SF of office) are around 10,686 SF.

- So, between the Transient Tax and the Resort Communities Tax income that would be generated by the restaurant and retail commercial spaces – THIS IS A LOT OF REVENUE FOR THE CITY.

I am very supportive of these benefits as a trade-off for another 6 – 10 feet.

In closing, I appreciate the opportunity to speak to the Commission tonight and hope you will approve this plan as currently proposed. And again, thank-you to Peter Tomai; The Singerman Group, and Craig Elliott for your ongoing collaboration on this fresh and forward -thinking re-development of a landmark, but tired Property.

Marian Crosby

Marian Crosby
Commercial & Development
Berkshire Hathaway Utah Properties
Ph: 435-640-1621
Email:
marian@mariancrosby.com
Website:
www.commercial.bhhsutah.com

Wednesday, June 26, 2024

4:43 PM

We attended the open house last week hosted by 1800 Park Avenue/The Yarrow and were impressed by the presentation. We are pleased with all the proposed plans and believe they will be a dramatic improvement to the sea of asphalt at the current site. The city and community overall will benefit from a fresh and welcoming upgrade at the important Kearns/Park Avenue entry point. We request the planning commission approve the request for additional 10 feet of height for the building closest to the commercial core. Thank you. Colleen Logan

Wednesday, June 26, 2024

5:35 PM

Hello,

My name is Corie Hardee, and I am the president of the HOA board for Park Avenue Condos.

We represent the only residential neighborhood directly impacted by the proposed Yarrow project. Park Avenue Condos is a large residential community with many of our 132 units occupied by full-time residents who live and work here in Park City.

While we acknowledge that the project could potentially offer long-term community

benefits, we have significant concerns about the impact on the quality of life for our full-time residents during the multi-year construction period.

We respectfully request that the Planning Commission delay making a final recommendation until we have a chance to meet with the developer and address various issues that will have an enormous impact on our residents. If the applicant's schedule permits, we can meet and fast track an agreement within the next 14 days.

We are eager to work together to find solutions that address these concerns and ensure that the project proceeds in a manner that respects the well-being of our residents. Thank you for considering our request.

Corie Hardee

Joel Shine | August 25, 2024 | 12:48 PM

Being a long time resident of Park City (Park Meadows) and also a planner and developer i wanted to express my endorsement for the proposed project. The massing of the project will fit in nicely with the balance of the new projects coming online in the Bonanza area and will be a substantive improvement to the current intersection. It is also completely consistent with what we learned in the Small Area Planning exercise.

By way of background, i was a part of the Park City small area planning committee, and have served on various other boards including the committee to address traffic in Los Angeles -which i was appointed to by the mayor, and the national mortgage round table.

I have also developed tens of thousand of homes and communities across dozens of states, and many commercial projects, so i do have a fair bit of experience in this area.

Thanks for your attention

Yours

Joel Shine

Mike Florance | August 28, 2024 | 12:56 PM

Park City Planning Commission and Planning Department –

I am expressing my support for the project proposed by the Singerman group for the redevelopment of the Yarrow Hotel property.

As a resident of Park Meadows since 2003, I feel the project addresses the complexities of the site (traffic, walkability, connection, housing, entry statement, etc.) as well as its status as a defining location of our community. Given that any project is going to be appreciated by some and disliked by others, this is clearly a project that the city should use best efforts to make work.

The building height exception is reasonable considering the entirety of the proposal and the benefits it provides to the community. Please approve Singerman / Yarrow Hotel Owner LLC‘s request for building height exception.

It is time to get moving on the larger projects in this area of town. It has now been several years that the Bonanza Park area has remained vacant, a non-productive eyesore that provides negative community benefits, while we analyze, survey, and study what would be perfect for all Parkites and other stakeholders.

Likewise, if we cause the 1800 Park property to languish in its current state, while we wait (likely in terms of years) for a “perfect” project to come along, we will accrue no additional community benefit for that time period.

The current ownership of the site is committed and capable of moving forward with the project. They have engaged in a two-year planning process in a cooperative and constructive manner. The community has a chance to enjoy the proposed public improvements in the near term. There is no way to ascertain, one, how many more years will pass before another opportunity to redevelop this site arises, and two, whether a hypothetical future development will offer the community benefit that this one does.

Thanks for your time and consideration.

Sincerely,

Mike Florance

Deb Rentfrow | August 27, 2024 | 4:54 PM

Dear Planning Commissioners,

There is no argument the DoubleTree property could use some sprucing up. However, it needs to be redeveloped in a manner which aligns with our Land Management Code and provides community benefit. In addition to reading through the packet and visiting the applicant's web site, I attended the most recent Open House and discussed some of my concerns detailed below with the Applicant's representatives.

The primary issues with their proposal include the following:

1. The proposed project is not a hotel; it is a condotel plus 60 affordable housing units. A condotel is vastly different than a hotel. A condotel provides amenities within each unit such as a full kitchen and many amenities within the entire development which limits the need for leaving the premises. Therefore, it potentially reduces the overall vibrancy contributed to the area. While the Bonanza Park Small Area Plan (BP-SAP) study did indicate the community isn't looking to *add* hotels, keeping this property a *true* hotel will help foster the vibrancy of the greater Bonanza Park area. The marketing of this project has neglected to highlight the difference in function between what exists today and what is being proposed; I seriously doubt many know it will not be a 200+ hotel room project, but instead a 200+ market rate condo project.

2. A condotel also allows the developer to complete the project and walk away as ownership is passed on to individual condo owners and the Association formed by the condo owners. If nightly rental licenses are not granted, many of the units will likely sit empty as second homes and further reduce the potential to contribute vibrancy to the area and reduce the 'neighborhood' vibe.

3. A condition of approval guaranteeing a 24-hour 365 days a year shuttle service to SLC airport should be required and enforced regardless of the hotel 'format'; additional reduction in parking for the market rate units or true hotel rooms should be considered. The shuttle along with the close proximity to transit should encourage visitors to forego a vehicle. Affordable Housing should maintain a minimum of 1:1 parking ratio.

4. The applicant is marketing the height of 45' as what the community approved for the area in the BP-SAP study and what the BPMX zone will allow. This is not entirely true and currently, the zone is 35' unless affordable housing. Granting 45' for the affordable housing building which is furthest from the entry corridors (both Park & Kearns) should be allowed. However, additional height on the other buildings should be carefully reviewed, specifically when considering architectural variation as it is somewhat lacking. As others have shared, there is nothing that says Park City, mining town, etc.

5. What the community did wholeheartedly support in the BP-SAP study is better connectivity. The current proposal of a 12' multi-use path is not sufficient. Bikes should absolutely be separated from pedestrians. We are not a 'slow, smell the daisies' biking community. We have serious mountain and road bikers as well as a growing number of e-bikes. Bikes should have their own pathway of at least 8-10 feet for two-way traffic. Pedestrians in this town are

often not alone and would prefer to walk side-by-side rather than in a single file line. It is not easy to carry a conversation walking one behind the other, but with bikes on the same path, this will often be required for safety. A separate pedestrian only pathway of at least 8-10 feet for two-way traffic should be required. A buffer between the two modes is necessary. Based on the exhibits provided by the applicant, it may reduce the overall landscaping area but meet a critical need and set the tone for other developments in the area. Having separated pathways will also serve to encourage people to get out of their cars. Allowing these uses within the FPZ makes great sense as it does not conflict with the goals of the FPZ, specifically 'Preserve and enhance the rural resort character of Park City's entry corridor.'

6. Another discovery from the BP-SAP study that was highlighted often by the consultant MKSK was the need to break up super-blocks for multiple reasons. This area was pointed out as being a super-block. Connectivity and vibrancy were two of the primary reasons given. The proposal as it stands does not accomplish this at all. Pedestrians not residing or renting in the project must traverse around the perimeter of the entire project; there are no pathways through the parcel for the community at large. There is no additional opportunity for local offerings *within* the project area for local community benefit; everything has been pushed outside to the perimeter of the project area.
7. Safety issues will continue with the two essentially side by side curb cuts along Park Avenue. People today jockey between the two drives to get ahead or avoid traffic and both entrances cross over the existing sidewalk as well as the proposed multi-use path. As proposed, cars will be parking at a diagonal along the south side of the proposed project potentially increasing conflicts. Some additional thought and design should be put into this.

As always, thank you for your continued service reviewing extensive applications and properly applying the LMC.

Respectfully,

Deb Rentfrow

Amber Lynch | August 26, 2024 | 2:05 PM

My name is Amber Lynch. I grew up in Park City and now live at [REDACTED] with my husband and two daughters. I am in full support of the re-development of the Double Tree Hotel site. Our daughters attend Park City High School and Treasure Mountain Junior High. Every day they need lunchtime and pre/post school gathering areas that are safe to walk / bike to with their friends. The frontage protection zone offered by the developer as part of this plan will provide many safe gathering areas for local students. This and the affordable housing provided is a small trade-off for less than 10' of height. Please vote yes on Wednesday!

Warmly,

Amber

Carolyn Murray | August 29, 2024 | 8:13 AM

I had a chance to attend a public meeting last week showing the plans for the renovation of the Yarrow hotel space. I was impressed with the style of the development because it takes a very monolithic structure and transforms it into a campus like feel. The amount of outside space, open space is far superior than what is currently so prominent on a critical corner and entryway into Park City. I also was impressed by the thought that went into the pathway areas for pedestrians and cyclists. It is a dangerous corner as it is and it's been negligent that the street safety of pedestrians and cyclists has still not been addressed. The walkability bond passed in 2007 and now, 17 years later, still nothing has been done to make the crossings safe or welcoming to pedestrians.

I also understand the development plans are asking for a height variance due to a roof line that exceeds the existing code. I do hope you can look at the project as a whole and provide your approval because the exception is seemingly very minor and the overall project would be such an improvement to a very unappealing site.

I am also impressed with the plans for the onsight affordable housing section. It's refreshing to see a plan that doesn't try to trade the housing to some distant offsite location.

Thanks for your consideration.

Sincerely,

Carolyn Murray

Kathy Hunter | August 27, 2024 | 5:32 PM

Dear Planning Commission members,

As a 30-year resident of Park City, I implore you to vote against any exceptions that would allow increased height to the proposed development at the corner of Kearns and Park Avenue. Not only would it destroy the views of the beautiful mountains, but, as the recent Park Record article pointed out, the development of this hotel would be linked to future development (and heights) in the Bonanza Park area. We are destroying the views of our own mountains from the main thoroughfares in town with new builds which have always enforced height restrictions. Please, please, please, keep the height restriction on this new development to 35 feet.

Thank you for your consideration.

Kathy Hunter

SKI UTAH
THE GREATEST SNOW ON EARTH®

2749 E Parleys Way, Suite 310
Salt Lake City, UT 84109
(801) 534-1779 office
skiutah.com | info@skiutah.com
@skiutah | #skiutah

Aug. 27, 2024

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

Dear Members of the Park City Planning Commission,

I am writing to express my enthusiastic support for the proposed redevelopment of the Yarrow/DoubleTree Hotel site at Park & Kearns, a pivotal component of the Bonanza Park district transformation. As a stakeholder in the community, I am particularly impressed with the project's commitment to creating a mixed-use destination that prioritizes walkability, connectivity, livability, and inclusivity.

This project promises to revitalize an underutilized area by introducing a diverse mix of uses that cater to both residents and visitors, significantly enhancing the Bonanza Park experience. The integration of over 1.7 acres of public open space, 1500 feet of new multi-use paths, and underground parking are commendable efforts in transforming the current landscape into a vibrant, pedestrian-friendly environment.

Moreover, the development plan includes 60 units of deed-restricted affordable housing, crucial for supporting our local workforce and ensuring that Park City remains an inclusive community for all income levels. The thoughtful incorporation of energy-efficient designs and sustainable practices further underscores the project's long-term benefits to the community and environment.

In light of these substantial community benefits, I respectfully urge the Commission to approve the requested 10-foot height exception necessary for the realization of this project. This exception is not merely a procedural formality but a critical element in delivering a project that exceeds standard requirements in open space, setbacks, and affordable housing, setting a high standard for future developments in our beloved city.

Thank you for considering this transformative project which will undoubtedly serve as a benchmark for thoughtful and community-focused urban development in Park City.

Sincerely,

Nathan Rafferty

Ski Utah | President & C.E.O.

COOPERWYNN
CAPITAL

August 27, 2024

VIA EMAIL

Park City Planning Commission
Attn: Rebecca Ward, Planning Director
445 Marsac Avenue
Park City, Utah 84060

Re: 1800 Park Redevelopment

Dear Park City Planning Commissioners:

My name is Stan Kozlowski, and I am the founder and principal of CooperWynn Capital. Over the past 25 years, I have completed more than 80 hospitality transactions totaling more than $2.5 billion. My firm has been based in Park City since 2012 and I have a unique perspective on Park City's hospitality market. Although I have no financial involvement in the Yarrow/Doubletree or its redevelopment, I would like to lend my voice in support of the project.

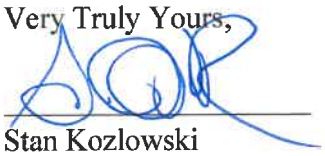
It is important to understand that most hotels have a limited useful life. Market changes, brand requirements, consumer expectations and the realities of the natural aging of buildings themselves eventually drive either extensive renovation or redevelopment. The Yarrow, even with extensive renovations over the years, is an example of a building that the industry would dictate has exceeded its useful life as currently configured. Given the property's current physical constraints, the ability to obtain a premium brand at expiration of the franchise agreement is unlikely without uneconomical capital investment.

Since the construction of the Yarrow in 1979, the market for hotels in Park City has changed. Today, often what most people think of as hotels are actually condominium hotels in most destination markets. A condominium hotel is a building that is legally a condominium but operates as a hotel. The units are sold to individual buyers but the entire building, however, still includes all of the amenities indicative of a hotel and operates as a hotel with the units or rooms managed through a centralized service for nightly rental. A few pertinent examples of the model include the nearby Hotel Park City, The Pendry Park City, The Waldorf Astoria Park City, and Newpark Resort, among others.

This structure allows for individual ownership of units while still providing for a substantial base of transient room tax benefiting the local jurisdictions, Park City in this case. The hotel-aspects of the project also continue to provide the same publicly available community spaces as any other hotel.

The proposed condominium hotel as configured, with its supporting meeting spaces and other amenities is similar to other condominium hotels in the area. It will perform well in the area and bring a much-needed refresh and vibrancy to this key corner of our community. I strongly encourage you to approve the proposed project and redevelopment.

Very Truly Yours,



Stan Kozlowski

Stewart Gross

From:	Stewart Gross <stew@stewgross.com>
Sent:	Tuesday, August 27, 2024 5:49 PM
To:	planning@parkcity.org.
Cc:	stew@stewgross.com
Subject:	Re: Proposed redevelopment of The Yarrow

RECEIVED
AUG 2 8 2024
PARK CITY
PLANNING DEPT.

Dear Planning and Zoning Commissioners and Planning Department:

Having served as a Planning and Zoning Commissioner while we planned and enacted the Bonanza Park plans, we all recognized what and how important this, relatively flat 100 acre District will mean to our community, today and well into the future.

I attended this past June's meeting of the proposed redevelopment of the Yarrow. I commented to the developers representatives after the presentation, that I thought the city was undervaluing the importance of this cornerstone property, by not allowing it to be taller and denser. It's one of the few key commercial properties along the highway "corridor" that is not adversely impacting the views of the ski slopes and a redevelopment should be able to capitalize on building additional height and density, here in particular.

I support, as a citizen, a pedestrian and bikeway user, any redevelopment of this corner to fix the horrendous condition of the sidewalks surrounding the perimeter of the existing property. The improvements shown on the Elliotts Workgroup plans will enhanced sidewalks. If the potential tunnel tying the Bonanza Park District into the Snow Creek subdivision happens, even better. It will make it even safer for me and others to access to the north the many other subdivisions, including mine in Holiday Ranchettes.

This location is what would be considered in town living, at least for Park City. It offers a central location close walking, biking or bus alternatives (to access city or county), literally, at its curb. Goods and services, again, at the curb. This property is being redeveloped for the first time since 1977. It won't be redeveloped again for many generations into the future. The city must allow this property to be all that it should be for the future. So many of the properties in Park City can never offer this ease of access, workforce housing or parking and this property is seeking to do all of these in their redevelopment. Hopefully, the city will allow them to enhance, where needed, which will, in turn fulfill many of the city objectives for this District.

Thank you.

Respectfully submitted,
Stewart Gross

Stew Gross
435-640-0140
stew@stewgross.com

August 28, 2024

VIA EMAIL (planning@parkcity.org)
Park City Planning Commission
Attn: Rebecca Ward, Planning Director
445 Marsac Avenue
Park City, Utah 84060

Re: Yarrow/1800 Park project support

Dear Park City Planning Commissioners:

My name is Gary Crandall, and I am a principle of Crandall Capital. While I have no financial involvement in the Yarrow/Doubletree or its redevelopment, I am writing to express my support for the project as a Park City resident and stakeholder in our community.

I live not far from the proposed project and drive past that intersection on nearly a daily basis. Although I appreciate the service the Yarrow hotel has provided our community, it is time for a reimagining of that important intersection. It is a gateway to our community and merits a development consistent with its prominence.

My personal belief is that this project will aid in vitalizing the Bonanza Park area. This central location needs the investment from stakeholders of our community that comes with redevelopment. The Bonanza Park is an area that is currently underutilized as a gathering place for our community. My hope is that this is the first step in creating a space where more Park City residents can live and work.

Over the last decade I have invested heavily in our community with an emphasis on providing affordable housing to those of our community who are most in need. Because of that experience, I can speak firsthand to the costs associated with development in our mountain community. It is not easy to bring to life a project that provides the many community values and benefits that are included in the Yarrow proposal. Every affordable unit, public path, view corridor, and inch of publicly available open space comes at a cost.

From my perspective, the limited height exception requested is warranted given the many public benefits being derived from the proposal.

Thank you again for your service and all you do for our community.

Yours Truly,

Gary Crandall

To: planning@parkcity.org

Subject: Public Comment – 1800 Park Avenue MPD

Park City Planning Commissioners-

Habitat for Humanity of Summit and Wasatch Counties submits the following comments regarding the 1800 Park and Kearns MPD, scheduled on the agenda for Wednesday, August 29, 2024.

Bonanza Park is an ideal location for affordable housing units in Park City. Often affordable housing for a community's workforce is placed on the outskirts of town due to the generally lower price of land away from services and employment bases. Where you live affects how you move. The closer affordable housing is to major employment centers, the numbers of additional efforts reduce, such as transportation.

The inclusion of 60 restricted affordable units as part of the 1800 Park Avenue, Park and Kearns MPD development is an ideal location for affordable housing. Traffic is listed as a top concern by community members in all Wasatch Back communities. Infill parcels, those already surrounded by development, allows housing near commercial districts and employment centers and can reduce traffic impacts from residents driving to services and/or work.

As part of our local advocacy efforts, Habitat for Humanities of Summit and Wasatch Counties has reviewed successful affordable housing policies in other communities. One strategy communities adopt is locating affordable high-density residential and mixed-use developments along transportation corridors. Characteristics of transit-oriented developments include:

- High-density development within a 10-minute walk circle around a transit station.
- A mixed-use development that includes schools, retail uses, shopping, and various housing types.
- Street facilities for walking and biking.

All of these exist in proximity to and within the proposed 1800 Park Avenue MPD development.

Habitat for Humanity of Summit and Wasatch Counties supports the proposed project with the inclusion of the 60 restricted affordable housing units.

Sunday, September 8, 2024 | 8:04 AM

Hello-

I live in Bear Hollow Village. I just found out about the upcoming meeting September 11, but unfortunately cannot make it because I am teaching a class at that time. I wanted to add my voice as someone who is against allowing a zoning variance so the developer can build so high. I do appreciate that there is affordable housing included, as well as open space, but that is such an important location in terms of the visible approach to Old Park city and Main Street.

It would be a slippery slope to allow such tall buildings to start encroaching on that area. It happened in my hometown, and once they allowed the first one, there were more and more, and then the entire character changed (the same thing happened with big box chain stores, which so far have been kept out in Kimball).

My understanding is you have heard more voices in support, but mine is to request that the developer shave a couple of floors off their buildings to keep them ideally within, but at least closer to the current zoned maximum. The difference between 35 and 60 feet is enormous.

Thank you for hearing my voice,

-Deborah Aronson

“Be kinder than necessary because everyone you meet is fighting some kind of battle.” J.M. Barrie

Sunday, September 8, 2024 | 2:12 PM

Dear PC Planning, as a PC resident I want to adamantly log my opposition to a larger (higher) hotel as part of this plan. Its sets a precedent which will negatively impact the atmosphere that makes PC so special. I have firsthand experienced an initial larger structure in my former community in California which led very quickly to further development of larger structures forever negatively impacting the neighborhood and living experience which can never be undone. Please DO NOT allow this redev project to proceed!

Respectfully,

Siegfried Reich

Monday, September 9, 2024 | 10:26 AM

For Planning Commission, please see my comments below for the upcoming Yarrow discussions. Thank you.

I am in favor of the new design. It is a significant improvement for the site. I like how the buildings are broken up into smaller footprints, with light, air, and landscaping between and around them, rather than a large continuous footprint at a lower height. The design includes 40% open space and 48 affordable units. To achieve that balance, my opinion would be to allow these buildings to go taller. It feels like a good place for this design. Additionally, the other nearby locations, such as the arts district and Ironhorse area, could be good locations to follow a similar format. Everyone always talks about building more affordable housing, and these seem like good locations and ways to achieve it. Doubtful you'll get the typical NIMBY comments in these areas, and the locations are very pedestrian friendly. It seems like these couple of blocks could be transformed into a vibrant worker community rather than the current unsightly grouping of deteriorated buildings, parking lots, vacant lots, etc.

And, thanks for all you do.

Thanks,

Sean Matyja
Associate Broker, REALTOR®

sean@enjoyparkcity.com
enjoyparkcity.com

Monday, September 9, 2024 | 11:22 AM

Dear Sirs,

I'm writing to urge you not to ignore/ adjust the height restrictions which you've had in place for many years at the Prime entry point entry point into Park City town itself.

I'm deeply suspicious of developers who think they can get an exemption using the cover of affordable housing- which inevitably turns out to be not quite so affordable and has loopholes for further speculation.

Please don't fall for this switch and bait tactic.

No doubt the site is due for upgrade/further development.... no doubt we need genuine affordable housing, but this can all be done tastefully, effectively - and profitably for them and maintaining the rules that have applied for many decades.

Please stand up and tell them what to do and how to do it, rather than have them tell you what they wish to do.

With thanks for all your hard work,

Respectfully,

Tim - a 40 plus year resident

Tim Lapage

www.safariexperts.com

Monday, September 9, 2024 | 5:57 PM

Dear Park City Planning,

I would like to express my concern that the Yarrow redevelopment plan is looking for a height exemption, allowing the structure to exceed the established 35' height limit. While I applaud the affordable housing, expanded community experiences, and added green spaces within this proposal, I strongly disagree with allowing the increased height. This would set an undesired precedent that could lead to follow-on exemptions. Please insist that the project is built within the existing height limits.

Thanks for considering my comments.

Kindly,

Stacie Canan

Tuesday, September 10, 2024 | 1:13 PM

Dear Park City Planning Commissioners,

Thank you again for all the time and expertise you contribute to the City on planning

and development issues.

I am writing today to very strongly urge you to NOT allow an extension/increase on

building height allowances for The Yarrow redevelopment proposal.

As a community, we certainly have challenges that we agree are important and need to be addressed, such as affordable housing. My concern is that recent development proposals are finding success with the City and County in using affordable housing as a "trade" for casting aside building height restrictions and protection of our mountain views.

My plea to you is to find solutions that include BOTH, without exception - affordable housing AND maintaining our mountain views by strictly enforcing lower building heights. The Yarrow redevelopment project isn't the only project. As has been mentioned by The Yarrow project developers, the elements in the Yarrow proposal are just part of a larger vision for the Bonanza Park area. Being able to see our beautiful mountains over the past few years in that area has had a significant and positive impact on the community - for residents and visitors. And it's not hard to imagine how that would drastically and negatively change with higher building heights. What I am strongly advocating for are proposals, including for The Yarrow, that address community needs AND preserve views. It is possible, thoughtful design can preserve views too. The Yarrow re-design, however, does not do that, in my opinion.

I posted my comments about this proposal on NextDoor to encourage fellow

residents to express their views to you as you consider the proposal. Here is a link to that dialogue which includes residents who strongly support lower building

heights and protection of our mountain views:

https://nextdoor.com/p/58hJnmfFC_LH?view=detail&init_source=search&query=Yarrow

Thank you for your consideration of my request. I sincerely hope you will vote

against allowing increased building heights.

Sincerely,

Kathy Hunter

Wednesday, September 11, 2024 | 11:18 AM

Commissioners,

You have broad discretion to evaluate whether there are enough community benefits to warrant approving an MPD. The 1800 Park plan offers significant 'gets' to the city. Please consider:

The current entry corridor experience from Kearns/Park Ave heading south includes a fifty year old motor lodge, the Fresh Market , a Walgreens and a Burger King, all with acres of parking on grade and fronting the street. The proposed application offers underground parking for 250 cars with no street frontage parking. It offers a vastly improved landscaping plan that provides a pleasant, safer pedestrian experience along Kearns. Two curb cuts are eliminated providing for safer automobile access to the site. One is at the northeast corner of the site, the second is on Park Ave. A third curb cut is relocated to the center of the property further from the intersection of Park and Kearns. Providing improved access to a proposed tunnel under Kearns is an added bonus.

Taken together these are significant safety improvements worthy of granting a height exception.

Alex Butwinski

former City Councilor

Planning Commission
Staff Report

Subject: 1251 and 1351 Kearns Boulevard
Application: PL-22-05240
Author: Elissa Martin, Assistant Planning Director
Date: October 23, 2024
Type of Item: Conditional Use Permit

Recommendation

(I) Review the proposed Conditional Use Permit (CUP) to enclose an outdoor dining area in the Frontage Protection Zone and shared parking between 1251 and 1351 Kearns Boulevard and provide input on recommended Conditions of Approval, (II) conduct a public hearing, and (III) continue the item to January 8, 2025.

Description

Applicant:	Mark Fisher; Applicant's Representative, Michael Fisher
Application:	Conditional Use Permit to expand a structure in the Frontage Protection Zone (The Blind Dog Restaurant)
Location:	1251 Kearns Boulevard (The Yard)
Zoning District:	General Commercial; Frontage Protection Zone
Adjacent Land Uses:	Emporium Commercial Complex, Homestake Condominiums, Engine House Affordable Master Planned Development, Park City cemetery, and Com-Park Plaza Condominiums
Reason for Review:	The Planning Commission reviews shared parking proposals[1] and Conditional Use Permits, conducts a public hearing, and takes Final Action.[2]

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

CUP	Conditional Use Permit
FPZ	Frontage Protection Zone
GC	General Commercial
LMC	Land Management Code
ROW	Right-of-Way

Summary

The Applicant is requesting a Conditional Use Permit (CUP) to construct a 3,795-square-foot addition to the Blind Dog Restaurant at 1251 Kearns Boulevard in the Frontage Protection Zone (FPZ) and the General Commercial Zoning District. The

[1] LMC § 15-3-2(C)
[2] LMC § 15-1-8(G)

addition is proposed outside of the 30-foot no-build FPZ Setback from the Kearns Boulevard Right-of-Way (ROW), on the west side of the existing structure, where an outdoor dining area is currently. Any structure within the FPZ requires a CUP, reviewed for compliance with Land Management Code (LMC) § 15-2.20-2 *FPZ Lot and Site Requirements* and CUP criteria outlined in § 15-1-10.

The Blind Dog Restaurant is one of three commercial uses at a commercial complex known as “The Yard” at 1251 Kearns Boulevard, originally constructed in 1982 as the Anderson Lumberyard. The other two uses at The Yard are the Boneyard Restaurant and the Kimball Arts Center. The three uses share one parking lot.

Figure 1: Overview of “The Yard” at 1251 Kearns Blvd, the adjacent “Emporium” parking area and the Frontage Protection Zone 100-foot boundary.

The Applicant proposes to formalize a shared parking arrangement with neighboring property at 1351 Kearns Blvd to provide additional parking spaces for the Uses at The Yard and vice versa. In addition, the Applicant formerly requests a parking reduction

based on the provision that bike parking will be provided and upgraded to be compliant with LMC standards and access to public transit is within proximity to the site.

Background

The Applicant originally submitted two CUP applications for development in the FPZ. One of the CUP applications is the current request to construct an addition to an existing structure in the FPZ (enclosing the outdoor dining area at the Blind Dog Restaurant). The other CUP was for expanding the parking area at 1351 Kearns Boulevard (the Emporium). After the August 28, 2024 Planning Commission work session, the applicant withdrew the CUP for the increased parking area at 1351 Kearns as it was determined that it would constitute an increase of an existing Non-Compliance because it expanded the parking area within the 30-foot no-build FPZ Setback. The Emporium parking area was constructed prior to an LMC amendment which prohibits structures within the 30-foot FPZ Setback. Therefore, the Emporium parking lot is a legal Non-Complying Structure, which may be repaired but not expanded per LMC § 15-9-6 *Non-Complying Structures*.

The proposal to construct an addition to the Blind Dog Restaurant, increasing the Net Leasable Floor area by 3,423 square feet triggers a Parking Analysis for The Yard parking area, per the CUP review criteria.[3] The August 28, 2024 Planning Commission work session staff report provides a detailed background of the history of parking at The Yard. The main takeaways from that background summary are:

1. When The Yard Subdivision was approved in 2017 to separate The Yard and a 1.86-acre portion of the property to the south that the City purchased for future development of affordable housing (EngineHouse Affordable Master Planned Development), The Yard businesses lost approximately 235 parking spaces they had historically relied upon.
2. The 2017 Yard Subdivision created non-compliance of required On-Site Parking.
3. After the Subdivision, there remained 104 parking spaces on-site at The Yard, which at the time was considered adequate for the existing Restaurants (The Boneyard and the Blind Dog). The uses have since changed.
4. The Findings of Fact for the 2017 Yard Subdivision describe the “Event Center” (currently Kimball Art Center) with a net leasable “floor area of 6,887 square feet, which triggers 35 parking spaces,” based on the parking standard for an Indoor Entertainment facility.
5. Ordinance 2017-14, approving The Yard Subdivision includes Condition of Approval No. 4:

> In order for the event center on Lot 1 to continue operation, the applicant shall secure parking of the missing parking spaces on their Lot or on Lot 2. Should the applicant fail to obtain a lease of the required parking for the event center for whatever reason, the applicant shall cease to operate the event center.

[3] LMC § 15-1-10

At the August 28, 2024 Planning Commission work session, the Commission requested additional material be submitted by the Applicant including, renderings that illustrate the proposed Blind Dog addition within the context of the streetscape and the FPZ setback, updated Parking Area plans that include compliant bike parking, landscaping, and EV charging station infrastructure, and an updated Parking Analysis to include a plan for the proposed shared parking arrangement with The Emporium, that demonstrates the long-term viability and balance between daytime and evening parking.

Since the August 28 work session, the Applicant submitted 3D renderings, and an updated Parking Analysis (Exhibit C) that includes updated Net Leasable and Gross Floor Area measurements for the three uses at The Yard to inform a baseline parking requirement. The updated Parking Analysis also provides a brief description of the proposed shared parking arrangement, and justification for proposed parking reduction. Additionally, the Analysis outlines other Parking Area requirements, per LMC § 15-3 and proposes a phased approach to bringing the Parking Area into compliance.

The Applicant explains that some parking improvements, such as landscaping and EV charging station conduit, would need to occur at a future phase due to future planned public improvements to the City's ROWs adjacent to the Parking Area. The Applicant explains that a portion of the Parking Area will have to be re-graded and paved in conjunction with the City's ROW improvements and it would be more cost effective to install improvements to those impacted areas after the City's improvements are completed. The timeline for completion of the City's ROW improvements is unknown at this time.

Since the August 28 work session, the Applicant re-striped The Yard parking lot, which now provides 120 parking spaces on site, as opposed to the original count of 100 spaces at the time of the August work session. Staff is working to confirm the restriped parking spaces comply with LMC § 15-3-3(F) *Parking Dimensions*. While this increased the number of parking spaces, the parking lot does not comply with the Parking Area Landscaping standards outlined in LMC § 15-3-3 (D), described in the analysis section below.

Analysis

(I) If conditioned, the proposed addition to the Blind Dog Restaurant complies with the purpose of the General Commercial Zoning District (LMC § 15-2.18), with possible conditions of approval to mitigate the impact on the entry corridor and viewshed, and to minimize the effect of 'strip commercial development'.

The purpose of the General Commercial (GC) District is to:

1. *allow a wide range of commercial and retail trades and Uses, as well as offices, Business and personal services, and limited Residential Uses in an Area that is convenient to transit, employment centers, resort centers, and permanent residential Areas,*
2. *allow Commercial Uses that orient away from major traffic thoroughfares to avoid strip commercial Development and traffic congestion,*
3. *protect views along the City's entry corridors,*

4. *encourage commercial Development that contributes to the positive character of the City, buffers adjacent residential neighborhoods, and maintains pedestrian Access with links to neighborhoods, and other commercial Developments,*
5. *allow new commercial Development that is Compatible with and contributes to the distinctive character of Park City, through Building materials, architectural details, color range, massing, lighting, landscaping and the relationship to Streets and pedestrian ways,*
6. *encourage architectural design that is distinct, diverse, reflects the mountain resort character of Park City, and is not repetitive of what may be found in other communities, and*
7. *encourage commercial Development that incorporates design elements related to public outdoor space including pedestrian circulation and trails, transit facilities, plazas, pocket parks, sitting Areas, play Areas, and Public Art.*

1251 Kearns Boulevard is located within the Bonanza Park neighborhood and is convenient to transit, employment centers and permanent residential areas (purpose number one).

The proposed addition to the Blind Dog Restaurant will expand the existing Restaurant Use, increasing the Net Leasable Floor Area from 5,330 square feet to 8,753 square feet, an increase of 3,423 square feet. The Restaurant, as it exists today, is oriented towards Kearns Boulevard, a major traffic thoroughfare; the proposed addition would increase the length of the building oriented towards Kearns Boulevard and thus is not consistent with purpose number two above.

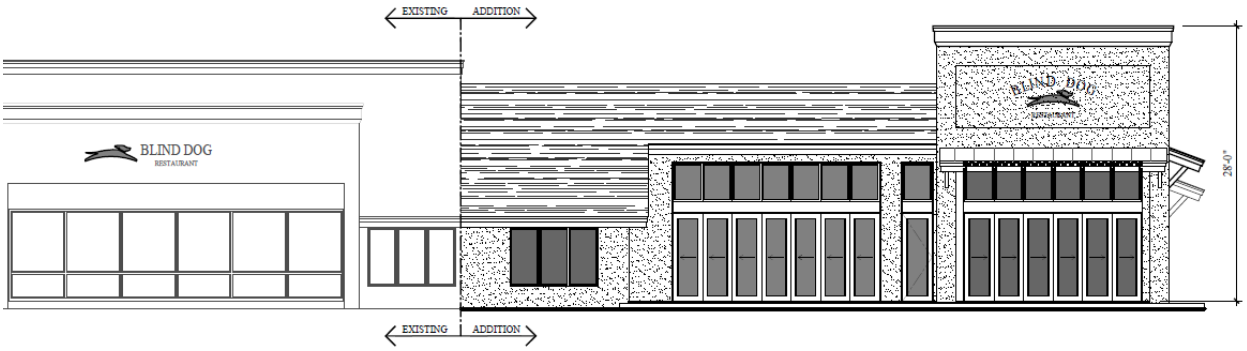


Figure 2: Applicant's proposed plans for the Blind Dog Addition, showing a roof elevation of 28 feet

Additionally, while the GC Zoning District allows a maximum building height of 28 feet from Existing Grade, the tallest portion of the building (28 feet) fronts Kearns Boulevard and Homestake Road and is roughly 16 feet from the 30-foot FPZ boundary.

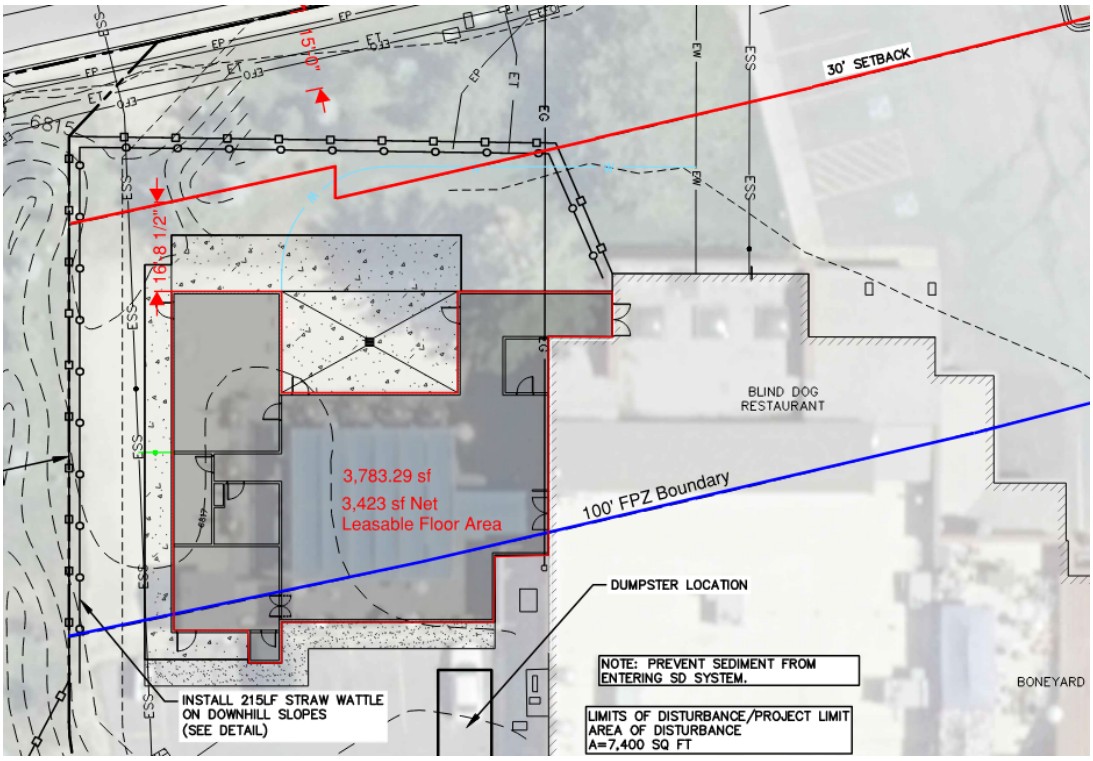


Figure 3: Proposed Blind Dog Addition in relation to 30-foot and 100-foot FPZ setback line.

The height of the addition may negatively impact views along the City's entry corridor, which is not consistent with purpose number three above.

The CUP review criteria analysis section II (below) provides possible measures to mitigate the impact on the entry corridor view shed and minimize the effect of 'strip commercial development.'

Figure 4: Applicant's 3D rendering of the Blind Dog Addition, view from the corner of Kearns Blvd and Homestake Rd.

The Blind Dog Restaurant and The Yard complex provide a buffer between a major traffic corridor and existing and future residential developments in the area. The

proposed addition would not have an impact on existing pedestrian access in the area. Furthermore, the Applicant recently granted a public access easement for the future shared use pathway along Kearns Boulevard, which will greatly enhance pedestrian access to neighborhoods, and other commercial Developments in the area (purpose number four above) (City Council October 10 Packet, Item VI.I 1).

(II) The proposed addition to the Blind Dog Restaurant may be conditioned to comply with LMC § 15-2.20-4 *Frontage Protection Zone Lot and Site Requirements*.

The FPZ includes the following purposes:

- Preserve Park City's scenic view corridors.
- Preserve and enhance the rural resort character of Park City's entry corridor.
- Provide a significant landscaped buffer between development and highway uses.
- Minimize curb cuts, driveways, and access points to highways.
- Allow for future pedestrian and vehicular improvements along the highway corridors.[4]

The CUP review provided in analysis section II below is through the lens of the above FPZ purpose.

- ***". . .no Structure shall be allowed within thirty feet (30') of the nearest highway Right-of-Way***."

  The FPZ extends from the Kearns Boulevard (SR 248) ROW line 100 feet into the subject property.[5] No Structure is allowed within 30 feet of Kearns Boulevard. The proposed addition to the Blind Dog Restaurant is outside of the 30-foot FPZ no-build Setback, according to proposed plans (Exhibit A).

- ***"All Construction Activity . . . in the Setback Area between thirty feet (30') and one hundred feet (100') from the nearest Right-of-Way line requires a Conditional Use permit and is subject to all applicable review criteria as stated in Section 15-1-10. Review of projects within the FPZ shall include design review criteria as stated in LMC Chapter 15-5"***
  See CUP review Criteria analysis section III and Architectural Review analysis section IV below

- ***"To minimize curb cuts, driveways, and Access to Park City's primary highways and Streets, Access to Property in the FPZ shall be from existing City Streets when possible, rather than direct highway Access. Common driveways between adjoining projects shall be used when possible. Driveways must be placed where they create the least interference with through traffic on highways."***
  There are four access points for The Yard; the main access is located on Kearns

[4] LMC § 15-2.20-4
[5] LMC § 15-2.20-2

Boulevard, Highway 248. Three additional access points are located on existing City streets, Homestake Road and Woodbine Way. No new access points are proposed.

- ***"Trails and sidewalks may occupy Setback Areas. Open Space, preservation of view corridors, protection and enhancement of Sensitive Lands such as wetlands and meadows, and buffer Areas shall be considered in the review."***
  There currently exists a small open space area located between the Blind Dog Restaurant and Kearns Boulevard ROW; the open space area is within the 30-foot FPZ no-build setback and will be preserved with the proposed addition located at the west of the building.

(II) The proposal to construct an addition to the Blind Dog Restaurant may meet the Conditional Use criteria (LMC § 15-1-10) with mitigation measures included as conditions of approval.

The Planning Department will evaluate all proposed Conditional Uses and may recommend conditions of approval to preserve the character of the zone, and to mitigate potential adverse effects of the Conditional Use.

A Conditional Use shall be approved if reasonable conditions are proposed, or can be imposed, to mitigate the reasonably anticipated detrimental effects of the proposed Use in accordance with applicable standards.

If the reasonable anticipated detrimental effects of a proposed Conditional Use cannot be substantially mitigated by the proposal or imposition of reasonable conditions to achieve compliance with applicable standards, the Conditional Use may be denied.[6]

The following Conditional Use Criteria is analyzed through the lens of the Frontage Protection Zone and General Commercial Zoning District purposes.

1. size and location of the Site;	The existing site of the proposed addition is a 2.3-acre lot located at 1251 Kearns Boulevard in the Bonanza Park Neighborhood. The lot contains The Yard commercial complex, with three tenants: the Kimball Arts Center, the Boneyard Restaurant and Saloon, and the Blind Dog Restaurant, which is the portion of the building that is being proposed for expansion, by enclosing an existing outdoor dining area.
2. traffic considerations including capacity of the existing Streets in the Area;	The property is accessed from Kearns Boulevard (S.R. 248) with additional access points along Homestake Road and Woodbine Avenue. No new access points are proposed.
3. utility capacity, including Storm Water run-off;	**A Condition of Approval will require Site design to address storm water run-off to be approved by the City Engineer prior to issuance of Building permit.**
4. emergency vehicle Access;	The proposed addition does not impact existing emergency vehicle access to the site, per DRC review (July 2024)
5. location and amount of off-Street parking;	See below analysis section III

[6] LMC § 15-1-10

6. internal vehicular and pedestrian circulation system;	The proposed addition does not impact existing internal vehicular and pedestrian circulation at the property. The addition is set back from the City's planned shared use pathway along Kearns Boulevard by roughly 30 feet.
7. Fencing, Screening, and landscaping to separate the Use from adjoining Uses;	The Applicant's 3D renderings illustrate a landscaped buffer between the proposed addition and the public ROW. A **Condition of Approval will require sufficient landscaping to ensure appropriate buffering.**

Figure 5: 3D renderings illustrating landscaped buffer between proposed addition and public ROW

8. Building mass, bulk, and orientation, and the location of Buildings on the Site; including orientation to Buildings on adjoining Lots;	The proposed addition would extend the front façade of the existing Blind Dog Restaurant within The Yard structure along Kearns Blvd, by roughly 72 feet. The existing Blind Dog façade is broken up into three offset sections, measuring roughly 22.5 feet, 37 feet, and 10 feet.

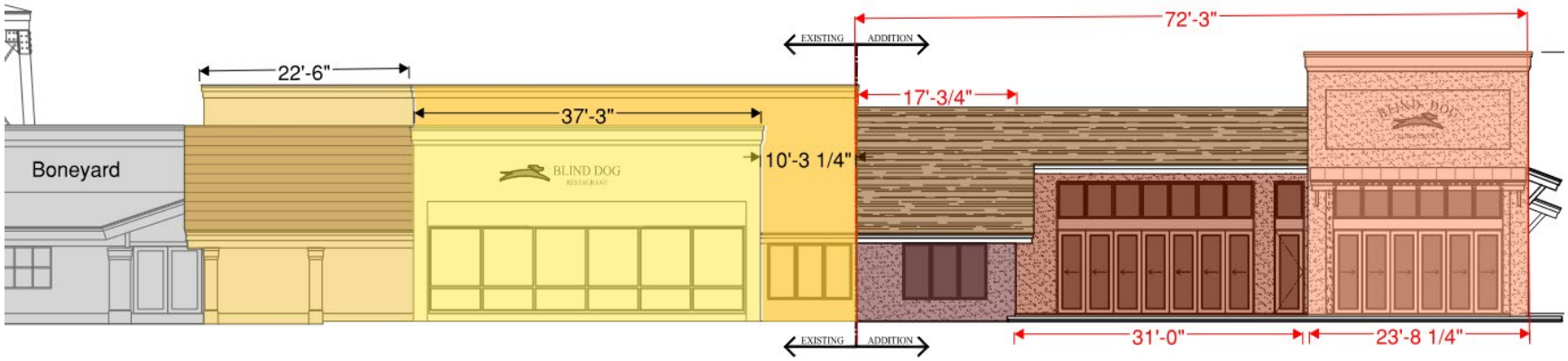


Figure 6: Existing Blind Dog building within The Yard complex, front facade facing Kearns Blvd

The proposed addition is designed to break up the façade into three offset sections as illustrated in the figure above. The tallest portion of the building is 28 feet and is roughly 16 feet distance from the 30-foot FPZ setback line. The FPZ requires mitigation to protect the entry corridor view shed. **Planning Commission may add a Condition of Approval to limit the height of the building along the frontage of Kearns.**

9. usable Open Space;	The addition is proposed where an existing outdoor dining area exists currently. The site is predominately surface-level parking and structures with minimal landscaping. Anderson Lumberyard was first constructed on the site in 1982, prior to the MPD process; the site does not include a minimum Open Space requirement. Since that time, the structure has been expanded multiple times. If the project were proposed to be developed anew under today's LMC, it would trigger Master Planned Development (MPD) review and Open Space obligations among others. MPD redevelopment of sites within the GC Zoning District require a minimum of 30% Open Space.[7] As a result, the Applicant must show that the expansion to The Blind Dog and the requested modifications to the parking area preserve sufficient Open Space for the site.
10. signs and lighting;	As illustrated on the Applicant's plans, the Blind Dog addition is proposed to include a wall-mounted sign fronting Kearns Boulevard and one fronting Homestake Road. Signs must comply with Municipal Code of Park City Title 12 and require Sign Permit approval prior to installation. On August 20, 2024, the Board of Adjustment granted a Variance from the FPZ requirements to relocate "The Yard" sign to accommodate the City's installation of a 12-foot shared use pathway along Kearns Boulevard (Packet, Item 6.A; Audio). Outdoor lighting shall comply with LMC § 15-5-5(J), the dark sky code.
11. physical design and Compatibility with surrounding Structures in mass, scale, style, design, and architectural detailing;	The physical design of the proposed addition is compatible with surrounding structures. The design of the addition replicates the mass, scale, style, design and architectural detailing of the existing Blind Dog Restaurant.
12. noise, vibration, odors, steam, or other mechanical factors that might affect	The noise from the enclosed dining area will be less impactful than the existing outdoor dining area.

[7] LMC § 15-6-5(D)

people and Property Off-Site;	
13. control of delivery and service vehicles, loading and unloading zones, and Screening of trash and recycling pickup Areas;	The addition to the Restaurant does not affect the loading and unloading zones or screened areas for trash and recycling.
14. expected Ownership and management of the project as primary residences, Condominiums, time interval Ownership, Nightly Rental, or commercial tenancies, how the form of Ownership affects taxing entities;	The addition will not affect any changes to the ownership and management of the commercial property.
15. within and adjoining the Site, Environmentally Sensitive Lands, Physical Mine Hazards, Historic Mine Waste and Park City Soils Ordinance, Steep Slopes, and appropriateness of the proposed Structure to the existing topography of the Site; and	**A Condition of Approval will require compliance with the Soils Ordinance during and after construction of the Blind Dog addition**.
16. reviewed for consistency with the goals and objectives of the Park City General Plan; however such review for consistency shall not alone be binding.	The Blind Dog Restaurant at 1251 Kearns Boulevard is within the Bonanza Park Neighborhood. The General Plan identifies this neighborhood as an authentic neighborhood, a local hub. The General Plan recommends protecting scenic views within this neighborhood: "Due to its location along both of the entry corridors to Park City, the Bonanza Park & Snow Creek Neighborhood is geographically tied to the Park City entry experience. The scenic views that are currently afforded to those entering the City are a defining characteristic of our town and should be preserved and enhanced."[8] Please see the recommended Conditions of Approval above regarding height, landscaping, and Open Space.

[8] General Plan, Neighborhoods 1, p. 165-173

(III) The existing parking infrastructure at The Yard and The Emporium are not compliant with LMC Chapter 15-3 *Off-Street Parking Requirements*; approval of the CUP would require Off-Site Parking through a shared parking arrangement, a parking reduction of at least 17 spaces, and the following conditions of approval:

1) **Off-site parking shall be provided via a shared parking agreement with adjacent property at 1351 Kearns Boulevard.**
2) **Compliant bike parking, pursuant to LMC § 15-3-9, shall be installed.**
3) **Parking Area Landscaping, pursuant to LMC § 15-3-3 (D), shall be installed.**
4) **Within one year of completion of the City's planned public improvements of adjacent streets, the property owner shall improve The Yard parking lot with increased parking spaces, compliant Parking Area Landscaping, and EV Charging Station infrastructure, pursuant to LMC Off-Street Parking requirements, as amended.**

The Applicant provided updated Net Leasable and Gross Floor Area square footage measurements for all three uses in The Yard building. Since the 2017 Yard Subdivision, the parking use category for the "Event Center", has also been updated to match that of the Kimball Art Center, which is more appropriately categorized as a "Quasi-Public" facility. This commercial use category requires less parking than the original commercial use category of "Indoor Entertainment Facility", which was applied at the time of the 2017 Yard Subdivision Parking Analysis.

Pursuant to LMC § 15-3-6, the existing Uses within The Yard complex and the proposed addition to the Blind Dog Restaurant require 156 on-site parking spaces. The Applicant recently re-striped the parking lot and designated 120 parking spaces on site. Staff is working to confirm the re-striped spaces comply with the minimum parking space dimensions of nine by eighteen feet outlined in LMC § 15-3-3(F).

Business	Floor Area SF (2024)	Commercial Use category	Parking Requirement	Required Parking Spaces
Blind Dog Existing Restaurant	5,330	Restaurant, Standard	1 space per 100 square feet of Net Leasable Floor Area	53
Blind Dog enclosed patio addition	3,423	Restaurant, Standard	1 space per 100 square feet of Net Leasable Floor Area	34
Blind Dog outdoor patio dining area	1,198	Restaurant, Outdoor Dining	CUP Site Specific Review (1 space per 100 square feet of Net Leasable Floor Area)	12
Boneyard Restaurant and Saloon	4,732	Restaurant, Standard and Bar	1 space per 100 square feet of Net leasable Floor Area	47

Boneyard Restaurant and Saloon rooftop dining area	2,836	Restaurant, Outdoor Dining	N/A (approved w/o requirement for increased parking)	--
Kimball Arts Center	8,756	Public and Quasi-Public Institution	1 space per 1000 square feet Gross Floor Area	9
Total parking required	**26,275**			**156**
Existing on-site parking spaces				120
Shared off-site parking spaces (Emporium)				19
Parking deficit				**17**

Parking for 1351 Kearns Boulevard is also deficient. According to the Summit County Assessor website, 1351 Kearns Boulevard was constructed in 1981. The 1980 Land Management Code outlined similar uses allowed in the General Commercial Zoning District, including retail commercial and service commercial businesses. The 1981 LMC required for "less intensive commercial business" the same ratio required one space for each 1,000 square feet.

Today, LMC § 15-3-6(B) requires three to five spaces for every 1,000 square feet of net leasable floor area for Retail and Service Commercial. Three spaces for every 1,000 square feet are required for Minor Retail and Service Commercial and five spaces for every 1,000 square feet are required for Major Retail and Service Commercial.

LMC § 15-15-1 defines Minor Retail and Service Commercial as:

> A Business primarily engaged in the sale or rental of goods, merchandise, or services with a low volume of customer turnover, low parking demand, and no outdoor storage of goods. These Uses do not include automobile or large equipment rental or sales. Such Uses include antique stores, art galleries, art supply stores, bakeries, bookstores, clothing stores, candy stores, florists, gift shops, liquor stores, pharmacies, sporting goods stores, auto parts stores, interior design stores, and home furnishing stores.

LMC § 15-15-1 defines Major Retail and Service Commercial as:

> A large-scale Business engaged primarily in the sale or rental of goods, merchandise, or services with a high customer turnover and high parking demand. These establishments may have large interior showrooms or semi-truck loading docks. Examples of these Uses include large department, grocery, variety, drug, super stores. Fully enclosed car washes are included.

Staff finds the current uses fall under the Minor Retail and Service Commercial definition based on the most recent information available, requiring three spaces for every 1,000 square feet of net leasable floor area. The table below outlines the current

businesses operating at 1351 Kearns Boulevard, the net leasable floor area, and the required parking spaces:

Business	Net Leasable Floor Area	Required Parking
Suite 100 – Wasatch Lighting Showroom	3,980 SF	12 spaces
Suite 100 Basement – Deseret Wellness Medical Cannabis Pharmacy	4,698 SF	14 spaces
Suite 120 – Edgemont Dry Cleaners and Laundry Service	1,493 SF	5 spaces
Suite 125 – B Storage Management	704 SF	2 spaces
Suite 125 – B Deseret Wellness Storage	204 SF	1 space
Suite 130 – Whimsy Clothing Boutique	1,400 SF	4 spaces
Suite 140 – Hair Solutions	1,150 SF	4 spaces
Suite 150 – Summit Float & Spa, Inc.	950 SF	3 spaces
Suite 160 – Oohs & Aahs Furniture and Interior Design, Main Level and Basement	5,339 SF	16 spaces
TOTAL	**19,918 SF**[9]	**61 spaces**

The existing parking for 1351 Kearns Boulevard is approximately 19 parking spaces, a deficiency of approximately 42 parking spaces.

Possible Condition of Approval: The Planning Commission may approve Off-Site Parking via a shared parking agreement with adjacent property at 1351 Kearns Boulevard (The Emporium), increasing the total number of available parking spaces for The Yard to 139, resulting in a parking shortage of 17 spaces for The Yard.

The Applicant proposes formalizing a shared parking arrangement between The Yard and The Emporium to address the current parking shortage at each location. The viability of the arrangement is based on the offset hours of operation for the businesses

[9] According to the Summit County Assessor website, The Emporium is 20,509 square feet. Previous leases indicate 20,074 square feet of net leasable area. The Applicant estimates the current reduction of 156 square feet of net leasable area is due to reconfiguration of common areas.

at each property – The Emporium businesses operate during daytime hours and peak demand for The Blind Dog and Boneyard Restaurants is during evening hours.

Pursuant to LMC § 15-3-7, in review of a CUP, the Planning Commission may consider reducing the parking requirements for the Use to prevent excessive parking and paving. "The Applicant must prove by a parking study that the proposed parking is adequate. The parking study must analyze whether:

1. parking Uses will overlap,
2. commercial spaces within the project will serve those residing within the project rather than the general public,
3. or other factors that support the conclusion that the project will generate less parking than this Code would otherwise require."

Additionally, LMC § 15-3-2(C) states, "[r]equired parking must be on-Site unless the Planning Commission allows such parking on adjacent or nearby deed restricted Lots," which would allow a shared parking arrangement, as proposed by the Applicant.

The shared parking arrangement would provide 19 additional parking spaces in the evening for The Yard.

In order to approve the CUP for the Blind Dog Addition, the Planning Commission would need to approve a Parking Reduction of at least 17 spaces for The Yard.
The Applicant's Parking Study (Exhibit C) identifies two categories for trip reductions that may reduce the parking demand at The Yard. The first category includes active modes of transportation including walking and biking. The second category includes public transit. The Study proposes that a 20% reduction in the parking requirement is justified due to the proximity of public transit facilities. A 20% reduction of parking spaces would result in a parking requirement of 125 On-Site Parking spaces. If a shared parking arrangement allowing for 19 Off-Site Parking spaces at The Emporium is approved, the parking deficit would be 17 spaces, therefore if the Planning Commission considers approving a parking reduction, the rate should be commensurate with the deficit of 17 parking spaces.

Condition of Approval to require compliant bike parking, pursuant to LMC § 15-3-9, to be installed.
The existing parking area contains several bike racks that do not meet the standards of the LMC, which requires bike parking to be mounted in concrete, be installed no more than 50 feet from the primary entrance, be inverted-U, post and ring, corral or other type approved by the City Engineer and Transportation Planning Department. Pursuant to the LMC Bicycle Parking Requirements, bicycle parking shall be provided for 10% of the required Off-Street parking, which would equate to 16 bike parking spaces.

Figure 7: Existing non-compliant bike racks at The Yard

Parking Area Landscaping, pursuant to LMC § 15-3-3 (D), shall be installed.
Vehicle parking areas are required to have a minimum 20% landscaped area as a percentage of the total parking area. The existing Yard parking lot does not meet this standard. The Applicant has stated that certain improvements, such as landscaping, would need to be delayed until after the planned City improvements to the surrounding ROWs are complete, as those improvements will impact the grading of portions of the existing parking area. While it is recognized that there are select areas of The Yard parking lot closest to Woodbine Way that will be impacted by the eventual City ROW improvements, there are internal areas of the parking lot that will not be affected and therefore could be improved with landscaping upgrades in the immediate future.

The Yard parking lot shall be improved with increased parking spaces, fully compliant Parking Area Landscaping and EV Charging Station infrastructure, pursuant to LMC Off-Street Parking requirements, as amended.
Electric Vehicle Charging Station Infrastructure is required for fifty percent (50%) of the first one hundred (100) required Off-Street parking spaces for non-Residential Development and for five percent (5%) of required Off-Street parking spaces above one hundred (100). The Applicant proposes to install a dual port EV Charging Station as part of this CUP approval, and upon the City's completion of ROW improvements would install the remaining required conduit, per the LMC requirement.

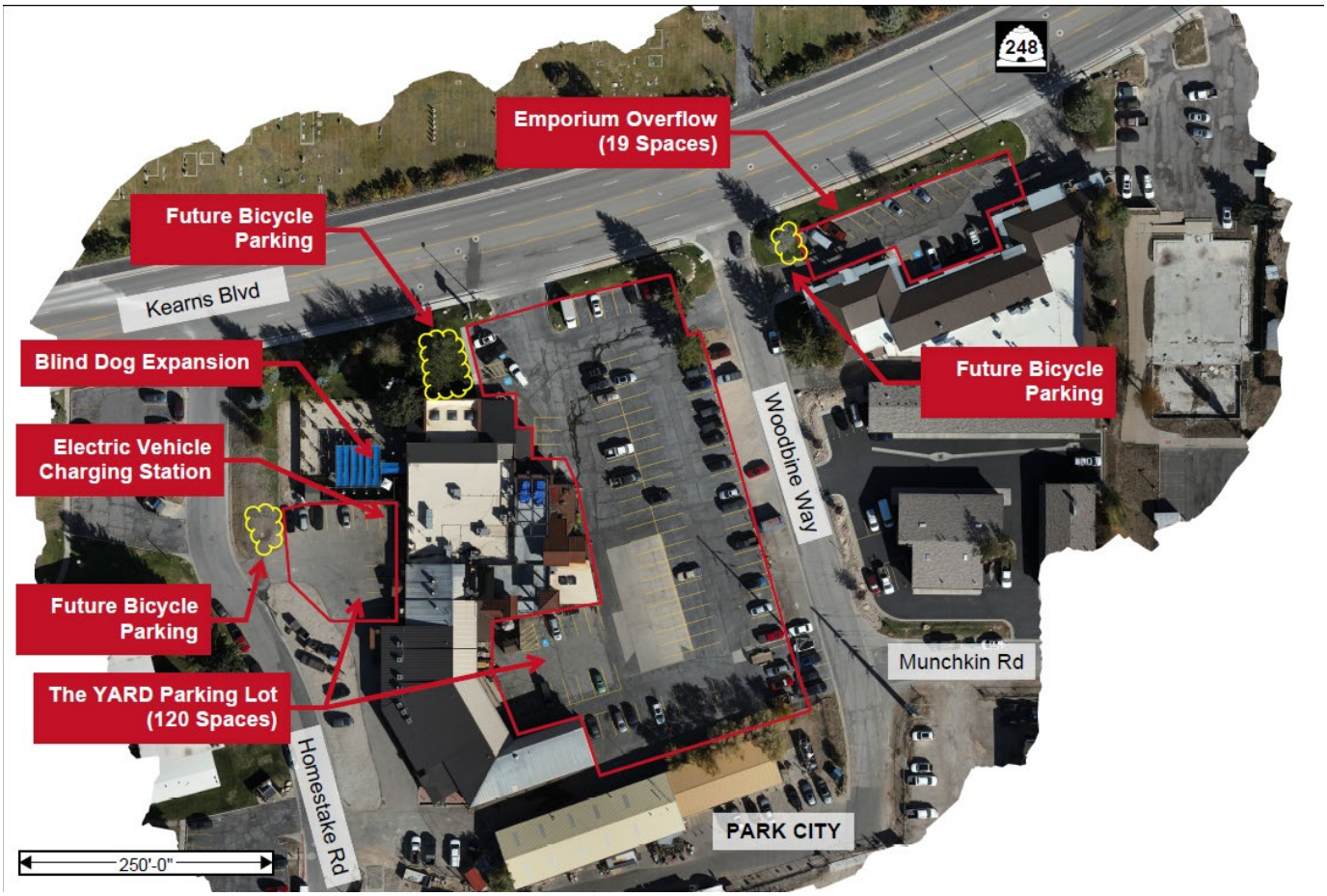


Figure 8: Applicant's planned improvements to The Yard parking lot

Upon completion of the City's ROW improvements the Applicant proposes increasing On-Site Parking, eventually installing 142 spaces, according to the Parking Study (Exhibit C). Additionally, sections of the parking lot that have not been landscaped to meet the 20% LMC requirement, would need to be completed. Please see the analysis above regarding Open Space and landscaping.

Department Review

The Development Review Committee reviewed the proposed plans and did not have additional conditions of approval. The Planning Department and City Attorney's Office reviewed this report.

Notice

Staff published notice on the City's website and the Utah Public Notice website and posted notice to the property on October 8, 2024. The *Park Record* published courtesy notice on October 9, 2024.[10]

Public Input

The Planning Department did not received public comment on this item.

[10] LMC § 15-1-21

Exhibits

A: Blind Dog Addition Proposed Plans
B: 3D Renderings
C: The Yard Parking Study (2024)
D: Applicant’s Narrative

LEGEND

ESS	EXISTING SEWER
EW	EXISTING WATER
ESD	EXISTING STORM DRAIN
EOHU	EXTG OVERHEAD UTILITY
EOHP	EXTG OVERHEAD POWER
EG	EXISTING GAS
ET	EXISTING TELECOMM
EP	EXISTING POWER
	EXISTING STORM DRAIN MANHOLE
	EXISTING SANITARY SEWER MANHOLE
	EXISTING STORM DRAIN GRATES
	EXISTING ELECTRICAL BOXES
	EXISTING FIRE HYDRANT
	EXISTING WATER VALVE
	EXISTING WATER METER

NOTES

1. Property Description: Lot A, The Yard Subdivision, Located in the West half of Section 9 Township 2 South, Range 4 East, Salt Lake Base and Meridian, Park City, Summit County, Utah.
2. The existing conditions & utilities shown are from field survey & as-built information.

PROFESSIONAL ENGINEER
No. 12275305
MARTIN CONNOR DINSMORE
08/28/24
STATE OF UTAH

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

STAFF:
MICHAEL DEMKOWICZ
CONNOR DINSMORE
ZACHARY ALHAMRA

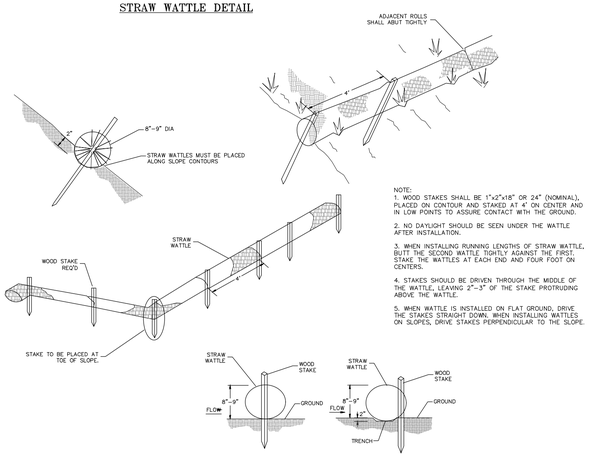
DATE: 08/28/24

EXISTING CONDITIONS
BLIND DOG RESTAURANT EXPANSION
YARD SUBDIVISION

FOR: MARK FISCHER
JOB NO.: 9-3-19
FILE: X:\Prospector\dwg\The Yard\Yard-Civil-c3d.dwg

SHEET 1 **OF** 4

STRAW WATTLE DETAIL



NOTE:
1. WOOD STAKES SHALL BE 1"x2"x18" OR 24" (NOMINAL), PLACED ON CONTOUR AND STAKED AT 4' ON CENTER AND IN LOW POINTS TO ASSURE CONTACT WITH THE GROUND.

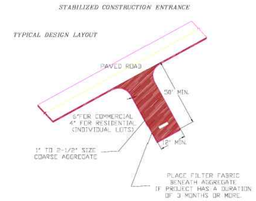
2. NO DAYLIGHT SHOULD BE SEEN UNDER THE WATTLE AFTER INSTALLATION.

3. WHEN INSTALLING RUNNING LENGTHS OF STRAW WATTLE, BUTT THE SECOND WATTLE TIGHTLY AGAINST THE FIRST. STAKE THE WATTLES AT EACH END AND FOUR FOOT ON CENTERS.

4. STAKES SHOULD BE DRIVEN THROUGH THE MIDDLE OF THE WATTLE, LEAVING 2"-3" OF THE STAKE PROTRUDING ABOVE THE WATTLE.

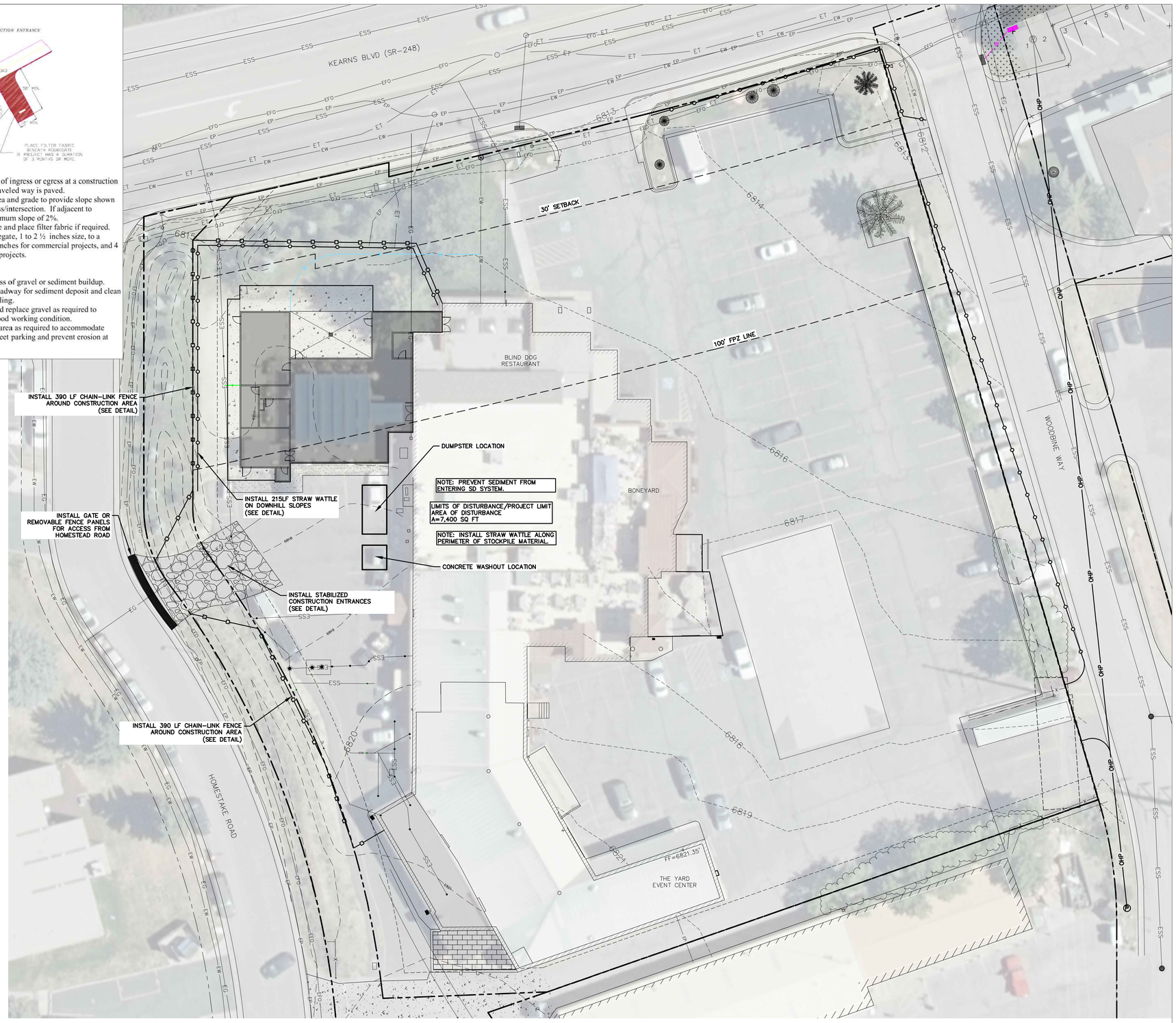
5. WHEN WATTLE IS INSTALLED ON FLAT GROUND, DRIVE THE STAKES STRAIGHT DOWN. WHEN INSTALLING WATTLES ON SLOPES, DRIVE STAKES PERPENDICULAR TO THE SLOPE.

STABILIZED CONSTRUCTION ENTRANCE

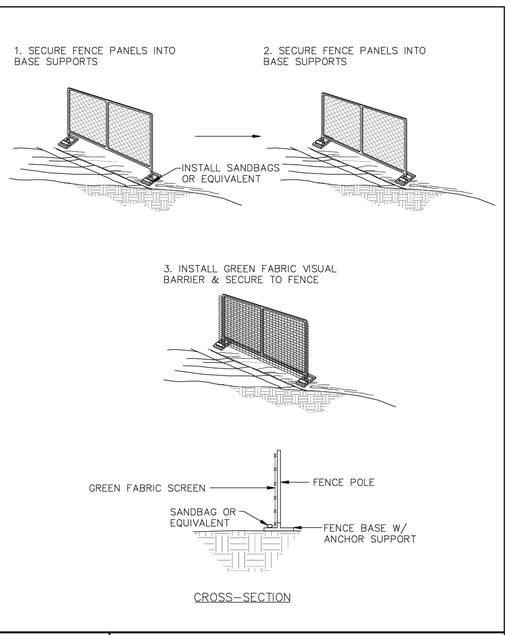


INSTALLATION:
1. Install at any point of ingress or egress at a construction site where adjacent traveled way is paved.
2. Clear and grub area and grade to provide slope shown for driveway, or access/intersection. If adjacent to waterway, use a maximum slope of 2%.
3. Compact subgrade and place filter fabric if required.
4. Place coarse aggregate, 1 to 2 ½ inches size, to a minimum depth of 6 inches for commercial projects, and 4 inches for residential projects.

MAINTENANCE:
1. Inspect daily for loss of gravel or sediment buildup.
2. Inspect adjacent roadway for sediment deposit and clean by sweeping or shoveling.
3. Repair entrance and replace gravel as required to maintain control in good working condition.
4. Expand stabilized area as required to accommodate traffic, and off site street parking and prevent erosion at driveway.

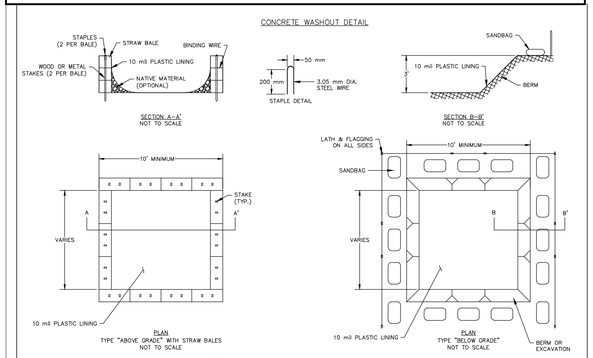


CHAIN-LINK FENCE DETAIL



STANDARD DRAWING	CHAIN-LINK FENCE DETAIL
ALLIANCE ENGINEERING	dtl\parkcity\chain-link fence

CONCRETE WASHOUT DETAIL



NOTES:
1. ACTUAL LAYOUT DETERMINED IN THE FIELD.
2. THE CONCRETE WASHOUT SIGN SHALL BE INSTALLED WITHIN 30 FT OF THE TEMPORARY CONCRETE WASHOUT FACILITY.
3. WASHOUT NEEDS TO BE EMPTIED AND REPAIRED WHEN 75% OF STORAGE CAPACITY IS FILLED.

20' 0 20' 40'

CMP NOTES

1. Construction parking/traffic may not block the street without a permit (available from the Engineering Division)
2. Mud tracked out onto the street must be cleaned prior to the end of the work day.
3. The construction site must be maintained in a neat manner. Trash and other debris may not accumulate outside the dumpster.
4. Use onsite facilities for bathrooms.

PROFESSIONAL ENGINEER
No. 12275305
MARTIN CONNOR DINSMORE
08/28/24
STATE OF UTAH

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

STAFF:
MICHAEL DEMKOWICZ
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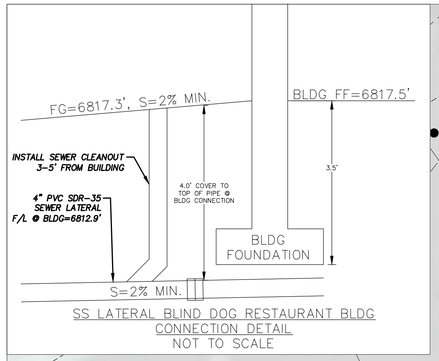
DATE: 08/28/24

CMP & SWPPP
BLIND DOG RESTAURANT EXPANSION
YARD SUBDIVISION

FOR: MARK FISCHER
JOB NO.: 9-3-19
FILE: X:\Prospector\dwg\The Yard\Yard-Civil-c3d.dwg

SHEET 3 **OF** 4



SS LATERAL BLIND DOG RESTAURANT BLDG CONNECTION DETAIL
NOT TO SCALE

EASEMENT

5% CONSTANT SLOPE AWAY FROM BUILDING

WALKWAY

L=5.0' S=2.0% (CONSTANT SLOPE)

MEN'S RESTROOM

WARMING KITCHEN

WOMEN'S RESTROOM

PRIVATE CLUB

UNISEX RESTROOM

EXPOSE EXISTING 6" PVC LINE & INSTALL 7LF 4" PVC SEWER LATERAL W/ CLEANOUT 3-5' FROM BUILDING, & CUT IN 4'X6" WYE, CONNECT TO EXISTING 6" PVC LINE.
FF @ BUILDING=6817.5'
F/L @ BLDG=6812.90' MIN.
F/L @ 6" PVC LINE=6809.0' (APPROX.)
S=2.0% MIN.

INSTALL 5' WIDE ASPHALT SECTION AND CONNNECT TO EXTG. S=2% MAX.

BLIND DOG RESTAURANT EXPANSION FF=6817.5'

LIVING ROOM

INSTALL 95LF 3/4" OR 1" WATER SERVICE & CONNECT TO EXTG WATER SERVICE, MAINTAIN 5FT MIN. BURY, COORDINATE W/ OWNER & PROVIDE METER AS NECESSARY

L=16.5' S=1.5%
L=19.0' S=1.3%
L=10.5' S=1.9% (CONSTANT SLOPE)
L=9.5' S=2.4%

PATIO

WALKWAY

INSTALL 1012 SF (ENTIRE WALKWAY) 4" CONCRETE WITH 6" UBC

INSTALL 627 SF (PATIO) 4" CONCRETE WITH 6" UBC

JUICE BAR

WALK-IN COOLER

CORRIDOR

FF=6817.5'

SAVE & PROTECT EXISTING GAS METERS

SAVE & PROTECT EXISTING POWER BOXES & TELECOMM VAULTS

SAVE & PROTECT EXISTING POWER BOX

SAVE & PROTECT EXISTING GAS METER

THE YARD (EXISTING)

5' 0 5' 10'

LEGEND

ESS	EXISTING SEWER
EW	EXISTING WATER
ESD	EXISTING STORM DRAIN
EOHU	EXTG OVERHEAD UTILITY
EOHP	EXTG OVERHEAD POWER
EG	EXISTING GAS
ET	EXISTING TELECOMM
EP	EXISTING POWER
	EXISTING STORM DRAIN MANHOLE
	EXISTING SANITARY SEWER MANHOLE
	EXISTING STORM DRAIN GRATES
	EXISTING ELECTRICAL BOXES
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No. 12275305
MARTIN CONNOR DINSMORE
08/28/24
STATE OF UTAH

(435) 649-9467
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323 Main Street P.O. Box 2664 Park City, Utah 84060-2664

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SITE AND UTILITY PLAN
BLIND DOG RESTAURANT EXPANSION
YARD SUBDIVISION

FOR: MARK FISCHER
JOB NO.: 9-3-19
FILE: X:\Prospector\dwg\The Yard\Yard-Civil-c3d.dwg

SHEET 2 OF 4

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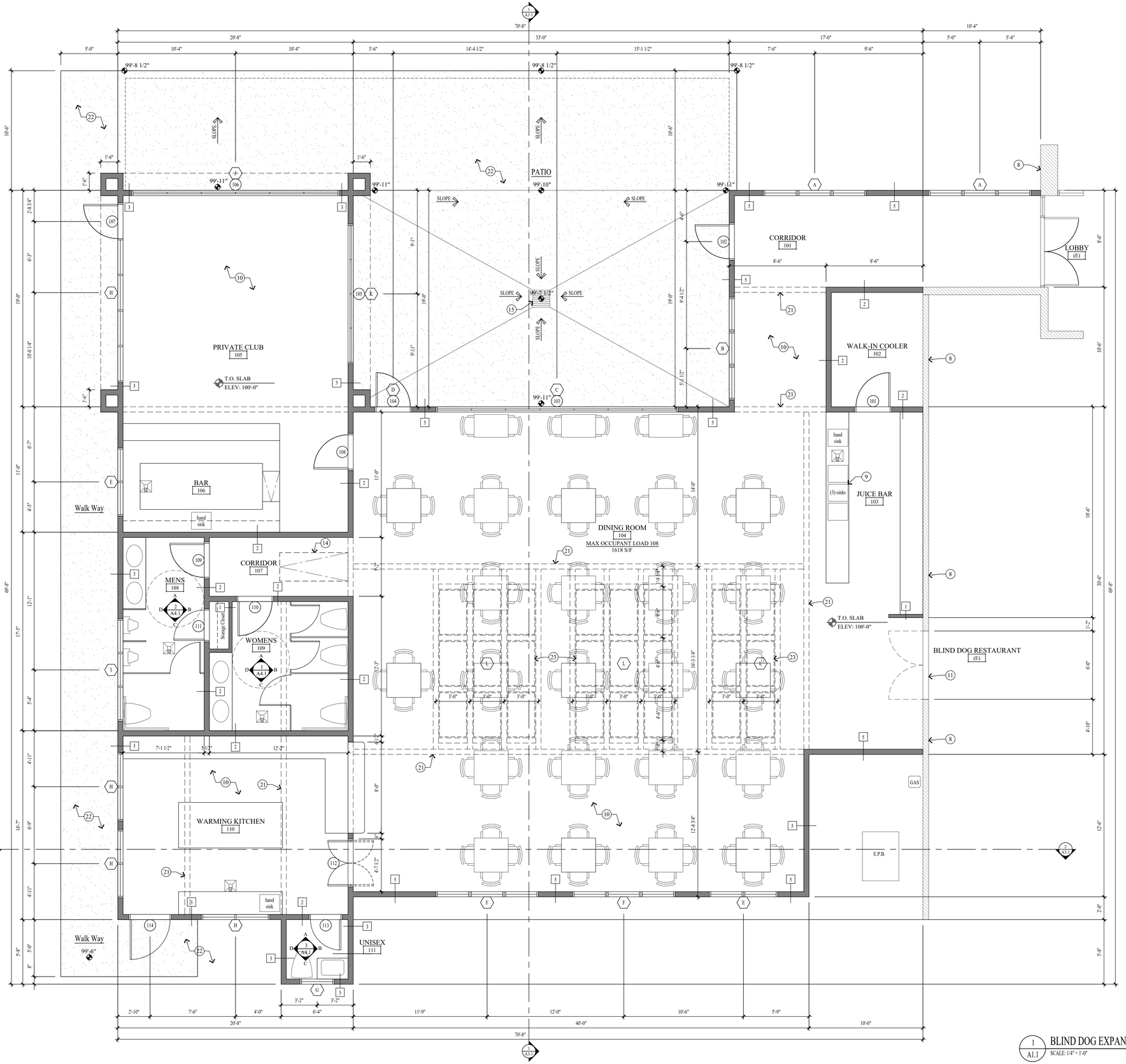
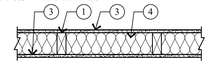


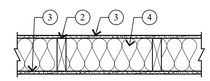
1 A1.1 BLIND DOG EXPANSION FLOOR PLAN
SCALE: 1/4" = 1'-0"

WALL TYPES

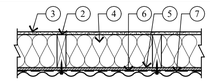
NOTE: ALL INTERIOR FINISH TO BE CLASS A PER IBC 803.1.1 AND ASTM E84



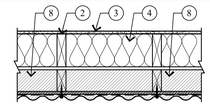
1 WALL TYPE-1 HR
SCALE: 1"=1'-0" U305, U314



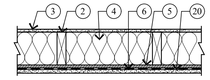
2 WALL TYPE-1 HR
SCALE: 1"=1'-0" U305, U314



3 WALL TYPE - 1HR
SCALE: 1"=1'-0"



4 WALL TYPE - 1HR
SCALE: 1"=1'-0"



5 WALL TYPE - 1HR
SCALE: 1"=1'-0"

WALL LEGEND

- EXISTING 2x FRAMED /CMU /CONC. WALL
- NEW CONCRETE WALL
- NEW FRAMED WALL
- (E) INDICATES EXISTING
- (N) INDICATES NEW

GENERAL NOTES

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

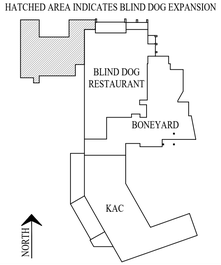
2. EXTERIOR WALLS TO BE 2x6 FRAMING W/ BIB INSULATION R-20 - TYP. ALL INTERIOR WALLS TO BE 2x4 FRAMING, U.N.O. W/ BIB INSULATION R-15 - TYP. ALL INTERIOR PLUMBING AND BEARING WALLS TO BE 2x6 FRAMING, U.N.O. W/ BIB INSULATION R-20 - TYP. FLOOR SLAB, SEE KEY NOTE #10 BELOW. ALL ROOF JOIST TO BE TJI FRAMING U.N.O. W/ BIB INSULATION R-49 - TYP.

KEY NOTES

1. 2x4 STUDS @ 16" O.C.
2. 2x6 STUDS @ 16" O.C.
3. 5/8" TYPE X GYPSUM BOARD.
4. INSULATION - SEE GENERAL NOTES 2 ABOVE.
5. 5/8" EXTERIOR PLYWOOD SHEATHING
6. LIQUID APPLIED, POLYMER-MODIFIED AIR/VAPOR BARRIER OR "TYVEK COMMERCIAL WRAP".
7. CORE 10 VERTICAL CORRUGATED SIDING, PROVIDE SOLID BLOCKING, HORIZONTAL @ 24" O.C.
8. HATCHED AREA INDICATES EXISTING WALL/STUCTURE. CONTRACTOR TO FIELD VERIFY.
9. 3 COMPARTMENT SINK - BY TENANT.
10. 4" REINF. CONC. SLAB ON 2" RIGID INSUL. R-12 - TYP. CONT. ON 6 MIL VAPOR BARRIER (JOINTS LAPPED 6" MIN.) ON 4" GRAVEL BASE CLEANED & GRADED - SEE STRUCTURAL.
11. REMOVE EXISTING DOORS - CONTRACTOR TO FIELD VERIFY LOCATION. REPAIR WALL AS NEEDED.
12. SNOW RETENTION BARS; S-5 X-GARD 2.0 OR EQUAL.
13. GUTTER & DOWN SPOUT W/ HEAT TAPE.
14. PULL DOWN LADDER FOR ATTIC ACCESS, LADDER TO BE RATED 500 lb MIN. ROUGH OPENING 30"x72".
15. HEAVY DUTY 18"x18" FLOOR DRAIN W/ INTEGRAL TRAP FOR SEDIMENT BUCKET. W/ FLOOR CLEAN OUT.
16. FLOOR PAN W/ DRAIN @ WATER HEATER.
17. ARCHITECTURAL GRADE COMPOSITION SHINGLE 50 YEAR PRESIDENTIAL TL (355# PER SQUARE, MIN.) ON ICE AND WATER MEMBRANE. HOLD MEMBRANE 12" DOWN FROM RIDGE.
18. COMPOSITE RIDGE VENT; COBRA OR EQUAL.
19. 2'-6"x4'-0" VELUX SKY LIGHTS - (24) TOTAL.
20. SYNTHETIC STUCCO SYSTEM.
21. DASHED LINE INDICATES BEAM/WALL ABOVE.
22. 4" REINFORCED CONCRETE PATIO AND WALK WAY ON 4" GRAVEL BASE.

KEY PLAN

HATCHED AREA INDICATES BLIND DOG EXPANSION



STATE OF UTAH
JONATHAN DEGRAY
#344528
LICENSED ARCHITECT
11/2/2021

Jonathan DeGray
Architect
P.O. Box 1674, 614 Main Street, Suite 302, Park City, Utah 84060
Tel. 435-649-7263, E-mail: degrayarch@qwestoffice.net

PROJECT DESCRIPTION:
BLIND DOG RESTAURANT
EXPANSION
1251 KEARNS BOULEVARD, PARK CITY, UTAH 84060

SHEET DESCRIPTION:
BLIND DOG EXPANSION
FLOOR PLAN

REVISIONS:

DATE:
OCTOBER 08, 2024

PROJECT NUMBER:
2109-01

SHEET NUMBER:
A1.1

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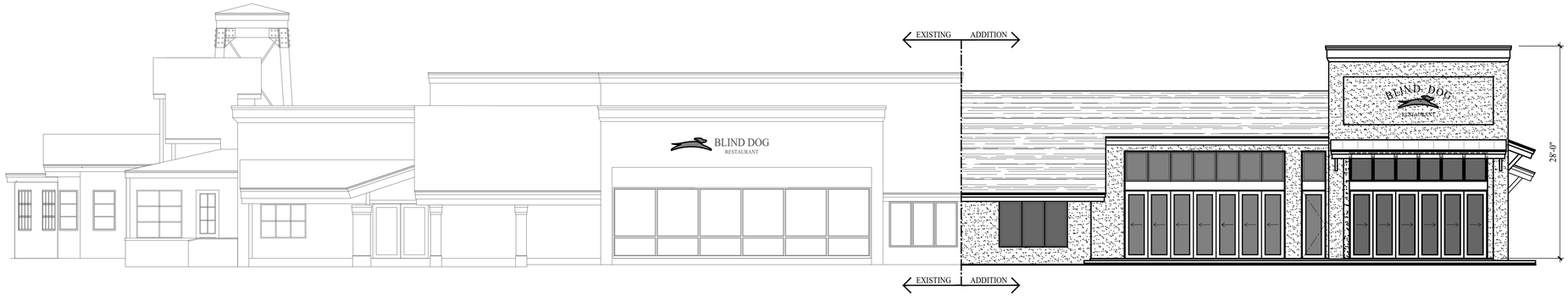
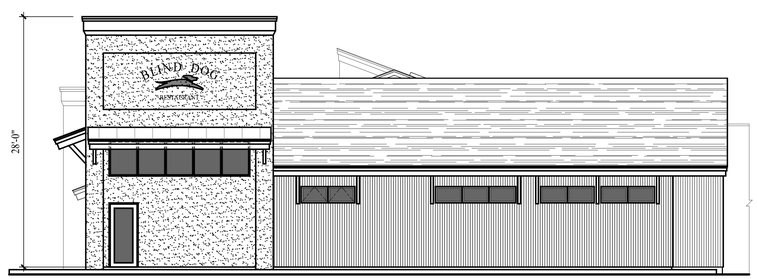


1 A2.2 NORTH ELEVATION
SCALE: 1/8" = 1'-0"



2 A2.2 WEST ELEVATION
SCALE: 1/8" = 1'-0"

Jonathan DeGray
Architect
P.O. Box 1674, 614 Main Street, Suite 302, Park City, Utah 84060
Tel. 435-649-7263, E-mail: degrayarch@qwestoffice.net

STATE OF UTAH
JONATHAN DEGRAY
#4428
LICENSED ARCHITECT
11/2/2021

PROJECT DESCRIPTION:
BLIND DOG RESTAURANT
EXPANSION
1251 KEARNS BOULEVARD, PARK CITY, UTAH 84060

SHEET DESCRIPTION:
ELEVATIONS

REVISIONS:

DATE:
OCTOBER 08, 2024

PROJECT NUMBER:
2109-01

SHEET NUMBER:
A2.2

BLIND DOG
THE YARD
AT PARK CITY
BONEYARD
PARK CITY'S FINEST FOUR
BONEYARD
BLIND DOG

BLIND DOG
RESTAURANT

STOP
VOLVO

The YARD Parking Study

Prepared by: WCG

Date: October 18, 2024

Executive Summary

The YARD business center is planning an expansion of the Blind Dog Restaurant. This project is expected to add an additional 3,377 square feet of net usable area to the existing restaurant with the addition of an enclosed patio.

From counts gathered between July 13th to July 17th, 2022 it was identified that the peak parking use was 111 vehicles. The Emporium and The YARD businesses peak hours parking demand are at different times, 9 am to 5 pm, 6 pm to 9 pm, respectively. The combined parking lots provide a total of 139 parking stalls for the use of The YARD businesses, either in front of the building or in The Emporium overflow.

In accordance with the Park City Municipal Corporation (PCMC) Code parking requirements, The YARD is required to provide 156 parking stalls. If you apply a parking reduction factor of 20% for transit, ride share, and active transportation usage you can reduce the parking requirement by 32 stalls. Therefore, per PCMC Code and the parking reduction factor, there would be a need for 124 parking stalls.

Findings and Recommendations

- With current land use there are insufficient parking stalls to meet the parking requirements (150 spaces).

- With the proposed Blind Dog Restaurant expansion, The YARD is required to provide 156 spaces. Between the YARD parking area and The Emporium overflow, 139 spaces are provided.

- With an increase in transit, alternative modes of transportation, and ride sharing it is anticipated parking needs will continue to shift over time.

- Applying a parking reduction factor for transit and ride share results in a reduction of 32 parking spaces or an anticipated need of 124 parking spaces, which is below the 139 spaces provided.

- Additional off-street parking is available on Woodbine Way and Munchkin Road.

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I. INTRODUCTION

A. Purpose

This study addresses the parking needs associated with the proposed improvements at The YARD, which is a commercial space located in Park City, Utah. Currently, there are two businesses associated with The YARD commercial space. The Project is approximately located between Woodbine Way and Homestake Road and is located adjacent to Kearns Blvd or SR-248, in the central area of Park City. ***Figure 1*** depicts the location of the Project and the parking areas of study. Plans for the proposed projects are also included in ***Appendix A***.

B. Scope

The following parking areas were analyzed to determine parking needs for the businesses:

- The YARD Parking Lot
- The YARD Parking in the Back of Building
- Overflow parking at the adjacent business, The Emporium

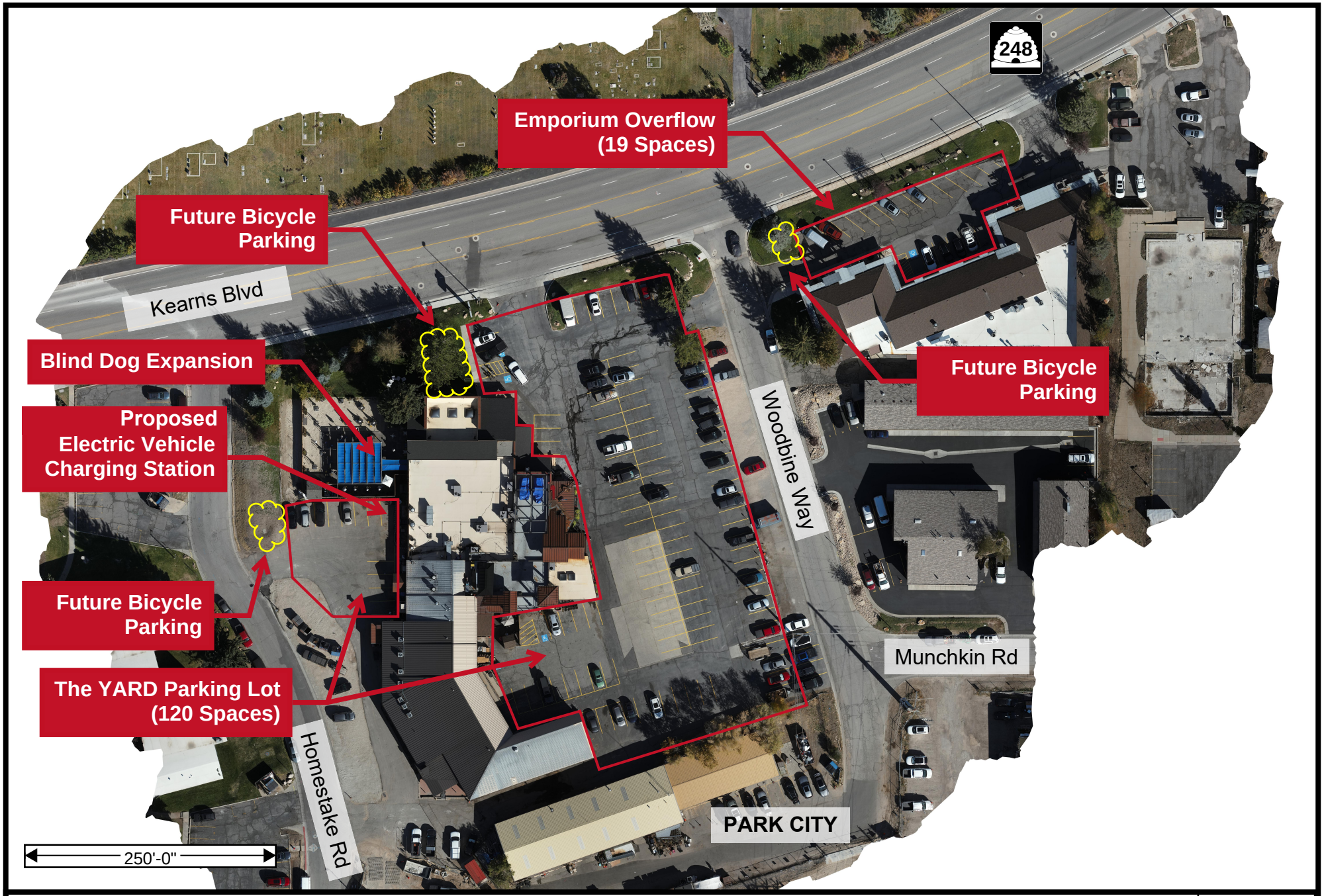
C. Analysis Methodology

An analysis was performed using the Park City Off-Street Parking Code (15-3) and existing volumes collected at 5:00, 6:00, and 7:00 PM during five consecutive days at study parking areas.

The potentially applicable non-residential uses parking ratio requirements are included in ***Table 1***. A legend was used to summarize information in future tables.

Table 1: Park City Parking Ratio Requirements for Specific Land Use Categories - Legend for Potentially Applicable Ratios		
Legend	**Land Use**	**Parking Ratio Requirement**
1	Resturant, Outdoor Dining	Based on Site specific review at the time of CUP
2	Restaurant, Standard and Bar	1 space for every 100 sf of net leasable Area, including kitchen Areas
3	Retail & Service Commercial, Minor, Personal Service	3 Spaces for each 1,000 sf of net leasable area
4	Shopping centers or complexes of multi-tenant retail spaces	3.5 spaces per 1,000 sf of leasable floor Area, excluding corridors and service Areas not related to individual tenant retail spaces
5	Public and Quasi-Public Institution, church and school; Public Utility Uses; and Cemetery	1 space per 5 seats, or 2 spaces per 3 employees, or 1 space per 1,000 sf of floor Area, whichever is greater
6	Light Industrial and Wholesale establishments	1 for every 2 employees in the largest shift plus 1 space for each vehicle used in conducting the business and wholesale, storage uses at 1 per 1,000 sf of floor Area and light manufacturing at 2.5 per 1,000 sf of floor Area
7	Retail & Service Commercial, Major	5 spaces for each 1,000 sf of net leasable floor Area
8	Indoor Entertainment, Theater	1 space per 4 seats or 5 spaces per 1,000 sf of floor Area depending on type of facility

Note: If a project incorporates two Uses, the Use requiring higher number of Parking Spaces shall govern. Whenever the calculation results in a fractional number, the number of spaces required must be rounded up to the next whole number.



WALL CONSULTANT GROUP

Study Area

The YARD - Parking Study

DATE: 10/07/2024

PROJECT: 22-178

Figure 1

II. BACKGROUND EXISTING CONDITIONS

A. Purpose

The purpose of the existing conditions section is to gather existing information on site geometry, existing parking volumes, and existing parking availability for the surrounding area. This information is used to help identify and quantify impacts that the Project will have on the surrounding area. The existing (2022) background analysis evaluates the study site without any Project improvements and establishes existing parking and geometric conditions.

B. Roadway System

The study area is described below and shown in ***Figure 1***.

The YARD Businesses – This commercial area is located between Woodbine Way and Homestake Road off Kearns Blvd or SR-248. Currently there are two businesses in this area: Blind Dog, a restaurant and raw bar along with the Boneyard Saloon & Wine Dive, a bar and grill. The Kimball Arts Center, a non-profit arts & education center is also located in this same area but has a separate designated parking area south of The YARD parking lot. The Kimball Arts Center is a temporary location for the Arts Center until Park City completes the new location with the Art District. The square footage and land use type of each individual business is shown in **Table 2**.

C. Parking Volumes

WCG gathered parking counts on five consecutive days for the study area. The parking counts were collected from July 13th, 2022, to July 17th, 2022, at 5:00, 6:00, and 7:00 PM. These counts were collected in July 2022, during the COVID-19 pandemic. No restrictions were in place when the counts were completed. Generally, parking volumes have been observed to be at or above pre-pandemic levels. Therefore, no adjustments were made to the volumes to account for fluctuations due to the pandemic.

Currently, there are several businesses in the surrounding area. This area of town is served by many transportation modes, including a free bus service. The parking lot of The Emporium, the adjacent business center is lower in demand in the later hours of the evening, as day-time businesses close for the day. The parking demand at The YARD, however, increases in demand during the later hours of the evening, but also provides little demand in the earlier hours of the day. While the businesses at The YARD and The Emporium are not directly related in the services they provide, they share the parking spaces available because the peak parking hours happen during different times of the day.

Additionally, since there are all sorts of services nearby, the parking lot is often used to access more than one business. For example, a parking lot can be used to serve both Edgemont Cleaner and the Blind Dog, creating a mixed-use parking lot that provides access to different land uses since the businesses are within walking distance.

Traffic count data is included in ***Appendix B***.

D. Mitigation Measures

There are no mitigation measures required for background existing (2022) conditions.

E. Recommendations

As shown in Table 2, the existing parking requirements per city code is 150 spaces. By combining the existing available spaces at the YARD Businesses and the adjacent Emporium Business (139 spaces) there is not adequate parking currently available to meet the existing parking requirement. Table 3 shows the average parking demand per hour of the Emporium and the Yard.

Table 2: Existing Land Use Ratio Requirements per Business Type (7 PM) **

Parking Location	Business Name	Commercial Use Category	Parking Ratio Requirement (See Legend)	Area	Minimum Required	Existing Available	Existing Required per PCMC Code	Existing Peak Parking Counts
				Square Feet	Spaces	Spaces	Spaces	Vehicles Parked
The YARD Business	Blind Dog Existing Restaurant	Restaurant, Standard	2	5,330	54	120	150	111
	Blind Dog outdoor patio dining area	Restaurant, Outdoor Dining	1 (Same parking requirements as 2)	4,000	40			
	Boneyard Restaurant and Saloon	Restaurant, Standard and Bar	2	4,666	47			
	Boneyard Restaurant and Saloon rooftop dining area	Restaurant, Outdoor Dining	N/A (approved w/o requirement for increased parking)	2,836	--			
	Kimball Arts Center	Public and Quasi-Public Institution	5	8,756	9			
Emporium Business						19	0*	2
Total				25,588	150	139	150	113**

Note: If a project incorporates two Uses, the Use requiring higher number of Parking Spaces shall govern. Whenever the calculation results in a fractional number, the number of spaces required must be rounded up to the next whole number.
*At 7 PM the businesses at The Emporium have not been included in this calculation because it is outside their hours of operation and produce minimal parking demand.
**The peak demand for parking at The YARD was 7 PM, therefore this table reflects that peak hour of use.

Table 3: Average Parking Demand by Hour

Time	The Emporium (Overflow)	The YARD
5:00 PM	14	69
6:00 PM	10	106
7:00 PM	2	111

III. PROJECT CONDITIONS

A. Purpose

This section describes the new parking requirements as part of the Project changes in land use and future developments.

B. Project Description

The development associated with the parking study includes the expansion of the Blind Dog Restaurant. The Blind Dog Restaurant has a current net area of 5,330 square feet of net usable area per Park City Code (15-3). The project is expected to add an additional 3,377 square feet of net usable area to the existing restaurant.

The number of parking spots required per Park City code is shown in ***Table 4***. As shown, the YARD Business (139 spaces) doesn't not currently have the spaces required per the City Code with the project expansion (156 spaces) without accounting for parking reductions.

Table 4: Project Land Use Ratio Requirements per Business Type

Parking Location	Business Name	Parking Ratio Requirement (See Legend)	Area	Minimum Required	Existing Available	Project Required per City Code	Additional Parking Needed
			Square Feet	Spaces	Spaces	Spaces	Spaces
The YARD Business	Blind Dog Existing Restaurant	2	5,330	54	120**	156	36
	Blind Dog enclosed patio addition	2	3,377	34			
	Blind Dog outdoor patio dining area	1 (Same parking requirements as 2)	1,198	12			
	Boneyard Restaurant and Saloon	2	4,666	47			
	Boneyard Restaurant and Saloon rooftop dining area	N/A (approved w/o requirement for increased parking)	2,836	--			
	Kimball Arts Center	5	8,756	9			
Emporium Business					19	0*	0
Total			26,163	156	139	156	17

Note: If a project incorporates two Uses, the Use requiring higher number of Parking Spaces shall govern. Whenever the calculation results in a fractional number, the number of spaces required must be rounded up to the next whole number.
*At 7 PM the businesses at The Emporium have not been included in this calculation because it is outside their hours of major operations and produce little to no parking demand.
** These do not include the on-street parking adjacent to the YARD

C. Parking Reductions

While analyzing this site we identified two categories for trip and subsequent parking reductions. The first is a reduction due to alternative modes of transportation. This can include Park City and High Valley Transit, walking, biking including electric bikes. As previously mentioned, Park City and High Valley Transit offer a wide range of transportation modes, and it is worth noting that the YARD Parking area is adjacent to stops for the Blue, Teal, Yellow, and Red transit lines. Ride-share and free hotel transfers are also widely used in Park City. With the proximity to active transportation facilities, transit stops, and ride-share/hotel transfers in Park City, a 20% reduction is anticipated. The change in parking demand due to transit and ride sharing reductions are displayed in ***Table 5.*** These reductions result in a reduction of 29 parking spaces or an anticipated need of 115 parking spaces, which is less than the 139 spaces currently available.

Table 5: Reduction Factors for PCMC Land Use Ratio Requirements per Business Type

Parking Location	Business Name	Land Use	Area	Project Required per City Code	Transit Reduction Factor	Anticipated Parking Needs per City Code
			Square Feet	Spaces	20%	Spaces
The YARD Business	Blind Dog Existing Restaurant	Restaurant, Standard	5,330	156	32	124
	Blind Dog enclosed patio addition	Restaurant, Standard	3,377			
	Blind Dog outdoor patio dining area	Restaurant, Outdoor	1,198			
	Boneyard Restaurant and Saloon	Restaurant, Standard and Bar	4,666			
	Kimball Arts Center	Public and Quasi-Public Institution	8,756			
Total			23,327	156	32	124

Note: If a project incorporates two Uses, the Use requiring higher number of Parking Spaces shall govern. Whenever the calculation results in a fractional number, the number of spaces required must be rounded up to the next whole number.

D. Proposed Parking Requirements

The following proposed changes to the parking requirements in Park City were presented in an open house in February of 2024 and show a drastic reduction in parking for the 'Restaurant, Standard and Bar' land use as shown in ***Table 6***. It is unknown if or when the new parking requirements will be adopted or revised. The whole point of the new code is to account for a transit reduction factor, which will reduce the quantity of required parking spaces.

Table 6: Park City Parking Ratio Requirements for Specific Land Use Categories – Legend for Potentially Applicable Ratios (Proposed Parking Requirements Update)		
Legend	**Land Use**	**Parking Ratio Requirement**
2	Restaurant, Standard and Bar	3 spaces for every 1000 sf of net leasable floor area

The number of parking spots required per the proposed Park City code is shown in ***Table 7***. As shown in the table, the minimum parking required per the proposed Park City code (54 spaces), significantly lower than the current Park City code of 156 spaces.

Table 7: Proposed Parking Requirements Land Use Ratio Requirements per Business Type

Parking Location	Business Name	Parking Ratio Requirement (See Legend)	Area	Minimum Required	Project Planned	Project Required per City Code	Additional Parking Needed
			Square Feet	Spaces	Spaces	Spaces	Spaces
The YARD Business	Blind Dog Existing Restaurant	2	5,330	16	120***	54	0
	Blind Dog enclosed patio addition	2	3,377	11			
	Blind Dog outdoor patio dining area	2	1,198	4			
	Boneyard Restaurant and Saloon	2	4,666	14			
	Boneyard Restaurant and Saloon rooftop dining area	N/A (approved w/o requirement for increased parking)	2,836	--			
	Kimball Arts Center	5	8,756	9			
Emporium Business					19	0**	0
Total			26,163	54	139	54	0

Note: If a project incorporates two Uses, the Use requiring higher number of Parking Spaces shall govern. Whenever the calculation results in a fractional number, the number of spaces required must be rounded up to the next whole number.
*These numbers are not included in the parking calculations because the Kimball Arts Center has a separate parking lot to the south separated from The YARD.
**At 7 PM the businesses at The Emporium have not been included in this calculation because it is outside their hours of major operations and produce little to no parking demand.
*** These do not include the on-street parking adjacent to the YARD

E. The YARD Parking Lot Improvements

The YARD has plans for future parking lot improvements that will add parking spaces for a total of 142 spaces on The YARD site. These improvements are planned as a future project to coincide with street improvements planned by PCMC and provide street connectivity to the surrounding area. The YARD parking lot improvements will allow Munchkin Road to connect with Homestake Road. The connection of Munchkin Road removes eight current parking stalls on The YARD parking lot but will create 16 on street parking stalls, adjacent to The YARD. Also associated with the parking lot changes are Woodbine Way improvements that create 16 on street parking spaces, adjacent to The YARD. The parking lot improvements, along with modifications along Munchkin Road

and Woodbine way would provide a new total of 174 parking stalls.

It is also anticipated at a future date that the Kimball Arts Center will relocate to a different location. The future use of that portion of the building is unknown at this time but the parking needs associated with that future use will be addressed when the need is better known.

F. Bicycle Parking

Per the park city municipal code 15-3-9 'Bicycle Parking Requirements', outdoor bicycle parking shall be provided for ten percent (10%) of the required Off-Street parking for the temporary storage of bicycles. Applicants granted a reduction in Off-Street parking by the Planning Commission must satisfy outdoor bicycle parking for the full Off-Street parking requirement. One percent (1%) or minimum of one (1) bicycle parking space of the outdoor bicycle parking shall provide parking at least three feet (3') by ten feet (10') per space to accommodate large bicycles such as cargo, recumbent, tandem, electric, and bicycles with trailers.

The YARD Business area will provide parking spaces for 16 bicycles and one of the bicycle spaces will be at least (3') by ten feet (10') to accommodate large bicycles.

Boneyard currently has 4 bike racks that can hold approximately 10 bikes each (40 total). Blind Dog has one bike rack that can hold 5 bikes. The bike rack are currently not bolted to the ground so that they can be moved for snow removal. The YARD is committed to provide necessary bike improvements.

G. Electric Vehicle Parking

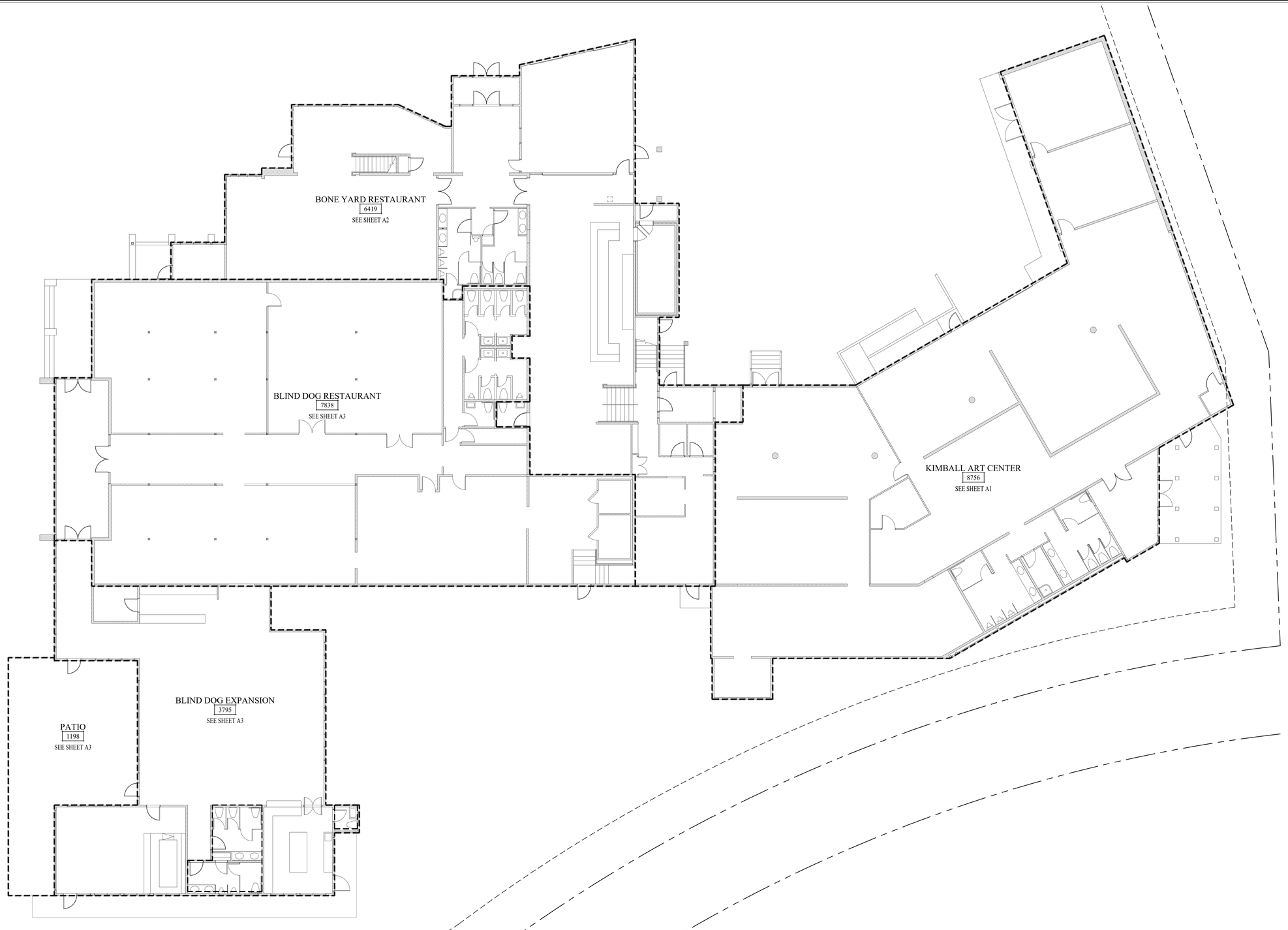
Per the park city municipal code 15-3-11 'Electric Vehicle Charging Stations', an Applicant shall provide Electric Vehicle Charging Station Infrastructure for fifty percent (50%) of the first one hundred (100) required Off-Street parking spaces for Multi-Unit Dwellings and non-Residential Development and for five percent (5%) of required Off-Street parking spaces above one hundred (100).

An Applicant shall install Electric Vehicle Charging Stations for five percent (5%) of required Off-Street parking spaces for Multi-Unit Dwellings and non-Residential Development for the first 200 parking spaces.

The YARD Business area must provide electric vehicle charging station infrastructure for 53 parking spaces. Electric vehicle charging stations are required at 8 of these parking spaces. The first Electric Vehicle Charging Station installed shall be a dual-port with one Charging Station that is ADA accessible. This dual-port shall count as one Charging Station. Dual-port Charging Stations installed thereafter shall count as two Charging Stations. There are plans to construct an electric vehicle charging station in the west lot (identified in Figure 1). EV charging stations would then be stalled at a future phase.

IV. APPENDICES

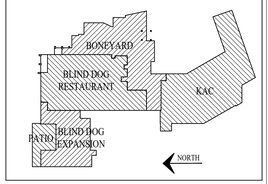
APPENDIX A: PLANS



THE YARD - OVERALL PLAN
SCALE: 3/32" = 1'-0"

KEY PLAN

HATCHED AREA INDICATES LEASE SPACE



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Jonathan DeGray
Architect
P.O. Box 1674, 614 Main Street, Suite 302, Park City, Utah 84060
Tel. 435-649-7263, E-mail: degrayarch@qwestoffice.net

PROJECT DESCRIPTION:
THE YARD 1251 KEARNS, LLC.
SQUARE FOOTAGE SUMMARY
1251 KEARNS BOULAVARD, PARK CITY, UTAH 84060

SHEET DESCRIPTION:
THE YARD - OVERALL PLAN

REVISIONS:

DATE:
OCTOBER 04, 2024

PROJECT NUMBER:
2408-01

SHEET NUMBER:
A0

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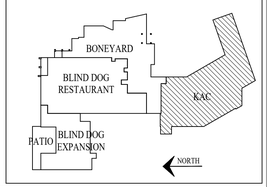
GROSS AREA CALCULATIONS (S/F)	
BUILDING	AREA
KIMBALL ART CENTER	8,756

KIMBALL ART CENTER SQUARE FOOTAGE PLAN
SCALE: 1/8" = 1'-0"

KEY PLAN

HATCHED AREA INDICATES BUILDING LOCATION



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Architect
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Tel. 435-649-7263, E-mail: degrayarch@qwestoffice.net

PROJECT DESCRIPTION:
THE YARD 1251 KEARNS, LLC.
SQUARE FOOTAGE SUMMARY
1251 KEARNS BOULAVARD, PARK CITY, UTAH 84060

SHEET DESCRIPTION:
SQUARE FOOTAGE PLAN
KIMBALL ART CENTER

REVISIONS:

DATE:
OCTOBER 04, 2024

PROJECT NUMBER:
2408-01

SHEET NUMBER:
A1

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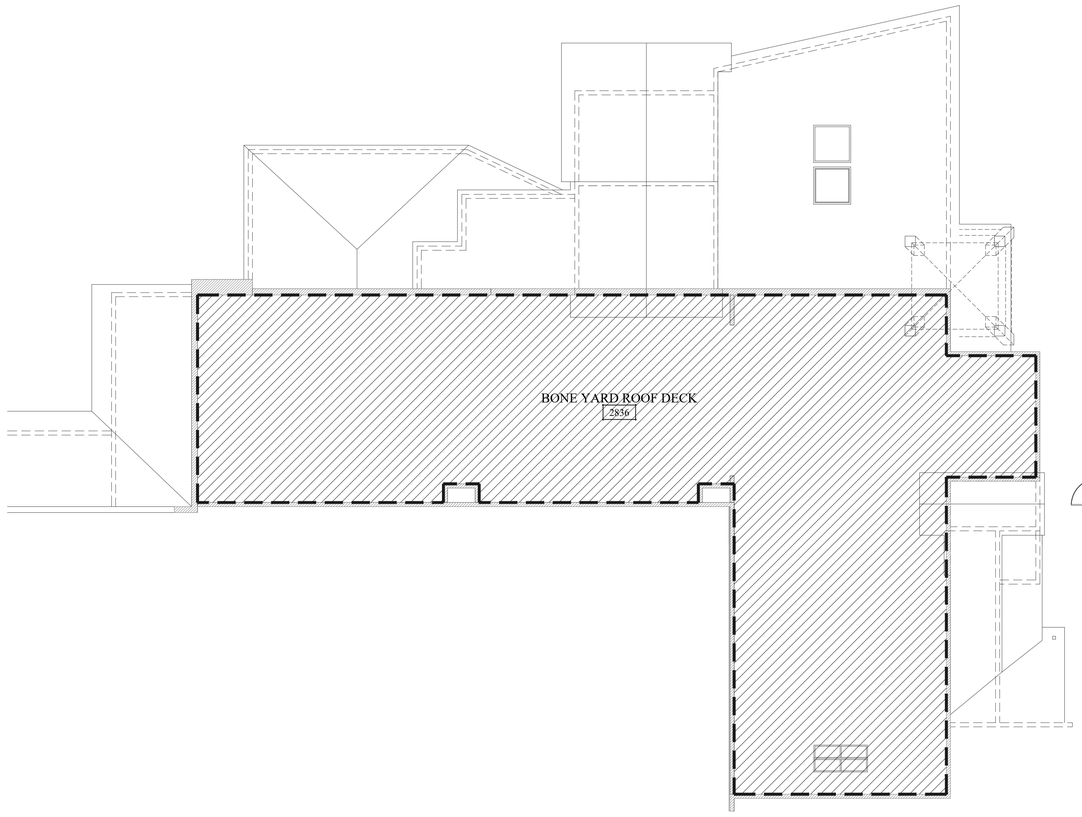
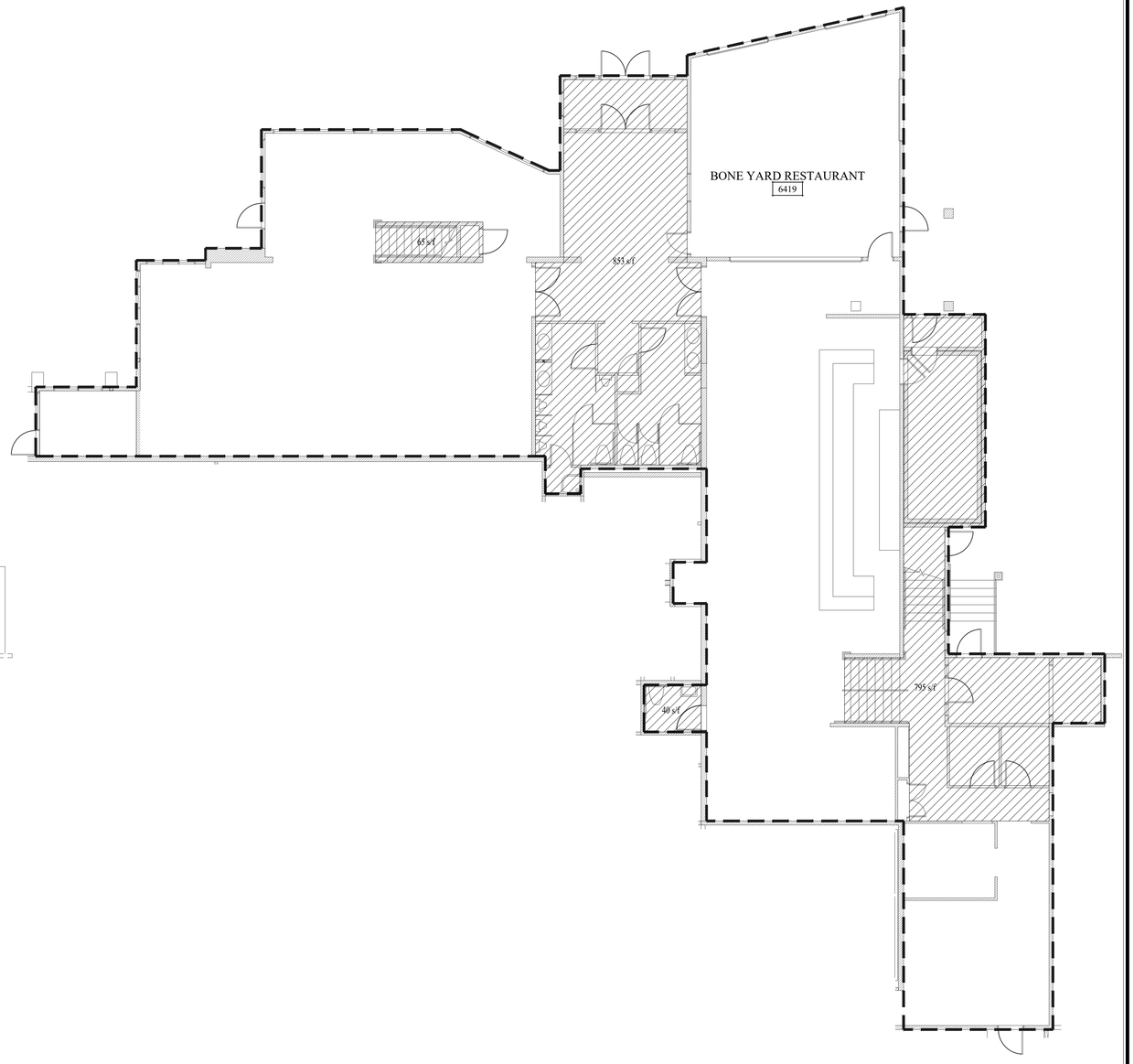




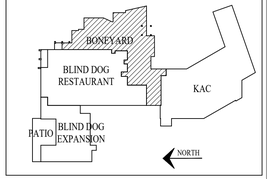
BONE YARD ROOF DECK FOOTAGE PLAN
SCALE: 1/8" = 1'-0"

BONE YARD RESTAURANT FOOTAGE PLAN
SCALE: 1/8" = 1'-0"

NET AREA CALCULATIONS (S/F)			
BUILDING	GROSS AREA	LEASABLE EXCLUSIONS	NET AREA
BONE YARD RESTAURANT	6,419	1753	4,666

KEY PLAN

HATCHED AREA INDICATES BUILDING LOCATION



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THE YARD 1251 KEARNS, LLC.
SQUARE FOOTAGE SUMMARY
1251 KEARNS BOULAVARD, PARK CITY, UTAH 84060

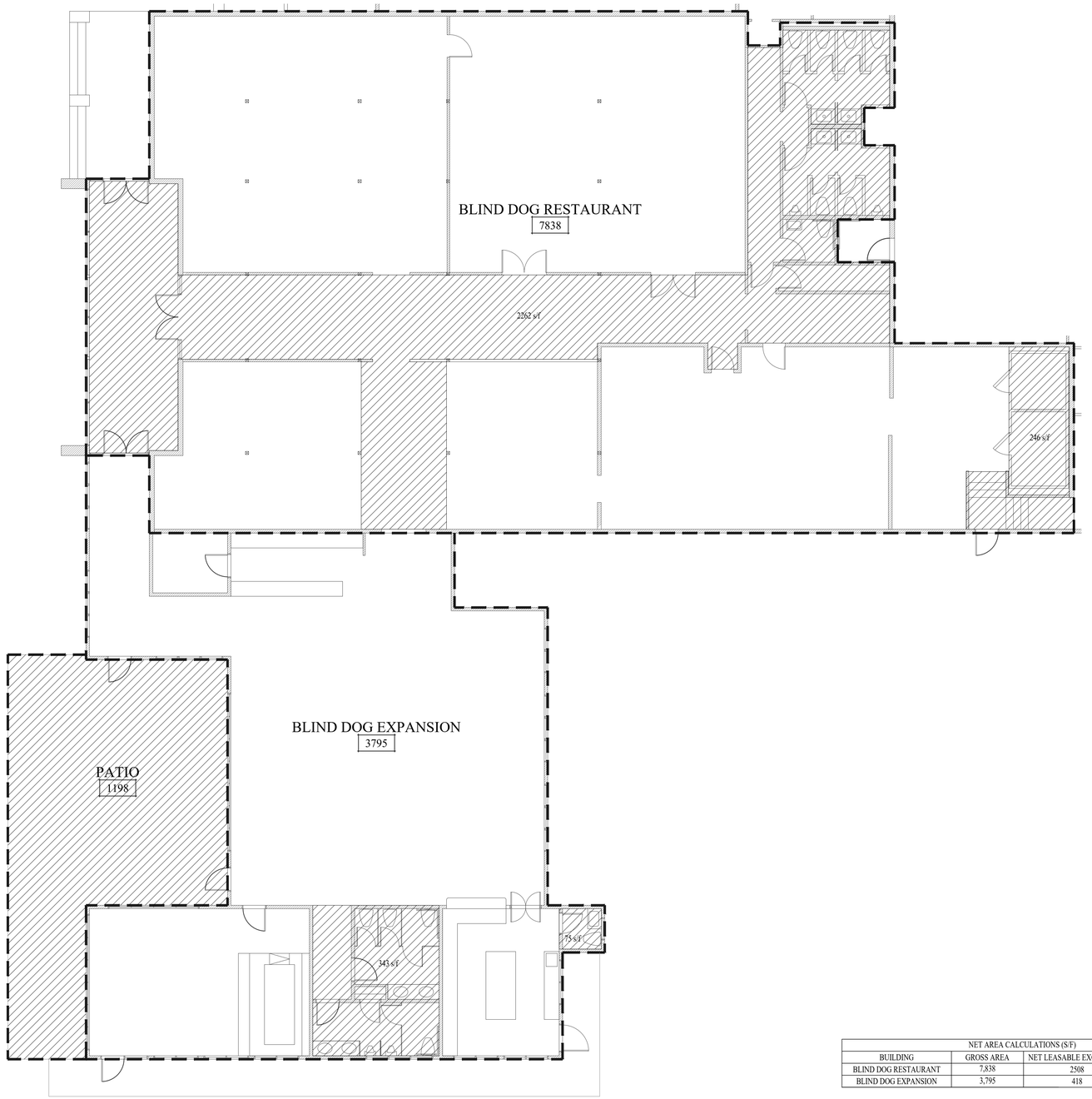
SHEET DESCRIPTION:
SQUARE FOOTAGE PLAN
BONE YARD RESTAURANT

REVISIONS:

DATE:
OCTOBER 04, 2024

PROJECT NUMBER:
2408-01

SHEET NUMBER:
A2

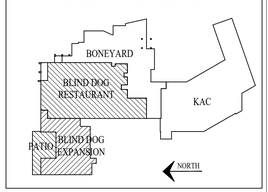


NET AREA CALCULATIONS (S/F)			
BUILDING	GROSS AREA	NET LEASABLE EXCLUSIONS	NET AREA
BLIND DOG RESTAURANT	7,838	2508	5,330
BLIND DOG EXPANSION	3,795	418	3,377

BLIND DOG FOOTAGE PLAN
SCALE: 1/8" = 1'-0"

KEY PLAN

HATCHED AREA INDICATES BUILDING LOCATION



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Jonathan DeGray
Architect
P.O. Box 1674, 614 Main Street, Suite 302, Park City, Utah 84060
Tel. 435-649-7263, E-mail: degrayarch@qwestoffice.net

PROJECT DESCRIPTION:
THE YARD 1251 KEARNS, LLC.
SQUARE FOOTAGE SUMMARY
1251 KEARNS BOULAVARD, PARK CITY, UTAH 84060

SHEET DESCRIPTION:
SQUARE FOOTAGE PLAN
BLIND DOG RESTAURANT

REVISIONS:

DATE:
OCTOBER 04, 2024

PROJECT NUMBER:
2408-01

SHEET NUMBER:
A3

APPENDIX B: PARKING COUNTS

Day	Date	Time	Location					Maximum Volumes		
			The Emporium - Parking along other areas	The Emporium Lot	The Yard - Back of Building	The Yard Lot	Parking along Woodbine Way	The Emporium	The Yard	Combined
Wednesday	13-Jul	5:00 PM	15	2	13	47	0	17	60	77
		6:00 PM	13	4	13	87	0	17	100	117
		7:00 PM	0	2	15	97	0	2	112	114
Thursday	14-Jul	5:00 PM	17	9	14	56	15	26	85	111
		6:00 PM	13	4	14	86	15	17	115	132
		7:00 PM	0	0	16	92	20	0	128	128
Friday	15-Jul	5:00 PM	10	5	15	56	20	15	91	106
		6:00 PM	7	1	17	95	25	8	137	145
		7:00 PM	0	4	16	99	23	4	138	142
Saturday	16-Jul	5:00 PM	6	1	17	54	4	7	75	82
		6:00 PM	5	5	16	105	21	10	142	152
		7:00 PM	2	2	16	91	22	4	129	133
Sunday	17-Jul	5:00 PM	3	0	4	25	5	3	34	37
		6:00 PM	0	0	6	27	5	0	38	38
		7:00 PM	0	0	6	37	6	0	49	49
Maximum Volumes								**26***	**142***	**152***

*Note the peak parking period at The Emporium occurred on Thursday at 5 PM, it occurred at The Yard at 6 PM on Saturday, and therefore the peak parking period for the combination of both lots also occurred on Saturday at 6 PM.

Blind Dog Addition
1251 Kerns BLVD.
Park City UT

LMC, CUP – Applicant Review and Response, 10-8-24

15-1-10 Conditional Use Review Process

D. STANDARDS FOR REVIEW. The City shall not issue a Conditional Use permit unless the Planning Commission concludes that:

1. the Application complies with all requirements of this LMC; ***The proposed addition to the blind dog Restaurant complies with all LMC requirements regarding building mass, scale, height, setbacks and criteria relating to Conditional Use requirements per section E of this ordinance. See parking study for more detail on required and provided spaces.***
2. the Use will be Compatible with surrounding Structures in Use, scale, mass and circulation; ***The proposed expansion of existing restaurant is a continuation of the existing architectural forms of the Blind Dog. Use is in keeping with the commercial nature of the Yard complex.***
3. the effects of any differences in Use or scale have been mitigated through careful planning. ***The architecture of the addition is a natural expansion of the current Blind Dog form. Expansion of outdoor dining area mixes well with the proposed expanded pedestrian sidewalk area adding vibrance to the area in front of the Blind Dog.***

E. REVIEW. The Planning Department and/or Planning Commission must review each of the following items when considering whether or not the proposed Conditional Use mitigates impacts and addresses the following items:

1. size and location of the Site; **See attached site plan**
2. traffic considerations including capacity of the existing Streets in the Area; **N/A**
3. utility capacity, including Storm Water run-off; **Retention design to be provided in the permit set.**
4. emergency vehicle Access; ***See parking lot plan.***
5. location and amount of off-Street parking; **There are 25 parking spaces along Woodbine not counted in the parking study because 40% of each space is in city ROW.**
6. internal vehicle and pedestrian circulation system; ***Existing***
7. Fencing, Screening, and landscaping to separate the Use from adjoining Uses; **See FPZ landscape and improved sidewalk on the renderings.**
8. Building mass, bulk, and orientation, and the location of Buildings on the Site; including orientation to Buildings on adjoining Lots; **See architectural plans, elevations and renderings.**
9. usable Open Space; **N/A**
10. signs and lighting; **See revised sign location.**

11. physical design and Compatibility with surrounding Structures in mass, scale, style, design, and architectural detailing; ***See architectural plans and renderings.***
12. noise, vibration, odors, steam, or other mechanical factors that might affect people and Property Off-Site; **Current uses to remain. No new uses are proposed.**
13. control of delivery and service vehicles, loading and unloading zones, and Screening of trash and recycling pickup Areas; **Existing to remain**
14. expected Ownership and management of the project as primary residences, Condominiums, time interval Ownership, Nightly Rental, or commercial tenancies, how the form of Ownership affects taxing entities; **No change**
15. within and adjoining the Site, Environmentally Sensitive Lands, Physical Mine Hazards, Historic Mine Waste and Park City Soils Ordinance, Steep Slopes, and appropriateness of the proposed Structure to the existing topography of the Site; and **The existing site is within the soil ordinance boundary.**
16. reviewed for consistency with the goals and objectives of the Park City General Plan; however, such review for consistency shall not alone be binding. **Per the General Plan, Bonanza Park section, this proposed project furthers the desired principals outlined in sections 3.1, 3.2, 3.2a, and 3.4 The yard complex provides work and entertainment opportunities for local populations while adding to the aesthetic of an "Authentic" neighborhood. Proposed improvements, per section 3.4, include the enhanced multi-use sidewalk along Kerns.**

Proposed Bonanza Park Small Area Plan - Applicant Review and Response, 10-8-24

This project was reviewed for compliance with the Proposed Bonanza Park Small Area Plan. Areas for consideration per the plan were.

1. Mixed Use
2. Local
3. User- Friendly
4. Inclusive
5. Green
6. Cultural

Mixed Use – The Yard complex offers varied dining and entertainment options to the overall Bonanza Park neighborhood. The addition to the Blind Dog will further enhance the restaurant components of the Yard complex. The proposed addition form meshes with the images proposed in the plan on page 64, "How these Recommendations can Shape Development"

As part of the planned improvements, under the MU2 section of the plan along the FPZ, the entry corridor along Kerns will be enhanced with an expanded pedestrian multi use sidewalk in front of the Blind Dog Restaurant.

Local – The overwhelming perception of the Yard facility is that it caters the surrounding local neighborhoods. The proposed expansion will further this connection by offering additional variety in dining experiences within the proposed Bonanza Park area.

User Friendly - Enhanced multi-use sidewalk along Kerns will aid in goals set by UF1 providing connectivity to other trail systems.

Inclusive – Existing and proposed uses at the Yard act as part of a mixed-use neighborhood supporting other aspects of the planned area such as housing of various types.

Green – The Yard complex is a multi-use facility containing restaurants and the Kimball Arts Center. The facility is on transit lines and within walking and biking distance to existing surrounding neighborhoods. It will be a critical component to any future residential based development within Bonanza Park.

Cultural – The enhanced multi-use path and its existing landscape area along with the potential for the corner of Homestake and Kerns offer opportunity for art installations.

Planning Commission
Staff Report

Subject: **Robbins Annexation Petition**
Parcel SS-104-B
Application: **PL-23-05882**
Author: **Elissa Martin, Assistant Planning Director**
Date: **October 23, 2024**

Recommendation

(I) Review the petition to annex a 0.94-acre parcel within the Thaynes Canyon neighborhood from unincorporated Summit County into Park City to develop one Single-Family Dwelling and affordable Accessory Apartment within the Single-Family Zoning District and Sensitive Land Overlay, (II) review the Draft Annexation Agreement, (III) conduct a public hearing, and (IV) consider forwarding a positive recommendation to the City Council to approve the annexation petition Draft Ordinance Findings of Fact, Conclusions of Law, and Conditions of Approval (Exhibit A) and associated Annexation Agreement (Attachment 1).

Description

Applicant:	Brad Mackay, Ivory Development LLC
Location:	Parcel SS-104-B
Zoning District:	Existing Summit County Zoning: Rural Residential Proposed Park City Zoning: Single Family Sensitive Land Overlay (as Conditioned)
Adjacent Land Uses:	Residential
Reason for Review:	The Planning Commission reviews annexation petitions accepted by the City Council and forwards a recommendation to the City Council for Final Action.[1]

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

Summary

The Applicant submitted a petition to annex Summit County Parcel SS-104-B into Park City's municipal boundary to develop one Single-Family Dwelling and affordable Accessory Apartment with access from Iron Canyon Drive in the Thaynes Neighborhood (Exhibit C). The annexation parcel is located near the base of Iron Mountain, with proximity to the northern entry corridor and the McPolin Farm. The area is

[1] LMC § 15-8-4

predominantly Single-Family zoning within the Sensitive Land Overlay. Development in the adjacent subdivisions of Iron Canyon, Aspen Springs, and Thaynes Creek Estates is regulated by their respective annexation agreements and subdivision plats in terms of limitations on building height, building footprint, maximum floor area, and limits of disturbance, to protect entry corridors and viewsheds, as well as to preserve open space and create buffers.

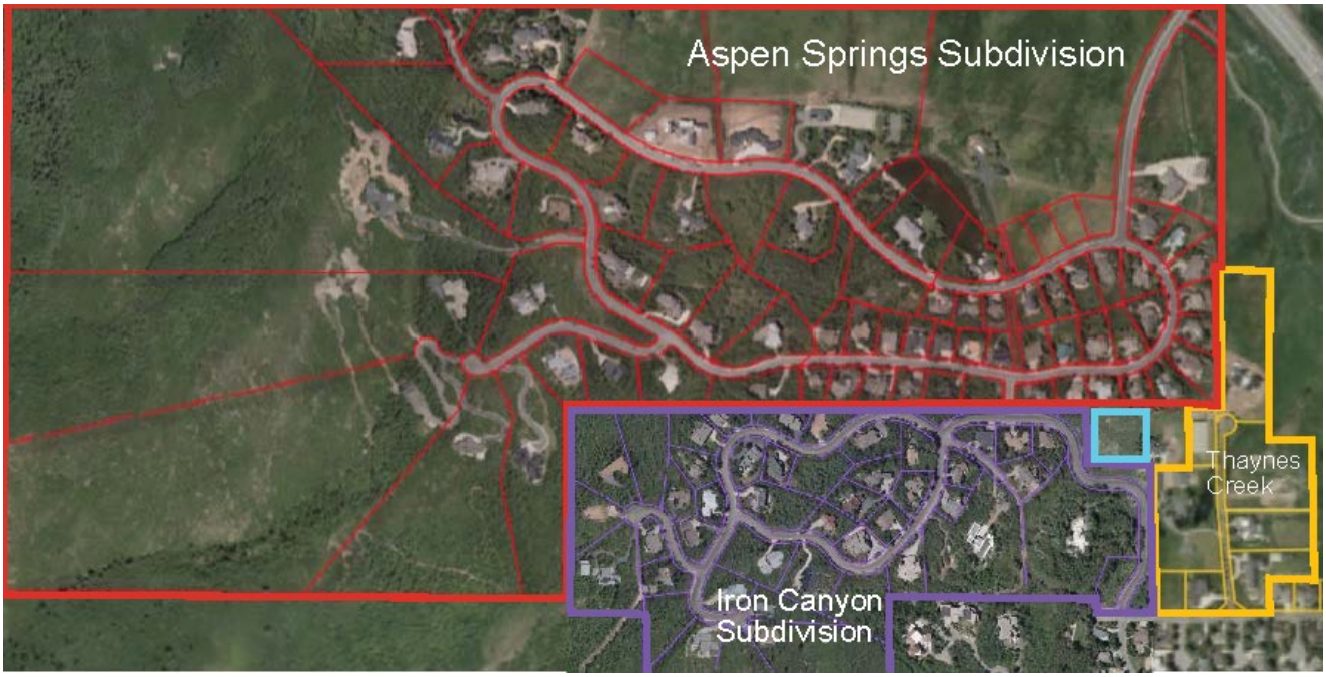

Figure 1: Annexation parcel (Blue), and surrounding subdivisions, Iron Canyon (purple), Aspen Springs (red), Thaynes Creek Ranch Estates (yellow)

Currently, the property is zoned Rural Residential in Summit County which allows development of one Single-Family Dwelling (SFD) and accessory structures,[2] pending access to Iron Canyon Drive and approvals to extend water and sewer service. If Parcel SS-104-B is developed within Summit County, the allowable height exceeds Park City height regulations, the Sensitive Land Overlay would not apply, and future development could include limited commercial uses as well as Nightly Rentals.

[2] Summit County Development Code § 10-2-10

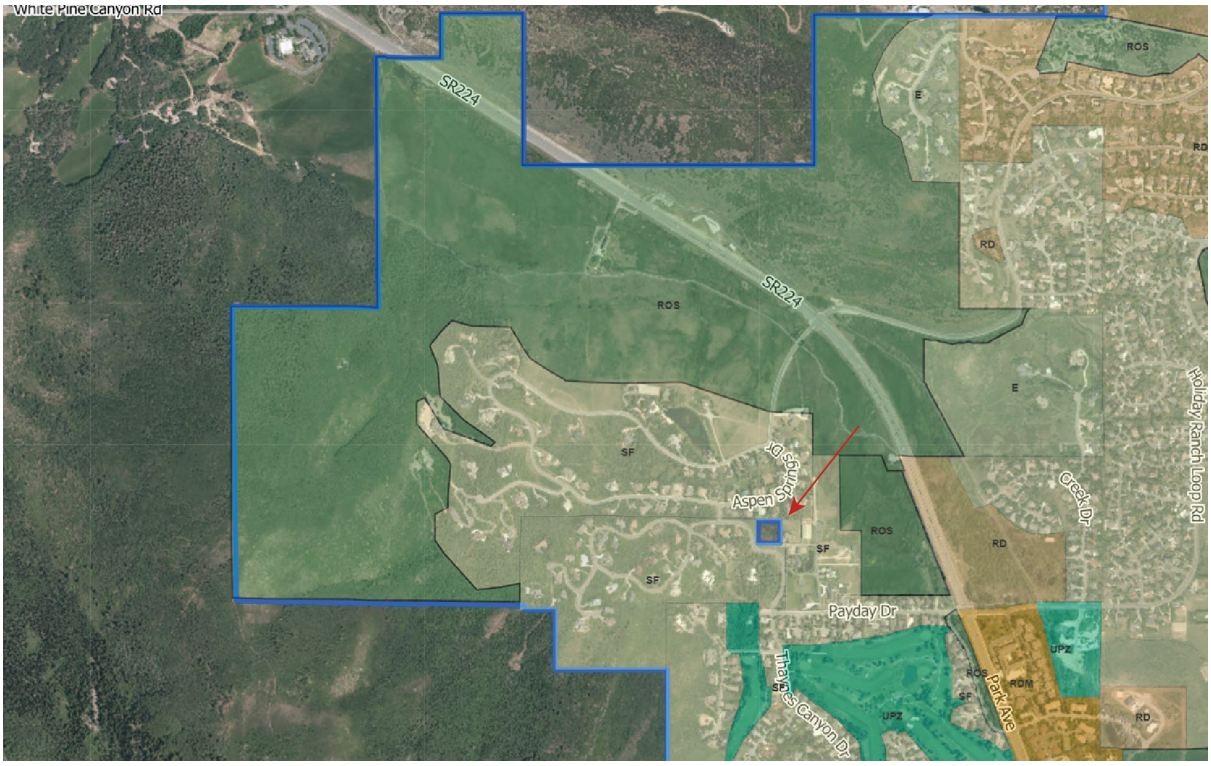

Figure 2: The 0.94-acre Summit County Parcel SS-104-B in the Thaynes Canyon neighborhood, surrounded by Single-Family Zoning in yellow and the Sensitive Land Overlay

The Applicant submitted a certified survey plat of the property to be annexed (see Figure 3 below and Attachment 1: Annexation Agreement), and requested Single-Family zoning, which would allow up to three dwelling units per acre. However, terms and conditions of the draft Annexation Agreement limit the density of the subject property to one Single-Family Dwelling and one affordable Accessory Apartment.

Pursuant to LMC § 15-8-3, the Applicant submitted a Preliminary Subdivision Plat that combines Parcel SS-104-B, proposed for annexation, and adjacent Parcels IC-MISC and PCA-105 (already within City limits) to create one 1.73-acre lot.

The City Council accepted the petition for further processing on March 7, 2024, and the Planning Commission held a public hearing at their September 25, 2024 meeting to consider the annexation petition and recommended conditions of approval.

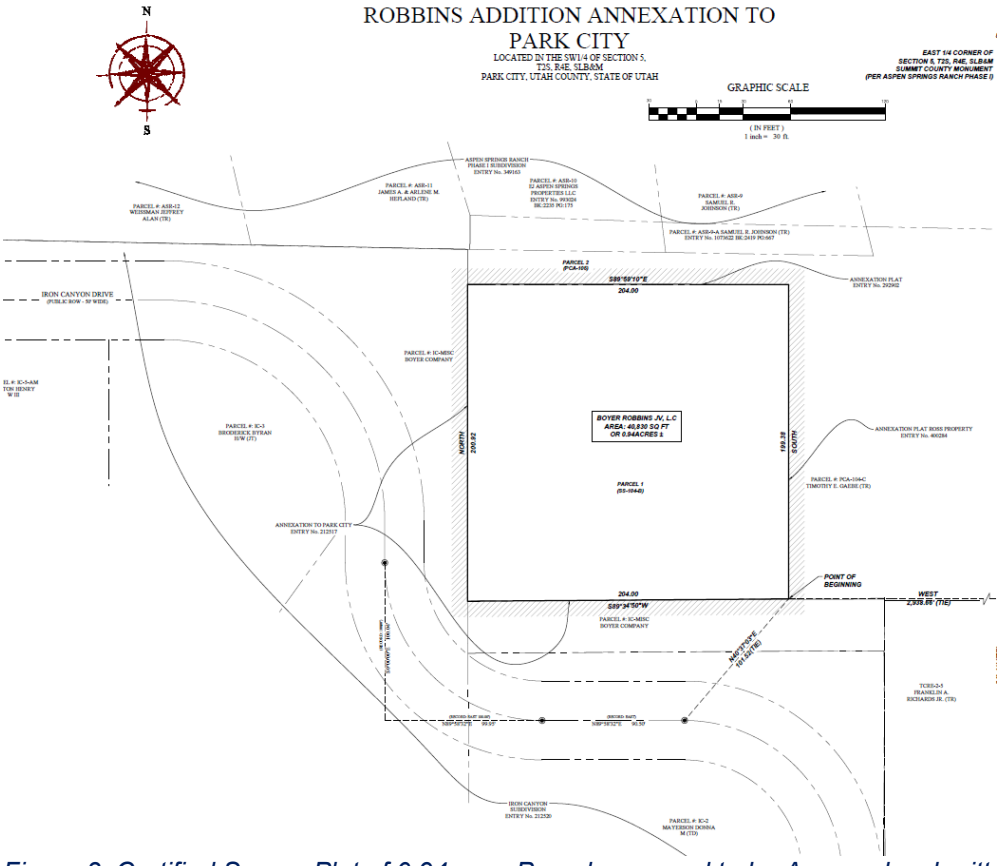

Figure 3: Certified Survey Plat of 0.94-acre Parcel proposed to be Annexed, submitted by Applicant

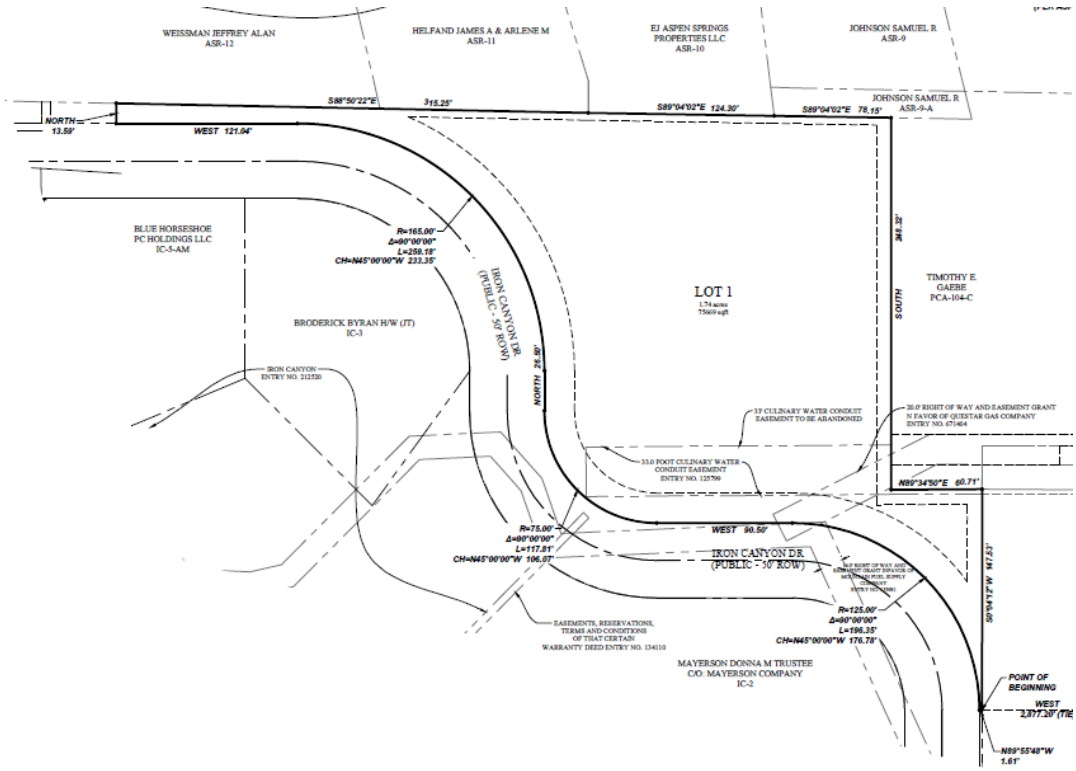

Figure 4: Preliminary Subdivision Plat combines the 0.94-acre annexation parcel and adjacent IC-MISC

and PCA-105 parcels to create one 1.73-acre lot.

Please see Exhibit A: Draft Ordinance approving the annexation agreement and Attachment 1: Annexation Agreement with exhibits including the Annexation Plat, Zoning Map Amendment and Preliminary Plat.

Background

The staff report and exhibits presented at the September 25 public hearing provided a detailed background of how the 0.94-acre island of unincorporated Summit County acreage was the result of three surrounding annexations from 1983 through 1993 that excluded the square parcel, as well as a summary of Staff Review Team and petition process (September 25, 2024 Planning Commission packet).

Analysis

(I) The Petition, as Conditioned, to Annex a 0.94-acre island of unincorporated Summit County and zone the property Single Family complies with the Requirements of the General Plan and Land Management Code § 15-8-1 *Annexation Purpose* with the terms and conditions of the draft Annexation Agreement and recommended plat notes.

Land Management Code § 15-8-1 *Annexation Purpose* includes the following:

- Protecting the general interests and character of the community.
- Assuring orderly growth and development in terms of utilities and public services.
- Preserving open space.
- Enhancing parks and trails.
- Ensuring environmental quality.
- Protecting entry corridors, view sheds, and environmentally sensitive lands.
- Preserving historic and cultural resources.
- Creating buffer areas.
- Protecting public health, safety, and welfare.
- Ensuring annexations are approved consistent with the Park City General Plan and Utah State law.

The proposal to annex the 0.94-acre parcel within the Thaynes neighborhood is compliant with General Plan Goal 1 which discourages sprawl and directs growth inward to strengthen existing neighborhoods.[3] Residential development at this location would be considered infill development and would not contribute to sprawl.

Please review the September 25, 2024 Staff Report for full project analysis. Based on Planning Commission discussion and input, the following terms and conditions are recommended:

1. **Nightly Rentals are prohibited in perpetuity** (Annexation Agreement Terms 3

[3] General Plan, Small Town, p. 26

and 4a).

2. **Density for the 1.73-acre lot is restricted to one Single-Family Dwelling and affordable Accessory Apartment. The 1.73-acre lot may not be further subdivided** (Annexation Agreement Term 4b).
3. **The Single-Family Dwelling is restricted to a maximum of square feet. The second level Floor Area shall not exceed 35% of the overall Gross Floor Area. In addition, rooftop mechanical equipment is prohibited.** (Annexation Agreement Term 4c).
4. **To ensure protection of the entry corridor and viewsheds the Single-Family Dwelling Building Height shall be limited below the allowed height in the SF Zoning District, to be determined as part of a viewshed analysis and established Limits of Disturbance at the time of Final Plat. The affordable Accessory Apartment Building Height is limited to 18 feet from Existing Grade. Other than the Accessory Apartment, which may be attached or detached based on the Sensitive Lands Analysis and established Limits of Disturbance, Accessory Structures are prohibited** (Annexation Agreement Term 4d).
5. **The property is annexed within the Sensitive Land Overlay** (Annexation Agreement Term 6).
6. **All site disturbance shall be contained within the Limits of Disturbance to be determined and established pursuant to the Sensitive Land Analysis outlined in LMC Section 15-2.21-2 during the final Planning Commission subdivision review. The driveway shall be limited in width and platted in a location that complies with the requirements of the LMC and as approved by the City Engineer for safe driveway access to the Lot** (Annexation Agreement Term 4e).

Each of the six terms and conditions is summarized below, with analysis in detail:

1. Annexation Agreement Term 3 – the Final Plat shall include a note to memorialize the prohibition of Nightly Rentals of the Single-Family Dwelling and the affordable Accessory Apartment in perpetuity.

Land Management Code (LMC) § 15-8-1 outlines the purpose of the annexation requirements, including:

- Protecting the general interests and character of the community.
- Protecting public health, safety, and welfare.
- Complying with the General Plan.

The General Plan concludes the Thaynes neighborhood primarily includes full-time residents and the neighborhood “should remain a quiet residential neighborhood

dominated by single family homes."[4] Staff recommends that if the parcel is annexed into Park City, a Condition of Approval prohibits Nightly Rentals.

2. Annexation Agreement Term 4b – To be compatible with the existing density of the surrounding neighborhood, development of the 1.73-acre Lot is limited to one Single-Family Dwelling and one Accessory Apartment. Further subdivision is prohibited.

LMC § 15-8-1 outlines the purpose of the annexation requirements, including:

- Protecting the character of the community.
- Assuring orderly growth and development.
- Protecting entry corridors, view sheds, and environmentally sensitive lands.

Staff recommends conditions of approval for compatible infill development that protects the character of the neighborhood as outlined in the General Plan. The primary uses within the surrounding vicinity include Single-Family Dwellings, open space, and agriculture. The subject property is situated on the cusp of an area of medium density residential and areas of very low density, large lot residential. The 0.94-acre Summit County parcel, together with the larger lots adjacent and to the south, provide a transitional buffer between the higher density areas and the open space and agricultural lands to the east.

The surrounding Iron Canyon and Aspen Springs subdivisions contain large lots with tracts of restricted open space in mountainous areas most visible, and clustered small lots to the base of the mountains, resulting in a low net density overall that protects viewsheds and sensitive lands.

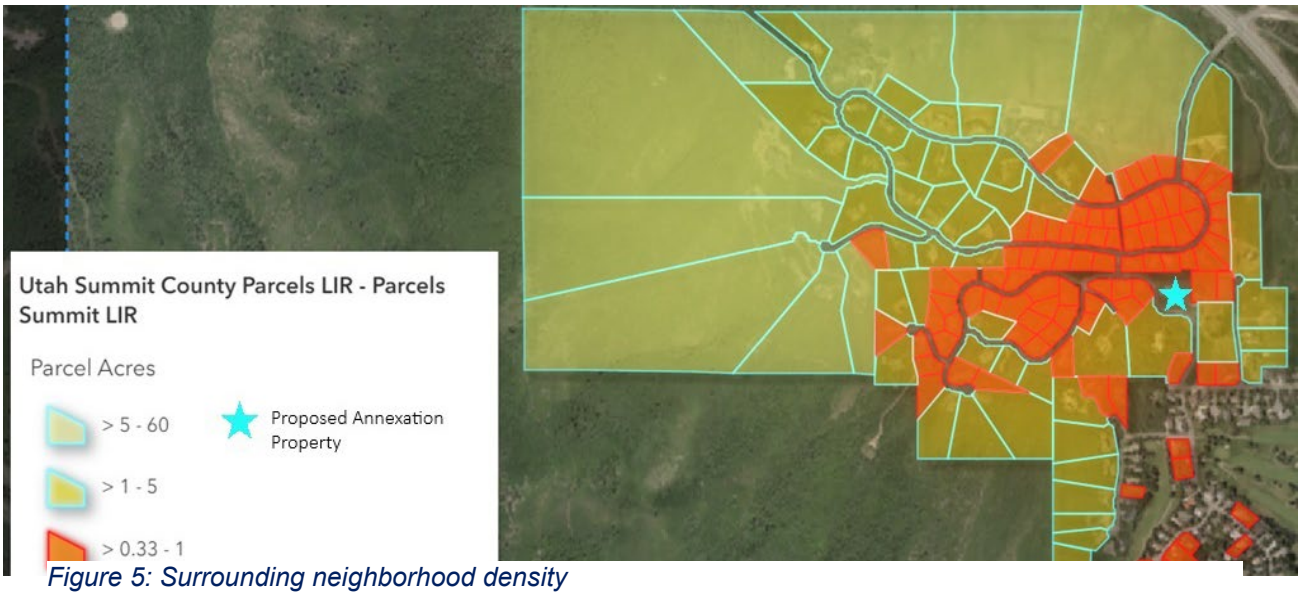

Figure 5: Surrounding neighborhood density

[4] General Plan, Neighborhoods 1, p. 149

The Aspen Springs Phase I & II Subdivisions created 118 lots on 238 acres of land, with a total net density of one dwelling unit per two acres. The Iron Canyon Subdivision created 45 lots on 56 acres of land, with a total net density of one dwelling unit per 1.24-acres. Additionally, the average lot size for **adjacent** lots is 1.33 acres.

Figure 6: Adjacent Lots

Adjacent Lots	Lot Size
2423 Country Lane	1 acre
2419 Country Lane	2.7 acres
2406 Iron Canyon	4.5 acres
2410 Iron Canyon	0.5 acres
2554 Aspen Springs Drive	0.4 acres
2558 Aspen Springs Drive	0.4 acres
2562 Aspen Springs Drive	0.4 acres
2566 Aspen Springs Drive	0.8 acres
AVERAGE:	**1.33 acres**

When considering the net density of the surrounding subdivisions and the average density of the adjacent properties, the proposed one-Lot subdivision for development of one Single-Family Dwelling on a 1.73-acre parcel is compatible with the surrounding neighborhood.

3. Annexation Agreement Term 4c – To ensure compatible infill within the surrounding neighborhood and protect the community character, the Gross Residential Floor Area of the Single-Family Dwelling shall be limited to a maximum of 6,500 – 7,500 square feet, depending on Planning , with the second level not to exceed 35% of the overall Gross Floor Area.

LMC § 15-8-1 outlines the purpose of the annexation requirements, including:

- Protecting the character of the community.
- Assuring orderly growth and development.
- Protecting entry corridors, view sheds, and environmentally sensitive lands.

The General Plan recommends the following: “[t]o maintain the natural and built environment of the Thaynes neighborhood, regulations limiting building pads should be adopted. Building pads should be located to follow the pattern of the street, typically maintaining Open Space toward the rear of the lot.” The Single-Family Zoning District

does not restrict Single-Family Dwelling size, but the adjacent subdivisions are subject to plat notes that restrict Building Footprints, Gross Residential Floor Area, and Limits of Disturbance (LOD).

The average Building Footprint of existing adjacent homes is estimated to be 4,000 square feet.

Figure 7: Building footprints in the surrounding neighborhood

In adjacent subdivisions the average required maximum Gross Residential Floor Area for lots with comparable acreage is 6,963 square feet.

Subdivision Plat	Lot Size	Max Floor Area
Aspen Springs Phase II	1 acre	6,000 SF
Aspen Springs Phase II	1.7 acres	8,250 SF
Thaynes Creek Ranch Estates	1.3 acres	6,640 SF

Based on this analysis, staff originally recommended a maximum Building Footprint of 4,000 square feet and a maximum Gross Floor Area of 6,500 square feet (September 25, 2024 Planning Commission meeting packet).

The Applicant requested the Planning Commission consider increasing the maximum

Floor Area to reflect the square footage allowed for the most comparable lot in the Aspen Springs Subdivision, which allows 8,250 square feet of Gross Floor Area on a 1.7-acre lot. This alternative determination is based on the rationale that the size of the building should be relative to the size of the lot.

Figure 8: Annexation parcel and site of future Single-Family Dwelling in relation to existing adjacent Single-Family Dwellings

However, the 1.7-acre lot in Aspen Springs Phase II is not adjacent to the annexation parcel. One of the contributing factors of community character is the scale of adjacent structures regardless of lot size. The table below lists the lot size of adjacent lots and the respective Gross Floor Area of the Single-Family Dwellings.

Adjacent Lots	Lot Size	Gross Floor Area[5]
2423 Country Lane	1 acre	unknown
2419 Country Lane	2.7 acres	5,304 SF
2406 Iron Canyon	4.5 acres	6,106 SF
2410 Iron Canyon	0.5 acres	5,574 SF
2554 Aspen Springs Drive	0.4 acres	6,346 SF
2558 Aspen Springs Drive	0.4 acres	6,020 SF
2562 Aspen Springs Drive	0.4 acres	4,768 SF
2566 Aspen Springs Drive	0.8 acres	6,480 SF
AVERAGE:		5,779 SF

As an alternative approach, the Planning Commission may consider using the average maximum Gross Floor Area for adjacent Single-Family Dwellings as a baseline. The

[5] Approximate building square feet (including garage) according to Park City Municipal Corporation Public Records

average Gross Floor Area of adjacent SFDs (including the garage) is 5,779 square feet.

Staff recommends the maximum Gross Floor Area for the proposed SFD be between 6,500 and 7,500 square feet, which is well over the adjacent average SFD in the neighborhood, but under the petitioner's requested Floor Area of 8,250 square feet.

Additionally, to mitigate the impact of the SFD on the viewshed, and for greater flexibility in design of the home, instead of restricting the Building Footprint to a specific square footage, a percentage can be used to limit the second level of the home. If the second level is limited to 35% of the maximum overall Gross Floor Area, that would limit the Building Footprint to 4,225 – 4,875 square feet, depending on the maximum Gross Floor Area.

4. Annexation Agreement Term No. 4d – To protect entry corridors and view sheds, the Building Height of the Single-Family Dwelling and Accessory Apartment shall be limited, based on a viewshed analysis at the time of Final Plat, and included within established Limits of Disturbance.

LMC § 15-8-1 outlines the purpose of the annexation requirements, including:

- Protecting entry corridors, view sheds, and environmentally sensitive lands.

While the property does not have steep slopes, as indicated on the Applicant's submitted Slope Map (Exhibit C), it does slope gently upwards from HWY 224, and is visible from Vantage Points designated in LMC Section 15-2.21-3(A)(6), including the McPolin Barn and the intersection of HWY 224 and Holiday Ranch Loop Road.

Development at the property will be visible from HWY 224, along the northern entry corridor, and from within the Thaynes Canyon neighborhood, as indicated by the photo below taken at the property looking west towards PC Hill.

Figure 9: cars driving on HWY 224 visible from property looking west towards PC Hill.

Summit County RR zoning allows a building height of 32 feet. Park City's Single-Family Zoning District establishes a maximum Building Height of 28 feet from Existing Grade for a SFD and 18 feet from Existing Grade for detached Accessory Buildings. The Aspen Springs Subdivision's Lots 2, 3, and 4 (13-22 acres) as well as Lots 46, 47, and 48, which are located on the hillside that slopes upwards from the northern entry corridor have a special height restriction plat note, limiting the height of dwellings to 25 feet from Existing Grade. As a result, staff recommends limiting the height of the Single-Family Dwelling, based on a view shed analysis at the time of Final Plat, and to be included in the established LOS.

5. Annexation Agreement Term No. 5 – Annex Parcel SS-104-B into the Sensitive Land Overlay and require a comprehensive Sensitive Lands Analysis at the time of Final Plat.

LMC § 15-8-1 outlines the purpose of the annexation requirements, including:

- Protecting environmentally sensitive lands.

The property is surrounded by lands that are within the Sensitive Land Overlay, near the base of Iron Mountain, with proximity to the McPolin Farm and HWY 224, which serves as the City's northern entry corridor. The zoning map amendment (Exhibit C of the Annexation Agreement), includes the 0.94-acre Parcel within the SLO boundary. At the time of Final Plat, a comprehensive SLO analysis shall be conducted to evaluate the impact of development on sensitive environmental and aesthetic Areas such as Crest of Hills, wetlands, Stream Corridors, Wildland interface, and wildlife habitat Areas.

6. Annexation Agreement Term No. 5 – Limits of Disturbance shall be established at the time of Final Plat, based on the comprehensive Sensitive Lands Analysis, to minimize visual impact within the Northern Entry Corridor.

The General Plan recommends the following: "Shared view corridors should be maintained . . . . Barns and secondary structures should maintain view corridors and be located near the primary building on a lot."[6]

Limits of Disturbance are defined in LMC Section 15-15-1 as:

> *The designated Area in which all Construction Activity must be contained.*

The Sensitive Lands Analysis will inform establishment of an appropriate LOD that minimizes the visual impact within the entry corridor. The LOD should include a dedicated location for the Single-Family Dwelling and affordable Accessory Apartment—to be detached or attached, depending on the LOD—to be least visible from HWY 224, as well as a prohibition on Accessory Buildings, and a platted maximum driveway width and access point, as approved by the City Engineer for safe ingress and egress.

(II) Annexation Agreement Term No. 10 – Affordable housing shall be provided in a manner consistent with the City's Affordable Housing Resolution 05-2021.

LMC Section 15-8-5(C)(6) requires compliance with the Affordable Housing Resolution in effect at the time of annexation petition. Resolution 05-2021 *Affordable Housing Guidelines* Section (8)(A) requires a developer to provide Affordable Unit Equivalents (AUEs) for 20% of the total Residential Unit Equivalents (RUEs) in the annexation. The number of AUEs required will depend on the Gross Floor Area of the proposed SFD at the time of Building Permit. If the SFD is built to the maximum Gross Floor Area of 7,500 square feet, the Affordable Housing requirement would be 0.75 AUE.

One AUE is defined as having a minimum of 900 square feet of Net Livable Space, which Resolution 05-2021 defines as the calculated interior living area measured interior wall to interior wall, including all interior partitions, and including but not limited to habitable basements and interior storage areas, closets, and laundry areas, and excluding uninhabitable basements, mechanical areas, exterior storage, stairwells, garages, patios, decks, and porches.

Staff recommends the Applicant construct an attached or detached Accessory Apartment on site in a location to be determined through the establishment of a LOD up to a maximum of 1,000 square feet. The affordable unit square footage would not count towards the Building Footprint or Gross Residential Floor Area maximum for the lot.

LMC Section 15-15-1 defines *Accessory Apartments* as follows:

> A self-contained Apartment, with cooking, sleeping, and

[6] General Plan, Neighborhoods 1, p. 151

sanitary facilities, created by adding on to or within a detached Single-Family Dwelling or detached garage. Accessory Apartments do not increase the residential Unit Equivalent of the property and are an Accessory Use to the primary Dwelling.

Pursuant to LMC Section 15-4-7(A), Accessory Apartments may be no more than 1/3 the dwelling size or 1,000 square feet, whichever is less, and one parking space must be provided on site per bedroom.

The Annexation Agreement includes additional requirements to mitigate the impacts of the Accessory Apartment, as well as a list of steps the developer must take to comply with the affordable housing requirement, including:

- Submit a Housing Mitigation Plan to the Housing Authority for approval.
- Recordation of a deed restriction that complies with the City's Affordable Housing Resolution regarding tenants, rent charged, and rental terms, prior to issuance of Certificate of Occupancy for the Single-Family Dwelling.
- Submit Annual compliance reporting to the Housing Authority

(III) LMC § 15-8-2 requires the following for annexation into Park City:

A. The property is a logical extension of the City boundary.	Complies, being that the property is surrounded by City jurisdiction, it is a logical extension of the City Boundary.
B. The annexation is consistent with the intent and purpose of the City's annexation requirements and the General Plan	Complies with terms of Annexation Agreement. The proposed annexation of the 0.94-acre parcel, as conditioned in the Annexation Agreement, is consistent with the intent and purpose of the City's Annexation requirements and General Plan.
C. The greatest amount of property possible that is a contiguous area is included.	Complies. The 0.94-acre parcel proposed to be annexed is the greatest amount of contiguous property possible that is left to be annexed into the City boundaries at this location.
D. Piecemeal annexation is discouraged to avoid repetitious annexations.	Complies. The annexation would close the gap between past piecemeal annexations.
E. Islands of county jurisdiction shall not be left or created because of the annexation and peninsulas and irregular boundaries must be avoided.	Complies. The annexation would resolve an island of unincorporated jurisdiction that was previously created through past annexations.
F. In addition to services provided by existing districts, including sewer, fire	As indicated by the Staff Review Team, City services have sufficient capacity to

protection, and public schools, the City will provide: 1. Police protection 2. Snow removal on public streets 3. Street maintenance on existing streets when constructed or reconstructed to City standards 4. Planning, zoning, and code enforcement 5. Availability of municipal-sponsored parks and recreational activities and cultural events and facilities 6. Water services	support the annexed property and associated single family residential use (See Exhibit E).

(IV) LMC § 15-8-5(B) requires an evaluation of the following:

1. The ability to meet the general annexation requirements as stated in Section 15-8-2 herein.	With reduced density from three to one Single-Family Dwelling, the annexation petition meets the annexation requirements as stated in Section 15-8-2 and analyzed above.
2. An accurate map of the proposed annexation Area showing the boundaries and Property ownership within the Area, the topography of the Area and major natural features, e.g., drainage, channels, Streams, wooded Areas, Areas of high water table, Very Steep Slopes, sensitive Ridge Line Areas, Wildfire/Wildland Interface Zones, and other environmentally Sensitive Lands.	The Applicant submitted a certified survey of the property, a slope map indicating topography and pictures of the natural features on the site. The Applicant also submitted an Environmental Site Assessment completed by Intermountain GeoEnvironmental Services, Inc. Pursuant to the Annexation Agreement (Attachment 1) and Zoning Map Amendment, the annexation parcel will be zoned with the Sensitive Land Overlay and further evaluation of sensitive lands will be conducted at the time of Final Plat review.
3. Current and potential population of the Area and the current residential Densities.	Park City's local population, according to the recent Census, was 8,396. The addition of one Single-Family Dwelling and an affordable Accessory Apartment will add two households; the impact on the population is negligible. See above

	analysis on 'current residential Densities'.
4. Land Uses presently existing and those proposed.	Existing uses are Single-Family residential, open space, and agricultural uses. Proposed use is Single-Family Residential and Accessory Apartment.
5. Character and Development of adjacent Properties and neighborhoods.	See above Analysis (I).
6. Present zoning and proposed zoning.	Existing zone is Rural Residential (RR) in Summit County, which allows greater height and development in an area surrounded by Park City's Sensitive Land Overlay and limited commercial uses, including Nightly Rentals; proposed zoning is Single Family (SF) within the Sensitive Land Overlay in Park City.
7. A statement as to how the proposed Area, and/or its potential land Use will contribute to the achievement of the goals and policies of the Park City General Plan.	The Applicant's statement: The proposed development aligns with the community's core values of Small Town, Natural Setting, Sense of Community, and Historic Character. It is also consistent with the current Neighborhood Portfolio. See above analysis for staff's evaluation of how the proposed annexation will contribute to the goals and policies of the Park City General Plan.
8. Assessed valuation of the current Properties.	The Summit County Assessor public tax records show an assessed value of $325,000.
9. Potential demand for various municipal services and the need for land Use regulation in the Area, e.g. consideration of the distance from existing utility lines, special requirements for Sensitive Lands review and fire protection in Wildfire/Wildland Interface Zones, location within hazardous soils Areas, and feasibility of snow removal from Public Streets.	**See above analysis and Staff Review Team comments (Exhibit E)**
10. The effect the annexation will have upon City boundaries and whether the annexation will ultimately create potential for future islands, undesirable	The annexation will resolve an existing island of unincorporated Summit County land.

boundaries, and difficult service Areas	
11. A specific timetable for extending services to the Area and how these services will be financed.	The Applicant states in their proposal that Lot improvement and utility infrastructure will be completed in 2024, and construction will also begin in 2024, but the annexation petition will likely not be approved until late 2024, thus, it is expected that timeline will shift to 2025. Per LMC, Subdivision public improvements are financed by the developer.
12. Potential revenue versus service costs.	Compared to large annexations that may result in significant commercial and/or residential development, this annexation would create one lot and up to two households. The City's property tax for a secondary residence is 1.13%, and 0.55% for a primary residence. The impact to the City in terms of service costs is negligible.
13. An estimate of the tax consequences to residents of the Area to be annexed.	The Area to be annexed is currently vacant land. The property owner of the 0.94-acre annexation parcel will cause an increase in property tax relative to the improvements that are made by the developer and property owner.
14. Recommendations or comments of other local government jurisdictions regarding the annexation proposal and potential impact of the annexation on general county economic needs, goals, or objectives.	On February 24, 2024, the Summit County Council considered the annexation petition and declined to protest the annexation pursuant to Utah Code Section 10-2-407 (Exhibit F).
15. Location and description of any Historic or cultural resources.	There are no known Historic or cultural resources on the 0.94-acre parcel

(V) LMC § 15-8-5(C) requires specific conditions that must be met prior to the completion of the annexation to be memorialized in an annexation agreement; and (E) a Comprehensive Review and Analysis of Surrounding Property is required to determine impacts on the surrounding community.

(C) The Draft Annexation Agreement includes terms and conditions, as suggested in the above Analysis, as well as all applicable conditions 1-14 below. The Planning Commission will review the Annexation Agreement and make a recommendation to the

City Council to approve the agreement as drafted or approve with changes.

The annexation agreement shall be reviewed by the Planning Commission and approved by City Council contemporaneously with the certified annexation petition. If approved the annexation agreement shall be signed by the petitioners and City Council and recorded with the Summit County Recorder. The annexation agreement shall include, but is not limited to the following conditions:

1. *Transfer of usable water rights as established by City policy sufficient to serve the proposed Development.*
    - The Applicant has stated in their application that there are no water rights associated with the annexation parcel.

2. *Additional improvements as necessary, which may be required in order to improve the water system.*
    - **Annexation Agreement Term 9:** Park City Public Utilities Department requires that the Developer install water infrastructure to serve development on the Lot according to the following specifications:
        1. Design Drawings conforming to Park City Water Standard Plans and Specifications (Engineering & Construction Division | Park City, UT).
        2. Design must include a looped water system showing connection points to existing Park City water infrastructure.
        3. Fire Hydrants may be needed to meet Park City Water and Park City Fire Department requirements.
        4. All designs will be subject to the review and approval of the Public Utilities Department.

    There are existing water related easements in the project area which include but are not limited to the following: Entry No. 125799 & 134110. Details as to the grantee, purpose and future use and/or abandonment need to be provided to the Public Utilities Team for review.

    A one-inch waterline is shown on the site plan of the annexation petition drawing package. Details as to the owner, purpose and future use of this water line need to be provided to the Public Utilities Team for review.

    The findings of the preliminary review may not incorporate the extent of requirements needed to conform to the standards of the Public Utilities Department.

3. *Dedication of necessary Streets, trails, utilities, and Rights-of-Way consistent with the Subdivision standards of this Code.*
    - **Annexation Agreement Term 6**. A 10-foot public easement across the proposed 1.73-acre lot along the frontage of Iron Canyon Drive, for the purposes of public access, utilities, irrigation, storm water

drainage, and snow storage. A condition precedent to building permit issuance for construction of the Single-Family Dwelling on the 1.73-acre lot is construction of a non-vehicular public pedestrian sidewalk, to be located within the ten (10') public easement and constructed to City Standards and Specifications as required by the City Engineer. The Sidewalk is required to mitigate public safety impacts to pedestrians travelling on Iron Canyon Drive.

4. *Phasing of the project to ensure adequacy of public facilities may be required.*
    - With development of one lot, phasing is not necessary. However, Annexation Term Number 10 requires completion of the affordable Accessory Apartment prior to a Certificate of Occupancy issuance for the Single-Family Dwelling.

5. *Payment of park land acquisition fees, dedication of open space or conservation Areas, and payment of Development impact fees.*
    - **Annexation Agreement Term 13:** Lot owner(s) within the proposed subdivision shall be responsible for all standard and customary, and generally-applicable, fees, such as development, impact, park and recreation land acquisition, building permit and plan check fees due and payable for construction on the Property at the time of application for any building permits.

6. *Provision of Affordable Housing in accordance with the Affordable Housing Resolution 03-2017, as in effect at the time of petition.*
    - **See Annexation Agreement Term 10 (above)**

7. *Submittal of Site plans and architectural plans for review.*
    - Not applicable

8. *Flood plain management or preservation of environmentally Sensitive Lands including compliance with the Sensitive Lands Overlay Section of the Code.*
    - **See Annexation Agreement Term 5 (above)**

9. *Analysis and survey of any Historic and cultural resources located on the Property.*
    - According to the Applicant's submitted Environmental Site Assessment, there are no known Historic or cultural resources on the annexation parcel.

10. *Analysis of the fiscal impacts of the Development as determined necessary by the City. The fiscal Impact Analysis format, including the revenue and cost assumptions, shall be approved by the City. If necessary, the City shall hire qualified experts to perform the fiscal Impact*

Analysis.

- The maximum number of households that would be added as a result of the annexation and subsequent one-lot subdivision, is two. The fiscal impact on the City for the addition of two households is negligible.

11. *Fees paid in lieu of satisfying certain conditions, as approved by Council action.*
    - No fees are proposed to be paid in lieu of satisfying certain conditions

12. *Comprehensive review of surrounding Property as described below in Section 15-8-5(E).*
    - Applicant submitted an Environmental Site Assessment (ESA) completed by a professional, licensed firm. In addition, further Sensitive Lands Analysis will be conducted at the time of Final Plat review.

13. *Any other condition reasonably related to a health, safety, or welfare issue or negative impact of the project.*
    - **See Annexation Agreement Term 6**

14. *Annexations located within the Quinn's Junction Area shall be consistent with Quinn's Junction Joint Planning Commission Principles outlined in the General Plan.*
    - Not applicable

Annexation Agreement Term 25 includes the process by which the agreement may be amended according to LMC § 15-8-5(D).

(E) The above analysis section I-IV, along with the ESA and the Applicant's submittal (Exhibit C) provide a preliminary comprehensive land use review of the property surrounding the proposed annexation. Annexation Agreement term number five requires the parcel to be annexed with the SLO and stipulates that further analysis will be required as part of the subdivision final plat process.

Notice

On February 13, 2024, Summit County certified they completed the process outlined in Utah Code Section 10-2-403, which requires a notice of intent to annex and a map of the area proposed to be annexed to be mailed to property owners within 300 feet (Exhibit G). The Applicant also mailed a notice of intent to affected entities and provided the proposed annexation petition to the Snyderville Basin Planning Commission and Park City Planning Commission Chairs.

Staff published notice for the second Planning Commission public hearing on the City's website and the Utah Public Notice website and posted notice to the property on

October 9, 2024. Staff mailed notice to property owners within 300 feet of the subject property on October 8, 2024. The *Park Record* published notice on October 9, 2024.[7]

Public Input

Public Input submitted for City Council acceptance of the annexation petition is attached as Exhibit I. Public Input submitted since City Council acceptance of the annexation petition is attached as Exhibit J.

Alternatives

- The Planning Commission may recommend the City Council consider approving the draft Ordinance and Attachment 1 – Draft Annexation Agreement based on the Findings of Fact, Conclusions of Law, and Conditions of Approval.
- The Planning Commission may recommend denial of the Ordinance for the Annexation Petition and direct staff to make Findings for the denial.
- The Planning Commission may continue the item to a date certain and request that the Applicant provide revised or additional materials.

Exhibits

Exhibit A: Draft Annexation Ordinance
Attachment 1: Draft Annexation Agreement
Exhibit B (removed)
Exhibit C: Robbins Annexation Petition Submittal
Exhibit D: Ownership Documentation for IC-MISC
Exhibit E: Staff Review Team Comments
Exhibit F: Letter from Summit County
Exhibit G: Summit County Certificate of Mailing
Exhibit H: City Recorder Certification of Annexation
Exhibit I: City Council Petition Review Public Input
Exhibit J: Planning Commission Review Public Input

[7] LMC § 15-1-21

When recorded return to:
Park City Municipal Corporation
City Recorder
P O Box 1480
Park City, Utah 84060 Fee exempt per Utah Code Annotated 11-13-102

Ordinance 24-___

ORDINANCE APPROVING AN ANNEXATION OF APPROXIMATELY 0.94 ACRES KNOWN AS THE ROBBINS PARCEL LOCATED IN THE THAYNES CANYON NEIGHBORHOOD, PARK CITY, UTAH AND AMENDING THE OFFICIAL ZONING MAP OF PARK CITY TO ZONE THE ROBBINS PROPERTY AS SINGLE FAMILY (SF).

WHEREAS, on August 22, 2024, the Petitioners, Ivory Homes, LLC and Boyer and Robbins JV, L.C., ("Petitioner") filed an annexation petition with the City Recorder for annexation of one metes and bounds parcel with tax identification SS-104-B ("Property"), currently within the jurisdiction of Summit County and surrounded by properties that are within the Park City municipal boundary as shown in the attached Exhibits to the Annexation Agreement;

WHEREAS, the Property is 0.94 acres in area and is located west of SR 224 and north of Iron Canyon Drive, as described in the attached Annexation Agreement, Annexation Plat (Exhibit A to the Annexation Agreement), Legal Description (Exhibit B to the Annexation Agreement) and Proposed Zoning Map Amendment (Exhibit C to the Annexation Agreement);

WHEREAS, the Property is included within the Park City Annexation Expansion Area, and is not included within any other municipal jurisdiction;

WHEREAS, the City reviewed the petition against the criteria stated in Sections 10-2-403 (2), (3), and (4) of the Utah Code, annotated 1953 as amended, and found the petition complied with all applicable criteria of the Utah Code;

WHEREAS, On April 4, 2024, the City Recorder certified the annexation petition and delivered notice letters to the "affected entities" required by Utah Code, Section 10-2-406, and provided legal notice that the petition had been certified and the required 30-day protest period had begun;

WHEREAS, no protests were filed by any "affected entities" or other jurisdictions within the 30-day protest period and the petition was accepted by the City Council on March 7, 2024;

WHEREAS, the Planning Commission, after proper notice, conducted public hearings on the Annexation petition application on September 25th and October 23rd,

2024;

WHEREAS, on _____, 2024 the Planning Commission forwarded a recommendation to City Council to _____ the proposed annexation and zoning of the Robbins Annexation;

WHEREAS, on _____, 2024, the City Council conducted a public hearing and discussed the annexation and zoning map amendment and took public testimony on the matter, as required by law;

WHEREAS, the City Council finds that the annexation of Summit County Parcel SS-104-B and requested zoning map amendments (Exhibit C to the Annexation Agreement) are consistent with the Park City General Plan;

WHEREAS, the preliminary subdivision plat (Exhibit C to the Annexation Agreement) sets forth a maximum of one single family development lot. Preliminary platting indicates maximum allowable density of one primary dwelling unit and accessory unit, and maximum Gross Floor Area for the Single-Family Dwelling.

WHEREAS, terms of the Annexation Agreement stipulate a comprehensive Sensitive Land Overlay Analysis to be conducted at the time of Final Plat review, to establish appropriate Limits of Disturbance including driveway access, building height and massing, and other site planning requirements that have a goal of enhancing rather than detracting from the aesthetic quality of the northern entry corridor and ensuring that the final plat will result in a development that is compatible with the surrounding neighborhood; and

WHEREAS, an Annexation Agreement, between the City and Boyer Robbins JV, L.C., pursuant to the Land Management Code, Section 15-8-5 (C), setting forth further terms and conditions of the Annexation and final subdivision plat, is herein attached.

NOW, THEREFORE BE IT ORDAINED by the City Council of Park City, Utah as follows:

SECTION 1. ANNEXATION APPROVAL. The Property is hereby annexed into the corporate limits of Park City, Utah according to the Annexation Plat executed in substantially the same form as is attached to the Annexation Agreement and according to the Findings of Fact, Conclusions of Law, and Conditions of Approval as stated below and within the Annexation Agreement.

The Property so annexed shall enjoy the privileges of Park City as described in the Annexation Agreement and shall be subject to all City levies and assessments, conditions, and restrictions as described in the terms of said Annexation Agreement.

The Property shall be subject to all City laws, rules and regulations upon the effective date of this Ordinance.

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SECTION 2. ANNEXATION AGREEMENT. City Council hereby authorizes the Mayor to execute the Annexation Agreement in substantially the same form as is attached hereto and as approved to form by the City Attorney.

SECTION 3. COMPLIANCE WITH STATE LAW, GENERAL PLAN, AND ANNEXATION POLICY PLAN. This annexation and the proposed zoning meets the standards for annexation set forth in Title 10, Chapter 2 of the Utah Code, the Park City General Plan, and Park City Annexation Policy Plan - Land Management Code Chapter 8, Annexation.

SECTION 4. OFFICIAL PARK CITY ZONING MAP AMENDMENT. The Official Park City Zoning Map is hereby amended to include said Annexation Parcel in the Single Family (SF) zoning district as shown in Exhibit C to the Annexation Agreement.

SECTION 5. FINDINGS OF FACT, CONCLUSIONS OF LAW, AND CONDITIONS OF APPROVAL.

Findings of Fact

1. On August 22, 2024, the applicants filed an annexation petition with the City Recorder for annexation of Parcel SS-104-B, currently within the jurisdiction of Summit County and completely surrounded by properties within the Park City municipal boundary.
2. The applicant is requesting annexation and zoning approval of a 0.94-acre parcel owned by the Boyer Robbins JV, L.C., ("Robbins Parcel") and the requested zoning is Single Family (SF).
3. The property is located within the Park City Municipal Corporation Annexation Expansion Area boundary, as described in the adopted Annexation Policy Plan (Land Management Code (LMC) Chapter 8) and is contiguous with the current Park City Municipal Boundary along the south and west property lines with the Iron Canyon Subdivision Annexation (1983). The property is contiguous with the City along the north property lines with Aspen Springs (Formerly Smith Ranch) Subdivision Annexation (1988), and along the west property line there is contiguity with the Ross annexation (1993). The property is considered an island of unincorporated land.
4. The applicant submitted an annexation plat for the 0.94-acre parcel, prepared by a licensed surveyor and additional annexation petition materials according to provisions of the City's Annexation Policy Plan and Utah State Code.
5. On February 24, 2024, the Summit County Council considered the annexation petition and declined to protest the annexation pursuant to Utah Code Section 10-2-407.
6. The petition was accepted by the City Council on March 7, 2024 and certified by the City Recorder on April 4, 2024. Legal notice was published in the Park Record and the Utah Public Notice Website as required by State Code. Notice of certification was mailed to affected entities as required by State Code. No protests

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to the petition were filed.

7. The proposed annexation property is the only non-annexed properties owned by the Petitioner in the surrounding area.
8. A Preliminary Subdivision Plat was submitted with the annexation petition, which proposed combining the 0.94-acre parcel with adjacent remnant parcels IC-MISC and PCA-105 (already within City limits) to increase the developable acreage to 1.73 acres and create three lots for development of three Single-Family Dwellings. On September 19, 2024, the applicant submitted a revised Preliminary Plat for creation of one 1.73-acre lot for development of one Single-Family Dwelling. An additional revised Preliminary Plat, attached as Exhibit C to the Annexation Agreement was submitted on _____ 2024 to incorporate Plat Notes recommended by the Planning Commission.
9. The proposed 1.73-acre lot with one Single Family Dwelling and affordable Accessory Apartment is compatible with the density of the surrounding neighborhood, which has a net density of one dwelling unit per 1.6 acres (average between Iron Canyon and Aspen Springs subdivisions).
10. The surrounding neighborhood contains Single Family Dwellings with an average Gross Floor Area of _____ square feet.
11. As conditioned with a required maximum Floor Area of _____, the annexation petition complies with LMC § 15-8-1, purpose of annexation requirements, including to protect community character, assure orderly growth and protect entry corridors and viewsheds.
12. The annexation parcel is surrounded by lands that are within the Sensitive Land Overlay, near the base of Iron Mountain, with proximity to the McPolin Farm and Highway 224, which serves as the City's northern entry corridor, and therefore annexing the 0.94-acre property into the SLO is a natural extension of the SLO boundary.
13. The annexation parcel and surrounding property proposed for subdivision and development is visible from Highway 224 along the Northern Entry Corridor.
14. To protect view sheds and the northern entry corridor, a view shed analysis is required. As conditions, to establish appropriate maximum building heights within the Limits of Disturbance, the annexation petition complies with the purpose of the LMC annexation requirements.
15. LMC § 15-8-5(C)(6) requires compliance with the Affordable Housing Resolution in effect at the time of annexation petition. Resolution 05-2021 Affordable Housing Guidelines Section (8)(A) requires a developer to provide Affordable Unit Equivalents (AUEs) for 20% of the total Residential Unit Equivalents (RUEs) in the annexation.
16. As conditioned, the annexation petition complies with the Affordable Housing requirements per LMC § 15-8-5(C)(6).
17. The Staff Review Team, including the Planning Director, City Engineer, Public Works Director, Fire Marshal, Police Chief, utility providers, and Park City School District, reviewed the annexation petition and confirmed City services have sufficient capacity to support the annexed property and associated single family residential use.
18. Park City Public Utilities Department requires that the Developer install water infrastructure to serve development on the Lot according to the specifications

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outlined in the Annexation Agreement.

Conclusions of Law

1. The Annexation and Zoning Map amendment are consistent with the Annexation Policy Plan and the Park City General Plan.
2. Approval of the Annexation and Zoning Map amendment does not adversely affect the health, safety, and welfare of the citizens of Park City.

Conditions of Approval

1. The Official Zoning Map shall be amended to designate the property as Single Family (SF) and within the Sensitive Land Overlay (SLO).
2. The Annexation Agreement approved by City Council shall be fully executed and recorded at Summit County.
3. A final subdivision plat to create a legal lot of record, in compliance with the terms of the Annexation Agreement, shall be reviewed and approved by the Planning Commission and recorded at Summit County.
4. A comprehensive SLO analysis shall be completed at the time of Final Plat to establish platted Limits of Disturbance for the Single-Family Dwelling and Accessory Apartment, driveway and hard surface areas, building height and massing to protect viewsheds and the northern entry corridor.
5. The Final Plat shall dedicate a 10' wide utility, public access, drainage, and snow storage easement.
6. The final subdivision plat shall be in substantial compliance with the Preliminary Subdivision Plat (Exhibit D to the Annexation Agreement) submitted with the Annexation petition, as amended.
7. The final subdivision plat shall include plat notes as outlined in the Annexation Agreement.
8. Construction of a public side walk along Iron Canyon Drive along the frontage of the Property is required to provide safe pedestrian access. The sidewalk and all required public improvements, shall be completed prior to issuance of a certificate of occupancy for the single-family dwelling.
9. All exterior lighting shall be reviewed with the building permit application for compliance with the LMC.
10. The annexation is subject to the City's Affordable Housing Resolution 05-2021 and as further described in the Annexation Agreement. The affordable housing obligation shall be provided on the property, unless otherwise approved by the Park City Housing Authority. If the affordable housing unit is provided on-site, the unit will not count against the maximum allowed Gross Floor Area or density.
11. All conditions and restrictions of the Annexation Agreement shall continue to apply to the final subdivision plat.

SECTION 6. EFFECTIVE DATE. This Ordinance shall take effect upon publication of this Ordinance, recordation of the Annexation Plat and Annexation Agreement, and in compliance with state annexation filing requirements, pursuant to the Utah Code Annotated Section 10-2-425.

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PASSED AND ADOPTED this _____ day of _____, 2024.

PARK CITY MUNICIPAL CORPORATION

_____
Naan Worel, MAYOR

ATTEST:

_____
Michelle Kellogg, CITY RECORDER

APPROVED AS TO FORM:

_____
Mark Harrington, Sr. DEPUTY CITY ATTORNEY

Attachment- Annexation Agreement and Exhibits

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When recorded, please return to:
PARK CITY MUNICIPAL CORPORATION
City Recorder
P O Box 1480
Park City UT 84060

ROBBINS PARCEL ANNEXATION AGREEMENT

THIS ANNEXATION AGREEMENT (this "**Agreement**") is made by and between Park City Municipal Corporation (hereinafter, "**PCMC**" or the "**City**") and property owner, Boyer Robbins JV, LC., a Utah limited liability company and annexation sponsor and applicant, Ivory Homes, LLC (hereinafter, "**Petitioner**") to set forth the terms and conditions under which Park City will annex certain land owned by Petitioner (hereinafter, **"Robbins Parcel"** or "**Petitioner's Property**"), consisting of approximately 0.94 acres and located in unincorporated Summit County, Utah, within the Thaynes Canyon Neighborhood on Iron Canyon Drive. The Robbins Parcel is surrounded on all sides by Park City Municipal Jurisdiction and is proposed to be annexed into Park City's municipal boundaries. The petition includes a Preliminary Subvision Plat that proposes combining two adjacent parcels within the City boundary to create a 1.73-acre lot for future development of one Single-Family Dwelling and Accessory Apartment; the proposed annexation of the 0.94-acre parcel, together with the proposed preliminary plat to create one lot, shall be referred to as the "Annexation Petition;" The Annexation Petition requests annexation into the corporate limits of Park City and extension of municipal services to the Robbins Parcel. The Robbins Parcel is subject to the terms of this Annexation Agreement. The City and Petitioner are sometimes collectively referred to in this Agreement as the "Parties" or individually as a "Party". This Agreement is made under authority of §§ 10-2-401 et. Seq. of the Utah Code, Annotated 1953, as amended "**MLUDMA**");

WHEREAS, the Robbins Annexation includes the Robbins Parcel, with tax identification number SS-104-B, owned by Petitioner and consisting of 0.94 acres in the Thaynes Canyon neighborhood, more specifically described in Exhibit A Legal Description;

WHEREAS, in furtherance of the foregoing, the Petitioner desires to annex the Robbins Parcel into the corporate limits of the City and, to that end, a complete Annexation Petition for the Annexation Property was filed with the City on August 22, 2023. The Annexation Petition was certified by the City Recorder on April 4, 2024 and accepted by the City Council on March 7, 2024. The first public hearing was conducted by the Planning Commission on September 25, 2024. A subsequent public hearing was conducted by the Planning Commission on October 23rd of 2024;

WHEREAS, in connection with the Robbins Annexation, the Annexation Property is proposed to be zoned Single Family (SF Zone). The SF Zone is a City zoning district allowing for low density, single family home development that maintains existing predominately single family detached residential neighborhoods, maintains the character of mountain resort neighborhoods with compatible design, and requires a streetscape that minimizes impacts on existing residents and reduces the architectural impacts of the automobile. The SF zoning district is more fully described in the City's

Land Management Code. The Annexation Property will also be zoned with the Senstivie Land Overlay, per the Planning Commission Condition of Approval;

NOW, THEREFORE, in furtherance of the Annexation Petition, in consideration of City's action to annex Petitioner's property, and in consideration of the mutual promises contained herein, as well as the mutual benefits to be derived here from, the Parties agree that the terms and conditions of the Robbins Annexation shall be as follows:

1. **Property.** The Robbins Parcel to be annexed is approximately 0.94-acres in area, as depicted on the annexation plat attached as Exhibit A (the "**Annexation Plat**") and as more fully described in the legal descriptions attached as Exhibit B.

2. **Zoning.** Upon Annexation, the Petitioner's Parcel will be zoned Single Family (SF) and will be included in the Sensitive Land Overlay (SLO). The official zoning map of Park City shall be amended to include this property and zoning designations (see Exhibit C).

3. **Nightly Rentals Prohibited in Perpetuity.** Although at the time of this agreement, nightly rentals are not permitted within the Single Family Zoning District, within the Thaynes neighborhood, the Final Plat shall include a plat note to memorialize the prohibition of Nightly Rentals at the Petitioner's Property in perpetuity.

4. **Subdivision Plat and Required Plat Notes**. Pursuant to Land Management Code Section 15-8-3, on August 22, 2023, a Preliminary Subdivision Plat was submitted for the Petitioner's Parcel, which proposed combining the 0.94-acre parcel with adjacent remrnant parcels IC-MISC and PCA-105 (already within City limits) to increase the developable acreage to 1.73 acres and create three lots for development of three Single-Family Dwellings. On September 19, 2024, the applicant submitted a revised Preliminary Plat for creation of one 1.73-acre lot for development of one Single-Family Dwelling. An additional revised Preliminary Plat, attached as Exhibit D, was submitted on _____ 2024 to incorporate the following Plat Notes as recommended by the Planning Commission:

4a. **Plat Note 1**: Nightly Rentals are prohibited at the Property in perpetuity.

4b. **Plat Note 2:** Development of the Lot is limited to one Single-Family Dwelling and one Accessory Apartment; the Lot shall not be subdivided further

4c. **Plat Note 3:** the Single Family Dwelling shall be limited in size with a maximum maximum Gross Residential Floor Area of _____ square feet with the second level Floor Area not to exceed 35% of the overall Gross Floor Area

4d. **Plat Note 4:** Building height of Single-Family Dwelling and Accessory Apartment shall be limited, based on a viewshed analysis at the time of Final Plat, and included within established Limits of Disturbance.

4e. **Plat Note 5:** All construction activity and Structures shall be contained within the Limits of Disturbance, as approved by the City Engineer and the Planning Commission.

The maximum Floor Area on the Robbins Parcel does not include the required affordable housing unit ("**AUE**") as specified in Paragraph 10 below. The land use development of the Property shall be

governed by the maximum density stipulated in this Agreement, and by the Final Subdivision Plat, to be finalized as soon as reasonably practicable following completion of the annexation process pursuant to Utah Code Annotated § 10-2-425(5).

Further, as part of the Final Subdivision Plat approval process, the Planning Commission shall review the Final Plat for compliance with the Senstive Land Overlay and to ensure an appropriate Limits of Disturbance is established. The Planning Commission shall be the land use authority to review the Final Plat and issue a Final Action letter with additional Conditions of Approval related to the aforementioned.

5. **Sensitive Land Overlay**. The subject property is surrounded by lands that are within the Sensitive Land Overlay, near the base of Iron Mountain, with proximity to the McPolin Farm and HWY 224, which serves as the City's northern entry corridor. The Petitioner's Property shall be annexed into the Sensitive Land Overlay and a comprehensive Sensitive Lands Analysis will be required at the time of Final Plat processing, to evaluate the impact of development on sensitive environmental and aesthetic Areas such as Entry Corridors and Viewsheds, Crest of Hills, wetlands, Stream Corridors, Wildland interface, and wildlife habitat Areas.

6. **Public Access, Utility, Drainage and Snow Storage Easement, and Sidewalk.** The Final Plat shall include dedication to the City of a ten (10') wide, non-exclusive, public easement across the Petitioner's Property along the frontage of Iron Canyon Drive, for the purposes of public access, utilities, irrigation, storm water drainage, and snow storage. A condition precedent to building permit issuance for construction of the Single Family Dwelling on the 1.73-acre lot is construction of a non-vehicular public pedestrian sidewalk, to be located within the ten (10') public easement along the property's frontage on Iron Canyon Drive, constructed to City Standards and Specifications as required by the City Engineer. Any obligations or guarantees with respect to the construction of such sidewalks shall be governed by the terms and conditions of the Final Subdivision for the Property.

7. **Sanitary Sewer, Line Extensions and Storm Water Detention Facilities.** Construction and alignment of the sanitary sewer shall be established as part of the Final Subdivision Plat for the Property (as accepted by the City and filed in the official real estate records of Summit County, Utah, the "**Subdivision Plat**"). The preferred alignment of the sanitary sewer shall be that alignment which results in the least visual impact and site disturbance while meeting the site design and construction requirements of the Snyderville Basin Water Reclamation District.

In connection with the Final Subdivision Plat review process, on-site storm water detention facilities, or alternatives, as approved by the Park City Engineer, may be required. The timing for the construction of such storm water detention facilities shall be determined by the City Engineer, at the time of final Subdivision Plat review (the "**Storm Detention Facilities**"). Maintenance of on-site storm water detention facilities will be the responsibility of the Petitioner or of a future homeowner.

8. **Water Rights.** Pursuant to the Annexation Petition, the Petitioner does not own any water rights.

9. **Water Facitlities and Infrastructure.** There is no existing water service in Iron Canoyn Certain water facilities and systems to serve future development of Petitioner's Property shall be

required to be constructed by the Developer/Owner and, to the extent they are dedicated to the City, easements therefore granted to the City, all of which shall be determined, and agreed to, by the affected parties and the City during the Final Subdivision review process (the "**Water Facilities**"). Petitioner acknowledges that water impact fees will be collected by City in the same manner and in the same amount as with other development within municipal boundaries and that impact fees so collected will not be refunded to Petitioner or to individual building permit applicants developing within the proposed annexation area. Ownership of water rights will not affect the application of the Impact Fee Ordinance to the Property.

Developer/Owner agrees to the following terms pertaining to Water Facilities:

9a. Design Drawings conforming to Park City Water Standard Plans and Specifications (Engineering & Construction Division | Park City, UT)

9b. Design must include a looped water system showing connection points to existing Park City water infrastructure.

9.c Fire Hydrants may be needed to meet Park City Water and Park City Fire Department requirements.

9d. All designs will be subject to the review and approval of the Public Utilities Department

There are existing water related easements in the project area which include but are not limited to the following: Entry No. 125799 & 134110. Details as to the grantee, purpose and future use and/or abandonment need to be provided to the Public Utilities Team for review.

A one-inch waterline is shown on the site plan of the annexation petition drawing package. Details as to the owner, purpose and future use of this water line need to be provided to the Public Utilities Team for review.

The findings of the preliminary review may not incorporate the extent of requirements needed to conform to the standards of the Public Utilities Department.

10. **Affordable Housing Requirement**. Affordable housing shall be provided in a manner consistent with the City's Affordable Housing Resolution 05-2021. An annexation requires Affordable Unit Equivalents (AUEs) for 20% of Residential Unit Equivalents (RUEs) to be constructed. One AUE is defined as having a minimum of 900 square feet of Net Livable Space, which Resolution 05-2021 defines as the calculated interior living area measured interior wall to interior wall, including all interior partitions, and including but not limited to habitable basements and interior storage areas, closets, and laundry areas, and excluding uninhabitable basements, mechanical areas, exterior storage, stairwells, garages, patios, decks, and porches.

The number of AUEs required will depend on the Gross Floor Area of the proposed Single-Family Dwelling at the time of Building Permit. The following methods, in order of priority, may be used to meet the minimum affordable housing mitigation requirements:

- Construction of an Accessory Apartment on site (preferred method)
- Construction of the unit on another site within Park City.
- Dedication of an existing unit that is deed restricted.

- Construction of the unit outside Park City but within the Park City School District boundary.
- Conveyance of land within the Park City School District boundary for construction of affordable housing.
- Payment of a fee in lieu, which is currently $389,700 per AUE.

If detached from the SFD, the Accessory Apartment shall not exceed 18 feet in Building Height from Final Grade and shall provide no more than one Parking Space for the Accessory Apartment tenant. Parking on Iron Canyon Drive for the SFD and Accessory Apartment is prohibited. The Applicant shall include the proposed affordable Accessory Apartment location in the SLO analysis required at the Final Subdivision phase and shall locate such Accessory Apartment within the area least visible from designated Vantage Points.

Developer is responsible for the following steps to be completed to comply with the affordable housing requirement.

- Submit a Housing Mitigation Plan to the Housing Authority for approval.
- Recordation of a deed restriction that complies with the City's Affordable Housing Resolution regarding tenants, rent charged, and rental terms, prior to issuance of Certificate of Occupancy for the Single-Family Dwelling.
- Submit Annual compliance reporting to the Housing Authority

Timing of the completion of affordable units and timing of payment of fees in lieu of development are subject to the requirements of Affordable Housing Resolution 05-2021.

12. **Planning Review Fees.** Lot owner of the platted lot within the proposed subdivision shall be responsible for all standard and customary, and generally-applicable planning, building, subdivision and construction inspection fees imposed by the City in accordance with the Park City Land Management Code and the Park City Municipal Code.

13. **Impact and Building Fees.** Lot owner(s) within the proposed subdivision shall be responsible for all standard and customary, and generally-applicable, fees, such as development, impact, park and recreation land acquisition, building permit and plan check fees due and payable for construction on the Property at the time of application for any building permits. Ownership of water rights shall not change the application of the Impact Fee Ordinance to the Property.

14. **Acceptance of Public Improvements.** Subject to fulfillment of all the conditions of the Subdivision Final Action Letter and, further, Park City's final approval of the construction of any such public improvements, those water facilities, utilities, fire hydrants, and easements as may be agreed by Parties in connection with the Final Subdivision Plat review and approval process (the "**Public Improvements**"), shall be conveyed and dedicated to the City, for public purposes.

15. **Snow Removal and Storage.** Snow removal from private roads shall be the responsibility of the Property Owners. Park City shall not be obligated to remove snow from private sidewalks unless the sidewalks are classified as part of a community trail system and incorporated into the City wide snow removal program. A public snow storage easement shall be provided along Iron Canyon Drive and identified on the Final Subdivision plat to be located within the ten foot (10') public easement described in paragraph 6.

16. **Fiscal Impact Analysis.** Compared to large annexations that may result in significant commercial and/or residential development, this annexation would create one lot and up to two households. The City's property tax for a secondary residence is 1.13%, and 0.55% for a primary residence. The impact to the City in terms of service costs is negligible.

17. **Traffic Mitigation.** A review and analysis of impacts of the development on neighboring streets and major intersections was conducted by staff. No mitigation measures are proposed due to the low density and low level of impact of the proposed development on local streets and at major intersections.

19. **Effective Date.** This Annexation Agreement is effective upon recordation of the annexation plat and the filing and recordation of the annexation ordinance, and further, the City provides notice of the recordation to the parties of this Annexation Agreement.

20. **Governing Law; Jurisdiction and Venue.** The laws of the State of Utah shall govern this Annexation Agreement. The City and Petitioner agree that jurisdiction and venue are proper in Summit County.

21. **Real Covenant, Equitable Servitude.** This Annexation Agreement constitutes a real covenant and an equitable servitude on the Property. The terms of this Agreement touch and concern and both benefit and burden the Property. The benefits and burdens of this Agreement run with the land, and are intended to bind all successors in interest to any portion of the Property. This Agreement, a certified copy of the ordinance approving the Annexation **(the "Annexation Ordinance")**, and the Annexation Plat shall be recorded in the County Recorder's Office of Summit County, Utah.

22. **Assignment.** Neither this Agreement nor any of the provisions, terms or conditions hereof may be assigned to any other party, individual or entity without assigning the rights as well as the responsibilities under this Agreement and without the prior written consent of the City, which consent shall not be unreasonably withheld, conditioned or delayed. Any such request for assignment may be made by letter addressed to the City and the prior written consent of the City may also be evidenced by letter from the City to Petitioner or its successors or assigns; provided that, notwithstanding the foregoing, the City hereby consents to the assignment of the rights and responsibilities, and the benefits, of this Agreement, in whole or in part, upon written notice to the City; and provided that, in connection with and to the extent of any such assignment, Petitioner shall not have any further rights or responsibilities under this Agreement as and to the extent accruing from and after the date of any such assignment.

23. **Compliance with City Code.** Notwithstanding Paragraph 19 of this Agreement, from the time the Park City Council (the "**City Council**") approves of this Agreement and upon completion of the Annexation by recordation of the annexation plat with the County Recorder's Office of Summit County, Utah, the Property shall be subject to compliance with any and all City Codes and Regulations pertaining to the Property.

24. **Full Agreement.** This Agreement, together with the recitals and exhibits attached to this Agreement (which are incorporated in and made a part of this Agreement by this reference), and the

DRAFT

written agreements expressly referenced herein, contain the full and complete agreement of the Parties regarding the Annexation of the Property into the City. Only a written instrument signed by all Parties, or their successors or assigns, may amend this Annexation Agreement.

25. **Amendments.** Any substantive amendments to this Annexation Agreement shall be processed in accordance with the Park City Land Management Code and MLUDMA in effect at the time an application for amendment is filed with the City Planning Department.

25. **No Joint Venture, Partnership or Third Party Rights.** This Agreement does not create any joint venture, partnership, undertaking or business arrangement among the Parties. Except as otherwise specified herein, this Agreement, the rights and benefits under this Agreement, and the terms or conditions hereof, shall not inure to the benefit of any third party.

26. **Vested Rights.** Subject to the provisions of this Agreement, Petitioner (or its assigns) shall have the right to develop and construct the proposed Subdivision in accordance with the uses, density, and configuration of development approved in the Final Subdivision plat when approved, subject to and in compliance with other applicable ordinances and regulations of Park City.

27. **Nature of Obligations of Petitioner.** Applicant is liable for performance of the obligations imposed under this Agreement only with respect to the portion of property which it owns and shall not have any liability with respect to the portion of the property owned by the City.

28. **Severability.** If any part or provision of this Annexation Agreement shall be determined to be unconstitutional, invalid or unenforceable by a court of competent jurisdiction, then such a decision shall not affect any other part or provision of this Annexation Agreement except that specific provision determined to be unconstitutional, invalid, or enforceable. If any condition, covenant or other provision of the Annexation Agreement shall be deemed invalid due to its scope or breadth, such provision shall be deemed valid to the extent of the scope or breadth permitted by the law.

IN WITNESS WHEREOF, the parties hereto have executed this Annexation Agreement as of the _____ day of _____, 2024.

(Signatures begin on following page)

DRAFT

PARK CITY MUNICIPAL CORPORATION,
A political subdivision of the State of Utah

By: _____
Naan Worel, Mayor

Dated this _____ day of _____, 2024

ATTEST: City Clerk

By: _____
Michelle Kellogg, City Recorder

Dated this _____ day of _____, 2024

APPROVED AS TO FORM:

_____
Mark Harrington, Sr., Deputy City Attorney
Dated this _____ day of _____, 2024.

ROBBINS BOYER JV, L.C., a Utah limited liability company, Petitioner

By: _____

Name: _____

Dated this____ day of _____, 2024

Acknowledgement (notary)

Exhibits
A. Annexation Plat
B. Legal Description
C. Zoning Map Amendment
D. Preliminary Subdivision plat

DRAFT

EXHIBIT A
TO
ANNEXATION AGREEMENT
[Attach Annexation Plat]

DRAFT

EXHIBIT B
TO
ANNEXATION AGREEMENT
[Attach Legal Description]

DRAFT

EXHIBIT C
TO
ANNEXATION AGREEMENT
[Attach Zoning Map Amendment]

DRAFT

EXHIBIT D
TO
ANNEXATION AGREEMENT
[Attach Preliminary Subdivision Plat]

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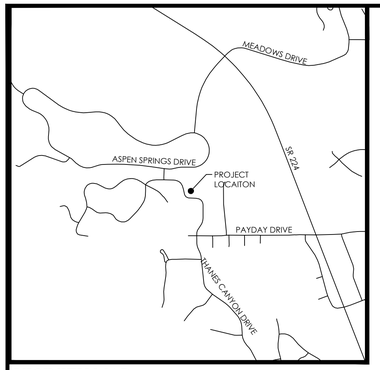
ROBBINS ADDITION ANNEXATION TO PARK CITY

LOCATED IN THE SW1/4 OF SECTION 5,
T2S, R4E, SLB&M
PARK CITY, UTAH COUNTY, STATE OF UTAH

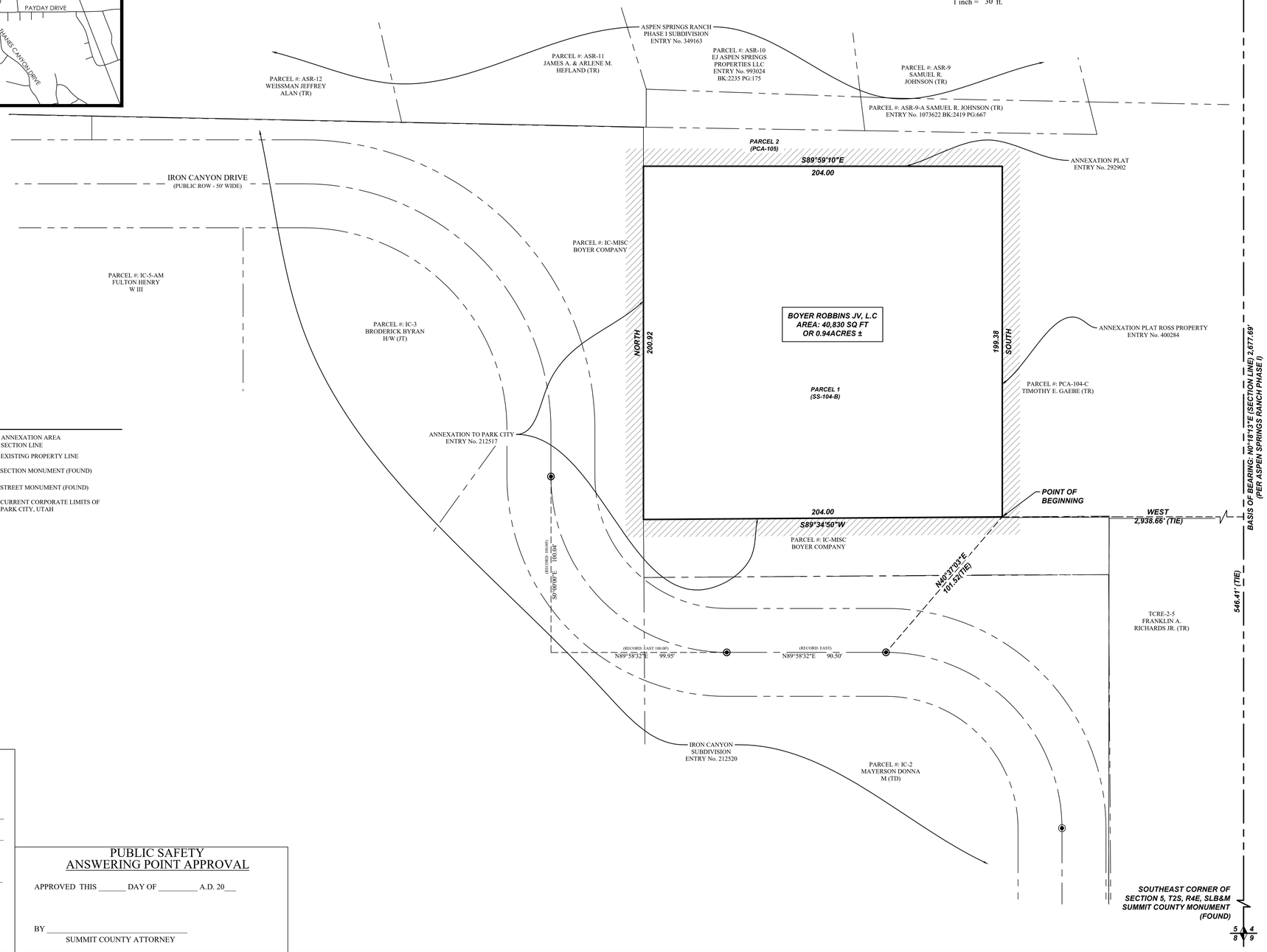


VICINITY MAP
N.T.S

GRAPHIC SCALE

30 0 15 30 60 120

(IN FEET)
1 inch = 30 ft.



LEGEND

- ANNEXATION AREA
- SECTION LINE
- EXISTING PROPERTY LINE
- SECTION MONUMENT (FOUND)
- STREET MONUMENT (FOUND)
- CURRENT CORPORATE LIMITS OF PARK CITY, UTAH

SURVEYOR'S CERTIFICATE

I, Justin Lundberg, do hereby certify that I am a Professional Land Surveyor, and that I hold License No. 12554439 in accordance with Title 58, Chapter 22 of Utah State Code. I further certify that this Plat is a true and accurate map of the tract of land to be annexed into Park City, County of Summit, State of Utah.

BOUNDARY DESCRIPTION

A portion of the SW1/4 of Section 5, Township 2 South, Range 4 East, Salt Lake Base and Meridian, Summit County, Utah, more particularly described as follows:

Beginning at a point on the Current Corporate City Limits of Park City, Utah as defined by the PARK CITY ANNEXATION FOR IRON CANYON, according to the Official Plat thereof recorded October 28, 1983 as Entry No. 212517 in the Office of the Summit County Recorder, located N00°18'13"E along the Section line 546.41 feet and West 2,938.66 feet from the Southeast Corner of Section 5, T2S, R4E, SLB&M; thence along said corporate limits the following four (4) courses: 1) S89°34'50"W 204.00 feet; 2) North 200.92 (Record: 200.00) feet to the Southerly line of the Current Corporate City Limits of Park City, Utah as defined by the PARK CITY ANNEXATION FOR SMITH RANCH, according to the Official Plat thereof recorded July 14, 1988 as Entry No. 292902 in the Office of the Summit County Recorder; 3) S89°59'10"E (Record: West) 204.00 feet to the Westerly line of the Current Corporate City Limits of Park City, Utah as defined by the PARK CITY ANNEXATION FOR THE ROSS PROPERTY, according to the Official Plat thereof recorded March 17, 1994 as Entry No. 400284 in the Office of the Summit County Recorder; 4) South 199.38 (Record: 200.00) feet to the point of beginning.

Contains: 40,830 +/- Square Feet

JUSTIN LUNDBERG
PROFESSIONAL LAND SURVEYOR
LICENSE NO. 12554439

05/10/23
DATE

PROFESSIONAL LAND SURVEYOR 05/10/23 No. 12554439 JUSTIN LUNDBERG STATE OF UTAH

SURVEYOR'S SEAL

FINAL FOCAL ENTITY PLAT APPROVAL

APPROVED IN COMPLIANCE WITH SECTION 17-23-20 OF THE UTAH CODE ON THIS _____ DAY OF_____ A.D. 20___

BY ACTING SUMMIT COUNTY SURVEYOR
(SUMMIT COUNTY SURVEY MANAGER)

DATE

SURVEYOR'S SEAL

RECORDED
STATE OF UTAH,
COUNTY OF SUMMIT
FILED AT THE REQUEST OF

_____

___ _____
FEE RECORDER

DATE_____ TIME_____

ENTRY NO._____

PUBLIC SAFETY
ANSWERING POINT APPROVAL

APPROVED THIS _____ DAY OF _____ A.D. 20___

BY _____
SUMMIT COUNTY ATTORNEY

PLAT PREPARED BY

FOCUS©
ENGINEERING AND SURVEYING, LLC
6949 S. HIGH TECH DRIVE, #200
MIDVALE, UTAH 84047 PH: (801) 352-0075
www.focusutah.com

ENGINEER'S CERTIFICATE

APPROVAL AS TO FORM

APPROVED AS TO FORM THIS _____ DAY OF _____ A.D. 20___

BY_____
SUMMIT COUNTY ATTORNEY

ENGINEER'S CERTIFICATE

I HEREBY CERTIFY THAT THIS OFFICE HAS EXAMINED THIS PLAT AND IT IS CORRECT IN ACCORDANCE WITH INFORMATION ON FILE IN THIS OFFICE

_____
DATE PARK CITY ENGINEER

CERTIFICATE TO ATTEST

I CERTIFY THAT THIS PLAT MAP WAS APPROVED BY PARK CITY COUNCIL THIS_____ DAY OF_____A.D. 20___

BY_____
PARK CITY RECORDER

COUNCIL APPROVAL AND ACCEPTANCE

APPROVAL AND ACCEPTANCE BY THE PARK CITY COUNCIL THIS ___ DAY OF_____A.D. 20___

BY_____
MAYOR

PLANNING COMMISSION

RECOMMENDED BY BY THE PARK CITY PLANNING COMMISSION THIS _____ DAY OF_____ A.D. 20__

BY_____
CHAIRPERSON

FINAL LOCAL ENTITY PLAT

ROBBINS ADDITION ANNEXATION TO PARK CITY

LOCATED IN THE SW1/4 OF SECTION 5,
T2S, R4E, SLB&M
PARK CITY, UTAH COUNTY, STATE OF UTAH

SCALE: 1" = 20'

LEGAL DESCRIPTION
PREPARED FOR
THE BOYER COMPANY
PARK CITY, UTAH
(June 10, 2020)
20-0230

ROBBINS ADDITION BOUNDARY

A portion of the SW1/4 of Section 5, Township 2 South, Range 4 East, Salt Lake Base and Meridian, Summit County, Utah, more particularly described as follows:

Beginning at a point on the Current Corporate City Limits of Park City, Utah as defined by the PARK CITY ANNEXATION FOR IRON CANYON, according to the Official Plat thereof recorded October 28, 1983 as Entry No. 212517 in the Office of the Summit County Recorder, located N00°18'13"E along the Section line 546.41 feet and West 2,938.66 feet from the Southeast Corner of Section 5, T2S, R4E, SLB&M; thence along said corporate limits the following four (4) courses: 1) S89°34'50"W 204.00 feet; 2) North 200.92 (Record: 200.00) feet to the Southerly line of the Current Corporate City Limits of Park City, Utah as defined by the PARK CITY ANNEXATION FOR SMITH RANCH, according to the Official Plat thereof recorded July 14, 1988 as Entry No. 292902 in the Office of the Summit County Recorder; 3) S89°59'10"E (Record: West) 204.00 feet to the Westerly line of the Current Corporate City Limits of Park City, Utah as defined by the PARK CITY ANNEXATION FOR THE ROSS PROPERTY, according to the Official Plat thereof recorded March 17, 1994 as Entry No. 400284 in the Office of the Summit County Recorder; 4) South 199.38 (Record: 200.00) feet to the point of beginning.

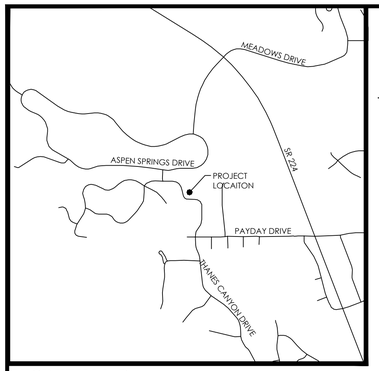
Contains: 40,830 +/- Square Feet

Placeholder for AA Exhibit C: Zoning Map Amendment

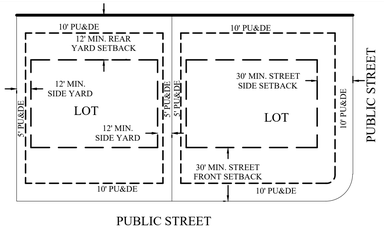
IRON CANYON PHASE 2

SUBDIVISION

LOCATED IN THE SW 1/4 OF SECTION 5, T2S, R4E,
SALT LAKE BASE & MERIDIAN
PARK CITY, SUMMIT COUNTY, UTAH



VICINITY MAP
N.T.S



TYPICAL BUILDING SETBACKS
N.T.S.

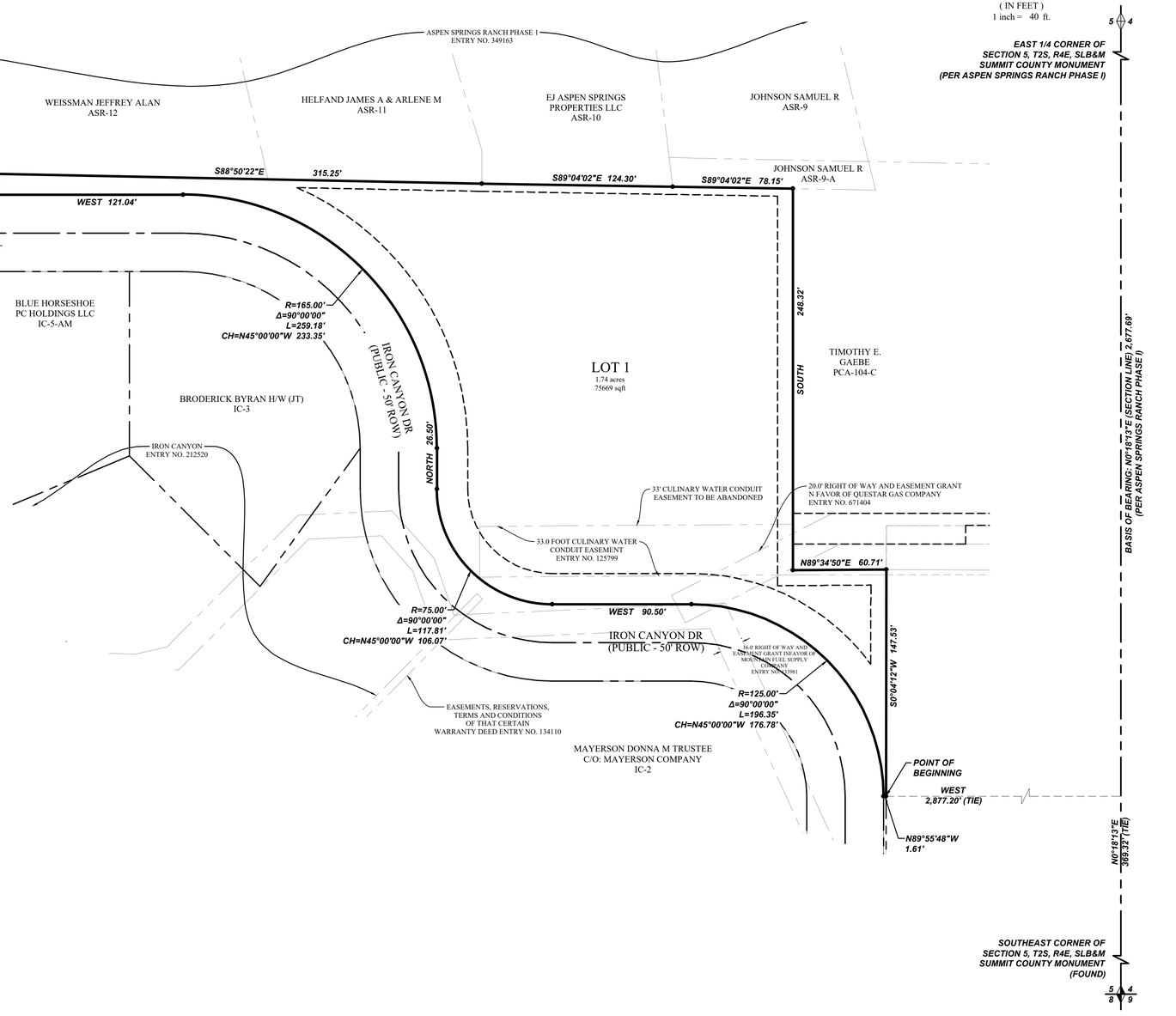
LEGEND

- BOUNDARY
- SECTION LINE
- EASEMENT
- RIGHT-OF-WAY LINE
- BUILDING SETBACK
- EXISTING PROPERTY LINE
- SECTION MONUMENT (FOUND)
- STREET MONUMENT (TO BE SET)
- BOUNDARY MARKERS

NOTES

1. #5 X 24" REBAR & CAP (FOCUS ENG) TO BE SET AT ALL LOT CORNERS. NAILS OR PLUGS TO BE SET IN TOP BACK OF CURB AT EXTENSION OF SIDE LOT LINES, IN LIEU OF REBAR AND CAPS AT FRONT LOT CORNERS.

Curve Table					
CURVE	RADIUS	DELTA	LENGTH	CHORD DIRECTION	CHORD LENGTH



GRAPHIC SCALE

(IN FEET)
1 inch = 40 ft.

SURVEYOR'S CERTIFICATE

I, Justin Lundberg, do hereby certify that I am a Professional Land Surveyor, and that I hold Licence No. 12554439 in accordance with Title 58, Chapter 22 of Utah State Code. I further certify by authority of the owners(s) that I have completed a Survey of the property described on this Plat in accordance with Section 17-23-17 of said Code, and have subdivided said tract of land into lots, streets, and easements, and the same has, or will be correctly surveyed, staked and monumented on the ground as shown on this Plat, and that this Plat is true and correct.

FOR REVIEW ONLY

Justin Lundberg
Professional Land Surveyor
Licence No. 12554439

Date

BOUNDARY DESCRIPTION

A portion of the SW1/4 of Section 5, Township 2 South, Range 4 East, Salt Lake Base & Meridian, located in Park City, Summit County, Utah, more particularly described as follows:

Beginning at a point on a Easterly line of IRON CANYON Subdivision, according to the Official Plat thereof on file in the Office of the Summit County Recorder as Entry No. 212520, said point located N00°18'13"E 369.32 feet along the Section line and West 2,877.20 feet from the Southeast Corner of Section 5, T2S, R4E, SLB&M; thence N89°55'48"W 1.61 feet to the Easterly Right-of-way line of Iron Canyon Drive; thence along said street the following six (6) courses: 1) Northwesterly along the arc of a non-tangent curve to the left having a radius of 125.00 feet (radius bears: West) a distance of 196.35 feet through a central angle of 90°00'00" Chord: N45°00'00"W 176.78 feet; 2) West 90.50 feet; 3) along the arc of a curve to the right with a radius of 75.00 feet a distance of 117.81 feet through a central angle of 90°00'00" Chord: N45°00'00"W 106.07 feet; 4) North 26.50 feet; 5) along the arc of a curve to the left with a radius of 165.00 feet a distance of 259.18 feet through a central angle of 90°00'00" Chord: N45°00'00"W 233.35 feet; 6) West 121.04 feet; thence North 13.59 feet to the Southerly line of ASPEN SPRINGS RANCH PHASE I Subdivision, according to the Official Plat thereof on file in the Office of the Summit County Recorder as Entry No. 349163; thence S88°50'22"E 315.25 feet to the Southwesterly corner of that Real Property as described by that Special Warranty Deed on file in the Office of the Summit County Recorder as Entry No. 993024 in Book 2235 at Page 175; thence along said deed S89°04'02"E 124.30 feet to the Southwesterly corner of that Real Property as described by that Special Warranty Deed on file in the Office of the Summit County Recorder as Entry No. 1073622 in Book 2419 at Page 667; thence along said deed S89°04'02"E 78.15 feet to a point on the Northerly extension of the Easterly line of said IRON CANYON Subdivision; thence along said extension and said plat the following three (3) courses: 1) South 248.32 feet; 2) N89°34'50"E 60.71 feet; 3) S00°04'12"W 147.53 feet to the point of beginning.

Contains: 75,669 square feet or 1.74 acres+/-

OWNER'S DEDICATION

KNOW ALL MEN BY THESE PRESENTS THAT _____. THE _____ UNDERSIGNED OWNER OF THE ABOVE DESCRIBED TRACT OF LAND, HAVING CAUSED THE SAME TO BE SUBDIVIDED INTO LOTS, PARCELS, AND STREETS TOGETHER WITH EASEMENTS TO BE HEREAFTER KNOWN AS

IRON CANYON PHASE 2
SUBDIVISION

DO HEREBY DEDICATE TO SUMMIT COUNTY ALL THESE TRACTS OF LAND DESIGNATED AS STREETS, THE SAME TO BE USED AS PUBLIC THOROUGHFARES FOREVER. THE UNDERSIGNED OWNERS ALSO CONVEY TO SUMMIT COUNTY, SNYDERVILLE BASIN WATER RECLAMATION DISTRICT, AND TO ANY AND ALL PUBLIC UTILITY COMPANIES A PERPETUAL, NON-EXCLUSIVE EASEMENT OVER THE PUBLIC UTILITY AND DRAINAGE EASEMENTS SHOWN ON THIS PLAT, THE SAME TO BE USED FOR DRAINAGE AND THE INSTALLATION, MAINTENANCE AND OPERATION OF UTILITY LINES AND FACILITIES.

IN WITNESS WHEREOF _____ HAVE HEREUNTO SET _____ HAND THIS ____ DAY OF _____ A.D. 20____

CORPORATE ACKNOWLEDGMENT

STATE OF UTAH
S.S.
COUNTY OF _____

ON THE ____ DAY OF _____ A.D. 20____ PERSONALLY APPEARED BEFORE ME , THE UNDERSIGNED NOTARY PUBLIC, IN AND FOR THE COUNTY OF _____, IN SAID STATE OF UTAH, _____, WHO AFTER BEING DULY SWORN, ACKNOWLEDGED TO ME THAT HE IS THE _____ OF _____ A UTAH INC. AND THAT HE SIGNED THE OWNERS DEDICATION FREELY AND VOLUNTARILY FOR AND IN BEHALF OF SAID COMPANY FOR THE PURPOSES THEREIN MENTIONED.

MY COMMISSION EXPIRES:_____ _____
A NOTARY PUBLIC COMMISSIONED IN UTAH RESIDING IN _____ COUNTY

MY COMMISSION No._____ _____
PRINTED FULL NAME OF NOTARY

PREPARED FOR

OWNER/DEVELOPER
THE BOYER COMPANY
101 SOUTH 200 EAST, UTAH 84111
(801) 521-5687
CONTACT: RICHARD MOFFAT

PREPARED BY

FOCUS ©
ENGINEERING AND SURVEYING, LLC
6949 SOUTH HIGH TECH DRIVE SUITE 200
MIDVALE, UT 84047 PH: (801) 352-0075
www.focusutah.com

SNYDERVILLE BASIN WATER RECLAMATION DISTRICT

REVIEWED FOR CONFORMANCE TO SNYDERVILLE BASIN WATER RECLAMATION DISTRICT
THIS _____ DAY OF _____ 20__

BY:_____

PLANNING COMMISSION

APPROVED BY THE PARK CITY PLANNING COMMISSION THIS _____ DAY OF_____ A.D. 20__

_____
CHAIRMAN

ENGINEER'S CERTIFICATE

I FIND THIS PLAT TO BE IN ACCORDANCE WITH INFORMATION ON FILE IN MY OFFICE THIS _____ DAY OF_____ A.D. 20__

_____
PARK CITY ENGINEER

APPROVAL AS TO FORM

APPROVED AS TO FORM THIS _____ DAY OF _____ A.D. 20__

_____
PARK CITY ATTORNEY

CERTIFICATE OF ATTEST

I CERTIFY THIS RECORD OF SURVEY MAP WAS APPROVED BY PARK CITY COUNCIL THIS _____ DAY OF_____ A.D. 20__

_____
PARK CITY RECORDER

COUNCIL APPROVAL AND ACCEPTANCE

APPROVAL AND ACCEPTANCE BY THE PARK CITY COUNCIL THIS _____ DAY OF_____ A.D. 20__

_____
PARK CITY MAYOR

IRON CANYON PHASE 2
SUBDIVISION
LOCATED IN THE SW 1/4 OF SECTION 5, T2S, R4E,
SALT LAKE BASE & MERIDIAN
PARK CITY, SUMMIT COUNTY, UTAH

RECORDED # _____

STATE OF UTAH, COUNTY OF SUMMIT , RECORDED AND FILED AT THE REQUEST OF MEC 09/18/24

_____

DATE_____ TIME_____ BOOK_____ PAGE_____

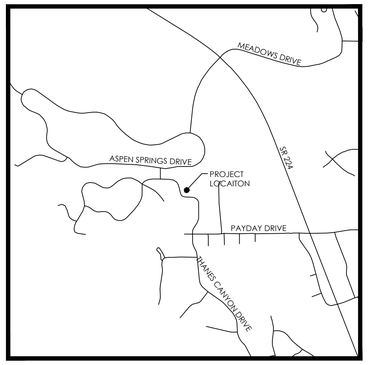
_____ _____
FEE SUMMIT COUNTY RECORDER

S:\2020\20-0230 2 lot split on iron canyon subdivision\design 20-0230\dwg\sheets\C2- final plat.dwg

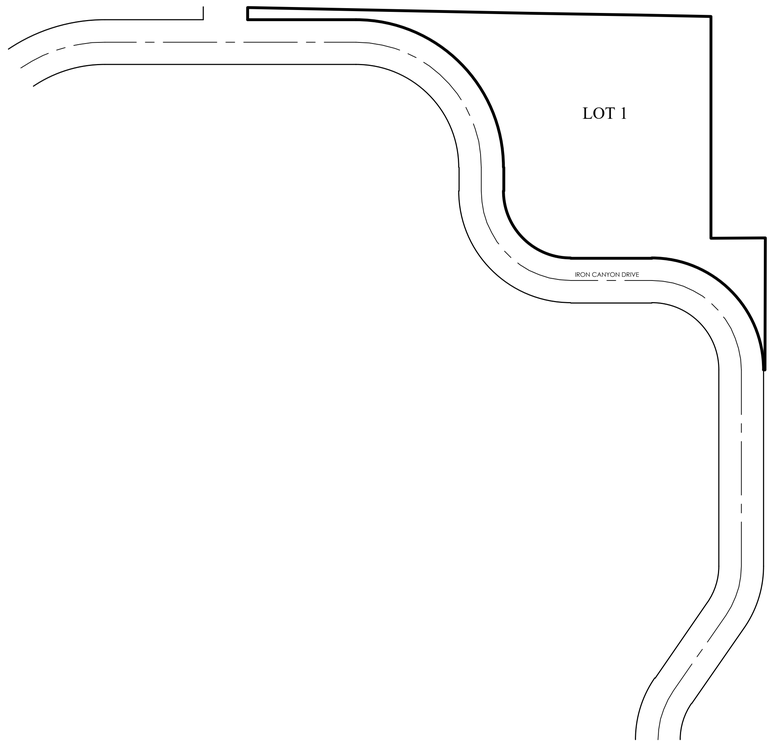
IRON CANYON PHASE 2

PREPARED FOR:
IVORY DEVELOPMENT
LOCATED IN:
PARK CITY, UT

Sheet List Table	
Sheet Number	Sheet Title
C1	COVER
C2	FINAL PLAT
EX.1	SITE PLAN
EX. 2	UTILITY PLAN
EX. 3	COMMUNITY FACILITIES
EX. 4	EXISTING ACCESS POINTS
EX. 5	SLOPE MAP
EX. 6	CONSTRUCTION MITIGATION PLAN
EX. 7	SENSITIVE LANDS EXHIBIT
EX. 8	VISUAL ASSESSMENT



VICINITY MAP
NTS



SITE MAP

GENERAL NOTES

1. CONTRACTOR TO FIELD VERIFY HORIZONTAL AND VERTICAL LOCATIONS OF ALL EXISTING UTILITIES PRIOR TO COMMENCEMENT OF CONSTRUCTION, AND REPORT ANY DISCREPANCIES TO THE ENGINEER.

2. ANY AND ALL DISCREPANCIES IN THESE PLANS ARE TO BE BROUGHT TO THE ENGINEER'S ATTENTION PRIOR TO COMMENCEMENT OF CONSTRUCTION.

3. ALL CONSTRUCTION SHALL ADHERE TO XXXX STANDARD PLANS AND SPECIFICATIONS.

4. ALL UTILITIES AND ROAD IMPROVEMENTS SHOWN ON THE PLANS HEREIN SHALL BE CONSTRUCTED USING REFERENCE TO SURVEY CONSTRUCTION STAKES PLACED UNDER THE SUPERVISION OF A PROFESSIONAL LICENSED SURVEYOR WITH A CURRENT LICENSE ISSUED BY THE STATE OF UTAH. ANY IMPROVEMENTS INSTALLED BY ANY OTHER VERTICAL OR HORIZONTAL REFERENCE WILL NOT BE ACCEPTED OR CERTIFIED BY THE ENGINEER OF RECORD.

5. THIS DRAWING SET IS SCALED TO BE PRINTED ON A 24" X 36" SIZE OF PAPER (ARCH. D). IF PRINTED ON A SMALLER PAPER SIZE, THE DRAWING WILL NOT BE TO SCALE AND SHOULD NOT BE USED TO SCALE MEASUREMENTS FROM THE PAPER DRAWING. ALSO USE CAUTION, AS THERE MAY BE TEXT OR DETAIL THAT MAY BE OVERLOOKED DUE TO THE SMALL SIZE OF THE DRAWING.

NOTICE

BEFORE PROCEEDING WITH THIS WORK, THE CONTRACTOR SHALL CAREFULLY CHECK AND VERIFY ALL CONDITIONS, QUANTITIES, DIMENSIONS, AND GRADE ELEVATIONS, AND SHALL REPORT ALL DISCREPANCIES TO THE ENGINEER.

ENGINEER'S NOTES TO CONTRACTOR

1. THE EXISTENCE AND LOCATION OF ANY UNDERGROUND UTILITY PIPES, CONDUITS OR STRUCTURES SHOWN ON THESE PLANS WERE OBTAINED BY A SEARCH OF THE AVAILABLE RECORDS, TO THE BEST OF OUR KNOWLEDGE, THERE ARE NO EXISTING UTILITIES EXCEPT AS SHOWN ON THESE PLANS. THE CONTRACTOR IS REQUIRED TO TAKE DUE PRECAUTIONARY MEASURES TO PROTECT THE UTILITY LINES SHOWN ON THESE DRAWINGS. THE CONTRACTOR FURTHER ASSUMES ALL LIABILITY AND RESPONSIBILITY FOR THE UTILITY PIPES, CONDUITS OR STRUCTURES SHOWN OR NOT SHOWN ON THESE DRAWINGS. IF UTILITY LINES ARE ENCOUNTERED DURING CONSTRUCTION THAT ARE NOT IDENTIFIED BY THESE PLANS, CONTRACTOR SHALL NOTIFY ENGINEER IMMEDIATELY.

2. CONTRACTOR AGREES THAT HE SHALL ASSUME SOLE AND COMPLETE RESPONSIBILITY FOR JOB SITE CONDITIONS DURING THE COURSE OF CONSTRUCTION OF THIS PROJECT, INCLUDING SAFETY OF ALL PERSONS AND PROPERTY; THAT THIS REQUIREMENT SHALL APPLY CONTINUOUSLY AND NOT BE LIMITED TO NORMAL WORKING HOURS; AND THAT THE CONTRACTOR SHALL DEFEND, INDEMNIFY AND HOLD THE CITY, THE OWNER, AND THE ENGINEER HARMLESS FROM ANY AND ALL LIABILITY, REAL OR ALLEGED, IN CONNECTION WITH THE PERFORMANCE OF WORK ON THIS PROJECT, EXCEPTING FOR LIABILITY ARISING FROM THE SOLE NEGLIGENCE OF THE OWNER OR THE ENGINEER.

3. UNAUTHORIZED CHANGES & USES: THE ENGINEER PREPARING THESE PLANS WILL NOT BE RESPONSIBLE FOR, OR LIABLE FOR, UNAUTHORIZED CHANGES TO OR USES OF THESE PLANS. ALL CHANGES TO THE PLANS MUST BE IN WRITING AND MUST BE APPROVED BY THE PREPARER OF THESE PLANS.

4. ALL CONTOUR LINES SHOWN ON THE PLANS ARE AN INTERPRETATION BY CAD SOFTWARE OF FIELD SURVEY WORK PERFORMED BY A LICENSED SURVEYOR. DUE TO THE POTENTIAL DIFFERENCES IN INTERPRETATION OF CONTOURS BY VARIOUS TYPES OF GRADING SOFTWARE BY OTHER ENGINEERS OR CONTRACTORS, FOCUS DOES NOT GUARANTEE OR WARRANTY THE ACCURACY OF SUCH LINEWORK. FOR THIS REASON, FOCUS WILL NOT PROVIDE ANY GRADING CONTOURS IN CAD FOR ANY TYPE OF USE BY THE CONTRACTOR. SPOT ELEVATIONS AND PROFILE ELEVATIONS SHOWN IN THE DESIGN DRAWINGS GOVERN ALL DESIGN INFORMATION ILLUSTRATED ON THE APPROVED CONSTRUCTION SET. CONSTRUCTION EXPERTISE AND JUDGMENT BY THE CONTRACTOR IS ANTICIPATED BY THE ENGINEER TO COMPLETE BUILD-OUT OF THE INTENDED IMPROVEMENTS.

CONTACTS

ENGINEER & SURVEYOR
FOCUS ENGINEERING & SURVEYING, LLC
6949 S. HIGH TECH DRIVE SUITE 200
MIDVALE, UTAH 84047
(801) 352-0075
PROJECT MANAGER: BEN DUZETT
SURVEY MANAGER: JUSTIN LUNDBERG

OWNER/DEVELOPER
IVORY DEVELOPMENT
9178 WOODOAK LANE
SALT LAKE CITY, UTAH 84117
(801) 407-6841
CONTACT: BRAD MACKAY

Know what's below. Call 811 before you dig.

N
S

GRAPHIC SCALE
80 0 40 80 160 320
(IN FEET)
1 inch = 80 ft.

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MIDVALE, UTAH 84047 PH: (801) 352-0075
www.focus-es.com

LICENSED PROFESSIONAL ENGINEER
No. 9028950-2202
THOMAS M. ROMNEY
09/18/24
STATE OF UTAH

IRON CANYON PHASE 2
PARK CITY, UT
COVER

REVISION BLOCK

#	DATE	DESCRIPTION
1	----	----
2	----	----
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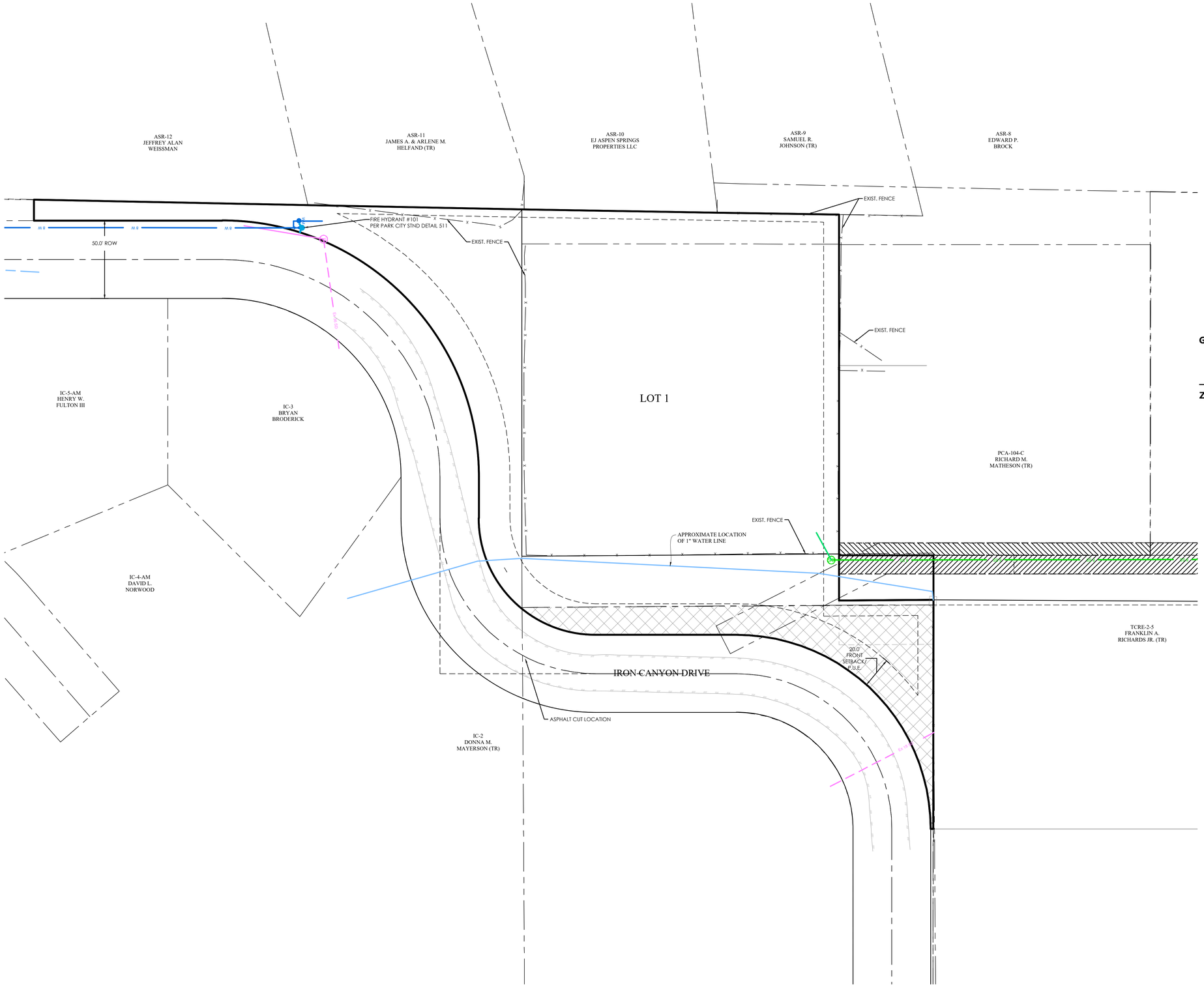
COVER

Scale:	1"=80'	Drawn:	MEC
Date:	09/18/24	Job #:	20-0230
Sheet:	C1		

Z:_2020\20-0230 2 lot split on iron canyon subdivision\design 20-0230\dwg\sheet\C1 COVER.dwg



LEGEND

- BOUNDARY
- ROW
- CENTERLINE
- LOT LINE
- EASEMENT
- 15" STORM DRAIN
- 8" SANITARY SEWER
- 8" CULINARY WATER
- 8" SECONDARY WATER
- CONTOUR MAJOR
- CONTOUR MINOR
- EXIST. STORM DRAIN
- EXIST. SANITARY SEWER
- EXIST. CULINARY WATER
- EXIST. FENCE
- EXIST. CONTOUR MAJOR
- EXIST. CONTOUR MINOR
- SIGN
- STREET LIGHT
- SD MH, INLET, AND COMBO
- SEWER MANHOLE
- CULINARY VALVE, TEE & BEND
- SECONDARY VALVE, TEE & BEND
- WATER BLOW-OFF
- FIRE HYDRANT
- STREET MONUMENT (TO BE SET)
- EXIST. STREET MONUMENT
- EXIST. SD INLET & MH
- EXIST. SEWER MH
- EXIST. VALVE, TEE, & BEND
- EXIST. FIRE HYDRANT
- SPOT ELEVATION

GENERAL PROPERTY INFO

TOTAL ACREAGE	±1.73 ACRES
TOTAL SF UNITS	**1**
TOTAL DENSITY	**0.58 UNITS/ACRE**

ZONE & LOT REQUIREMENTS

ZONE	SINGLE FAMILY (SF)
MAX DENSITY	3 UNITS/ACRE
FRONT YARD SETBACK	20'
REAR YARD SETBACK	15'
INTERIOR SIDE SETBACK	12'

N

S

GRAPHIC SCALE

30 0 15 30 60 120

(IN FEET)
1 inch = 30 ft.

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LICENSED PROFESSIONAL ENGINEER
No. 8028850-2202
THOMAS M. ROMNEY
09/18/24
STATE OF UTAH

IRON CANYON PHASE 2
PARK CITY, UT
SITE PLAN

REVISION BLOCK

#	DATE	DESCRIPTION
1	----	----
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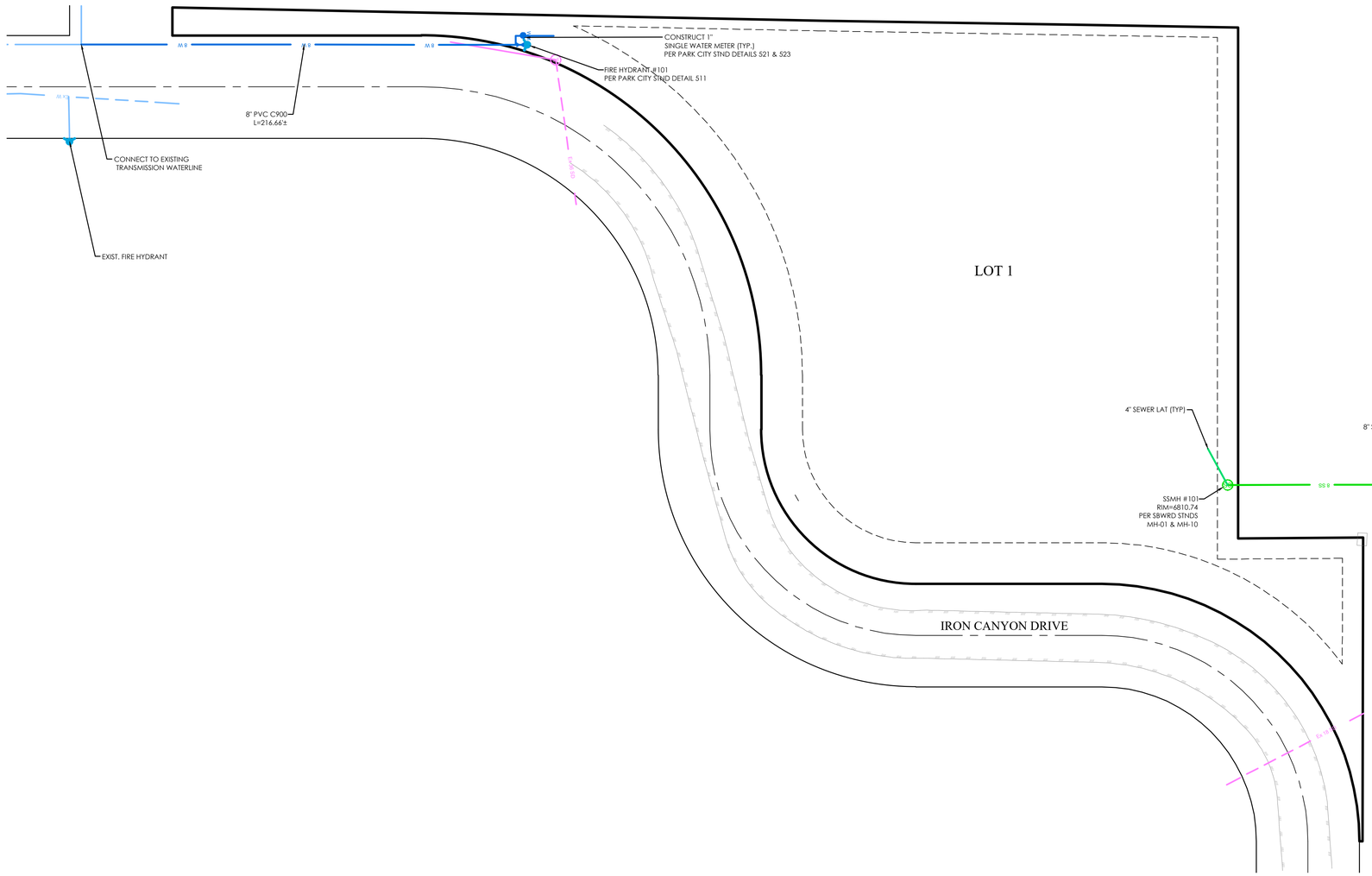
SITE PLAN

Scale:	1"=30'	Drawn:	MEC
Date:	09/18/24	Job #:	20-0230
Sheet:	EX.1		

Z:_2020\20-0230 2 lot split on iron canyon subdivision\design 20-0230\dwg\sheet\C3 - SITE PLAN.dwg



LEGEND

- BOUNDARY
- ROW
- CENTERLINE
- LOT LINE
- EASEMENT
- 15" STORM DRAIN
- 8" SANITARY SEWER
- 8" CULINARY WATER
- 8" SECONDARY WATER
- XXXX CONTOUR MAJOR
- XXXX CONTOUR MINOR
- EXIST. STORM DRAIN
- EXIST. SANITARY SEWER
- EXIST. CULINARY WATER
- EXIST. FENCE
- (XXXX) EXIST. CONTOUR MAJOR
- (XXXX) EXIST. CONTOUR MINOR
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- STREET LIGHT
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- EXIST. SEWER MH
- EXIST. VALVE, TEE, & BEND
- EXIST. FIRE HYDRANT
- o XXXX.XX SPOT ELEVATION

N

S

GRAPHIC SCALE

30 0 15 30 60 120

(IN FEET)
1 inch = 30 ft.

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LICENSED PROFESSIONAL ENGINEER
No. 8028850-2202
THOMAS M. ROMNEY
09/18/24
STATE OF UTAH

IRON CANYON PHASE 2
PARK CITY, UT
UTILITY PLAN

REVISION BLOCK

#	DATE	DESCRIPTION
1	----	----
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UTILITY PLAN

Scale:	1"=30'	Drawn:	MEC
Date:	09/18/24	Job #:	20-0230
Sheet:	EX. 2		

X:_2020\20-0230\2 bri split on iron canyon subdivision\design 20-0230\dwg\sheets\UTILITY PLAN.dwg

PROJECT LOCATION

DISTANCE FROM PROJECT LOCATION

SCHOOLS

PARLEY'S PARK ELEMENTARY SCHOOL	3.0 MI
McPOLIN ELEMENTARY SCHOOL	2.4 MI
PARK CITY HIGH SCHOOL	2.2 MI
TREASURE MOUNTAIN JR. HIGH SCHOOL	2.4 MI

FIRE STATIONS

PARK CITY FIRE DISTRICT STA. 36	2.4 MI
PARK CITY FIRE DISTRICT STA. 38	3.5 MI
PARK CITY FIRE DEPT. STA. 31	0.7 MI

PARKS

WILLOW CREEK PARK	3.2MI
MATT KNOOP MEMORIAL PARK	2.7 MI
ROTARY PARK	0.2 MI
NEW PROSPECTOR PARK	2.5 MI
PROSPECTOR PARK	2.6 MI
CITY PARK	1.8 MI
ACOUSTIC PARK	1.9 MI
9TH ST AND PARK AVE PARK	2.2 MI
MINER'S PARK	2.7 MI

HOSPITALS

PARK CITY HOSPITAL	4.7 MI

LIBRARIES

PARK CITY LIBRARY	2.0 MI

CITY HALL

PARK CITY - CITY HALL	2.7 MI

N

S

GRAPHIC SCALE

1000 0 500 1000 2000 4000

(IN FEET)
1 inch =1000 ft.

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LICENSED PROFESSIONAL ENGINEER
No. 8028850-2202
THOMAS M. ROMNEY
09/18/24
STATE OF UTAH

IRON CANYON PHASE 2
PARK CITY, UT
COMMUNITY FACILITIES

REVISION BLOCK

#	DATE	DESCRIPTION
1	----	----
2	----	----
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4	----	----
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COMMUNITY FACILITIES

Scale:	1"=1000'	Drawn:	MEC
Date:	09/18/24	Job #:	20-0230
Sheet:	EX. 3		

Z:_2020\20-0230\2 lot split on iron canyon subdivision\design 20-0230\dwg\exhibits\20-0230 Iron Canyon Community Facilities.dwg

GRAPHIC SCALE

150 0 75 150 300 600

(IN FEET)
1 inch =150 ft.

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THOMAS M. ROMNEY
09/18/24
STATE OF UTAH

IRON CANYON PHASE 2

PARK CITY, UT

EXISTING ACCESS POINTS

REVISION BLOCK

#	DATE	DESCRIPTION
1	----	----
2	----	----
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EXISTING ACCESS POINTS

Scale:	1"=150'	Drawn:	MEC
Date:	09/18/24	Job #:	20-0230
Sheet:	EX. 4		

z:_2020\20-0230 2 lot split on iron canyon subdivision\design 20-0230\dwg\exhibits\20-0230 Iron Canyon Existing Access Points.dwg

0% - 12% SLOPES

12% - 30% SLOPES

30% SLOPES AND GREATER

Note: The 30% slopes are granular barrow coming off of the shoulder of the roadway.

N

S

GRAPHIC SCALE

30 0 15 30 60 120

(IN FEET)
1 inch = 30 ft.

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No. 9028950-2202
THOMAS M. ROMNEY
09/19/24
STATE OF UTAH

IRON CANYON PHASE 2
PARK CITY, UT
SLOPE MAP

REVISION BLOCK

#	DATE	DESCRIPTION
1	----	----
2	----	----
3	----	----
4	----	----
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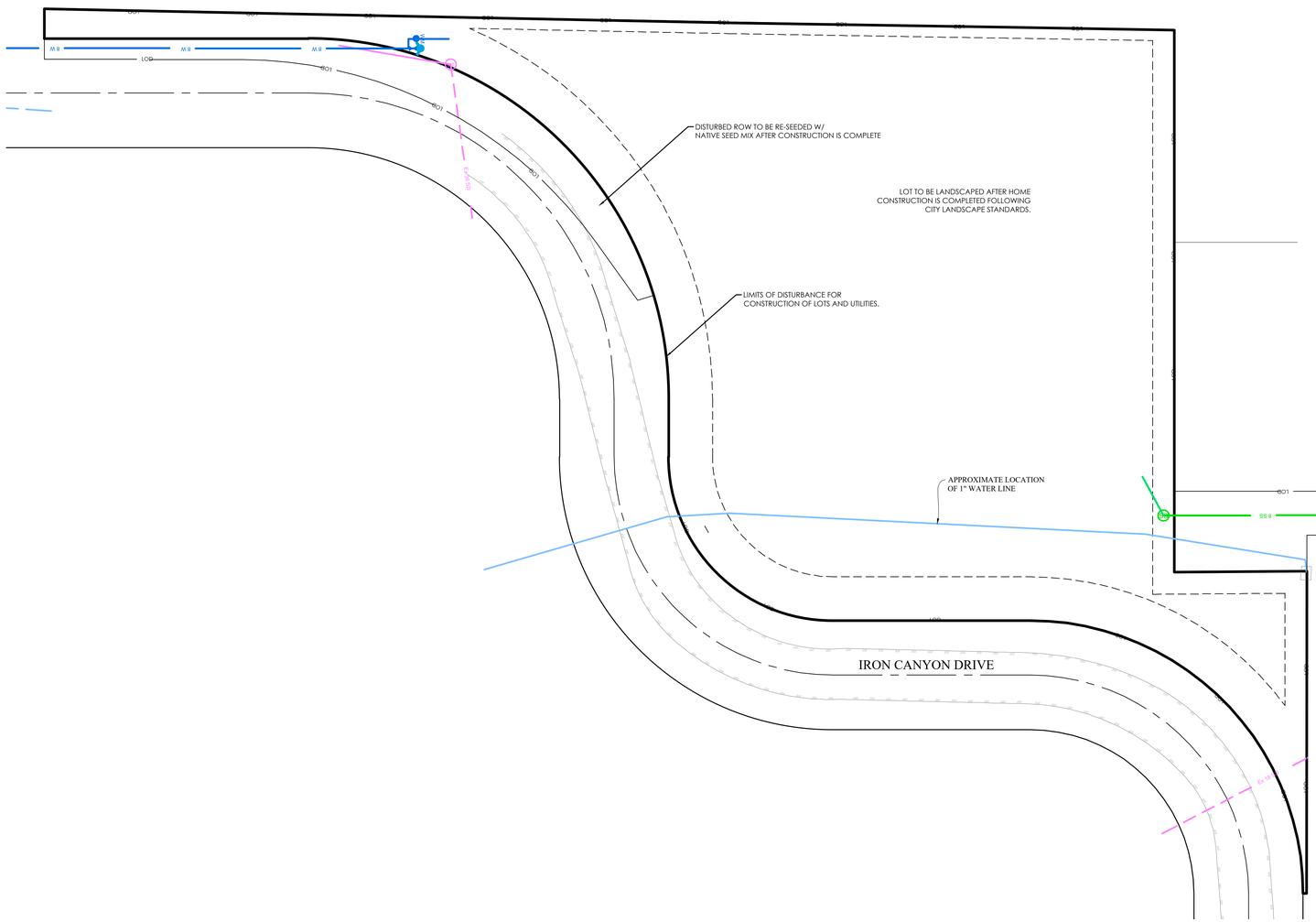
SLOPE MAP

Scale: 1"=20'	Drawn: MEC
Date: 09/18/24	Job #: 20-0230
Sheet: EX. 5	

Z:_2020\20-0230 2 Lot Split on Iron Canyon Subdivision\design 20-0230\dwg\sheets\SLOPE MAP.dwg



LEGEND

- BOUNDARY
- ROW
- CENTERLINE
- LOT LINE
- EASEMENT
- 15" STORM DRAIN
- 8" SANITARY SEWER
- 8" CULINARY WATER
- 8" SECONDARY WATER
- CONTOUR MAJOR
- CONTOUR MINOR
- EXIST. STORM DRAIN
- EXIST. SANITARY SEWER
- EXIST. CULINARY WATER
- EXIST. FENCE
- EXIST. CONTOUR MAJOR
- EXIST. CONTOUR MINOR
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- STREET LIGHT
- SD MH, INLET, AND COMBO
- SEWER MANHOLE
- CULINARY VALVE, TEE & BEND
- SECONDARY VALVE, TEE & BEND
- WATER BLOW-OFF
- FIRE HYDRANT
- STREET MONUMENT (TO BE SET)
- EXIST. STREET MONUMENT
- EXIST. SD INLET & MH
- EXIST. SEWER MH
- EXIST. VALVE, TEE, & BEND
- EXIST. FIRE HYDRANT
- SPOT ELEVATION

o XXXX.XX

N

S

GRAPHIC SCALE

30 0 15 30 60 120

(IN FEET)
1 inch = 30 ft.

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No. 8028850-2202
THOMAS M. ROMNEY
09/18/24
STATE OF UTAH

IRON CANYON PHASE 2
PARK CITY, UT
CONSTRUCTION MITIGATION PLAN

REVISION BLOCK		
#	DATE	DESCRIPTION
1	----	----
2	----	----
3	----	----
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CONSTRUCTION MITIGATION PLAN

Scale:	1"=30'	Drawn:	MEC
Date:	09/18/24	Job #:	20-0230
Sheet:	EX. 6		

Z:_2020\20-0230 2 lot split on iron canyon subdivision\design 20-0230\dwg\sheet\LC4 - CONSTRUCTION MITIGATION PLAN.dwg

LEGEND

- BOUNDARY
- ROW
- CENTERLINE
- LOT LINE
- EASEMENT
- 15" SD — 15 SD — 15" STORM DRAIN
- 8" SS — 8 SS — 8" SANITARY SEWER
- 8" W — 8 W — 8" CULINARY WATER
- 8" SW — 8 SW — 8" SECONDARY WATER
- XXXX — CONTOUR MAJOR
- XXXX — CONTOUR MINOR
- Ex SD — EXIST. STORM DRAIN
- Ex SS — EXIST. SANITARY SEWER
- Ex W — EXIST. CULINARY WATER
- X — X — X — EXIST. FENCE
- (XXXX) — EXIST. CONTOUR MAJOR
- (XXXX) — EXIST. CONTOUR MINOR
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- EXIST. STREET MONUMENT
- EXIST. SD INLET & MH
- EXIST. SEWER MH
- EXIST. VALVE, TEE, & BEND
- EXIST. FIRE HYDRANT
- o XXXX.XX — SPOT ELEVATION

VEGETATIVE COVER:
THERE ARE TWO STANDS OF EXISTING DECIDUOUS ASPEN TREES AS LABELED ON THIS SHEET. THE REST OF THE SITE IS SAGE, GRASSLAND. THE TWO STANDS OF ASPEN TREES SHALL REMAIN AND BE PROTECTED DURING CONSTRUCTION.

RIDGE LINE AREAS:
THERE ARE NO RIDGE LINE OR HILL AREAS WITHIN THIS SUBDIVISION.

WETLANDS:
NO WETLANDS HAVE BEEN FOUND WITHIN THIS SUBDIVISION BOUNDARY.

WILDLIFE HABITAT AREAS:
WITH THE SIZE AND LOCATION OF THIS SUBDIVISION BEING SURROUNDED BY A ROAD AND RESIDENTIAL HOMES WE BELIEVE THE NEED FOR A WILDLIFE HABITAT REPORT TO BE NEGLIGIBLE. THE IMPACT WILL BE IDENTICAL TO THE NEIGHBORING PROPERTIES.

N

S

GRAPHIC SCALE

30 0 15 30 60 120

(IN FEET)
1 inch = 30 ft.

Know what's below. Call 811 before you dig.

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LICENSED PROFESSIONAL ENGINEER
No. 9028850-2202
THOMAS M. ROMNEY
09/18/24
STATE OF UTAH

REVISION BLOCK

#	DATE	DESCRIPTION
1	----	----
2	----	----
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5	----	----
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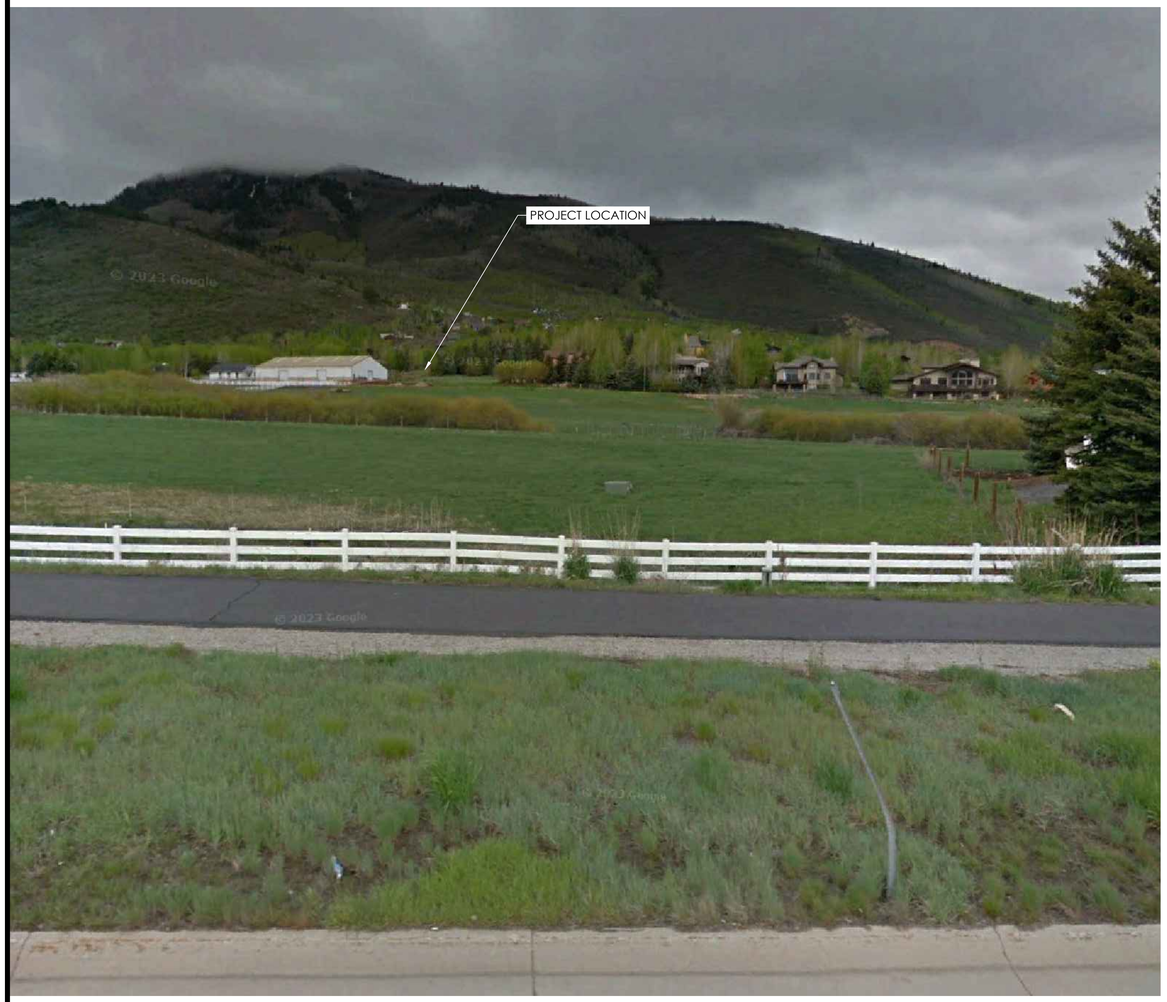
IRON CANYON PHASE 2
PARK CITY, UT
SENSITIVE LANDS EXHIBIT

SENSITIVE LANDS EXHIBIT

Scale:	1"=30'	Drawn:	MEC
Date:	09/18/24	Job #:	20-0230
Sheet:	EX. 7		

Z:_2020\20-0230\2 lot split on iron canyon subdivision\design 20-0230.dwg\sheet\C5 - vegitative cover plan.dwg



VANTAGE POINT FROM HWY 224 AND McPOLION NATURE TRAIL PARKING TURN OFF LOOKING EAST TOWARD THE PROJECT.
40º40'17.93" N 111º31'03.78"W

VANTAGE POINT FROM THE PROJECT LOCATED ON IRON CANYON ROAD LOOKING WEST TOWARD HWY 224.
40º40'12.22" N 111º31'21.13"W

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LICENSED PROFESSIONAL ENGINEER
No. 8028850-2202
THOMAS M. ROMNEY
09/18/24
STATE OF UTAH

IRON CANYON PHASE 2
PARK CITY, UTAH
VISUAL ASSESSMENT

REVISION BLOCK

#	DATE	DESCRIPTION
1	----	----
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6	----	----

VISUAL ASSESSMENT

Scale: 1"=20' | Drawn: MEC
Date: 09/18/24 | Job #: 20-0230
Sheet:
EX. 8

Z:_2020\20-0230\2 lot split on iron canyon subdivision\design 20-0230\dwg\sheets\VISUAL ASSESSMENT.dwg

FOCUS
ENGINEERING & SURVEYING

6949 S. High Tech Drive Suite 200
Midvale, UT 84047
P (801) 352-0075 F (801) 352-7989

Iron Canyon Annexation Development Timetable

It is expected that lot improvement and utility access for the single lot in the proposed Iron Canyon annexation will be completed in 2024. It is also expected that construction of the homes will begin in 2024.

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Midvale, UT 84047
P (801) 352-0075 F (801) 352-7989

Iron Canyon Annexation School Impact Study

Executive Summary: FOCUS Engineering & Surveying has conducted a school impact study for the proposed Iron Canyon single-lot residential subdivision located along Iron Canyon Drive in Park City, Utah. We have concluded that this development will have a negligible impact on neighboring schools.

Findings & Assumptions:

1. The U.S. Census estimates the average person-per-household from 2017 to 2021 in Park City to be 2.92. We will round this up to an average of three persons-per-household.
2. Based on this average, we estimate this development will yield an additional one student.
3. We also estimate the neighboring schools could see an increase of one total student based on this information.

Conclusion: Based on the above findings, the Iron Canyon single-lot subdivision will have a negligible impact on the neighboring schools.

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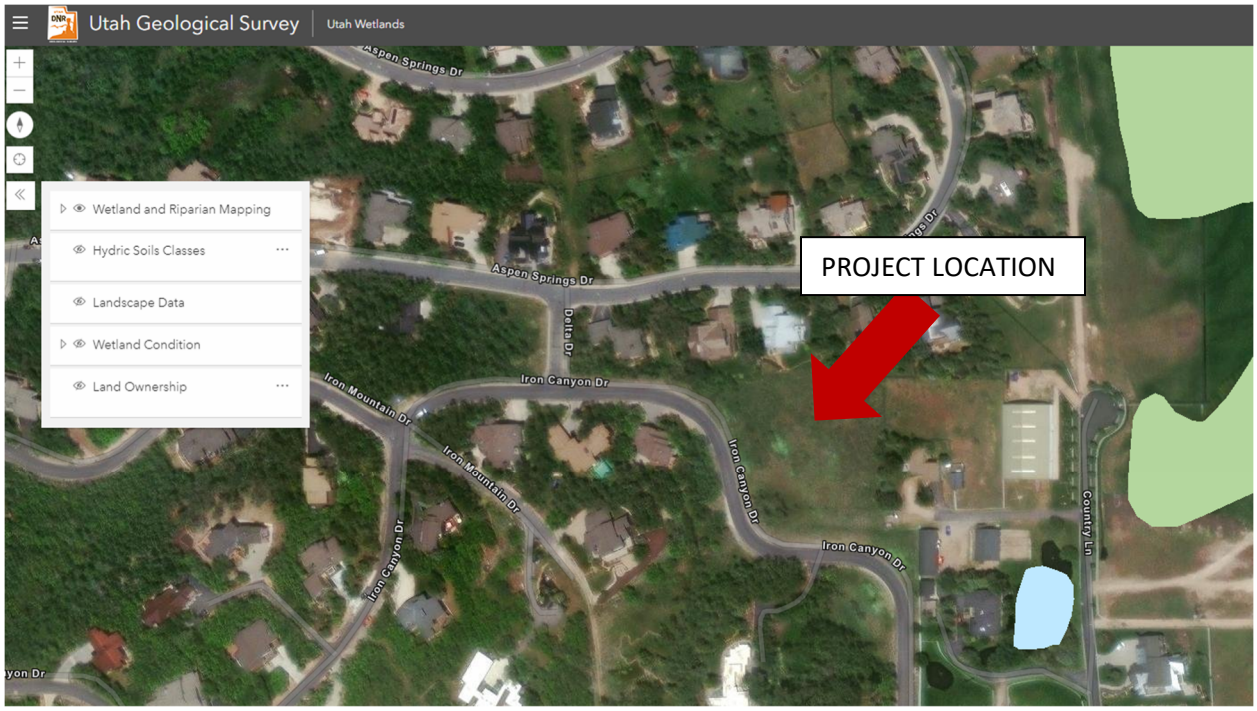
P (801) 352-0075 F (801) 352-7989

Iron Canyon Annexation Natural Features Omission

FOCUS Engineering & Surveying has performed an analysis of the proposed Iron Canyon development and has determined that none of the following that will be impacted as part of this development: wetlands, natural drainages, vegetation, wildlife habitat, view corridors, or significant geological features. None of these features were found on the site during in-person site visit and inspections performed by FOCUS.

Focus Engineering has also reviewed the Utah Division of Natural Resources Wetlands Map and has confirmed that there are no existing delineated wetlands on the property. See image below:



In addition to this map, FOCUS found no evidence of a wetland existing on the property. There were no existing bodies of water, drainages, or vegetation typical to a wetland area.

A slope map, included in this packet of information, shows the slope of the Iron Canyon annexation area and illustrates natural drainages, berms, etc. None of these will be impacted by the proposed development.

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Midvale, UT 84047
P (801) 352-0075 F (801) 352-7989

Iron Canyon Annexation Open Space Omission

The proposed Iron Canyon annexation will add one single-family residential lot to the existing Iron Canyon subdivision, which is part of the larger Thaynes neighborhood. The Thaynes neighborhood features a variety of public and private open space areas, including McPolin Farm, Frank Richards Farm, Aspen Springs Open Space, Rotary Park, McPolin Farm Trail, Thaynes Canyon Trail, a connection to McLeod Creek Trail, and the Park City Golf Course.

Because the proposed Iron Canyon annexation will include only one single-family residential home, FOCUS Engineering & Surveying has determined that there is not a need to provide additional open space, recreational areas or trails.

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Iron Canyon Annexation Historical & Cultural Resources Omission

Research done by FOCUS Engineering & Surveying has determined that there are no historical and/or cultural resources located on the property associated with the area of the proposed Iron Canyon annexation. As a result, this item is not applicable for consideration as part of the proposed annexation.

FOCUS conducted a site investigation of the property. During this site investigation there were no historical artifacts or materials found on site. There are no existing structures on the site and therefore no historical buildings.

This property is also surrounded by development. There are homes surrounding this property. As such, the adjacent properties were not on registered historical or cultural land. Because of the lack of evidence for any historical or cultural resources on this site we believe it is appropriate to omit the full historical and cultural study.

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Iron Canyon Annexation Consistency with Park City General Plan

FOCUS Engineering & Surveying has determined that the development associated with the proposed Iron Canyon annexation is consistent with the Park City General Plan. The following outlines our reasoning for this determination.

The proposed development aligns with the community's core values of Small Town, Natural Setting, Sense of Community, and Historic Character. It is also consistent with the current Neighborhood Portfolio.

The proposed development is located within the Thaynes neighborhood in the Iron Canyon subdivision. Assuming the annexation is approved, it will be incorporated into a neighborhood with existing infrastructure and resources, including recreation areas, schools, businesses, etc. The proposed development will consist of single-family residential lots, which are consistent in size with the rest of the neighborhood. All Single-Family District requirements will be met, including the protection and/or remediation of any existing vegetation and view corridors, and no wildlife corridors should be affected by this development.

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Iron Canyon Annexation Affordable Housing Plan Omission

FOCUS Engineering & Surveying has determined that there is not a need for an Affordable Housing Plan for the development associated with the proposed Iron Canyon annexation.

Per the information taken from the Thaynes Neighborhood General Plan below, there is no requirement for any affordable housing within the neighborhood. As a result, not including an Affordable Housing Plan for the proposed development will be consistent with the Thaynes Neighborhood General Plan.

Total Area (sq. miles)	0.97 square miles
Total Area (acres)	620 acres
Total Units	250
Unbuilt Units	99
% of Total Park City Units	2.7%
Average Density	3.16 units per acre
Range of Density	0.1 - 7.7 units per acre
Population	418
Total Businesses	17
% of Total Park City Businesses	2%
Housing Type	Single Family and Agriculture
Historic Sites	McPolin Barn
Affordable Housing	None
Occupancy	65% Primary residence 59% Owner-occupied 6% Renter-occupied
Neighborhood Icons	McPolin Farm, Rotary Park, Hiking Trails, Streams, Park City Golf Course
Parks	Rotary Park
Amenities	McPolin Farm, Frank Richards Farm, Aspen Springs Open Space
Trails	McPolin Farm Trail and Thaynes Canyon Trail, Connection to McCleod Creek Trail
Walkability	Internal streets and trails; few amenities within 1/4 mile that would decrease Vehicle Miles Traveled
Sub-Neighborhoods	Aspen Springs, Iron Canyon, Thaynes Canyon, Thaynes Creek Ranch

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Iron Canyon Existing Water Analysis

FOCUS Engineering & Surveying has performed an analysis of the proposed Iron Canyon development and has determined that the property being annexed into Park City does not have any water shares owned or being used at this time. The proposed subdivision will be joining the city's public utilities and purchasing water for the single lot.

Economic Analysis- Iron Canyon

1. Property Details:

Location: Park City, Utah
Lot Sizes: Lot 1 (0.5 acres), Lot 2 (0.67 acres), Lot 3 (0.56 acres)
Zoning: Residential

2. Market Analysis:

The Park City real estate market has exhibited a strong and consistent demand for residential properties, making it an attractive location for potential real estate development and investment. According to recent data from Redfin, the average sales price for residential properties in Park City stands at approximately $1.79 million. This substantial average sales price reflects the desirability of the location, the quality of life it offers, and the potential for high-end living.

Further analysis reveals that the average price per square foot (sf) in Park City is estimated to be around $721. This metric provides insight into the value that buyers place on the available living space, taking into account the unique features and amenities that Park City has to offer. The relatively high average price per square foot underscores the premium nature of the properties in the area, likely fueled by its scenic landscapes, recreational opportunities, and upscale lifestyle.

3. Operating Costs:

Property Taxes: Utah's state sales tax is 4.85%, and Park City's property tax is 1.130% for a secondary residence and . 55% for a primary residence
Maintenance Costs: Maintenance will cost about 1% of the property value per year

4. Conclusion and Recommendations:

In light of the comprehensive economic analysis conducted for the residential lots located in the desirable area of Park City, Utah, it is evident that this investment opportunity holds substantial potential. The analysis considered various factors, from property details and market analysis to development and operating costs. Based on the results, these residential lots are a promising venture in Park City.

EXHIBIT A

ROBBINS PROPERTY

PARCEL 1 (SS-104-B):

Beginning at a point North 545.80 feet and West 296 feet from the south quarter corner of Section 5, Township 2 South, Range 4 East, Salt Lake Base & Meridian, and running thence West 204 feet; thence North 200 feet; thence East 204 feet; thence South 200 feet to the point of beginning.

Together with right-of-way over the following:

Beginning at a point East 63.12 feet from said south quarter corner of Section 5, Township 2 South, Range 4 East, Salt Lake Base and Meridian, and running thence North 06°01'26" West 515.65 feet; thence West 305.01 feet; thence North 33.00 feet; thence East 334.70 feet to a point on an old fence line; thence South 06°01'26" East along said old fence line 548.83 feet; thence West 33.18 feet to the point of beginning.

Also: Together with a right-of-way over the existing gravel road that runs easterly from the above described 33.00-foot right-of-way to Highway U.S. Alternate 40.

PARCEL 2 (PCA-105):

The south one half (1/2) of the following described parcel:
Beginning at a point that is located North 745.80 feet and West 2935.76 feet from the southeast corner of Section 5, Township 2 South, Range 4 East, Salt Lake Base & Meridian; and running thence West 204.01 feet to the east line of Iron Canyon Subdivision according to the official plat thereof on file and of record in the Summit County Recorder's Office; thence along said east line North 22.26 feet to a point on the south line of Aspen Springs Ranch Phase 1 Subdivision according to the official plat thereof on file and of record in the Summit County Recorder's Office; thence South 88°50'22" East 1.58 feet long said south line to a point on and existing fence line; thence North 0°04'26" East 21.60 feet along said south line and said existing fence line; thence South 87°56'11" East 139.18 feet along said south line and said existing fence line; thence South 88°52'28" East 64.83 feet along said south line and said existing fence line: thence South 33.64 feet more or less to the point of beginning.

BOYER PROPERTY

PARCEL NO.: IC-MISC

NON-DEDICATED STREETS & MISC AREA NOT INCORPORATED INTO LOTS AS SHOWN ON THE OFFICIAL PLAT OF IRON CANYON SUBDIVISION ON FILE IN THE SUMMIT COUNTY RECORDERS OFFICE CONT 1.36 AC (LESS 0.20 AC 698-545 IA-CA-1) BAL 1.16 AC (NOTE: THIS PROPERTY WAS DETERMINED NOT TO BE COMMON AREA)

Summit County Treasurer
Corrie Forsling
60 N. Main St., P.O. Box 128
Coalville, UT 84017-0128
(435) 336-3038
treasurer@summitcounty.org

2023 Property Tax Notice

Taxes Due November 30, 2023

Holiday Closures November 10, 23-24

Account Number	Parcel Number	Tax Area	Acres	Property Address (If Applicable)
0473180	IC-MISC	07	1.16	

01010127120

Mailing Address

0473180
012712 ********** ALL FOR AADC 840
BOYER ROBBINS JV LLC
101 S 200 E STE 200
SALT LAKE CITY, UT 84111-3112

Legal Description (May be Partial)

NON DEDICATED STREETS & MISC AREA NOT INCORPORATED INTO LOTS AS SHOWN ON THE OFFICIAL PLAT OF IRON CANYON SUBDIVISION ON FILE IN THE SUMMIT COUNTY RECORDERS OFFICE CONT 1.36 AC (LESS 0.20 AC 698-545 IA-CA-1) BAL 1.16 AC (NOTE: THIS PROPERTY WAS DETERMINED

Property Valuation

	2023
Market Value:	$5,800
Taxable Value:	$5,800

Primary Residence Property is taxed at 55% of Market Value
Non-Primary Property is taxed at 100% of Market Value

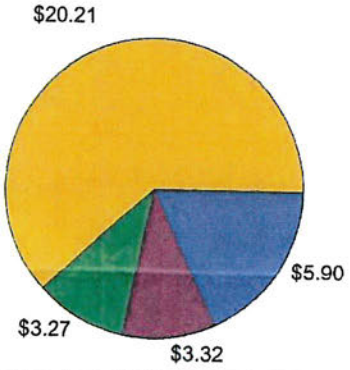
Property Tax Summary

2023 Property Taxes	$32.70
Past Due Taxes	$0.00
Special Assessments	$0.00
Tax Relief Adjustments	($0.00)
Pre-Payments Made	($0.00)
Total Taxes Due:	$32.70

Form R

– See back for more detail –

See Where Your Tax Dollars Go



- Schools.....$20.21
- County.....$3.27
- Special Districts.....$3.32
- City/Municipal.....$5.90

Total 2023 Assessed Taxes.....$32.70

How to Pay Your Taxes

✓ Online

SummitCountyTreasurer.org

- E-Check - FREE
- Credit/Debit Cards – 2.65% fee (min $1.50)

SCAN ME! TO PAY ONLINE

✓ Phone

(435) 214-7550

E-Check - FREE
Credit/Debit Cards – 2.65% fee (min $1.50)

✓ Mail

Postmark by November 30, 2023 to avoid penalty

Mail to:
Summit County Treasurer
PO Box 26548
Salt Lake City, UT 84126

✓ In Person

3 Locations:

- **Treasurer's Office in Coalville:** 60 N. Main St. (Drop Box at South Entrance)
- **Park City DMV:** 1885 W. Ute Blvd. (Lower Entrance)
- **Kamas DMV:** 110 N. Main St. (Office Closed Tues & Fri. Drop Box on Parking Lot Side)

Note: BETH

Entity	Name	Invoice	Date	Reference	Amount
0011	THE BOYER COMPANY, L.C.	ICMISC 11/23	11/9/2023	23 TAXES BOYER ROBBINS JV IC MISC	32.70

Payor: THE BOYER COMPANY	Vendor Id	Date	Check No.	Check Amount
Payee: SUMMIT COUNTY TREASURER	1256	11/21/2023	033892	32.70

Retain this statement for your records

THE BOYER COMPANY
101 South 200 East, Suite 200
Salt Lake City, UT 84111

[redacted]

1210(8)
11-24

Date	Check No.	Check Amount
11/21/2023	033892	$32.70

[redacted] Thirty Two AND 70/100 Dollars [redacted]

Pay to the order of:

SUMMIT COUNTY TREASURER

PO BOX 26548
SALT LAKE CITY, UT 84126-0548

VOID IF NOT CASHED WITHIN 180 DAYS WITHIN DATE OF ISSUE

[redacted]

Requires two signatures if over $500.

[redacted]

Rhonda Francis Summit County Recorder
12/29/2022 10:01:40 AM Fee $40.00
By PARR BROWN GEE AND LOVELESS
Electronically Recorded

WHEN RECORDED, MAIL TO
AND MAIL TAX NOTICES TO:

Boyer Robbins JV, L.C.
101 South 200 East, Suite 200
Salt Lake City, Utah 84111
Attn: Chief Financial Officer

Parcel No.: IC-MISC

SPECIAL WARRANTY DEED

THE BOYER COMPANY, L.C. a Utah limited liability company, whose address is 101 South 200 East, Suite 200, Salt Lake City, Utah 84117, Grantor, for and in consideration of Ten Dollars ($10.00) and other good and valuable consideration in hand paid, receipt whereof is hereby acknowledged, **CONVEYS AND WARRANTS** against all who claim by, through, or under Grantor, and none else, to **BOYER ROBBINS JV, L.C.**, a Utah limited liability company, whose address is 101 South 200 East, Suite 200, Salt Lake City, Utah 84111, Grantee, the following described real property, situate in Summit County and State of Utah, hereby releasing and waiving all rights under and by virtue of the homestead exemption laws of the State, to-wit:

See Exhibit "A" attached hereto and incorporated herein by this reference.

TOGETHER WITH all improvements thereon and all rights, appurtenances, hereditaments thereunto belonging or in anywise appertaining.

WITNESS my hand this 19 day of December, 2022.

THE BOYER COMPANY, L.C., a Utah limited liability company

By: _____
Name: Brian Gochnour
Title: Manager

STATE OF UTAH)
) ss.
COUNTY OF SALT LAKE)

SUBSCRIBED, SWORN TO AND ACKNOWLEDGED before me, a Notary Public, by Brian Gochnour as Authorized Representative of The Boyer Company, LLC this 19 day of December, 2022.

WITNESS my hand and official seal.

_____
NOTARY PUBLIC
My Commission Expires:

AVRY BYINGTON
Notary Public State of Utah
My Commission Expires on:
August 28, 2025
Comm. Number: 719523

4890-1449-6833

EXHIBIT A TO SPECIAL WARRANTY DEED

That certain real property in Summit County, State of Utah, more particularly described as follows:

NON-DEDICATED STREETS & MISC AREA NOT INCORPORATED INTO LOTS AS SHOWN ON THE OFFICIAL PLAT OF IRON CANYON SUBDIVISION ON FILE IN THE SUMMIT COUNTY RECORDERS OFFICE CONT 1.36 AC (LESS 0.20 AC 698-545 IA-CA-1) BAL 1.16 AC (NOTE: THIS PROPERTY WAS DETERMINED NOT TO BE COMMON AREA)

PARCEL NO.: IC-MISC

OLD REPUBLIC TITLE

File Number: 165501-DMF

COMMITMENT FOR TITLE INSURANCE

Transaction Identification Data, for which the Company assumes no liability as set forth in Condition 5.e.:

Issuing Agent:	**Cottonwood Title Insurance Agency, Inc.**
Issuing Office:	**7020 South Union Park Avenue, Midvale, UT 84047**
Issuing Office's ALTA® Registry ID:	1224850
Issuing Office File No.:	165501-DMF
Parcel Identification Numbers:	SS-104-B, PCA-105 and IC-MISC
Version:	6

SCHEDULE A

1. Commitment Date: August 14, 2024 at 7:30AM

2. Policy to be issued:

		Proposed Amount of Insurance	Premium
(a)	Owner's Policy (ALTA Owner's Policy (2021)) Proposed Insured: **Ivory Development, LLC, a Utah limited liability company**	$2,000,000.00	$4,853.00
(b)	Loan Policy Proposed Insured:		
(c)	Endorsements:		

3. The estate or interest in the Land at the Commitment Date is: Fee Simple.

4. The Title is, at the Commitment Date, vested in:

   Boyer Robbins JV, L.C., a Utah limited liability company

5. The Land is situated in Summit County, State of Utah, and is described as follows:

   See Exhibit A attached hereto

ENTRY NO. _____
RECORDED _____
BOOK _____ PAGE _____
DATED _____

13

DECLARATION OF PROTECTIVE COVENANTS FOR THE IRON CANYON SUBDIVISION

THIS DECLARATION is made this 11th day of OCTOBER, 1983, by THE BOYER COMPANY, a Utah general partnership.

I. PURPOSE OF COVENANTS

1.1 It is the intention of The Boyer Company, expressed by its execution of this instrument, that the property within the Iron Canyon Subdivision be developed and maintained as a highly desirable residential area. It is the purpose of these covenants that the present natural beauty, views and surroundings of the Iron Canyon Subdivision shall always be protected and preserved for the residents thereof, insofar as is possible, in connection with the uses and structures permitted by this Declaration. The Boyer Company hereby declares that the Property and every part thereof is held and shall be held, conveyed, devised, leased, rented, used, encumbered, occupied and improved, and otherwise affected in any manner subject to the provisions of this Declaration, each and all of which provisions are hereby declared to be in furtherance of the general plan and scheme of ownership referred to herein, and are further declared to be for the benefit of the Property and every part thereof, and for the benefit of each owner thereof. All provisions herein contained shall be deemed to run with the land as covenants running with the land or as equitable servitudes, as the case may be, and shall constitute benefits and burdens to the Declarant, its successors and assigns, and to all parties hereafter owning any interest in the Property.

II. DEFINITIONS

2.1 Declarant: "Declarant" means The Boyer Company, together with its successors and assigns.

2.2 Property: "Property" means that certain real property located in the Iron Canyon Subdivision in Park City, Summit County, Utah, according to the official recorded plat thereof.

2.3 Building: "Building" means any structure or building to be erected or constructed upon the Property.

2.4 Lot: A "Lot" shall mean any parcel of developable property as shown on the recorded Subdivision Plat.

2.5 Subdivision: "Subdivision" shall mean the Iron Canyon Subdivision as recorded in the records of Park City, Utah.

2.6 Building Pad: "Building Pad" means that portion of the lot that may have a building constructed upon it.

III. ARCHITECTURAL COMMITTEE

3.1 Architectural Committee: The Architectural Committee, hereinafter referred to as the "Committee", shall be composed of four (4) members in total. Initially, the Committee shall consist of H. Roger Boyer, Donald A. Mackey, Abe Guss, and Dan C. Gardner. At such time as ninety percent (90%) of the Lots

Book 277 Page-160-8

ENTRY NO. _____
REQUEST OF WESTERN STATES TITLE
RECORDED NOV 8 1983 at 4:10 PM
FEE $ 14.00
ALAN SPRIGGS, SUMMIT CO. RECORDER
by Lynette Williams

are sold, the then record owners of ninety percent (90%) of the Lots shall have the power through a duly recorded written instrument to change the membership of the Committee. Said Committee shall have and exercise all of the powers, duties and responsibilities set out in this Declaration. A majority of the Committee may designate a representative to act for it. In the event of death or resignation of any member of the Committee, the remaining members shall have full authority to designate a successor.

3.2 Approval by Committee: No improvements of any kind, including but not limited to dwelling houses, dwelling "Building Pad", swimming pools, ponds, parking areas, fences, walls, tennis courts, garages, drives, antennae, flag poles, curbs and walks shall ever be altered, constructed or permitted to remain upon any lands within the Subdivision, nor shall any excavating, clearing, removal of trees, or shrubs, or landscaping of any kind be done upon any lands within the Subdivision unless the complete plans and specifications, including site plan, therefore, are approved by the Committee prior to the commencement of such work. The Committee shall consider the materials to be used on the external features of any improvements, including exterior colors, harmony of the external design with existing structures within the Subdivision, location with respect to topography and finished grade elevations, harmony of the landscape with the natural setting and surroundings and the effect of any such improvements upon the other Lots within the Subdivision, and the Committee shall ascertain whether the architecture conforms to the architectural guidelines. The complete architectural plans and specifications must be submitted in duplicate to the Committee and must include at least four (4) different elevation views. One complete copy of the plans and specifications shall be signed and dated for identification by the owner and left with the Committee for permanent file and record. In the event the Committee fails to take any action within forty five (45) days after said plans are submitted to the Committee, then all of such submitted plans shall be deemed to be approved. It shall be the goal of the Committee to expedite all requests.

3.3 Variances: The Committee shall have the authority to deviate from the requirements contained herein in extenuating circumstances when following these covenants would create an unreasonable hardship or burden for a property owner. Any variance in Building Pad locations from those shown on the recorded Subdivision Plat must be approved by the Committee. An affirmative vote of a majority of the members of the Committee must be gained for a variance to be granted. The Committee does not, however, have authority to allow deviation beyond the guidelines of the Park City Land Management Code.

3.4 General Requirements: The Committee shall exercise its best judgement to see that all improvements, construction, landscaping and alterations on the lands within the Subdivision conform and harmonize with the natural surroundings and with existing structures as to the external design, materials, colors, location, height, topography, grade and finished grade elevation in keeping with the architectural guidelines.

3.5 Preliminary Reviews: Persons who anticipate constructing improvements on the lands within the Subdivision, whether they already own lands or are contemplating the purchase of such lands, may submit preliminary sketches of such improvements to the Committee for informal consideration and preliminary approval or disapproval. All such sketches shall be concerned with maintaining the then existing natural surroundings and vegetation as much as possible. All preliminary sketches shall be submitted in duplicate

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and shall contain a proposed site plan together with sufficient general information on all aspects that will be required to be in the complete plans and specifications to allow the Committee to act intelligently on giving an informal preliminary approval or disapproval.

3.6 Plans: The Committee shall disapprove any plans submitted which are not sufficient for it to exercise the judgement required of it by these covenants.

3.7 Committee Not Liable: The Committee shall not be liable in damages to any person submitting any plans for approval, or to any owner or owners of lands within the Subdivision, by reason or any action, failure to act, approval, disapproval or failure to approve with regard to such plans. Any person or group acquiring title to any lands within the Subdivision or any person submitting plans to the Committee for approval shall, by doing so, be deemed to have agreed and covenanted that he, she or they will not bring any action or suit to recover damages against the Committee, its members as individuals or its advisors, employees or agents.

3.8 Written Records: The Committee shall keep and safeguard complete written records of all applications for approval submitted to it, including one set of all preliminary sketches and all architectural plans so submitted, and of all actions of approval or disapproval and all other actions taken by it under the provisions of this Declaration. Such records shall be maintained for a minimum of five (5) years after approval or disapproval.

IV. GENERAL RESTRICTIONS ON ALL PROPERTY

4.1 Zoning Regulations: No lands within the Subdivision shall ever be occupied by or for any Building or purpose or in any manner which is contrary to the zoning regulations applicable thereto validly in force from time to time.

4.2 No Mining, Drilling or Quarrying: No mining, drilling, quarrying, tunneling or excavating for any substance within the earth, including oil, gases, minerals, gravel, sand, rock or earth shall ever be permitted on the surface or below the surface of the property.

4.3 No Business Use: The Lots within the Subdivision shall be exclusively used for residential living purposes, such purposes to be confined to approved residential Buildings within the Subdivision. No Lots or Buildings within the Subdivision shall ever be occupied or used for any commercial or business purpose.

4.4 Restrictions of Signs: With the exception of a sign no larger than six (6) square feet, identifying the architect, and a sign of similar dimension identifying the prime contractor, to be displayed only during the course of construction; and, a sign no larger than six (6) square feet for the owner to advertise his home or lot for sale, no sign or advertising devices, including but without limitation to commercial, political, informational or directional signs or devices shall be erected or maintained on any of the lands within the Subdivision, except signs approved in writing by the Committee for purposes of identifying ownership, addresses, rules and regulations, to caution or warn of danger and as may be required by law. The Committee shall also approve or disapprove of the size, materials, color and location of said signs.

4.5 Restrictions on Animals: No animals other than ordinary household pets may be kept or allowed to remain on any lands within the Subdivision. Such ordinary household pets shall be kept within the confines of the owner's Lot and shall not create an annoyance to other owners of the lands within the Subdivision. The Architectural Control Committee, in its sole discretion, shall have the right to revoke an owner's privilege of having an ordinary household pet on the Property and shall have the power to require any owner to remove any animal belonging to it which is not disciplined or which constitutes an undue annoyance to other owners of land within the Subdivision.

4.6 No Resubdivision: No Lot shall be resubdivided and no Building shall be constructed or allowed to remain on any parcel of land within the Subdivision that is not designated as a "Building Pad" upon the Lot as shown on the recorded Subdivision Plat or that has not been approved by the Committee.

4.7 Underground Utility Lines: All water, gas, telephone, electrical, cable television and all other utility lines within the limits of the Property must be buried underground and may not be exposed above the surface of the ground.

4.8 Service Yards: All clothes lines, equipment, service yards or storage piles on any Lot within the Subdivision shall be kept screened by approved planting or fencing so as to conceal them from the view of neighboring Lots, access roads and areas surrounding the Property.

4.9 Maintenance of Property: All property and all improvements on any Lot shall be kept and maintained by the owner thereof in a clean, safe, attractive and sightly condition and in good repair.

4.10 No Noxious or Offensive Activity: No noxious or offensive activity shall be carried on or permitted upon any lands within the Subdivision, not shall anything be done or placed upon any of the Property which is or may become a nuisance or cause embarrassment, disturbance or annoyance to others.

4.11 No Hazardous Activities: No activities shall be conducted on any Property and no improvements shall be constructed on any of the lands within the Subdivision which are, or might be unsafe or hazardous to any person or property. Without limiting the generality of the foregoing, no firearms shall be discharged on the Property and no open fires shall be lighted or permitted on any Property except in a contained barbeque unit while attended and in use for cooking purposes or within a safe and well designated fireplace as approved by the Committee.

4.12 No Unsightliness: No unsightliness shall be permitted upon any of the Property. Without limiting the generality of the foregoing, unsightly structures, facilities, equipment, tools, boats, vehicles other than automobiles used in the normal course of ingress and egress, objects and conditions shall be enclosed within an approved building or appropriately screened from view, except equipment and tools when in actual use for construction, maintenance and repair. Specifically, there shall be no trailers, mobile homes, tractors, truck campers or trucks other than pick-up trucks used in the normal course of ingress and egress shall be kept or permitted to remain upon the Property and no vehicle, boat or equipment shall be constructed, reconstructed, repaired or abandoned upon any of the Property. No lumber, grass, shrub or tree clippings, plant waste, metals, bulk materials or scrap shall be kept, stored or allowed to accumulate on any of the Property, except in service yards meeting the requirements of Section 4.8. Refuse,

BOOK 277 PAGE 183

garbage and trash shall be placed and kept at all times in a covered container and such container shall be kept within an enclosed structure or appropriately screened from view. Hanging, drying or airing of clothing or household fabrics shall not be permitted within Buildings or on Lots if visible from Buildings, Lots or areas surrounding the Property.

4.13 No Annoying Lights, Sounds or Odors: No light shall be emitted from any Lot or Property which is unreasonably bright or causes unreasonable glare; no sound shall be emitted from any Lot or Property which is unreasonably loud or annoying including but without limitation, speakers, horns, whistles, bells or other sound devices, except security and fire alarm devices used exclusively to protect any of the Property or Buildings; and no odors shall be emitted from any Lot or Property which is noxious or offensive to others.

4.14 No Cesspools or Septic Tanks: No cesspools or septic tanks shall be constructed upon any Property. Any other type of sewage disposal system shall be installed only after approval by the Committee and all governmental health authorities having jurisdiction.

4.15 Rules and Regulations: No owner shall violate the rules and regulations for the use of the Lots as adopted from time to time by the Association. No such rules or regulations shall be established which violate the intention or provisions of this Declaration or which shall unreasonably restrict the use of any Lot by the owner thereof.

4.16 Drainage: No owner shall have the right to alter or obstruct the then normal flow of runoff water or storm drainage into, from or across any of the Lots.

4.17 Landscaping and Preservation of Existing Site Vegetation: All Buildings should be located to preserve and utilize existing tree masses within the Building Pad. Trees with a calipher measurement of three inches or more, measured at a point on the tree trunk four feet above natural grade may not be removed, cut, destroyed or in any way harmed without approval in writing from the Architectural Committee. With respect to those trees, shrubs, bushes, and other vegetation required to be removed for the purposes of construction, access, utility runs and related matters, all vegetation to be cut or removed must be identified clearly with red surveyor's flagging, inspected and approved by the Architectural Committee in writing prior to removal.

V. RESTRICTION ON LOTS

5.1 Number and Location of Buildings: No Building or structure shall be placed, erected or permitted to remain on any Lot other than one single family dwelling and one garage together with related non-residential structures and improvements of the types described in Section 3.2 hereof. At the time of construction of the single family dwelling on any Lot, said Lot must also be improved with a garage of at least two car capacity.

5.2 Residence Floor Area: The single family dwelling which must be constructed on the defined Building Pad, on a Lot within the Subdivision shall have a minimum floor area, exclusive of garages, balconies, porches and patios of at least one thousand five hundred (1,500) square feet on the main floor. In split entry or bi-level homes, the main floor shall be defined as only one level and not both levels combined.

5.3 Single Family Dwelling to be Constructed First: No garage or other structure shall be constructed on any Lot until after commencement of construction of the single family dwelling on

BOOK 277 PAGE 164

the same Lot except as otherwise specifically permitted by the Committee. All construction and alteration work shall be prosecuted diligently, and each Building, structure or improvement which is commenced on any Lot shall be entirely completed within eighteen months after commencement of construction.

5.4 Height Limitations: No portion of a Building to be constructed on the Property shall be erected to a height greater than twenty-eight feet, measured from the natural or unmodified grade at that point on the Building site. This measurement applies to all elevations of the Building, the intent being that Buildings will conform and reflect the natural contour of the land.

5.5 Tower, Antennae and Satellite Dishes: No towers, and no exposed or outside radio or other electronic antennae, with the exception of one television receiving antennae per single family dwelling, with a height as approved by the Committee, shall be allowed or permitted to remain on any Lot. Any T. V. satellite dishes must be approved by the Committee and appropriately screened from view. It is recommended that lightning rods be installed on all structures.

5.6 Used or Temporary Structures: No used or previously erected or temporary house, structure, house trailer, mobile home, camper or non-permanent outbuilding shall ever be placed, erected or allowed to remain on any Lot except during construction periods, and no dwelling house shall be occupied in any manner prior to its completion and approval in accordance with Section III hereof.

5.7 Fences: It is the general intention that the beauty of the Property be disturbed as little as possible. No fences shall be permitted on or near the Lot boundaries and only interior fences (those on or directly adjacent to the Building Pad) will be considered for approval by the Committee and such fences shall be of a type specified by the Committee.

5.8 Flashings and Roof Gutters: Flashing or roof gutter or other metal fittings on the exterior of the Buildings shall be painted to match adjacent materials on Buildings.

5.9 Automatic Fire Sprinkler Systems. All buildings must contain an automatic fire sprinkler system or such other approved in writing automatic fire extinguishing system which complies with all applicable laws, ordinances and regulations in force at the time of initial occupancy of the dwelling.

5.10 Building Masses, Form and Roof Lines: In all cases building masses, forms and roof lines shall conform to and with existing contours of the land. At no point shall a maximum height of any structure on any of the Lots within the Subdivision exceed in elevation two stories above the existing land contour at said point (see Section 5.4 above).

VI. ENFORCEMENT

6.1 Enforcement and Remedies: The obligation, provisions, covenants, restrictions and conditions contained within this Declaration or any Supplemental or Amended Declaration with respect to the Association or Lots shall be enforceable by Declarant or by any owner of a Lot subject to this Declaration by a proceeding for a prohibitive or mandatory injunction. The obligations, provisions, covenants, restrictions and conditions contained within this Declaration or any Supplemental or Amended Declaration with respect to a person or entity or property of a person or entity other than the Association or Declarant shall be enforceable by Declarant or the Association by a proceeding for a prohibitive or mandatory injunction. If court proceedings are instituted in connection with the rights of enforecement and remedies provided in this Declaration, the prevailing party shall be entitled to recover its cost and expenses in connection therewith, including reasonable attorney fees.

BOOK 277 PAGE 165

6.2 Protection of Encumbrances: No violation or breach of any provision, restriction, covenant or condition contained in this Declaration or any Supplemental or Amended Declaration and no action to enforce the same shall defeat, render invalid or impair the lien of any mortgage or deed of trust taken in good faith and for value and perfected by recording prior to the time of recording of an instrument giving notice of such violation or breach, or the title of interest of the holder thereof or the title acquired by any purchaser upon foreclosure of any such mortgage or deed of trust. Any such purchaser shall, however, take subject to this Declaration or any Supplemental or Amended Declaration except only that violations or breaches which occur prior to such foreclosure shall not be deemed breaches or violations hereof with respect to such purchaser, his heirs, personal representatives, successors or assigns.

6.3 Limited Liability: Neither Declarant, the Committee or any member, agent or employee of any of the same shall be liable to any party for any action or for failure to act with respect to any matter if the action taken or failure to act was in good faith and without malice.

VII. GENERAL PROVISIONS

7.1 Duration of Declarations: Any provision, covenant, condition or restriction contained in this Declaration or any Supplemental or Amended Declaration which is subject to the common law rule sometimes referred to as the rule against perpetuities, shall continue and remain in full force and effect for a period of fifty years or until this Declaration is terminated as hereinafter provided, whichever first occurs. All other provisions, covenants, conditions and restrictions contained in this Declaration or in any Supplemental or Amended Declaration shall continue and remain in full force and effect until the 11th day of October 2033 provided, however, that unless at least one year prior to said time of expiration, there is recorded an instrument directing the termination of this Declaration, executed by the owners of not less than ninety percent of the Lots then subject to this Declaration, said other provisions, covenants, conditions and restrictions shall continue automatically for an additional ten years and thereafter for successive periods of ten years unless, at least one year prior to the expiration of any such extended period of duration, this Declaration is terminated by recorded instrument directing termination signed by the owners of not less than ninety percent of the Lots then subject to this Declaration as aforesaid.

7.2 Amendment or Revocation: At any time while any provision, covenant, condition or restriction contained in this Declaration or any Supplemental or Amended Declaration is in force and effect, it may be amended or repealed by the recording of a written instrument specifying the amendment or repeal, executed by the owners of not less than ninety percent of the Lots then subject to this Declaration. No such amendment or repeal shall be effective with respect to the holder or successor or assign of another holder of a mortgage of deed of trust recorded prior to recording of the instrument specifying the amendment or repeal unless such holder executes the said instrument.

7.3 Severability: In validity or unenforceability of any provisions of this Declaration or of any Supplemental or Amended Declaration in whole or in part shall not affect the validity or enforceability of any other provision or valid and enforceable part of a provision of this Declaration.

7.4 Captions: The captions and headings in this Declaration are for convenience only and shall not be considered in construing any provision, restriction, covenant or condition contained within this Declaration.

BOOK 277 PAGE 166

7.5 No Waiver: Failure to enforce any provision, restriction, covenant or condition within this Declaration or in any Supplemental or Amended Declaration shall not operate as a waiver of any such provision, covenant or condition or of any other provision, restriction, covenant or condition.

IN WITNESS WHEREOF, The Boyer Company has executed this Declaration on the day and year first written above.

THE BOYFR COMPANY

By H. Roger Boyer
H. Roger Boyer

STATE OF UTAH)
)ss
COUNTY OF SALT LAKE)

On this 11th day of October, 1983, personally appeared before me H. Roger Boyer, the signer of the foregoing Declaration of Protective Covenants, who duly acknowledged to me that he executed the same.

My Commission Expires:

4/28/85

Notary Public
Residing at Salt Lake City, Utah

BOOK 277 PAGE 167

EXHIBIT A

Legal Description of the Iron Canyon Subdivion, according to the plat thereof recorded on the ___ day of October, 1983 in the official ownership records of Summit County, Utah as Entry Number _____:

A parcel of land located in the S.W. 1/4 of Section 5 and the N.W. 1/4 of Section 8, T2S, R4E, Salt Lake Base and Meridian being further described as follows:

Beginning at a point on the south line of the S.W. 1/4 of said Section 5, said point being South 89°21'00" West 246.55 feet from the South 1/4 corner of said Section 5 to the prolongation of an existing wood rail fence running northerly; thence along the prolongation of said fence South 0°04'12" West 11.37 feet to the northerly line of the Quitclaim deed exhibit "B" as stated in book M 58 page 60 of recorded document in the Summit County recorder's office; thence West 244.02 feet; thence North 44.00 feet to the Northeast corner parcel of land described in Book F page 389 as recorded in the Summit County recorder's office; thence West 840.00 feet to the N.W. corner of Thaynes Canyon subdivision No. 3 as shown on said subdivision plat; thence South 600.00 feet; thence West 1020.00 feet; thence North 543.50 feet to the South line of said Section 5; thence South 89°21'00" West 278.64 feet to the S.W. corner of said Section 5; thence North 0°12'32" West along said section line 842.84 feet, to a point on the boundary line agreement as stated in book M 230 page 626 and recorded in the Summit County recorder's office; thence North 88°50'23" East 376.77 feet; thence North 89°19'58" East 395.03 feet; thence South 88°50'22" East 1350.28 feet to a point that is defined in the boundary line agreement recorded in book M 230 page 626 in the Summit County recorder's office, the South 1/4 corner of said Section 5 as referenced in said boundary line agreement is located West 2639.77 feet from the S.E. corner of said Section 5; thence South 222.96 feet to the prolongation of an existing fence running easterly; thence along said fence and the prolongation of said fence North 89°34'50" East 264.75 feet to the prolongation of an existing rail fence running southerly; thence along said prolongation and said fence line South 0°04'12" West 579.66 feet to the point of beginning. Containing 56.21 acres more or less.

Basis of bearings being the south line of Section 4, T2S, R4E, Salt Lake Base and Meridian which has a bearing of South 89°49'21" West.

These covenants apply to lots 1 through 43, except lots 2 and 9 as shown on the subdivision plat, which contain structures which were built prior to the recording of the plat.

WHEN RECORDED MAIL TO:
THE BOYER COMPANY
ATTENTION: RICHARD W. MOFFAT
675 East 500 South, Suite 600
Salt Lake City, Utah 84102

Entry No. 247165
REQUEST OF WESTERN STATES TITLE
FEE $ ALAN SPRIGGS, SUMMIT CO. RECORDE
By
RECORDED 3-3-86 at 2:08

AMENDMENT TO DECLARATION OF

PROTECTIVE COVENANTS FOR

IRON CANYON, A SUBDIVISION

THIS AMENDMENT (the "Amendment") is made and entered into this 26th day of February, 1986, by THE BOYER COMPANY, a Utah general partnership (the "Declarant").

RECITALS:

A. Declarant previously executed and recorded the following:

(i) Declaration of Protective Covenants for the Iron Canyon subdivision, dated October 28, 1983, which was recorded October 28, 1983, as Entry No. 212521, In Book 277, at Page 160, of the official records of Summit County, State of Utah (the "Declaration").

BOOK 375 PAGE 424

(ii) A Plat Map for Iron Canyon Subdivision, recorded October 28, 1983, as Entry No. 212520, of the official records of Summit County, State of Utah (the "Plat").

B. Declarant desires to amend the Declaration in certain respects.

NOW, THEREFORE, in consideration of the foregoing covenants and promises contained herein, and for other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, Declarant agrees as follows:

1. The following sections of Article III shall be amended as follows:

   (a) Section 3.1 of said Article III shall be amended to read as follows:

   3.1 Architectural Committee: The Architectural Committee, hereinafter referred to as the "Committee", shall be composed of two (2) members in total. Initially, the Committee shall consist of H. Roger Boyer and Richard W. Moffat. At such time as ninety percent (90%) of the lots are sold, the then recorded owners of ninety percent (90%) of the lots shall have the power through a duly recorded written instrument to change the membership of the Committee. Said Committee shall have and exercise all of the powers, duties and responsibilities set out in this Declaration. A majority of the Committee may designate a representative to act for it. In the event of death or resignation of any member of the Committee, the remaining members shall have full authority to designate a successor.

2. In all other respects the Declaration and Plat are ratified and affirmed.

EXECUTED by Declarant on this 26th day of February, 1986.

"DECLARANT"

THE BOYER COMPANY, a Utah general partnership

By _____
H. Roger Boyer
General Partner

BOOK 375 PAGE 425

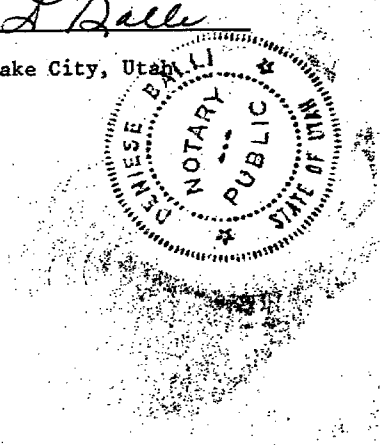
STATE OF UTAH)
: ss.
COUNTY OF SALT LAKE)

On this 27th day of February, 1986, personally appeared before me H. Roger Boyer, who duly acknowledged to me that he executed the foregoing instrument as one of the general partners of THE BOYER COMPANY, a Utah general partnership, and that the statements contained therein are true.

My Commission Expires:

4/28/89

NOTARY PUBLIC
Residing at Salt Lake City, Utah



BOOK 375 PAGE 426

EXHIBIT "A"

Real property situate in Summit County, State of Utah and more particularly described as follows:

Lots 1 through 45, inclusive, Iron Canyon, a subdivision, located in the Southwest Quarter of Section 5 and Northwest Quarter of Section 8, Township 2 South, Range 4 East, Salt Lake Base and Meridian, Summit County, State of Utah, acording to the official plat thereof, filed as Entry Number 21250 of the Official Records of the Summit County Recorder.

BOOK 375 PAGE 427

276

23 March 1992

Property Owners meeting and agreeing to this declaration:

June Frey
Faye Zamarin
John Sewell
Gene Piland
Lois Cheatham
Kathy Clements
Brent Dickens
Gerald & Juliette Wenner
Mark Naro
Brena Parsons
Kevin & Dee McCarthy

(Other Approvals Per General Mailing)

RED NOTE AB 5-11-92 SF
358312
Brent Dickens
92 MAY -1 AM 11:05
ALAN SPRIGGS
SUMMIT COUNTY RECORDER
REC'D BY DG 15.50

To Whom It May Concern:

On this Date, February 29, 1992, the Iron Canyon property owners have met and agreed to transfer authority of the Architectural Control Committee (ACC) to property owners:

Brena Parsons	Lot 34 (Alternate)
Max Griffen	Lot 25
Mark Naro	Lot 24
Brent Dickens	Lot 18
Tom Frey	Lot 1,2 (Alternate)

Brent Dickens has volunteered to be ACC spokesperson; seek recognition by Park City authorities, draft a "Welcome Notification" to undeveloped property owners and initiate any required plan review procedures.

It was unanimously agreed that we do not have, nor do we want, a recognized Home Owner's Association. Our goal is to limit our recognition and authority to that of an Architectural Control Committee which in part shall be to alert all property owners to abide by the CC & R's which govern development in Iron Canyon.

The membership and activities of the ACC is subject to review, critique, reassignment, reorganization or cessation as the Iron Canyon property owners may properly decide.

Respectfully submitted,

Brent Dickens, AIA
BD/jw
cc: The Boyer Company

RECORD AND RETURN TO: Brent Dickens
P.O. Box 681242
Park City, UT 84068
Phone: 645-8188

Date: 27 MARCH 1992
STATE OF UTAH
COUNTY
OF Summit } SS
On 27 MARCH 1992 before me, the undersigned a Notary Public in and for said State, personally appeared,
BRENT DICKENS
personally known to me (or proved to me on the basis of satisfactory evidence) to be the person whose name IS subscribed to the within instrument and acknowledged that HE executed the same.
Witness my hand and official seal.

Signature
RONALD M. HIGASHIYAMA
Name (Typed or Printed)

Notary Public
RONALD HIGASHIYAMA
1650 Park Avenue
Park City, Utah 84060
My Commission Expires
May 1, 1994
State of Utah

BOOK 660 PAGE 395

Architecture & Planning
Brent Dickens AIA Architect

835 Fifth Avenue San Rafael CA 94901 Telephone 415•453•4454 Fax 415•453•7668

15.50

at _____ M. Fee Paid $_____. _____

by _____ Dep. Book _____ Page _____ Ref. _____

Mail Tax notice to GRANTEE Address #1 IRON MTN. ROAD PARK CITY, UT.

WARRANTY DEED
(Special)

THE BOYER COMPANY, a Utah General Partnership Grantor hereby

of

CONVEYS AND WARRANTS against all claiming by, through or under

to

IRIS C GUSS Grantee

of for the sum of

TEN AND NO/100---and other good and valuable consideration----------DOLLARS,

the following described tract of land in Summit County,

State of Utah:

Lot 2, IRON CANYON SUBDIVISION, according to the official plat thereof, on file and of record in the office of the Summit County Recorder.

SUBJECT TO current general taxes, easements, restrictions, and rights of way of record.

Entry No. 212525
REQUEST OF WESTERN STATES TITLE
FEE $ 5.00 ALAN SPRIGGS SUMMIT CO. RECORDER By Noretta L. Petersen
RECORDED OCT 28 1983 at 4:14 M

WITNESS, the hand of said grantor, this 20th day of October A.D. 1983.

THE BOYER COMPANY, a Utah General Partnership

By: H Roger Boyer
H ROGER BOYER General Partner

STATE OF UTAH)
)ss:
COUNTY OF Salt Lake)

On this 20th day of October, 1983 A.D. personally appeared before me H ROGER BOYER, as general partner of THE BOYER COMPANY, a Utah General Partnership the signer of the within instrument, who duly acknowledged to me that he executed the same, for and on behalf of THE BOYER COMPANY, a Utah General Partnership, as general partner therein.

DeNiese D Balli
Notary Public

My commission expires:
4-28-85

Residing in: Salt Lake City

DENIESE BALLI NOTARY PUBLIC STATE OF UTAH

BOOK 277 PAGE 175

Recorded at Request

at _____ M. Fee Paid $_____.

by _____ Dep. Book _____ Page _____ Ref. _____

Mail Tax notice to GRANTEE Address 3753 Forest Hills Drive
Salt Lake City, Utah
84106

WARRANTY DEED
(Special)

THE BOYER COMPANY, a Utah General Partnership Grantor hereby of

CONVEYS AND WARRANTS against all claiming by, through or under

to

DON MACKEY & MARJORIE W MACKEY Grantee

of for the sum of

TEN AND NO/100——and other good and valuable consideration————DOLLARS,

the following described tract of land in Summit County,

State of Utah:

Lot 9, IRON CANYON SUBDIVISION, according to the official plat thereof, on file and of record in the office of the Summit County Recorder.

SUBJECT TO current general taxes, easements, restrictions, and rights of way of record.

WITNESS, the hand of said grantor, this 25th day of October, A.D. 1983.

THE BOYER COMPANY, a Utah General Partnership

By: Kem C Gardner
Kem C. Gardner General Partner

STATE OF UTAH)
)ss:
COUNTY OF SALT LAKE)

On this 25th day of October, 1983, personally appeared before me Kem C. Gardner, as general partner of THE BOYER COMPANY, a Utah General Partnership the signer of the within instrument, who duly acknowledged to me that he executed the same, for and on behalf of THE BOYER COMPANY, a Utah General Partnership, as general partner therein.

DeNiese D Ball
Notary Public

My commission expires: 4-28-85 Residing in: Salt Lake City

NOTARY PUBLIC DENIESE D. BALL STATE OF UTAH

Entry No. 212533
REQUEST OF WESTERN STATES TITLE
FEE $ 5.00 ALAN SPRIGGS, SUMMIT CO. RECORDER By Nanette L. Peterson
RECORDED OCT 28 1983 at 4:21 M.

BOOK 217 PAGE 196

Recorded at Request of Abe Guss, P. O. Box 7707, Murray, Utah 84107

at ..... M. Fee Paid $.....

by ..... Dep. Book ..... Page ..... Ref.: .....

Mail tax notice to Same as Above Address .....

WARRANTY DEED

(Special)

The Boyer Company, a Utah General Partnership grantor

of Salt Lake City and County, State of Utah hereby

CONVEYS AND WARRANTS against all claiming by, through or under it

to Tracy-Collins Bank & Trust Company, as Trustee of the Abe Guss Trust

grantee

of Salt LakeCity and County, State of Utah for the sum of

Ten and no/100 DOLLARS,
and other good and sufficient consideration
the following described tract of land in Summit County,

State of Utah:

Lots 10, 15, 30, 33 and 38, Iron Canyon Subdivision, according to the official plat thereof, on file of record in the office of the Summit County Recorder.

Entry No. 253958
REQUEST OF WESTERN STATES TITLE
FEE $8.00
RECORDED 3-27-86 at 1:13 PM

Title to the property described above is conveyed subject to the exceptions set forth on Exhibit "A", which is attached hereto and by this reference made a part hereof.

WITNESS, the hand of said grantor, this 27th day of March, A. D. 1986.

Signed in the Presence of

The Boyer Company, a Utah General Partnership

By H. Roger Boyer, General Partner

STATE OF UTAH, }
County of Salt Lake } ss.

BOOK 396 PAGE 190

On the 27th day of March, A. D. 1986 personally appeared before me H. Roger Boyer, General Partner of The Boyer Company the signer of the within instrument, who duly acknowledged to me that he executed the same.

Notary Public.

My commission expires 5/18/87 Residing in Murray, Utah

BLANK NO. 104— © GEM PTG. CO. — 3218 SO. 2500 EAST — SALT LAKE CITY UCT 76740

Calif
C/O Calif. AVI-TRON
1973 VIVA ARDO
RANCHO DOMINGUEZ C.A.
90220

Recorded at Request of _____

at _____, M. Fee Paid $ _____

by _____ Dep. Book _____ Page _____ Ref.: _____

Mail tax notice to _____ Address _____

SPECIAL WARRANTY DEED

[CORPORATE FORM]

THE BOYER COMPANY, a Utah Corporation, a corporation organized and existing under the laws of the State of Utah, with its principal office at Salt Lake City, of County of Salt Lake, State of Utah, grantor, hereby CONVEYS AND WARRANTS against all claiming by, through or under it to

GEOFFREY S. RANDALL AND ANNE H. RANDALL, husband and wife as joint tenants with full rights of survivorship

grantee of TEN and NO/100ths for the sum of DOLLARS and other good and valuable consideration the following described tract of land in Summit County, State of Utah:

Lot 13, IRON CANYON SUBDIVISION, according to the official plat thereof, in the office of the Summit County Recorder.

Subject to current general taxes, easements, restrictions and rights of way of record.

354054
WESTERN STATES TITLE
92 FEB 12 PM 3:53
ALAN SPRIGGS
SUMMIT COUNTY RECORDER
REC'D BY Dg 2.00

The officers who sign this deed hereby certify that this deed and the transfer represented thereby was duly authorized under a resolution duly adopted by the board of directors of the grantor at a lawful meeting duly held and attended by a quorum.

In witness whereof, the grantor has caused its corporate name and seal to be hereunto affixed by its duly authorized officers this day of February, A. D. 1992

Attest:

_____ Secretary.

THE BOYER COMPANY, a Utah Corporation

By Kem C. Gardner
President.

[CORPORATE SEAL]

STATE OF UTAH,
County of Salt Lake } ss.

BOOK 645 PAGE 722

On the 12th day of February, A. D. 1992, personally appeared before me Kem C. GARDNER ~~and~~ who being by me duly sworn did say, ~~each~~ for himself, that he, the said Kem C. GARDNER is the president, ~~and he, the said~~ ~~is the secretary~~ of The Boyer Company, and that the within and foregoing instrument was signed in behalf of said corporation by authority of a resolution of its board of directors and said Kem C. GARDNER ~~and~~ ~~each~~ duly acknowledged to me that said corporation executed the same and that the seal affixed is the seal of said corporation.

Notary Public
DENNIS D. BALLI
127 South 500 East #[illegible]
Salt Lake City, Utah [illegible]
My Commission Expires [illegible] 93
State of Utah

De Nuni D Balli
Notary Public.

My commission expires [illegible] 93 My residence is Salt Lake County

Recorded at Request of _____

at _____, M. Fee Paid $ _____

by _____ Dep. Book _____ Page _____ Ref.: _____

Mail tax notice to GRANTEE Address 4567 Lockridge CT Kennesaw, GA. 30144

#3771

SPECIAL WARRANTY DEED

[CORPORATE FORM]

THE BOYER COMPANY, A UTAH CORPORATION, a corporation organized and existing under the laws of the State of Utah, with its principal office at SALT LAKE CITY, of County of SALT LAKE, State of Utah, grantor, hereby CONVEYS AND WARRANTS against all claiming by, through or under it to

JOHN BUDD AND MARJORIE BUDD grantee

of for the sum of DOLLARS

the following described tract of land in SUMMIT County, State of Utah:

LOT 21, IRON CANYON SUBDIVISION, ACCORDING TO THE OFFICIAL PLAT THEREOF, IN THE OFFICE OF THE SUMMIT COUNTY RECORDER.

SUBJECT TO CURRENT GENERAL TAXES, EASEMENTS, RESTRICTIONS AND RIGHTS OF WAY OF RECORD.

WESTERN STATES TITLE
91 DEC 24 AM 10:20
ALAN SPRIGGS
SUMMIT COUNTY RECORDER
REC'D BY Dg. 74

351879

The officers who sign this deed hereby certify that this deed and the transfer represented thereby was duly authorized under a resolution duly adopted by the board of directors of the grantor at a lawful meeting duly held and attended by a quorum.

In witness whereof, the grantor has caused its corporate name and seal to be hereunto affixed by its duly authorized officers this day of , A. D. 19

Attest: Russell E. Tueller Secretary.

THE BOYER COMPANY, A UTAH CORPORATION

By [signature] President.

[CORPORATE SEAL]

STATE OF UTAH,
County of SALT LAKE } ss.

On the 20th day of December 1991, A. D. personally appeared before me Kem C. Gardner and Russell E. Tueller who being by me duly sworn did say, each for himself, that he, the said Kem C. Gardner is the president, and he, the said Russell E. Tueller is the secretary of THE BOYER COMPANY, and that the within and foregoing instrument was signed in behalf of said corporation by authority of a resolution of its board of directors and said Kem C. Gardner and Russell E. Tueller each duly acknowledged to me that said corporation executed the same and that the seal affixed is the seal of said corporation.

BOOK 639 PAGE 142

[signature] Notary Public.

NOTARY PUBLIC STATE OF UTAH

My commission expires 2-22-94 My residence is Salt Lake County

Western States Title Company

REC NOTE 307230

WESTERN STATES TITLE
89 APR 24 PM 2:35
ALAN SPRIGGS
SUMMIT COUNTY RECORDER
REC'D BY 3H 7 50

Return To: James Nania
Grantee: P.O. Box 667
Eureka, Missouri 63025

WARRANTY DEED

2157

THE BOYER COMPANY grantor of , County of , State of Utah, hereby CONVEY and WARRANT to

JAMES V. NANIA and JANIS A. NANIA, husband and wife as joint tenants with full rights of survivorship

grantee of for the sum of TEN and NO/100---------- DOLLARS, and other good and valuable consideration the following described tract of land in Summit County, State of Utah:

Lot 31 and Lot 32, IRON CANYON, according to the official plat thereof, revorded October 28, 1983 as Entry No. 212520 of the official records in the office of the Summit County Recorder.

Subject to current general taxes, easements, restrictions and rights of way of record.

WITNESS, the hand of said grantor, this day of April , A.D. 1989

Signed in the Presence of

THE BOYER COMPANY
BY: H Roger Boyer
H. Roger Boyer, General Partner

STATE OF UTAH,
ss.
County of Salt Lake

BOOK 519 PAGE 184

On the 19th day of April , A.D. 1989 personally appeared before me H. Roger Boyer, General Partner of The Boyer Company the signer of the within instrument, who duly acknowledged to me that he executed the same, for and on behalf of The Boyer Company as a General Partner therein.

NOTARY PUBLIC
COMMISSION EXPIRES 4-28-93
DeNIESE D. BALLI
675 E. 500 So., #808
S.L.C., Utah
84102
STATE OF UTAH

DeNiese D Balli
Notary Public

My commission expires 4-28-93 Residing in Salt Lake County

307230

WESTERN STATES TITLE
89 APR 24 PM 2:35
ALAN SPRIGGS
SUMMIT COUNTY RECORDER
REC'D BY: 3H 7 50

Western States Title Company

Return To: James Nania
Grantee: P.O. Box 667
Eureka, Missouri 63025

WARRANTY DEED

2157

THE BOYER COMPANY grantor of , County of , State of Utah, hereby CONVEY and WARRANT to

JAMES V. NANIA and JANIS A. NANIA, husband and wife as joint tenants with full rights of survivorship

grantee of for the sum of TEN and NO/100---------- DOLLARS, and other good and valuable consideration the following described tract of land in Summit County, State of Utah:

Lot 31 and Lot 32, IRON CANYON, according to the official plat thereof, revorded October 28, 1983 as Entry No. 212520 of the official records in the office of the Summit County Recorder.

Subject to current general taxes, easements, restrictions and rights of way of record.

WITNESS, the hand of said grantor, this day of April , A.D. 1989

Signed in the Presence of

THE BOYER COMPANY
BY: H Roger Boyer
H. Roger Boyer, General Partner

STATE OF UTAH,
ss.
County of Salt Lake

BOOK 519 PAGE 184

On the 19th day of April , A.D. 1989 personally appeared before me H. Roger Boyer, General Partner of The Boyer Company the signer of the within instrument, who duly acknowledged to me that he executed the same, for and on behalf of The Boyer Company as a General Partner therein.

NOTARY PUBLIC
COMMISSION EXPIRES: 4-28-93
DeNIESE D. BALLI
875 E. 500 So., #800
S.L.C., Utah
84102
STATE OF UTAH

DeNiese D Balli
Notary Public

My commission expires 4-28-93 Residing in Salt Lake County

Western States Title Company

RED[illegible]E AB[illegible]

313919

WESTERN STATES TITLE
89 OCT -5 PM 2:06

ALAN SPRIGGS
SUMMIT COUNTY RECORDER

REC'D BY [illegible]

Return To:

Grantee: RICHARD L. CORMIER AND KATHERINE L. CASEY

PO BOX 1751

RANCHO SANTA FE, CA 92067

243

WARRANTY DEED

THE BOYER COMPANY, A UTAH GENERAL PARTNERSHIP grantor of SALT LAKE CITY, County of SALT LAKE, State of Utah, hereby CONVEY and WARRANT to

RICHARD L. CORMIER AND KATHRYN L. CASEY grantee

for the sum of TEN AND NO/100THS AND OTHER GOOD AND VALUABLE CONSIDERATION DOLLARS,

the following described tract of land in SUMMIT County, State of Utah:

LOT 37, IRON CANYON SUBDIVISION, ACCORDING TO THE OFFICIAL PLAT THEREOF, ON FILE AND OF RECORD IN THE OFFICE OF THE SUMMIT COUNTY RECORDER.

SUBJECT TO CURRENT GENERAL TAXES, EASEMENTS, RESTRICTIONS AND RIGHTS OF WAY OF RECORD OR ENFORCEABLE IN LAW OR EQUITY.

WITNESS, the hand of said grantor, this 26th day of September, A.D. 1989

Signed in the Presence of

THE BOYER COMPANY,
A UTAH GENERAL PARTNERSHIP
BY: [signature]

STATE OF UTAH,

ss.

County of Salt Lake

BOOK 537 PAGE 712

On the 26th day of September, A.D. 1989 personally appeared before me

the signer of the within instrument, who duly acknowledged to me that he executed the same.

[signature]
Notary Public

My commission expires 1-7-91 Residing in Salt Lake County

WHEN RECORDED MAIL TO:

Edwin J. Garn and Kathleen B. Garn
~~705 Saddle View Way No. 8~~ 1767 Chandler Cir
~~Park City, Utah 84060~~ SLC UTAH 84103

Space Above for Recorder's Use

S-11768

Warranty Deed

THE BOYER COMPANY, a Utah General Partnership, grantor,
of Salt Lake City, County of Salt Lake, State of Utah,
hereby CONVEY and WARRANT to
EDWIN J. GARN and KATHLEEN B. GARN, as joint tenants with full rights of survivorship, grantee,
of Park City, County of Summit, State of Utah,
for the sum of TEN DOLLARS & NO/100 - and other good and valuable consideration DOLLARS,
the following described tract of land in Summit County, State of Utah, to-wit:

Lot 39, IRON CANYON SUBDIVISION, according to the official plat thereof, on file and of record in the office of the Summit County Recorder.

Subject to current taxes, easements and restrictions.

FILED NOTE AB
276180
WESTERN STATES TITLE
87 SEP 10 PM 12:13
ALAN SPRIGGS
SUMMIT COUNTY RECORDER
RECD BY [illegible]

WITNESS the hand of said grantor, this day of , 1987

Signed in the presence of

The Boyer Company, a Utah General Partnership

By: X [signature]

STATE OF UTAH
COUNTY OF Salt Lake ss.

BOOK 443 PAGE 205

On the 31st day of August, 1987, personally appeared before me
A. Roger Boyer, the signer of the above instrument,
who duly acknowledged to me that he executed the same.

[signature]
Notary Public

My Commission Expires: 4-28-87

Residing at: Salt Lake County

FORM 101.1 — WARRANTY DEED — Kelly Co., 56 W. Ninth South, S.L.C., Utah

Recorded at Request of _____

at _____, M. Fee Paid $_____

by _____ Dep. Book _____ Page _____ Ref.: _____

Mail tax notice to Grantees Address 39 Rockleigh Rd Rockleigh N.J. 07647

SPECIAL WARRANTY DEED

#3602

[CORPORATE FORM]

THE BOYER COMPANY, A UTAH CORPORATION, a corporation organized and existing under the laws of the State of Utah, with its principal office at SALT LAKE CITY, of County of SALT LAKE, State of Utah, grantor, hereby CONVEYS AND WARRANTS against all claiming by, through or under it to

WERNER G. MAEDER AND CHARLOTTE A. MAEDER

grantee of for the sum of TEN AND NO/100THS AND OTHER GOOD AND VALUABLE CONSIDERATION—— DOLLARS the following described tract of land in SUMMIT County, State of Utah:

LOT 44, IRON CANYON SUBDIVISION, ACCORDING TO THE OFFICIAL PLAT THEREOF, ON FILE AND OF RECORD IN THE OFFICE OF THE SUMMIT COUNTY RECORDER.

SUBJECT TO CURRENT GENERAL TAXES, EASEMENTS, RESTRICTIONS AND RIGHTS OF WAY OF RECORD OR ENFORCEABLE IN LAW OR EQUITY.

RECORDED AUG 30 PM 1:57 SUMMIT COUNTY RECORDER ALAN SPRIGGS RECORDED BY DG 2pc WESTERN STATES TITLE

FEE 346154

The officers who sign this deed hereby certify that this deed and the transfer represented thereby was duly authorized under a resolution duly adopted by the board of directors of the grantor at a lawful meeting duly held and attended by a quorum.

In witness whereof, the grantor has caused its corporate name and seal to be hereunto affixed by its duly authorized officers this 28 day of August, A. D. 1991

Attest:

_____ Secretary.

THE BOYER COMPANY, A UTAH CORPORATION

By _____ CHAIRMAN ~~President~~

[CORPORATE SEAL]

STATE OF UTAH, } ss. BOOK 622 PAGE 239

County of

On the 28 day of August, A. D. 1991 personally appeared before me H. Roger Boyer and who being by me duly sworn did say, ~~each for himself~~ that he, the said H. Roger Boyer is the ~~chairman~~ president, ~~and he, the said~~ ~~is the secretary~~ of THE BOYER COMPANY, A UTAH CORPORATION, and that the within and foregoing instrument was signed in behalf of said corporation by authority of a resolution of its board of directors and said H. Roger Boyer and ~~each~~ duly acknowledged to me that said corporation executed the same and that the seal affixed is the seal of said corporation.

Notary Public.

My residence is Salt Lake County

SNYDERVILLE BASIN
WATER RECLAMATION DISTRICT
2800 HOMESTEAD RD, PARK CITY, UT 84098 WWW.SBWRD.ORG T 435-649-7993 F 435-649-8040

April 5, 2023

Brad Mackay
Ivory Development LLC
978 Woodoak Ln
Salt Lake City, UT 84107

RE: Iron Canyon Annexation
Wastewater System Capacity

Dear Mr. Mackay,

As requested, the Snyderville Basin Water Reclamation District has evaluated the impact of developing Parcel SS-104-B by subdividing it into three lots and connecting the three lots to the existing wastewater system in Country Lane. At this time there is adequate capacity in the adjacent sewer lines, trunk lines and treatment facilities to serve the proposed development.

As we previously discussed, an extension of the wastewater main line system will be required, with the main lines being extended to each proposed lot. A Line Extension Agreement (LEA) and additional off-site easements will be required.

Please contact Cory Shorkey to begin the LEA process.

Sincerely,

Kevin Berkley, P.E.
District Engineer

cc: Alexandra Ananth, Park City Planning Department
John Robertson, Park City Engineering Department
Chris Gamvroulas, Ivory Development LLC
Project File

Elissa Martin, MCRP
Assistant Planning Director
Park City Municipal Corporation
445 Marsac Avenue
Park City, UT 84060

Elissa,

I currently do not foresee this annexation creating any marked impacts on police services. Thank you for the information and the opportunity to evaluate this process.

Regards,

Wade Carpenter
Police Chief

Issue Date:	September 10, 2024	Plan Review Fee:	$0.00
Applicant:	N/A	Inspection Fee:	$0.00
Project Name:	Robbins Addition Annexation	Total:	$0.00
Lot Number:	SS-104-B, IC-MISC	Method of Payment:	

The Park City Fire District has reviewed the above project and found the concept acceptable. PCFD will provide service to the project provided that the following conditions are met:

1. Adequate water supply is available to meet fire flow requirements.
2. Emergency access roads are provided and installed throughout the project to meet the requirements of the Fire Code.
3. Impact fees are paid as each building is submitted for review and approval as part of the building permit process.

No fees have been paid as a condition of this approval.

This is not an approval to begin construction on any building.

Review Completed By: Battalion Chief Mike Owens – District Fire Marshal
Park City Fire Service District – Fire Prevention Bureau
736 West Bitner Road – Park City, UT 84098
Telephone: (435) 940-2532 **Tele-Fax:** (435) 658-5247 **E-Mail:** mowens@pcfd.org

September 11, 2024

Planning Department

Engineering has reviewed the requested annexation petition for the subject parcel. As development occurs, all proposed improvements that tie into city rights-of-way shall be constructed per the Park City Municipal Code and the most current version of the Park City Supplemental Standards and Specifications.

Currently, there are no plans to widen this section of roadway to address additional traffic volumes. Per the City Traffic Impact Study Guidelines, the proposed three parcels will not generate enough traffic to require the preparation of a traffic impact study and evaluation of levels of service for the corridor and adjacent intersections.

After reviewing UDOT's Accident History database, we found no reported accidents that would require traffic safety improvements along Iron Canyon Drive between Aspen Springs Drive and Payday Drive.

All parcels developed adjacent to Iron Canyon Drive will require snow storage easements.

Respectfully,

John Robertson P.E.

Park City – City Engineer

Engineering Division
445 Marsac Avenue, P.O. Box 1480, Park City, UT 84060
435-615-5073 | engineering_submittals@partcity.org | www.parkcity.org

Public Utilities Department

September 13, 2024

RE: Review of Iron Canyon Annexation Proposal

On Friday, August 30, 2024, the Public Utilities Department received plans for an annexation petition for a 0.94-acre parcel in the Thaynes Neighborhood, along Iron Canyon Drive. The Public Utilities team has conducted a preliminary review of the annexation plans. The following are the findings of that review:

- Park City has adequate capacity to serve this property however, there is no existing water service in Iron Canyon Drive along the frontage of the proposed three single-family lots. The Developer will be responsible for installing water infrastructure to serve these lots. This Includes:
    - Design Drawings conforming to Park City Water Standard Plans and Specifications (Engineering & Construction Division | Park City, UT)
    - Design must include a looped water system showing connection points to existing Park City water infrastructure.
    - Fire Hydrants may be needed to meet Park City Water and Park City Fire Department requirements.
    - All designs will be subject to the review and approval of the Public Utilities Department.

- There are existing water related easements in the project area which include but are not limited to the following: Entry No. 125799 & 134110. Details as to the grantee, purpose and future use and/or abandonment need to be provided to the Public Utilities Team for review.

- A 1” waterline is shown on the site plan of the annexation petition drawing package. Details as to the owner, purpose and future use of this water line need to be provided to the Public Utilities Team for review.

The findings of the preliminary review may not incorporate the extent of requirements needed to conform to the standards of the Public Utilities Department.

Sincerely,

Clint McAffee

Clint McAffee
Public Utilities Director

PARK CITY
1884
PUBLIC WORKS

Re: Annexation Petition for property on Iron Canyon Drive

September 13,2024

Elissa,

Public Works staff have reviewed the request for annexation and, we do not have any concerns with the annexation proposed.

However, as the development process moves forward, we will require the protection of our existing snow storage easements adjacent to Iron Canyon Drive and understand future stormwater mitigation resulting from the properties as they are developed.

After an onsite visit, our storm water system makes a sharp turn at a stormwater structure crossing Iron Canyon Drive behind ASR-12 and ASR-11. We are confident that this device will have no effect on current or future upstream stormwater runoff.

Sincerely,

Troy Dayley
Public Works Director
Park City Municipal Corporation
parkcity.org
1053 Iron Horse Drive, PO Box 1480
Park City, UT 84060
o: 435.615.5637

PARK CITY
1884

Mayor Nann Worel
Park City Municipal Corporation
445 Marsac Avenue
Park City, Utah 84060

Subject: Summit County Consent to Proposed Certified Annexation Petition for the Robbins Annexation dated March 7, 2024, annexing 0.93 acres into Park City

Dear Mayor Worel,

On April 5, 2024, Summit County received a copy of a certified annexation petition for a 0.93-acre parcel located within the Park City Municipal Corporation boundaries, known as the Robbins Annexation ("Petition").

Summit County staff reviewed the Petition and determined that it complies with the requirements of Utah Code § 10-2-402.

On February 24, 2024, the Summit County Council considered the Petition and declined to protest the annexation under Utah Code § 10-2-407.

Please feel free to contact me at lkuhrmeyer@summitcounty.org or 435-336-3134 should you have any questions.

Sincerely,

Laura Kuhrmeyer

CC: Brad Mackay, Ivory Development, LLC, Petitioner

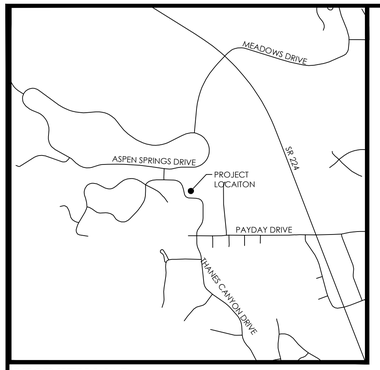
Malena Stevens, Chair, Summit County Council

Shayne Scott, County Manager

Margaret Olson, County Attorney

ROBBINS ADDITION ANNEXATION TO PARK CITY

LOCATED IN THE SW1/4 OF SECTION 5,
T2S, R4E, SLB&M
PARK CITY, UTAH COUNTY, STATE OF UTAH

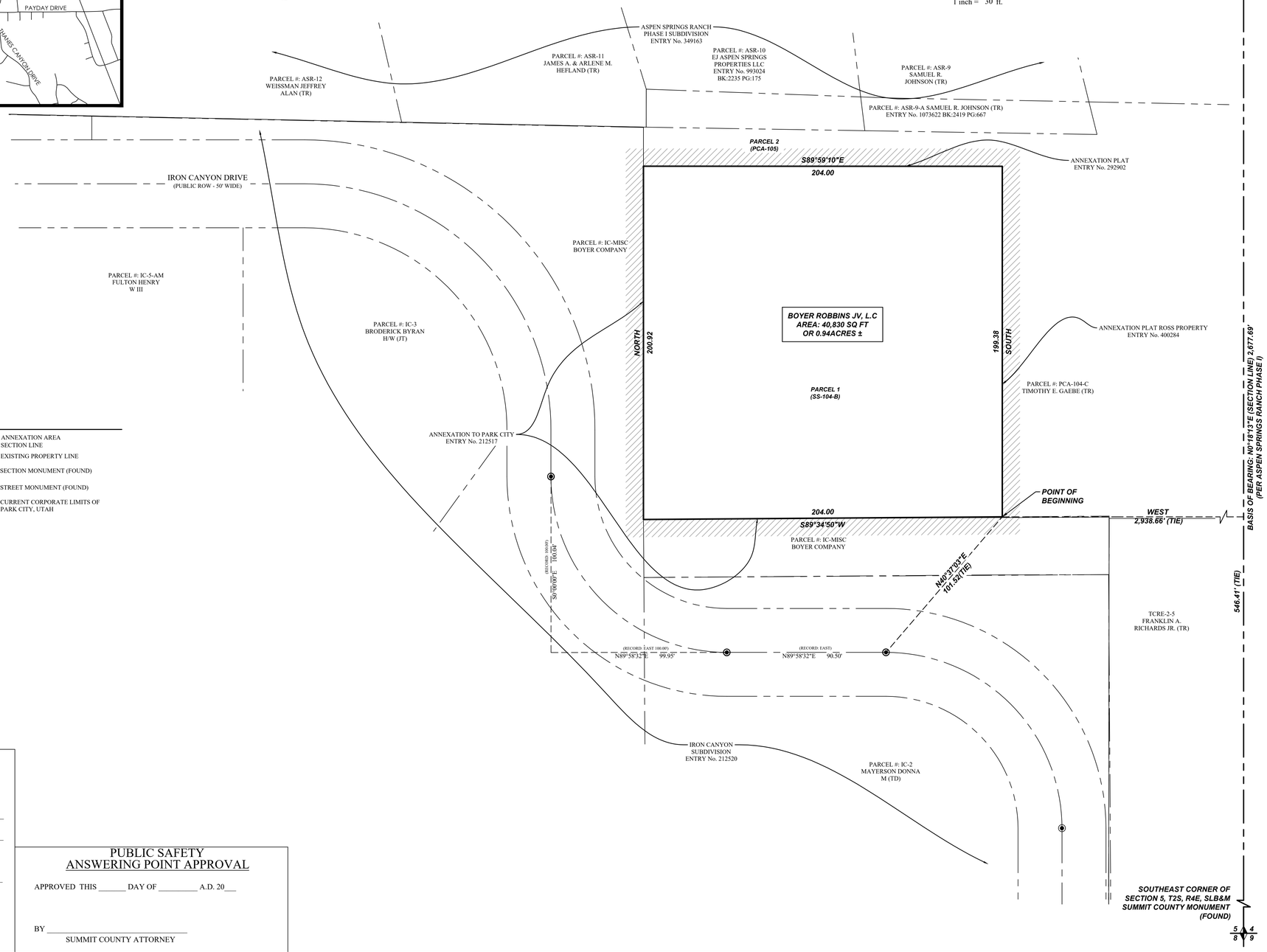


VICINITY MAP
N.T.S

GRAPHIC SCALE

30 0 15 30 60 120

(IN FEET)
1 inch = 30 ft.



LEGEND

- ANNEXATION AREA
- SECTION LINE
- EXISTING PROPERTY LINE
- SECTION MONUMENT (FOUND)
- STREET MONUMENT (FOUND)
- CURRENT CORPORATE LIMITS OF PARK CITY, UTAH

SURVEYOR'S CERTIFICATE

I, Justin Lundberg, do hereby certify that I am a Professional Land Surveyor, and that I hold License No. 12554439 in accordance with Title 58, Chapter 22 of Utah State Code. I further certify that this Plat is a true and accurate map of the tract of land to be annexed into Park City, County of Summit, State of Utah.

BOUNDARY DESCRIPTION

A portion of the SW1/4 of Section 5, Township 2 South, Range 4 East, Salt Lake Base and Meridian, Summit County, Utah, more particularly described as follows:

Beginning at a point on the Current Corporate City Limits of Park City, Utah as defined by the PARK CITY ANNEXATION FOR IRON CANYON, according to the Official Plat thereof recorded October 28, 1983 as Entry No. 212517 in the Office of the Summit County Recorder, located N00°18'13"E along the Section line 546.41 feet and West 2,938.66 feet from the Southeast Corner of Section 5, T2S, R4E, SLB&M; thence along said corporate limits the following four (4) courses: 1) S89°34'50"W 204.00 feet; 2) North 200.92 (Record: 200.00) feet to the Southerly line of the Current Corporate City Limits of Park City, Utah as defined by the PARK CITY ANNEXATION FOR SMITH RANCH, according to the Official Plat thereof recorded July 14, 1988 as Entry No. 292902 in the Office of the Summit County Recorder; 3) S89°59'10"E (Record: West) 204.00 feet to the Westerly line of the Current Corporate City Limits of Park City, Utah as defined by the PARK CITY ANNEXATION FOR THE ROSS PROPERTY, according to the Official Plat thereof recorded March 17, 1994 as Entry No. 400284 in the Office of the Summit County Recorder; 4) South 199.38 (Record: 200.00) feet to the point of beginning.

Contains: 40,830 +/- Square Feet

JUSTIN LUNDBERG
PROFESSIONAL LAND SURVEYOR
LICENSE NO. 12554439

05/10/23
DATE

PROFESSIONAL LAND SURVEYOR 05/10/23 No. 12554439 JUSTIN LUNDBERG STATE OF UTAH

SURVEYOR'S SEAL

FINAL FOCAL ENTITY PLAT APPROVAL

APPROVED IN COMPLIANCE WITH SECTION 17-23-20 OF THE UTAH CODE ON THIS _____ DAY OF_____ A.D. 20___

BY ACTING SUMMIT COUNTY SURVEYOR
(SUMMIT COUNTY SURVEY MANAGER)

DATE

SURVEYOR'S SEAL

RECORDED
STATE OF UTAH,
COUNTY OF SUMMIT
FILED AT THE REQUEST OF

_____

___ _____
FEE RECORDER

DATE_____ TIME_____

ENTRY NO._____

PUBLIC SAFETY
ANSWERING POINT APPROVAL

APPROVED THIS _____ DAY OF _____ A.D. 20___

BY _____
SUMMIT COUNTY ATTORNEY

PLAT PREPARED BY

FOCUS©
ENGINEERING AND SURVEYING, LLC
6949 S. HIGH TECH DRIVE, #200
MIDVALE, UTAH 84047 PH: (801) 352-0075
www.focusutah.com

ENGINEER'S CERTIFICATE

APPROVAL AS TO FORM

APPROVED AS TO FORM THIS _____ DAY OF _____ A.D. 20___

BY_____
SUMMIT COUNTY ATTORNEY

ENGINEER'S CERTIFICATE

I HEREBY CERTIFY THAT THIS OFFICE HAS EXAMINED THIS PLAT AND IT IS CORRECT IN ACCORDANCE WITH INFORMATION ON FILE IN THIS OFFICE

_____
DATE PARK CITY ENGINEER

CERTIFICATE TO ATTEST

I CERTIFY THAT THIS PLAT MAP WAS APPROVED BY PARK CITY COUNCIL THIS_____ DAY OF_____A.D. 20___

BY_____
PARK CITY RECORDER

COUNCIL APPROVAL AND ACCEPTANCE

APPROVAL AND ACCEPTANCE BY THE PARK CITY COUNCIL THIS ___ DAY OF_____A.D. 20___

BY_____
MAYOR

PLANNING COMMISSION

RECOMMENDED BY BY THE PARK CITY PLANNING COMMISSION THIS _____ DAY OF_____ A.D. 20__

BY_____
CHAIRPERSON

FINAL LOCAL ENTITY PLAT

ROBBINS ADDITION ANNEXATION TO PARK CITY

LOCATED IN THE SW1/4 OF SECTION 5,
T2S, R4E, SLB&M
PARK CITY, UTAH COUNTY, STATE OF UTAH

SCALE: 1" = 20'

Eve Furse
Summit County Clerk
efurse@summitcounty.org
435-336-3203

60 North Main Street
Po Box 128
Coalville, UT 84017

CERTIFICATE OF MAILING

I do hereby certify that I mailed a true and correct copy of the Park City Proposed Robbins Addition Annexation Notice to the following by first class mail on February 13, 2024:

RICHARD VALLIERE
ARLENE & JAMES HELFAND
JEFFREY WEISSMAN
RJM SLETTA INVESTMENT CO
DALE & NICOLE ROGERS
CHERRILL & KYLE KAWAKAMI
MARIA ALLIEVI
SCOTT & AMY HATHORNE
TOM WALKER
JANET & MARK VANHARTESVELT
ARMSTRONG & ROGER ARMSTRONG
MARIA GUARNIERI & ANTHONY MARTINO
EDWARD BROCK
SAMUEL JOHNSON
SAMUEL JOHNSON
ASPEN SPRINGS RANCH CORP
RONALD & DONNA RUE
DONNA MAYERSON
BYRAN & JENNIFER BRODERICK
DAVID & TERESA NORWOOD
HENRY & SIOBHAN FULTON
BOGAN & JEFFREY BOGAN
2408 IRON MOUNTAIN LLC
BOYER ROBBINS JV LC
RICHARD MATHESON & TRICIA IRREVOCABLE
BOYER ROBBINS JV LC
BOYER ROBBINS JV LC
FRANKLIN D RICHARDS & FRANKLIN RICHARDS FAMILY
CRAIG & LINDA NIELSEN
FRANKLIN RICHARDS
FRANKLIN RICHARDS
SMITH & DANIEL SMITH
PARK CITY MUNICIPAL

DATED this 13th day of February, 2024.

Signature
Amy Price
Chief Deputy Clerk
On behalf of Eve Furse
Summit County Clerk

Certification of Robbins Annexation Petition and Notice to City Council, Contact Sponsor, and Summit County Council

State of Utah
County of Summit

I, Michelle Kellogg, the duly appointed City Recorder of Park City, Summit County, Utah, do hereby certify that I did, on August 22, 2023, receive the Petition for Annexation and attached documents, which was filed with the city by Brad Mackay – Ivory Development, LLC, which Petition was accepted by the Park City Council for further consideration pursuant to Utah Code Section 10-2-405 on March 7, 2024.

I hereby certify the Petition and state that I have reviewed the referenced Petition for Annexation and have determined that the Petition meets the requirements set forth by State Code, and I hereby give notice to the Park City Council, Brad Mackay, Ivory Development (contact sponsor), and the Summit County Council, of my certification of said Petition as meeting the requirements of annexation set forth in state law.

In witness whereof, I have hereunto set my signature and affixed the official seal of Park City Municipal Corporation in Summit County, State of Utah, this 4th day of April, 2024.

PARK CITY SUMMIT COUNTY UTAH
CORPORATE
Seal
MARCH 1, 1884

Michelle Kellogg, City Recorder

Saturday, March 2, 2024

8:53 AM

To: Rebecca Ward

I am writing in opposition to the subject petition.

The petition combines a Summit County parcel (outlined in blue on Exhibit B) with the adjacent Park City parcels, and then subdivides the resulting property into three lots. Iron Canyon Drive is the entry road into our Iron Canyon subdivision and is also used by many of the residents of Aspen Springs. The strip of land that runs along the road (a portion of Parcel IC-MISC) was platted in 1983 as part of the Iron Canyon subdivision and was represented as being common area (see Exhibit A for the actual separate boundaries of this entire parcel). This is confirmed by the legal description associated with each lot of Iron Canyon according to the Summit County Assessor which includes the notation “COMMON AREA IS NOW BEING ASSESSED UNDER IC-MISC.” The parcels contains a monument sign identifying the area as Iron Canyon, consistent with its intended use as common area.

Title to Parcel IC-MISC was held by the Boyer Company as the developer of the Iron Canyon subdivision and had been so held for almost 40 years on behalf of the Iron Canyon lot owners (a Homeowners Association was never created to take title). In December, 2022, the property was conveyed by the Boyer Company to an entity called the Boyer Robbins JV with a description in the deed which states “NOTE: THIS PROPERTY WAS DETERMINED NOT TO BE COMMON AREA.” This statement and the transfer of the property are not consistent with the long held understanding of the use of the property. Who determined this was not Iron Canyon common area? It was not those of us who live in Iron Canyon. It was not Park City. It was not Summit County. For 40 years this has been common area. Whether there can be found some legal basis for the transfer or not, it is the long held understanding and representation that the property was common area and therefore not subject to further development. It is just not right to take Iron Canyon common area and place it into the JV.

I do not oppose allowing the landowner of SS-104-B constructing a single dwelling on the property. Nor do I oppose the annexation of SS-104-B into Park City. Construction of one dwelling on SS-104-B is entirely consistent with the neighborhood.

Iron Canyon Drive serves as the entry and exit road for our Iron Canyon subdivision. It has a posted speed limit of 15 mph between Payday Drive and Delta Drive. This is because of the “S” curves and the grade of the road. The road is steeper and narrower than most other residential roads, has no curbs and gutters or sidewalks. In spite of the posted speed limit, there has been at least one out of control vehicle slide off on this

section of the road every year for each of the last 30 years. These accidents usually occur by vehicles sliding off to the south as they go around the middle curve, but there have also been slide offs onto the subject property. Tow trucks are often required to extract the vehicles due to the terrain on either side of the road. Vehicles traveling around the northern most curve of the road cannot see oncoming traffic until they have entered the curve. In short this stretch of narrow road is hazardous. Furthermore, our children walk up the road after being dropped off by the school bus which stops on Payday Drive. If three parcels were to be developed as proposed, with driveway access to those parcels from Iron Canyon Drive this road would become even more hazardous. I do not want to see driveway access to Iron Canyon Drive even if a single house was constructed on SS-104-B.

The staff report proposes two alternatives for the City Council to consider. I would like to see the City Council select the alternative to deny this annexation petition, terminating the review process. The City Council may want to instruct the applicant to bring back a petition that excludes our Iron Canyon common area, annexes tract SS-104-B into Park City, includes a single family home and does not have access from Iron Canyon Drive.

Thank you for the opportunity to provide input on this important matter to Iron Canyon residents.

Richard D. Pick

Saturday, March 2, 2024

9:15 AM

As a resident of Iron Canyon I do not speak for any other resident and equally i want to dissuade any notion that the Pick's recent email (below) represents my views as a resident.

Kindest regards

Mike Castleman

2464 Iron Mountain Dr

Saturday, March 2, 2024

9:28 AM

Agree [with Sally Pick's email].

Steve Taylor

6 Iron Canyon Court

Saturday, March 2, 2024

10:05 AM

Rebecca, I agree with the below letter. Thank you for the consideration of my email.

I would like to emphasize the dangers of that S curve. Always, see people off the road here.

Phoebe Hailer

2451 Iron Mountain Drive

Thursday, March 7, 2024

10:49 AM

Dear Rebecca,

My family and I are full-time residents of the Iron Canyon neighborhood; we have a kindergartener and second grader who attend Parley's Park Elementary. I'm reaching out to express my objection to the annexation petition to create three single-family lots within our Iron Canyon and Thaynes Canyon neighborhoods. I share the concerns articulated in several letters from my fellow Iron Canyon residents.

The addition of multiple new driveways exiting onto Iron Canyon Drive poses safety risks. As a parent of young children, I am concerned about exacerbating the hazards along this road, which already presents challenges in terms of its shape, grade, and width. I regularly observe vehicles encountering difficulties, such as getting stuck or sliding off the road, and I know from personal experience that this location's sight lines are already a challenge without additional vehicles entering and exiting along it. Furthermore, Iron Canyon has only two access points to the rest of Park City. Introducing more driveways would heighten safety concerns for daily use and emergencies. A single driveway placed in a safer location, such as on Payday Drive, and serving a single-family home, would be more prudent for the neighborhood and the city.

The proposed lot sizes outlined in the petition would deviate significantly from the established norms of Iron Canyon and Thaynes Canyon. Such a departure would disrupt the character and aesthetic of our communities, which were meticulously planned with principles that this proposed development would undermine. A single home on a lot size consistent with those of existing properties in our neighborhoods would be more appropriate.

The assertion that the common area should be included as developable land is

petition would establish an unfavorable precedent that fails to address broader community needs or represent the interests of city residents effectively.

I ask that the city reject the annexation petition and end its review process. The applicant should reconsider excluding the Iron Canyon common area from the proposal and explore alternative options for developing a single-family home without access to and from Iron Canyon Drive.

Thank you for your attention to this matter, and for your dedication to serving Park City.

Sincerely,
Anne Evans

March 2, 2024

11:08 AM

Hi Rebecca,

I had spoken with you earlier regarding this petition. As a recent purchaser of property in Iron Mountain, I purchased our property (2414 Iron Canyon Dr) with the knowledge that all of the homes in the area were single homes on each lot. I believe this petition will negatively impact my property value. As a tax payer I do not approve this petition. Additionally I agree with Richard Pick's comments below.

Regards,

Henry Fulton

Saturday, March 2, 2024

12:22 PM

Hello Rebecca,

I agree with the objections noted in the email below from Sally Pick. Only I would go further and object even to the creation of a single lot. If the developers truly intended for this not to be common space, the land would have been developed/sold 40 years ago. The fact pattern here looks like the Boyer Company trying to enrich themselves at the expense of the Iron Canyon homeowners. And they are doing it when they should have no reasonable expectation that it's even possible.

Thank you for your consideration.

Sincerely,

Brian Terp

2429 Iron Canyon Drive

Saturday, March 2, 2024

1:42 PM

Dear Ms. Ward,

I am writing in response to your letter of February 5, 2024, providing notice that my home at 2409 Iron Mountain Drive may be affected by a proposed annexation (Robbins Annexation Petition).

I oppose this proposed annexation.

In addition to the points outlined in Richard Pick's note below, my opposition is also based on the following:

Parcel SS-104-B is landlocked. Development of this parcel would require access to Iron Canyon Dr. or another nearby public street, which I believe in any eventuality would require involvement and approval by Park City. As it stands today this parcel cannot be developed and In essence represents open space. This open space is in direct line of sight and part of the view from my home. The proposed annexation would seem to value development (at a greater density than the surrounding neighborhood) at the expense of open space. Arguments that annexation would bring development within Park City regulations seem moot if the parcel cannot be developed without this annexation.

Parcel IC-MISC is common space within the Iron Canyon Subdivision. The purpose and past use of this parcel are very important considerations in evaluating this annexation proposal. This parcel obviously was not intended for development but was meant as common space for the benefit of residents, and I would suggest to provide a buffer against further development along Iron Canyon Dr.

The proposed annexation would represent a conversion of Iron Canyon Subdivision's common area into a commercial real estate development that would eliminate existing open space and increase the development density of the neighborhood.

I would urge the City Council to reject this annexation petition.

Regards,

David Norwood

Sunday, March 3, 2024

6:18 AM

Dear Ms. Ward,

I am writing in response to your letter of February 5, 2024, providing notice that my home at 2409 Iron Mountain Drive may be affected by a proposed annexation (Robbins Annexation Petition).

I oppose this proposed annexation.

In addition to the points outlined in Richard Pick's note below, my opposition is also based on the following:

Parcel SS-104-B is landlocked. Development of this parcel would require access to Iron Canyon Dr. or another nearby public street, which I believe in any eventuality would require involvement and approval by Park City. As it stands today this parcel cannot be developed and In essence represents open space. This open space is in direct line of sight and part of the view from my home. The proposed annexation would seem to value development (at a greater density than the surrounding neighborhood) at the expense of open space. Arguments that annexation would bring development within Park City regulations seem moot if the parcel cannot be developed without this annexation.

Parcel IC-MISC is common space within the Iron Canyon Subdivision. The purpose and past use of this parcel are very important considerations in evaluating this annexation proposal. This parcel obviously was not intended for development but was meant as common space for the benefit of residents, and I would suggest to provide a buffer against further development along Iron Canyon Dr.

The proposed annexation would represent a conversion of Iron Canyon Subdivision's common area into a commercial real estate development that would eliminate existing open space and increase the development density of the neighborhood.

I would urge the City Council to reject this annexation petition.

Regards,

Teresa Norwood

Sunday, March 3, 2024

2:20 PM

I agree with Sally Pick

Jane Sullivan

Sunday, March 3, 2024

3:46 PM

Rebecca Ward

I would like to also express my opposition to the Taking of the Common Area to facilitate access to the SS104B lot. I do not understand who determined it was not common area after decades of being a common area. Also, to express my opposition to having one or more driveways access Iron Mountain on the S curve. It is a partially blind, steep curve and not a safe place to add a driveway. If you have any questions, please do not hesitate to contact me.

Regards-

John D. Maclay

Sunday, March 3, 2024

5:11 PM

Dear Park City Council Members:

In connection with the Council Meeting scheduled for 5:30PM on March 7, as it relates to the Annexation Petition for Parcel SS-104-B and related subdivision (New Business Item 1), please review the attached letter and related documents. And thank you for considering the issues outlined therein.

James Helfand

2554 Aspen Springs Drive

Monday, March 4, 2024

7:06 AM

Good Morning Rebecca,

I spoke with you last week, regarding the zoning of this lot in Thaynes Canyon. Richard has nicely summed up my concerns, please share with whomever needs to understand our side of the situation.

Thank you,

Diane Liotta

Monday, March 4, 2024

8:29 PM

Dear Mayor and Councilors,

Re: Annexation Petition and Development Plan for SS-104-B

A neighbor brought this development proposal to my attention. I did not receive notice even thought my property abuts two parcels of land labelled as IC-Misc. Until recently this land was on the tax roles as IC-CA.

My understanding was that the CA designation signified that this was common area and held by the original developers as a protective strip to control access to the Iron Canyon Drive by adjacent properties. The assessor's record shows a taxable value in 2023 of $5,800 for the largest parcel suggesting there was no development value. Allowing the IC-CA now called IC-MISC to be counted toward density on the property proposed for annexation would create a density incompatible with the neighborhood.

The stretch of Iron Canyon Drive adjacent to this proposed development appears to be built to a very different and lesser standard than other roads in Park City. If any development is approved for the site, even one home, I believe the city would be prudent to require improvements to the road to correct presently dangerous situations:

- The lack of curb and gutter frequently results in gravel being deposited on the road by drivers who inadvertently cut the corners.
- Improper drainage often results in gravel being deposited on the road. Gravel on the road creates a hazard for cyclists and pedestrians as well as drivers.
- The absence of sidewalks or pathways next to the road forces the many people who walk on the road to be exposed to traffic. This is especially dangerous given the curves, narrow width of the road and steepness of the grade.
- The placement of even one driveway needs to be very carefully considered given how frequently cars have limited control on snowy days and occasionally slide off the road.
- Parking on Iron Canyon Drive for events at Rotary Park often chokes the road creating a dangerous situation.
- School children walk down this road to access the school bus stop on the corner of Payday Drive.

The property designated previously as IC-CA is ideal for correcting the road and creating pathways of a safe standard.

I urge you to reschedule the review of this annexation to a time when impacted owners who travel that road every day can be properly noticed and have the opportunity of offer constructive suggestions.

Bill Ligety

Property owner in both Iron Canyon and Aspen Springs Ranch

Monday, March 4, 2024

9:50 AM

Rebecca,

I am 100% in agreement with Sally Pick's concerns as explained below.

I am opposed to the proposed petition to annex and subdivide this area which has long been community open space. This petition is not consistent with our neighborhood and would unfairly diminish the value of surrounding properties.

Please feel free to reply back with any questions.
Thank You

Michael Block

Tuesday, March 5, 2024

1:06 PM

Dear Mayor and Councilors,

I am a property owner in Aspen Springs Ranch and received a notice regarding the proposed annexation of a lot known as SS-104-B. I know that my neighbor, Bill Ligety, send an email regarding this proposed annexation, and I am writing to let you know that I agree with Bill's position as stated in his email. I also urge that the review of this annexation be rescheduled to allow impacted owners the opportunity to offer solutions to mitigate the effects of the proposed development on SS-104-B.

Thank you for your consideration.

Kyle Kawakami

Property owner in Aspen Springs Ranch

Wednesday, March 6, 2024

12:03 PM

Rebecca,

We have read Richard Pick's communications regarding the annexation proposal in Iron Canyon. Both of us are strongly against the proposal to create three smaller homesites off Iron Canyon Drive. Iron Canyon Drive, at that point with its "S" curve, is hazardous enough for drivers without adding blind driveways. The street there is barely walkable even though Park City is often touting making our neighborhoods pedestrian friendly.

We do not oppose allowing the landowner of SS-104-B constructing a single dwelling and annexing that parcel into Park City. One dwelling on that parcel is consistent with the area.

We hope Park City officials strongly consider keeping the entry area to Iron Canyon consistent with the established area.

Thank you,

Mary & Keith Martin

March 6, 2024

3:30 PM

Re: Annexation Petition to Bring 0.94 Acres Within the Thaynes Canyon Neighborhood From Unincorporated Summit County Into Park City to Create Three Lots For Single-Family Zoning District

To: Rebecca Ward

I write to you in support of the comments submitted by Richard Pick, 2 Mar 2024.

As background, my wife and I purchased lot IC-45-AM, 2460 Iron Mountain Drive in 1988 and subsequently built there in 1989. This was one of the first residences in the Iron Canyon subdivision. We moved out of that home in 2016 into a new one level home on TCR-1B-10, 22 PayDay Drive where we currently live and intend to remain ad infinitum.

As a result I have been intimately aware of all the various real estate and construction activities in the Iron Canyon, Aspen Springs, and Richards Ranch for over 35 years. For many years I have been concerned as to what was going to be the final resolution SS-104-B and the next door PCA-104-C which at the time was owned/occupied by a friend.

I was supportive of her when she annexed into the city many years ago and formally connected into what became Country Lane.

The consensus of the concerned neighbors was that SS-104-B would eventually become a single family house on a nice .9 acre lot accessing Country Lane, as we all believed the boundary strip along Iron Canyon Drive was common area of Iron Canyon and in any case totally unusable as an access point onto our street. Richard Pick has clearly articulated the associated safety concerns.

Continuing as a concerned resident in what was the Richards Ranch I am strongly opposed of a development proposal trying to take advantage by reneging on the development and common area created by Boyer Development dating back over 40 years. This is compounded by looking to PCMC codes to escape the one home restriction on a lot which has been held as unincorporated to leverage the lower taxes in order to later make a jump into the city. The whole proposal feels akin to the Dakota Pacific plan to acquire property designated for one use and then shifting the use to a higher utilization without regard to the existing community.

Respectfully, I support one home on SS-104-B with access via Country Lane.

Kevin R McCarthy
Principal
MoonRaker Associate

March 6, 2024

5:38 PM

Rebecca,

I have been an home owner on Iron Canyon Drive for the last 20 years and I am opposed to the above petition.

The petition combines a Summit County parcel (outlined in blue on Exhibit B) with the adjacent Park City parcels, and then subdivides the resulting property into three lots. Iron Canyon Drive is the entry road into our Iron Canyon subdivision and is also used by many of the residents of Aspen Springs. The strip of land that runs along the road (a portion of Parcel IC-MISC) was platted in 1983 as part of the Iron Canyon subdivision and was represented as being common area (see Exhibit A for the actual separate boundaries of this entire parcel). This is confirmed by the legal description associated with each lot of Iron Canyon according to the Summit County Assessor which includes the notation “COMMON AREA IS NOW BEING ASSESSED UNDER IC-MISC.” The parcels contain a monument sign identifying the area as Iron Canyon, consistent with its intended use as common area.

Title to Parcel IC-MISC was held by the Boyer Company as the developer of the Iron Canyon subdivision and had been so held for almost 40 years on behalf of the Iron Canyon lot owners (a Homeowners Association was never created to take title). In December, 2022, the property was conveyed by the Boyer Company to an entity called the Boyer Robbins JV with a description in the deed which states “NOTE: THIS PROPERTY WAS DETERMINED NOT TO BE COMMON AREA.” **This statement and the transfer of the property are not consistent with the long held understanding of the use of the property. Who determined this was not Iron Canyon common area? It was not those of us who live in Iron Canyon. It was not Park City. It was not Summit County. For 40 years this has been common area. Whether there can be found some legal basis for the transfer or not, it is the long held understanding and representation that the property was common area and therefore not subject to further development.**

I do not oppose allowing the landowner of SS-104-B constructing a single dwelling on the property. Nor do I oppose the annexation of SS-104-B into Park City. Construction of one dwelling on SS-104-B is entirely consistent with the neighborhood.

Iron Canyon Drive serves as the entry and exit road for our Iron Canyon subdivision. It has a posted speed limit of 15 mph between Payday Drive and Delta Drive. This is because of the “S” curves and the grade of the road. The road is steeper and narrower than most other residential roads, has no curbs and gutters or sidewalks. In spite of the posted speed limit, there has been at least one out of control vehicle slide off on this section of the road every year for each of the last 30 years. These accidents usually occur by vehicles sliding off to the south as they go around the middle curve, but there have also been slide offs onto the subject property. Tow trucks are often required to extract the vehicles due to the terrain on either side of the road. Vehicles traveling around the northern most curve of the road cannot see oncoming traffic until they have entered the curve. In short this stretch of narrow road is hazardous. Furthermore, our children walk up the road after being dropped off by the school bus which stops on Payday Drive. If three parcels were to be developed as proposed, with driveway access to those parcels from Iron Canyon Drive this road would become even more hazardous. I do not want to see driveway access to Iron Canyon Drive even if a single house was constructed on SS-104-B.

The staff report proposes two alternatives for the City Council to consider. **I would like to see the City Council select the alternative to deny this annexation petition, terminating the review process**.

Thank you for the opportunity to provide input on this important matter to all Thaynes Canyon residents.

Sincerely,

Linda DeShazer

2441 Iron Canton Drive

Wednesday, March 6, 2024

5:47 PM

Rebecca,

I am writing to you to let you know I support the comments submitted below by Richard Pick. I am not opposed to the annexation of the parcel and building one home on the lot. However, the entrance to the property should not be from Iron Canyon Drive.

Iron Canyon Drive and Iron Mountain Drive are very narrow roads, and become even more narrow in winter with the snowfall and snow removal. The road is a tertiary road for snowplowing, and can be quite slippery in winter. There are no gutters, no sidewalks, no shoulders to speak of except for some gravel, and the “S” curves are blind corners and therefore can be dangerous.

I had a “grab your heart experience” some time ago when traveling downhill, going around the northern most “S” curve. As I went around the curve I encountered a woman walking uphill with her dog. It was quite a surprise, and fortunately she stepped just off the road, so tragedy averted. If you take the corner wide, you can encounter vehicles coming up from the opposite direction and run the risk of colliding with them. A driveway entering Iron Canyon Drive would not be a good idea for anyone traveling the road or for the property owner trying to enter or leave. The driveway should be located off of Country Lane.

I have also followed school students walking up Iron Canyon who have been dropped off at Rotary Park by their school bus. You cannot pass them because you cannot see around the blind corners to know if a vehicle is coming downhill. This is also true for people out for daily walks. You absolutely need a clear line of vision to know when to travel safely.

The lots and homes in the surrounding neighborhood are large. Subdividing the lot into three lots results in homes and lot sizes inconsistent with surrounding property. One lot and one home is cosistent with the surround neighborhoods.

The speed limit is 15 mph on Iron Canyon Drive. Construction vehicles and other vehicles are known to travel above the speed limit and create a dangerous situation. This needs to be taken into consideration. The speed limit is 15 mph for a reason.

Sally Pick

2447 Iron Mountain Drive

March 6, 2024

6:11 PM

Hi Rebecca-

I am a concerned neighbor and agree with our neighbor's, the Pick's:

I am writing in opposition to the subject petition.

The petition combines a Summit County parcel (outlined in blue on Exhibit B) with the adjacent Park City parcels, and then subdivides the resulting property into three lots. Iron Canyon Drive is the entry road into our Iron Canyon subdivision and is also used by many of the residents of Aspen Springs. The strip of land that runs along the road (a portion of Parcel IC-MISC) was platted in 1983 as part of the Iron Canyon subdivision and was represented as being common area (see Exhibit A for the actual separate boundaries of this entire parcel). This is confirmed by the legal description associated with each lot of Iron Canyon according to the Summit County Assessor which includes the notation “COMMON AREA IS NOW BEING ASSESSED UNDER IC-MISC.” The parcels contains a monument sign identifying the area as Iron Canyon, consistent with its intended use as common area.

Title to Parcel IC-MISC was held by the Boyer Company as the developer of the Iron Canyon subdivision and had been so held for almost 40 years on behalf of the Iron Canyon lot owners (a Homeowners Association was never created to take title). In December, 2022, the property was conveyed by the Boyer Company to an entity called the Boyer Robbins JV with a description in the deed which states “NOTE: THIS PROPERTY WAS DETERMINED NOT TO BE COMMON AREA.” This statement and the transfer of the property are not consistent with the long held understanding of the use of the property. Who determined this was not Iron Canyon common area? It was not those of us who live in Iron Canyon. It was not Park City. It was not Summit County. For 40 years this has been common area. Whether there can be found some legal basis for the transfer or not, it is the long held understanding and representation that the property was common area and therefore not subject to further development. It is just not right to take Iron Canyon common area and place it into the JV.

I do not oppose allowing the landowner of SS-104-B constructing a single dwelling on the property. Nor do I oppose the annexation of SS-104-B into Park City. Construction of one dwelling on SS-104-B is entirely consistent with the neighborhood.

Iron Canyon Drive serves as the entry and exit road for our Iron Canyon subdivision. It has a posted speed limit of 15 mph between Payday Drive and Delta Drive. This is because of the “S” curves and the grade of the road. The road is steeper and narrower than most other residential roads, has no curbs and gutters or sidewalks. In spite of the posted speed limit, there has been at least one out of control vehicle slide off on this section of the road every year for each of the last 30 years. These accidents usually occur by vehicles sliding off to the south as they go around the middle curve, but there have also been slide offs onto the subject property. Tow trucks are often required to extract the vehicles due to the terrain on either side of the road. Vehicles traveling around the northern most curve of the road cannot see oncoming traffic until they have entered the curve. In short this stretch of narrow road is hazardous. Furthermore, our children walk up the road after being dropped off by the school bus which stops on Payday Drive. If three parcels were to be developed as proposed, with driveway access to those parcels from Iron Canyon Drive this road would become even more hazardous. I do not want to see driveway access to Iron Canyon Drive even if a single house was constructed on SS-104-B.

The staff report proposes two alternatives for the City Council to consider. I would like to see the City Council select the alternative to deny this annexation petition, terminating the review process. The City Council may want to instruct the applicant to bring back a petition that excludes our Iron Canyon common area, annexes tract SS-104-B into Park City, includes a single family home and does not have access from Iron Canyon Drive.

Thank you for the opportunity to provide input on this important matter to Iron Canyon residents.

Angie Block

Wednesday, March 6, 2024

6:11 PM

The proposed annexation and subsequent subdivision of the parcel adjacent to Iron Mountsun Drive is a contrivance and a dangerous threat to our neighborhood.

We object to the unnecessary annexation that would only serve to facilitate the greed and fraudulent conveyance of “common area” land by the original Iron Canyon developer to the development joint venture.

We also object to the proposed subdivision into 3 tiny lots that would result in 3 driveways into our neighborhood. The entire parcel starts out being smaller than the average lot size in Iron Canyon! Dividing it into 3 tiny parcels is absurd! Let alone that

the parcel is on the curve of Iron Mountain Drive which already has too much traffic from outside the neighborhood.

Please refer to the communications you have received from Mr. Pick which we wholeheartedly second!

This is a great example of the excess development in Park City which must be controlled. There is no benefit to the neighbors, the whole of Thames and none to Park City as a whole.

Howard R Rothwell

2463 Iron Mountain Drive

Wednesday, March 6, 2024

7:57 PM

Dear Ms. Ward,

I am the owner of 2421 Iron Canyon Drive. I concur with the positions expressed below and to you by my neighbor Richard D. Pick.

In addition, I do not believe that I received a notice of the pending matter or the City Council meeting in which this matter will be on the agenda, which I now learn will be tomorrow. I do not know if the meeting is open to the public, but because I did not receive advance notice, I am no longer available tomorrow. As a resident of the immediate neighborhood where the proposed project is contemplated, I would expect to receive proper notice and opportunity to participate.

In light of the above and for the reasons expressed by Mr. Pick, I respectfully request that the proposal be rejected.

Sincerely,

Howard Sands

Wednesday, March 6, 2024

9:33 PM

We are writing in opposition to the subject petition, and in support of the e-mail sent to you on March 2, 2024 by our neighbor Richard Pick.

As detailed in Mr. Pick’s e-mail to you, the petition combines a Summit County parcel with the adjacent Park City parcels, and then subdivides the resulting property into three

lots. Iron Canyon Drive is the entry road into the Iron Canyon subdivision, where we purchased a home in trust for our family (including generations to come) more than five years ago. The strip of land that runs along the road (a portion of Parcel IC-MISC) was platted in 1983 as part of the Iron Canyon subdivision and was represented as being common area. The parcels contains a monument sign identifying the area as Iron Canyon, consistent with its intended use as common area.

For 40 years this has been common area. As such, it is the long held understanding and representation that the property was common area and therefore not subject to further development. It is just not right to take Iron Canyon common area and place it into a privately held joint venture for development for private use (and/or for development and sale with the profits being reaped by the participants in the new joint venture entity).

We do not oppose allowing the landowner of SS-104-B constructing a single dwelling on the property. Nor do we oppose the annexation of SS-104-B into Park City. Construction of one dwelling on SS-104-B is entirely consistent with the neighborhood.

Iron Canyon Drive serves as the entry and exit road for our Iron Canyon subdivision. The road is steeper and narrower than most other residential roads, has no curbs and gutters or sidewalks. In short this stretch of narrow road is hazardous. If three parcels were to be developed as proposed, with driveway access to those parcels from Iron Canyon Drive this road would become even more hazardous. I do not want to see driveway access to Iron Canyon Drive even if a single house was constructed on SS-104-B. The road is used by the families that live in the Iron Canyon subdivision as a “walking street”, including to access school transportation and the Rotary park.

The staff report proposes two alternatives for the City Council to consider. We would like to see the City Council select the alternative to deny this annexation petition, terminating the review process. The City Council may want to instruct the applicant to bring back a petition that excludes our Iron Canyon common area, annexes tract SS-104-B into Park City, includes a single family home and does not have access from Iron Canyon Drive.

Thank you for the opportunity to provide input on this important matter. As noted previously, I fully support the e-mail sent to you by Mr. Pick.

Best Regards,

Stephen and Susan Kay

Thursday, March 7, 2024

6:17 AM

Dear Rebecca:

I am writing in opposition to the Annexation Petition to create three SFH lots. I concur with Dick Pick’s email.

I have lived in Iron Canyon for 21 years. I am very familiar with the section of road being proposed for the three driveways. My two children walked home from the bus stop on Payday Drive on this stretch of road for many years. Given the fact there is no sidewalk and blind corners, it is already very dangerous for the children in the neighborhood. We have several families whose children take the bus and walk home on this very section. In the winter months it becomes extremely slick. I personally have gone off this icy road in my SUV and had to be towed out of the ditch.

I feel that three new homes on this small lot is not in keeping with our beautiful well planned neighborhood. Our typical lot size is 1.1 acres.

I am not against annexing this parcel into the city however a fair trade would be one home with a driveway that exits on Payday Drive in exchange for city water.

Thank you for the opportunity to share my opinion and concerns.

Ellen Hotung

10 Iron Canyon Court

Thursday, March 7, 2024

6:49 AM

Dear Rebecca,

I am writing in opposition to the Annexation Petition to create three SFH lots in Iron Canyon.

I have lived in Iron Canyon for 16 years and I agree with Dick Pick's email.

I would like to add that the sizes of the proposed new lots are not in keeping with the Iron Canyon neighborhood. I strongly disagree that the Common Area should be included as developable land. It feels like a very underhanded move by Boyer and the JV. However even if the city were to agree with the developer then the proposed three lots would measure a total of 1.73 acres. Each lot would be little more than half an acre and the average lot in the Iron Canyon subdivision is 1.1 acre. Of the 99 lots in the Thaynes neighborhood the average lot is 1.2 acres. Approving this variance would negatively change the landscape of our great neighborhood.

Furthermore the proposed driveways are on a very dangerous curve on Iron Canyon Drive. As a 23 year Captain with PCFD, I have personally responded to several accidents on this S-curve. This road isn't even wide enough to stripe with a center line so the idea of adding three driveways is absurd. I don't know what the developer is possibly thinking trying to exit three driveways on this dangerous corner.

I feel that one home with a driveway that exits closer to the lower section of the Iron Mountain Drive is appropriate.

Thank you for considering my views.

Steve Boyd

Retired Fire Captain

Thursday, March 7, 2024

6:57 AM

Hello Rebecca,

I am writing to oppose the subject petition. I am in agreement with Dick Pick's email below.

My name is Carin Terp and my husband and I are the homeowners at 2429 Iron Canyon Drive. My three children (15, 13 and 8) ride their bikes and walk this stretch of road on a daily basis. The schoolbus stop for Treasure Mountain Junior High is at Rotary Park and it is oftentimes still pitch black at 6:48 am. It is an already treacherous road with blind spots and no sidewalks. An additional three driveways leading to Iron Canyon Drive would make the road even more hazardous. My 8-year-old walks around the block to her friend's house after school and on weekends. They like to explore the neighborhood and look for wild turkeys. It would be such a shame to have to limit my children's time playing outdoors in our own neighborhood because of three additional driveways on Iron Canyon — from a lot that is sized at .94 acres. It's truly absurd that this is even a consideration. I believe that three new homes on the small lot is not in line with the neighborhood where the typical lots are sized at 1.1 acre.

Thank you for allowing me to voice my concerns on this matter.

Best regards,

Carin Andre Terp

Thursday, March 7, 2024

7:08 AM

Dear Ms. Ward:

We join our neighbors in opposing the division of the above-referenced lot into three lots for single family homes. The reasons have been enumerated by others, and we will add our concern that this stretch of road is extremely dangerous not just to school children, but the many PC citizens who walk it daily. Because of the curve, many, many vehicles veer onto the “wrong” side of the road all the time. There are no sidewalks, so there are many close calls between all kinds of commercial and private vehicles and people walking alone or with their dogs. It’s bad in all seasons – summer when the trees on one side are growing so it creates a blind spot, and winter when the road is very slick. There is also a lot of wildlife, particularly moose, that walk the road. We simply can’t have that kind of density and driveways in that location. We don’t oppose the annexation of the property or having someone build one home there, subject to everyone’s comments on the location of the driveway.

Thank you for your consideration to this important matter.

Respectfully,

Kris and John Maclay

2443 Iron Mountain Drive

Thursday, March 7

8:02 AM

I am writing in opposition to the Annexation Petition to create three SFH lots. I concur with Dick Pick’s email.

We have owned a home in Iron Canyon for 18 years. The section of road being proposed for the three driveways is just down from our home at 2426 Iron Canyon Drive. Many times, we have feared sliding off the road during the winter. We have termed it the “Three Sisters”. There is no sidewalk and blind corners, it is a very dangerous stretch of road for the children in the neighborhood.

We feel that three new homes on this small lot is not in keeping with our beautiful well planned neighborhood. As mentioned by many of our residents, our typical lot size is 1.1 acres. We do not feel it is in keeping with the neighborhood that we have known all these years and it presents many more safety concerns than already exist.

Thank you for the opportunity to share my opinion and concerns.

Kristen Flaharty, PharmD and Patrick Flaharty, MD

2426 Iron Canyon Drive

Thursday, March 7, 2024

8:08 AM

Dear Rebecca,

I am writing in opposition to the Annexation Petition to create three SFH lots in Iron Canyon.

I have lived in Iron Canyon for 18 years and I agree with Dick Pick's email.

I would like to add that the sizes of the proposed new lots are not in keeping with the Iron Canyon neighborhood. I strongly disagree that the Common Area should be included as developable land. It feels like a very underhanded move by Boyer and the JV. However, even if the city were to agree with the developer, then the proposed three lots would measure a total of 1.73 acres. Each lot would be little more than half an acre and the average lot in the Iron Canyon subdivision is 1.1 acre. Of the 99 lots in the Thaynes neighborhood the average lot is 1.2 acres. Approving this variance would negatively change the landscape of our great neighborhood.

Furthermore, the proposed driveways are on a very dangerous curve on Iron Canyon Drive. This road isn't even wide enough to stripe with a center line so the idea of adding three driveways is absurd. I don't know what the developer is possibly thinking trying to exit three driveways on this dangerous corner.

Thank you for considering my views.

James W. Hailey

Homeowner Iron Canyon Development

Thursday, March 7, 2024

8:25 AM

Dear Rebecca,

I am writing in opposition to the annexation petition to create three single-family lots in our Iron Canyon and Thaynes Canyon neighborhoods. I concur with the detailed concerns outlined in many of my Iron Canyon neighbors' letters.

First, the sizes of the proposed lots would significantly deviate from those of Iron Canyon and Thaynes Canyon. Such a divergent variance would conflict with the

character and landscape of these communities, each of which was designed with principles that would be undermined by this incompatible proposed development. One home on a lot size consistent with those of other lots in these neighborhoods would be appropriate.

Second, adding multiple new driveways exiting onto Iron Canyon Drive would undermine safety. As the father of young children, I do not want additional risk compounding along this section of road, which already creates problems in its shape, width, grade, drainage, and visibility. I regularly witness vehicles getting stuck, sliding off the road, or struggling with its sight lines. Moreover, the entire Iron Canyon neighborhood has only two points of ingress and egress to the rest of Park City. Increasing driveway density would introduce additional hazards in general for daily use and especially at times of need. A single driveway that would be placed in a safer location (such as on Payday Drive), and as important, that would generate traffic consistent with that of a single family home (versus three), would be in the best interest of the neighborhood and the City.

Third, the self-serving interpretation that the common area was intended and should be included as developable land is misleading. Pursuing shifts in land use may be appropriate as needs and markets evolve, but proposals with outright contractions require unique circumstances -- and this proposal does not come close to meeting that standard.

Finally, while you may receive letters from only a subset of Iron Canyon and nearby Thanyes residents given varying levels of engagement in local matters, if every Iron Canyon resident were polled about this proposed development and actually responded, opposition would be nearly universal for reasons such as those above. Approval of the annexation petition would set an ugly precedent that would fail to serve broader community needs as well as the community members the City represents.

I request that this annexation petition be denied and the review process be terminated. The applicant should exclude our Iron Canyon common area and examine annexing the tract for development of a single family home that does not have access to and from Iron Canyon Drive.

Thank you for your consideration, and we appreciate all you do for Park City.

Jonathan Evans

Thursday, March 7, 2024

1:00 PM

Rebecca,

Jackie and I live at 2440 Iron Mountain Drive in Iron Canyon. We are writing to oppose the annexation petition to create the 3 single family lots in Iron Canyon and thanks.

I know you have received other opposition comments which we agree with, especially around the proposed lot sizes outlined in the petition that would deviate significantly from the established norms of Iron Canyon and Thaynes Canyon. A single home on a lot size consistent with those of existing properties in our neighborhoods would be more appropriate.
The assertion that the common area should be included as developable land is misleading.

Thanks, Rebecca!

Bryn Carey

Elissa Martin

From: Rebecca Ward <rebecca.ward@parkcity.org>
Sent: Thursday, September 19, 2024 7:53 AM
To: Elissa Martin
Subject: Fwd: [External] Iron Canyon Lot Annexation

From: Stephen Kay [redacted]>
Sent: Wednesday, September 18, 2024 5:54:28 PM
To: Rebecca Ward <rebecca.ward@parkcity.org>
Cc: Sally Pick <[redacted]>; [redacted]
Subject: [External] Iron Canyon Lot Annexation

Dear Ms. Ward,

As a homeowner in the Iron Canyon subdivision, I am writing to renew my opposition to "Project No. PL-23-05882, the Proposal to Annex Parcel SS-104-B and Merge and Subdivide Parcels SS-104-B, PCA-105 and Iron Canyon Parcel IC-MISC". I previously wrote to you in March to express my opposition to the development plan that is reflected in this proposal, which was then before the City Council. Unfortunately, the City Council did not act decisively to shut down this ill-conceived proposal that would benefit a private party at the expense of the community at large, in contravention of public documents that have been relied upon by bona fide purchasers of property in the Iron Canyon subdivision for decades, and with the City's direct assistance.

I have reviewed the recent submission prepared and submitted by Richard Pick, James Helfand, Howard Rothwell and Henry Fulton, and fully support the positions expressed therein. The views expressed by members of the Iron Canyon Architectural Committee reflect the legal, safety and aesthetic concerns of the residents of our neighborhood. Allowing the proposal that is now before the Planning Commission to move forward would have significant adverse impacts on the homeowners in our neighborhood, and the Planning Commission should protect the interests of the community at large at the meeting on September 25, 2024.

I am writing this letter because I will not be able to attend the meeting in person, but I want my voice to be heard. I stand in vehement opposition to the proposal before the Planning Commission and endorse the Opposition filing submitted by Mr. Pick, et al.

Best regards,

Stephen Kay
[redacted] Iron Mountain Drive

Stephen Kay
[redacted]

Elissa Martin

From: Rebecca Ward <rebecca.ward@parkcity.org>
Sent: Wednesday, September 18, 2024 3:01 PM
To: Henry Fulton
Cc: Elissa Martin
Subject: RE: [External] Permit # PL-23-05882

From: Henry Fulton <[redacted]>
Sent: Wednesday, September 18, 2024 9:52 AM
To: Rebecca Ward <rebecca.ward@parkcity.org>
Subject: [External] Permit # PL-23-05882

Subject: Iron Canyon Lot Annexation

Dear Rebecca Ward,

I am writing to express my opposition to the Petition regarding the proposed development on Parcel IC-MISC, formerly known as IC-CA (Iron Canyon Common Area) as part of Project No. PL-23-05882.

I am particularly concerned because I believe this parcel was always intended as undeveloped open space. For over 20 years, it has been recognized as part of the Iron Canyon Subdivision's common area, and its development is under the control of the Iron Canyon Architectural Committee. A mere label change does not alter its ownership or the rules governing its use.

Additionally, I share concerns about the impact this project would have on safety, density, and the environment in our community. It seems unwise to proceed without first addressing these issues, especially since the evidence supports that this area was never meant to be developed.

I urge you to reconsider the Petition and ensure that the common area remains open space for the benefit of all residents.

Thank you.

Henry Fulton
Iron Canyon Resident

Elissa Martin

From: Rebecca Ward <rebecca.ward@parkcity.org>
Sent: Wednesday, September 18, 2024 3:00 PM
To: Sally Pick
Cc: Elissa Martin
Subject: RE: Petition for Development of Unincorporated Land in the Thaynes Canyon/Iron Canyon Neighborhood; and development on Parcel IC-MISC

From: Sally Pick [redacted]
Sent: Wednesday, September 18, 2024 2:45 PM
To: Rebecca Ward <rebecca.ward@parkcity.org>
Subject: [External] FW: Petition for Development of Unincorporated Land in the Thaynes Canyon/Iron Canyon Neighborhood; and development on Parcel IC-MISC

Dear Rebecca,

I am writing to express my opposition to the petition for proposed development of unincorporated land in the Thaynes Canyon/Iron Canyon Neighborhood. I am not opposed to the annexation of the parcel and building one home on the lot. My concern is the development of multiple houses and driveways onto Iron Canyon Drive. Both Iron Canyon Drive and Iron Mountain Drive are very narrow roads. They become even more narrow with winter snowfall and snow removal. There are no gutters or sidewalks, no shoulders except for some gravel, and the "S" curves are blind corners. People bike, walk (some with dogs) up and down the road, and school children walk up the road from Rotary Park, as no bus comes up into the neighborhood. It is difficult to go around those people as the blind corners prevent you from seeing cars coming from the opposite direction. Multiple driveways will add to this safety concern.

I am also opposed to development on Parcel IC-MISC, formerly known as IC-CA (Iron Canyon Common Area) as part of Project No. PL-23-05881. This land was always intended for undeveloped open space. It has been part of the Iron Canyon Subdivision's common area for over 20 years. It has been under the control of the Iron Canyon Architectural Committee.

The entire project will impact our neighborhood negatively in the area of safety and density. Please reconsider the petition and make a decision that has the least affect on the surrounding neighborhoods.

Sally Pick
[redacted] Iron Mountain Drive
Iron Canyon Neighborhood

From: Rebecca Ward
To: Elissa Martin
Subject: FW: [External] Iron Canyon Lot Annexation, Merging, and Subdivision (Project No. PL-23-05882)
Date: Tuesday, September 17, 2024 1:17:44 PM

From: Jonathan Evans [redacted]
Sent: Tuesday, September 17, 2024 1:17 PM
To: Rebecca Ward <rebecca.ward@parkcity.org>
Subject: [External] Iron Canyon Lot Annexation, Merging, and Subdivision (Project No. PL-23-05882)

Dear Rebecca and Members of the Planning Commission and City Council,

Ahead of tomorrow's public hearing and following my enclosed input from March 7, 2024, I urge the Planning Commission to reject the Petition for Project No. PL-23-05882. Its core assumption -- that the petitioner controls all property at issue -- is flawed. Parcel IC-MISC, previously labeled IC-CA (Iron Canyon Common Area) for over 20 years, is part of the Iron Canyon Subdivision's common area, governed by the Iron Canyon Architectural Committee. Merely changing the parcel's label does not alter its ownership or development rights.

The evidence shows that this land was always intended as undeveloped open space, a status relied upon by Iron Canyon and other neighborhood residents for decades. Recent adjustments to county records appear to obscure this, but they do not change the original intent.

Additionally, as noted below, critical safety and density concerns are introduced by this proposal. It is imprudent to move forward without resolving these issues, especially the control and use of Parcel IC-MISC. If it is indeed defined as Common Area, it cannot be developed without the Iron Canyon Architectural Committee's approval.

For the avoidance of doubt, I have no objection to the proposed annexation as part of the Project. But given the rest of the Project -- especially its proposal to merge and subdivide parcels for three single family homes -- I concur with our neighborhood's near-unanimous opposition to the rest of it.

Thank you for taking my input into consideration as part of your review, and we appreciate all you do for Park City.

Jonathan Evans
Iron Canyon

Enclosed: March 7, 2024 email

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---------- Forwarded message ---------
From: Jonathan Evans [redacted]
Date: Thu, Mar 7, 2024 at 8:25 AM
Subject: Opposition to annexation petition to create 3 lots on 0.94 acres in Thaynes / Iron Canyon
To: <rebecca.ward@parkcity.org>

Dear Rebecca,

I am writing in opposition to the annexation petition to create three single-family lots in our Iron Canyon and Thaynes Canyon neighborhoods. I concur with the detailed concerns outlined in many of my Iron Canyon neighbors' letters.

First, the sizes of the proposed lots would significantly deviate from those of Iron Canyon and Thaynes Canyon. Such a divergent variance would conflict with the character and landscape of these communities, each of which was designed with principles that would be undermined by this incompatible proposed development. One home on a lot size consistent with those of other lots in these neighborhoods would be appropriate.

Second, adding multiple new driveways exiting onto Iron Canyon Drive would undermine safety. As the father of young children, I do not want additional risk compounding along this section of road, which already creates problems in its shape, width, grade, drainage, and visibility. I regularly witness vehicles getting stuck, sliding off the road, or struggling with its sight lines. Moreover, the entire Iron Canyon neighborhood has only two points of ingress and egress to the rest of Park City. Increasing driveway density would introduce additional hazards in general for daily use and especially at times of need. A single driveway that would be placed in a safer location (such as on Payday Drive), and as important, that would generate traffic consistent with that of a single family home (versus three), would be in the best interest of the neighborhood and the City.

Third, the self-serving interpretation that the common area was intended and should be included as developable land is misleading. Pursuing shifts in land use may be appropriate as needs and markets evolve, but proposals with outright contractions require unique circumstances -- and this proposal does not come close to meeting that standard.

Finally, while you may receive letters from only a subset of Iron Canyon and nearby Thanyes residents given varying levels of engagement in local matters, if every Iron Canyon resident were polled about this proposed development and actually responded, opposition would be nearly universal for reasons such as those above. Approval of the annexation petition would set an ugly precedent that would fail to serve broader community needs as well as the community members the City represents.

I request that this annexation petition be denied and the review process be terminated. The applicant should exclude our Iron Canyon common area and examine annexing the tract for development of a single family home that does not have access to and from Iron Canyon Drive.

Thank you for your consideration, and we appreciate all you do for Park City.

Jonathan Evans

Samuel Johnson
[redacted] Aspen Springs Drive
Park City, Utah, 84060.

From: Samuel Johnson
To: Rebecca Ward; Elissa Martin
Subject: [External] Comments pertaining to Permit # PL-23-05882
Date: Tuesday, September 17, 2024 11:12:42 AM

Rebecca and Elissa:

As an owner of a lot (ASR-9) adjacent to the proposed annexation parcel, I object to the proposal. The reasons are as follows and they are discussed in detail in the Opposition to Project No. PL-23-05882 letter submitted by Iron Canyon Architectural Committee members and an Aspen Springs resident.

- Parcel IC-MISC, which was originally labeled IC-CA is a common area or open space associated with the Iron Canyon Subdivision. IC-MISC should remain as a common area or open space and therefore renders parcel SS-104-B landlocked, unless:

- The Iron Canyon Architectural Committee approves access across IC-MISC (IC-CA) in the event SS-104-B is annexed.

- If annexed, the parcel size of SS-104-B at 0.94 acres does not support three 'lots' or three single family dwellings. One single family dwelling should be the maximum.

- The safety along Iron Canyon Drive is in jeopardy. The road is truly multi-use; walkers, dog walkers, runners, cyclists, e-bikers and cars will be impacted with the addition of any new driveways.

In addition to the above, my personal views on softer issues are as follows.

- The preservation of open space within Park City needs to be a top priority of the planning commission. Developments continue to infringe on wildlife, who's presence's is part of the charm of Park City. While deer and bobcats are commonly spotted on my and adjacent lots, there was a time when elk would routinely cross the proposed parcels for annexation. I have not seen any elk since the development of the Thaynes Ranch subdivision.

- While the number of additional automobiles from this proposal is very minor, at some point, Park City, is going to have to stop the continuous building and limit the amount of traffic within Park City.

Lastly, when we bought our house adjacent to the proposed annexation, we always knew there was a chance a house would be built there. If a family wanted to build a family home, that's understandable. But having a developer build three homes, motivated by profit, is just not right. I expect my property will loose value.

Thank you for your consideration of these objections.

Regards,

Samuel Johnson
[redacted] Aspen Springs Drive
Park City, Utah, 84060.

Elissa Martin

From: Rebecca Ward <rebecca.ward@parkcity.org>
Sent: Tuesday, September 17, 2024 1:22 PM
To: Richard Valliere
Cc: Elissa Martin
Subject: RE: [External] Iron Canyon Lot Annexation

[redacted].

-----Original Message-----
From: Richard Valliere [redacted]>
Sent: Tuesday, September 17, 2024 1:20 PM
To: Rebecca Ward <rebecca.ward@parkcity.org>
Subject: [External] Iron Canyon Lot Annexation

Warning: Replies to this message will go to [redacted]. If you are unsure this is correct please contact the helpdesk.
[CAUTION] This is an external email.

I am a resident of Aspen Springs living adjacent to the lots in the Iron Canyon neighborhood. Regarding the opposition letter to the annexation, I agree totally with the opposition letter.

Judith Valliere

From: Rebecca Ward
To: Elissa Martin
Subject: FW: [External] Iron Canyon Lot Annexation
Date: Tuesday, September 17, 2024 12:51:00 PM

-----Original Message-----
From: Richard Valliere <[redacted]>
Sent: Tuesday, September 17, 2024 12:50 PM
To: Rebecca Ward <rebecca.ward@parkcity.org>
Subject: [External] Iron Canyon Lot Annexation

Warning: Replies to this message will go to [redacted]. If you are unsure this is correct please contact the helpdesk.
[CAUTION] This is an external email.

I have read the letter in opposition to the annexation and subdivision of lots in the Iron Canyon neighborhood. I agree 100 % with everything in the opposition letter.

I live in the Aspen Springs neighborhood.

Richard Valliere

Guy and Deborah Burns

29 Canyon Court

Park City

Utah 84060

September17, 2024

Dear Members of the Park City Planning Commission:

We write to you as concerned property owners of Lot 72 in the Aspen Springs Subdivision located at 29 Canyon Court. We have owned our property since 1992, and we built our home here 30 years ago in 1994.

We regularly travel up and down the short and curvy section of Iron Canyon Drive that connects Aspen Springs to Payday Drive at the Rotary Park intersection. This small section of road is very dangerous. There are no sidewalks nor is there any meaningful shoulder for biking and pedestrian traffic. Near accidents are a daily occurrence.

We understand there is a proposal to annex an approximate one acre parcel located at 2409 Iron Canyon Drive into the City, and to approve the subdivision of the parcel into three (3) building lots. We do not oppose annexation, but we do oppose the proposal to build three houses on the property. Even one driveway entering that stretch of Iron Canyon Drive will be dangerous, but having three driveways emptying onto that stretch of road will create an even greater hazard. It is inevitable that someone will be either killed or severely injured by this increased traffic.

We understand the property owner is trying to include some small slivers of land located along the edge of Iron Canyon Drive into the annexation plan in order to add land mass necessary for the building of three houses. While it may make some sense to annex these slivers of land at the same time as annexing the 2409 property, it defies common sense that these slivers of land should be included for purposes of permitting any additional residence or density.

We ask that the application to subdivide this parcel into three building lots be rejected.

Thank you for your consideration.

Guy & Deborah Burns

Guy and Deborah Burns

Elissa Martin

From: Rebecca Ward <rebecca.ward@parkcity.org>
Sent: Monday, September 16, 2024 8:03 PM
To: Elissa Martin
Subject: FW: Iron Canyon Lot Annexation

[redacted].

From: Phoebe Hailey <[redacted]>
Sent: Monday, September 16, 2024 7:10 PM
To: Rebecca Ward <rebecca.ward@parkcity.org>
Cc: Jim Hailey [redacted]>
Subject: [External] Iron Canyon Lot Annexation

Warning: Replies to this message will go to [redacted] If you are unsure this is correct please contact the helpdesk.

[CAUTION] This is an external email.

Iron Canyon Lot Annexation

To whom it may concern,

I am opposed to the proposed subdivision plan as it is in direct violation of the Iron Canyon Declaration of Covenants. Additionally, this increased density proposes additional safety issues to our community. Our community already sustains additional traffic due to a city park and local hiking trail. Putting more density in a neighborhood that already struggles with additional traffic issues is unsafe. Thank you so much for your consideration.

Phoebe Hailey
[redacted] Iron Mountain Dr.

Elissa Martin

From: Rebecca Ward <rebecca.ward@parkcity.org>
Sent: Monday, September 16, 2024 8:01 AM
To: Elissa Martin
Subject: FW: [External] Iron Canyon Lot Annexation Petition - 9/25/2024 pubic hearing
Attachments: Opposition to Iron Canyon Proposal.pdf; Exhibit A.pdf; Exhibit B.pdf; Exhibit C.pdf; Exhibit D.pdf; Exhibit E.pdf; Exhibit F.pdf; Exhibit G.pdf; Exhibit H.pdf; Exhibit I.pdf; Exhibit J.pdf; Exhibit K.pdf; Exhibit L.pdf; Exhibit M.pdf; Exhibit N.pdf; Exhibit P.pdf; Exhibit Q.pdf; Exhibit R.pdf

Dear Ms. Ward,

Attached is a letter and related Exhibits A to R in opposition to various aspects of the proposed annexation plan which I was asked to forward to you in Dick Pick's absence. He is out of town and will not be able to attend the September 25 Planning Commission hearing in person. Please submit these documents along with other materials being provided to the Planning Commission, and feel free to contact me if you or your staff have any questions in reviewing these documents.

And please acknowledge your receipt of this email with its attachments.

Thank you for your continued cooperation and assistance.

Jim Helfand.

Opposition to Project No. PL-23-05882, the Proposal to Annex Parcel SS-104-B and Merge and Subdivide Parcels SS-104-B, PCA-105 and Iron Canyon Parcel IC-MISC

We write on behalf of a majority of the residents of Iron Canyon and many of the residents of Aspen Springs who use Iron Canyon Drive on a regular basis to voice our opposition to the Petition to Annex, referred to as Project No. PL-23-05882 (the "Petition"), scheduled to be heard by the Planning Commission on September 25, 2024.

The Petition before the Planning Commission to Annex Parcel SS-104-B can be broken down into three parts: 1) the annexation of Summit County Parcel SS-104-B, 2) combining that parcel with Parcel PCA-105 and a portion of Parcel IC-MISC, and 3) subdividing the combined property into 3 separate Parcels on which 3 single family houses would be built.

There is no objection to the proposed annexation but there is substantial opposition to other portions of the proposal, primarily as it relates to Parcel IC-MISC. This document lays out the reasoning for such opposition based on issues of safety, density, and the fact that the proposal is subject to but lacks the required approval from the Iron Canyon Subdivision owners as represented by its Architectural Committee.

Summary

A core assumption underlying the Petition is that the petitioner controls all the property at issue. As explained in detail below, that core assumption appears to be incorrect. Parcel IC-MISC was labelled IC-CA—a reference to **I**ron **C**anyon **C**ommon **A**rea—for at least 20 years before the County was somehow persuaded to change the label to the more generic IC-MISC. In other words, what the Petition now refers to as IC-MISC was and is part of the Iron Canyon Subdivision common area, the development of which is under the control of the Architectural Committee for Iron Canyon. Changing the parcel's label does not change who controls its development.

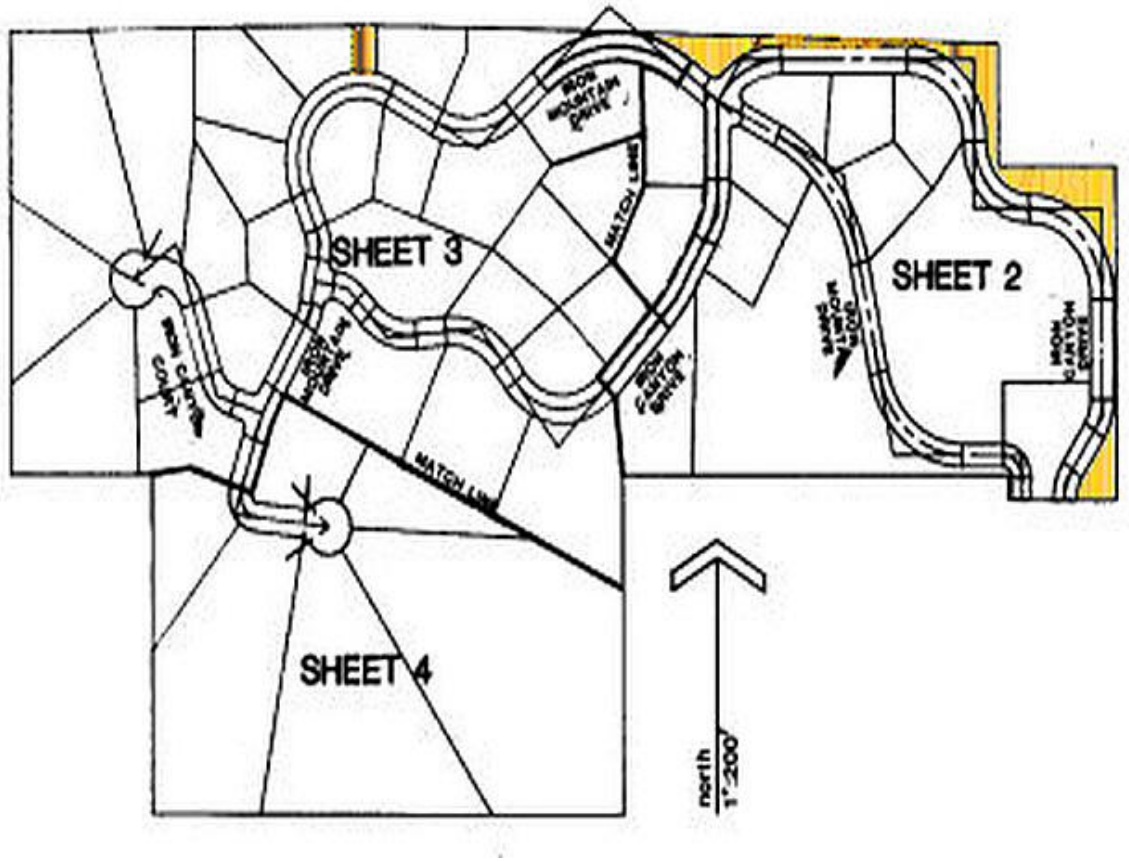
Moreover, the evidence (detailed below) compels the conclusion that this Iron Canyon common area was always intended to be undeveloped open space. Again, recent changes to wording in the County records appear designed to undermine that conclusion. But those changes are cosmetic and they do not, of course, alter the original intent, relied upon by Iron Canyon owners for decades, that what the petition now refers to as Parcel IC-MISC would remain open space.

We have other concerns, including serious safety and density issues described below. Those issues are also directly impacted by the project as proposed. It makes no sense to proceed with the Petition unless and until all of these issues are addressed, particularly the question regarding control and use of Parcel IC-MISC. If that parcel was and is common area or open space as the evidence suggests, it may not be developed—at least not without approval from the Iron Canyon Architectural Committee.

Background

Summit County Parcel SS-104-B, the parcel for which annexation is sought, consists of 0.94 acres and is landlocked with no street access. Parcel PCA-105, consisting of 0.08 acres, is adjacent to and north of Parcel SS-104-B and is also landlocked. Both parcels were under common ownership.

Parcel IC-MISC, consisting of 1.16 acres, is partly adjacent to and west of Parcel SS-104-B, and is part of the Iron Canyon Subdivision created in 1983 by the Boyer Company. The Subdivision consisted of 45 single family lots and the strip of land along the eastern and northern boundary of the entire subdivision which later came to be labeled Parcel IC-MISC. **Exhibit A**, copied here, is a diagram of the entire subdivision extracted from page 1 of the original plat with shading indicating Parcel IC-MISC:

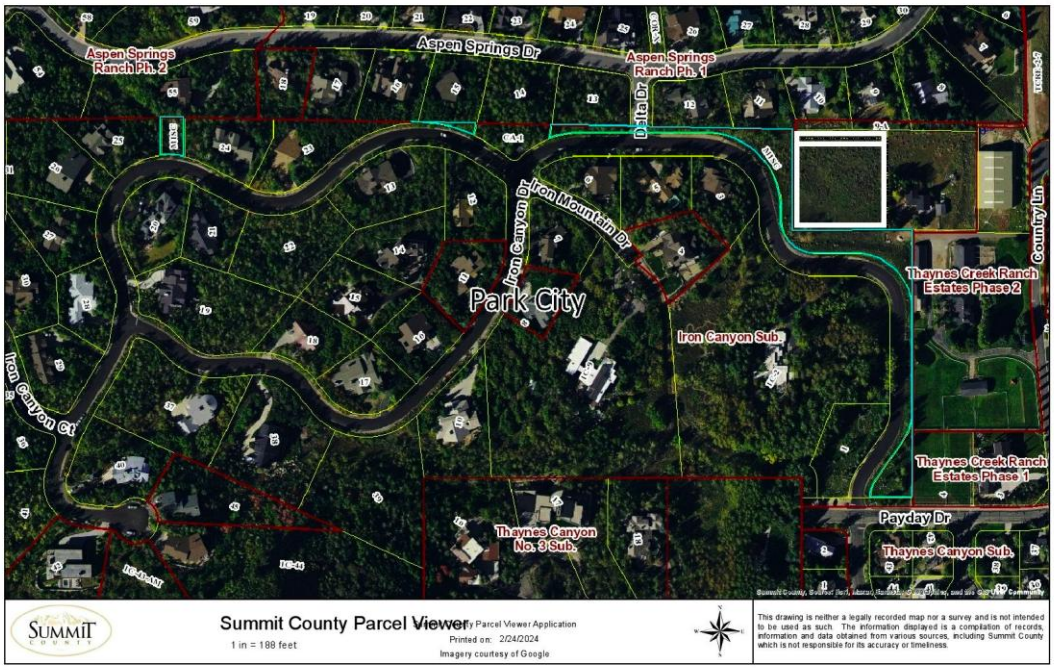


Parcel IC-MISC defines the border of the Subdivision, not apparent in the Annexation Petition. It was originally assigned the label IC-CA ("CA" customarily an acronym for "Common Area"). Twenty years later the Summit County Assessor's account for Parcel IC-

CA was cancelled and the parcel was assigned its current parcel label, IC-MISC (**Exhibit B**).[1]

Title to Parcel IC-MISC was never conveyed to a homeowners association, as is customary with subdivision common areas, and the Boyer Company remained on the title for 40 years until December, 2022 when it transferred title to a joint venture, Boyer Robbins JV, L.C. Concurrent transfers to the joint venture were also made by the owner of Parcels SS-104-B and PCA-105 (**Exhibit C**). The Boyer Company, as the author of the Subdivision's recorded Declaration of Protective Covenants (hereafter referred to as the "Covenants"), apparently intended that a Homeowners Association be formed as a separate legal entity, as evidenced by several references to an "Association" in Sections 4.15 and 6.1 of the Covenants (**Exhibit D**). However, to our knowledge, Boyer never formed the Association as a separate legal entity, leaving it an unincorporated association of lot owners.

Ivory Development, LLC, the Applicant for the Petition (and proposed merger and subdivision), has an agreement with the joint venture for the purchase of the three parcels.[2] **Exhibit F**, copied here, displays all three parcels whereby Parcel IC-MISC is outlined in blue and Parcels SS-104-B and PCA-105 are bordered in white:



[1] In response to a GRAMA request, neither the office of the Summit County Assessor nor the Recorder was able to provide an explanation as to why the account was cancelled and a new parcel label assigned.

[2] Statement by Brad Mackay, representing Ivory Development, LLC, as reported in the Minutes of the March 7, 2024 City Council Meeting, **Exhibit E**, page 15, lines 8-9. Further confirmed by a letter from General Counsel of Ivory Development, LLC (**Exhibit G**).

Note that Parcel IC-CA-1 is no longer a part of Parcel IC-MISC (formerly IC-CA) since it was conveyed to a lot owner of the Aspen Springs Subdivision in 1992. Here's an enlargement showing the location of Parcel IC-CA-1:

Parcel IC-MISC is subject to the Iron Canyon Covenants

Although title to Parcel IC-MISC was never conveyed to a homeowners association, a legitimate question is whether it was intended to be subject to the Subdivision's Covenants. **Exhibit G** is a copy of a letter from the General Counsel of Ivory Development, LLC ("Ivory"), who claims the parcel has been privately owned and assessed as private property. But the letter does not specifically address the issue of whether the property is subject to the Covenants. Of course, all of the parcels within the Iron Canyon Subdivision are privately owned and assessed as private property, so that fact does not determine whether the parcel was subject to the Covenants. There was also no mention of whether Parcel IC-MISC is subject to the Iron Canyon Covenants in the Minutes of the March 7, 2024 City Council meeting (**Exhibit E**), where the Council voted to approve further consideration of the Petition by the Planning Commission.

Parcel IC-MISC is clearly land within the Iron Canyon Subdivision, as shown on **Exhibit A**. Section 1.1 of the Covenants (**Exhibit D**) states in part,

> The Boyer Company hereby declares that the Property **and every part thereof** is held and shall be held , conveyed, devised , leased, rented , used , encumbered, occupied and improved , and otherwise affected in any manner subject to the provisions of this Declaration, each and all of which provisions are hereby declared to be in furtherance of the general plan and scheme of ownership referred to herein, and are further declared to be for the benefit of the Property **and every part thereof** , and for the benefit of each owner thereof. All provisions herein contained shall be deemed to run with the land as covenants running with the land or as equitable servitudes, as the case may be, **and shall constitute**

> **benefits and burdens to the Declarant its successors and assigns, and to all parties hereafter owning any interest in the Property.** [Emphasis added].

Section 2.2 of the Covenants defines "Property" as "that certain real property located in the Iron Canyon Subdivision in Park City, Summit County, Utah according to the official recorded plat thereof."

Article III of the Covenants, which establishes an Architectural Committee, provides in Section 3.2, in part,

> No improvements of any kind, including but not limited to dwelling houses, dwelling "Building Pad", swimming pools, ponds, parking areas, fences , walls, tennis courts, garages, drives , antennae, flag poles, curbs and walks shall ever be altered, constructed or permitted to remain upon **any lands within the Subdivision** , nor shall any excavating , clearing , removal of trees , or shrubs, or landscaping of any kind be done upon **any lands within the Subdivision** unless the complete plans and specifications , including site plan , therefore, are approved by the Committee prior to the commencement of such work. [Emphasis added].

Various other sections of the Covenants address restrictions and guidelines applicable to the lots within the Subdivision, specifically referring to the term "lots." But the above Sections 1.1 and 3.2 use the terms "property and every part thereof" and "lands within the Subdivision," making a clear distinction as to the scope of those sections.

The language of the Covenants seems clear. And in practice such intent is confirmed by the fact that an easement granted to Questar Gas Company over Parcel IC-MISC was granted not by the holder of title to the parcel (the Boyer Company), but by the Iron Canyon Architecture Review Committee (**Exhibit H**).

The intent is further confirmed by restrictions attached to Parcel IC-CA-1, shown on **Exhibits A and F**, which was originally a part of Parcel IC-CA. That parcel was split off from and conveyed to a private party in 1992, and on the deed (**Exhibit I**) was inscribed the restriction that the parcel was subject to the Subdivision Covenants.

The Covenants contain a provision added to the last page which reads "These covenants apply to lots 1 through 43, except lots 2 and 9 as shown on the subdivision plat, which contain structures which were built prior to the recording of the plat." The purpose of that statement was to exclude the pre-existing structures built on lots 2 and 9 from the Covenants (although the statement mistakenly omitted lots 44 and 45, which was later corrected). Perhaps the Applicant would argue that the reference in this statement only to lots 1 through 43 may be inferred to mean that Parcel IC-MISC was also excluded from being subject to the Covenants, notwithstanding that such inference would be a contradiction of the broad language in Sections 1.1 and 3.2 quoted above. That argument can be resolved by the fact that the Covenants were specifically stated to apply to Parcel IC-CA-1 which was originally a part of Parcel IC-MISC.

Even if the sole outcome of this process was the annexation of Parcel SS-104-B into Park City, or failure to approve such annexation, any street access across Parcel IC-MISC would require the approval of the Iron Canyon Architectural Committee in accordance with the Covenants.

Notwithstanding the above, no approval for the further subdivision or improvements upon Parcel IC-MISC has ever been sought or obtained from the Iron Canyon Architectural Committee.

Role of the Iron Canyon Architectural Control Committee

The Covenants established an Architectural Committee (also referred to as the Architectural Control Committee and the Architecture Review Committee) which " . . . shall have and exercise all of the powers, duties and responsibilities set out in this Declaration."[3] The Committee was originally to be comprised of four members but, based on a recorded amendment to the Covenants in 1986, was changed to include only two parties, H. Roger Boyer and Richard W. Moffat, with the further proviso that the membership of the Committee could be changed once 90% of the lots in the Subdivision were sold.[4] In 1992 the 90% milestone was reached and a further document was recorded to reflect that the property owners decided to have the Committee consist of three property owners rather than two, that the Architectural Control Committee (the "ACC") rather than a Homeowners Association would be the authority and governing body to enforce the Covenants, and that "The membership and activities of the ACC is subject to review, critique, reassignment, reorganization or cessation as the Iron Canyon property owners may properly decide."[5] That broad discretion to the property owners to change the makeup of the committee did not specify that any such change be documented by a recorded document.

Over the years the Iron Canyon property owners have in fact agreed to place various different lot owners as members of the Committee. Park City has not only recognized such members as representatives of the Committee (requiring affirmations from each that they are in fact the duly elected Committee members,[6] one of which is required to be notarized), but has required an acknowledgement by one or more Committee members as representatives of the Subdivision of improvement projects in the Iron Canyon Subdivision[7]. In short, the Committee has acted on behalf of the Iron Canyon lot owners to enforce the Covenants as a de facto Homeowners Association, has been registered with the State of Utah and Park City in that capacity, paid the same registration fees as a homeowners association and in that capacity has been required by the City to consent to projects that involve improvements within the Subdivision.

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[3] Covenants, Section 3.1, (**Exhibit D**).
[4] **Exhibit J**.
[5] **Exhibit K**.
[6] **Exhibit Q**
[7] **Exhibit R**

Parcel IC-MISC has Always been represented as Common Area or Open Space

Exhibit G contains the assertion that "As part of its due diligence, Ivory has received a title report and has investigated the claims that the Property is open space. Ivory has not found any information suggesting that the Property is open space or is subject to any type of common ownership." When queried about when the parcel ID was changed from IC-CA to IC-MISC at the March 7, 2024 Council meeting Mr. Mackay responded that "The County had it zoned as CA for a short time and then they corrected it."[8] In fact, for twenty years Parcel IC-MISC had the designation of IC-CA without objection or protest from the Boyer Company (**Exhibit B**). Moreover, Mr. Mackay has never explained what he means by "they corrected it." There is no evidence that anything needed "correcting."

Furthermore, all but two of the 45 lots in the Iron Canyon Subdivision include the following notation in their legal description maintained by the Assessor's Office: "COMMON AREA IS NOW BEING ASSESSED UNDER IC-MISC."[9] That notation has existed since 2003 when Parcel IC-CA was changed to IC-MISC.

Exhibit L contains copies of receipts from the Summit County Treasurer evidencing payment of property taxes for the years 2010 to 2023 for Parcel IC-MISC. Each of the receipts for the 11 years 2010 to 2021 includes the description "OPEN SPACE / DON'T FACTOR." For the years 2022 and 2023—apparently coinciding with Ivory's development efforts—the description was changed to "SECONDARY ACRES" and "RESIDUAL/ROADS/OTHER ACRES," respectively. A GRAMA request to the County requesting information regarding how and why this change was made yielded no explanation but, contrary to the investigative conclusion reached by Ivory, there is evidence that the parcel was designated as open space even if not formally dedicated as such on the plat.

The Legal Description just above the Property Code on each of these property tax receipts contains the phrase "NOTE: THIS PROPERTY WAS DETERMINED NOT TO BE COMMON AREA." Again, the County was unable to provide information on why or how that determination was made in response to a GRAMA request. Nevertheless, contrary to the findings described in **Exhibit G**, the property was referred to as common area or open space for almost 40 years. It is still referred to as common area on the tax assessor records for over 95% of the lots in Iron Canyon.

As shown on **Exhibits A and F**, Parcel IC-MISC is composed of several fragmented sections. The triangular section at the corner of Iron Canyon Drive and Payday Drive contains a monument which marks the entry to the Iron Canyon Subdivision. A current picture of the monument is shown as **Exhibit M**. The monument has existed on the

[8] Minutes, page 16, lines 5-7, (**Exhibit E**)
[9] This can be confirmed by viewing the online property records for any of the Iron Canyon Subdivision parcels.

property since at least 1988 according to one long time resident of the Subdivision and was probably erected when the Boyer Company began selling lots in the early 1980s. That the monument parcel has remained as open space is further support for the conclusion that all of what is now referred to as IC-MISC was intended to be treated as open space.

Regardless of whether Parcel IC-MISC meets the legal definition of being as open space or common area, the property has enjoyed the benefit of being assessed as if it was so characterized. The property taxes on Parcel IC-MISC have averaged slightly over $22 per year for the last 14 years. The full assessed value of this 1.16 acre Parcel has ranged from $2,500 to $5,800, indicating that, if not common area or open space, it is non-developable land. Meanwhile most of the assessed land values for lots in Iron Canyon have been assessed at $1,500,000 and more recently at $2,000,000.

Property Tax Payments on Parcel IC-MISC

The letter from Ivory's General Council (**Exhibit G**) asserts that the property taxes for Parcel IC-MISC have been ". . . paid by a sole owner for more than 4 decades." **Exhibit L**, discussed above, reflects that the small amount of property taxes on that parcel since 2010 have apparently been paid by the Boyer Company or, in the case of 2023, the Boyer Robbins JV. The computer records of property tax receipts begin in the year 2007. A sample of any number of properties in Summit County reveals electronic property tax receipts going back to 2007, yet there are no receipts for taxes paid on IC-MISC prior to 2010. The answer is most likely because, like most common areas, from 1983 to 2009 the taxes were allocated to all the lot owners in the subdivision. This, combined with the lack of receipts prior to 2010, is clearly the implication of the notation on most Iron Canyon lot owners' tax accounts that "COMMON AREA IS NOW BEING ASSESSED UNDER IC-MISC," as mentioned above. **Exhibit G** states that Ivory is ". . . ready and willing to share its due diligence with the City." It is urged that the Planning Commission take Ivory up on this offer as relates to claims made about property taxes being paid over 4 decades and other matters discussed herein.

Safety Issues on Iron Canyon Drive

Iron Canyon Drive serves as the main entry and exit road for residents of the Iron Canyon Subdivision as well as many Aspen Springs residents. The section of the road adjacent to the proposed project contains a series of blind curves with a posted speed limit of 15 miles per hour. Every year, particularly in the winter, there are slide offs from this road that require tow trucks to drag the vehicles back to the road. The blind corners and lack of sidewalks are hazardous for people walking their dogs and kids walking to and from the school bus stop on Payday Drive. The road is narrow, has no curb and gutters, and no storm drains. As a result, there are continuous deposits of gravel on this section of the road churned up by rains or drivers cutting corners around the curves. This also creates a hazard for cyclists, pedestrians and drivers. Three driveways entering this section of road, as would be the case with the proposed project, would make it even more dangerous. The hazardous

nature of having multiple driveways entering this section of road was thoroughly addressed by more than two dozen letters from residents in the Iron Canyon and Aspen Springs neighborhoods, submitted to the City Council. Copies of those letters are attached as **Exhibit P**.

Lot Size and Density

The Staff Report prepared by the Director of the Park City Planning Department indicates that the proposed combined Parcels consist of 1.73 acres with the three proposed lots consisting of 0.50, 0.67 and 0.56 acres.[10] The Applicant proposes that such lot sizes are consistent with or larger than the lots to the north of the proposed subdivision.[11] However, the Staff Report notes that the lot sizes surrounding the proposed development average 1.65 acres, including the lots to the north of the proposed subdivision, indicating that the proposed subdivision is three times the density of the surrounding parcels.[12] And finally, even the lot sizes displayed on the proposed subdivision are misleading because both the northern parcel and southern most parcel are configured in such a way as to include totally unusable sections of land.

Conclusions

All property within the Iron Canyon Subdivision, including IC-MISC, is subject to the Iron Canyon Covenants. Any construction plans or other uses of parcel IC-MISC must be approved by the Architectural Committee. Parcel IC-MISC was always intended to be common area or open space, and has been taxed as such. Safety issues associated with any access onto Iron Canyon Drive need to be carefully assessed. Density of the land proposed to be annexed should be limited to one single family dwelling.

As will be noted by letters submitted separately, this document has been reviewed and approved by a majority of the residents of Iron Canyon and many of the residents of Aspen Springs that use Iron Canyon Drive on a regular basis.

Richard Pick
Iron Canyon Resident
Member, Iron Canyon Architectural Committee

James Helfand
Aspen Springs Resident

Howard Rothwell
Iron Canyon Resident
Member, Iron Canyon Architectural Committee

Henry Fulton
Iron Canyon Resident
Member, Iron Canyon Architectural Committee

[10] Staff Report, page 8 (**Exhibit N**).
[11] Minutes, page 15, lines 13-15 (**Exhibit E**).
[12] Staff Report , page 12 (**Exhibit N**).

Parcel IC-CA (shaded) and parcel later designated as IC-CA-1

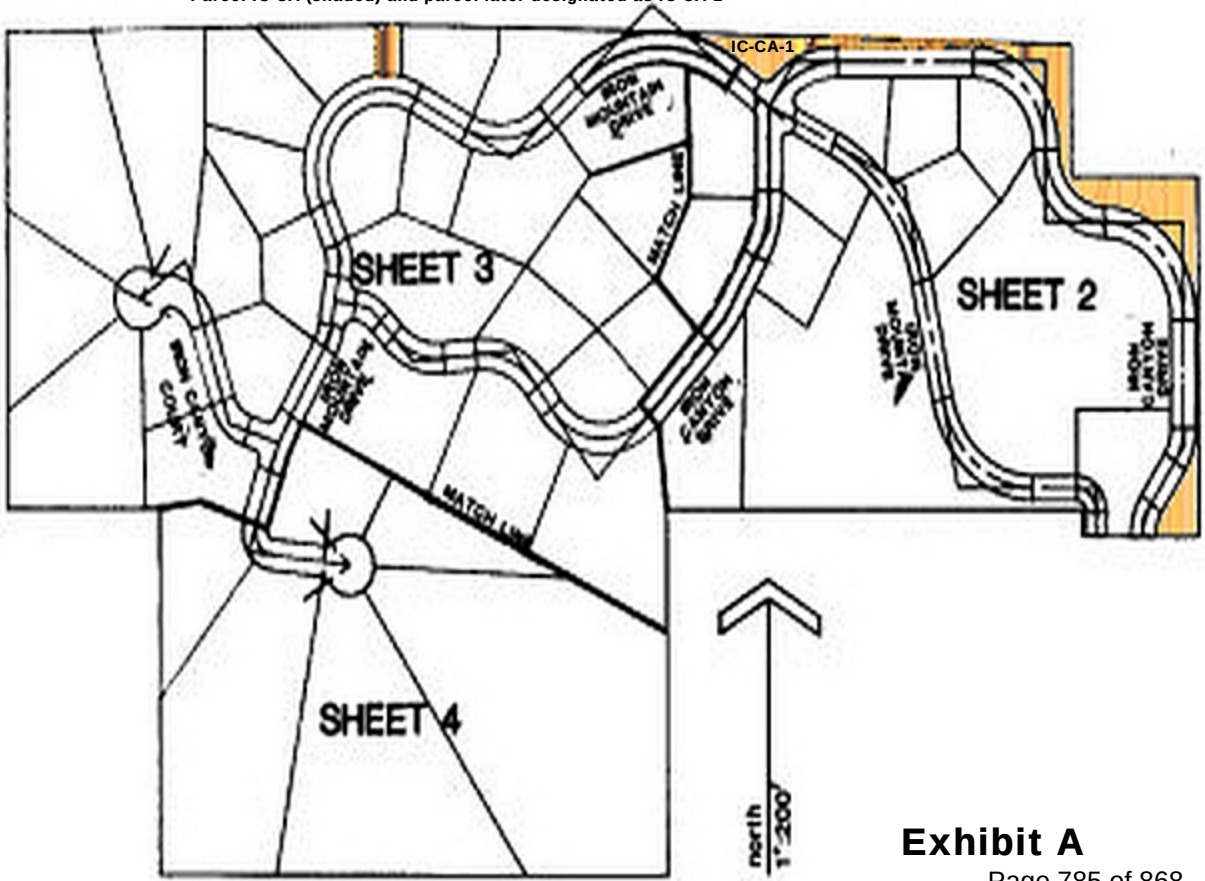

Exhibit A

Account 0229413

Location

Account Number 0229413

Acres 7.61

Situs ,

Tax District 07 - PARK CITY A,J,K,U (D-D)

Parcel Number IC-CA

Geo Neighborhood 02-03-01 - BROKEN SPOKE SUB

Legal NON DEDICATED STREETS AND MISC AREA NOT INCORPORATED INTO LOTS AS SHOWN ON THE OFFICIAL PLAT OF IRON CANYON SUB FILED IN SUMMIT CO. CONT 7.81 ACRES M/L
(LESS 0.2 ACRES 698-545 IC-CA-1)BAL 7.61 ACRES
CANCELLED - (NOTE: THIS ACCOUNT HAS BEEN CANCELLED FOR THE 2003 TAX YEAR THE
VALUE HAS BEEN PRORATED AMONG ALL THE UNIT OWNERS AS PER STATE STATUTE CODE: 10-9-806.5 & 18-27-806.5)

Parent Parcels

City

Remark

Owner

Name THE BOYER COMPANY

90 S 400 W STE 200
SALT LAKE CITY, UT 84101-1365

Value

Market (2005) $0

No taxable value types

Transfers

Entry Number	Form Name	Recording Date
00370466		12/10/1992 02:59:00 AM
00229949		01/25/1985 03:01:00 AM
00212517		10/28/1983 04:06:00 AM

Images

- GIS

Exhibit B

Unofficial Copy

01199216 B: 2767 P: 1892
Page 1 of 2
Rhonda Francis Summit County Recorder
12/29/2022 10:01:40 AM Fee $40.00
By PARR BROWN GEE AND LOVELESS
Electronically Recorded

WHEN RECORDED, MAIL TO
AND MAIL TAX NOTICES TO:

Boyer Robbins JV, L.C.
101 South 200 East, Suite 200
Salt Lake City, Utah 84111
Attn: Chief Financial Officer

Parcel No.: IC-MISC

SPECIAL WARRANTY DEED

THE BOYER COMPANY, L.C. a Utah limited liability company, whose address is 101 South 200 East, Suite 200, Salt Lake City, Utah 84117, Grantor, for and in consideration of Ten Dollars ($10.00) and other good and valuable consideration in hand paid, receipt whereof is hereby acknowledged, **CONVEYS AND WARRANTS** against all who claim by, through, or under Grantor, and none else, to **BOYER ROBBINS JV, L.C.**, a Utah limited liability company, whose address is 101 South 200 East, Suite 200, Salt Lake City, Utah 84111, Grantee, the following described real property, situate in Summit County and State of Utah, hereby releasing and waiving all rights under and by virtue of the homestead exemption laws of the State, to-wit:

See Exhibit "A" attached hereto and incorporated herein by this reference.

TOGETHER WITH all improvements thereon and all rights, appurtenances, hereditaments thereunto belonging or in anywise appertaining.

WITNESS my hand this 19 day of December, 2022.

THE BOYER COMPANY, L.C., a Utah limited liability company

By: _____
Name: Brian Gochnour
Title: Manager

STATE OF UTAH)
) ss.
COUNTY OF SALT LAKE)

SUBSCRIBED, SWORN TO AND ACKNOWLEDGED before me, a Notary Public, by Brian Gochnour as Authorized Representative of The Boyer Company, LLC this 19 day of December, 2022.

WITNESS my hand and official seal.

_____
NOTARY PUBLIC
My Commission Expires:

AVRY BYINGTON
Notary Public State of Utah
My Commission Expires on:
August 28, 2025
Comm. Number: 719523

4890-1449-6833

Exhibit C

EXHIBIT A TO SPECIAL WARRANTY DEED

That certain real property in Summit County, State of Utah, more particularly described as follows:

NON-DEDICATED STREETS & MISC AREA NOT INCORPORATED INTO LOTS AS SHOWN ON THE OFFICIAL PLAT OF IRON CANYON SUBDIVISION ON FILE IN THE SUMMIT COUNTY RECORDERS OFFICE CONT 1.36 AC (LESS 0.20 AC 698-545 IA-CA-1) BAL 1.16 AC (NOTE: THIS PROPERTY WAS DETERMINED NOT TO BE COMMON AREA)

PARCEL NO.: IC-MISC

01199221 B: 2767 P: 1919
Page 1 of 2
Rhonda Francis Summit County Recorder
12/29/2022 10:15:49 AM Fee $40.00
By PARR BROWN GEE AND LOVELESS
Electronically Recorded

WHEN RECORDED, MAIL TO
AND MAIL TAX NOTICES TO:

Boyer Robbins JV, L.C.
101 South 200 East, Suite 200
Salt Lake City, Utah 84111
Attn: Chief Financial Officer

Parcel Nos.: SS-104B; PCA-105

SPECIAL WARRANTY DEED

ROBBINS PCP, INC, a Utah corporation, whose address is 410 W Ariane Way, Centerville, Utah 84014, Grantor, for and in consideration of Ten Dollars ($10.00) and other good and valuable consideration in hand paid, receipt whereof is hereby acknowledged, **CONVEYS AND WARRANTS** against all who claim by, through, or under Grantor, and none else, to **BOYER ROBBINS JV, L.C.**, a Utah limited liability company, whose address is 101 South 200 East, Suite 200, Salt Lake City, Utah 84111, Grantee, the following described real property, situate in Summit County and State of Utah, hereby releasing and waiving all rights under and by virtue of the homestead exemption laws of the State, to-wit:

See Exhibit "A" attached hereto and incorporated herein by this reference.

TOGETHER WITH all improvements thereon and all rights, appurtenances, hereditaments thereunto belonging or in anywise appertaining.

WITNESS my hand this 19th day of December, 2022.

ROBBINS PCP, INC., a Utah corporation

By: _____
Name: F.D. Robbins
Title: President

STATE OF UTAH)
) ss.
COUNTY OF SALT LAKE)

SUBSCRIBED, SWORN TO AND ACKNOWLEDGED before me, a Notary Public, by F.D. Robbins, as Authorized Representative of Robbins PCP, Inc. this 19th day of December, 2022.

WITNESS my hand and official seal.

KRYSTAL A DAY
Notary Public - State of Utah
Comm. No. 705070
My Commission Expires on
Apr 15, 2023

_____
NOTARY PUBLIC
My Commission Expires:

Unofficial Copy

EXHIBIT A TO SPECIAL WARRANTY DEED

That certain real property in Summit County, State of Utah, more particularly described as follows:

PARCEL 1 (SS-104-B):

Beginning at a point North 545.80 feet and West 296 feet from the south quarter corner of Section 5, Township 2 South, Range 4 East, Salt Lake Base & Meridian, and running thence West 204 feet; thence North 200 feet; thence East 204 feet; thence South 200 feet to the point of beginning.

Together with right-of-way over the following:

Beginning at a point East 63.12 feet from said south quarter corner of Section 5, Township 2 South, Range 4 East, Salt Lake Base and Meridian, and running thence North 06°01'26" West 515.65 feet; thence West 305.01 feet; thence North 33.00 feet; thence East 334.70 feet to a point on an old fence line; thence South 06°01'26" East along said old fence line 548.83 feet; thence West 33.18 feet to the point of beginning.

Also: Together with a right-of-way over the existing gravel road that runs easterly from the above described 33.00-foot right-of-way to Highway U.S. Alternate 40.

PARCEL 2 (PCA-105):

The south one half (1/2) of the following described parcel:
Beginning at a point that is located North 745.80 feet and West 2935.76 feet from the southeast corner of Section 5, Township 2 South, Range 4 East, Salt Lake Base & Meridian; and running thence West 204.01 feet to the east line of Iron Canyon Subdivision according to the official plat thereof on file and of record in the Summit County Recorder's Office; thence along said east line North 22.26 feet to a point on the south line of Aspen Springs Ranch Phase 1 Subdivision according to the official plat thereof on file and of record in the Summit County Recorder's Office; thence South 88°50'22" East 1.58 feet long said south line to a point on and existing fence line; thence North 0°04'26" East 21.60 feet along said south line and said existing fence line; thence South 87°56'11" East 139.18 feet along said south line and said existing fence line; thence South 88°52'28" East 64.83 feet along said south line and said existing fence line; thence South 33.64 feet more or less to the point of beginning.

Unofficial Copy

ENTRY NO. _____
RECORDED _____
BOOK _____ PAGE _____
DATED _____

DECLARATION OF PROTECTIVE COVENANTS
FOR THE IRON CANYON SUBDIVISION

THIS DECLARATION is made this 11th day of OCTOBER, 1983, by THE BOYER COMPANY, a Utah general partnership.

I. PURPOSE OF COVENANTS

1.1 It is the intention of The Boyer Company, expressed by its execution of this instrument, that the property within the Iron Canyon Subdivision be developed and maintained as a highly desirable residential area. It is the purpose of these covenants that the present natural beauty, views and surroundings of the Iron Canyon Subdivision shall always be protected and preserved for the residents thereof, insofar as is possible, in connection with the uses and structures permitted by this Declaration. The Boyer Company hereby declares that the Property and every part thereof is held and shall be held, conveyed, devised, leased, rented, used, encumbered, occupied and improved, and otherwise affected in any manner subject to the provisions of this Declaration, each and all of which provisions are hereby declared to be in furtherance of the general plan and scheme of ownership referred to herein, and are further declared to be for the benefit of the Property and every part thereof, and for the benefit of each owner thereof. All provisions herein contained shall be deemed to run with the land as covenants running with the land or as equitable servitudes, as the case may be, and shall constitute benefits and burdens to the Declarant, its successors and assigns, and to all parties hereafter owning any interest in the Property.

II. DEFINITIONS

2.1 Declarant: "Declarant" means The Boyer Company, together with its successors and assigns.

2.2 Property: "Property" means that certain real property located in the Iron Canyon Subdivision in Park City, Summit County, Utah, according to the official recorded plat thereof.

2.3 Building: "Building" means any structure or building to be erected or constructed upon the Property.

2.4 Lot: A "Lot" shall mean any parcel of developable property as shown on the recorded Subdivision Plat.

2.5 Subdivision: "Subdivision" shall mean the Iron Canyon Subdivision as recorded in the records of Park City, Utah.

2.6 Building Pad: "Building Pad" means that portion of the lot that may have a building constructed upon it.

III. ARCHITECTURAL COMMITTEE

3.1 Architectural Committee: The Architectural Committee, hereinafter referred to as the "Committee", shall be composed of four (4) members in total. Initially, the Committee shall consist of H. Roger Boyer, Donald A. Mackey, Abe Guss, and Dan C. Gardner. At such time as ninety percent (90%) of the Lots

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Exhibit D

are sold, the then record owners of ninety percent (90%) of the Lots shall have the power through a duly recorded written instrument to change the membership of the Committee. Said Committee shall have and exercise all of the powers, duties and responsibilities set out in this Declaration. A majority of the Committee may designate a representative to act for it. In the event of death or resignation of any member of the Committee, the remaining members shall have full authority to designate a successor.

3.2 Approval by Committee: No improvements of any kind, including but not limited to dwelling houses, dwelling "Building Pad", swimming pools, ponds, parking areas, fences, walls, tennis courts, garages, drives, antennae, flag poles, curbs and walks shall ever be altered, constructed or permitted to remain upon any lands within the Subdivision, nor shall any excavating, clearing, removal of trees, or shrubs, or landscaping of any kind be done upon any lands within the Subdivision unless the complete plans and specifications, including site plan, therefore, are approved by the Committee prior to the commencement of such work. The Committee shall consider the materials to be used on the external features of any improvements, including exterior colors, harmony of the external design with existing structures within the Subdivision, location with respect to topography and finished grade elevations, harmony of the landscape with the natural setting and surroundings and the effect of any such improvements upon the other Lots within the Subdivision, and the Committee shall ascertain whether the architecture conforms to the architectural guidelines. The complete architectural plans and specifications must be submitted in duplicate to the Committee and must include at least four (4) different elevation views. One complete copy of the plans and specifications shall be signed and dated for identification by the owner and left with the Committee for permanent file and record. In the event the Committee fails to take any action within forty five (45) days after said plans are submitted to the Committee, then all of such submitted plans shall be deemed to be approved. It shall be the goal of the Committee to expedite all requests.

3.3 Variances: The Committee shall have the authority to deviate from the requirements contained herein in extenuating circumstances when following these covenants would create an unreasonable hardship or burden for a property owner. Any variance in Building Pad locations from those shown on the recorded Subdivision Plat must be approved by the Committee. An affirmative vote of a majority of the members of the Committee must be gained for a variance to be granted. The Committee does not, however, have authority to allow deviation beyond the guidelines of the Park City Land Management Code.

3.4 General Requirements: The Committee shall exercise its best judgement to see that all improvements, construction, landscaping and alterations on the lands within the Subdivision conform and harmonize with the natural surroundings and with existing structures as to the external design, materials, colors, location, height, topography, grade and finished grade elevation in keeping with the architectural guidelines.

3.5 Preliminary Reviews: Persons who anticipate constructing improvements on the lands within the Subdivision, whether they already own lands or are contemplating the purchase of such lands, may submit preliminary sketches of such improvements to the Committee for informal consideration and preliminary approval or disapproval. All such sketches shall be concerned with maintaining the then existing natural surroundings and vegetation as much as possible. All preliminary sketches shall be submitted in duplicate

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and shall contain a proposed site plan together with sufficient general information on all aspects that will be required to be in the complete plans and specifications to allow the Committee to act intelligently on giving an informal preliminary approval or disapproval.

3.6 Plans: The Committee shall disapprove any plans submitted which are not sufficient for it to exercise the judgement required of it by these covenants.

3.7 Committee Not Liable: The Committee shall not be liable in damages to any person submitting any plans for approval, or to any owner or owners of lands within the Subdivision, by reason or any action, failure to act, approval, disapproval or failure to approve with regard to such plans. Any person or group acquiring title to any lands within the Subdivision or any person submitting plans to the Committee for approval shall, by doing so, be deemed to have agreed and covenanted that he, she or they will not bring any action or suit to recover damages against the Committee, its members as individuals or its advisors, employees or agents.

3.8 Written Records: The Committee shall keep and safeguard complete written records of all applications for approval submitted to it, including one set of all preliminary sketches and all architectural plans so submitted, and of all actions of approval or disapproval and all other actions taken by it under the provisions of this Declaration. Such records shall be maintained for a minimum of five (5) years after approval or disapproval.

IV. GENERAL RESTRICTIONS ON ALL PROPERTY

4.1 Zoning Regulations: No lands within the Subdivision shall ever be occupied by or for any Building or purpose or in any manner which is contrary to the zoning regulations applicable thereto validly in force from time to time.

4.2 No Mining, Drilling or Quarrying: No mining, drilling, quarrying, tunneling or excavating for any substance within the earth, including oil, gases, minerals, gravel, sand, rock or earth shall ever be permitted on the surface or below the surface of the property.

4.3 No Business Use: The Lots within the Subdivision shall be exclusively used for residential living purposes, such purposes to be confined to approved residential Buildings within the Subdivision. No Lots or Buildings within the Subdivision shall ever be occupied or used for any commercial or business purpose.

4.4 Restrictions of Signs: With the exception of a sign no larger than six (6) square feet, identifying the architect, and a sign of similar dimension identifying the prime contractor, to be displayed only during the course of construction; and, a sign no larger than six (6) square feet for the owner to advertise his home or lot for sale, no sign or advertising devices, including but without limitation to commercial, political, informational or directional signs or devices shall be erected or maintained on any of the lands within the Subdivision, except signs approved in writing by the Committee for purposes of identifying ownership, addresses, rules and regulations, to caution or warn of danger and as may be required by law. The Committee shall also approve or disapprove of the size, materials, color and location of said signs.

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4.5 Restrictions on Animals: No animals other than ordinary household pets may be kept or allowed to remain on any lands within the Subdivision. Such ordinary household pets shall be kept within the confines of the owner's Lot and shall not create an annoyance to other owners of the lands within the Subdivision. The Architectural Control Committee, in its sole discretion, shall have the right to revoke an owner's privilege of having an ordinary household pet on the Property and shall have the power to require any owner to remove any animal belonging to it which is not disciplined or which constitutes an undue annoyance to other owners of land within the Subdivision.

4.6 No Resubdivision: No Lot shall be resubdivided and no Building shall be constructed or allowed to remain on any parcel of land within the Subdivision that is not designated as a "Building Pad" upon the Lot as shown on the recorded Subdivision Plat or that has not been approved by the Committee.

4.7 Underground Utility Lines: All water, gas, telephone, electrical, cable television and all other utility lines within the limits of the Property must be buried underground and may not be exposed above the surface of the ground.

4.8 Service Yards: All clothes lines, equipment, service yards or storage piles on any Lot within the Subdivision shall be kept screened by approved planting or fencing so as to conceal them from the view of neighboring Lots, access roads and areas surrounding the Property.

4.9 Maintenance of Property: All property and all improvements on any Lot shall be kept and maintained by the owner thereof in a clean, safe, attractive and sightly condition and in good repair.

4.10 No Noxious or Offensive Activity: No noxious or offensive activity shall be carried on or permitted upon any lands within the Subdivision, not shall anything be done or placed upon any of the Property which is or may become a nuisance or cause embarrassment, disturbance or annoyance to others.

4.11 No Hazardous Activities: No activities shall be conducted on any Property and no improvements shall be constructed on any of the lands within the Subdivision which are, or might be unsafe or hazardous to any person or property. Without limiting the generality of the foregoing, no firearms shall be discharged on the Property and no open fires shall be lighted or permitted on any Property except in a contained barbeque unit while attended and in use for cooking purposes or within a safe and well designated fireplace as approved by the Committee.

4.12 No Unsightliness: No unsightliness shall be permitted upon any of the Property. Without limiting the generality of the foregoing, unsightly structures, facilities, equipment, tools, boats, vehicles other than automobiles used in the normal course of ingress and egress, objects and conditions shall be enclosed within an approved building or appropriately screened from view, except equipment and tools when in actual use for construction, maintenance and repair. Specifically, there shall be no trailers, mobile homes, tractors, truck campers or trucks other than pick-up trucks used in the normal course of ingress and egress shall be kept or permitted to remain upon the Property and no vehicle, boat or equipment shall be constructed, reconstructed, repaired or abandoned upon any of the Property. No lumber, grass, shrub or tree clippings, plant waste, metals, bulk materials or scrap shall be kept, stored or allowed to accumulate on any of the Property, except in service yards meeting the requirements of Section 4.8. Refuse,

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garbage and trash shall be placed and kept at all times in a covered container and such container shall be kept within an enclosed structure or appropriately screened from view. Hanging, drying or airing of clothing or household fabrics shall not be permitted within Buildings or on Lots if visible from Buildings, Lots or areas surrounding the Property.

4.13 No Annoying Lights, Sounds or Odors: No light shall be emitted from any Lot or Property which is unreasonably bright or causes unreasonable glare; no sound shall be emitted from any Lot or Property which is unreasonably loud or annoying including but without limitation, speakers, horns, whistles, bells or other sound devices, except security and fire alarm devices used exclusively to protect any of the Property or Buildings; and no odors shall be emitted from any Lot or Property which is noxious or offensive to others.

4.14 No Cesspools or Septic Tanks: No cesspools or septic tanks shall be constructed upon any Property. Any other type of sewage disposal system shall be installed only after approval by the Committee and all governmental health authorities having jurisdiction.

4.15 Rules and Regulations: No owner shall violate the rules and regulations for the use of the Lots as adopted from time to time by the Association. No such rules or regulations shall be established which violate the intention or provisions of this Declaration or which shall unreasonably restrict the use of any Lot by the owner thereof.

4.16 Drainage: No owner shall have the right to alter or obstruct the then normal flow of runoff water or storm drainage into, from or across any of the Lots.

4.17 Landscaping and Preservation of Existing Site Vegetation: All Buildings should be located to preserve and utilize existing tree masses within the Building Pad. Trees with a calipher measurement of three inches or more, measured at a point on the tree trunk four feet above natural grade may not be removed, cut, destroyed or in any way harmed without approval in writing from the Architectural Committee. With respect to those trees, shrubs, bushes, and other vegetation required to be removed for the purposes of construction, access, utility runs and related matters, all vegetation to be cut or removed must be identified clearly with red surveyor's flagging, inspected and approved by the Architectural Committee in writing prior to removal.

V. RESTRICTION ON LOTS

5.1 Number and Location of Buildings: No Building or structure shall be placed, erected or permitted to remain on any Lot other than one single family dwelling and one garage together with related non-residential structures and improvements of the types described in Section 3.2 hereof. At the time of construction of the single family dwelling on any Lot, said Lot must also be improved with a garage of at least two car capacity.

5.2 Residence Floor Area: The single family dwelling which must be constructed on the defined Building Pad, on a Lot within the Subdivision shall have a minimum floor area, exclusive of garages, balconies, porches and patios of at least one thousand five hundred (1,500) square feet on the main floor. In split entry or bi-level homes, the main floor shall be defined as only one level and not both levels combined.

5.3 Single Family Dwelling to be Constructed First: No garage or other structure shall be constructed on any Lot until after commencement of construction of the single family dwelling on

BOOK 277 PAGE 164

the same Lot except as otherwise specifically permitted by the Committee. All construction and alteration work shall be prosecuted diligently, and each Building, structure or improvement which is commenced on any Lot shall be entirely completed within eighteen months after commencement of construction.

5.4 Height Limitations: No portion of a Building to be constructed on the Property shall be erected to a height greater than twenty-eight feet, measured from the natural or unmodified grade at that point on the Building site. This measurement applies to all elevations of the Building, the intent being that Buildings will conform and reflect the natural contour of the land.

5.5 Tower, Antennae and Satellite Dishes: No towers, and no exposed or outside radio or other electronic antennae, with the exception of one television receiving antennae per single family dwelling, with a height as approved by the Committee, shall be allowed or permitted to remain on any Lot. Any T. V. satellite dishes must be approved by the Committee and appropriately screened from view. It is recommended that lightning rods be installed on all structures.

5.6 Used or Temporary Structures: No used or previously erected or temporary house, structure, house trailer, mobile home, camper or non-permanent outbuilding shall ever be placed, erected or allowed to remain on any Lot except during construction periods, and no dwelling house shall be occupied in any manner prior to its completion and approval in accordance with Section III hereof.

5.7 Fences: It is the general intention that the beauty of the Property be disturbed as little as possible. No fences shall be permitted on or near the Lot boundaries and only interior fences (those on or directly adjacent to the Building Pad) will be considered for approval by the Committee and such fences shall be of a type specified by the Committee.

5.8 Flashings and Roof Gutters: Flashing or roof gutter or other metal fittings on the exterior of the Buildings shall be painted to match adjacent materials on Buildings.

5.9 Automatic Fire Sprinkler Systems. All buildings must contain an automatic fire sprinkler system or such other approved in writing automatic fire extinguishing system which complies with all applicable laws, ordinances and regulations in force at the time of initial occupancy of the dwelling.

5.10 Building Masses, Form and Roof Lines: In all cases building masses, forms and roof lines shall conform to and with existing contours of the land. At no point shall a maximum height of any structure on any of the Lots within the Subdivision exceed in elevation two stories above the existing land contour at said point (see Section 5.4 above).

VI. ENFORCEMENT

6.1 Enforcement and Remedies: The obligation, provisions, covenants, restriction and conditions contained within this Declaration or any Supplemental or Amended Declaration with respect to the Association or Lots shall be enforceable by Declarant or by any owner of a Lot subject to this Declaration by a proceeding for a prohibitive or mandatory injunction. The obligations, provisions, covenants, restrictions and conditions contained within this Declaration or any Supplemental or Amended Declaration with respect to a person or entity or property of a person or entity other than the Association or Declarant shall be enforceable by Declarant or the Association by a proceeding for a prohibitive or mandatory injunction. If court proceedings are instituted in connection with the rights of enforecement and remedies provided in this Declaration, the prevailing party shall be entitled to recover its cost and expenses in connection therewith, including reasonable attorney fees.

BOOK 277 PAGE 165

6.2 Protection of Encumbrances: No violation or breach of any provision, restriction, covenant or condition contained in this Declaration or any Supplemental or Amended Declaration and no action to enforce the same shall defeat, render invalid or impair the lien of any mortgage or deed of trust taken in good faith and for value and perfected by recording prior to the time of recording of an instrument giving notice of such violation or breach, or the title of interest of the holder thereof or the title acquired by any purchaser upon foreclosure of any such mortgage or deed of trust. Any such purchaser shall, however, take subject to this Declaration or any Supplemental or Amended Declaration except only that violations or breaches which occur prior to such foreclosure shall not be deemed breaches or violations hereof with respect to such purchaser, his heirs, personal representatives, successors or assigns.

6.3 Limited Liability: Neither Declarant, the Committee or any member, agent or employee of any of the same shall be liable to any party for any action or for failure to act with respect to any matter if the action taken or failure to act was in good faith and without malice.

VII. GENERAL PROVISIONS

7.1 Duration of Declarations: Any provision, covenant, condition or restriction contained in this Declaration or any Supplemental or Amended Declaration which is subject to the common law rule sometimes referred to as the rule against perpetuities, shall continue and remain in full force and effect for a period of fifty years or until this Declaration is terminated as hereinafter provided, whichever first occurs. All other provisions, covenants, conditions and restrictions contained in this Declaration or in any Supplemental or Amended Declaration shall continue and remain in full force and effect until the 11th day of October 2033 provided, however, that unless at least one year prior to said time of expiration, there is recorded an instrument directing the termination of this Declaration, executed by the owners of not less than ninety percent of the Lots then subject to this Declaration, said other provisions, covenants, conditions and restrictions shall continue automatically for an additional ten years and thereafter for successive periods of ten years unless, at least one year prior to the expiration of any such extended period of duration, this Declaration is terminated by recorded instrument directing termination signed by the owners of not less than ninety percent of the Lots then subject to this Declaration as aforesaid.

7.2 Amendment or Revocation: At any time while any provision, covenant, condition or restriction contained in this Declaration or any Supplemental or Amended Declaration is in force and effect, it may be amended or repealed by the recording of a written instrument specifying the amendment or repeal, executed by the owners of not less than ninety percent of the Lots then subject to this Declaration. No such amendment or repeal shall be effective with respect to the holder or successor or assign of another holder of a mortgage of deed of trust recorded prior to recording of the instrument specifying the amendment or repeal unless such holder executes the said instrument.

7.3 Severability: In validity or unenforceability of any provisions of this Declaration or of any Supplemental or Amended Declaration in whole or in part shall not affect the validity or enforceability of any other provision or valid and enforceable part of a provision of this Declaration.

7.4 Captions: The captions and headings in this Declaration are for convenience only and shall not be considered in construing any provision, restriction, covenant or condition contained within this Declaration.

BOOK 277 PAGE 196

7.5 No Waiver: Failure to enforce any provision, restriction, covenant or condition within this Declaration or in any Supplemental or Amended Declaration shall not operate as a waiver of any such provision, covenant or condition or of any other provision, restriction, covenant or condition.

IN WITNESS WHEREOF, The Boyer Company has executed this Declaration on the day and year first written above.

THE BOYER COMPANY

By H. Roger Boyer

H. Roger Boyer

STATE OF UTAH)
)ss
COUNTY OF SALT LAKE)

On this 11th day of October, 1983, personally appeared before me H. Roger Boyer, the signer of the foregoing Declaration of Protective Covenants, who duly acknowledged to me that he executed the same.

My Commission Expires:

4/28/85

Notary Public
Residing at Salt Lake City, Utah

BOOK 277 PAGE 167

EXHIBIT A

Legal Description of the Iron Canyon Subdivion, according to the plat thereof recorded on the ___ day of October, 1983 in the official ownership records of Summit County, Utah as Entry Number _____:

A parcel of land located in the S.W. 1/4 of Section 5 and the N.W. 1/4 of Section 8, T2S, R4E, Salt Lake Base and Meridian being further described as follows:

Beginning at a point on the south line of the S.W. 1/4 of said Section 5, said point being South 89°21'00" West 246.55 feet from the South 1/4 corner of said Section 5 to the prolongation of an existing wood rail fence running northerly; thence along the prolongation of said fence South 0°04'12" West 11.57 feet to the northerly line of the Quitclaim deed exhibit "B" as stated in book M 58 page 60 of recorded document in the Summit County recorder's office; thence West 244.02 feet; thence North 44.00 feet to the Northeast corner parcel of land described in Book F page 389 as recorded in the Summit County recorder's office; thence West 840.00 feet to the N.W. corner of Thaynes Canyon subdivision No. 3 as shown on said subdivision plat; thence South 600.00 feet; thence West 1020.00 feet; thence North 543.50 feet to the South line of said Section 5; thence South 89°21'00" West 278.64 feet to the S.W. corner of said Section 5; thence North 0°12'32" West along said section line 842.84 feet, to a point on the boundary line agreement as stated in book M 230 page 626 and recorded in the Summit County recorder's office; thence North 88°50'23" East 376.77 feet; thence North 89°19'58" East 395.03 feet; thence South 88°50'22" East 1350.28 feet to a point that is defined in the boundary line agreement recorded in book M 230 page 626 in the Summit County recorder's office, the South 1/4 corner of said Section 5 as referenced in said boundary line agreement is located West 2639.77 feet from the S.E. corner of said Section 5; thence South 772.96 feet to the prolongation of an existing fence running easterly; thence along said fence and the prolongation of said fence North 89°34'50" East 264.75 feet to the prolongation of an existing rail fence running southerly; thence along said prolongation and said fence line South 0°04'12" West 579.66 feet to the point of beginning. Containing 56.21 acres more or less.

Basis of bearings being the south line of Section 4, T2S, R4E, Salt Lake Base and Meridian which has a bearing of South 89°49'21" West.

These covenants apply to lots 1 through 43, except lots 2 and 9 as shown on the subdivision plat, which contain structures which were built prior to the recording of the plat.

Construct the Main Street Water Line Replacement Phase 1 Project, in an Amount Not to Exceed $2,194,350:

Griffin Lloyd, Public Utilities Engineer, presented this item and reviewed the Main Street mitigation efforts during construction. Outreach efforts included flyers and door-to-door contacting. They would give biweekly updates via newsletters. He noted the winning bidder had done several projects with the City over the last few years and he looked forward to working with them.

Council Member Rubell hoped the Main Street design could be leveraged to prepare for future work. Council Member Toly asked if the construction hours were Monday through Friday and not weekends. Lloyd indicated work on weekends would have to be approved by the Building Department. Mayor Worel asked about social media and other forms of outreach. Lloyd stated there would be social media posts and radio spots. Council Member Toly added she and Council Member Parigian updated the Lodging Association on the project.

Mayor Worel opened public input. No comments were given. Mayor Worel closed the public input.

Council Member Rubell moved to authorize the City Manager to execute a construction agreement, in a form approved by the City Attorney, with Silver Spur Construction to construct the Main Street Water Line Replacement Phase 1 Project, in an amount not to exceed $2,194,350. Council Member Toly seconded the motion.

RESULT: APPROVED
AYES: Council Members Ciraco, Dickey, Parigian, Rubell, and Toly

VII. NEW BUSINESS

1. Consideration to Accept or Deny an Annexation Petition to Bring 0.94 Acres within the Thaynes Canyon Neighborhood from Unincorporated Summit County into Park City to Create Three Lots for Single-Family Dwellings within the Single-Family Zoning District (2409 Iron Canyon Drive). PL-23-05882:

Rebecca Ward, Planning Director, presented this item and stated the request tonight was if the Council wanted the City to consider the annexation request. Numerous emails had been received and would be part of the public record (attached to this document). If the petition was accepted, the application would go to various entities and the Planning Commission for analysis prior to coming back to the Council for consideration.

Ward reviewed the location of a one-acre square that was unincorporated. The County zoned it as Rural Residential and it allowed one home. It would allow up to a 32-foot height and it could be used as a nightly rental. The applicant wanted to annex the parcel into the City limits and include part of the IC-MISC property to make the property larger and then subdivide and develop the parcels.

Ward stated accepting the petition would be the beginning of the process. An analysis would be performed to ensure the plan fit with the surrounding community. It would be reviewed through the sensitive land overlay. If approved, nightly rentals would be prohibited and the developer would be required to contribute to the City's affordable housing.

Brad Mackay, Ivory Development, stated the parcel was put under contract a year ago, and the annexation application had been in the works since that time. He noted he received several emails regarding the IC-MISC parcels and the thought was that those parcels were common space. In looking at the plat, those were not open space. The Boyers paid taxes on the land since the 1980s and they wanted to develop it now. Other community concerns included compatibility with the surrounding areas. He stated parcels to the north of the property were smaller than the proposed lots in this annexation.

Council Member Dickey asked if the IC-MISC parcel had a development entitlement on its own, to which Ward stated it was currently a parcel and would need to go through a plat process. The annexation application required a subdivision plat application so those parcels would be reviewed together. Council Member Dickey asked if the owner would be entitled to that. Ward stated it would need to be reviewed and the Planning Commission would take final action. Council Member Dickey asked if a driveway could cross the IC-MISC parcel, to which Ward indicated a driveway would not require a platting process. Council Member Dickey wanted to know why the neighbors thought it was common area. His concern was that it would be subdivided into three lots. He asked if the developer would petition for annexation if it was only one lot. Mackay stated he wanted the opportunity to talk to the City but he couldn't do that tonight. He thought annexation was appealing because they could access the City utilities.

Council Member Rubell asked if the review would be for the unincorporated parcel or both that parcel and the IC-MISC parcel. Ward stated the review would be for both parcels.

Council Member Ciraco asked if a lot combination would be required before a subdivision was considered. Ward stated there could be a recommendation that the parcels should not be combined as part of the annexation review. There was a lot of public input concerning the right-of-way. Council Member Ciraco asked if IC-MISC was always the property ID, to which Ward indicated she would have to look that up. Council Member Ciraco noted that parcel extended all the way up the road and also up Iron Mountain Drive. He also stated part of the parcel was sold to a landowner in Aspen Springs. He discussed the footprints of Aspen Springs Phases I and II. Regarding property taxes paid by Boyer, Council Member Ciraco speculated those were paid to prevent access by the unincorporated parcel. He asked if there was an HOA at Park City Heights, to which Mackay stated yes and it was developer controlled, but some of it was being turned over to the homeowners. Council Member Ciraco asked if this petition

was just about the unincorporated parcel or did it have to be considered with a prospective subdivision. Ward stated if the review process began, then it wouldn't require the two parcels be combined.

Council Member Parigian stated he was not in favor of the annexation and asked when the parcel ID was changed. Mackay stated the county had it zoned as CA for a short time and then they corrected it. The County Recorder put a note on the plat stating the IC-MISC was not open space. Council Member Parigian asked if Ivory Homes was willing to negotiate at some point, to which Mackay affirmed.

Mayor Worel opened the public hearing.

Richard Pick 84060 opposed the annexation petition. The petition was for a county parcel along with a City parcel with the hope of subdividing it into three lots. He stated the City parcel was originally common area and all the lots had a note stating common area was now being assessed under IC-MISC. The title to the common area was held by the Boyer Company. A HOA was not created to take title of the land. In 2022, a portion of the IC-MISC was conveyed to another owner, and had a note that stated this area was not common area. He indicated the parcel was common area for over 40 years. He also had concerns regarding the S-curve on Iron Canyon Drive.

Jim Helfand 84060 indicated the parcel sold to the owner in Aspen Springs was sold in 1992. The change in the parcel ID was in 2003. His property was adjacent to the IC-MISC property. He felt the annexation should be deferred because there was a legal issue that hadn't been resolved. He thought the application was misleading because it didn't include everything required by code. He thought the IC-MISC parcel was intended to be common area. He had an issue with the petition because there was no mention of what the proposed owner planned to do with the rest of the parcel.

Henry Fulton 84060 stated this proposed subdivision didn't fit in the neighborhood. It would also set precedent for other developers to renovate one home and make three homes on the property.

Mayor Worel closed the public hearing.

Council Member Parigian asked if the Council should consider the annexation if there was a legal cloud. Plane stated the review would happen if the petition was accepted. Council Member Ciraco had some concerns, but he had confidence the issues would be vetted by staff and the Planning Commission. Council Member Rubell asked why the IC-MISC parcel was part of the discussion since it was already part of the City. He favored continuing the item until he received answers to the question. Plane stated continuing was not an option. If no action was taken, it was deemed approved. Council Member Rubell asked if the applicant could reapply if the petition was denied, to which Plane stated they could.

Council Member Dickey stated he had no problem with the landowner wanting to annex into the City, but the application was not that simple. He thought it was a waste of time to review both parcels since it seemed like it had no hope. He supported a path of considering the parcel with a limit of one home on the parcel. Ward stated the recommendation being considered was consistent with the General Plan recommendations, zoning recommendations, and there would be a full evaluation of the other properties in the neighborhood for compatibility. Council Member Dickey indicated his concern was to evaluate the application with those standards, but this process would stir up a lot of interest and had no hope.

Council Member Toly stated the parcel was not considered common area by the County Recorder. The City code did not want islands of county property within the City. The two parcels confused the process. The two parcels didn't go together. Plane stated remnant islands were now prohibited by the state law. Council Member Toly thought this petition should be denied and a new application presented with just the county parcel being considered.

Mackay stated the only parcel for consideration in the annexation petition was the county parcel. The other documents in the petition were required as part of the petition, but the only consideration was the county parcel. Ward explained that the applicant was required to submit a subdivision application as part of the annexation petition. The preliminary subdivision submitted included the county parcel and the additional parcel. Council Member Dickey asked if the Council would review the annexation and subdivision approval concurrently. Ward stated the Council would consider the annexation and if approved, the subdivision approval would go to the Planning Commission for final action. Mackay indicated the two parcels were already combined and owned by one entity.

Council Member Parigian moved to deny an annexation petition to bring 0.94 acres within the Thaynes Canyon neighborhood from unincorporated Summit County into Park City to create three lots for single-family dwellings within the Single-Family Zoning District (2409 Iron Canyon Drive. The motion died for lack of a second.

Council Member Dickey indicated Council had the authority to approve the annexation and the Planning Commission had the authority to approve the subdivision. Mark Harrington, Senior City Attorney, clarified the Council would have an annexation agreement at the time of annexation approval. The agreement would determine the development parameters. The Council had the most flexibility at the time of annexation. Council Member Ciraco asked if the Council could send recommendations to the Planning Commission if the annexation was approved. Plane stated the agreement was built into City code to give the Council the authority to set the development parameters. Council Member Dickey thought it was in the City's interest to be the land use authority and the City should annex the property. He felt the Council had legislative authority.

Council Member Dickey moved to accept an annexation petition to bring 0.94 acres within the Thaynes Canyon neighborhood from unincorporated Summit County into Park City to create three lots for single-family dwellings within the Single-Family Zoning District (2409 Iron Canyon Drive). Council Member Toly seconded the motion.

Council Member Rubell stated the application would leave remnant parcels which was against the guidance in the report. He thought the intent of the IC-MISC parcel was to protect open space. He agreed the parcel should be annexed but he didn't agree with the application as presented. Mayor Worel indicated that would be analyzed in the process. Mackay stated the message was clear on the annexation, and he noted the remnant parcels were already in the City so there were no remnant parcels. There was no way to deed the parcels as open space to the subdivision because the subdivision was a standard subdivision. Those parcels could be purchased or deeded to someone else (accepting entity) but that was not part of the application. Council Member Ciraco asked what would constitute an accepting entity. Mackay stated state law defined those criteria for an accepting body. The subdivision needed to be designed as a planned community or it could be done by declaration, which had not been done because there was no HOA for Iron Canyon.

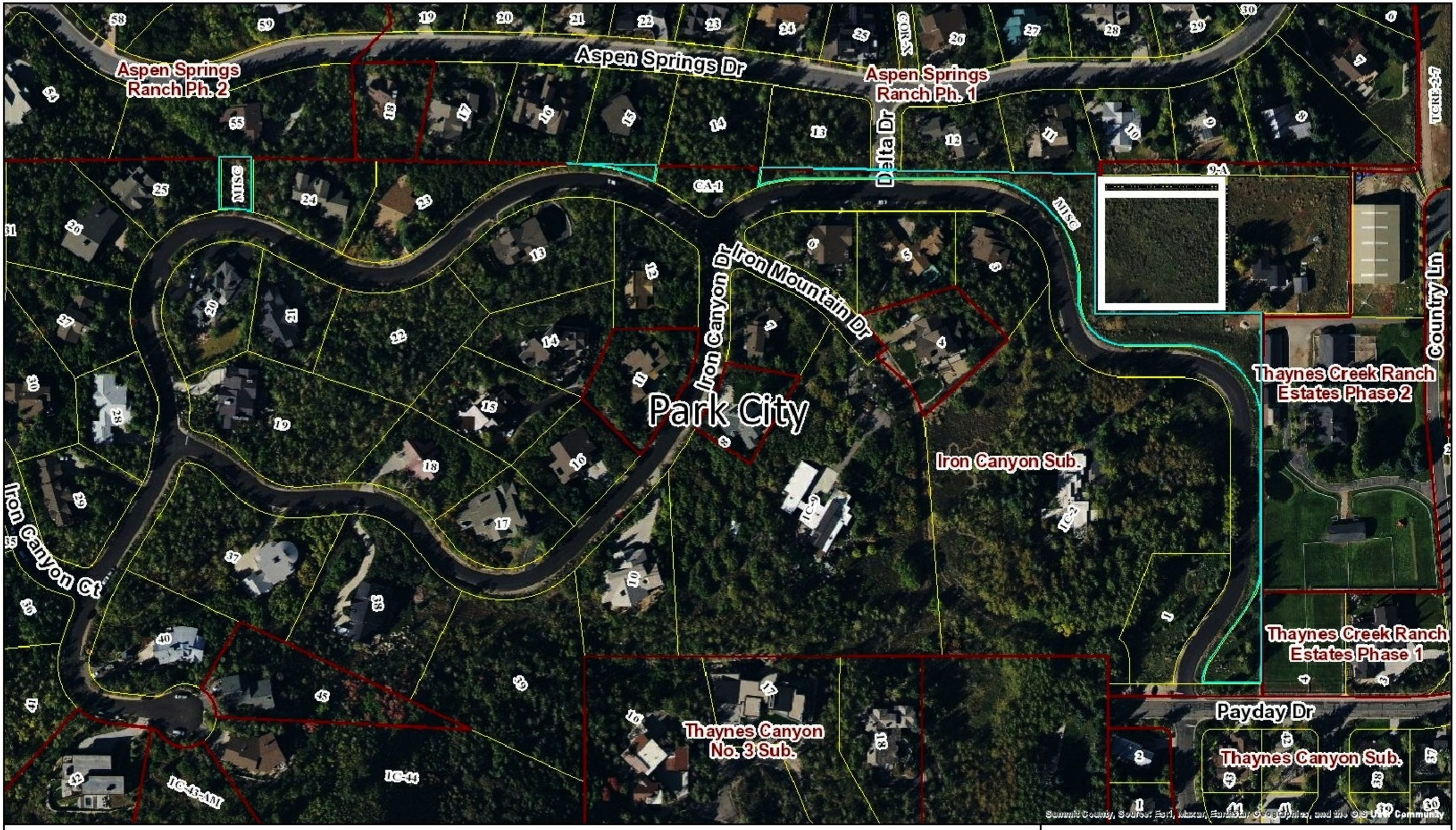
RESULT: APPROVED
AYES: Council Members Ciraco, Dickey, and Toly
NAYS: Council Members Parigian and Rubell

2. Consideration to Authorize the City Manager to Execute a Design Professional Services Agreement with Kimley-Horn Associates in a Form Approved by the City Attorney Not to Exceed $161,707 to Complete the Thaynes & Three Kings Drive Pathway Phase 1 Final Design:

Conor Campobasso, Transportation Planner, and John Robertson, City Engineer, presented this item. Campobasso reviewed the project background and public engagement efforts. He indicated there would be a 12-foot shared-use path along Thaynes. On Snow Creek, there would be a six-foot sidewalk. He hoped construction would begin in the fall and be completed by mid-2025.

Council Member Rubell stated the road was being narrowed and noted there were some bus stops. He expressed concern people might be standing in the road. Campobasso indicated there would be a platform for people to wait for the bus. Council Member Parigian asked what this contract included, to which Campobasso stated this would get the project through final design. Phase II of the project would cover an expanded area and was not included with this contract.

Mayor Worel opened public input.



SUMMIT COUNTY

Summit County Parcel Viewer

1 in = 188 feet

Summit County Parcel Viewer Application
Printed on: 2/24/2024
Imagery courtesy of Google

N W E S

This drawing is neither a legally recorded map nor a survey and is not intended to be used as such. The information displayed is a compilation of records, information and data obtained from various sources, including Summit County which is not responsible for its accuracy or timeliness.

IVORY DEVELOPMENT

VIA EMAIL AND HAND DELIVERY

March 7, 2024

Mark Harrington
Park City Attorney
445 Marsac Ave
Park City, UT 84060
mark@parkcity.org

Dear Mark:

I represent Ivory Development, LLC ("Ivory"). Ivory is under contract to purchase certain real property currently owned Boyer Robbins, LLC made up Parcel No. SS-104-B and a neighboring parcel described as "IC-MISC" (the "Property"). Ivory has requested that Parcel No. SS-104-B be annexed into Park City. In response to Ivory's petition, certain neighbors to the Property have made allegations that the IC-MISC parcel is common area owned by the Ivory Canyon subdivision owners. As part of its due diligence, Ivory has received a title report and has investigated the claims that the Property is open space. Ivory has not found any information suggesting that the Property is open space or is subject to any type of common ownership.

The Iron Canyon subdivision does not have, and has never had, a homeowner's association. The Property has been privately owned since the subdivision was developed in the 1980s. This fact is not only shown by the title report, but also by the Summit County Assessors records which show that the Property has been assessed as private property, and the property taxes paid by a sole owner, for more than 4 decades. Ivory is ready and willing to share its due diligence with the City. Ivory respectfully requests that the Council disregard speculation regarding the ownership of the Property that is supported by documentation.

Sincerely,

Analise Wilson
General Counsel

WHEN RECORDED MAIL TO:
Questar Regulated Services Company
P.O. Box 45360, Right-of-way
Salt Lake City, UT 84145-0360
2189iron.ic; RW01

00671404 Bk01566 Pg00256-00257

ALAN SPRIGGS, SUMMIT CO RECORDER
2003 SEP 02 13:48 PM FEE $12.00 BY DMG
REQUEST: QUESTAR REGULATED SERVICES CO

Space above for County Recorder's use
PARCEL I.D.# IC-CA

RIGHT-OF-WAY AND EASEMENT GRANT

UT 12412

IRON CANYON ARCHITECTURE REVIEW COMMITTEE,

Grantor, does hereby convey and warrant to QUESTAR GAS COMPANY, a corporation of the State of Utah, Grantee, its successors and assigns, for the sum of ONE DOLLAR ($1.00) in hand paid and other good and valuable consideration, receipt of which is hereby acknowledged, a right-of-way and easement 20.0 feet in width to lay, maintain, operate, repair, inspect, protect, remove and replace pipelines, valves, valve boxes and other gas transmission and distribution facilities (hereinafter collectively called "facilities") through and across the following-described land and premises situated in the County of Summit, State of Utah, to-wit:

Land of the Grantor located in the Southwest Quarter of Section 5, Township 2 South, Range 4 East, Salt Lake Base and Meridian;

the centerline of said right-of-way and easement shall extend through and across the above-described land and premises as follows, to-wit:

Beginning at a point North 576.91 feet and West 267.73 feet from the South Quarter Corner of said Section 5, said point being on the north line of Iron Canyon Subdivision; thence South 62°57'56" West 115.24 feet to the north line of an existing Questar Gas Company easement.

TO HAVE AND TO HOLD the same unto said Questar Gas Company, its successors and assigns, so long as such facilities shall be maintained, with the right of ingress and egress to and from said right-of-way to maintain, operate, repair, inspect, protect, remove and replace the same. During temporary periods, Grantee may use such portion of the property along and adjacent to said right-of-way as may be reasonably necessary in connection with construction, maintenance, repair, removal or replacement of the facilities. Grantor(s) shall have the right to use said premises

Unofficial Copy

except for the purposes for which this right-of-way and easement is granted to Grantee, provided such use does not interfere with the facilities or any other rights granted to Grantee hereunder.

Grantor(s) shall not build or construct, nor permit to be built or constructed, any building or other improvement over or across said right-of-way, nor change the contour thereof, without written consent of Grantee. This right-of-way shall be binding upon and inure to the benefit of the successors and assigns of Grantor(s) and the successors and assigns of Grantee, and may be assigned in whole or in part by Grantee.

It is hereby understood that any parties securing this grant on behalf of Grantee are without authority to make any representations, covenants or agreements not herein expressed.

WITNESS the execution hereof this 25th day of August, 2003.

Iron Canyon Architecture Review Committee

By- _____

It's- Member ARC Iron Canyon

STATE OF UTAH)
) ss.
COUNTY OF SUMMIT)

On the 25th day of August, 2003, personally appeared before me Dee L. McCarthy, the signer(s) of the foregoing instrument, who duly acknowledged to me that he/she/they executed the same.

NOTARY PUBLIC
Richard A. Hellstrom
1140 West 200 South
Salt Lake City, Utah 84104
Commission Expires
July 1, 2005
STATE OF UTAH

_____
Notary Public

BK1566 PG0257

Recorded at Request of _____

at ..... M. Fee Paid $_____

by _____ Dep. Book _____ Page _____ Ref.: _____

Mail tax notice to _____ Address P.O. Box 340
Park City, UT 84060

QUIT-CLAIM DEED

THE BOYER COMPANY, A UTAH GENERAL PARTNERSHIP

of , County of , State of Utah, hereby
QUIT-CLAIM to

BILL LIGETY AND CYNDI SHARP, HUSBAND AND WIFE AS JOINT TENANTS

of TEN and NO/100ths---------- and other good and valuable consideration
the following described tract of land in Summit
State of Utah:

See Exhibit "A" attached hereto
and by this reference made a part hereof.

Subject to the following:

No vehicular access onto Iron Canyon Drive or Iron Mountain Drive from subject property. No fencing or landscaping shall be allowed on the subject property unless approval is obtained from the Iron Canyon Architectural Control Committee prior to commencement of construction or improvements. Subject property is subject to Iron Canyon Subdivision Covenants, Conditions and Restrictions.

Subject to current general taxes, easements, restrictions and rights of way of record.

370466
RECORDED BY DG
ALAN SPRIGGS
SUMMIT COUNTY RECORDER
1992 DEC 10 PM 2:59
FEE 10.00
WESTERN STATES TITLE
RED BOOK 698 PAGE 545

WITNESS the hand of said grantor, this 9th day of December, A. D. one thousand nine hundred and ninety two

Signed in the presence of

The Boyer Company, a Utah General Partnership

By: _____

_____

_____

STATE OF UTAH,
County of Salt Lake } ss.

BOOK 698 PAGE 545-546

On the 9th day of December A. D. one thousand nine hundred and ninety two personally appeared before me , General Partner of The Boyer Company, a Utah General Partnership the signer of the foregoing instrument, who duly acknowledge to me that he executed the same., for and in behalf of The Boyer Company, a Utah General Partnership as a General Partner therein.

Notary Public
DENIESE D. BALLI
My Commission Expires
Salt Lake City, Utah 84102
April 28, 1993
State of Utah

Deniese D. Balli
Notary Public.
Address: Salt Lake County

-93

Exhibit I

A

(Legal Description)

4526

BEGINNING AT THE NORTH EAST CORNER OF IRON CANYON SUBDIVISION, TOWNSHIP 1 SOUTH, RANGE 4 EAST, SALT LAKE BASE AND MERIDIAN; THENCE ALONG SAID BOUNDARY LINE, WHICH IS ALSO THE SOUTH BOUNDARY LINE OF ASPEN SPRINGS RANCH SUBDIVISION PHASE I, NORTH 88°50'22" WEST 539.91 FEET TO THE TRUE POINT OF BEGINNING, WHICH IS THE SOUTH EAST CORNER OF LOT 14 OF SAID ASPEN SPRINGS RANCH SUBDIVISION; THENCE SOUTH 07°45'00" WEST 30.09 FEET TO THE NORTH EDGE OF IRON CANYON DRIVE; THENCE ALONG THE NORTH EDGE OF SAID IRON CANYON DRIVE ALONG A CURVE HAVING A RADIUS OF 192.74 FEET, ARC LENGTH OF 81.77 FEET, DELTA ANGLE OF 24°18'19", CHORD BEARING OF SOUTH 57°36'16" WEST CHORD LENGTH OF 81.18 FEET; THENCE ALONG A CURVE HAVING A RADIUS OF 15.00 FEET, ARC LENGTH OF 20.94 FEET, DELTA ANGLE OF 80°11'51", CHORD BEARING OF SOUTH 85°33'02" WEST CHORD LENGTH OF 19.32 FEET; THENCE NORTH 54°21'03" WEST 48.87 FEET ALONG THE NORTH LINE OF IRON MOUNTAIN DRIVE; THENCE ALONG A CURVE HAVING A RADIUS OF 276.20 FEET, ARC LENGTH OF 44.51 FEET, DELTA ANGLE OF 09°18'52", CHORD BEARING OF NORTH 59°14'33" WEST, CHORD LENGTH OF 44.46 FEET; THENCE LEAVING THE NORTH EDGE OF SAID IRON MOUNTAIN DRIVE NORTH 12°30'00" EAST 27.52 FEET TO THE BOUNDARY LINE OF IRON CANYON SUBDIVISION; THENCE ALONG SAID BOUNDARY LINE SOUTH 88°50'22" EAST 163.85 FEET TO THE POINT OF BEGINNING.

+++

WHEN RECORDED MAIL TO:
THE BOYER COMPANY
ATTENTION: RICHARD W. MOFFAT
675 East 500 South, Suite 600
Salt Lake City, Utah 84102

Entry No. 247165
REQUEST OF WESTERN STATES TITLE
FEE $ ALAN SPRIGGS, SUMMIT CO. RECORDER
By
RECORDED 3-3-86 at 2:08

AMENDMENT TO DECLARATION OF

PROTECTIVE COVENANTS FOR

IRON CANYON, A SUBDIVISION

THIS AMENDMENT (the "Amendment") is made and entered into this 26th day of February, 1986, by THE BOYER COMPANY, a Utah general partnership (the "Declarant").

RECITALS:

A. Declarant previously executed and recorded the following:

(i) Declaration of Protective Covenants for the Iron Canyon subdivision, dated October 28, 1983, which was recorded October 28, 1983, as Entry No. 212521, In Book 277, at Page 160, of the official records of Summit County, State of Utah (the "Declaration").

BOOK 375 PAGE 424

(ii) A Plat Map for Iron Canyon Subdivision, recorded October 28, 1983, as Entry No. 212520, of the official records of Summit County, State of Utah (the "Plat").

B. Declarant desires to amend the Declaration in certain respects.

NOW, THEREFORE, in consideration of the foregoing covenants and promises contained herein, and for other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, Declarant agrees as follows:

Exhibit J

1. The following sections of Article III shall be amended as follows:

   (a) Section 3.1 of said Article III shall be amended to read as follows:

   3.1 Architectural Committee: The Architectural Committee, hereinafter referred to as the "Committee", shall be composed of two (2) members in total. Initially, the Committee shall consist of H. Roger Boyer and Richard W. Moffat. At such time as ninety percent (90%) of the lots are sold, the then recorded owners of ninety percent (90%) of the lots shall have the power through a duly recorded written instrument to change the membership of the Committee. Said Committee shall have and exercise all of the powers, duties and responsibilities set out in this Declaration. A majority of the Committee may designate a representative to act for it. In the event of death or resignation of any member of the Committee, the remaining members shall have full authority to designate a successor.

2. In all other respects the Declaration and Plat are ratified and affirmed.

EXECUTED by Declarant on this 26th day of February, 1986.

"DECLARANT"

THE BOYER COMPANY, a Utah general partnership

By _____
H. Roger Boyer
General Partner

BOOK 375 PAGE 425

STATE OF UTAH)
: ss.
COUNTY OF SALT LAKE)

On this 27th day of February, 1986, personally appeared before me H. Roger Boyer, who duly acknowledged to me that he executed the foregoing instrument as one of the general partners of THE BOYER COMPANY, a Utah general partnership, and that the statements contained therein are true.

My Commission Expires:

4/28/89

NOTARY PUBLIC
Residing at Salt Lake City, Utah

BOOK 375 PAGE 426

EXHIBIT "A"

Real property situate in Summit County, State of Utah and more particularly described as follows:

Lots 1 through 45, inclusive, Iron Canyon, a subdivision, located in the Southwest Quarter of Section 5 and Northwest Quarter of Section 8, Township 2 South, Range 4 East, Salt Lake Base and Meridian, Summit County, State of Utah, acording to the official plat thereof, filed as Entry Number 21250 of the Official Records of the Summit County Recorder.

BOOK 375 PAGE 427

23 March 1992

Property owners meeting
and agreeing to this
declaration:

June Frey
Faye Zar[illegible]
John Sewell
Gene Pi[illegible]
Lois Ch[illegible]
Kathy C[illegible]
Brent D[illegible]
Gerald [illegible]illette Wenner
Mark N[illegible]
Brena [illegible]
Kevin [illegible] McCarthy

(Other [illegible]vals Per
Genera[illegible]ting)

RED NOTE 358312
ALAN SPRIGGS
SUMMIT COUNTY RECORDER
RECORDED BY DG

To Whom It May Concern:

On this Date, February 29, 1992, the Iron Canyon property owners have met and agreed to transfer authority of the Architectural Control Committee (ACC) to property owners:

Brena Parsons	Lot 34 (Alternate)
Max Griffen	Lot 25
Mark Naro	Lot 24
Brent Dickens	Lot 18
Tom Frey	Lot 1,2 (Alternate)

Brent Dickens has volunteered to be ACC spokesperson; seek recognition by Park City authorities, draft a "Welcome Notification" to undeveloped property owners and initiate any required plan review procedures.

It was unanimously agreed that we do not have, nor do we want, a recognized Home Owner's Association. Our goal is to limit our recognition and authority to that of an Architectural Control Committee which in part shall be to alert all property owners to abide by the CC & R's which govern development in Iron Canyon.

The membership and activities of the ACC is subject to review, critique, reassignment, reorganization or cessation as the Iron Canyon property owners may properly decide.

Respectfully submitted,

Brent Dickens, AIA
BD/jw
cc: The Boyer Company

RECORD AND RETURN TO:
Brent Dickens
P.O. Box 681242
Park City, UT 84068
Phone: 645-8188

Date: 27 march 1992
STATE OF UTAH
COUNTY OF Summit } SS
On 27 march 1992 before me, the undersigned a Notary Public in and for said State, personally appeared, BRENT DICKENS
personally known to me (or proved to me on the basis of satisfactory evidence) to be the person whose name IS subscribed to the within instrument and acknowledged that HE executed the same.
Witness my hand and official seal.

Notary Public
RONALD HIGASHIYAMA
1650 Park Avenue
Park City, Utah 84060
My Commission Expires
May 1, 1994

Signature [illegible]
Name (Typed or Printed)

BOOK 660 PAGE 395

Architecture & Planning
Brent Dickens AIA Architect
835 Fifth Avenue San Rafael CA 94901 Telephone 415•453•4454 Fax 415•453•7668

15-50

Exhibit K

Summit County Treasurer

Michael R. Howard

Account	Parcel Number	Receipt Date	Effective Date	Receipt Number
0473180	IC-MISC	Dec 1, 2010	Nov 30, 2010	2010-028384

BOYER COMPANY
90 S 400 W STE 200
SALT LAKE CITY, UT 84101-1365

Situs Address **Payor**

Legal Description

NON DEDICATED STREETS & MISC AREA NOT INCORPORATED INTO LOTS AS SHOWN ON THE OFFICIAL PLAT OF IRON CANYON SUBDIVISION ON FILE IN THE SUMMIT COUNTY RECORDERS OFFICE CONT 1.36 AC
(LESS 0.20 AC 698-545 IA-CA-1) BAL 1.16 AC (NOTE: THIS PROPERTY WAS DETERMINED NOT TO BE COMMON AREA)

Property Code	Actual	Assessed	Year	Area	Tax Rate
OPEN SPACE/DON'T FACTOR (DEDICATED - 02D	2,500	2,500	2010	07	0.009

Payments Received

net vantage	$22.37
Check Number 005595	

Payments Applied

Year	Charges	Billed	Prior Payments	New Payments	Balance
2010	Tax Charge	$22.37	$0.00	$22.37	$0.00
				$22.37	$0.00
		Balance Due as of Nov 30, 2010			**$0.00**

PO Box 128
Coalville, UT 84017
(435) 336-3268

Thank You!

Exhibit L

Summit County Treasurer

Corrie Kirklen

Account	Parcel Number	Receipt Date	Receipt Number
0473180	IC-MISC	Nov 30, 2011	2011-023115

BOYER COMPANY
90 S 400 W STE 200
SALT LAKE CITY, UT 84101-1365

Situs Address **Payor**

Legal Description

NON DEDICATED STREETS & MISC AREA NOT INCORPORATED INTO LOTS AS SHOWN ON THE OFFICIAL PLAT OF IRON CANYON SUBDIVISION ON FILE IN THE SUMMIT COUNTY RECORDERS OFFICE CONT 1.36 AC
(LESS 0.20 AC 698-545 IA-CA-1) BAL 1.16 AC (NOTE: THIS PROPERTY WAS DETERMINED NOT TO BE COMMON AREA)

Property Code	Actual	Assessed	Year	Area	Tax Rate
OPEN SPACE/DON'T FACTOR (DEDICATED - 02D	2,500	2,500	2011	07	0.009

Payments Received

net vantage	$23.06
Check Number 007828	

Payments Applied

Year	Charges	Billed	Prior Payments	New Payments	Balance
2011	Tax Omission	($0.26)	($23.06)	$22.80	$0.00
2011	Tax Charge	$0.00	$0.00	$0.00	$0.00
2011	Pre Payment	$0.00	$0.00	$0.26	($0.26)
				$23.06	($0.26)

Balance Due as of Nov 30, 2011 **$0.00**

PO Box 128
Coalville, UT 84017
(435) 336-3268

Thank You!

Summit County Treasurer

Corrie Forsling

Account	Parcel Number	Receipt Date	Receipt Number
0473180	IC-MISC	Nov 27, 2012	2012-018803

BOYER COMPANY
90 S 400 W STE 200
SALT LAKE CITY, UT 84101-1365

Situs Address **Payor**

Legal Description

NON DEDICATED STREETS & MISC AREA NOT INCORPORATED INTO LOTS AS SHOWN ON THE OFFICIAL PLAT OF IRON CANYON SUBDIVISION ON FILE IN THE SUMMIT COUNTY RECORDERS OFFICE CONT 1.36 AC
(LESS 0.20 AC 698-545 IA-CA-1) BAL 1.16 AC (NOTE: THIS PROPERTY WAS DETERMINED NOT TO BE COMMON AREA)

Property Code	Actual	Assessed	Year	Area	Tax Rate
OPEN SPACE/DON'T FACTOR (DEDICATED - 02D	2,500	2,500	2012	07	0.01

Payments Received

net vantage	$23.61
Check Number 010143	

Payments Applied

Year	Charges	Billed	Prior Payments	New Payments	Balance
2012	Tax Charge	$23.87	$0.26	$23.61	$0.00
				$23.61	$0.00
			Balance Due as of Nov 27, 2012		**$0.00**

PO Box 128
Coalville, UT 84017
(435) 336-3267

Thank You!

Summit County Treasurer
Corrie Forsling

Account	Parcel Number	Receipt Date	Effective Date	Receipt Number
0473180	IC-MISC	Dec 4, 2013	Dec 2, 2013	2013-022429

BOYER COMPANY
90 S 400 W STE 200
SALT LAKE CITY, UT 84101-1365

Situs Address **Payor**

Legal Description

NON DEDICATED STREETS & MISC AREA NOT INCORPORATED INTO LOTS AS SHOWN ON THE OFFICIAL PLAT OF IRON CANYON SUBDIVISION ON FILE IN THE SUMMIT COUNTY RECORDERS OFFICE CONT 1.36 AC (LESS 0.20 AC 698-545 IA-CA-1) BAL 1.16 AC (NOTE: THIS PROPERTY WAS DETERMINED NOT TO BE COMMON AREA)

Property Code	Actual	Assessed	Year	Area	Tax Rate
OPEN SPACE/DON'T FACTOR (DEDICATED - 02D	2,500	2,500	2013	07	0.009096

Payments Received

net vantage $22.74

Check Number 012343

Payments Applied

Year	Charges	Billed	Prior Payments	New Payments	Balance
2013	Tax Charge	$22.74	$0.00	$22.74	$0.00
				$22.74	$0.00

Balance Due as of Dec 2, 2013 **$0.00**

PO Box 128
Coalville, UT 84017
(435) 336-3267

Thank You!

Summit County Treasurer
Corrie Forsling

Account	Parcel Number	Receipt Date	Receipt Number
0473180	IC-MISC	Nov 26, 2014	2014-018858

BOYER COMPANY
90 S 400 W STE 200
SALT LAKE CITY, UT 84101-1365

Situs Address **Payor**

Legal Description

NON DEDICATED STREETS & MISC AREA NOT INCORPORATED INTO LOTS AS SHOWN ON THE OFFICIAL PLAT OF IRON CANYON SUBDIVISION ON FILE IN THE SUMMIT COUNTY RECORDERS OFFICE CONT 1.36 AC (LESS 0.20 AC 698-545 IA-CA-1) BAL 1.16 AC (NOTE: THIS PROPERTY WAS DETERMINED NOT TO BE COMMON AREA)

Property Code	Actual	Assessed	Year	Area	Tax Rate
OPEN SPACE/DON'T FACTOR (DEDICATED - 02D	2,500	2,500	2014	07	0.00907

Payments Received

net vantage	$22.68
Check Number 014395	

Payments Applied

Year	Charges	Billed	Prior Payments	New Payments	Balance
2014	Tax Charge	$22.68	$0.00	$22.68	$0.00
				$22.68	$0.00
			Balance Due as of Nov 26, 2014		**$0.00**

PO Box 128
Coalville, UT 84017
(435) 336-3267

Thank You!

Summit County Treasurer

Corrie Forsling

Account	Parcel Number	Receipt Date	Effective Date	Receipt Number
0473180	IC-MISC	Dec 1, 2015	Nov 30, 2015	2015-023442

BOYER COMPANY
101 S 200 E STE 200
SALT LAKE CITY, UT 84111

Situs Address

Payor

BOYER COMPANY

Legal Description

NON DEDICATED STREETS & MISC AREA NOT INCORPORATED INTO LOTS AS SHOWN ON THE OFFICIAL PLAT OF IRON CANYON SUBDIVISION ON FILE IN THE SUMMIT COUNTY RECORDERS OFFICE CONT 1.36 AC (LESS 0.20 AC 698-545 IA-CA-1) BAL 1.16 AC (NOTE: THIS PROPERTY WAS DETERMINED NOT TO BE COMMON AREA)

Property Code	Actual	Assessed	Year	Area	Tax Rate
OPEN SPACE/DON'T FACTOR (DEDICATED - 02D	2,500	2,500	2015	07	0.00848

Payments Received

Check — Multi-Account Payment

Check Number Lockbox

Payments Applied

Year	Charges	Billed	Prior Payments	New Payments	Balance
2015	Tax Charge	$21.20	$0.00	$21.20	$0.00
				$21.20	$0.00
			Balance Due as of Nov 30, 2015		**$0.00**

PO Box 128
Coalville, UT 84017
(435) 336-3267

Thank You!

Summit County Treasurer
Corrie Forsling

Account	Parcel Number	Receipt Date	Receipt Number
0473180	IC-MISC	Nov 28, 2016	2016-020971

BOYER COMPANY
101 S 200 E STE 200
SALT LAKE CITY, UT 84111

Situs Address	Payor
	BOYER COMPANY 101 S 200 E STE 200 SALT LAKE CITY, UT 84111

Legal Description

NON DEDICATED STREETS & MISC AREA NOT INCORPORATED INTO LOTS AS SHOWN ON THE OFFICIAL PLAT OF IRON CANYON SUBDIVISION ON FILE IN THE SUMMIT COUNTY RECORDERS OFFICE CONT 1.36 AC (LESS 0.20 AC 698-545 IA-CA-1) BAL 1.16 AC (NOTE: THIS PROPERTY WAS DETERMINED NOT TO BE COMMON AREA)

Property Code	Actual	Assessed	Year	Area	Tax Rate
OPEN SPACE/DON'T FACTOR (DEDICATED - 02D	2,500	2,500	2016	07	0.008034

Payments Received

Check	$20.09
Check Number 018780	
Payor OWNER	

Payments Applied

Year	Charges	Billed	Prior Payments	New Payments	Balance
2016	Tax Charge	$20.09	$0.00	$20.09	$0.00
				$20.09	$0.00
			Balance Due as of Nov 28, 2016		**$0.00**

PO Box 128
Coalville, UT 84017
(435) 336-3267

Thank You!

Summit County Treasurer
Corrie Forsling

Account	Parcel Number	Receipt Date	Receipt Number
0473180	IC-MISC	Nov 27, 2017	2017-017592

BOYER COMPANY
101 S 200 E STE 200
SALT LAKE CITY, UT 84111

Situs Address	Payor
	BOYER COMPANY 101 S 200 E STE 200 SALT LAKE CITY, UT 84111

Legal Description

NON DEDICATED STREETS & MISC AREA NOT INCORPORATED INTO LOTS AS SHOWN ON THE OFFICIAL PLAT OF IRON CANYON SUBDIVISION ON FILE IN THE SUMMIT COUNTY RECORDERS OFFICE CONT 1.36 AC (LESS 0.20 AC 698-545 IA-CA-1) BAL 1.16 AC (NOTE: THIS PROPERTY WAS DETERMINED NOT TO BE COMMON AREA)

Property Code	Actual	Assessed	Year	Area	Tax Rate
OPEN SPACE/DON'T FACTOR (DEDICATED - 02D	2,500	2,500	2017	07	0.00782

Payments Received

Check	$19.55
Check Number 20922	
Payor THE BOYER COMPANY	

Payments Applied

Year	Charges	Billed	Prior Payments	New Payments	Balance
2017	Tax Charge	$19.55	$0.00	$19.55	$0.00
				$19.55	$0.00
			Balance Due as of Nov 27, 2017		**$0.00**

PO Box 128
Coalville, UT 84017
(435) 336-3267

Thank You!

Summit County Treasurer
Corrie Forsling

Account	Parcel Number	Receipt Date	Receipt Number
0473180	IC-MISC	Nov 29, 2018	2018-019520

BOYER COMPANY
101 S 200 E STE 200
SALT LAKE CITY, UT 84111

Situs Address	Payor
	BOYER COMPANY 101 S 200 E STE 200 SALT LAKE CITY, UT 84111

Legal Description

NON DEDICATED STREETS & MISC AREA NOT INCORPORATED INTO LOTS AS SHOWN ON THE OFFICIAL PLAT OF IRON CANYON SUBDIVISION ON FILE IN THE SUMMIT COUNTY RECORDERS OFFICE CONT 1.36 AC (LESS 0.20 AC 698-545 IA-CA-1) BAL 1.16 AC (NOTE: THIS PROPERTY WAS DETERMINED NOT TO BE COMMON AREA)

Property Code	Actual	Assessed	Year	Area	Tax Rate
OPEN SPACE/DON'T FACTOR (DEDICATED - 02D	2,500	2,500	2018	07	0.008232

Payments Received

Check	$20.58
Check Number 023001	
Payor THE BOYER COMPANY	

Payments Applied

Year	Charges	Billed	Prior Payments	New Payments	Balance
2018	Tax Charge	$20.58	$0.00	$20.58	$0.00
				$20.58	$0.00
			Balance Due as of Nov 29, 2018		**$0.00**

PO Box 128
Coalville, UT 84017
(435) 336-3267

Thank You!

Summit County Treasurer
Corrie Forsling

Account	Parcel Number	Receipt Date	Effective Date	Receipt Number
0473180	IC-MISC	Dec 3, 2019	Dec 2, 2019	2019-012431

BOYER COMPANY
101 S 200 E STE 200
SALT LAKE CITY, UT 84111

Situs Address

Payor

BOYER COMPANY
101 S 200 E STE 200
SALT LAKE CITY, UT 84111

Legal Description

NON DEDICATED STREETS & MISC AREA NOT INCORPORATED INTO LOTS AS SHOWN ON THE OFFICIAL PLAT OF IRON CANYON SUBDIVISION ON FILE IN THE SUMMIT COUNTY RECORDERS OFFICE CONT 1.36 AC (LESS 0.20 AC 698-545 IA-CA-1) BAL 1.16 AC (NOTE: THIS PROPERTY WAS DETERMINED NOT TO BE COMMON AREA)

Property Code	Actual	Assessed	Year	Area	Tax Rate
OPEN SPACE/DON'T FACTOR (DEDICATED - 02D	2,500	2,500	2019	07	0.008316

Payments Received

Check	$20.79
Check Number 025054	
Payor OWNER	

Payments Applied

Year	Charges	Billed	Prior Payments	New Payments	Balance
2019	Tax Charge	$20.79	$0.00	$20.79	$0.00
				$20.79	$0.00
			Balance Due as of Dec 2, 2019		**$0.00**

PO Box 128
Coalville, UT 84017
(435) 336-3267

Thank You!

Summit County Treasurer

Corrie Forsling

Account	Parcel Number	Receipt Date	Effective Date	Receipt Number
0473180	IC-MISC	Nov 30, 2020	Nov 25, 2020	2020-007109

BOYER COMPANY
101 S 200 E STE 200
SALT LAKE CITY, UT 84111

Situs Address

Payor

BOYER COMPANY
101 S 200 E STE 200
SALT LAKE CITY, UT 84111

Legal Description

NON DEDICATED STREETS & MISC AREA NOT INCORPORATED INTO LOTS AS SHOWN ON THE OFFICIAL PLAT OF IRON CANYON SUBDIVISION ON FILE IN THE SUMMIT COUNTY RECORDERS OFFICE CONT 1.36 AC (LESS 0.20 AC 698-545 IA-CA-1) BAL 1.16 AC (NOTE: THIS PROPERTY WAS DETERMINED NOT TO BE COMMON AREA)

Property Code	Actual	Assessed	Year	Area	Tax Rate
OPEN SPACE/DON'T FACTOR (DEDICATED - 02D	2,500	2,500	2020	07	0.008089

Payments Received

Check $20.22

Check Number 026953

Payor OWNER

Payments Applied

Year	Charges	Billed	Prior Payments	New Payments	Balance
2020	Tax Charge	$20.22	$0.00	$20.22	$0.00
				$20.22	$0.00

Balance Due as of Nov 25, 2020 **$0.00**

PO Box 128
Coalville, UT 84017
(435) 336-3267

Thank You!

Summit County Treasurer
Corrie Forsling

Account	Parcel Number	Receipt Date	Receipt Number
0473180	IC-MISC	Nov 24, 2021	2021-006624

BOYER COMPANY
101 S 200 E STE 200
SALT LAKE CITY, UT 84111

Situs Address	Payor
	BOYER COMPANY 101 S 200 E STE 200 SALT LAKE CITY, UT 84111

Legal Description

NON DEDICATED STREETS & MISC AREA NOT INCORPORATED INTO LOTS AS SHOWN ON THE OFFICIAL PLAT OF IRON CANYON SUBDIVISION ON FILE IN THE SUMMIT COUNTY RECORDERS OFFICE CONT 1.36 AC (LESS 0.20 AC 698-545 IA-CA-1) BAL 1.16 AC (NOTE: THIS PROPERTY WAS DETERMINED NOT TO BE COMMON AREA)

Property Code	Actual	Assessed	Year	Area	Tax Rate
OPEN SPACE/DON'T FACTOR (DEDICATED - 02D	3,125	3,125	2021	07	0.00762

Payments Received

Check	$23.81
Check Number 028956	
Payor OWNER	

Payments Applied

Year	Charges	Billed	Prior Payments	New Payments	Balance
2021	Tax Charge	$23.81	$0.00	$23.81	$0.00
				$23.81	$0.00
			Balance Due as of Nov 24, 2021		**$0.00**

PO Box 128
Coalville, UT 84017
(435) 336-3267

Thank You!

Summit County Treasurer
Corrie Forsling

Account	Parcel Number	Receipt Date	Effective Date	Receipt Number
0473180	IC-MISC	Nov 29, 2022	Nov 28, 2022	2022-006135

BOYER COMPANY
101 S 200 E STE 200
SALT LAKE CITY, UT 84111

Situs Address	Payor
	ZIONS LOCKBOX

Legal Description

NON DEDICATED STREETS & MISC AREA NOT INCORPORATED INTO LOTS AS SHOWN ON THE OFFICIAL PLAT OF IRON CANYON SUBDIVISION ON FILE IN THE SUMMIT COUNTY RECORDERS OFFICE CONT 1.36 AC (LESS 0.20 AC 698-545 IA-CA-1) BAL 1.16 AC (NOTE: THIS PROPERTY WAS DETERMINED NOT TO BE COMMON AREA)

Property Code	Actual	Assessed	Year	Area	Tax Rate
SECONDARY ACRES - 02E	3,125	3,125	2022	07	0.006587

Payments Received

Check	Multi-Account Payment

Payments Applied

Year	Charges	Billed	Prior Payments	New Payments	Balance
2022	Tax Charge	$20.58	$0.00	$20.58	$0.00
				$20.58	$0.00
			Balance Due as of Nov 28, 2022		**$0.00**

PO Box 128
Coalville, UT 84017
(435) 336-3267

Thank You!

Summit County Treasurer
Corrie Forsling

Account	Parcel Number	Receipt Date	Receipt Number
0473180	IC-MISC	Nov 27, 2023	2023-005344

BOYER ROBBINS JV LLC
101 S 200 E STE 200
SALT LAKE CITY, UT 84111

Situs Address	Payor
	ZIONS LOCKBOX

Legal Description

NON DEDICATED STREETS & MISC AREA NOT INCORPORATED INTO LOTS AS SHOWN ON THE OFFICIAL PLAT OF IRON CANYON SUBDIVISION ON FILE IN THE SUMMIT COUNTY RECORDERS OFFICE CONT 1.36 AC (LESS 0.20 AC 698-545 IA-CA-1) BAL 1.16 AC (NOTE: THIS PROPERTY WAS DETERMINED NOT TO BE COMMON AREA) 2767-1892

Property Code	Actual	Assessed	Year	Area	Tax Rate
RESIDUAL\ROADS\OTHER ACRES - 02F	5,800	5,800	2023	07	0.005638

Payments Received

Check — Multi-Account Payment

Payments Applied

Year	Charges	Billed	Prior Payments	New Payments	Balance
2023	Tax Charge	$32.70	$0.00	$32.70	$0.00
				$32.70	$0.00

Balance Due as of Nov 27, 2023 **$0.00**

PO Box 128
Coalville, UT 84017
(435) 336-3267

Thank You!

Exhibit M

City Council
Staff Report

Subject: **Robbins Annexation Petition**
Application: **PL-23-05882**
Author: **Rebecca Ward, Planning Director**
Date: **March 7, 2024**

Recommendation

(I) Review the petition to annex 0.94 acres within the Thaynes Canyon neighborhood from unincorporated Summit County into Park City, (II) conduct a public hearing, and (III) accept or deny the petition.

Description

Applicant:	Brad Mackay, Ivory Development LLC
Location:	Parcel SS-104-B
Zoning District:	Existing Summit County Zoning: Rural Residential Proposed Park City Zoning: Single Family
Adjacent Land Uses:	Residential
Reason for Review:	After an applicant submits an annexation petition, the City Council accepts or denies the petition. Acceptance of the annexation petition is not approval. If the City Council accepts the annexation petition, the petition then moves through the City's review process with internal departments, utilities, and districts, Planning Commission review and recommendation, and City Council final action. If the City Council denies the petition, the review terminates.[1]

LMC Land Management Code

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

Summary

Parcel SS-104-B, a 0-94-acre parcel, is zoned Rural Residential in unincorporated Summit County and could potentially be developed with one Single-Family Dwelling and accessory structures through Summit County's Development Code, pending access to Iron Canyon Drive.[2] The Applicant proposes annexing Parcel SS-104-B into Park City

[1] LMC § 15-8-4
[2] Summit County Development Code § 10-2-10

and combining the property with an adjacent parcel for access to Iron Canyon Drive to create three lots in the Single-Family Zoning District to triple the density. If the parcel is developed within Summit County, the allowable height exceeds Park City height regulations, the Sensitive Land Overlay would not apply, and future uses could include Nightly Rentals. Lastly, annexing into Park City requires the Applicant contribute to the City's affordable housing. Staff recommends the City Council consider accepting the annexation petition with direction to the Planning Commission to evaluate the petition within the following parameters:

- The density be compatible with the Thaynes neighborhood and Zoning District.
- The property be annexed into the Sensitive Land Overlay.
- The Planning Commission establish a limit of disturbance, maximum building footprint, and maximum house size based on neighborhood compatibility and Sensitive Land Overlay analysis as part of the annexation and plat review.
- Nightly Rentals be prohibited.
- The Applicant comply with Resolution 2020-25 *Affordable Housing Guidelines*.

The image below from the Applicant's submittal shows the area proposed to be annexed when viewed from the McPolin Trail:

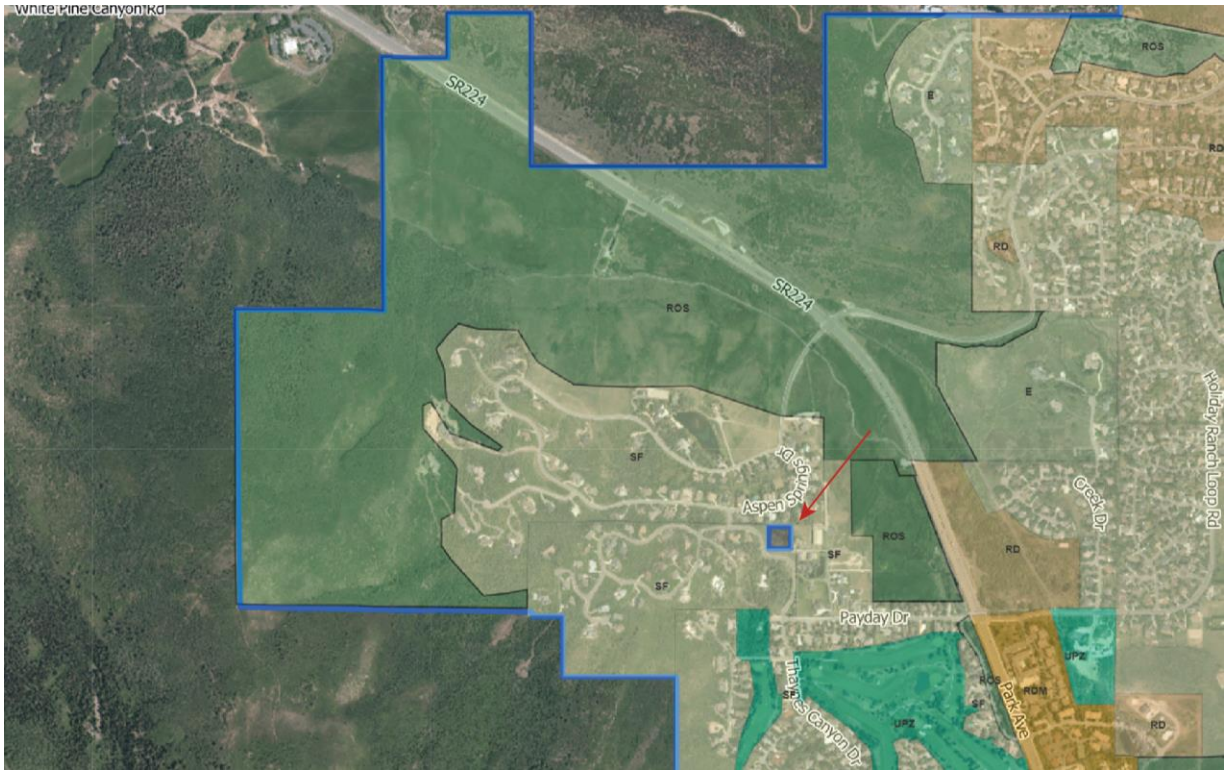
VANTAGE POINT FROM HWY 224 AND McPOLION NATURE TRAIL
PARKING TURN OFF LOOKING EAST TOWARD THE PROJECT.
40°40'17.93" N 111°31'03.78"W

The image below from the Applicant's submittal shows the area proposed to be annexed when viewed from Iron Canyon Drive:

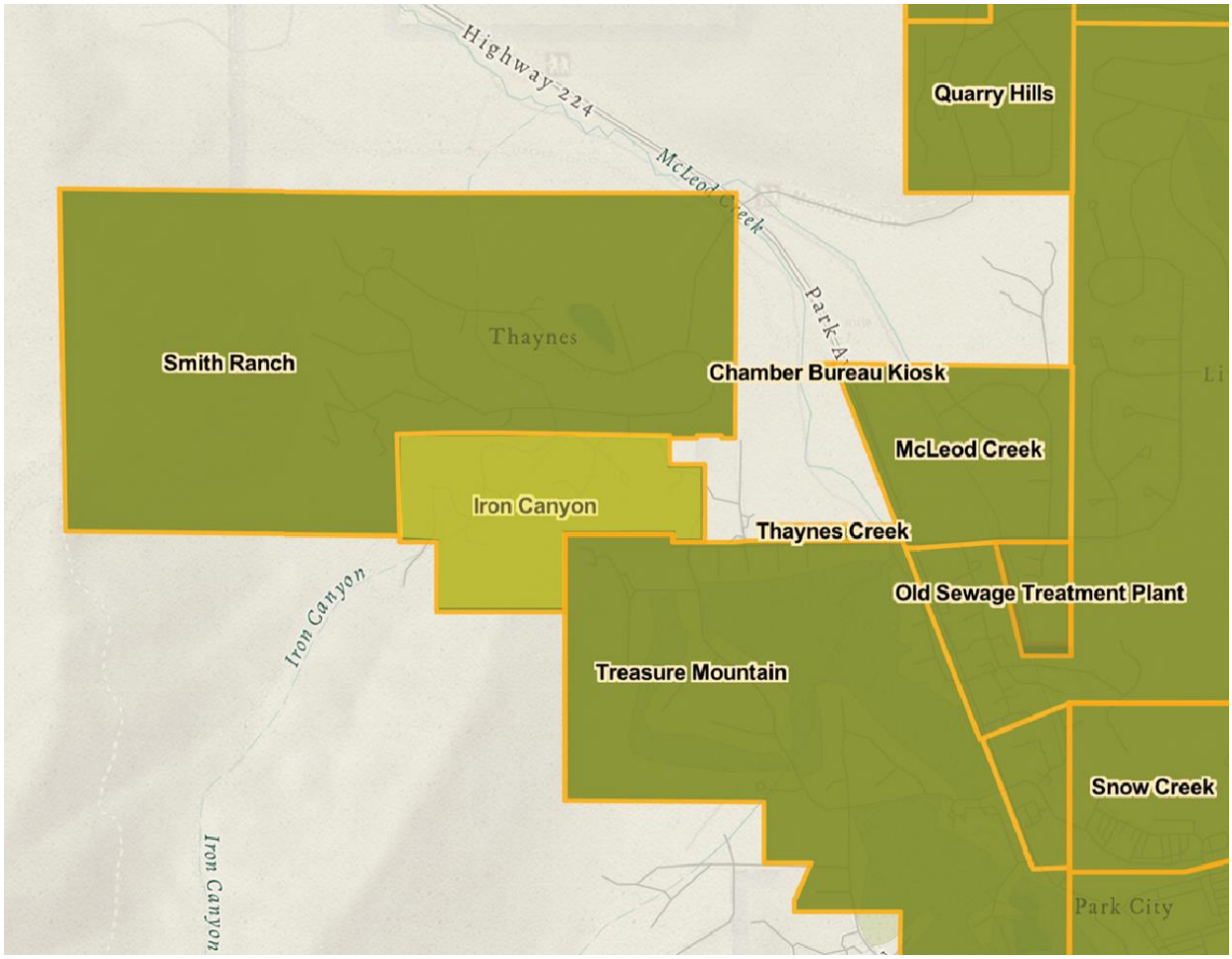
VANTAGE POINT FROM THE PROJECT LOCATED ON IRON CANYON ROAD LOOKING WEST TOWARD HWY 224.
40°40'12.22" N 111°31'21.13"W

Background

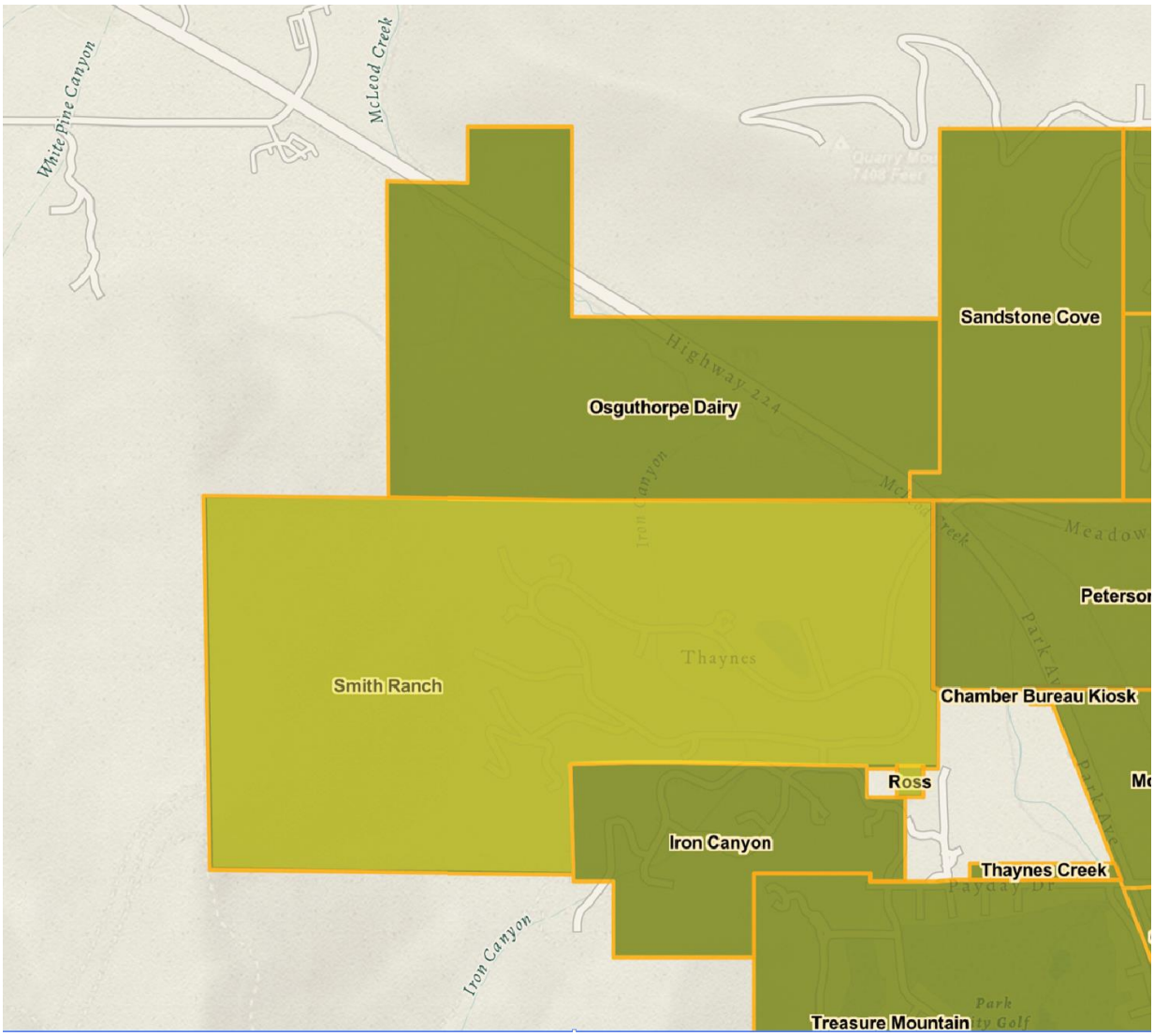
The Applicant proposes annexing a 0.94-acre square in the Thaynes Canyon neighborhood that is within unincorporated Summit County, indicated by a red arrow below, into Park City:



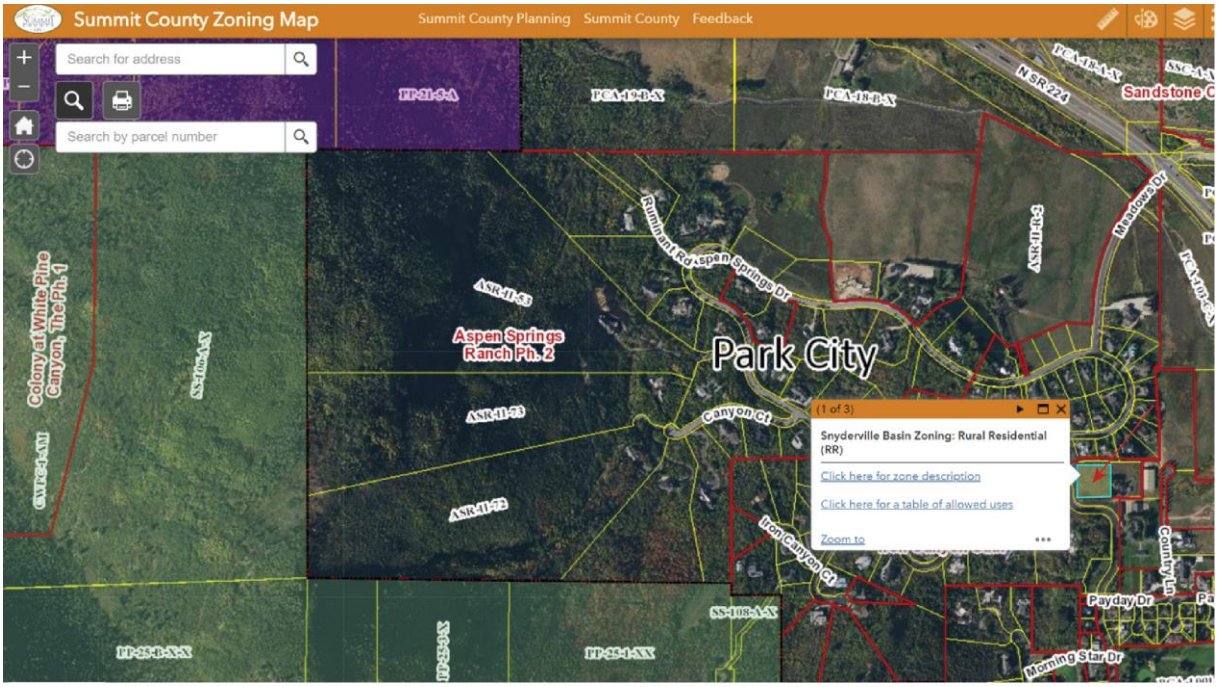
This 0.94-acre square within unincorporated Summit County is the result of three annexations into Park City from 1983 through 1993 that included acreage surrounding the property. In 1983, the City Council adopted Resolution No. 32-83, approving the 56-acre Iron Canyon Annexation (Exhibit B). The image below highlights the Iron Canyon acreage in yellow:



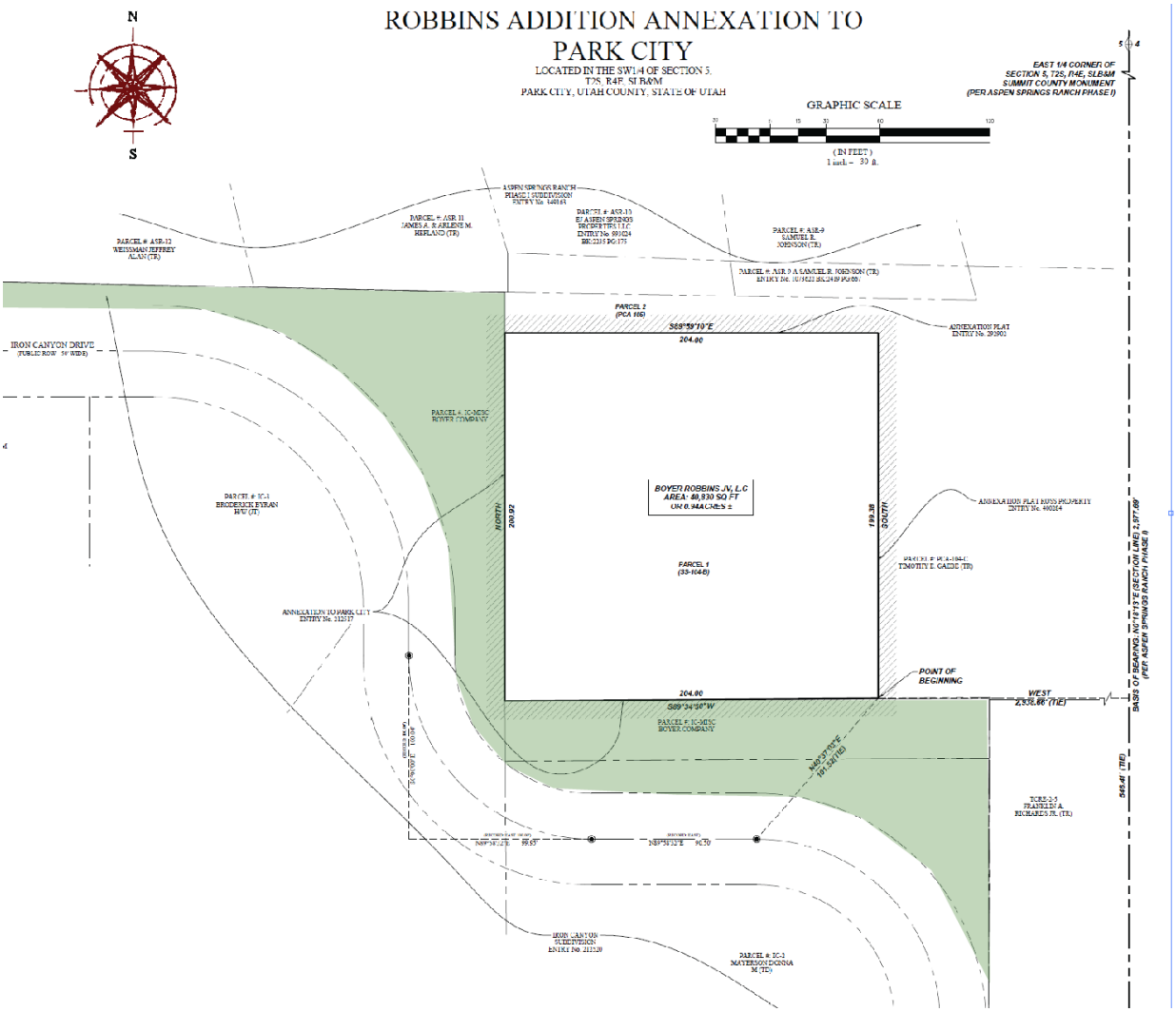
In 1988, the City Council approved Ordinance No. 88-4, annexing 278 acres known as the Smith Ranch Annexation into Park City (Exhibit C). In 1993, the City Council adopted Ordinance No. 93-4, approving the Ross Annexation, bringing an additional 0.92 acres into Park City (Exhibit D). The image below shows the City boundary in the neighborhood as of 1993 and highlights the Smith Ranch and Ross properties in yellow:



As a result, the 0.94-acre Parcel SS-104-B remains in unincorporated Summit County within the Snyderville Basin. Summit County zoned the property Rural Residential, as indicated in Summit County's online Zoning Map:



Parcel SS-104-B is landlocked. Adjacent Parcel IC-MISC is within the Park City boundary and is between Parcel SS-104-B and Iron Canyon Drive. Staff highlighted in green Parcel IC-MISC on the Applicant's proposed annexation plat below:



The Applicant proposes annexing Parcel SS-104-B into Park City and combining Parcels SS-104-B and IC-MISC totaling 1.73 acres to create three lots with access on Iron Canyon Drive: a 0.5-acre lot, a 0.67-acre lot, and a 0.56-acre lot for the development of three Single-Family Dwellings.

Annexation Petition Requirements

A petition to annex property into Park City must meet the criteria outlined in Utah Code and Land Management Code § 15-8-3, which requires the property owners owning a majority of private land and at least 1/3 the value to sign the petition. The petition must contain an accurate certified survey plat of the property to be annexed prepared by a surveyor, include a preliminary subdivision plat, state the requested zoning, disclosure of waters owned or historically utilized, and include a comprehensive review and analysis of the surrounding property. Please see Exhibit A for the Applicant's submittal.

LMC § 15-8-2 requires the following for annexation into Park City:

- The property is a logical extension of the City boundary.
- The annexation is consistent with the intent and purpose of the City's annexation requirements and the General Plan.
- The greatest amount of property possible that is a contiguous area is included.
- Piecemeal annexation is discouraged to avoid repetitious annexations.
- Islands of county jurisdiction shall not be left or created because of the annexation and peninsulas and irregular boundaries must be avoided.
- In addition to services provided by existing districts, including sewer, fire protection, and public schools, the City will provide:
    - Police protection
    - Snow removal on public streets
    - Street maintenance on existing streets when constructed or reconstructed to City standards
    - Planning, zoning, and code enforcement
    - Availability of municipal-sponsored parks and recreational activities and cultural events and facilities
    - Water services

The City must carefully analyze impacts of the annexation of an area, considering whether the area will create negative impacts on the City and whether the City can economically provide services. The proposed annexation brings a remnant 0.94-acre island from unincorporated Summit County into City jurisdiction, allowing for land use review through the lens of the Park City General Plan and the authority of the Land Management Code.

Process

Applicants proposing to annex into Park City file a petition with the City Recorder.[3] LMC § 15-8-4(B) requires the Planning Director to prepare a written recommendation for City Council consideration. The City Council may accept or deny the petition.[4] If the City Council denies the petition, the review process terminates. If the City Council accepts the petition, the petition moves to the Staff Review Team, which includes the Planning Director, City Engineer, Public Works Director, Fire Marshal, Police Chief, utility providers, and Park City School District for review. The Planning Commission then holds a public hearing and makes a recommendation to the City Council on the annexation and zoning. The City Council holds a public hearing and takes final action.[5]

Analysis

(I) The Applicant proposes annexing a 0.94-acre property to combine with Parcel IC-MISC to create three single-family lots totaling 1.73 acres. Staff recommends the City Council accept the petition with the parameter that the Planning Commission review and recommend future development that is compatible with the Thaynes neighborhood and Zoning District.

[3] LMC § 15-8-4(A)
[4] LMC § 15-8-4(B)
[5] LMC § 15-8-4(E)

LMC § 15-8-1 outlines the purposes for annexations into Park City, including:

- Protecting the general interests and character of the community.
- Assuring orderly growth and development.
- Preserving open space.
- Enhancing parks and trails.
- Ensuring environmental quality.
- Protecting entry corridors, view sheds, and environmentally sensitive lands.
- Preserving historic and cultural resources.
- Creating buffer areas.
- Protecting public health, safety, and welfare.
- Compliance with the General Plan.

The 0.94-acre parcel proposed to be annexed into Park City is within the Thaynes neighborhood. The Thaynes neighborhood at the base of Iron Mountain includes the McPolin Farm and serves as the City's northern entry corridor. The primary uses include single-family dwellings and agriculture.

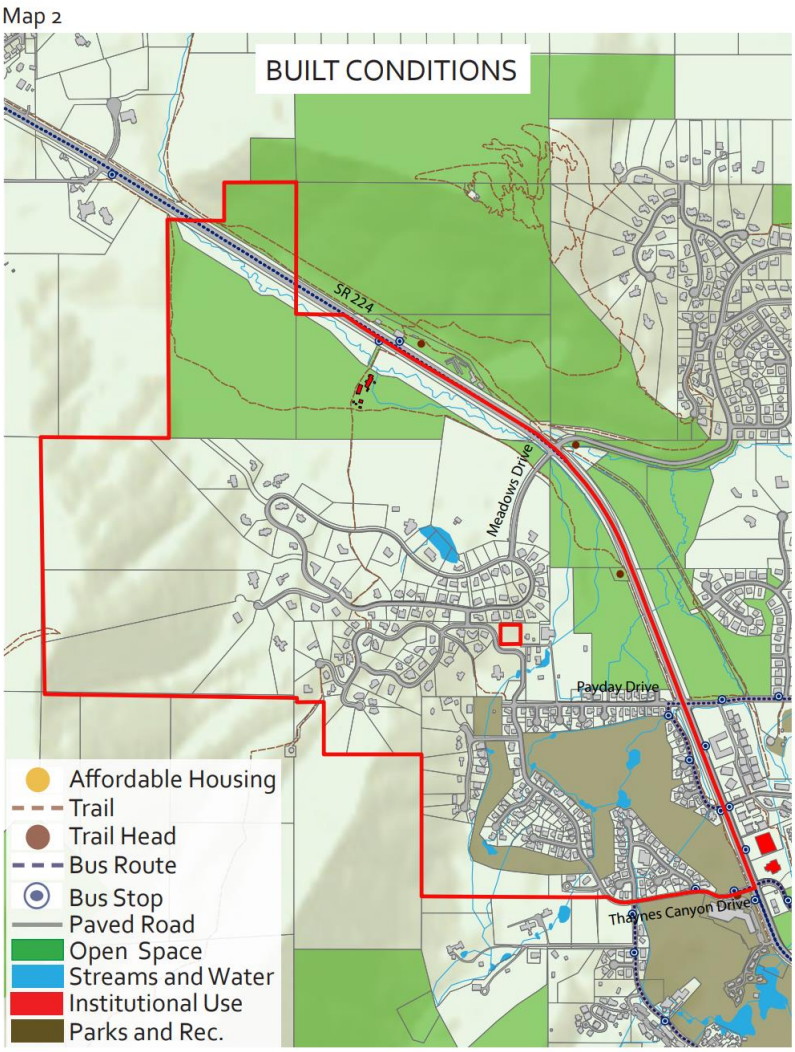


Figure 1: General Plan map of the Thaynes neighborhood with the 0.94-acre Parcel shown as a red square.

The Applicant proposes combining the 0.94-acre parcel with portions of IC-MISC to create one 0.5-acre lot, one 0.67-acre lot, and one 0.56-acre lot (1.73 acres total) for the development of three Single-Family Dwellings. While LMC § 15-2.11-3(A) allows up to three units per acre in the Single-Family Zoning District, the average lot size within the Thaynes neighborhood indicates larger lots. Subdivisions within the Thaynes neighborhood include the following with the average lot size within each subdivision shown in the right column:

Subdivision	Average Lot Size

Thaynes Creek Ranch Estates Phase 1	0.9 acres
Thaynes Creek Ranch Estates Phase 2	2.3 acres
Aspen Springs Ranch	0.6 acres
Iron Canyon Subdivision	1.1 acres

Of the 99 lots within the Thaynes neighborhood, the average lot size is 1.2 acres.

The table below outlines the lots adjacent to the area proposed to be annexed. The lot size is indicated in the right column:

Adjacent Lots	Lot Size
2423 Country Lane	1 acre
2419 Country Lane	2.7 acres
2406 Iron Canyon	4.5 acres
2410 Iron Canyon	3 acres
2554 Aspen Springs Drive	0.4 acres
2558 Aspen Springs Drive	0.4 acres
2562 Aspen Springs Drive	0.4 acres
2566 Aspen Springs Drive	0.8 acres

The average lot size for adjacent lots is 1.65 acres.

As a result, staff recommends the City Council consider accepting the annexation petition with the parameter that the Applicant's proposed density be reviewed and recommended by the Planning Commission for compatibility with the Thaynes neighborhood and proposed Zoning District.

> **The most the Applicant could develop in Summit County is one Single-Family Dwelling with a taller structure and no Sensitive Land Overlay analysis.**

The Applicant's request to annex into Park City triples the potential density for the site.

The 0.94-acre property is currently zoned Rural Residential in Summit County. The Rural Residential zone allows for one unit per 20 acres on developable land and one unit per 40 acres on sensitive lands. However, in areas that are already platted or otherwise entitled, the county will allow one Single-Family Dwelling.[6] According to the Summit County Planning Department, there is no official "Lot of Record" determination for the property. However, they indicate it is likely the property may qualify for one unit through their Lot of Record determination process.

The tables below compare the lot and site requirements outlining what could be developed if the 0.94 acres is annexed into Park City in the Single-Family Zoning District compared to the existing Rural Residential Zoning in Summit County:

Height

Park City Single-Family Zoning District	Summit County Rural Residential
28 feet from existing grade[7]	32 feet from existing or finished grade, whichever is greater[8]

Setbacks

Park City Single-Family Zoning District	Summit County Rural Residential
Front – 20 feet, 25 feet for front-facing garages	Front – 30 feet
Side – 12 feet	Side – 12 feet
Rear – 15 feet	Rear – 12 feet

In addition to less restrictive height and rear setbacks regulations in Summit County, the 0.94-acre parcel proposed for annexation is not within Park City's Sensitive Land Overlay, which would further shape development on the site.

Staff recommends if the City Council consider annexation, the proposal be reviewed within the Sensitive Land Overlay

General Plan Goal 1 is to protect undeveloped lands, discourage sprawl, and direct growth inward to strengthen existing neighborhoods.[9] City Implementation Strategy 1.13

[6] Summit County Development Code § 10-2-4(B)
[7] LMC § 15-2.11-4
[8] Summit County Development Code § 10-2-4(D)
[9] General Plan, Small Town, p. 26

recommends annexing land to shape growth reflective of the City's goals for land use.[10] While the Applicant could apply to develop one single-family dwelling through Summit County, annexing the 0.94-acre property into Park City would allow for local review of Park City specific standards, including the Sensitive Land Overlay, which requires evaluation of slopes, wetlands, and visibility from designated vantage points.

The General Plan recommends the following: "[t]o maintain the natural and built environment of the Thaynes neighborhood, regulations limiting building pads should be adopted. Building pads should be located to follow the pattern of the street, typically maintaining Open Space toward the rear of the lot. Shared view corridors should be maintained . . . . Barns and secondary structures should maintain view corridors and be located near the primary building on a lot."[11] As a result, staff recommends the City Council consider accepting the proposed annexation so that future development can be considered within the Sensitive Land Overlay regulations.

The General Plan recommends the Thaynes neighborhood be a quiet residential neighborhood.

The General Plan concludes the Thaynes neighborhood primarily includes full-time residents and that the neighborhood "should remain a quiet residential neighborhood dominated by single family homes."[12] If the property is developed in Summit County, future uses could include Nightly Rentals. Staff recommends the City Council consider accepting the petition so that future uses can be evaluated that are compatible with the goals of the General Plan and Nightly Rentals may be prohibited.

Resolution No. 25-2020 requires contributions to the City's affordable housing.

Resolution 25-2020 Affordable Housing Guidelines establishes two triggers for affordable housing obligations: development and annexation. The Applicant has indicated a willingness to coordinate with the Affordable Housing Team to create a plan for City Council consideration that contributes to Park City's affordable housing stock.

Department Review

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

Notice

On February 13, 2024, Summit County certified they completed the process outlined in Utah Code Section 10-2-403, which requires a notice of intent to annex and a map of the area proposed to be annexed to be mailed to property owners within 300 feet (Exhibit B). The Applicant also mailed a notice of intent to affected entities and provided the proposed annexation petition to the Snyderville Basin Planning Commission and

[10] General Plan, Small Town, p. 31
[11] General Plan, Neighborhoods 1, p. 151
[12] General Plan, Neighborhoods 1, p. 149

Park City Planning Commission Chairs.

Staff published notice on the City's website and the Utah Public Notice website and posted notice to the property on February 15, 2024. Staff mailed notice to property owners within 300 feet on February 15, 2024. The *Park Record* published notice on February 17, 2024.[13]

Public Input

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

Alternatives

- The City Council may accept the annexation petition, initiating the review process;
- The City Council may deny the annexation petition, terminating the review process.

Exhibits

Exhibit A: Annexation Petition
Exhibit B: Resolution No. 32-83, approving the 56-acre Iron Canyon Annexation
Exhibit C: Ordinance No. 88-4, approving the 278-acre Smith Ranch Annexation
Exhibit D: Ordinance No. 93-4, approving the 0.92-acre Ross Annexation
Exhibit E: Summit County Notice of Intent Certification

[13] LMC § 15-1-21

Public Comments re: Annexation Petition for 2409 Iron Canyon Drive:

Kris and John Maclay eComment: “We join our neighbors in opposing the division of the above-referenced lot into three lots for single family homes. The reasons have been enumerated by others, and we will add our concern that this stretch of road is extremely dangerous not just to school children, but the many PC citizens who walk it daily. Because of the curve, many, many vehicles veer onto the “wrong” side of the road all the time. There are no sidewalks, so there are many close calls between all kinds of commercial and private vehicles and people walking alone or with their dogs. It’s bad in all seasons – summer when the trees on one side are growing so it creates a blind spot, and winter when the road is very slick. There is also a lot of wildlife, particularly moose, that walk the road. We simply can’t have that kind of density and driveways in that location. We don’t oppose the annexation of the property or having someone build one home there, subject to everyone’s comments on the location of the driveway. Thank you for your consideration to this important matter.” John Maclay also wrote: “I would like to also express my opposition to the Taking of the Common Area to facilitate access to the SS104B lot. I do not understand who determined it was not common area after decades of being a common area. Also, to express my opposition to having one or more driveways access Iron Mountain on the S curve. It is a partially blind, steep curve and not a safe place to add a driveway. If you have any questions, please do not hesitate to contact me.”

Jonathan Evans eComment: “I am writing in opposition to the annexation petition to create three single-family lots in our Iron Canyon and Thaynes Canyon neighborhoods. I concur with the detailed concerns outlined in many of my Iron Canyon neighbors' letters. First, the sizes of the proposed lots would significantly deviate from those of Iron Canyon and Thaynes Canyon. Such a divergent variance would conflict with the character and landscape of these communities, each of which was designed with principles that would be undermined by this incompatible proposed development. One home on a lot size consistent with those of other lots in these neighborhoods would be appropriate. Second, adding multiple new driveways exiting onto Iron Canyon Drive would undermine safety. As the father of young children, I do not want additional risk compounding along this section of road, which already creates problems in its shape, width, grade, drainage, and visibility. I regularly witness vehicles getting stuck, sliding off the road, or struggling with its sight lines. Moreover, the entire Iron Canyon neighborhood has only two points of ingress and egress to the rest of Park City. Increasing driveway density would introduce additional hazards in general for daily use and especially at times of need. A single driveway that would be placed in a safer location (such as on Payday Drive), and as important, that would generate traffic consistent with that of a single family home (versus three), would be in the best interest of the neighborhood and the City. Third, the self-serving interpretation that the common area was intended and should be included as developable land is misleading. Pursuing shifts in land use may be appropriate as needs and markets evolve, but proposals with outright contractions require unique circumstances -- and this proposal does not come close to meeting that standard. Finally, while you may receive letters from only a subset of Iron Canyon and nearby Thaynes residents given varying levels of engagement in

Exhibit P

local matters, if every Iron Canyon resident were polled about this proposed development and actually responded, opposition would be nearly universal for reasons such as those above. Approval of the annexation petition would set an ugly precedent that would fail to serve broader community needs as well as the community members the City represents. I request that this annexation petition be denied and the review process be terminated. The applicant should exclude our Iron Canyon common area and examine annexing the tract for development of a single family home that does not have access to and from Iron Canyon Drive. Thank you for your consideration, and we appreciate all you do for Park City."

Jim Hailey eComment: "I am writing in opposition to the Annexation Petition to create three SFH lots in Iron Canyon. I have lived in Iron Canyon for 18 years and I agree with Dick Pick's email. I would like to add that the sizes of the proposed new lots are not in keeping with the Iron Canyon neighborhood. I strongly disagree that the Common Area should be included as developable land. It feels like a very underhanded move by Boyer and the JV. However, even if the city were to agree with the developer, then the proposed three lots would measure a total of 1.73 acres. Each lot would be little more than half an acre and the average lot in the Iron Canyon subdivision is 1.1 acre. Of the 99 lots in the Thaynes neighborhood the average lot is 1.2 acres. Approving this variance would negatively change the landscape of our great neighborhood. Furthermore, the proposed driveways are on a very dangerous curve on Iron Canyon Drive. This road isn't even wide enough to stripe with a center line so the idea of adding three driveways is absurd. I don't know what the developer is possibly thinking trying to exit three driveways on this dangerous corner. Thank you for considering my views."

Kristen Flaharty and Patrick Flaharty eComment: "I am writing in opposition to the Annexation Petition to create three SFH lots. I concur with Dick Pick's email. We have owned a home in Iron Canyon for 18 years. The section of road being proposed for the three driveways is just down from our home at 2426 Iron Canyon Drive. Many times, we have feared sliding off the road during the winter. We have termed it the "Three Sisters". There is no sidewalk and blind corners, it is a very dangerous stretch of road for the children in the neighborhood. We feel that three new homes on this small lot is not in keeping with our beautiful well planned neighborhood. As mentioned by many of our residents, our typical lot size is 1.1 acres. We do not feel it is in keeping with the neighborhood that we have known all these years and it presents many more safety concerns than already exist. Thank you for the opportunity to share my opinion and concerns."

Carin Terp eComment: "I am writing to oppose the subject petition. I am in agreement with Dick Pick's email below. My name is Carin Terp and my husband and I are the homeowners at 2429 Iron Canyon Drive. My three children (15, 13 and 8) ride their bikes and walk this stretch of road on a daily basis. The school bus stop for Treasure Mountain Junior High is at Rotary Park and it is oftentimes still pitch black at 6:48 am. It is an already treacherous road with blind spots and no sidewalks. An additional three driveways leading to Iron Canyon Drive would make the road even more hazardous. My

8-year-old walks around the block to her friend's house after school and on weekends. They like to explore the neighborhood and look for wild turkeys. It would be such a shame to have to limit my children's time playing outdoors in our own neighborhood because of three additional driveways on Iron Canyon — from a lot that is sized at .94 acres. It's truly absurd that this is even a consideration. I believe that three new homes on the small lot is not in line with the neighborhood where the typical lots are sized at 1.1 acre. Thank you for allowing me to voice my concerns on this matter."

Steve Boyd eComment: "I am writing in opposition to the Annexation Petition to create three SFH lots in Iron Canyon. I have lived in Iron Canyon for 16 years and I agree with Dick Pick's email. I would like to add that the sizes of the proposed new lots are not in keeping with the Iron Canyon neighborhood. I strongly disagree that the Common Area should be included as developable land. It feels like a very underhanded move by Boyer and the JV. However even if the city were to agree with the developer then the proposed three lots would measure a total of 1.73 acres. Each lot would be little more than half an acre and the average lot in the Iron Canyon subdivision is 1.1 acre. Of the 99 lots in the Thaynes neighborhood the average lot is 1.2 acres. Approving this variance would negatively change the landscape of our great neighborhood. Furthermore the proposed driveways are on a very dangerous curve on Iron Canyon Drive. As a 23 year Captain with PCFD, I have personally responded to several accidents on this S-curve. This road isn't even wide enough to stripe with a center line so the idea of adding three driveways is absurd. I don't know what the developer is possibly thinking trying to exit three driveways on this dangerous corner. I feel that one home with a driveway that exits closer to the lower section of the Iron Mountain Drive is appropriate. Thank you for considering my views."

Ellen Hotung eComment: "I am writing in opposition to the Annexation Petition to create three SFH lots. I concur with Dick Pick's email. I have lived in Iron Canyon for 21 years. I am very familiar with the section of road being proposed for the three driveways. My two children walked home from the bus stop on Payday Drive on this stretch of road for many years. Given the fact there is no sidewalk and blind corners, it is already very dangerous for the children in the neighborhood. We have several families whose children take the bus and walk home on this very section. In the winter months it becomes extremely slick. I personally have gone off this icy road in my SUV and had to be towed out of the ditch. I feel that three new homes on this small lot is not in keeping with our beautiful well planned neighborhood. Our typical lot size is 1.1 acres. I am not against annexing this parcel into the city however a fair trade would be one home with a driveway that exits on Payday Drive in exchange for city water. Thank you for the opportunity to share my opinion and concerns."

Stephen and Susan Kay eComment: "We are writing in opposition to the subject petition, and in support of the e-mail sent to you on March 2, 2024 by our neighbor Richard Pick. As detailed in Mr. Pick's e-mail to you, the petition combines a Summit County parcel with the adjacent Park City parcels, and then subdivides the resulting property into three lots. Iron Canyon Drive is the entry road into the Iron Canyon subdivision, where we purchased a home in trust for our family (including generations to

come) more than five years ago. The strip of land that runs along the road (a portion of Parcel IC-MISC) was platted in 1983 as part of the Iron Canyon subdivision and was represented as being common area. The parcels contains a monument sign identifying the area as Iron Canyon, consistent with its intended use as common area. For 40 years this has been common area. As such, it is the long held understanding and representation that the property was common area and therefore not subject to further development. It is just not right to take Iron Canyon common area and place it into a privately held joint venture for development for private use (and/or for development and sale with the profits being reaped by the participants in the new joint venture entity). We do not oppose allowing the landowner of SS-104-B constructing a single dwelling on the property. Nor do we oppose the annexation of SS-104-B into Park City. Construction of one dwelling on SS-104-B is entirely consistent with the neighborhood. Iron Canyon Drive serves as the entry and exit road for our Iron Canyon subdivision. The road is steeper and narrower than most other residential roads, has no curbs and gutters or sidewalks. In short this stretch of narrow road is hazardous. If three parcels were to be developed as proposed, with driveway access to those parcels from Iron Canyon Drive this road would become even more hazardous. I do not want to see driveway access to Iron Canyon Drive even if a single house was constructed on SS-104-B. The road is used by the families that live in the Iron Canyon subdivision as a "walking street", including to access school transportation and the Rotary park. The staff report proposes two alternatives for the City Council to consider. We would like to see the City Council select the alternative to deny this annexation petition, terminating the review process. The City Council may want to instruct the applicant to bring back a petition that excludes our Iron Canyon common area, annexes tract SS-104-B into Park City, includes a single family home and does not have access from Iron Canyon Drive. Thank you for the opportunity to provide input on this important matter. As noted previously, I fully support the e-mail sent to you by Mr. Pick."

Howard Sands eComment: "I am the owner of 2421 Iron Canyon Drive. I concur with the positions expressed below and to you by my neighbor Richard D. Pick. In addition, I do not believe that I received a notice of the pending matter or the City Council meeting in which this matter will be on the agenda, which I now learn will be tomorrow. I do not know if the meeting is open to the public, but because I did not receive advance notice, I am no longer available tomorrow. As a resident of the immediate neighborhood where the proposed project is contemplated, I would expect to receive proper notice and opportunity to participate. In light of the above and for the reasons expressed by Mr. Pick, I respectfully request that the proposal be rejected."

Howard Rothwell eComment: "The proposed annexation and subsequent subdivision of the parcel adjacent to Iron Mountsun Drive is a contrivance and a dangerous threat to our neighborhood. We object to the unnecessary annexation that would only serve to facilitate the greed and fraudulent conveyance of "common area" land by the original Iron Canyon developer to the development joint venture. We also object to the proposed subdivision into 3 tiny lots that would result in 3 driveways into our neighborhood. The entire parcel starts out being smaller than the average lot size in Iron Canyon! Dividing it into 3 tiny parcels is absurd! Let alone that the parcel is on the curve of Iron Mountain

Drive which already has too much traffic from outside the neighborhood. Please refer to the communications you have received from Mr. Pick which we wholeheartedly second! This is a great example of the excess development in Park City which must be controlled. There is no benefit to the neighbors, the whole of Thames and none to Park City as a whole."

Richard Pick eComment: "I am writing in opposition to the subject petition. The petition combines a Summit County parcel (outlined in blue on Exhibit B) with the adjacent Park City parcels, and then subdivides the resulting property into three lots. Iron Canyon Drive is the entry road into our Iron Canyon subdivision and is also used by many of the residents of Aspen Springs. The strip of land that runs along the road (a portion of Parcel IC-MISC) was platted in 1983 as part of the Iron Canyon subdivision and was represented as being common area (see Exhibit A for the actual separate boundaries of this entire parcel). This is confirmed by the legal description associated with each lot of Iron Canyon according to the Summit County Assessor which includes the notation "COMMON AREA IS NOW BEING ASSESSED UNDER IC-MISC." The parcels contains a monument sign identifying the area as Iron Canyon, consistent with its intended use as common area. Title to Parcel IC-MISC was held by the Boyer Company as the developer of the Iron Canyon subdivision and had been so held for almost 40 years on behalf of the Iron Canyon lot owners (a Homeowners Association was never created to take title). In December, 2022, the property was conveyed by the Boyer Company to an entity called the Boyer Robbins JV with a description in the deed which states "NOTE: THIS PROPERTY WAS DETERMINED NOT TO BE COMMON AREA." This statement and the transfer of the property are not consistent with the long held understanding of the use of the property. Who determined this was not Iron Canyon common area? It was not those of us who live in Iron Canyon. It was not Park City. It was not Summit County. For 40 years this has been common area. Whether there can be found some legal basis for the transfer or not, it is the long held understanding and representation that the property was common area and therefore not subject to further development. It is just not right to take Iron Canyon common area and place it into the JV. I do not oppose allowing the landowner of SS-104-B constructing a single dwelling on the property. Nor do I oppose the annexation of SS-104-B into Park City. Construction of one dwelling on SS-104-B is entirely consistent with the neighborhood. Iron Canyon Drive serves as the entry and exit road for our Iron Canyon subdivision. It has a posted speed limit of 15 mph between Payday Drive and Delta Drive. This is because of the "S" curves and the grade of the road. The road is steeper and narrower than most other residential roads, has no curbs and gutters or sidewalks. In spite of the posted speed limit, there has been at least one out of control vehicle slide off on this section of the road every year for each of the last 30 years. These accidents usually occur by vehicles sliding off to the south as they go around the middle curve, but there have also been slide offs onto the subject property. Tow trucks are often required to extract the vehicles due to the terrain on either side of the road. Vehicles traveling around the northern most curve of the road cannot see oncoming traffic until they have entered the curve. In short this stretch of narrow road is hazardous. Furthermore, our children walk up the road after being

dropped off by the school bus which stops on Payday Drive. If three parcels were to be developed as proposed, with driveway access to those parcels from Iron Canyon Drive this road would become even more hazardous. I do not want to see driveway access to Iron Canyon Drive even if a single house was constructed on SS-104-B. The staff report proposes two alternatives for the City Council to consider. I would like to see the City Council select the alternative to deny this annexation petition, terminating the review process. The City Council may want to instruct the applicant to bring back a petition that excludes our Iron Canyon common area, annexes tract SS-104-B into Park City, includes a single family home and does not have access from Iron Canyon Drive. Thank you for the opportunity to provide input on this important matter to Iron Canyon residents."

Sally Pick eComment: "I am writing to you to let you know I support the comments submitted below by Richard Pick. I am not opposed to the annexation of the parcel and building one home on the lot. However, the entrance to the property should not be from Iron Canyon Drive. Iron Canyon Drive and Iron Mountain Drive are very narrow roads, and become even more narrow in winter with the snowfall and snow removal. The road is a tertiary road for snowplowing, and can be quite slippery in winter. There are no gutters, no sidewalks, no shoulders to speak of except for some gravel, and the "S" curves are blind corners and therefore can be dangerous. I had a "grab your heart experience" some time ago when traveling downhill, going around the northern most "S" curve. As I went around the curve I encountered a woman walking uphill with her dog. It was quite a surprise, and fortunately she stepped just off the road, so tragedy averted. If you take the corner wide, you can encounter vehicles coming up from the opposite direction and run the risk of colliding with them. A driveway entering Iron Canyon Drive would not be a good idea for anyone traveling the road or for the property owner trying to enter or leave. The driveway should be located off of Country Lane. I have also followed school students walking up Iron Canyon who have been dropped off at Rotary Park by their school bus. You cannot pass them because you cannot see around the blind corners to know if a vehicle is coming downhill. This is also true for people out for daily walks. You absolutely need a clear line of vision to know when to travel safely. The lots and homes in the surrounding neighborhood are large. Subdividing the lot into three lots results in homes and lot sizes inconsistent with surrounding property. One lot and one home is consistent with the surround neighborhoods. The speed limit is 15 mph on Iron Canyon Drive. Construction vehicles and other vehicles are known to travel above the speed limit and create a dangerous situation. This needs to be taken into consideration. The speed limit is 15 mph for a reason.

Linda DeShazer eComment: "I have been a home owner on Iron Canyon Drive for the last 20 years and I am opposed to the above petition. The petition combines a Summit County parcel (outlined in blue on Exhibit B) with the adjacent Park City parcels, and then subdivides the resulting property into three lots. Iron Canyon Drive is the entry road into our Iron Canyon subdivision and is also used by many of the residents of Aspen Springs. The strip of land that runs along the road (a portion of Parcel IC-MISC) was platted in 1983 as part of the Iron Canyon subdivision and was represented as

being common area (see Exhibit A for the actual separate boundaries of this entire parcel). This is confirmed by the legal description associated with each lot of Iron Canyon according to the Summit County Assessor which includes the notation "COMMON AREA IS NOW BEING ASSESSED UNDER IC-MISC." The parcels contain a monument sign identifying the area as Iron Canyon, consistent with its intended use as common area. Title to Parcel IC-MISC was held by the Boyer Company as the developer of the Iron Canyon subdivision and had been so held for almost 40 years on behalf of the Iron Canyon lot owners (a Homeowners Association was never created to take title). In December, 2022, the property was conveyed by the Boyer Company to an entity called the Boyer Robbins JV with a description in the deed which states "NOTE: THIS PROPERTY WAS DETERMINED NOT TO BE COMMON AREA." This statement and the transfer of the property are not consistent with the long held understanding of the use of the property. Who determined this was not Iron Canyon common area? It was not those of us who live in Iron Canyon. It was not Park City. It was not Summit County. For 40 years this has been common area. Whether there can be found some legal basis for the transfer or not, it is the long held understanding and representation that the property was common area and therefore not subject to further development. I do not oppose allowing the landowner of SS-104-B constructing a single dwelling on the property. Nor do I oppose the annexation of SS-104-B into Park City. Construction of one dwelling on SS-104-B is entirely consistent with the neighborhood. Iron Canyon Drive serves as the entry and exit road for our Iron Canyon subdivision. It has a posted speed limit of 15 mph between Payday Drive and Delta Drive. This is because of the "S" curves and the grade of the road. The road is steeper and narrower than most other residential roads, has no curbs and gutters or sidewalks. In spite of the posted speed limit, there has been at least one out of control vehicle slide off on this section of the road every year for each of the last 30 years. These accidents usually occur by vehicles sliding off to the south as they go around the middle curve, but there have also been slide offs onto the subject property. Tow trucks are often required to extract the vehicles due to the terrain on either side of the road. Vehicles traveling around the northern most curve of the road cannot see oncoming traffic until they have entered the curve. In short this stretch of narrow road is hazardous. Furthermore, our children walk up the road after being dropped off by the school bus which stops on Payday Drive. If three parcels were to be developed as proposed, with driveway access to those parcels from Iron Canyon Drive this road would become even more hazardous. I do not want to see driveway access to Iron Canyon Drive even if a single house was constructed on SS-104-B. The staff report proposes two alternatives for the City Council to consider. I would like to see the City Council select the alternative to deny this annexation petition, terminating the review process. Thank you for the opportunity to provide input on this important matter to all Thaynes Canyon residents."

Kevin McCarthy eComment: "I write to you in support of the comments submitted by Richard Pick, 2 Mar 2024. As background, my wife and I purchased lot IC-45-AM, 2460 Iron Mountain Drive in 1988 and subsequently built there in 1989. This was one of the first residences in the Iron Canyon subdivision. We moved out of that home in 2016 into a new one level home on TCR-1B-10, 22 PayDay Drive where we currently live and intend to remain ad infinitum. As a result I have been intimately aware of all the various

real estate and construction activities in the Iron Canyon, Aspen Springs, and Richards Ranch for over 35 years. For many years I have been concerned as to what was going to be the final resolution SS-104-B and the next door PCA-104-C which at the time was owned/occupied by a friend. I was supportive of her when she annexed into the city many years ago and formally connected into what became Country Lane. The consensus of the concerned neighbors was that SS-104-B would eventually become a single family house on a nice .9 acre lot accessing Country Lane, as we all believed the boundary strip along Iron Canyon Drive was common area of Iron Canyon and in any case totally unusable as an access point onto our street. Richard Pick has clearly articulated the associated safety concerns. Continuing as a concerned resident in what was the Richards Ranch I am strongly opposed of a development proposal trying to take advantage by reneging on the development and common area created by Boyer Development dating back over 40 years. This is compounded by looking to PCMC codes to escape the one home restriction on a lot which has been held as unincorporated to leverage the lower taxes in order to later make a jump into the city. The whole proposal feels akin to the Dakota Pacific plan to acquire property designated for one use and then shifting the use to a higher utilization without regard to the existing community. Respectfully, I support one home on SS-104-B with access via Country Lane."

Mary and Keith Martin eComment: "We have read Richard Pick's communications regarding the annexation proposal in Iron Canyon. Both of us are strongly against the proposal to create three smaller homesites off Iron Canyon Drive. Iron Canyon Drive, at that point with its "S" curve, is hazardous enough for drivers without adding blind driveways. The street there is barely walkable even though Park City is often touting making our neighborhoods pedestrian friendly. We do not oppose allowing the landowner of SS-104-B constructing a single dwelling and annexing that parcel into Park City. One dwelling on that parcel is consistent with the area. We hope Park City officials strongly consider keeping the entry area to Iron Canyon consistent with the established area."

Kyle Kawakami eComment: "I am a property owner in Aspen Springs Ranch and received a notice regarding the proposed annexation of a lot known as SS-104-B. I know that my neighbor, Bill Ligety, send an email regarding this proposed annexation, and I am writing to let you know that I agree with Bill's position as stated in his email. I also urge that the review of this annexation be rescheduled to allow impacted owners the opportunity to offer solutions to mitigate the effects of the proposed development on SS-104-B. Thank you for your consideration."

Bill Ligety eComment: "A neighbor brought this development proposal to my attention. I did not receive notice even thought my property abuts two parcels of land labelled as IC-Misc. Until recently this land was on the tax roles as IC-CA. My understanding was that the CA designation signified that this was common area and held by the original developers as a protective strip to control access to the Iron Canyon Drive by adjacent properties. The assessor's record shows a taxable value in 2023 of $5,800 for the largest parcel suggesting there was no development value. Allowing the IC-CA now

called IC-MISC to be counted toward density on the property proposed for annexation would create a density incompatible with the neighborhood. The stretch of Iron Canyon Drive adjacent to this proposed development appears to be built to a very different and lesser standard than other roads in Park City. If any development is approved for the site, even one home, I believe the city would be prudent to require improvements to the road to correct presently dangerous situations: The lack of curb and gutter frequently results in gravel being deposited on the road by drivers who inadvertently cut the corners. Improper drainage often results in gravel being deposited on the road. Gravel on the road creates a hazard for cyclists and pedestrians as well as drivers. The absence of sidewalks or pathways next to the road forces the many people who walk on the road to be exposed to traffic. This is especially dangerous given the curves, narrow width of the road and steepness of the grade. The placement of even one driveway needs to be very carefully considered given how frequently cars have limited control on snowy days and occasionally slide off the road. Parking on Iron Canyon Drive for events at Rotary Park often chokes the road creating a dangerous situation. School children walk down this road to access the school bus stop on the corner of Payday Drive. The property designated previously as IC-CA is ideal for correcting the road and creating pathways of a safe standard. I urge you to reschedule the review of this annexation to a time when impacted owners who travel that road every day can be properly noticed and have the opportunity of offer constructive suggestions."

Anne Hodgson Evans eComment: "My family and I are full-time residents of the Iron Canyon neighborhood; we have a kindergartener and second grader who attend Parley's Park Elementary. I'm reaching out to express my objection to the annexation petition to create three single-family lots within our Iron Canyon and Thaynes Canyon neighborhoods. I share the concerns articulated in several letters from my fellow Iron Canyon residents. The addition of multiple new driveways exiting onto Iron Canyon Drive poses safety risks. As a parent of young children, I am concerned about exacerbating the hazards along this road, which already presents challenges in terms of its shape, grade, and width. I regularly observe vehicles encountering difficulties, such as getting stuck or sliding off the road, and I know from personal experience that this location's sight lines are already a challenge without additional vehicles entering and exiting along it. Furthermore, Iron Canyon has only two access points to the rest of Park City. Introducing more driveways would heighten safety concerns for daily use and emergencies. A single driveway placed in a safer location, such as on Payday Drive, and serving a single-family home, would be more prudent for the neighborhood and the city. The proposed lot sizes outlined in the petition would deviate significantly from the established norms of Iron Canyon and Thaynes Canyon. Such a departure would disrupt the character and aesthetic of our communities, which were meticulously planned with principles that this proposed development would undermine. A single home on a lot size consistent with those of existing properties in our neighborhoods would be more appropriate. The assertion that the common area should be included as developable land is misleading. While adjustments to land use may be warranted as circumstances evolve, proposals for outright contractions require exceptional justification, which this proposal lacks. I am aware that you have received letters from some of my fellow residents. The volume in correspondence from Iron Canyon and

neighboring Thaynes residents may be low due to varying levels of engagement with local affairs. But if this annexation petition were more well known, opposition would likely be unanimous. Approving the annexation petition would establish an unfavorable precedent that fails to address broader community needs or represent the interests of city residents effectively. I ask that the city reject the annexation petition and end its review process. The applicant should reconsider excluding the Iron Canyon common area from the proposal and explore alternative options for developing a single-family home without access to and from Iron Canyon Drive. Thank you for your attention to this matter, and for your dedication to serving Park City."

Mike Castleman eComment: "As a resident of Iron Canyon I do not speak for any other resident and equally I want to dissuade any notion that the Pick's recent email (below) represents my views as a resident."

Steve Taylor eComment: "Agree with Richard Pick."

Phoebe Hailey eComment: "I agree with the below letter (Pick). Thank you for the consideration of my email. I would like to emphasize the dangers of that S curve. Always, see people off the road here."

Henry Fulton eComment: "I had spoken with you earlier regarding this petition. As a recent purchaser of property in Iron Mountain, I purchased our property (2414 Iron Canyon Dr) with the knowledge that all of the homes in the area were single homes on each lot. I believe this petition will negatively impact my property value. As a taxpayer I do not approve this petition. Additionally, I agree with Richard Pick's comments below."

Brian Terp eComment: "I agree with the objections noted in the email below from Sally Pick. Only I would go further and object even to the creation of a single lot. If the developers truly intended for this not to be common space, the land would have been developed/sold 40 years ago. The fact pattern here looks like the Boyer Company trying to enrich themselves at the expense of the Iron Canyon homeowners. And they are doing it when they should have no reasonable expectation that it's even possible. Thank you for your consideration."

David Norwood eComment: "I am writing in response to your letter of February 5, 2024, providing notice that my home at 2409 Iron Mountain Drive may be affected by a proposed annexation (Robbins Annexation Petition). I oppose this proposed annexation. In addition to the points outlined in Richard Pick's note below, my opposition is also based on the following: Parcel SS-104-B is landlocked. Development of this parcel would require access to Iron Canyon Dr. or another nearby public street, which I believe in any eventuality would require involvement and approval by Park City. As it stands today this parcel cannot be developed and In essence represents open space. This open space is in direct line of sight and part of the view from my home. The proposed annexation would seem to value development (at a greater density than the surrounding neighborhood) at the expense of open space. Arguments that annexation would bring development within Park City regulations seem moot if the parcel cannot be developed

without this annexation. Parcel IC-MISC is common space within the Iron Canyon Subdivision. The purpose and past use of this parcel are very important considerations in evaluating this annexation proposal. This parcel obviously was not intended for development but was meant as common space for the benefit of residents, and I would suggest to provide a buffer against further development along Iron Canyon Dr. The proposed annexation would represent a conversion of Iron Canyon Subdivision's common area into a commercial real estate development that would eliminate existing open space and increase the development density of the neighborhood. I would urge the City Council to reject this annexation petition."

Teresa Norwood eComment: "I am writing in response to your letter of February 5, 2024, providing notice that my home at 2409 Iron Mountain Drive may be affected by a proposed annexation (Robbins Annexation Petition). I oppose this proposed annexation. In addition to the points outlined in Richard Pick's note below, my opposition is also based on the following: Parcel SS-104-B is landlocked. Development of this parcel would require access to Iron Canyon Dr. or another nearby public street, which I believe in any eventuality would require involvement and approval by Park City. As it stands today this parcel cannot be developed and In essence represents open space. This open space is in direct line of sight and part of the view from my home. The proposed annexation would seem to value development (at a greater density than the surrounding neighborhood) at the expense of open space. Arguments that annexation would bring development within Park City regulations seem moot if the parcel cannot be developed without this annexation. Parcel IC-MISC is common space within the Iron Canyon Subdivision. The purpose and past use of this parcel are very important considerations in evaluating this annexation proposal. This parcel obviously was not intended for development but was meant as common space for the benefit of residents, and I would suggest to provide a buffer against further development along Iron Canyon Dr. The proposed annexation would represent a conversion of Iron Canyon Subdivision's common area into a commercial real estate development that would eliminate existing open space and increase the development density of the neighborhood. I would urge the City Council to reject this annexation petition."

Jane Sullivan eComment: "I agree with Sally Pick."

Diane Liotta eComment: "I spoke with you last week, regarding the zoning of this lot in Thaynes Canyon. Richard has nicely summed up my concerns, please share with whomever needs to understand our side of the situation."

Michael Block eComment: "I am 100% in agreement with Sally Pick's concerns as explained below. I am opposed to the proposed petition to annex and subdivide this area which has long been community open space. This petition is not consistent with our neighborhood and would unfairly diminish the value of surrounding properties."

Jackie and Bryn Carey eComment: "We are writing to oppose the annexation petition to create the 3 single family lots in Iron Canyon and thanks. I know you have received other opposition comments which we agree with, especially around the proposed lot

sizes outlined in the petition that would deviate significantly from the established norms of Iron Canyon and Thaynes Canyon. A single home on a lot size consistent with those of existing properties in our neighborhoods would be more appropriate. The assertion that the common area should be included as developable land is misleading."

March 2, 2024

To: Park City Council Members (via email):

Bill Ciraco	Jeremy Rubell
bill.ciraco@parkcity.org	*jeremy.rubell@parkcity.org*
Ryan Dickey	Tana Toly
ryan.dickey@parkcity.org	*tana.toly@parkcity.org*
Ed Paragian	Mayor Nann Worel
ed.parigian@parkcity.org	*nann.worel@parkcity.org*

Re: Annexation Petition and Development Plan for Parcel SS-104-B (Council Meeting March 7, 2024, New Business Item 1)

This letter is to state our opposition to the Annexation Petition which was made public on February 28, 2024 and which is scheduled to be voted on in the March 7 Council meeting. The Petition involves both the annexation of the Summit County parcel just east of Iron Canyon Drive, combining that with a narrow parcel which runs along Iron Canyon Drive, and then subdividing the resulting property into 3 lots. The property proposed to be annexed is the square parcel labeled SS-104-B shown within the white border on the attached parcel map.[1]

We do not oppose the landowner building a residence on Parcel SS-104-B nor its annexation by Park City. However, we oppose the development plan proposed in the Petition and urge the Council to either deny the Petition or at least postpone its vote until a more suitable plan is presented.

We live at 2554 Aspen Springs Drive and have resided there for 30 years. Our house overlooks the portion of Iron Canyon Drive that is adjacent to the proposed development. In those 30 years there has never been a year in which we have not witnessed at least one vehicle slide-off from the road during the winter, in some cases the vehicle overturning. This is in spite of the 15 mph posted speed limit and a sign warning of icy conditions. This has occurred on both sides of the road though usually on the south side of the series of "S" curves adjacent to the highlighted parcel.

This stretch of road is narrow, has no curbs or sidewalk, has blind curves and is hazardous to both drivers and children who walk up it from where the bus stops on Payday Drive. We believe allowing the construction of three driveways onto this section of road, and even one driveway, would result in this road being even more hazardous than it already is.

[1] There is an additional small parcel within Park City (PCA-105) directly above SS-104-B consisting of .08 Acres which is also proposed to be combined with SS-104-B but we have no objection to that proposal.

We also oppose the development plan because the Petition proposes to subdivide and build houses on a portion of property that has long been regarded as common area. The areas contained within the blue-green outline on the attached map represent Parcel IC-MISC. It stretches south to Payday Drive where there is a monument sign designating the entry to the Iron Canyon subdivision and across much of the northern portions of the subdivision. It serves to fill in the areas around the boundary of the subdivision.

This parcel has been regarded as common area since the inception of the Iron Canyon subdivision in 1983 even though title was held in the name of the developer, the Boyer Company. In December, 2022 the Boyer Company deeded the parcel to a joint venture and on the deed it stated "NOTE: THIS PROPERTY WAS DETERMINED NOT TO BE COMMON AREA." After almost 40 years of being treated as common area, this parcel is now claimed to be private property. There is no explanation of how this determination was made.

Also attached is a page which shows an enlarged map of Parcel SS-104-B and the portion of Parcel IC-MISC (shaded) which is proposed to be combined and subdivided into 3 lots. This would actually result in 4 parcels since the rest of Parcel IC-MISC is not proposed to be included in the resulting lot split. Nowhere in the documents submitted is there a discussion of this parcel being common area or the eventual destiny of the remaining land included in Parcel IC-MISC. For example, does the joint venture intend to remove the Iron Canyon monument at the bottom of Iron Canyon Drive if it now claims that property is no longer common area? The absence of any mention of this issue and how it was determined that the parcel was no longer common area does not seem to comply with Section 15-8-5(E) of the Park City Municipal Code dealing with Annexation Petitions.[2]

Finally, we understand that with regard to density, a property zoned for single family residences, as is proposed in the Petition, must be consistent in size with the size of adjacent properties. The surrounding properties are identified in the Staff Report as having an average size of 1.65 Acres. That report points out that the lot sizes of the proposed development are triple the density of surrounding parcels and therefore do not conform with this requirement.

For the above reasons we urge the Council to either reject the Petition or at least postpone its vote until these issues are addressed. Thank you for your consideration of these concerns.

James and Arlene Helfand

cc: Ms. Rebecca Ward, Park City Planning Department

[2] Section 15-8-5(E) reads "A comprehensive land use review and analysis of Property surrounding the proposed annexation must be completed and submitted with the annexation petition.

PARK CITY
1884

HOMEOWNERS ASSOCIATION REGISTRATION FORM

SUBDIVISION NAME IRON CANYON

Please provide 3 authorized representatives of your association.

NAME RICHARD RICK

ADDRESS 2447 IRON MOUNTAIN DR

EMAIL DICKRICK@RDPHATUREPHOTO.COM

HOME # 801-652-0570 WORK # —

I certify under penalty of perjury that I am an authorized representative of the

IRON CANYON ACC Homeowners Association, and that the

information provided above is true and correct.

Dated this 28 day of FEBRUARY 2024.

Signature [signature] Position MEMBER

Subscribed and sworn/affirmed before me this 28th day of February 2024.

Notary Public [signature]

NOTARY PUBLIC
ABRAHAM W PATINO RODRIGUEZ
COMM. # 733321
MY COMMISSION EXPIRES
OCTOBER 04, 2027
STATE OF UTAH

Exhibit Q

PARK CITY
1884

HOMEOWNERS ASSOCIATION REGISTRATION FORM

SUBDIVISION NAME Iron Canyon

Please provide 3 authorized representatives of your association.

NAME Beth Smith

ADDRESS 2433 Iron Canyon DR

EMAIL smith.museoprograms@gmail.com

HOME # 801-652-0570 WORK #_____

I certify under penalty of perjury that I am an authorized representative of the

IRON Canyon ACC Homeowners Association, and that the

information provided above is true and correct.

Dated this 28 day of February 2024

Signature Beth Smith Position Member

Subscribed and sworn/affirmed before me this _____day of _____ 20____.

Notary Public_____

PARK CITY
1884

HOMEOWNERS ASSOCIATION REGISTRATION FORM

SUBDIVISION NAME Iron Canyon

Please provide 3 authorized representatives of your association.

NAME Howard R. Rothwell

ADDRESS 2463 Iron Mountain Drive

EMAIL Howard@steppandrothwell.com

HOME # 913-226-6997 WORK #

I certify under penalty of perjury that I am an authorized representative of the

Iron Canyon ACC Homeowners Association, and that the

information provided above is true and correct.

Dated this 28 day of February 20 24.

Signature [signature] Position Member

Subscribed and sworn/affirmed before me this _____day of _____ 20____.

Notary Public_____

Park City Municipal
Finance
445 Marsac Ave
Park City, UT 84060
435-615-5221

Welcome

02/29/2024 08:33AM Anna S.
001284-0003

OTHER
Homeowners Association (HOAS)
External Item Reference: HOAS
External Payment Reference: 2024 Item: HOAS
1 @ $50.0000
Homeowners Association (HOAS) $50.00

$50.00

Subtotal **$50.00**
Total **$50.00**

CREDIT CARD - FINANCE $50.00
Visa ************8759
Ref=000000016594
Auth=09539D

CC auth

Change due **$0.00**

Paid by: IRON CANYON HOA - RICHARD D PICK

Comments: IRON CANYON HOA

Thank you for your payment

Park City Municipal COPY
DUPLICATE RECEIPT

File Number: 13922474

State of Utah

DEPARTMENT OF COMMERCE
Division of Corporations & Commercial Code

Business Name Registration / DBA Application

Requested Business Name: **IRON CANYON ARCHITECTURAL REVIEW COMMITTEE**
Entity Number: 13922474
Application Date: 04/08/2024
Approved Date: 04/08/2024
Expiration Date: 04/08/2027
Filer Electronic Signature: Richard D. Pick

Business Information
Purpose: Non-classifiable Establishment. Any legal and lawful business purpose
Address: 2447 Iron Mountain Drive
Park City, UT 84060
Female Owned: No
Minority Owned: No

Registered Agent
Name: RICHARD D PICK
Type: Regular
Address: 2447 Iron Mountain Drive
Park City, UT 84060

Applicant / Owner(s):
Name: RICHARD D PICK
Entity Number:
Address: 2447 Iron Mountain Drive Park City Utah 84060
Park City, UT 84060

State of Utah
Department of Commerce
Division of Corporations & Commercial Code

This certifies that this registration has been filed and approved on 08, April 2024 in the office of the Division and hereby issues this Certification thereof.

L. Veillette

Leigh Veillette
Division Director

HOMEOWNERS ASSOCIATION
NOTIFICATION VERIFICATION

This document shall serve as verifications that the IRON CANYON (Subdivision)

Homeowner's Association has been notified of OWEN & DEBBIE BLAIR (Owner)

Intent to build at 2459 IRON MOUNTAIN DR (LOT 41) (Address)

This notice is only to inform the HOA that the owner is seeking a Building permit from Park City Municipal Corporation. These plans may change and it is the HOA's responsibility to follow the process if necessary.

Check One:

✓ Notice received and acknowledged / PLAT AMENDMENT

[signature] 10/3/23
HOA Representative Date

_____ Notice mailed and received

I hereby certify that I attempted to contact the HOA to execute the above acknowledgement and was unsuccessful. Attached is the signed return receipt of the certified letter which included a true and accurate copy of this notification.

_____ (Owner signature and attach receipt)

Exhibit R

HOMEOWNERS ASSOCIATION NOTIFICATION VERIFICATION

This document shall serve as verifications that the IRON CANYON (Subdivision)

Homeowner's Association has been notified of Heather Nawra Prust (Owner)

Intent to build at 14 IRON CANYON CT. (Address)

This notice is only to inform the HOA that the owner is seeking a Building permit from Park City Municipal Corporation. These plans may change and it is the HOA's responsibility to follow the process if necessary.

Check One:

✓ Notice received and acknowledged

HOA Representative 9/20/22 Date

_____ Notice mailed and received

I hereby certify that I attempted to contact the HOA to execute the above acknowledgement and was unsuccessful. Attached is the signed return receipt of the certified letter which included a true and accurate copy of this notification.

_____(Owner signature and attach receipt)

HOMEOWNERS ASSOCIATION NOTIFICATION VERIFICATION

This document shall serve as verifications that the Iron Canyon (Subdivision)

Homeowner's Association has been notified of Eric Malnove (Owner)

Intent to build at 2437 iron canyon rd park city UT 84060 (Address)

This notice is only to inform the HOA that the owner is seeking a Building permit from Park City Municipal Corporation. These plans may change and it is the HOA's responsibility to follow the process if necessary.

Check One:

X Notice received and acknowledged

Howard R. Rothwell. 5/29/24
HOA Representative Date

_____Notice mailed and received

I hereby certify that I attempted to contact the HOA to execute the above acknowledgement and was unsuccessful. Attached is the signed return receipt of the certified letter which included a true and accurate copy of this notification.

_____(Owner signature and attach receipt)

HOMEOWNERS ASSOCIATION
NOTIFICATION VERIFICATION

This document shall serve as verifications that the IRON CANYON (Subdivision)

Homeowner's Association has been notified of Rodney Fisher (Owner)

Intent to build at 2449 IRON CANYON DRIVE (Address)

This notice is only to inform the HOA that the owner is seeking a Building permit from Park City Municipal Corporation. These plans may change and it is the HOA's responsibility to follow the process if necessary.

Check One:

✓ Notice received and acknowledged

[signature] 8/10/24
HOA Representative Date

_____ Notice mailed and received

I hereby certify that I attempted to contact the HOA to execute the above acknowledgement and was unsuccessful. Attached is the signed return receipt of the certified letter which included a true and accurate copy of this notification.

_____(Owner signature and attach receipt)