



## SUMMIT COUNTY, UTAH

ORDINANCE NO. 334-C**AN ORDINANCE APPROVING AND ADOPTING THE AMENDED AND RESTATED  
DEVELOPMENT AGREEMENT FOR THE CANYONS SPECIALLY PLANNED AREA**

**WHEREAS**, the Utah State Code, Sections 17-27-101 *et. seq.* grants to counties the authority to regulate land use, and Section 10-3-11 of the Summit County Code sets forth the mechanism to create a Specially Planned Area sets forth the authority for the County to enter into Development Agreements within the Snyderville Basin; and

**WHEREAS**, the Summit County Council approved the Canyons Specially Planned Area Rezone on July 6, 1998 by ordinance 333 and was later amended by ordinance 333-A;

**WHEREAS**, the associated Development Agreement was approved on November 15, 1999, through adoption of ordinance 334-A; and

**WHEREAS**, the Snyderville Basin Planning Commission considered the application for a major amendment to the Canyons Development Agreement to re-distribute the currently allowed square footage, use and modification of the allowed heights and how height would be defined; and

**WHEREAS**, the Snyderville Basin Planning Commission held multiple work sessions and legally noticed and held five public hearings on April 18, 2017, May 23, 2017, June 27, 2017, July 25, 2017 and October 3, 2017; and

**WHEREAS**, the Snyderville Basin Planning Commission considered the public input and forwarded a unanimous positive recommendation to the Summit County Council; and

**WHEREAS**, public hearings have been legally noticed and held before the Summit County Council on November 8, 2017, November 29, 2017 and December 13, 2017; and

**WHEREAS**, the Summit County Council reviewed the Amended Development Agreement for the Canyons Specially Planned Area specific to the Lower Village Development Area, including the Land Use and Zoning Chart before the proposed LV6 transaction and after the proposed LV6 transaction; and

**WHEREAS**, the Summit County Council reviewed the Amended Development Agreement for the Canyons Specially Planned Area specific to the Resort Core Development Area; and

**NOW, THEREFORE**, pursuant to the authority granted to the Summit County Council as the County Legislative Body of the County of Summit, State of Utah, the Council hereby ordains as follows:

Section 1.      **Adoption.** The Development Agreement Amendment for the Canyons Development Agreement for the Lower Village Development Area – pre LV6 transaction (**EXHIBIT A**), the Development Agreement Amendment for the Canyons Development Agreement for the Lower Village Development Area – post LV6 transaction (**EXHIBIT B**), and the Development Agreement Amendment for the Canyons Development Agreement for the Resort Core Development Area (**EXHIBIT C**) (together, the “Amendment”) are hereby adopted by Summit County, and the Council Chair is authorized to sign and execute the Amendment.

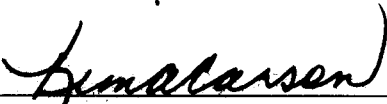
Section 2.      **No Rights Created in Third Parties.** This Ordinance is not intended to, nor shall it be construed to create any rights, claims, or causes of action in third parties other than as specifically defined in the Development Agreement.

Section 3.      **Savings Clause.** In the event one or more of the provisions of this Ordinance shall, for any reason, be held to be unenforceable or invalid in any respect under any applicable laws, such unenforceability or invalidity shall not affect any other provision; and in such an event, this Ordinance shall be construed as if such unenforceable or invalid provision had never been contained herein.

Section 4.      **Effective Date.** This Ordinance shall take effect 15 days after passage by the Summit County Council of Summit County and subsequent publication in a newspaper of general circulation in Summit County, Utah.

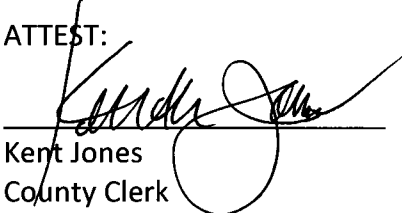
APPROVED, ADOPTED, AND PASSED and ordered published by the Summit County Council, this 28<sup>th</sup> day of February, 2018.

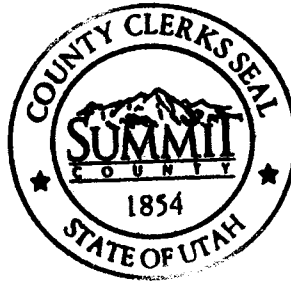
SUMMIT COUNTY COUNCIL  
SUMMIT COUNTY, STATE OF UTAH

By:   
Kim Carson  
Chair


|                     |       |            |
|---------------------|-------|------------|
| Councilor Robinson  | voted | <u>Aye</u> |
| Councilor Carson    | voted | <u>Aye</u> |
| Councilor Armstrong | voted | <u>Aye</u> |
| Councilor Clyde     | voted | <u>Aye</u> |
| Councilor Wright    | voted | <u>Aye</u> |

ATTEST:

  
Kent Jones  
County Clerk



APPROVED AS TO FORM:

  
David L. Thomas  
Chief Civil Deputy

# EXHIBIT A



**WHEN RECORDED RETURN TO:**

Summit County Clerk  
Summit County Courthouse  
60 North Main  
Coalville, Utah 84017

Tax Parcel ID Nos.: \_\_\_\_\_

**AMENDMENT  
TO  
AMENDED AND RESTATED DEVELOPMENT AGREEMENT  
FOR THE CANYONS SPECIALLY PLANNED AREA**

**SNYDERVILLE BASIN, SUMMIT COUNTY, UTAH**

**[Lower Village Development Area]**

THIS AMENDMENT TO AMENDED AND RESTATED DEVELOPMENT AGREEMENT FOR THE CANYONS SPECIALLY PLANNED AREA ("**Amendment**"), dated 28 February, 2018 ("**Effective Date**"), is between TCFC PropCo LLC, a Delaware limited liability company ("**TCFC**"), Summit County, a political subdivision of the State of Utah ("**County**"), and The Canyons Resort Village Association, Inc., a Utah non-profit corporation doing business as The Canyons Village Management Association ("**CVMA**"), which is joining this Amendment for the limited purposes set forth in Section 5(d) below (TCFC and the County are referred to individually as a "**Party**" and collectively as the "**Parties**"), with reference to the following:

A. The Parties (or their predecessors-in-interest) and certain other individuals and entities are parties to an Amended and Restated Development Agreement for The Canyons Specially Planned Area, dated November 15, 1999, and recorded with the Summit County, Utah Recorder's Office on July 29, 1998, as Entry No. 513500, in Book 1168, Beginning at Page 82, as amended (collectively, the "**SPA Development Agreement**"). Capitalized terms used but not defined in this Amendment have the meanings assigned in the SPA Development Agreement.

B. As confirmed by that certain letter agreement, dated December 5, 2014 ("**Confirmation Letter**"), executed by the County, CVMA, and other parties, the Term of the SPA Development Agreement has been extended pursuant to Section 5.9.2 of the SPA Development Agreement through a date after the Effective Date and is in full force and effect as of the Effective Date.

C. Pursuant to Section 5.13 of the SPA Development Agreement, TCFC and the County desire to amend the SPA Development Agreement as set forth in this Amendment.

FOR GOOD AND VALUABLE CONSIDERATION, the Parties agree as follows:

1. **Amendment to Section 5.9.2.** Section 5.9.2 of the SPA Development Agreement is amended in its entirety to read as follows:

**Renewal.** Notwithstanding anything set forth in the SPA Development Agreement or the Confirmation Letter to the contrary, effective as of the Effective Date, this SPA Development Agreement is renewed upon identical terms and conditions as set forth in the SPA Development Agreement for a period beginning on the Effective Date and ending at midnight on the date that is 25 years after the Effective Date. Thereafter, the Developers or RVMA, without any consent or action of the Developers, will be entitled to renew this SPA Development Agreement for up to three additional five-year terms. This SPA Development Agreement will automatically continue unless all of the Developers and RVMA notify the County in writing to the contrary at least one year prior to the commencement of the continuation term. Without the prior written consent of RVMA, the Master Developer will not give any notice described in the preceding sentence, or oppose, or otherwise take any action contrary to or inconsistent with, the automatic continuation of this SPA Development Agreement for either of the additional 5-year terms. Notwithstanding the foregoing, if, at the time of a renewal the County has taken action to enforce this SPA Development Agreement in connection with pursuing the remedies or enforcement rights provided to the County in this SPA Development Agreement, this SPA Development Agreement will continue on upon identical terms and conditions as set forth in the SPA Development Agreement for a period sufficient to (i) allow the County to pursue its remedies or enforcement rights provided in this SPA Development Agreement, whereupon this SPA Development Agreement will continue or not continue based upon the final determination of the County's remedies or enforcement rights; or (ii) allow the party seeking to cure the Alleged Breach to complete that cure, whereupon this SPA Development Agreement will continue for the full term of the renewal.

2. **Amendment to Exhibits.** The following Exhibits to the SPA Development Agreement are replaced in the manner described below:

(a) **Exhibit B-A (Amended Land Use & Zoning Chart); Reference Corrections.** Exhibit B (Land Use & Zoning Chart, consisting of a three-page chart entitled "Land Use & Zoning" and two additional pages entitled "The Canyons Resort – Land Use and Zoning / Notes to Density and Use Charts: Pages 1-3") (collectively, "**Exhibit B (Land Use & Zoning Chart)**") is replaced in its entirety with **Schedule 1** to this Amendment as to, but only as to, the LV Project Sites (defined below). This Land Use & Zoning Chart will be referred to as "**Exhibit B-A (Amended Land Use & Zoning Chart)**" for the LV Project Sites on and after the Effective Date. Project Sites referenced on **Schedule 1** that are not LV Project Sites are not affected by this Amendment and the version of Exhibit B (Land Use & Zoning Chart) attached to the SPA Development Agreement prior to the Effective Date will continue to apply to all Project Sites in the Lower Village Development Area that are not included within the LV Project Sites. For ease in administering the SPA Development Agreement, Exhibit B-A (Amended Land Use & Zoning Chart) lists all Project Sites and includes the amendments to Exhibit B (Land Use & Zoning Chart) made as to the LV Project Sites pursuant to this Amendment.

The Parties acknowledge that the Land Use & Zoning Chart attached to the SPA Development Agreement prior to the Effective Date is labeled as "Exhibit B" even though the body of the SPA

Development Agreement at times references the Land Use & Zoning Chart as “Exhibit B.2” (see the definition of “Density” in Article 1, Definitions; the definition of “Residential Unit(s)” in Article 1, Definitions; and Section 2.5.3). The Parties acknowledge and agree that, solely as to the Resort Core Project Sites on and after the Effective Date, (a) any reference to the Land Use & Zoning Chart in the SPA Development Agreement will be deemed a reference to Exhibit B-A (Amended Land Use & Zoning Chart) attached as **Schedule 1**, and (b) any reference to “Exhibit B.2” in the definition of “Density” in Article 1, Definitions; the definition of “Residential Unit(s)” in Article 1, Definitions; and Section 2.5.3 of the SPA Development Agreement will be deemed a reference to Exhibit B-A (Amended Land Use & Zoning Chart) attached as **Schedule 1**.

(b) **Exhibit B.1-A (Amended Land Use Zoning Map)**. Exhibit B.1 (Land Use Zoning Map) is replaced in its entirety with **Schedule 2** to this Amendment as to, but only as to, the Project Sites referenced on Schedule 1 as LV1-A and LV1-B, which Project Sites are owned by TCFC as of the Effective Date (“**LV Project Sites**”). This Land Use Zoning Map will be referred to as “**Exhibit B.1-A (Amended Land Use Zoning Map)**” for the LV Project Sites on and after the Effective Date. The legal description for the LV Project Sites is set forth on **Exhibit A** to this Amendment. All Project Sites in the Lower Village Development Area that are not included within the LV Project Sites will continue to be controlled by the version of Exhibit B.1 (Land Use Zoning Map) attached to the SPA Development Agreement prior to the Effective Date.

(c) **Exhibit B.3-A (Amended Building Heights Map)**. As to, but only as to, the LV Project Sites, Exhibit B.3 (Building Heights Map) is deleted in its entirety and replaced with **Schedule 3** to this Amendment. The Building Heights Map will be referred to as “**Exhibit B.3-A (Amended Building Heights Map)**” for the LV Project Sites on and after the Effective Date. All Project Sites that are not included within the LV Project Sites in the Lower Village Development Area will continue to be controlled by the version of Exhibit B.3 (Building Heights Map) attached to the SPA Development Agreement prior to the Effective Date. To the extent that there is any conflict between the Exhibit B.3-A (Amended Building Heights Map) and Exhibit B-A (Amended Land Use & Zoning Chart) as to the LV Project Sites, Exhibit B-A (Amended Land Use & Zoning Chart) will control Maximum Building Height.

(d) **Exhibit B.4-A (Amended Illustrative Plan Map)**. Exhibit B.4 (Illustrative Plan Map) is replaced in its entirety with **Schedule 4** to this Amendment as to, but only as to, the LV Project Sites. The Illustrative Plan Map will be referred to as “**Exhibit B.4-A (Amended Illustrative Plan Map)**” for the LV Project Sites on and after the Effective Date. All Project Sites that are not included within the LV Project Sites in the Lower Village Development Area will continue to be controlled by the version of Exhibit B.4 (Illustrative Plan Map) attached to the SPA Development Agreement prior to the Effective Date. Exhibit B.4 (Illustrative Plan Map) is not referenced in the body of the SPA Development Agreement and the Parties acknowledge that Exhibit B.4-A (Amended Illustrative Plan Map) is for illustrative purposes only.

(e) **Exhibit B.5.6-A (Amended Lower Village Design Conditions and Planning Area Map)**. Exhibit B.5.6 (Lower Village – Development Area Illustrative Plan: Design Conditions) is replaced in its entirety with **Schedule 5** to this Amendment as to, but only as to, the LV Project Sites. The Lower Village – Development Area Illustrative Plan: Design Conditions will be referred to as “**Exhibit B.5.6-A (Amended Lower Village Design Conditions and Planning Area Map)**” for the LV Project Sites on and after the Effective Date. All Project

Sites that are not included within the LV Project Sites in the Lower Village Development Area will continue to be controlled by the version of Exhibit B.5.6 (Lower Village – Development Area Illustrative Plan: Design Conditions) attached to the SPA Development Agreement prior to the Effective Date.

3. **Submittals.** As part of the entitlement review of this Amendment, TCFC submitted to the County for review The Canyons Traffic Study attached as **Exhibit B**, the Canyons Master Plan Amendment Proposed Lower Village Site Specific Guidelines attached as **Exhibit C**, and the Connectivity Studies titled TCFC – Canyons Master Plan November, 2017 attached as **Exhibit D** (“**TCFC Submittals**”). The TCFC Submittals were used in the review and approval process for this Amendment in order to evaluate TCFC’s amendment application and are attached to this Amendment to provide context to the approval of this Amendment and to be used by CVMA and the County as guidelines for evaluating future development applications under the SPA Development Agreement. The TCFC Submittals may be updated or revised with the consent of the County, CVMA, and the Master Developer, with or without public hearing, and no other consents to such updates or revisions shall be required.

4. **TCFC Development.** In connection with the approval of this Amendment by the County, TCFC agreed with the County as to the following matters:

(a) **Parking and Transportation.** In furtherance of TCFC’s contribution to the County to acquire property for and develop park and ride transportation facilities outside of the SPA Development Area, TCFC will continue to collaborate with the County, CVMA, and VR CPC Holdings, Inc. to seek parking and transportation solutions, and will coordinate with the CVMA to provide information about the availability of those facilities to, and encourage the use of those facilities by, all CVMA members, guests, and employees within the SPA Development Area.

(b) **Sustainability.** One year after the issuance of an occupancy permit for a building in excess of 25,000 square feet developed on any TCFC owned LV Project Sites, the developer will submit to the County’s Sustainability Department and the CVMA a report of that building’s energy consumption calculated on an annual basis. The report will be prepared based upon the EPA’s Energy Star Portfolio Manager software or other criteria reasonably acceptable to TCFC, CVMA and Summit County Staff.

5. **Miscellaneous.**

(a) **Effect of Amendment on Agreement.** The amendments to the SPA Development Agreement contemplated by this Amendment are limited precisely as written and will not be deemed to be an amendment to any other provision of the SPA Development Agreement. The SPA Development Agreement will continue in full force and effect as amended by this Amendment with respect to the LV Project Sites. From and after the Effective Date, all references to the SPA Development Agreement as to the LV Project Sites will be deemed to mean the SPA Development Agreement as amended by this Amendment. If any amendment to the SPA Development Agreement set forth in this Amendment is found to be unenforceable, the original provision of the SPA Development Agreement will automatically be reinstated; provided, however, in all instances the use, height, and density approved on the replacement Exhibit B-A

(Amended Land Use & Zoning Chart) and the amendment set forth in paragraph 1 will remain valid and enforceable. The amendments set forth in paragraphs 2 through 5 of this Amendment affect only the LV Project Sites of TCFC and its respective successors and assigns. The properties of other Developers which are not parties to this Amendment are not the subject of this Amendment, and paragraphs 2 through 5 of this Amendment will not be construed to impact the properties of those other Developers.

(b) **Headings.** The section headings in this Amendment are intended solely for convenience and will be given no effect in its construction and interpretation.

(c) **Counterparts.** This Amendment may be executed in counterparts.

(d) **Rights of CVMA as a Joining Party.** CVMA was not an original signatory to the SPA Development Agreement and is joining in this Amendment solely in its capacity as a master association in the Canyons SPA, for purposes of becoming a party to the amendments set forth in paragraph 1 and this paragraph 5(d) of this Amendment and receiving the rights granted, and undertaking any obligations set forth, therein and herein, and agreeing to be bound by such amendments, but for no other purposes. The Parties agree that CVMA, which is referred to as the “RVMA” in paragraph 1 of this Amendment, shall have all of the rights granted to CVMA under Section 5.9.2 of the SPA Development Agreement as amended pursuant to paragraph 1 of this Amendment (“**Amended Section 5.9.2**”). Notwithstanding anything set forth in this Amendment to the contrary, CVMA will not be deemed to have been granted, and will not have, any right to enforce the SPA Development Agreement except, as a joining party, CVMA is hereby granted, and will be entitled to enforce, the rights granted to CVMA under such Amended Section 5.9.2 of the SPA Development Agreement.

The undersigned have executed this Amendment as of the Effective Date.

[Signature Pages and Notary Certificates Follow]

[Summit County Signature Page]

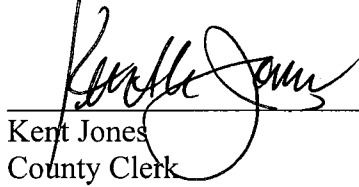
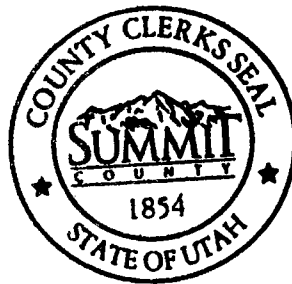
COUNTY:

Summit County,  
a political subdivision of the State of Utah



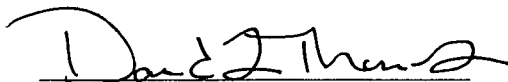
Kim Carson  
Chair

ATTEST:

  
Kent Jones  
County Clerk

[seal]

APPROVED AS TO FORM:



David L. Thomas  
Chief Civil Deputy

[TCFC Signature Page]

TCFC:

TCFC PropCo LLC,  
a Delaware limited liability Company

By: TCFC Finance Co LLC,  
a Delaware limited liability Company  
Its: Sole Member

By: *Lawrence J. White*  
Print Name: Lawrence J. White  
Title: Authorized Signatory

STATE OF Utah )  
COUNTY OF Summit ) : ss.

The foregoing instrument was acknowledged before me this 27<sup>th</sup> day of February, 2018, by Lawrence J. White, the CEO/Authorized Signatory of TCFC Finance Co LLC, a Delaware limited liability company, the Sole Member of TCFC PropCo LLC, a Delaware limited liability company.

*Tara Linda Mifflin*  
NOTARY PUBLIC  
Residing at: 1840 Sun Peak Drive 84098

My Commission Expires:

06/13/2020



[CVMA Signature Page]

CVMA:

The Canyons Resort Village Association, Inc.,  
a Utah non-profit corporation

By: Brian Madach

Its: EXECUTIVE DIRECTOR

STATE OF Utah )  
COUNTY OF Summit : ss.

The foregoing instrument was acknowledged before me this 27<sup>th</sup> day of February, 2018, by ~~Barbara~~ Brian Madach Executive Director of The Canyons Resort Village Association, Inc., a Utah non-profit corporation.

Tara Linda Mifflin  
NOTARY PUBLIC

Residing at: 1840 Sun Peak drive 89098

My Commission Expires:

06/13/2020





**EXHIBIT A  
TO  
AMENDMENT TO AMENDED AND RESTATED  
DEVELOPMENT AGREEMENT**

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*Legal Description of LV Project Sites*

**LV1-A**

A parcel of land located in the southwest quarter of Section 31, Township 1 South, Range 4 East, Salt Lake Base and Meridian, said parcel being more particularly described as follows:

Beginning at a point that is North 00°00'29" East 1010.29 feet coincident with the section line and East 294.75 feet from a GLO brass cap at the southwest corner of Section 31, Township 1 South, Range 4 East, Salt Lake Base and Meridian, said point being on the easterly boundary of the Lower Village Development Area Master Plat, LV3 Amended plat, recorded August 7, 2013, as Entry No. 976614 in the Office of the Recorder, Summit County, Utah; and running thence coincident with the easterly boundary of said LV3 Amended the following four (4) courses: 1) North 00°11'36" West 75.20 feet; thence 2) East 8.85 feet to a point on a non tangent curve to the right having a radius of 330.00 feet, of which the radius point bears North 81°17'40" East; thence 3) northerly along the arc of said curve 66.79 feet through a central angle of 11°35'49"; thence 4) North 02°53'29" East 46.44 feet to a point on Lower Village Parcel 1 Amended Plat, recorded August 7, 2013, as Entry No. 976613 in the Office of the Recorder, Summit County, Utah; thence coincident with said Parcel 1 Amended Plat the following three (3) courses: 1) continuing North 02°53'29" East 181.40 feet to a point on a curve to the left having a radius of 150.00 feet, of which the radius point bears North 87°06'31" West; thence 2) northerly along the arc of said curve 116.08 feet through a central angle of 44°20'26"; thence 3) North 41°26'57" West 46.22 feet to a point on the boundary of Lower Village Development Area Master Plat, recorded July 28, 2011, as Entry No. 927089 in the Office of the Recorder, Summit County, Utah, and on a non tangent curve to the left having a radius of 90.00 feet, of which the radius point bears North 09°39'05" East; thence along the boundary of said Master Plat the following six (6) courses: 1) easterly along the arc of said curve 38.33 feet through a central angle of 24°24'10" to a point of reverse curve to the right having a radius of 35.00 feet, of which the radius point bears South 14°45'05" East; thence 2) easterly along the arc of said curve 38.09 feet through a central angle of 62°20'49"; thence 3) South 42°24'16" East 352.95 feet to a point on a curve to the right having a radius of 270.00 feet, of which the radius point bears South 47°35'44" West; thence 4) along the arc of said curve 199.83 feet through a central angle of 42°24'21"; thence 5) South 00°00'05" West 59.61 feet; thence 6) West 330.13 feet to the point of beginning.

Description contains 2.53 acres.

**LV1B**

A parcel of land located in the southwest quarter of Section 31, Township 1 South, Range 4 East, Salt Lake Base and Meridian, said parcel being described as follows:

Beginning at a point that is North 00°00'29" East 1014.83 feet coincident with the section line and East 684.88 feet from a GLO brass cap at the southwest corner of Section 31, Township 1 South, Range 4 East, Salt Lake Base and Meridian, said point being on the eastern boundary of LV11 (Lower Village Road), Lower Village Development Area Master Plat, recorded July 28, 2011, as Entry No. 927089 in the Office of the Recorder, Summit County, Utah; and running thence coincident with said eastern boundary the following three (3) courses: 1) North 00°00'05" East 55.07 feet to a point on a curve to the left having a radius of 330.00 feet, of which the radius point bears North 89°59'55" West; thence 2) along the arc of said curve 244.24 feet through a central angle of 42°24'21"; thence 3) North 42°24'16" West 174.88 feet to a point on that certain Special Warranty Deed, recorded September 29, 2014, as Entry No. 1003970 in the Office of the Recorder, Summit County, Utah; thence coincident with said Special Warranty Deed the following eleven (11) courses: 1) North 23°39'56" West 8.57 feet to a point on a curve to the left having a radius of 115.50 feet, of which the radius point bears South 66°20'04" West; thence 2) along the arc of said curve 38.58 feet through a central angle of 19°08'12" to a point of reverse curve to the right having a radius of 271.50 feet, of which the radius point bears North 47°11'52" East; thence 3) northwesterly along the arc of said curve 59.84 feet through a central angle of 12°37'39" to a point of reverse curve to the left having a radius of 162.50 feet, of which the radius point bears South 59°49'31" West; thence 4) northwesterly along the arc of said curve 40.03 feet through a central angle of 14°06'51" to a point of reverse curve to the right having a radius of 91.50 feet, of which the radius point bears North 45°42'40" East; thence 5) northerly along the arc of said curve 116.95 feet through a central angle of 73°13'49"; thence 6) North 28°56'29" East 27.33 feet; thence 7) North 47°40'33" East 14.60 feet to a point on a curve to the right having a radius of 358.00 feet, of which the radius point bears South 42°19'27" East; thence 8) along the arc of said curve 110.62 feet through a central angle of 17°42'17"; thence 9) North 65°22'50" East 94.92 feet to a point on a non tangent curve to the right having a radius of 1877.29 feet, of which the radius point bears South 21°43'21" East; thence 10) easterly along the arc of said curve 48.69 feet through a central angle of 01°29'10"; thence 11) North 71°06'52" East 109.64 feet to a point on that certain Quit Claim Deed, recorded October 21, 2009, as Entry No. 884812 in the Office of the Recorder, Summit County, Utah, said point also being on a non tangent curve to the right having a radius of 900.00 feet, of which the radius point bears South 12°14'12" East; thence coincident with said Quit Claim Deed easterly along the arc of said curve 176.01 feet through a central angle of 11°12'18" to a point on a non tangent curve to the right having a radius of 196.93 feet, of which the radius point bears South 00°46'13" East; thence along the arc of said curve 81.76 feet through a central angle of 23°47'17" to a point on the westerly boundary of LV2A of said Lower Village Development Area Master Plat; thence South 270.19 feet; thence South 33°07'08" East 32.27 feet; thence West 295.23 feet; thence South 151.33 feet; thence West 30.00 feet; thence South 138.54 feet; thence East 169.96 feet; thence South 239.22 feet; thence West 165.00 feet to the point of beginning

Less and excepting the following:

Beginning at a point on the West line of Lot 13, Park City West, Plat No. 1, said point being North along the section line 1836.89 feet and East 957.35 feet from the Southwest corner of Section 31, Township 1 South, Range 4 East, Salt Lake base and Meridian; and running thence South 144.0

feet; thence West 100.00 feet; thence North 144.00 feet; thence East 100.00 feet to the point of beginning.

Description contains 5.49 acres.

**SCHEDULE 1  
TO  
AMENDMENT TO AMENDED AND RESTATED  
DEVELOPMENT AGREEMENT**

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*Exhibit B-A (Amended Land Use & Zoning Chart)*

[See Attached]

## The Canyons SPA Development Agreement

## Land Use &amp; Zoning (12/13/2017) Before LV6 Acquisition

| PARCEL REF # | MAXIMUM BUILDING HEIGHT (STORIES) (8) | MAXIMUM BUILDING HEIGHT (ELEVATION) (8) | MAX GROSS BUILDING AREA | ACCOMMODATION AREA | COMMERCIAL/RETAIL SUPPORT | PRINCIPLE USE |
|--------------|---------------------------------------|---|-------------------------|--------------------|---------------------------|---------------|
|--------------|---------------------------------------|---|-------------------------|--------------------|---------------------------|---------------|

## RESORT CENTER

|            |          |   |         |         |        |   |
|------------|----------|---|---------|---------|--------|---|
| FROST WOOD |          |   |         |         |        |   |
| A          | -        | - | -       | -       | -      | Golf Course Uses/Open Space                   |
| B          | -        | - | -       | -       | -      | Golf Course Uses/Open Space                   |
| C          | -        | - | -       | -       | -      | Golf Course Uses/Open Space                   |
| F1         | 3 to 4   | - | 210,000 | 200,000 | 10,000 | Hotel/Lodging/Retail                          |
| F2A        | 3 to 3.5 | - | 82,500  | 72,500  | 10,000 | Hotel/Lodging/Retail                          |
| F2B        | 3 to 3.5 | - | 72,000  | 72,000  | -      | Hotel/Lodging                                 |
| F2C        | 3 to 3.5 | - | 75,000  | 75,000  | -      | Hotel/Lodging                                 |
| F3A        | 3        | - | 104,000 | 104,000 | -      | Residential-Multi Family/Hotel/Lodging        |
| F3B        | 3        | - | 108,500 | 88,500  | 20,000 | Residential-Multi Family/Hotel/Lodging/Retail |
| F4         | 2.5      | - | 38,000  | 38,000  | -      | Residential-Multi Family                      |
| F5         | 2.5      | - | 87,500  | 87,500  | -      | Residential-Multi Family                      |
| F6         | 2.5      | - | 50,000  | 50,000  | -      | Residential-Multi Family                      |
| F7         | 2.5      | - | 20,000  | 20,000  | -      | Residential-Multi Family                      |
| F8         | 2.5      | - | 10,000  | 10,000  | -      | Residential-Multi Family                      |
|            |          |   | 857,500 | 817,500 | 40,000 |   |

|              |     |   |         |         |       |                          |
|--------------|-----|---|---------|---------|-------|--------------------------|
| THE COVE     |     |   |         |         |       |                          |
| Osguthorpe 1 | 2   | - | 32,000  | 32,000  | -     | Hotel/Lodging Units      |
| Osguthorpe 2 | 2-3 | - | 75,200  | 75,200  | -     | Residential-Multi Family |
| Osguthorpe 3 | 2-3 | - | 109,000 | 104,000 | 5,000 | Hotel/Lodging Units      |
|              |     |   | 216,200 | 211,200 | 5,000 |                          |

|               |     |   |         |         |   |                                    |
|---------------|-----|---|---------|---------|---|------------------------------------|
| RED PINE ROAD |     |   |         |         |   |                                    |
| Baker         | 2.5 | - | 87,500  | 87,500  | - | Residential-Single Family Detached |
| Spoor         | 2.5 | - | 22,500  | 22,500  | - | Residential-Single Family Detached |
|               |     |   | 110,000 | 110,000 | - |                                    |

|             |     |   |         |         |   |  |
|-------------|-----|---|---------|---------|---|--|
| WILLOW DRAW |     |   |         |         |   |  |
| WWD1        | -   | - | -       | -       | - | Golf Course Uses/Open Space  |
| WWD2        | -   | - | -       | -       | - | Golf Course Uses/Open Space  |
| W 1-35/WWD3 | 2.5 | - | 227,500 | 227,500 | - | Residential-Single Family Detached   |
| W. 36/WWD4  | 3.5 | - | -       | -       | - | Resort Operations and Maintenance Facility with Associated Storage and Surface Parking |
| W. 37/WWD5  | 3   | - | 159,000 | 159,000 | - | Residential-Multi Family   |
| WWD7        | -   | - | -       | -       | - | Open Space   |
| EWD1        | -   | - | -       | -       | - | Golf Course Uses/Open Space  |
| EWD2        | -   | - | -       | -       | - | Golf Course Uses/Open Space  |
| EWD4        | -   | - | -       | -       | - | Resort Amenity   |
| EWD5        | -   | - | -       | -       | - | Open Space   |
| EWD6        | -   | - | -       | -       | - | Frostwood Drive ROW  |
| EWD7        | -   | - | -       | -       | - | Canyons Resort Drive ROW   |
| EWD8        | -   | - | -       | -       | - | Open Space   |
|             |     |   | 386,500 | 386,500 | - |  |

|   |                            |       |           |         |         |   |
|---|----------------------------|-------|-----------|---------|---------|---|
| LOWER VILLAGE                                   |                            |       |           |         |         |   |
| LV1A-1  | -                          | 6,798 | -         | -       | -       | Resort Operations with Associated Storage and Surface Parking |
| LV1A-2  | -                          | 6,793 | 25,000    | -       | 25,000  | Parking/Commercial/Retail/Support                             |
| LV1B  | -                          | 6,780 | 100,000   | -       | 100,000 | Parking/Parking   |
| Garage/Commercial/Retail/Support/Skier Services |                            |       |           |         |         |   |
| LV2A & LV2B                                     | 0                          | -     | -         | -       | -       | Golf Course Uses/Open Space                                   |
| LV3   | 0                          | -     | -         | -       | -       | Golf Course Uses/Open Space                                   |
| LV4   | 3                          | -     | 185,000   | 185,000 | -       | Hotel/Lodging/Retail/ResMulti-Family/Commercial               |
| LV5   | 2.5                        | -     | 128,700   | 128,700 | -       | Employee Housing-Multi Family                                 |
| LV6   | 2.5 to 3<br>(see note 3.4) | -     | 405,000   | 377,550 | 27,450  | Hotel/Lodging/Retail/Office/Medical/Employee Housing          |
| LV7   | 0                          | -     | -         | -       | -       | Open Space  |
| LV8   | 2.5                        | -     | 25,000    | -       | 25,000  | Commercial/Retail/Office                                      |
| LV10  | 2.5                        | -     | 80,000    | 80,000  | -       | Residential-Multi Family                                      |
| LV11  | 0                          | -     | -         | -       | -       | Lower Village Road R.O.W                                      |
| LV12  | 0                          | -     | 7,284     | 7,284   | -       | Residential-Single Family Detached                            |
| LV13  | 0                          | -     | -         | -       | -       | Private Road ROW  |
| LV Parcel 1                                     | 2.5                        | -     | 11,000    | -       | 11,000  | Fire Station  |
| LV14, (Osg. 1)                                  | 2.5                        | -     | 93,300    | 83,300  | 10,000  | Hotel/Lodging   |
| L.V. Osg. 2                                     | 1.5                        | -     | 43,716    | 43,716  | -       | Residential-Single Family Detached                            |
|   |                            |       | 1,104,000 | 905,550 | 198,450 |   |

# The Canyons SPA Development Agreement

## Land Use & Zoning (12/13/2017) Before LV6 Acquisition

| PARCEL REF #                   | MAXIMUM BUILDING HEIGHT (STORIES) (8) | MAXIMUM BUILDING HEIGHT (ELEVATION) (8) | MAX GROSS BUILDING AREA | ACCOMMODATION AREA | COMMERCIAL/RETAIL SUPPORT | PRINCIPLE USE   |
|--------------------------------|---------------------------------------|---|-------------------------|--------------------|---------------------------|---|
| <b>RESORT CORE</b>             |                                       |   |                         |                    |                           |   |
| RC. 1                          | 3-9                                   |   | 360,405                 | 244,000            | 116,405                   | Hotel/Lodging Units   |
| RC. 2                          |                                       | 6,966                                   | 14,000                  |                    | 14,000                    | Commercial/Retail/Support/Skier Services                          |
| RC. 5                          |                                       | 6,973                                   | 48,089                  | 27,525             | 20,564                    | Residential Multi-Family/Commercial/Retail/Support/Skier Services |
| RC. 6                          |                                       | 6,966                                   | 25,000                  |                    | 25,000                    | Commercial/Retail/Support/Skier Services                          |
| RC. 7/WWVD6 - Building A       |                                       | 7,067                                   | 202,937                 | 165,312            | 37,625                    | Hotel/Lodging Units/Commercial/Retail/Support                     |
| Building B - Conference Center |                                       | 6,950                                   | 48,171                  | -                  | 48,171                    | Conference Center/Commercial/Retail/Support                       |
| Building C                     |                                       | 7,016                                   | 304,378                 | 254,503            | 49,875                    | Hotel/Lodging Units/Commercial/Retail/Support                     |
| RC. 8                          | 5.5                                   |   | 114,523                 | 94,025             | 20,498                    | Hotel/Lodging Units   |
| RC. 9                          | 4.5                                   |   | 82,880                  | 68,883             | 13,997                    | Hotel/Lodging Units   |
| RC. 10                         | 3.5                                   |   | 64,234                  | 53,429             | 10,805                    | Hotel/Lodging Units   |
| RC. 11a/b                      | 3.5                                   |   | 99,451                  | 93,331             | 6,120                     | Hotel/Lodging Units   |
| RC. 14                         |                                       | 6,925                                   | 73,554                  | 73,554             |                           | Hotel/Lodging Units   |
| RC. 15                         |                                       | 6,931                                   | 166,941                 | 166,941            |                           | Hotel/Lodging Units   |
| RC. 16A - Building A           |                                       | 6,991                                   | 159,588                 | 149,588            | 10,000                    | Hotel/Lodging Units/Commercial/Retail/Support                     |
| Building B                     |                                       | 6,977                                   | 102,941                 | 92,941             | 10,000                    | Hotel/Lodging Units/Commercial/Retail/Support                     |
| Building C                     |                                       | 6,964                                   | 77,506                  | 77,506             | -                         | Hotel/Lodging Units   |
| RC. 16B                        | 2-3                                   |   | 106,000                 | 106,000            |                           | Residential-Multi Family  |
| RC. 17* - Building A           |                                       | 6,998                                   | 72,054                  | 59,436             | 12,618                    | Hotel/Lodging/Commercial/Retail/Support/Skier Services            |
| Building B                     |                                       | 6,998                                   | 110,102                 | 94,405             | 15,697                    | Hotel/Lodging/Commercial/Retail/Support/Skier Services            |
| Building C                     |                                       | 6,998                                   | 84,959                  | 74,834             | 10,125                    | Hotel/Lodging/Commercial/Retail/Support/Skier Services            |
| RC. 19                         | 5.5                                   |   | 255,607                 | 243,407            | 12,200                    | Hotel/Lodging Units   |
| RC. 20A - Building A           |                                       | 6,931                                   | 75,623                  | 70,623             | 5,000                     | Hotel/Lodging/Commercial/Retail/Support                           |
| Building B                     |                                       | 6,931                                   | 96,054                  | 91,054             | 5,000                     | Hotel/Lodging/Commercial/Retail/Support                           |
| RC. 20B                        |                                       | 6,913-6,920                             | 32,398                  | 32,398             | -                         | Residential-Multi Family  |
| RC. 21 - Building A            |                                       | 6,875                                   | 47,900                  | 47,900             | -                         | Hotel/Lodging Units   |
| Building B                     |                                       | 6,886                                   | 69,400                  | 69,400             | -                         | Hotel/Lodging Units   |
| Building C                     |                                       | 6,881                                   | 58,700                  | 58,700             | -                         | Hotel/Lodging Units   |
| RC. 22                         | 3-6                                   |   | 114,000                 | 114,000            | -                         | Hotel/Lodging Units   |
| RC. 24A                        | 3                                     |   | 24,000                  | 24,000             | -                         | Residential-Multi Family  |
| RC. 24B                        | 3                                     |   | 26,000                  | 26,000             | -                         | Residential-Multi Family, TDR Site                                |
| RC. 25                         | 2.5                                   |   | 161,000                 | 161,000            | -                         | Residential-Multi Family  |
| Forum Retail                   | 1                                     |   | 24,000                  | -                  | 24,000                    | Retail/Skier Services   |
| T1                             | 1.5                                   |   | 3,629                   | -                  | 3,629                     | Service   |
| T2                             | 1.5                                   |   | 2,625                   | -                  | 2,625                     | Service   |
| Escala/E1                      | 3-5                                   |   | 285,467                 | 202,200            | 83,267                    | Hotel/Lodging Units/Commercial/Retail                             |
| Friedman 1/F1                  | 2-3                                   |   | 67,200                  | 67,200             | -                         | Residential-Multi Family  |
| Friedman 2/F2                  | 2-3                                   |   | 52,800                  | 52,800             | -                         | Hotel/Lodging Units   |
| Silverado/J1                   | 4.5                                   |   | 66,770                  | 59,325             | 7,445                     | Hotel/Lodging Units   |
| Silverado/J2                   | 2-4.5                                 |   | 63,230                  | 63,230             | -                         | Hotel/Lodging Units   |
| Sunrise/E2                     | 2-5                                   |   | 177,000                 | 139,000            | 38,000                    | Hotel/Lodging Units   |
|                                |                                       |   | 4,021,116               | 3,418,450          | 602,666                   |   |

\*RC17 combines the density of RC17 & RC18 into one Parcel Ref # - to now be identified as RC17

# The Canyons SPA Development Agreement

## Land Use & Zoning (12/13/2017) Before LV6 Acquisition

| PARCEL REF #             | MAXIMUM BUILDING HEIGHT (STORIES) (8) | MAXIMUM BUILDING HEIGHT (ELEVATION) (8) | MAX GROSS BUILDING AREA | ACCOMMODATION AREA | COMMERCIAL/RETAIL SUPPORT | PRINCIPLE USE                      |
|--------------------------|---------------------------------------|---|-------------------------|--------------------|---------------------------|------------------------------------|
| <b>RED PINE VILLAGE</b>  |                                       |   |                         |                    |                           |                                    |
| R.P. 1                   | 2.5                                   |   | 106,000                 | 80,664             | 25,336                    | Hotel/Lodging Units                |
| R.P. 2                   | 2                                     |   | 70,050                  | 35,991             | 34,059                    | Hotel/Lodging Units/Amphitheater   |
| R.P. 3                   | 3                                     |   | 272,875                 | 207,654            | 65,221                    | Hotel/Lodging Units                |
| R.P. 4                   | 1.5-2.75                              |   | 66,500                  | -                  | 66,500                    | Skier services                     |
| R.P. 5                   | 3                                     |   | 109,950                 | 72,065             | 37,885                    | Hotel/Lodging Units                |
| R.P. 6                   | 3                                     |   | 147,600                 | 123,373            | 24,227                    | Hotel/Lodging Units                |
| R.P. 7                   | 3                                     |   | 105,975                 | 80,646             | 25,329                    | Hotel/Lodging Units                |
| R.P. 8                   | 1                                     |   | 6,000                   | -                  | 6,000                     | Chapel                             |
| R.P. 9                   | 2.5                                   |   | 193,000                 | 146,870            | 46,130                    | Hotel/Lodging Units                |
| R.P. 10                  | 2-3                                   |   | 232,250                 | 176,737            | 55,513                    | Hotel/Lodging Units                |
| R.P. LAKE a/b            | 2                                     |   | 60,000                  | 60,000             | -                         | Hotel/Lodging Units                |
|                          |                                       |   | 1,370,200               | 984,000            | 386,200                   |                                    |
| <b>TOMBSTONE</b>         |                                       |   |                         |                    |                           |                                    |
| Tmb. 1                   | 2                                     |   | 15,000                  | -                  | 15,000                    | Commercial                         |
| Tmb. Osg. 1              | 3                                     |   | 74,500                  | 67,500             | 7,000                     | Hotel/Lodging Units/retail         |
| Tmb. Osg. 2 *            | 2                                     |   | 30,500                  | 30,500             | -                         | Residential-Multi Family           |
| Tmb. Osg. 3              | -                                     |   | -                       | -                  | -                         | Hotel/Lodging Units                |
|                          |                                       |   | 120,000                 | 98,000             | 22,000                    |                                    |
| <b>ON MOUNTAIN</b>       |                                       |   |                         |                    |                           |                                    |
| <b>SILVER KING MINES</b> |                                       |   |                         |                    |                           |                                    |
| -                        | -                                     |   | 26,000                  | 26,000             | -                         | Hotel/Lodging Units                |
| <b>MINES VENTURE</b>     |                                       |   |                         |                    |                           |                                    |
| See note 3.7.5           | -                                     |   | n/a                     | n/a                | -                         | Residential-Single Family Detached |
|                          |                                       |   | 26,000                  | 26,000             | -                         |                                    |
| <b>THE COLONY</b>        |                                       |   |                         |                    |                           |                                    |
| 240 Lots                 |                                       |   |                         |                    |                           | Residential-Single Family Detached |

| Totals           |  |  | Net Change From 04-23-2009 Entitlements |           |           |                |
|------------------|--|--|---|-----------|-----------|----------------|
| RESORT CORE      |  |  | 4,021,116                               | 3,418,450 | 602,666   | 81,429 (4) (5) |
| FROSTWOOD        |  |  | 857,500                                 | 817,500   | 40,000    | -              |
| THE COVE         |  |  | 216,200                                 | 211,200   | 5,000     | -              |
| RED PINE ROAD    |  |  | 110,000                                 | 110,000   | -         | - (6)          |
| WILLOW DRAW      |  |  | 386,500                                 | 386,500   | -         | (210,900)      |
| LOWER VILLAGE    |  |  | 1,104,000                               | 905,550   | 198,450   | (84,200) (1)   |
| RED PINE VILLAGE |  |  | 1,370,200                               | 984,000   | 386,200   | -              |
| TOMBSTONE        |  |  | 120,000                                 | 98,000    | 22,000    | -              |
| ON MOUNTAIN      |  |  | 26,000                                  | 26,000    | -         | -              |
| TOTAL            |  |  | 8,211,516                               | 6,957,200 | 1,254,316 | (213,671) (7)  |

**Notes:**

- (1) Lower Village increase is 59,700 for new TDR site + 3,500 increase at fire station site (from 7,500 to 11,000) - 15,000 transferred to WWD4.
- (4) 25,000 sq ft added to Escala and Weight from Fogg density transfer.
- (5) 11,000 sq ft added to RC24B to supplement County TDR site.
- (6) Reduction of 12,500 sq ft due to change in use of Baker parcel from Residential Multi-Family to Single Family + 7,500 to correct density for Spoor Parcel (3 sites \*7,500 each)
- (7) To the extent there is any conflict between pages 1 to 8 of this Land Use and Zoning Chart and the other pages of Exhibit B, including maps, illustrative plans and tables, pages 1 to 8 of this Land Use and Zoning Chart control.
- (8) To the extent there is any conflict between the calculations in the Maximum Building Height (Stories) Column and the Maximum Building Height (Elevation) Column, the Maximum Building Height (Elevation) Column controls.

**04-23-2009 Original Entitlements**

| MGBA      | Res       | Comm      |
|-----------|-----------|-----------|
| 3,939,687 | 3,252,435 | 687,252   |
| 857,500   | 817,500   | 40,000    |
| 216,200   | 211,200   | 5,000     |
| 110,000   | 110,000   | -         |
| 597,400   | 597,400   | -         |
| 1,188,200 | 1,034,750 | 153,450   |
| 1,370,200 | 984,000   | 386,200   |
| 120,000   | 98,000    | 22,000    |
| 26,000    | 26,000    | -         |
| 8,425,187 | 7,131,285 | 1,293,902 |

**THE CANYONS RESORT – LAND USE AND ZONING**  
**Notes to Density and Use Charts: Pages 4-8**  
[Before LV6 Acquisition]

**1.0 DEFINITIONS SUMMARY** (refer to Development Agreement for additional details)

**1.1 Building Height:** Building Height is established as either Maximum Building Height (Stories) or Maximum Building Height (Elevation - ASL) and which criteria applies is determined by the applicable designation on Pages 1 to 3 of this Land Use and Zoning Chart. If no Maximum Building Height (Elevation - ASL) is designated for a Parcel, then Maximum Building Height (Stories) will be used to determine Building Height.

- a) Maximum Building Height (Stories) means the maximum number of stories allowed to be built above grade measured from the finished grade at any building façade.
- b) Maximum Building Height (Elevation - ASL) means the maximum elevation above sea level (ASL) specified on Pages 1, 2, or 3.

1. The following exceptions to Maximum Building Height (Elevation - ASL) are allowed:

- (i) Antennas, chimneys, flues, vents and similar Structures may extend up to five feet (5'-0") above the allowed Maximum Building Height to comply with requirements of the International Building Code (IBC).
- (ii) Appurtenances for mechanical equipment and associated screening, when enclosed or screened, may extend up to eight feet (8'-0") above the allowed maximum Building Height.
- (iii) An Elevator Penthouse may extend up to eight feet (8'-0") above the allowed Maximum Building Height to comply with requirements of the International Building Code (IBC).
- (iv) Roof top equipment for the purposes of 'Green Initiatives' such as solar panels, rain water harvesting tanks, etc. may extend beyond the allowed Maximum Building Height if approved by the CVMA Design Review Committee. Equipment locations that exceed the allowed Maximum Building Height shall respect a 2:1 setback from the Building's outer edges and shall not exceed 30% of the overall roof area.

**1.2 Maximum Gross Building Area:** The maximum total area measured in square feet constructed above finished grade - no exclusions except restricted employee housing (as defined by and restricted elsewhere in this Amended Agreement) may be included in and



for a Parcel provided that the employee housing does not compromise the open space as generally described in Exhibit C.

- 1.3 **Accommodation Area:** Means that portion of the Gross Building Area located on a Parcel that may be used for hotel, lodging and residential uses, together with additional space constructed above finished grade that is used for corridors, lobbies, services and support uses associated with the primary Accommodation Area.
- 1.4 **Commercial/Retail/Support/Skier Services Area:** Means the area located in a building and primarily designed for the following Principle Uses:
- a) Commercial:
    - Office, maintenance, storage and similar uses
  - b) Retail:
    - Shops and stores (including, but not limited to, the sale of grocery, personal, household, soft goods, and hardware items, and fresh, processed, and prepared food for onsite and offsite consumption), cafes, restaurants, and similar uses
  - c) Support:
    - Kitchen, meeting, conference and related uses; health, Spa, fitness and similar uses
  - d) Skier Services:
    - Lockers, storage, equipment maintenance, lifts and transportation, training, gathering, warming, and similar uses related to servicing skiers, boarders, and resort owners and guests

All Commercial/Retail/Support/Skier Services Area located below finished grade will not be included in the calculation of Maximum Gross Building Area for that Parcel.

- 1.5 **Residential Single Family - Detached:** Means building lots upon which Residential Single Family – Detached accommodations will be developed. See Note 3.5 for further detail.
- 1.6 **Principle Use(s):** Means the primary use or uses allowed on a Parcel. For ancillary allowed uses refer to the Architectural Guidelines.
- 1.7 **Residential Multi-Family:** Means attached (including attachment along a horizontal plain (wall-to-wall) or along a vertical plain (ceiling-to-floor)) dwelling units located in one or more buildings designed primarily for a Principle Use of providing housing to more than one individual, family or group of unrelated individuals. Subject to design review and site plan review, allowed parking for a Residential Multi-Family development may include up to one attached Parking Garage per unit not to exceed 600 square feet or one or more shared Parking Garages for some or all of the units. When allowed, the Parking Garage area is in addition to, and will not be calculated as part of, the Accommodation Area.
- 1.8 **Resort Operations:** Means all operations and activities reasonably necessary for or related to the operation, development, management or maintenance of an all-season

resort, including Commercial, Retail, Support, Skier Services and amenities provided by, for, or at the direction of the CVMA.

- 1.9 **Parking Garage(s):** Means an above ground or below ground, attached, detached or integrated structure that is designed primarily for a Principle Use of parking, access, circulation, and related uses.
- 1.10 **Employee Housing:** Means dwelling units located in one or more buildings and primarily designed for employees and workers, together with additional space used to provide amenities and services for employees and workers, and space used for administrative, office and support functions related to the operation of the Employee Housing. There is no density allocated for Employee Housing.
- 1.11 **Hotel Lodging Unit:** Means attached dwelling units located in one or more buildings primarily designed for a Principle Use of hotel, lodging, and accommodation.

## **2.0 GENERAL NOTES**

- 2.1 All densities indicated are maximums, and development on each site including use is subject to this Land Use and Zoning Chart and the approval process outlined in the SPA Development Agreement.
- 2.2 Conversion of Commercial Uses to Accommodation Uses is prohibited. Conversion of Gross Building Area designated Hotel Lodging Uses may be converted to Gross Building Area for Commercial/Retail/Support Uses.
- 2.3 Surface parking is allowed as a temporary use on vacant lots, subject to appropriate buffering and a Low Impact Permit.

## **3.0 SITE SPECIFIC NOTES**

- 3.1 Groutage/Jaffa Parcels 1 and 2: - Refer to Development Agreement and Exhibit C2.1 Resort Core - Development Area Illustrative Plan & Design Conditions for the site planning requirements. Maximum density is 120,000 square feet, except an additional 10,000 square feet may be allowed for this site subject to a recommendation from the Architectural Review Committee, and review and discretionary approval of the Director and the Planning Commission.
- 3.2 Parcel RC16-B must meet the following criteria to provide an adequate buffer to Red Pine Road:
  - a) A 50-foot setback from the Red Pine Road right-of-way, within which no building may occur. It is required that this buffer be extensively landscaped and the landscaping must continue into the right-of-way to the back of curb or sidewalk of the existing (and/or improved) Red Pine Road. Landscaping immediately adjacent to Red Pine Road must be low profile and accommodate snow storage.

- b) A further setback of 50 feet within which buildings cannot exceed a maximum height of two stories.
  - c) A further setback of 95 feet within which buildings cannot exceed a maximum height of three stories.
  - d) No more than two entrances directly from the Red Pine Road right-of-way are permitted.
- 3.3 A Parking Garage is an allowed use on Parcels LV1-B and LV5. On these Parcels building height is measured as Maximum Building Height (Elevation – ASL).
- 3.4 IHC: A medical facility of up to 45,000 gross square feet providing the following uses is allowed: out-patient surgery/diagnostic and treatment/clinic, and including services complementary to the resort.
- 3.5(A) On lots where Residential Single-Family – Detached uses are permitted, the following conditions apply with respect to density and all square footage numbers shown below are gross square footages per home including a garage and basement for each.
- 1. Spoor: 3 Lots, 7,500 square foot / home.
  - 2. Osguthorpe: 6 Lots, 8,500 square foot / home.
  - 3. W-35: 35 Lots, 6,500 square foot / home.
  - 4. Mines Ventures: 9 Lots (including one (1) TDR lot for the County, house size and design subject to Colony Guidelines.
- 3.5(B) On lots within the Aspen Creek Crossing Subdivision (Baker Parcel), the following conditions apply with respect to density and all square footage numbers. The following areas are exempt from Floor Area calculations:
- a. Garage area up to 600 square feet.
  - b. Entire room areas with floor levels that are six (6) feet or more below Final Grade and do not have a doorway to the outside.
- 3.6 Tombstone - Osguthorpe 2 Parcel: In addition to the permitted 26,500 square feet, two (2) single family detached dwellings are permitted with up to a maximum of 2,000 gross square feet for each dwelling unit.

3.7 The Colony Lot distribution by owner:

|               |            |
|---------------|------------|
| IMA LLC       | 164        |
| Ski Land LLC  | 45         |
| TDR Owners    |            |
| Summit County | 5          |
| Hansen LC     | 16         |
| Babcock       | 6          |
| Barnard       | 1          |
| Dean          | 1          |
| Parkway       | 1          |
| DVM           | 1          |
| <b>TOTAL</b>  | <b>240</b> |

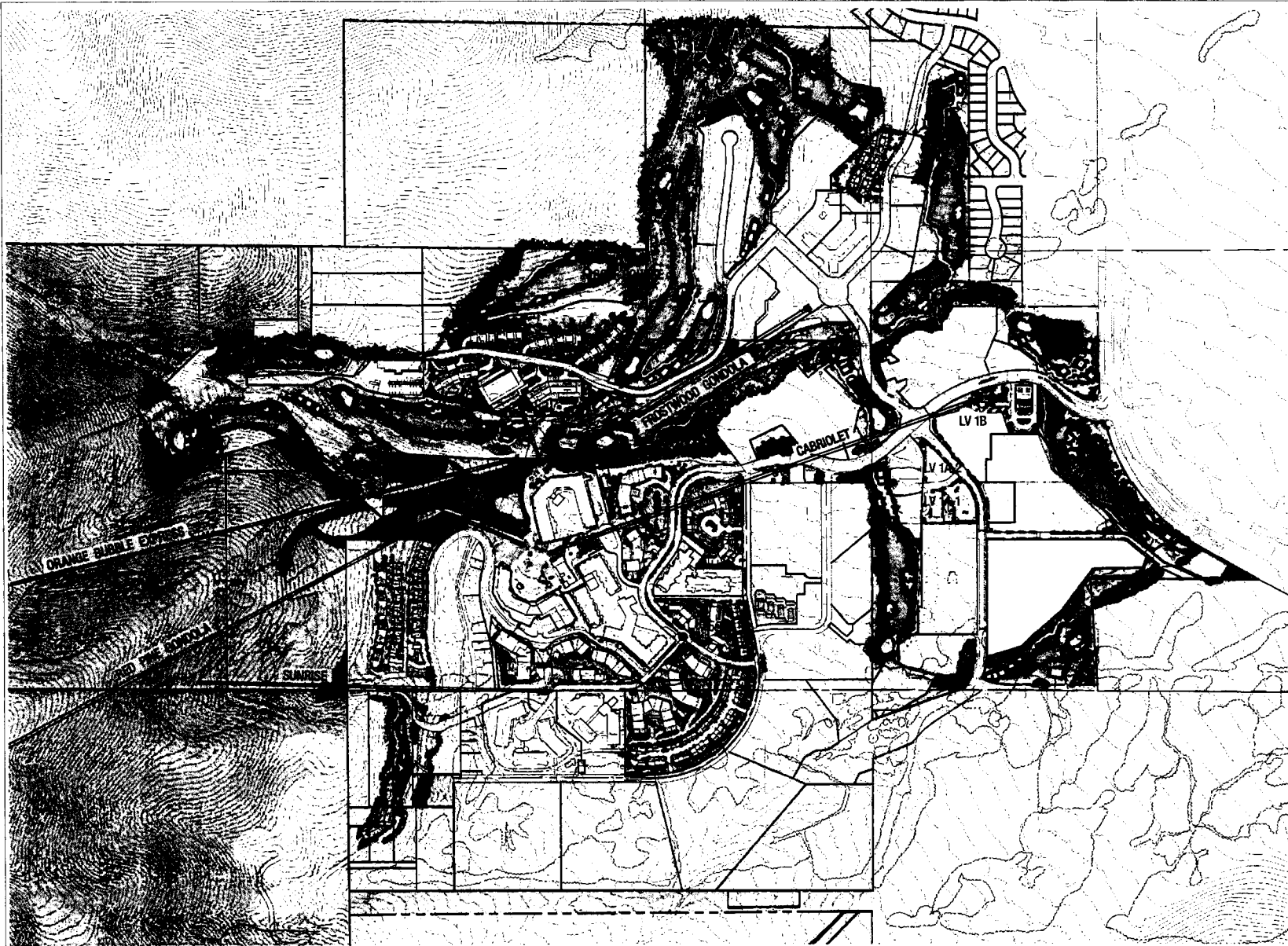
The transfer of Lot 11 in White Pine Ranches shall satisfy the Hansen/Snyderville West TDR transfer obligation in Phase 1. Hansen has reserved the right to change this arrangement and select a Homestead in The Colony instead of Lot 11. If the Homestead in The Colony is selected, the development rights shall be deemed stripped from Lot 11. If Lot 11 is selected, IMA shall be entitled to one less Homestead in The Colony, bringing the total to 239 instead of 240. (See Exhibit G of the TDR Agreement.)

**SCHEDULE 2  
TO  
AMENDMENT TO AMENDED AND RESTATED  
DEVELOPMENT AGREEMENT**

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*Exhibit B.1-A (Amended Land Use Zoning Map)*

[See Attached]

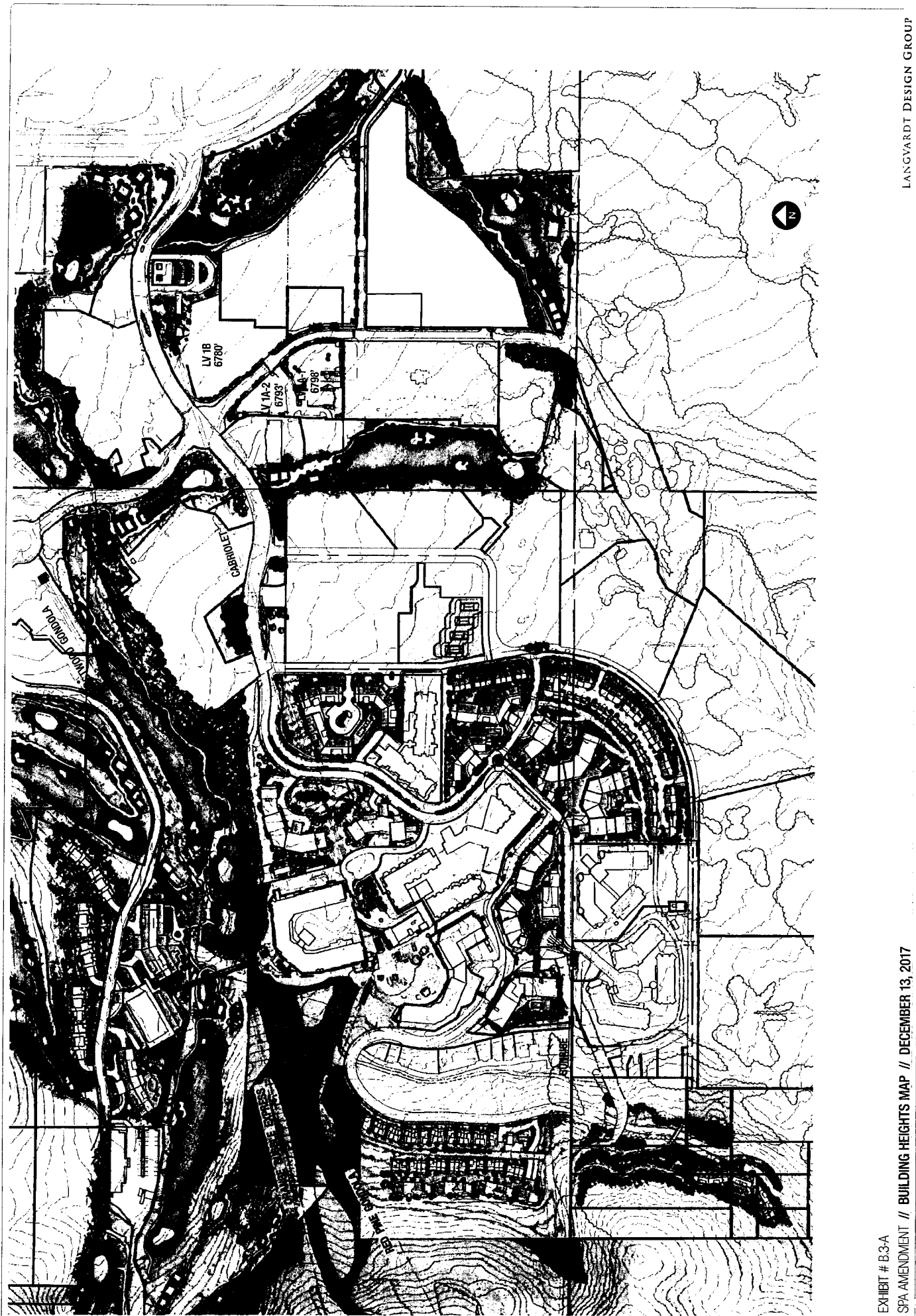


**SCHEDULE 3  
TO  
AMENDMENT TO AMENDED AND RESTATED  
DEVELOPMENT AGREEMENT**

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*Exhibit B.3-A (Amended Building Heights Map)*

[See Attached]



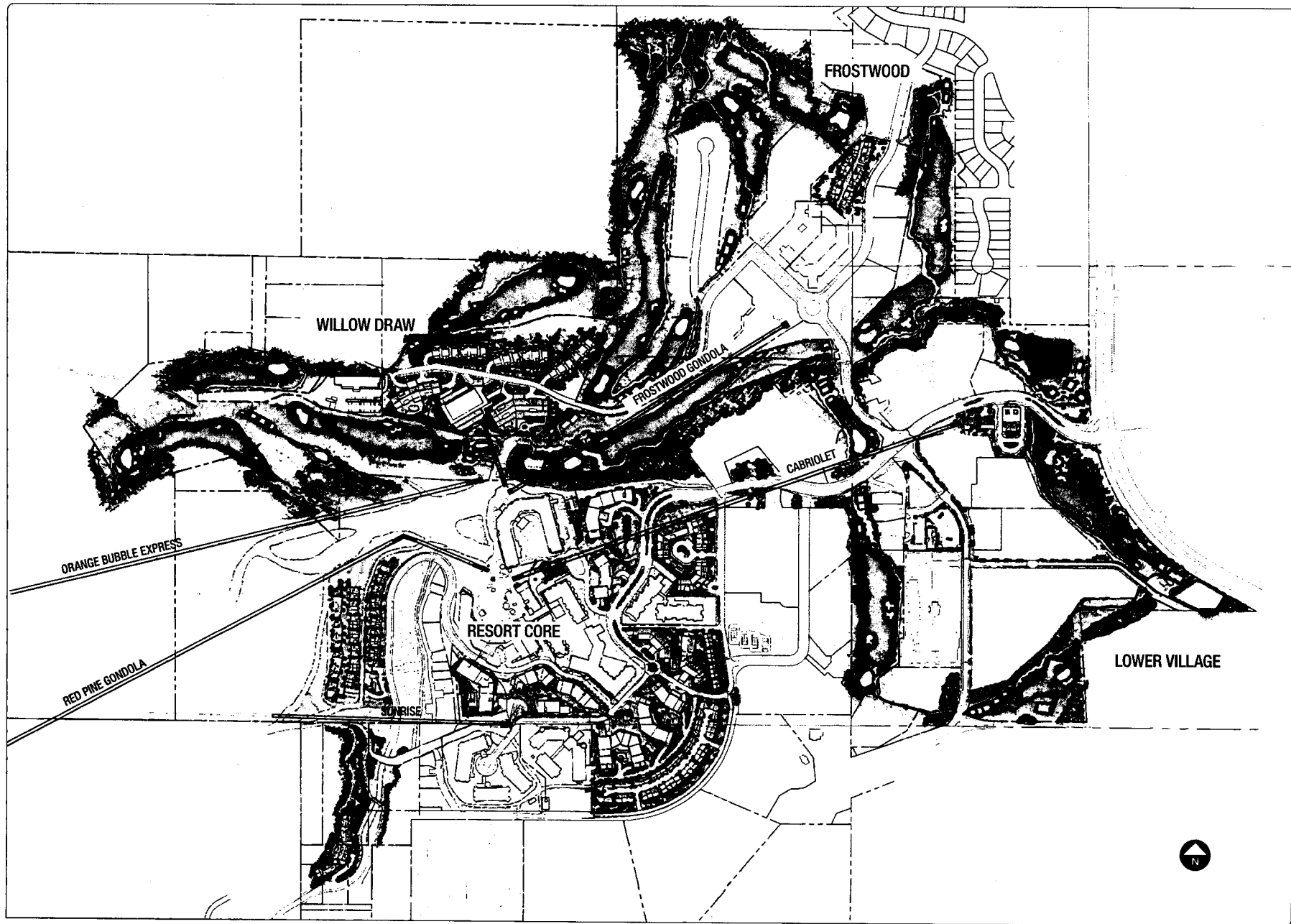


**SCHEDULE 4  
TO  
AMENDMENT TO AMENDED AND RESTATED  
DEVELOPMENT AGREEMENT**

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*Exhibit B.4-A (Amended Illustrative Plan Map)*

[See Attached]



**SCHEDULE 5  
TO  
AMENDMENT TO AMENDED AND RESTATED  
DEVELOPMENT AGREEMENT**

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***Exhibit B.5.6-A***

**Exhibit B.5.6-A (Amended Lower Village Design Conditions and Planning Area Map)**

These notes reference and further describe the drawing. The drawing is for illustrative purposes and intended to be used to guide site planning and plat design for Project Sites. It does not constitute final approval.

1. As a condition of plat or site plan approval, the Developer shall convey to the Village Management Association or its designee all easements and other rights necessary for the approval, development, construction, and use of a golf course to be located within the Resort Center.
2. At time of the development of a fire station on the designated site, the site and architectural plans are subject to design review of the Village Management Association Design Review Board. If the property is transferred prior to such time, a deed restriction (or similar condition) providing for this condition shall be incorporated in the transfer documents

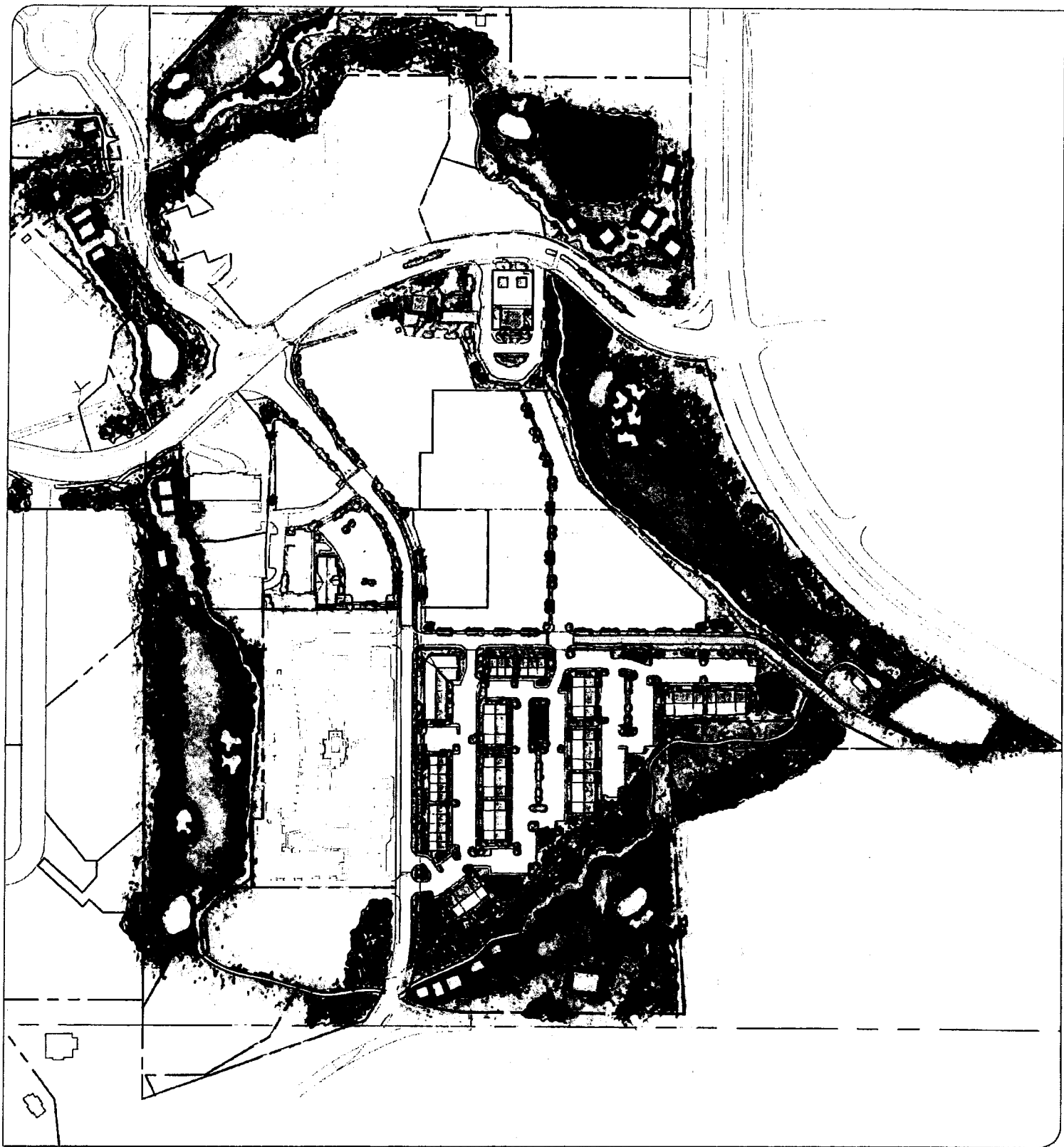


EXHIBIT # B.5.6-A

SPA AMENDMENT // LOWER VILLAGE PLANNING AREA // DECEMBER 13, 2017

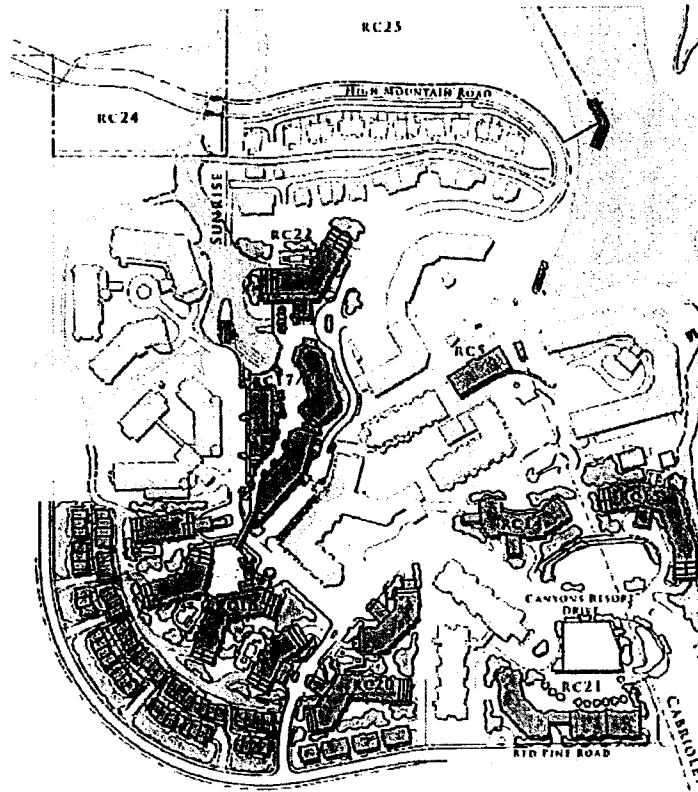
**EXHIBIT B  
TO  
AMENDMENT TO AMENDED AND RESTATED  
DEVELOPMENT AGREEMENT**

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*[Traffic Study]*

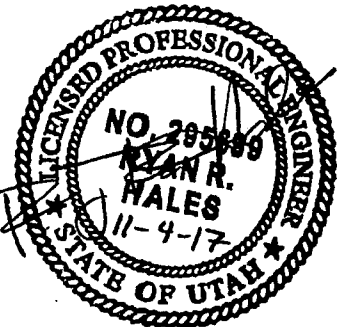
# The Canyons

## Traffic Study



**Summit County, Utah**  
November 2017

UT16-878



## **EXECUTIVE SUMMARY**

This study addresses the traffic impacts associated with the proposed future development of The Canyons resort in Summit County, Utah. Future development at The Canyons will occur adjacent to the existing hotels and lodges currently at the resort, as well as around the Cabriolet parking lot adjacent to SR-224.

Included within the analyses for this study are the traffic operations and recommended mitigation measures for existing conditions and plus project conditions (conditions after development of the proposed project) at key intersections and roadways in the vicinity of the site. Future 2030 conditions are also analyzed. *In addition, two alternate plus project scenarios were analyzed (2017 and 2030) including trips generated by the Red Pine Village resort hotel consisting of 1,100 rooms.*

## **TRAFFIC ANALYSIS**

Using Synchro/SimTraffic, which follow the Highway Capacity Manual (HCM) 2016 methodology, the Saturday peak hour LOS was computed for each study intersection. The results of this analysis are reported in Table ES-1 (see Appendix B for the detailed LOS reports). Multiple runs of SimTraffic were used to provide a statistical evaluation of each intersection. Where the LOS was calculated to be C or lower, the calculated delay for all approaches is included.

**TABLE ES-1**  
**Saturday Peak Hour**  
**Summit County - The Canyons TS**

| Intersection Description                                    | Existing 2017 Background   | Existing 2017 Plus Project   | Future 2030 Background   | Future 2030 Plus Project  | Existing 2017 Plus Project Alternate   | Future 2030 Plus Project Alternate  |
|---|--|--|--|---|--|---|
| LOS (Sec/Veh <sup>1</sup> )                                 | LOS (Sec/Veh <sup>1</sup> )  | LOS (Sec/Veh <sup>1</sup> )  | LOS (Sec/Veh <sup>1</sup> )  | LOS (Sec/Veh <sup>1</sup> )   | LOS (Sec/Veh <sup>1</sup> )  | LOS (Sec/Veh <sup>1</sup> )   |
| SR-224 / Canyons Resort Drive                               | <b>D (35.4)</b><br>NB C (28.3), SB C (29.2),<br>EB D (54.9), WB D (48.0) | <b>D (54.2)</b><br>NB E (55.2), SB D (49.9),<br>EB E (57.1), WB D (52.9) | <b>E (57.1)</b><br>NB D (38.3), SB E (77.5),<br>EB D (52.6), WB E (57.1) | <b>F (&gt;80.0)</b><br>NB E (68.3), SB F (>80.0),<br>EB D (49.5), WB E (66.7) | <b>F (&gt;80.0)</b><br>NB F (>80.0), SB F (>80.0),<br>EB D (49.7), WB D (53.0) | <b>E (69.5)</b><br>NB D (47.2), SB E (64.6),<br>EB F (>80.0), WB D (43.1) |
| 7-Eleven East / Canyons Resort Drive                        | <b>A (9.8) / NB</b>  | <b>F (&gt;50.0) / NB</b><br>A (18) / EB, D (27.1) / WB                   | <b>A (9.1) / NB</b>  | <b>C (15.5) / NB</b><br>A (12) / EB, A (6.5) / WB                             | <b>F (&gt;50.0) / NB</b><br>A (15) / EB, F (>50.0) / WB                        | <b>F (&gt;50.0) / NB</b><br>A (8.4) / EB, A (7.0) / WB                    |
| 7-Eleven West / Canyons Resort Drive                        | <b>B (13.2) / NB</b>   | <b>A (5.6) / WB</b>  | <b>A (10.0) / NB</b>   | <b>A (2.1) / EB</b>   | <b>A (9.0) / WB</b>  | <b>B (13.1) / WB</b>  |
| Aspen Drive / Canyons Resort Drive                          | <b>B (14.2) / SB</b>   | <b>F (&gt;50.0) / SB</b><br>A (5.5) / EB, B (12.7) / WB                  | <b>B (10.8) / SB</b>   | <b>F (&gt;50.0) / SB</b><br>A (3.6) / EB, A (0.9) / WB                        | <b>F (&gt;50.0) / SB</b><br>A (4.5) / EB, C (19.8) / WB                        | <b>F (&gt;50.0) / SB</b><br>B (13.2) / EB, A (12) / WB                    |
| Frostwood Drive / Canyons Resort Drive                      | <b>A (4.8)</b>   | <b>C (19.0)</b>  | <b>A (4.6)</b>   | <b>A (7.1)</b>  | <b>D (29.4)</b><br>NWA (5.6), SE A (7.1),<br>NE F (>50.0), SW D (34.1)         | <b>B (12.3)</b>   |
| Chalet Drive / Canyons Resort Drive                         | <b>A (10.0) / SB</b>   | <b>C (15.2) / SB</b>   | <b>B (10.5) / SB</b>   | <b>B (12.8) / SB</b>  | <b>F (&gt;50.0) / SB</b><br>A (2.9) / EB, A (2.2) / WB                         | <b>E (38.6) / SB</b><br>C (20.2) / NB, A (17) / EB,<br>A (2.1) / WB       |
| Navajo Trail / Canyons Resort Drive                         | <b>A (4.8) / NB</b>  | <b>A (5.6) / NB</b>  | <b>A (4.5) / NB</b>  | <b>A (4.7) / NB</b>   | <b>D (26.1) / NB</b><br>A (4.4) / EB, A (0.1) / WB                             | <b>F (&gt;50.0) / NB</b>  |
| Cedar Lane / Canyons Resort Drive                           | <b>A (8.3) / SB</b>  | <b>A (9.3) / SB</b>  | <b>A (7.6) / SB</b>  | <b>A (6.0) / SB</b>   | <b>C (16.4) / SB</b><br>A (0.8) / EB, A (12) / WB                              | <b>A (9.6) / SB</b>   |
| Red Pine Road / Canyons Resort Drive                        | <b>A (2.3) / NB</b>  | <b>A (5.8) / NB</b>  | <b>A (2.9) / NB</b>  | <b>A (5.3) / NB</b>   | <b>C (16.6) / NB</b><br>A (2.2) / EB, A (0.9) / WB                             | <b>B (10.7) / NB</b>  |
| RC 21 / Red Pine Road <sup>2</sup>                          | -  | <b>A (4.3) / EB</b>  | -  | <b>A (4.0) / EB</b>   | <b>A (7.5) / EB</b><br>A (2.1) / NB, A (0.3) / SB                              | <b>A (6.4) / EB</b>   |
| RC 20 / Red Pine Road <sup>2</sup>                          | -  | <b>A (5.0) / EB</b>  | -  | <b>A (3.8) / EB</b>   | <b>A (4.9) / EB</b><br>A (0.3) / NB, A (0.4) / SB                              | <b>A (4.8) / EB</b>   |
| RC 20 / Chalet Drive / Red Pine Road                        | <b>A (1.9) / WB</b>  | <b>A (4.3) / EB</b>  | <b>A (2.1) / WB</b>  | <b>A (4.2) / EB</b>   | <b>A (4.8) / EB</b><br>A (0.2) / NB, A (0.5) / SB,<br>A (2.9) / WB             | <b>A (4.5) / EB</b>   |
| Canyons Resort Drive / Red Pine Road <sup>2</sup>           | -  | <b>A (2.6) / NB</b>  | -  | <b>A (2.5) / NB</b>   | <b>A (2.7) / NB</b>  | <b>A (8.2) / NB</b>   |
| RC 15 / Canyons Resort Drive <sup>2</sup>                   | -  | <b>A (3.5) / EB</b>  | -  | <b>A (3.2) / EB</b>   | <b>A (3.1) / EB</b>  | <b>A (5.8) / EB</b>   |
| Silverado / Canyons Resort Drive                            | <b>A (3.1) / WB</b>  | <b>A (2.6) / WB</b>  | <b>A (3.3) / WB</b>  | <b>A (2.6) / WB</b>   | <b>A (3.4) / WB</b>  | <b>A (3.0) / WB</b>   |
| RC 14 / Canyons Resort Drive <sup>2</sup>                   | -  | <b>A (2.6) / EB</b>  | -  | <b>A (2.3) / EB</b>   | <b>A (3.8) / EB</b>  | <b>A (4.6) / EB</b>   |
| Grand Summit Drive / Canyons Resort Drive                   | <b>A (5.2) / EB</b>  | <b>A (3.5) / EB</b>  | <b>A (5.3) / EB</b>  | <b>A (3.4) / EB</b>   | <b>A (4.5) / EB</b>  | <b>A (4.8) / EB</b>   |
| High Mountain Road / Canyons Resort Drive                   | <b>A (4.0) / NE</b>  | <b>A (2.0)</b>   | <b>A (4.0) / NE</b>  | <b>A (1.7)</b>  | <b>A (3.4)</b>   | <b>A (3.4)</b>  |
| RC 16 / 20 / Canyons Resort Drive <sup>2</sup>              | -  | <b>A (3.7) / SB</b>  | -  | <b>A (3.4) / NB</b>   | <b>A (4.7) / NB</b>  | <b>A (4.3) / NB</b>   |
| Escala Court / High Mountain Road                           | <b>A (2.5) / NB</b>  | <b>A (4.4) / SE</b>  | <b>A (2.5) / NB</b>  | <b>A (3.6) / SE</b>   | <b>A (6.3) / SE</b>  | <b>A (5.9) / SE</b>   |
| RC 16 / Escala Court <sup>2</sup>                           | -  | <b>A (2.3) / NB</b>  | -  | <b>A (2.2) / NB</b>   | <b>A (2.4) / NB</b>  | <b>A (2.2) / NB</b>   |
| RC 17 / 18 / Escala Court <sup>2</sup>                      | -  | <b>A (3.0) / SB</b>  | -  | <b>A (2.9) / SB</b>   | <b>A (3.0) / SB</b>  | <b>A (3.2) / SB</b>   |
| RC 17 / 18 / High Mountain Road <sup>2</sup>                | -  | <b>A (2.4) / NE</b>  | -  | <b>A (2.2) / NE</b>   | <b>A (3.6) / NE</b>  | <b>A (2.4) / NE</b>   |
| RC 17 / 18 / 22 / Sundial / High Mountain Road <sup>2</sup> | -  | <b>A (2.6) / NB</b>  | -  | <b>A (1.4) / NB</b>   | <b>A (3.7) / NB</b>  | <b>A (1.6) / SB</b>   |
| RC 22 / High Mountain Road <sup>2</sup>                     | -  | <b>A (2.4) / NB</b>  | -  | <b>A (2.3) / NB</b>   | <b>A (3.4) / NB</b>  | <b>A (3.2) / NB</b>   |
| Vintage E Street / High Mountain Road <sup>2</sup>          | -  | <b>A (2.5) / NB</b>  | -  | <b>A (2.5) / NB</b>   | <b>A (3.1) / NB</b>  | <b>A (3.0) / NB</b>   |

1. Intersection LOS and delay (seconds/veh) values represent the overall intersection average for roundabout, signalized, all-way stop controlled intersections and the worst approach for all other unsignalized intersections.

2. This intersection is a project access and was only analyzed in "plus project" scenarios.

Source: Hales Engineering, November 2017



## **SUMMARY OF KEY FINDINGS/RECOMMENDATIONS**

The following is a summary of key findings and recommendations:

- Hales Engineering collected turning movement count data on Saturday, April 2, 2016, and on Saturday, October 29, 2016. The CVMA collected turning movement count data at the Frostwood Drive / Canyons Resort Drive intersection on February 18, 2017.
  - The CVMA data, as well as data from a UDOT-maintained ATR on SR-224 were used to scale the data collected in 2016 to represent peak ski season conditions.
  - This data was also used to derive a Saturday peak-hour trip generation rate for the resort hotel land uses.
- Each analysis was performed assuming an 85% occupancy rate for the hotel, townhome, and single-family home land uses (see body of report for further explanation).
- The SR-224 / Canyons Resort Drive intersection is currently operating at LOS D. With projected background growth on SR-224, the intersection is anticipated to deteriorate to LOS E by 2030. With project traffic added, the intersection is anticipated to operate at LOS D and LOS F in 2017 and 2030, respectively.
  - Additional capacity for left-turning vehicles, especially eastbound left-turning vehicles, is needed at the SR-224 / Canyons Resort Drive intersection.
    - This could be accomplished with adding an additional left-turn lane, using an innovative intersection design, or creating grade-separated left-turn movements.
      - Additional left-turn lanes are recommended, as cost and required right-of-way for the other options is prohibitive. It is recommended that additional left-turn lanes be added to the east- and northbound approaches. This improvement will require that an additional northbound lane be added to SR-224 north of Canyons Resort Drive for approximately 550 feet. A reconfiguration of the westbound approach may also be necessary.
    - It is recommended that left-turn queue storage be maximized on the eastbound approach, allowing more vehicles to queue onsite. It is also recommended that guide signs (white on green) be added along the southside of Canyons Resort Drive to guide drivers to the correct lanes on the eastbound approach. This will improve lane utilization on the approach allowing more vehicles to queue efficiently.
    - It is anticipated that with future (2030) plus project traffic conditions that dual left-turn lanes will be warranted on the northbound approach. It is recommended that this be implemented when warrants are met. This

will prevent left-turn queues from obstructing northbound through traffic. This improvement will also require that an additional westbound lane be added to Canyons Resort Drive to receive two lanes of left-turning traffic from the northbound approach. A second westbound lane on Canyons Resort Drive could also be used to receive a combination of a single northbound left-turn lane and a single southbound right-turn lane.

- The Frostwood Drive / Canyons Resort Drive intersection is anticipated to continue to operate at an acceptable level of service with project traffic added.
- It is anticipated that some intersections and accesses on Canyons Resort Drive in the vicinity of the SR-224 and Frostwood Drive intersections will operate at substandard levels of service during the Saturday peak hour. This can be attributed to queueing at downstream intersections, and the generally expected difficulty of executing a left-turn movement from a stop controlled approach onto a busy roadway. It is recommended that an additional lane be added to the roundabout at the Frostwood Drive / Canyons Resort Drive intersection to mitigate queueing when queues at the intersection are determined to be excessive.

*The following is a summary of key findings and recommendations based on the alternate plus project analyses (including the Red Pine Village):*

- *The alternate plus project analyses examine the impacts of the traffic generated by the proposed projects at The Canyons resort, as well as the construction of the 1,100 room Red Pine Village resort hotel.*
- *With 2017 alternate plus project conditions, the SR-224, 7-Eleven East, Aspen Drive, Chalet Drive, and Navajo Trail intersections on Canyons Resort Drive are anticipated to operate at unacceptable LOS with project traffic added. The Frostwood Drive and Navajo Trail intersections with Canyons Resort Drive are anticipated to operate at LOS D. All remaining study intersections are anticipated to operate at LOS C or better with project traffic added.*
  - *It is recommended that additional left-turn lanes be added to the north- and eastbound approaches.*
    - *These improvements will require that an additional lane be added to westbound Canyons Resort Drive and northbound SR-224. This will result in three northbound lanes on SR-224 for a distance of approximately 550 feet, after which traffic would merge back into the existing two northbound lanes.*
  - *It is recommended that Canyons Resort Drive be widened to five lanes between SR-224 and Frostwood Drive.*
    - *This improvement will allow for additional queue storage on the eastbound approach to the SR-224 / Canyons Resort Drive*

*intersection, provide an additional receiving lane to accommodate the recommended dual left-turn lanes on the northbound approach to the SR-224 / Canyons Resort Drive intersection, and accommodate the recommended improvements at the Frostwood Drive roundabout.*

- *It is recommended that the roundabout at the Frostwood Drive / Canyons Resort Drive intersection be upgraded by converting the existing one-lane roundabout to a two-lane roundabout, including two approach lanes on the eastbound approach. It is anticipated that these improvements will provide the capacity necessary to accommodate the projected traffic.*
- *Future 2030 alternate plus project traffic was analyzed assuming that the previously recommended mitigation measures had been implemented.*
- *With future 2030 alternate plus project conditions, the SR-224 and Chalet Drive intersections with Canyons Resort Drive are anticipated to operate at LOS E. The 7-Eleven East and Aspen Drive intersections with Canyons Resort Drive are anticipated to operate at LOS F. All remaining study intersections are anticipated to operate at LOS B or better*
  - *It is anticipated that additional capacity will be needed at the SR-224 / Canyons Resort Drive intersection. It is possible that fine tuning of the signal timing at the intersection could mitigate the anticipated poor level of service.*

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**Appendix A: Turning Movement Counts**

**Appendix B: Level of Service Results**

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## I. INTRODUCTION

### A. Purpose

This study addresses the traffic impacts associated with the proposed future development of The Canyons resort in Summit County, Utah. Future development at The Canyons will occur adjacent to the existing hotels and lodges currently at the resort, as well as around the Cabriolet parking lot adjacent to SR-224. Figure 1 shows a vicinity map of the proposed development.

Included within the analyses for this study are the traffic operations and recommended mitigation measures for existing conditions and plus project conditions (conditions after development of the proposed project) at key intersections and roadways in the vicinity of the site. Future 2030 conditions with and without the proposed development are also analyzed.

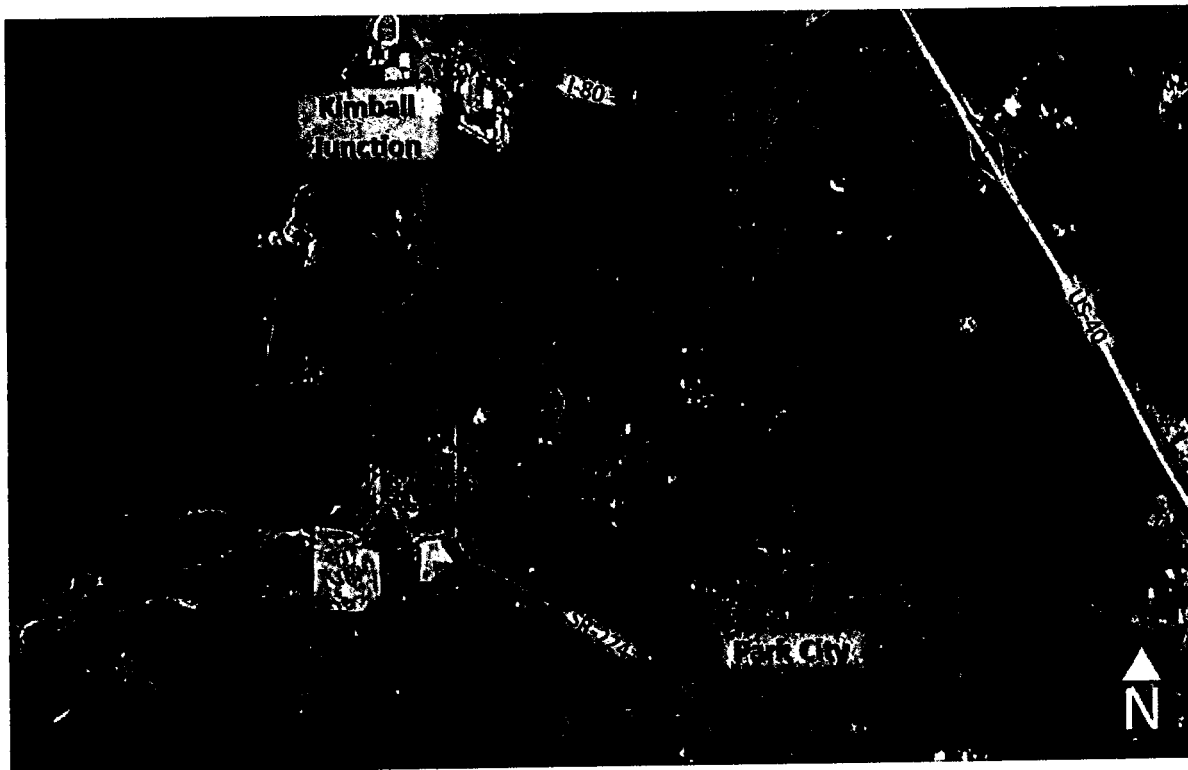


Figure 1 Vicinity map showing the project location in Summit County, Utah

## **B. Scope**

The study area was defined based on conversations with the development team, following general guidelines for traffic impact studies. This study was scoped to evaluate the traffic operational performance impacts of the project on the following intersections:

- Escala Court / High Mountain Road
- High Mountain Road / Canyons Resort Drive
- Grand Summit Drive / Canyons Resort Drive
- Red Pine Road / Canyons Resort Drive
- Chalet Drive / Red Pine Road
- Cedar Lane / Canyons Resort Drive
- Navajo Trail / Canyons Resort Drive
- Chalet Drive / Canyons Resort Drive
- Frostwood Drive / Canyons Resort Drive
- Aspen Drive / Canyons Resort Drive
- Bus Loop / 7-Eleven Access / Canyons Resort Drive
- SR-224 / Canyons Resort Drive

## **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) 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 and all-way stop 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 approach.

## **D. Level of Service Standards**

For the purposes of this study, a minimum overall intersection performance for each of the study intersections was set at LOS C. However, if LOS D, E, or F conditions exist, an explanation and/or mitigation measures will be presented. An LOS D threshold is consistent with “state-of-the-practice” traffic engineering principles for urbanized areas. The current Snyderville Basin



Transportation Master Plan (2009) has established a LOS C threshold for County roads, and LOS D for State roads.

**Table 1 Level of Service Descriptions**

| Level of Service           | Description of Traffic Conditions  | Average Delay (seconds/vehicle) |
|----------------------------|--|---------------------------------|
|                            | Signalized Intersections   | Overall Intersection            |
| A                          | Extremely favorable progression and a very low level of control delay. Individual users are virtually unaffected by others in the traffic stream.                      | $0 \leq 10.0$                   |
| B                          | Good progression and a low level of control delay. The presence of other users in the traffic stream becomes noticeable.   | $> 10.0 \text{ and } \leq 20.0$ |
| C                          | Fair progression and a moderate level of control delay. The operation of individual users becomes somewhat affected by interactions with others in the traffic stream. | $> 20.0 \text{ and } \leq 35.0$ |
| D                          | Marginal progression with relatively high levels of control delay. Operating conditions are noticeably more constrained.   | $> 35.0 \text{ and } \leq 55.0$ |
| E                          | Poor progression with unacceptably high levels of control delay. Operating conditions are at or near capacity.   | $> 55.0 \text{ and } \leq 80.0$ |
| F                          | Unacceptable progression with forced or breakdown operating conditions.  | $> 80.0$                        |
| Unsignalized Intersections |  | Worst Approach                  |
| A                          | Free Flow / Insignificant Delay  | $0 \leq 10.0$                   |
| B                          | Stable Operations / Minimum Delays   | $> 10.0 \text{ and } \leq 15.0$ |
| C                          | Stable Operations / Acceptable Delays  | $> 15.0 \text{ and } \leq 25.0$ |
| D                          | Approaching Unstable Flows / Tolerable Delays  | $> 25.0 \text{ and } \leq 35.0$ |
| E                          | Unstable Operations / Significant Delays   | $> 35.0 \text{ and } \leq 50.0$ |
| F                          | Forced Flows / Unpredictable Flows / Excessive Delays  | $> 50.0$                        |

Source: Hales Engineering Descriptions, based on Highway Capacity Manual, 2010 Methodology (Transportation Research Board, 2010)

## **II. EXISTING (2017) BACKGROUND CONDITIONS**

### **A. Purpose**

The purpose of the existing (2017) 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 will provide 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:

Canyons Resort Drive – is a two-lane roadway connecting The Canyons resort to SR-224. This roadway has a landscaped center median with openings at major accesses and intersections west of the Frostwood Drive roundabout, and the posted speed limit on this segment is 15 mph. Between the Frostwood Drive roundabout and SR-224 the roadway consists of one travel lane in each direction and a center two-way left-turn lane (TWLTL). The posted speed limit on this segment is 25 mph. Canyons Resort Drive serves as the primary access for The Canyons Resort.

Cooper Lane – connects Frostwood Drive to Sun Peak Drive. There is no lane striping on this roadway, but the pavement width is sufficient to accommodate one lane of traffic in both directions. The posted speed limit on this segment is 25 mph. Cooper Lane, via Sun Peak Drive, serves as a secondary access for The Canyons resort.

Red Pine Road – is a two-lane roadway, providing access to various residential communities adjacent to The Canyons resort. The posted speed limit on this roadway is 15 mph.

### **C. Traffic Volumes**

Hales Engineering performed Saturday morning (8:00 to 10:00 a.m.) and afternoon (3:00 to 5:00 p.m.) peak period traffic counts at the following intersections:

- Escala Court / High Mountain Road
- High Mountain Road / Canyons Resort Drive
- Grand Summit Drive / Canyons Resort Drive
- Red Pine Road / Canyons Resort Drive
- Chalet Drive / Red Pine Road
- Cedar Lane / Canyons Resort Drive

- Navajo Trail / Canyons Resort Drive
- Chalet Drive / Canyons Resort Drive
- Frostwood Drive / Canyons Resort Drive
- Aspen Drive / Canyons Resort Drive
- Bus Loop / 7-Eleven Access / Canyons Resort Drive
- SR-224 / Canyons Resort Drive

These counts were performed on Saturday, April 2, 2016 and Saturday, October 29, 2016. The CVMA also collected peak hour count data at the Frostwood Drive / Canyons Resort Drive intersection on Saturday, February 18, 2017. Detailed count data are included in Appendix A. The a.m. peak hour was determined to be between the hours of 8:15 and 9:15 a.m. and the p.m. peak hour was determined to be between the hours of 4:00 and 5:00 p.m. The data collected in February, as well as hourly data from a UDOT maintained automatic traffic recorder (ATR) on SR-224, were used to scale the data collected in April and October to estimate peak hour traffic conditions on a peak season ski day. The traffic volumes in the study area were significantly higher during the p.m. peak hour than during the a.m. peak hour. Therefore, the p.m. peak hour was chosen for detailed analysis as this represents the worst-case scenario.

Trip generation rates published in the Institute of Transportation Engineers (ITE), Trip Generation Manual, 9th Edition, 2012, were used to calculate the number of trips generated by retail, townhomes, and single-family homes portion of each development. Since there is no Saturday Peak Hour ITE Trip Generation rate for Specialty Retail Center (826) land use, a ratio of Saturday Peak Hour trips to Daily Saturday trips was estimated based on ITE Trip Generation rates for a related land use, Shopping Center (820). It was estimated that approximately 0.094 of all Saturday trips would occur during the peak hour. This ratio was used to estimate the Saturday Peak Hour Trip Generation rate for the Specialty Retail Center (826) land use. *The Canyons Specially Planned Area (SPA) Transportation Master Plan (TMP) Report* (December 2015) reports that 95% of patrons at the retail establishments at each of the resort hotels are guests/tenant at the resort, especially during the winter months. Therefore, a 95% internal capture reduction was assumed for each of these land uses.

Hales Engineering utilized the data collected on February 18, 2017, to calculate a trip generation rate for the resort hotel land use. This was done by taking the known volume on Canyons Resort Drive west of the Frostwood Drive Roundabout, subtracting the traffic generated (using ITE Trip Generation Rates) by the retail portion of the resort, adjacent residential communities, and traffic generated by the day skier/employee parking lots in the upper village, and using the remaining trips to calculate trips per occupied hotel room as shown below. Based on information provided to Hales Engineering by TCFC and the CVMA, and after discussions with Summit County Engineering staff, it was assumed that an 85% occupancy rate would accurately represent the resort hotel land use during the peak ski season.

|   |
|---|
| Total Trips Generated in Upper Village                        |
| - Trips Generated by Retail                                   |
| - Trips Generated by Single-Family Homes and Townhomes/Condos |
| - Trips Generated by Day Skiers                               |
| - Trips Generated by Employees                                |
| Trips Generated by Hotels                                     |

*The Canyons SPA TMP* Report (December 2015) estimates that the number of trips currently generated by The Canyons has been reduced by approximately 16% due to various trip reduction efforts. These trip reduction efforts include (see *The Canyons SPA TMP* Report for further details):

- Cooperation and creation of a regional transportation system
- Linkages to the Salt Lake City area, including the airport via various forms of transit for employees and guests
- Internal transportation system within the Resort and Resort Community, including valet service, shuttle buses, and a people mover
- Comprehensive pedestrian trail system
- Incentives to encourage the implementation of these policies

These trips were distributed and assigned to the transportation network based on the turning movement counts that were previously discussed. Existing land uses in the upper village, along with their corresponding trip generation calculations, are shown in Table 2. Table 2, is also included in Appendix E.

A majority of day skiers (ski resort patrons driving to the resort, but not staying overnight) will park in the Cabriolet parking lot, just south of Canyons Resort Drive and west of SR-224. This parking lot currently consists of 1,283 parking stalls, and is generally filled to capacity on Saturdays during peak ski season. Traffic generated by this parking lot is reflected in the data collected by the CVMA on February 18, 2017.

Figure 2 shows the existing Saturday peak hour volumes during the peak season as well as intersection geometry at the study intersections.

#### **D. Level of Service Analysis**

Using Synchro/SimTraffic, which follow the Highway Capacity Manual (HCM) 2016 methodology introduced in Chapter I, the p.m. peak hour LOS was computed for the study intersection. The results of this analysis are reported in Table 3 (see Appendix B for the detailed LOS reports). Multiple runs of SimTraffic were used to provide a statistical evaluation of the intersection. These results serve as a baseline condition for the impact analysis of the proposed development during existing (2017) conditions. As shown in Table 3, the SR-224 / Canyons Resort Drive intersection is estimated to operate at LOS D during the Saturday peak hour. It is estimated that the all other study intersections currently operate at LOS A or B during the peak hour.

#### **E. Queuing Analysis**

Hales Engineering calculated the 95<sup>th</sup> percentile queue lengths for each of the study intersections. The queue reports can be found in Appendix D. The 95<sup>th</sup> percentile queues at the SR-224 / Canyons Resort Drive intersection are estimated to extend for more than 300 feet on the north-, south-, and eastbound approaches. No other significant queues were calculated at any of the study intersections.

| Saturday Peak Hour                     |  | Number of | Unit                | Trip     | %       | %        | Trips   | Trips            | Mixed-Use | CVMA     | Net Trips | Net Trips | Total Sat Pk Hr |
|--|--|-----------|---------------------|----------|---------|----------|---------|------------------|-----------|----------|-----------|-----------|-----------------|
| Land Use <sup>1</sup>                  | Units                                  | Type      | Generation          | Entering | Exiting | Entering | Exiting | Internal Capture | Reduction | Entering | Exiting   | Trips     |                 |
| Grand Summit Hotel                     | Resort Hotel (330)                     | 183       | Occupied Rooms      | 102      | 59%     | 41%      | 60      | 42               | 0%        | 16%      | 51        | 35        | 86              |
|  | Specialty Retail Center (826)          | 116,405   | 1,000 Sq. Ft. GLA   | 462      | 50%     | 50%      | 231     | 231              | 95%       | 16%      | 10        | 10        | 20              |
| Sundial Lodge                          | Resort Hotel (330)                     | 128       | Occupied Rooms      | 72       | 59%     | 41%      | 42      | 30               | 0%        | 16%      | 36        | 25        | 60              |
|  | Specialty Retail Center (826)          | 44,373    | 1,000 Sq. Ft. GLA   | 176      | 50%     | 50%      | 88      | 88               | 95%       | 16%      | 4         | 4         | 8               |
| Westgate Resort                        | Resort Hotel (330)                     | 247       | Occupied Rooms      | 136      | 59%     | 41%      | 80      | 56               | 0%        | 16%      | 67        | 47        | 114             |
|  | Specialty Retail Center (826)          | 33,216    | 1,000 Sq. Ft. GLA   | 132      | 50%     | 50%      | 66      | 66               | 95%       | 16%      | 3         | 3         | 6               |
| Escala                                 | Resort Hotel (330)                     | 158       | Occupied Rooms      | 88       | 59%     | 41%      | 52      | 36               | 0%        | 16%      | 44        | 30        | 74              |
|  | Specialty Retail Center (826)          | 18,079    | 1,000 Sq. Ft. GLA   | 72       | 50%     | 50%      | 36      | 36               | 95%       | 16%      | 2         | 2         | 4               |
| Sunrise at Escala                      | Resort Hotel (330)                     | 71        | Occupied Rooms      | 40       | 58%     | 41%      | 24      | 16               | 0%        | 16%      | 20        | 14        | 34              |
|  | Specialty Retail Center (826)          | 3.5       | 1,000 Sq. Ft. GLA   | 14       | 50%     | 50%      | 7       | 7                | 95%       | 16%      | 0         | 0         | 0               |
| Silverado                              | Resort Hotel (330)                     | 83        | Occupied Rooms      | 46       | 59%     | 41%      | 27      | 19               | 0%        | 16%      | 23        | 16        | 39              |
|  | Specialty Retail Center (826)          | 7,005     | 1,000 Sq. Ft. GLA   | 28       | 50%     | 50%      | 14      | 14               | 95%       | 16%      | 1         | 1         | 2               |
| Vintage                                | Residential Condominium/Townhouse (23) | 15        | Occ. Dwelling Units | 48       | 54%     | 46%      | 26      | 22               | 0%        | 0%       | 26        | 22        | 48              |
| Red Pine Road                          | Single-Family Detached Housing (210)   | 21        | Occ. Dwelling Units | 28       | 54%     | 46%      | 15      | 13               | 0%        | 0%       | 15        | 13        | 28              |
| Project Total Saturday Peak Hour Trips |  |           |                     |          |         |          | 769     | 675              |           |          | 301       | 222       | 523             |

<sup>1</sup> Land Use Code from the Institute of Transportation Engineers, Trip Generation Manual (9th Edition - 2012)

SOURCE: Hales Engineering, August 2017

**Table 3 Existing (2017) Background Saturday Peak Hour Level of Service**

| Intersection                                 |                 | Worst Approach          |                                    |                  | Overall Intersection  |                  |
|--|-----------------|-------------------------|------------------------------------|------------------|---|------------------|
| Description                                  | Control         | Approach <sup>1,3</sup> | Aver. Delay (Sec/Veh) <sup>1</sup> | LOS <sup>1</sup> | Aver. Delay (Sec/Veh) <sup>2</sup>                            | LOS <sup>2</sup> |
| SR-224 /<br>Canyons Resort Drive             | Signal          | -                       | -                                  | -                | 35.4<br>NB C (28.3), SB C (29.2),<br>EB D (54.9), WB D (46.0) | D                |
| 7-Eleven East /<br>Canyons Resort Drive      | NB Stop         | NB                      | 9.8                                | A                | -   | -                |
| 7-Eleven West /<br>Canyons Resort Drive      | NB Stop         | NB                      | 13.2                               | B                | -   | -                |
| Aspen Drive /<br>Canyons Resort Drive        | SB Stop         | SB                      | 14.2                               | B                | -   | -                |
| Frostwood Drive /<br>Canyons Resort Drive    | Round-<br>about | -                       | -                                  | -                | 4.8   | A                |
| Chalet Drive /<br>Canyons Resort Drive       | NB/SB<br>Stop   | SB                      | 10.0                               | A                | -   | -                |
| Navajo Trail /<br>Canyons Resort Drive       | NB Stop         | NB                      | 4.8                                | A                | -   | -                |
| Cedar Lane /<br>Canyons Resort Drive         | SB Stop         | SB                      | 8.3                                | A                | -   | -                |
| Red Pine Road /<br>Canyons Resort Drive      | NB Stop         | NB                      | 2.3                                | A                | -   | -                |
| Chalet Drive /<br>Red Pine Road              | WB<br>Stop      | WB                      | 1.9                                | A                | -   | -                |
| Silverado /<br>Canyons Resort Drive          | WB<br>Stop      | WB                      | 3.1                                | A                | -   | -                |
| Grand Summit Drive /<br>Canyons Resort Drive | EB Stop         | EB                      | 5.2                                | A                | -   | -                |
| High Mountain Road /<br>Canyons Resort Drive | NE Stop         | NE                      | 4.0                                | A                | -   | -                |
| Escala Court /<br>High Mountain Road         | NB Stop         | NB                      | 2.5                                | A                | -   | -                |

1. This represents the worst approach LOS and delay (seconds / vehicle) and is only reported for non-all-way stop unsignalized intersections.

2. This represents the overall intersection LOS and delay (seconds / vehicle) and is reported for all-way stop, roundabout, and signalized intersections.

3. Southbound = Southbound approach, etc.

Source: Hales Engineering, August 2017

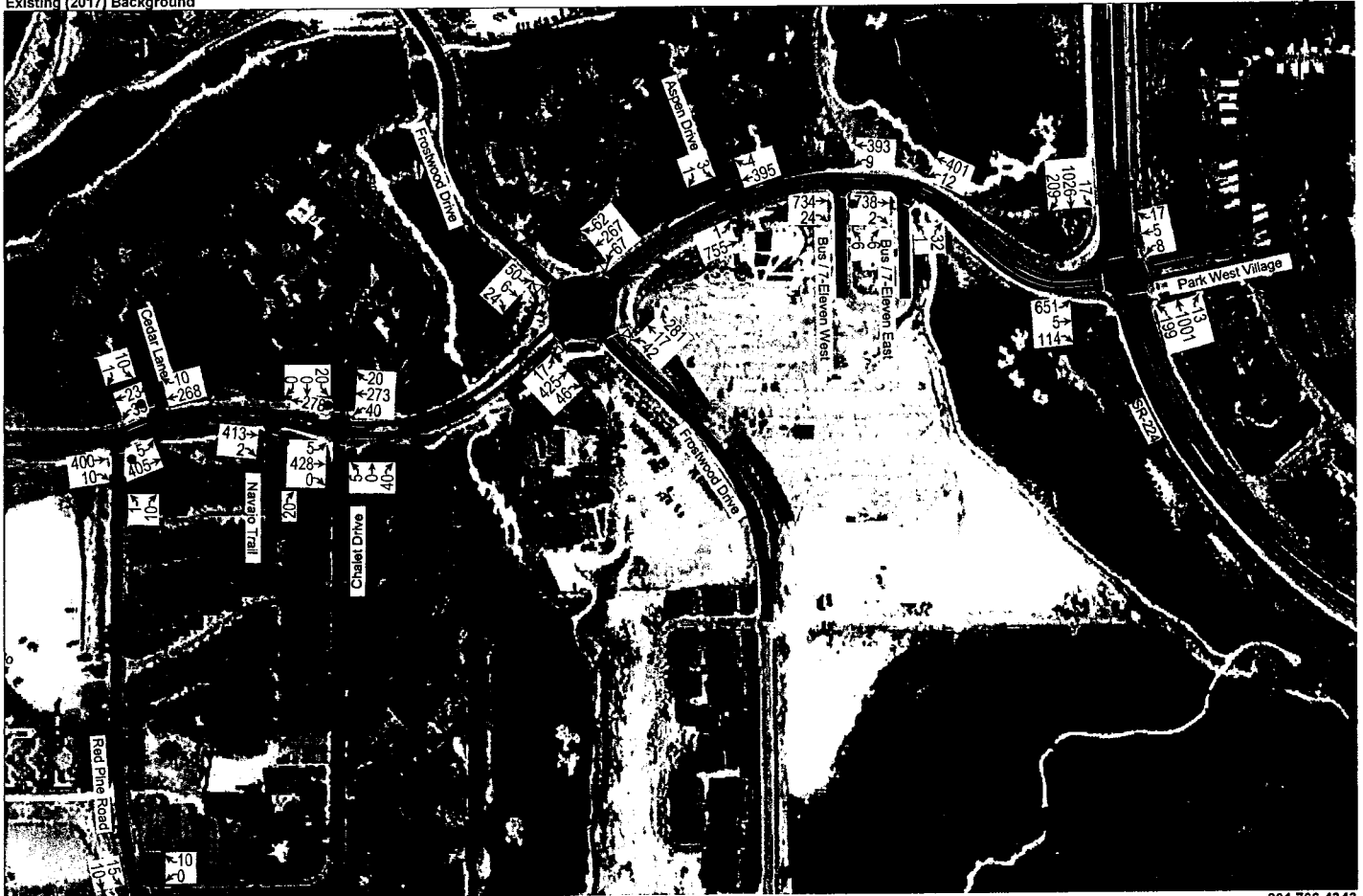
## F. Mitigation Measures

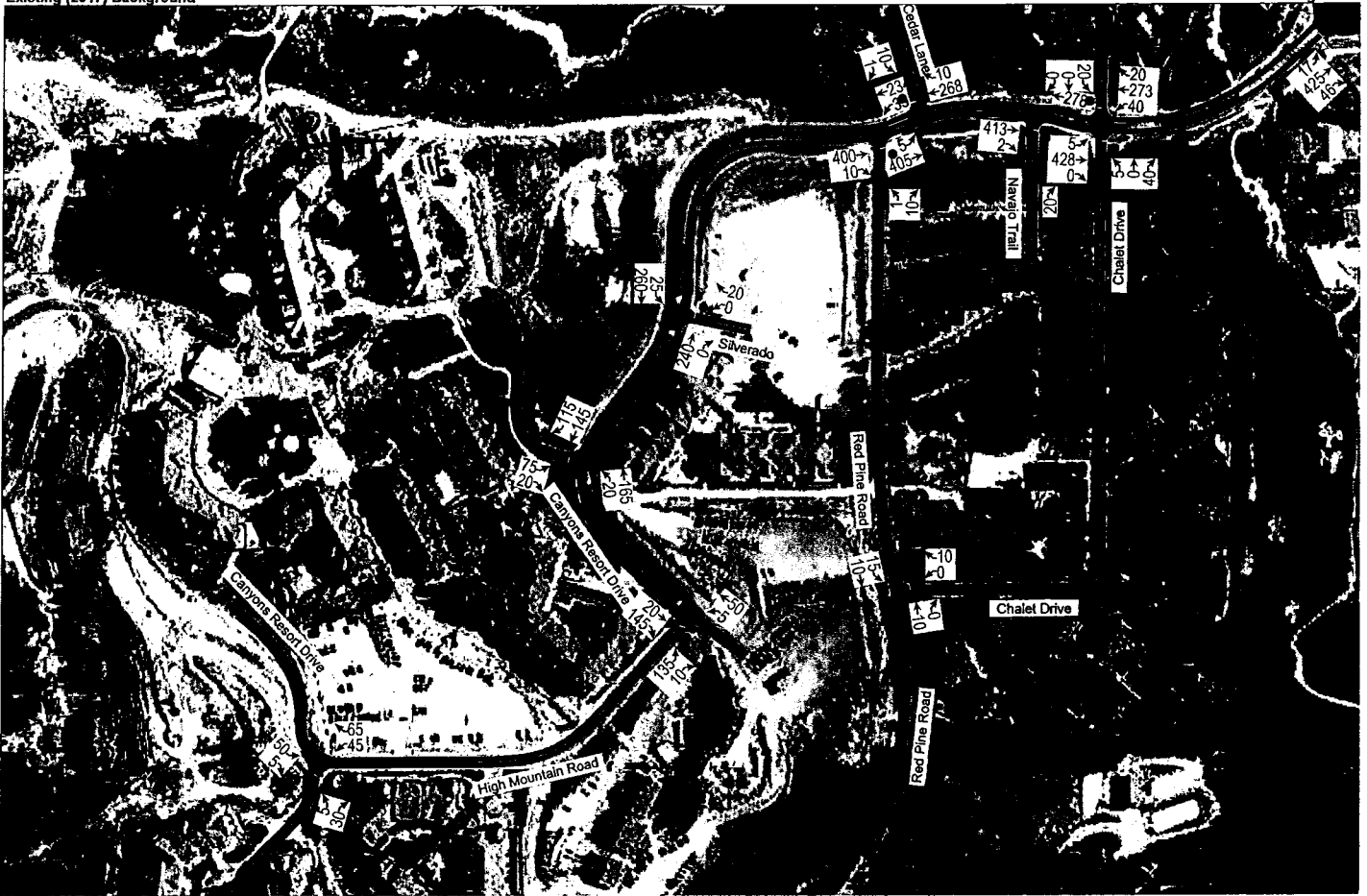
The queuing at the SR-224 / Canyons Resort Drive intersection can be attributed to the high number of vehicles turning left (eastbound) from Canyons Resort Drive onto northbound SR-224,



as well as the high volume of vehicles traveling north and south on SR-224. Adding additional capacity to these movements would likely mitigate the queueing at this intersection. However, an additional left-turn lane on the eastbound approach would require that an additional receiving lane be added to northbound SR-224 for approximately 550 feet north of Canyons Resort Drive.







### III. PROJECT CONDITIONS

#### A. Purpose

The project conditions analysis 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 the Introduction.

#### B. Project Description

This study addresses the traffic impacts associated with the proposed future development of The Canyons resort in Summit County, Utah. This future development will include 12 new resort hotels, as well as residential townhomes, single-family homes, and retail space in the upper and lower villages. High Mountain Road will be realigned as part of this project, and Canyons Resort Drive will extend to connect to Red Pine Road. The development will also include workforce housing in the lower village, near the Cabriolet parking lot. A site plan for the proposed development can be found in Appendix C.

The proposed land use for the development has been identified as follows:

- |                                     |                     |
|-------------------------------------|---------------------|
| • Resort Hotel                      | 1,173 Rooms         |
| • Residential Condominium/Townhouse | 234 Dwelling Units  |
| • Single-Family Homes               | 35 Dwelling Units   |
| • Retail Space                      | 240,504 sq. ft. GLA |

The Cabriolet parking lot will be reconfigured, reducing the number of parking spaces from the existing 1,283 spaces to 1,100 spaces. The Bus/7-Eleven Accesses will also be reconfigured such that the west access will be ingress only and the east access will be egress only.

#### C. Trip Generation

Trip generation for the development was calculated using trip generation rates published in the Institute of Transportation Engineers (ITE) *Trip Generation (9<sup>th</sup> Edition, 2012)*, as well as the methods discussed in Chapter II of this report. Trip Generation for the proposed project is included in Table 4. Table 4, is also included in Appendix E.

As discussed in Chapter II, *The Canyons SPA TMP Report*, prepared in December 2015, indicates that the current trips generated onsite are reduced by 16% due to various trip reduction efforts. As shown in Table 4, this 16% trip reduction was assumed for the 2017 trip generation

calculations. In the same report, a 27% trip reduction is projected by 2030. These trip reduction efforts include (see *The Canyons SPA TMP* Report for further details):

- Participate in Transportation Management Association
- Enhance Park City Transit
- Parking Management
- Guest Transportation Info Initiative
- Increase Ridership of PC – SLC Connect
- Car Share Program
- Bike Share Program
- Expanded Employee Shuttle

Therefore, a 27% trip reduction was assumed for the future trip generation scenario. Based on information provided to Hales Engineering by TCFC and the CVMA, as well as discussions with Summit County Engineering staff, it was assumed that an 85% occupancy rate would accurately represent the resort hotel, townhomes, and detached single-family home land uses during the peak ski season.

In discussions with Summit County Engineering staff, it was determined that trips from the workforce housing portion of the project would be minimal, as it is anticipated that a majority of the residents of these facilities will be employed at The Canyons, and will either walk to work, or utilize alternative transportation modes (i.e., shuttles, public transportation, etc.) to commute to and from work, and will commute to or from work during off-peak traffic periods. In all plus project scenarios analyzed in this report, trips from the upper village that were generated by the employee parking in the upper village were relocated to the Cabriolet parking lot and/or employee housing.

#### **D. Trip Distribution and Assignment**

Project traffic is assigned to the roadway network based on the type of trips 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 in close proximity to the site.

These trip distribution assumptions and the prevailing movements at each intersection were used to assign the Saturday peak hour generated traffic at the study intersections to create trip assignment for the proposed development. Trip assignment for the development with 2017 trip reductions is shown in Figure 3, and trip assignment for the development with future 2030 trip reductions is shown in Figure 4.

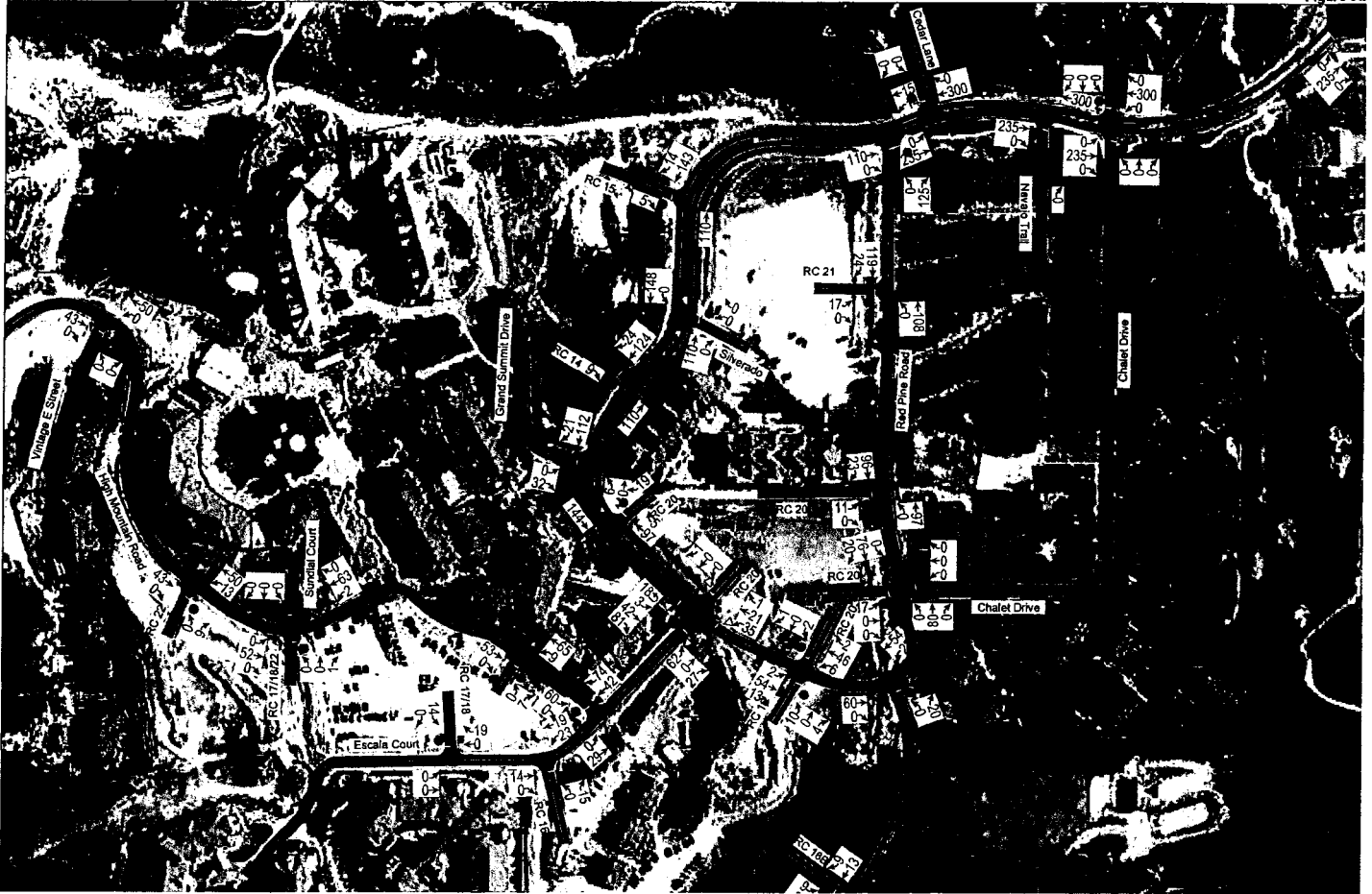
| Saturday Peak Hour                     |   | Number of Units | Unit Type           | Trip Generation | % Entering | % Exiting | Trips Entering | Trips Exiting | Max. % of House | CVMA Reduction | Net Trips Entering | Net Trips Exiting | Total Sat Pk Hr Trips |
|--|---|-----------------|---------------------|-----------------|------------|-----------|----------------|---------------|-----------------|----------------|--------------------|-------------------|-----------------------|
| RC 25                                  | Residential Condominium/Townhouse (230) | 54              | Occ. Dwelling Units | 60              | 54%        | 46%       | 32             | 28            | 0%              | 16%            | 27                 | 24                | 51                    |
| RC 24                                  | Residential Condominium/Townhouse (230) | 21              | Occ. Dwelling Units | 50              | 54%        | 46%       | 27             | 23            | 0%              | 16%            | 23                 | 19                | 42                    |
| RC 22                                  | Resort Hotel (330)                      | 52              | Occupied Rooms      | 32              | 59%        | 41%       | 19             | 13            | 0%              | 16%            | 16                 | 11                | 27                    |
| RC 5                                   | Residential Condominium/Townhouse (230) | 8               | Occ. Dwelling Units | 46              | 54%        | 46%       | 25             | 21            | 0%              | 16%            | 21                 | 18                | 39                    |
| RC 5                                   | Specialty Retail Center (826)           | 20,564          | 1,000 Sq. Ft. GLA   | 82              | 50%        | 50%       | 41             | 41            | 95%             | 16%            | 2                  | 2                 | 4                     |
| RC 17/18                               | Specialty Retail Center (826)           | 38.44           | 1,000 Sq. Ft. GLA   | 152             | 50%        | 50%       | 76             | 76            | 95%             | 16%            | 3                  | 3                 | 6                     |
| RC 17/18                               | Resort Hotel (330)                      | 88              | Occupied Rooms      | 54              | 59%        | 41%       | 32             | 22            | 0%              | 16%            | 27                 | 19                | 45                    |
| RC 16 A                                | Resort Hotel (330)                      | 142             | Occupied Rooms      | 88              | 59%        | 41%       | 52             | 36            | 0%              | 16%            | 44                 | 30                | 74                    |
| RC 16 B                                | Residential Condominium/Townhouse (230) | 39              | Occ. Dwelling Units | 54              | 54%        | 46%       | 29             | 25            | 0%              | 16%            | 24                 | 21                | 45                    |
| RC 16 A                                | Specialty Retail Center (826)           | 20              | 1,000 Sq. Ft. GLA   | 80              | 50%        | 50%       | 40             | 40            | 95%             | 16%            | 2                  | 2                 | 4                     |
| RC 20 A                                | Resort Hotel (330)                      | 119             | Occupied Rooms      | 74              | 59%        | 41%       | 44             | 30            | 0%              | 16%            | 37                 | 25                | 62                    |
| RC 20 A                                | Specialty Retail Center (826)           | 10              | 1,000 Sq. Ft. GLA   | 40              | 50%        | 50%       | 20             | 20            | 95%             | 16%            | 1                  | 1                 | 2                     |
| RC 20 B                                | Residential Condominium/Townhouse (230) | 11              | Occ. Dwelling Units | 46              | 54%        | 46%       | 25             | 21            | 0%              | 16%            | 21                 | 18                | 39                    |
| RC 14                                  | Resort Hotel (330)                      | 128             | Occupied Rooms      | 80              | 59%        | 41%       | 47             | 33            | 0%              | 16%            | 40                 | 28                | 67                    |
| RC 15                                  | Resort Hotel (330)                      | 81              | Occupied Rooms      | 50              | 59%        | 41%       | 30             | 21            | 0%              | 16%            | 25                 | 17                | 42                    |
| RC 21                                  | Resort Hotel (330)                      | 85              | Occupied Rooms      | 52              | 59%        | 41%       | 31             | 21            | 0%              | 16%            | 26                 | 18                | 44                    |
| W37                                    | Residential Condominium/Townhouse (230) | 41              | Occ. Dwelling Units | 56              | 54%        | 46%       | 30             | 26            | 0%              | 16%            | 25                 | 22                | 47                    |
| RC 2                                   | Specialty Retail Center (826)           | 14              | 1,000 Sq. Ft. GLA   | 56              | 50%        | 50%       | 28             | 28            | 95%             | 16%            | 1                  | 1                 | 2                     |
| RC 6                                   | Specialty Retail Center (826)           | 25              | 1,000 Sq. Ft. GLA   | 100             | 50%        | 50%       | 50             | 50            | 95%             | 16%            | 2                  | 2                 | 4                     |
| RC 7                                   | Resort Hotel (330)                      | 102             | Occupied Rooms      | 64              | 59%        | 41%       | 38             | 26            | 0%              | 16%            | 32                 | 22                | 54                    |
| RC 7                                   | Specialty Retail Center (826)           | 37.6            | 1,000 Sq. Ft. GLA   | 150             | 50%        | 50%       | 75             | 75            | 95%             | 16%            | 3                  | 3                 | 6                     |
| RC 7                                   | Resort Hotel (330)                      | 119             | Occupied Rooms      | 74              | 59%        | 41%       | 44             | 30            | 0%              | 16%            | 37                 | 25                | 62                    |
| RC 7                                   | Specialty Retail Center (826)           | 49.8            | 1,000 Sq. Ft. GLA   | 198             | 50%        | 50%       | 99             | 99            | 95%             | 16%            | 4                  | 4                 | 8                     |
| W35                                    | Single-Family Detached Housing (210)    | 30              | Occ. Dwelling Units | 36              | 54%        | 46%       | 19             | 17            | 0%              | 16%            | 16                 | 14                | 30                    |
| LV 10                                  | Residential Condominium/Townhouse (230) | 26              | Occ. Dwelling Units | 52              | 54%        | 46%       | 28             | 24            | 0%              | 16%            | 24                 | 20                | 44                    |
| LV 4                                   | Resort Hotel (330)                      | 82              | Occupied Rooms      | 52              | 59%        | 41%       | 31             | 21            | 0%              | 16%            | 26                 | 18                | 44                    |
| LV 6                                   | Specialty Retail Center (826)           | 25              | 1,000 Sq. Ft. GLA   | 100             | 50%        | 50%       | 50             | 50            | 0%              | 16%            | 42                 | 42                | 84                    |
| Project Total Saturday Peak Hour Trips |   |                 |                     |                 |            |           | 1,060          | 918           |                 |                | 549                | 429               | 978                   |
| Saturday Peak Hour                     |   | Number of Units | Unit Type           | Trip Generation | % Entering | % Exiting | Trips Entering | Trips Exiting | Max. % of House | CVMA Reduction | Net Trips Entering | Net Trips Exiting | Total Sat Pk Hr Trips |
| RC 25                                  | Residential Condominium/Townhouse (230) | 54              | Occ. Dwelling Units | 60              | 54%        | 46%       | 32             | 28            | 0%              | 27%            | 23                 | 20                | 43                    |
| RC 24                                  | Residential Condominium/Townhouse (230) | 21              | Occ. Dwelling Units | 50              | 54%        | 46%       | 27             | 23            | 0%              | 27%            | 20                 | 17                | 37                    |
| RC 22                                  | Resort Hotel (330)                      | 52              | Occupied Rooms      | 32              | 59%        | 41%       | 19             | 13            | 0%              | 27%            | 14                 | 10                | 23                    |
| RC 5                                   | Residential Condominium/Townhouse (230) | 8               | Occ. Dwelling Units | 46              | 54%        | 46%       | 25             | 21            | 0%              | 27%            | 18                 | 15                | 33                    |
| RC 5                                   | Specialty Retail Center (826)           | 20,564          | 1,000 Sq. Ft. GLA   | 82              | 50%        | 50%       | 41             | 41            | 95%             | 27%            | 1                  | 1                 | 2                     |
| RC 17/18                               | Specialty Retail Center (826)           | 38.44           | 1,000 Sq. Ft. GLA   | 152             | 50%        | 50%       | 76             | 76            | 95%             | 27%            | 3                  | 3                 | 6                     |
| RC 17/18                               | Resort Hotel (330)                      | 88              | Occupied Rooms      | 54              | 59%        | 41%       | 32             | 22            | 0%              | 27%            | 23                 | 16                | 39                    |
| RC 16 A                                | Resort Hotel (330)                      | 142             | Occupied Rooms      | 88              | 59%        | 41%       | 52             | 36            | 0%              | 27%            | 38                 | 26                | 64                    |
| RC 16 B                                | Residential Condominium/Townhouse (230) | 39              | Occ. Dwelling Units | 54              | 54%        | 46%       | 29             | 25            | 0%              | 27%            | 21                 | 18                | 39                    |
| RC 16 A                                | Specialty Retail Center (826)           | 20              | 1,000 Sq. Ft. GLA   | 80              | 50%        | 50%       | 40             | 40            | 95%             | 27%            | 1                  | 1                 | 2                     |
| RC 20 A                                | Resort Hotel (330)                      | 119             | Occupied Rooms      | 74              | 59%        | 41%       | 44             | 30            | 0%              | 27%            | 32                 | 22                | 54                    |
| RC 20 A                                | Specialty Retail Center (826)           | 10              | 1,000 Sq. Ft. GLA   | 40              | 50%        | 50%       | 20             | 20            | 95%             | 27%            | 1                  | 1                 | 2                     |
| RC 20 B                                | Residential Condominium/Townhouse (230) | 11              | Occ. Dwelling Units | 46              | 54%        | 46%       | 25             | 21            | 0%              | 27%            | 18                 | 15                | 33                    |
| RC 14                                  | Resort Hotel (330)                      | 128             | Occupied Rooms      | 80              | 59%        | 41%       | 47             | 33            | 0%              | 27%            | 34                 | 24                | 58                    |
| RC 15                                  | Resort Hotel (330)                      | 81              | Occupied Rooms      | 50              | 59%        | 41%       | 30             | 21            | 0%              | 27%            | 22                 | 15                | 37                    |
| RC 21                                  | Resort Hotel (330)                      | 85              | Occupied Rooms      | 52              | 59%        | 41%       | 31             | 21            | 0%              | 27%            | 22                 | 16                | 38                    |
| W37                                    | Residential Condominium/Townhouse (230) | 40.8            | Occ. Dwelling Units | 56              | 54%        | 46%       | 30             | 26            | 95%             | 27%            | 1                  | 1                 | 2                     |
| RC 2                                   | Specialty Retail Center (826)           | 14              | 1,000 Sq. Ft. GLA   | 56              | 50%        | 50%       | 28             | 28            | 95%             | 27%            | 1                  | 1                 | 2                     |
| RC 6                                   | Specialty Retail Center (826)           | 25              | 1,000 Sq. Ft. GLA   | 100             | 50%        | 50%       | 50             | 50            | 0%              | 27%            | 37                 | 37                | 74                    |
| RC 7                                   | Resort Hotel (330)                      | 102             | Occupied Rooms      | 64              | 59%        | 41%       | 38             | 26            | 0%              | 27%            | 28                 | 19                | 47                    |
| RC 7                                   | Specialty Retail Center (826)           | 37.6            | 1,000 Sq. Ft. GLA   | 150             | 50%        | 50%       | 75             | 75            | 95%             | 27%            | 3                  | 3                 | 5                     |
| RC 7                                   | Resort Hotel (330)                      | 119             | Occupied Rooms      | 74              | 59%        | 41%       | 44             | 30            | 0%              | 27%            | 32                 | 22                | 54                    |
| RC 7                                   | Specialty Retail Center (826)           | 49.8            | 1,000 Sq. Ft. GLA   | 198             | 50%        | 50%       | 99             | 99            | 95%             | 27%            | 4                  | 4                 | 7                     |
| W35                                    | Single-Family Detached Housing (210)    | 30              | Occ. Dwelling Units | 36              | 54%        | 46%       | 19             | 17            | 0%              | 27%            | 14                 | 12                | 26                    |
| LV 10                                  | Residential Condominium/Townhouse (230) | 26              | Occ. Dwelling Units | 52              | 54%        | 46%       | 28             | 24            | 0%              | 27%            | 20                 | 18                | 38                    |
| LV 4                                   | Resort Hotel (330)                      | 82              | Occupied Rooms      | 52              | 59%        | 41%       | 31             | 21            | 0%              | 27%            | 22                 | 16                | 38                    |
| LV 6                                   | Specialty Retail Center (826)           | 25              | 1,000 Sq. Ft. GLA   | 100             | 50%        | 50%       | 50             | 50            | 0%              | 27%            | 37                 | 37                | 74                    |
| Project Total Saturday Peak Hour Trips |   |                 |                     |                 |            |           | 1,060          | 918           |                 |                | 489                | 389               | 878                   |

Source: Hales Engineering, Inc. 2017

## E. Access

Access for the proposed development will be gained at various locations on existing or newly realigned roadways (see also site plan in Appendix C).



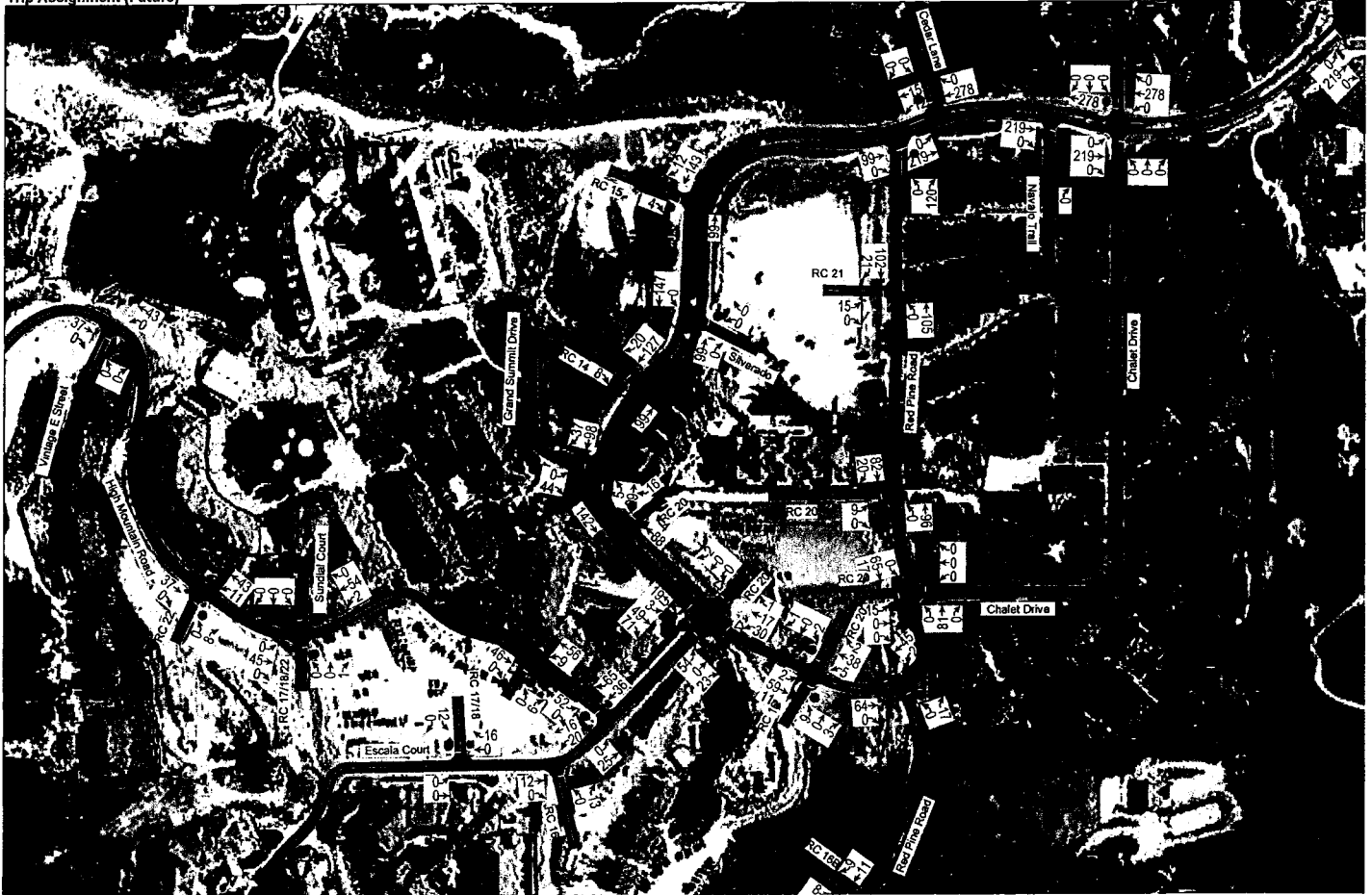




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## **IV. EXISTING (2017) PLUS PROJECT CONDITIONS**

### **A. Purpose**

This section of the report examines the traffic impacts of the proposed project at each of the study intersections. The net trips generated by the proposed development were combined with the existing background traffic volumes to create the existing plus project conditions. This scenario provides valuable insight into the potential impacts of the proposed project on background traffic conditions.

### **B. Traffic Volumes**

Existing traffic volumes were reassigned to the study intersections based on the new roadway alignments. Project trips were assigned to the study intersections based on the trip distribution methods discussed in Chapter III and permitted intersection turning movements. The existing (2017) plus project p.m. peak hour volumes were generated for the study intersections and are shown in Figure 5.

### **C. Level of Service Analysis**

Using Synchro/SimTraffic, which follow the Highway Capacity Manual (HCM) 2016 methodology introduced in Chapter I, the p.m. peak hour LOS was computed for each study intersection. The results of this analysis are reported in Table 5 (see Appendix B for the detailed LOS reports). Multiple runs of SimTraffic were used to provide a statistical evaluation of the interaction between the intersections. As shown in Table 5, the 7-Eleven East / Canyons Resort Drive and Aspen Drive / Canyons Resort Drive intersections are anticipated to operate at LOS F during the peak hour with project traffic added. The SR-224 / Canyons Resort Drive intersection is anticipated to operate at LOS D. All remaining study intersections are anticipated to operate at acceptable levels of service.

### **D. Queuing Analysis**

Hales Engineering calculated the 95<sup>th</sup> percentile queue lengths for each of the study intersections. The queue reports can be found in Appendix D. The 95<sup>th</sup> percentile queues at the SR-224 / Canyons Resort Drive intersection are estimated to extend for several hundred feet on the north-, south-, and eastbound approaches. The queues on the northeast- and southwest bound approaches to the Frostwood Drive / Canyons Resort Drive intersection are also anticipated to extend for approximately 265 feet and 365 feet, respectively. No other significant queuing is anticipated.

**Table 5 Existing (2017) Plus Project p.m. Peak Hour Level of Service**

| Intersection                                 |                 | Worst Approach          |                                      |                  | Overall Intersection  |                  |
|--|-----------------|-------------------------|--------------------------------------|------------------|---|------------------|
| Description                                  | Control         | Approach <sup>1,3</sup> | Aver. Delay (Sec/Veh) <sup>1</sup>   | LOS <sup>1</sup> | Aver. Delay (Sec/Veh) <sup>2</sup>                            | LOS <sup>2</sup> |
| SR-224 /<br>Canyons Resort Drive             | Signal          | -                       | -                                    | -                | 54.2<br>NB E (55.2), SB D (49.9),<br>EB E (57.1), WB D (52.9) | D                |
| 7-Eleven East /<br>Canyons Resort Drive      | NB Stop         | NB                      | >50.0<br>A (1.8) / EB, D (27.1) / WB | F                | -   | -                |
| 7-Eleven West /<br>Canyons Resort Drive      | N/A             | WB                      | 5.6                                  | A                | -   | -                |
| Aspen Drive /<br>Canyons Resort Drive        | SB Stop         | SB                      | >50.0<br>A (5.5) / EB, B (12.7) / WB | F                | -   | -                |
| Frostwood Drive /<br>Canyons Resort Drive    | Round-<br>about | -                       | -                                    | -                | 19.0  | C                |
| Chalet Drive /<br>Canyons Resort Drive       | NB/SB<br>Stop   | SB                      | 15.2                                 | C                | -   | -                |
| Navajo Trail /<br>Canyons Resort Drive       | NB Stop         | NB                      | 5.6                                  | A                | -   | -                |
| Cedar Lane /<br>Canyons Resort Drive         | SB Stop         | SB                      | 9.3                                  | A                | -   | -                |
| Red Pine Road /<br>Canyons Resort Drive      | NB Stop         | NB                      | 5.8                                  | A                | -   | -                |
| RC 21 / Red Pine Road                        | EB Stop         | EB                      | 5.2                                  | A                | -   | -                |
| RC 20 / Red Pine Road                        | EB Stop         | EB                      | 5.0                                  | A                | -   | -                |
| RC 20 / Chalet Drive /<br>Red Pine Road      | EB/WB<br>Stop   | EB                      | 4.3                                  | A                | -   | -                |
| Canyons Resort Drive /<br>Red Pine Road      | NB Stop         | NB                      | 2.6                                  | A                | -   | -                |
| RC15 /<br>Canyons Resort Drive               | EB Stop         | EB                      | 3.5                                  | A                | -   | -                |
| Silverado /<br>Canyons Resort Drive          | WB<br>Stop      | WB                      | 2.6                                  | A                | -   | -                |
| RC 14 /<br>Canyons Resort Drive              | EB Stop         | EB                      | 2.6                                  | A                | -   | -                |
| Grand Summit Drive /<br>Canyons Resort Drive | EB Stop         | EB                      | 3.5                                  | A                | -   | -                |
| High Mountain Road /<br>Canyons Resort Drive | Round-<br>about | -                       | -                                    | -                | 2.0   | A                |
| RC 16 / 20 /<br>Canyons Resort Drive         | NB/SB<br>Stop   | SB                      | 3.7                                  | A                | -   | -                |
| Escala Court /<br>High Mountain Road         | SE Stop         | SE                      | 4.4                                  | A                | -   | -                |

|   |               |    |     |   |   |   |
|---|---------------|----|-----|---|---|---|
| RC 16 /<br>Escala Court                       | NB Stop       | NB | 2.3 | A | - | - |
| RC 17/18 /<br>Escala Court                    | SB Stop       | SB | 3.0 | A | - | - |
| RC 17/18 /<br>High Mountain Road              | NE Stop       | NE | 2.4 | A | - | - |
| RC 17/18/22 / Sundial /<br>High Mountain Road | NB/SB<br>Stop | NB | 2.6 | A | - | - |
| RC 22 /<br>High Mountain Road                 | NB Stop       | NB | 2.4 | A | - | - |
| Vintage E Street /<br>High Mountain Road      | NB Stop       | NB | 2.5 | A | - | - |

1. This represents the worst approach LOS and delay (seconds / vehicle) and is only reported for non-all-way stop unsignalized intersections.

2. This represents the overall intersection LOS and delay (seconds / vehicle) and is reported for all-way stop, roundabout, and signalized intersections.

3. Southbound = Southbound approach, etc.

Source: Hales Engineering, November 2017

## E. Mitigation Measures

It is recommended that the length of the left-turn lanes on the eastbound approach to the SR-224 / Canyons Resort Drive intersection be maximized to increase queuing capacity, allowing more vehicles to queue onsite. With the restriction of left-turn ingress movements at the 7-Eleven East access, more space will be available for eastbound left-turn lanes at SR-224. It is also recommended that guide signs (white on green) be added along the southside of Canyons Resort Drive to guide drivers to the correct lanes on the eastbound approach. This will improve lane utilization on the approach allowing more vehicles to queue efficiently.

Although the overall delay at the Frostwood Drive / Canyons Resort Drive intersection is not anticipated to be significant, some queuing on the northeast- and southwest bound approaches is anticipated. Adding an additional lane to the roundabout is likely to help mitigate this anticipated queuing. It is recommended that this improvement be implemented when queues at the intersection are determined to be excessive.

Although the 7-Eleven East / Canyons Resort Drive intersection is anticipated to operate at a poor level of service, no mitigation measures are recommended. The delay at this intersection can be attributed to the difficulty of executing a left-turn movement from a stop-controlled approach onto a busy congested roadway, as well as queueing from downstream intersections.



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## **V. FUTURE (2030) BACKGROUND CONDITIONS**

### **A. Purpose**

The purpose of the future (2030) background analysis is to study the intersections and roadways during the peak travel periods of the day for future background traffic and geometric conditions. The current Snyderville Basin Transportation Master Plan (2009) uses a planning horizon year of 2030. Therefore, 2030 was chosen as the future horizon year for this analysis to be consistent with County planning efforts.

The future (2030) background analysis assumes no future development or improvements at The Canyons or on Canyons Resort Drive, but does account for the anticipated background growth. Through this analysis, future background traffic operational deficiencies can be identified, and potential mitigation measures recommended.

### **B. Traffic Volumes**

Hales Engineering used future (2030) forecasted volumes from the Snyderville Basin Transportation Master Plan (2009). 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 2030 Saturday peak hour turning movement volumes are shown in Figure 6.

### **C. Level of Service Analysis**

Using Synchro/SimTraffic, which follow the Highway Capacity Manual (HCM) 2016 methodology introduced in Chapter I, the p.m. peak hour LOS was computed for each study intersection. The results of this analysis are reported in Table 6 (see Appendix B for the detailed LOS reports). Multiple runs of SimTraffic were used to provide a statistical evaluation of the interaction between the intersections. These results serve as a baseline condition for the impact analysis of the proposed development for future (2030) conditions. As shown in Table 6, the SR-224 / Canyons Resort Drive intersection is anticipated to operate at LOS E during the Saturday peak hour. All other study intersections are anticipated to operate at LOS A or B.

**Table 6 Future (2030) Background Saturday Peak Hour Level of Service**

| Intersection                                 |                 | Worst Approach          |                                    |                  | Overall Intersection  |                  |
|--|-----------------|-------------------------|------------------------------------|------------------|---|------------------|
| Description                                  | Control         | Approach <sup>1,3</sup> | Aver. Delay (Sec/Veh) <sup>1</sup> | LOS <sup>1</sup> | Aver. Delay (Sec/Veh) <sup>2</sup>                            | LOS <sup>2</sup> |
| SR-224 /<br>Canyons Resort Drive             | Signal          | -                       | -                                  | -                | 57.1<br>NB D (38.3), SB E (77.5),<br>EB D (52.6), WB E (57.1) | E                |
| 7-Eleven East /<br>Canyons Resort Drive      | NB Stop         | NB                      | 9.1                                | A                | -   | -                |
| 7-Eleven West /<br>Canyons Resort Drive      | NB Stop         | NB                      | 10.0                               | A                | -   | -                |
| Aspen Drive /<br>Canyons Resort Drive        | SB Stop         | SB                      | 10.8                               | B                | -   | -                |
| Frostwood Drive /<br>Canyons Resort Drive    | Round-<br>about | -                       | -                                  | -                | 4.6   | A                |
| Chalet Drive /<br>Canyons Resort Drive       | NB/SB<br>Stop   | SB                      | 10.5                               | B                | -   | -                |
| Navajo Trail /<br>Canyons Resort Drive       | NB Stop         | NB                      | 4.5                                | A                | -   | -                |
| Cedar Lane /<br>Canyons Resort Drive         | SB Stop         | SB                      | 7.6                                | A                | -   | -                |
| Red Pine Road /<br>Canyons Resort Drive      | NB Stop         | NB                      | 2.9                                | A                | -   | -                |
| Chalet Drive /<br>Red Pine Road              | WB<br>Stop      | WB                      | 2.1                                | A                | -   | -                |
| Silverado /<br>Canyons Resort Drive          | WB<br>Stop      | WB                      | 3.3                                | A                | -   | -                |
| Grand Summit Drive /<br>Canyons Resort Drive | EB Stop         | EB                      | 5.3                                | A                | -   | -                |
| High Mountain Road /<br>Canyons Resort Drive | NE Stop         | NE                      | 4.0                                | A                | -   | -                |
| Escala Court /<br>High Mountain Road         | NB Stop         | NB                      | 2.5                                | A                | -   | -                |

1. This represents the worst approach LOS and delay (seconds / vehicle) and is only reported for non-all-way stop unsignalized intersections.

2. This represents the overall intersection LOS and delay (seconds / vehicle) and is reported for all-way stop and signal controlled intersections.

3. SB = Southbound approach, etc.

Source: Hales Engineering, August 2017

#### D. Queuing Analysis

Hales Engineering calculated the 95<sup>th</sup> percentile queue lengths for each of the study intersections. The queue reports can be found in Appendix D. The 95<sup>th</sup> percentile queues at the SR-224 /

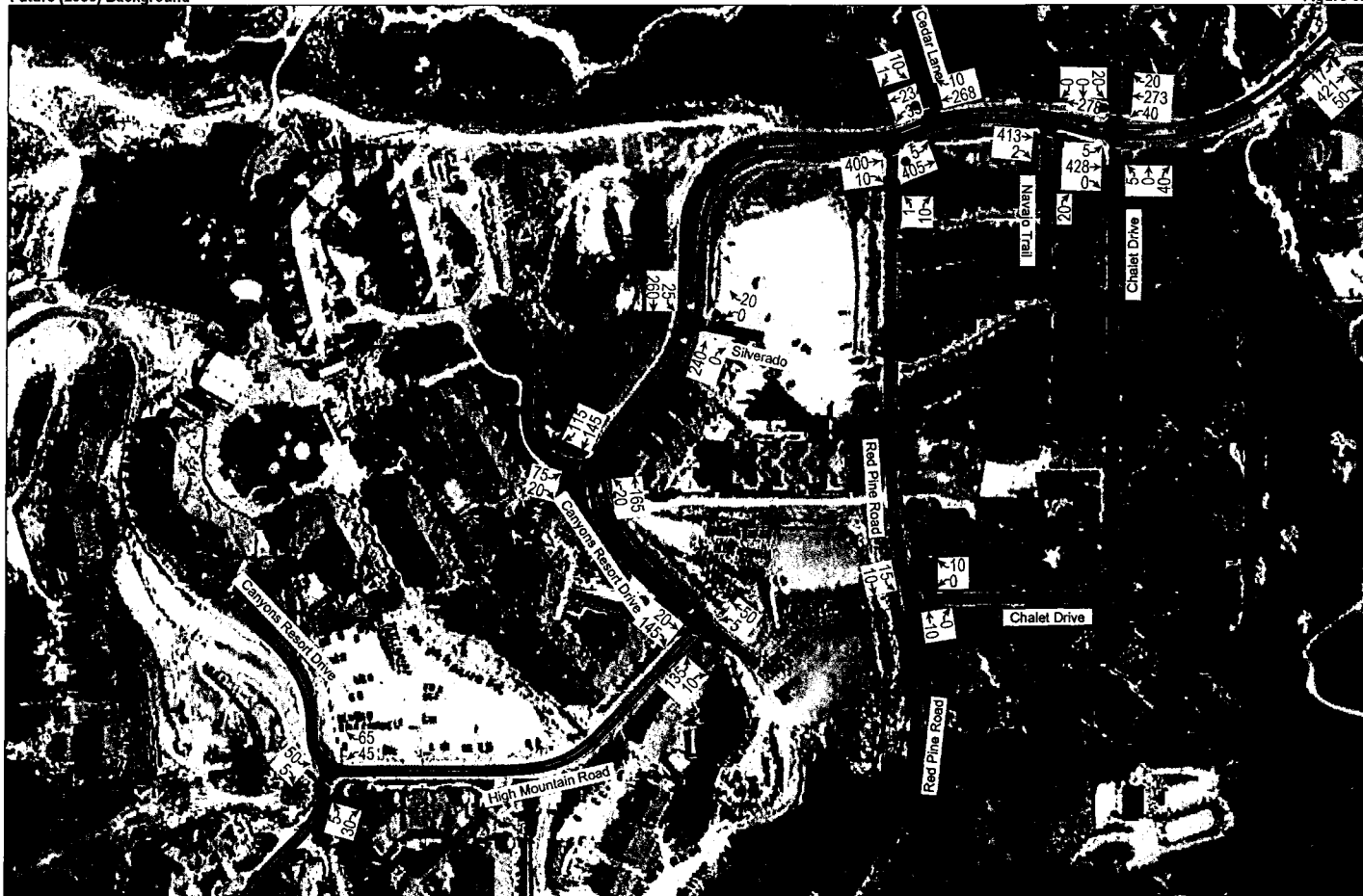


Canyons Resort Drive intersection are anticipated to extend for over 400 feet on the north-, south-, and eastbound approaches. No additional significant queueing is anticipated.

**E. Mitigation Measures**

Much of the delay at the SR-224 / Canyons Resort Drive intersection can be attributed to the left-turn movements. This can be mitigated by increasing the number of left-turn lanes, using an innovative intersection design, or constructing grade separated movements. Hales Engineering recommends that a third left-turn lane be added to the eastbound approach. This mitigation measure is preferred to the innovative intersection and grade separated movements because the construction costs and right-of-way requirements are much smaller. This improvement would require that an additional northbound lane be added to SR-224 for approximately 550 feet north of Canyons Resort Drive to receive three lanes of left-turning vehicles, before transitioning back to the existing two-lane configuration. The westbound approach to this intersection would also need to be reconfigured to ensure safe turning movements from this approach.





## **VI. FUTURE (2030) PLUS PROJECT CONDITIONS**

### **A. Purpose**

The purpose of the future (2030) 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, as well as the proposed improvements to the roadway network. This scenario provides valuable insight into the potential impacts of the proposed project on future background traffic conditions.

### **B. Roadway Network**

It was assumed that no changes or improvements had been made to the roadway network within the study area for the future (2030) plus project analysis.

### **C. Traffic Volumes**

Hales Engineering used future (2030) forecasted volumes from the Snyderville Basin Transportation Master Plan (2009). 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. Trips were assigned to the study intersections based on the trip distribution percentages discussed in Chapter III and permitted intersection turning movements. The future (2030) plus project p.m. peak hour volumes were generated for the study intersections and are shown in Figure 7.

### **D. Level of Service Analysis**

Using Synchro/SimTraffic, which follow the Highway Capacity Manual (HCM) 2016 methodology introduced in Chapter I, the p.m. peak hour LOS was computed for each study intersection. The results of this analysis are reported in Table 7 (see Appendix B for the detailed LOS reports). Multiple runs of SimTraffic were used to provide a statistical evaluation of the interaction between the intersections. As shown in Table 7, the SR-224 / Canyons Resort Drive intersection is anticipated to operate at LOS F with project traffic added, and the Aspen Drive / Canyons Resort Drive intersection is anticipated to operate at LOS E. The remaining study intersections are anticipated to operate at acceptable levels of service.

**Table 7 Future (2030) Plus Project Saturday Peak Hour Level of Service**

| Intersection                                 |                 | Worst Approach          |                                     |                  | Overall Intersection  |                  |
|--|-----------------|-------------------------|-------------------------------------|------------------|---|------------------|
| Description                                  | Control         | Approach <sup>1,3</sup> | Aver. Delay (Sec/Veh) <sup>1</sup>  | LOS <sup>1</sup> | Aver. Delay (Sec/Veh) <sup>2</sup>                              | LOS <sup>2</sup> |
| SR-224 /<br>Canyons Resort Drive             | Signal          | -                       | -                                   | -                | >80.0<br>NB E (68.3), SB F (>80.0),<br>EB D (49.5), WB E (66.7) | F                |
| 7-Eleven East /<br>Canyons Resort Drive      | NB Stop         | NB                      | 15.5<br>A (1.2) / EB, A (6.5) / WB  | C                | -   | -                |
| 7-Eleven West /<br>Canyons Resort Drive      | N/A             | EB                      | 2.1                                 | A                | -   | -                |
| Aspen Drive /<br>Canyons Resort Drive        | SB Stop         | SB                      | >50.0<br>A (3.6) / EB, A (0.9) / WB | F                | -   | -                |
| Frostwood Drive /<br>Canyons Resort Drive    | Round-<br>about | -                       | -                                   | -                | 7.1   | A                |
| Chalet Drive /<br>Canyons Resort Drive       | NB/SB<br>Stop   | SB                      | 12.8                                | B                | -   | -                |
| Navajo Trail /<br>Canyons Resort Drive       | NB Stop         | NB                      | 4.7                                 | A                | -   | -                |
| Cedar Lane /<br>Canyons Resort Drive         | SB Stop         | SB                      | 6.0                                 | A                | -   | -                |
| Red Pine Road /<br>Canyons Resort Drive      | NB Stop         | NB                      | 5.3                                 | A                | -   | -                |
| RC 21 / Red Pine Road                        | EB Stop         | EB                      | 4.0                                 | A                | -   | -                |
| RC 20 / Red Pine Road                        | EB Stop         | EB                      | 3.8                                 | A                | -   | -                |
| RC 20 / Chalet Drive /<br>Red Pine Road      | EB/WB<br>Stop   | EB                      | 4.2                                 | A                | -   | -                |
| Canyons Resort Drive /<br>Red Pine Road      | NB Stop         | NB                      | 2.5                                 | A                | -   | -                |
| RC 15 /<br>Canyons Resort Drive              | EB Stop         | EB                      | 3.2                                 | A                | -   | -                |
| Silverado /<br>Canyons Resort Drive          | WB<br>Stop      | WB                      | 2.6                                 | A                | -   | -                |
| RC 14 /<br>Canyons Resort Drive              | EB Stop         | EB                      | 2.3                                 | A                | -   | -                |
| Grand Summit Drive /<br>Canyons Resort Drive | EB Stop         | EB                      | 3.4                                 | A                | -   | -                |
| High Mountain Road /<br>Canyons Resort Drive | Round-<br>about | -                       | -                                   | -                | 1.7   | A                |
| RC 16 / 20 /<br>Canyons Resort Drive         | NB/SB<br>Stop   | NB                      | 3.4                                 | A                | -   | -                |
| Escala Court /<br>High Mountain Road         | SE Stop         | SE                      | 3.6                                 | A                | -   | -                |

|  |            |    |     |   |   |   |
|--|------------|----|-----|---|---|---|
| RC 16 / Escala Court                       | NB Stop    | NB | 2.2 | A | - | - |
| RC 17/18 / Escala Court                    | SB Stop    | SB | 2.9 | A | - | - |
| RC 17/18 / High Mountain Road              | NE Stop    | NE | 2.2 | A | - | - |
| RC 17/18/22 / Sundial / High Mountain Road | NB/SB Stop | NB | 1.4 | A | - | - |
| RC 22 / High Mountain Road                 | NB Stop    | NB | 2.3 | A | - | - |
| Vintage E Street / High Mountain Road      | NB Stop    | NB | 2.5 | A | - | - |

1. This represents the worst approach LOS and delay (seconds / vehicle) and is only reported for non-all-way stop unsignalized intersections.
2. This represents the overall intersection LOS and delay (seconds / vehicle) and is reported for all-way stop, roundabout, and signalized intersections.
3. Southbound = Southbound approach, etc.

Source: Hales Engineering, November 2017

## E. Queuing Analysis

Hales Engineering calculated the 95<sup>th</sup> percentile queue lengths for each of the study intersections. The queue reports can be found in Appendix D. The 95<sup>th</sup> percentile queues at the SR-224 / Canyons Resort Drive intersection are estimated to extend for several hundred feet on the north-, south-, and eastbound approaches. No additional significant queuing is anticipated.

## F. Mitigation Measures

It is anticipated that conditions at the SR-224 / Canyons Resort Drive intersection will meet the minimum UDOT criteria for dual northbound left-turn lanes. This improvement will help to reduce queuing and delay at the intersection, while preventing left-turn queues from obstructing northbound through traffic. However, this improvement will necessitate that an additional westbound lane be added to Canyons Resort Drive to receive two lanes of left-turning traffic.



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## **VII. EXISTING (2017) ALTERNATE PLUS PROJECT CONDITIONS**

### **A. Purpose**

*This section of the report examines the traffic impacts of the proposed project at each of the study intersections, including the traffic generated by the Red Pine Village resort hotel. The net trips generated by the proposed development were combined with the existing background traffic volumes to create the existing plus project conditions. This scenario provides valuable insight into the potential impacts of the proposed project on background traffic conditions.*

### **B. Traffic Volumes**

*Existing traffic volumes were reassigned to the study intersections based on the new roadway alignments. Trip generation for the development was calculated using trip generation rates published in the Institute of Transportation Engineers (ITE) Trip Generation (9<sup>th</sup> Edition, 2012), as well as the methods discussed in Chapter II of this report. Trip Generation for the proposed project, including Red Pine Village, is included in Table 8. Table 8, is also included in Appendix E. Project trips were assigned to the study intersections based on the trip distribution methods discussed in Chapter III and permitted intersection turning movements. The existing (2017) plus project p.m. peak hour volumes were generated for the study intersections and are shown in Figure 8.*

### **C. Level of Service Analysis**

*Using Synchro/SimTraffic, which follow the Highway Capacity Manual (HCM) 2016 methodology introduced in Chapter I, the p.m. peak hour LOS was computed for each study intersection. The results of this analysis are reported in Table 9 (see Appendix B for the detailed LOS reports). Multiple runs of SimTraffic were used to provide a statistical evaluation of the interaction between the intersections. As shown in Table 9, the SR-224, 7-Eleven East, Aspen Drive, and Chalet Drive intersections on Canyons Resort Drive are anticipated to operate at LOS F with project traffic added. The Frostwood Drive, Navajo Trail, and Red Pine Road intersections on Canyons Resort Drive are anticipated to operate at LOS D. All remaining study intersections are anticipated to operate at LOS C or better with project traffic added.*

**Table 8**  
**Summit County - The Canyons Resort TS**  
**Trp Generation (Future Development Including Red Pine Village)**

| Saturday Peak Hour                                 |   | Number of Units | Unit Type           | Trips Generation | % Entering | % Exiting | Trips Entering | Trips Exiting | Mixed-Use Internal Capture | Transit Reduction | Net Trips Entering | Net Trips Exiting | Total Sat Pk Hr Trips |
|--|---|-----------------|---------------------|------------------|------------|-----------|----------------|---------------|----------------------------|-------------------|--------------------|-------------------|-----------------------|
| Red Pine Village Resort Hotel (330)                |   | 935             | Occupied Rooms      | 514              | 59%        | 41%       | 303            | 211           | 0%                         | 16%               | 255                | 177               | 432                   |
| RC 25  | Residential Condominium/Townhouse (230) | 54              | Occ. Dwelling Units | 60               | 54%        | 46%       | 32             | 28            | 0%                         | 16%               | 27                 | 24                | 51                    |
| RC 24  | Residential Condominium/Townhouse (230) | 21              | Occ. Dwelling Units | 50               | 54%        | 46%       | 27             | 23            | 0%                         | 16%               | 23                 | 19                | 42                    |
| RC 22  | Resort Hotel (330)                      | 52              | Occupied Rooms      | 30               | 59%        | 41%       | 18             | 12            | 0%                         | 16%               | 15                 | 10                | 25                    |
| RC 5   | Residential Condominium/Townhouse (230) | 7.65            | Occ. Dwelling Units | 46               | 54%        | 46%       | 25             | 21            | 0%                         | 16%               | 21                 | 18                | 39                    |
| RC 5   | Specialty Retail Center (826)           | 20,564          | 1,000 Sq. Ft. GLA   | 82               | 50%        | 50%       | 41             | 41            | 95%                        | 16%               | 2                  | 2                 | 4                     |
| RC 17/18   | Specialty Retail Center (826)           | 38.44           | 1,000 Sq. Ft. GLA   | 152              | 50%        | 50%       | 76             | 76            | 95%                        | 16%               | 3                  | 3                 | 6                     |
| RC 17/18   | Resort Hotel (330)                      | 88              | Occupied Rooms      | 50               | 59%        | 41%       | 30             | 21            | 0%                         | 16%               | 25                 | 17                | 42                    |
| RC 16 A  | Resort Hotel (330)                      | 142             | Occupied Rooms      | 78               | 59%        | 41%       | 46             | 32            | 0%                         | 16%               | 39                 | 27                | 66                    |
| RC 16 B  | Residential Condominium/Townhouse (230) | 39              | Occ. Dwelling Units | 54               | 54%        | 46%       | 29             | 25            | 0%                         | 16%               | 24                 | 21                | 45                    |
| RC 16 A  | Specialty Retail Center (826)           | 15              | 1,000 Sq. Ft. GLA   | 60               | 50%        | 50%       | 30             | 30            | 95%                        | 16%               | 1                  | 1                 | 2                     |
| RC 20 A  | Resort Hotel (330)                      | 119             | Occupied Rooms      | 66               | 59%        | 41%       | 39             | 27            | 0%                         | 16%               | 33                 | 23                | 55                    |
| RC 20 A  | Specialty Retail Center (826)           | 10              | 1,000 Sq. Ft. GLA   | 40               | 50%        | 50%       | 20             | 20            | 95%                        | 16%               | 1                  | 1                 | 2                     |
| RC 20 B  | Residential Condominium/Townhouse (230) | 11              | Occ. Dwelling Units | 46               | 54%        | 46%       | 25             | 21            | 0%                         | 16%               | 21                 | 18                | 39                    |
| RC 14  | Resort Hotel (330)                      | 128             | Occupied Rooms      | 72               | 59%        | 41%       | 42             | 30            | 0%                         | 16%               | 36                 | 25                | 60                    |
| RC 15  | Resort Hotel (330)                      | 81              | Occupied Rooms      | 46               | 59%        | 41%       | 27             | 19            | 0%                         | 16%               | 23                 | 16                | 39                    |
| RC 21  | Resort Hotel (330)                      | 85              | Occupied Rooms      | 48               | 59%        | 41%       | 28             | 20            | 0%                         | 16%               | 24                 | 17                | 40                    |
| W37  | Residential Condominium/Townhouse (230) | 41              | Occ. Dwelling Units | 56               | 54%        | 46%       | 30             | 26            | 0%                         | 16%               | 25                 | 22                | 47                    |
| RC 2   | Specialty Retail Center (826)           | 14              | 1,000 Sq. Ft. GLA   | 56               | 50%        | 50%       | 28             | 28            | 95%                        | 16%               | 1                  | 1                 | 2                     |
| RC6  | Specialty Retail Center (826)           | 25              | 1,000 Sq. Ft. GLA   | 100              | 50%        | 50%       | 50             | 50            | 95%                        | 16%               | 2                  | 2                 | 4                     |
| RC 7   | Resort Hotel (330)                      | 102             | Occupied Rooms      | 56               | 59%        | 41%       | 33             | 23            | 0%                         | 16%               | 28                 | 19                | 47                    |
| RC 7   | Specialty Retail Center (826)           | 37.6            | 1,000 Sq. Ft. GLA   | 150              | 50%        | 50%       | 75             | 75            | 95%                        | 16%               | 3                  | 3                 | 6                     |
| RC 7   | Resort Hotel (330)                      | 119             | Occupied Rooms      | 66               | 59%        | 41%       | 39             | 27            | 0%                         | 16%               | 33                 | 23                | 55                    |
| RC 7   | Specialty Retail Center (826)           | 50              | 1,000 Sq. Ft. GLA   | 198              | 50%        | 50%       | 99             | 99            | 95%                        | 16%               | 4                  | 4                 | 8                     |
| W35  | Single-Family Detached Housing (210)    | 30              | Occ. Dwelling Units | 36               | 54%        | 46%       | 19             | 17            | 0%                         | 16%               | 16                 | 14                | 30                    |
| LV 10  | Residential Condominium/Townhouse (230) | 26              | Occ. Dwelling Units | 52               | 54%        | 46%       | 28             | 24            | 0%                         | 16%               | 24                 | 20                | 44                    |
| LV 4   | Resort Hotel (330)                      | 82              | Occupied Rooms      | 46               | 59%        | 41%       | 27             | 19            | 0%                         | 16%               | 23                 | 16                | 39                    |
| LV 6   | Specialty Retail Center (826)           | 25              | 1,000 Sq. Ft. GLA   | 100              | 50%        | 50%       | 50             | 50            | 0%                         | 16%               | 42                 | 42                | 84                    |
| Project Total Saturday Peak Hour Trips             |   |                 |                     |                  |            |           | 1,317          | 1,093         |                            |                   | 772                | 584               | 1,356                 |
| Saturday Peak Hour (w/ future reductions) Land Use |   | Number of Units | Unit Type           | Trips Generation | % Entering | % Exiting | Trips Entering | Trips Exiting | Mixed-Use Internal Capture | Transit Reduction | Net Trips Entering | Net Trips Exiting | Total Sat Pk Hr Trips |
| Red Pine Village Resort Hotel (330)                |   | 935             | Occupied Rooms      | 514              | 59%        | 41%       | 303            | 211           | 0%                         | 27%               | 221                | 154               | 375                   |
| RC 25  | Residential Condominium/Townhouse (230) | 54              | Occ. Dwelling Units | 60               | 54%        | 46%       | 32             | 28            | 0%                         | 27%               | 23                 | 20                | 43                    |
| RC 24  | Residential Condominium/Townhouse (230) | 21              | Occ. Dwelling Units | 50               | 54%        | 46%       | 27             | 23            | 0%                         | 27%               | 20                 | 17                | 37                    |
| RC 22  | Resort Hotel (330)                      | 52              | Occupied Rooms      | 30               | 59%        | 41%       | 18             | 12            | 0%                         | 27%               | 13                 | 9                 | 22                    |
| RC 5   | Residential Condominium/Townhouse (230) | 8               | Occ. Dwelling Units | 46               | 54%        | 46%       | 25             | 21            | 0%                         | 27%               | 18                 | 15                | 33                    |
| RC 5   | Specialty Retail Center (826)           | 20,564          | 1,000 Sq. Ft. GLA   | 82               | 50%        | 50%       | 41             | 41            | 95%                        | 27%               | 1                  | 1                 | 2                     |
| RC 17/18   | Specialty Retail Center (826)           | 38.44           | 1,000 Sq. Ft. GLA   | 152              | 50%        | 50%       | 76             | 76            | 95%                        | 27%               | 3                  | 3                 | 6                     |
| RC 17/18   | Resort Hotel (330)                      | 88              | Occupied Rooms      | 50               | 59%        | 41%       | 30             | 21            | 0%                         | 27%               | 22                 | 15                | 37                    |
| RC 16 A  | Resort Hotel (330)                      | 142             | Occupied Rooms      | 78               | 59%        | 41%       | 46             | 32            | 0%                         | 27%               | 34                 | 23                | 57                    |
| RC 16 B  | Residential Condominium/Townhouse (230) | 39              | Occ. Dwelling Units | 54               | 54%        | 46%       | 29             | 25            | 0%                         | 27%               | 21                 | 18                | 39                    |
| RC 16 A  | Specialty Retail Center (826)           | 15              | 1,000 Sq. Ft. GLA   | 60               | 50%        | 50%       | 30             | 30            | 95%                        | 27%               | 1                  | 1                 | 2                     |
| RC 20 A  | Resort Hotel (330)                      | 119             | Occupied Rooms      | 66               | 59%        | 41%       | 39             | 27            | 0%                         | 27%               | 28                 | 20                | 48                    |
| RC 20 A  | Specialty Retail Center (826)           | 10              | 1,000 Sq. Ft. GLA   | 40               | 50%        | 50%       | 20             | 20            | 95%                        | 27%               | 1                  | 1                 | 2                     |
| RC 20 B  | Residential Condominium/Townhouse (230) | 11              | Occ. Dwelling Units | 46               | 54%        | 46%       | 25             | 21            | 0%                         | 27%               | 18                 | 15                | 33                    |
| RC 14  | Resort Hotel (330)                      | 128             | Occupied Rooms      | 72               | 59%        | 41%       | 42             | 30            | 0%                         | 27%               | 31                 | 22                | 53                    |
| RC 15  | Resort Hotel (330)                      | 81              | Occupied Rooms      | 46               | 59%        | 41%       | 27             | 19            | 0%                         | 27%               | 20                 | 14                | 34                    |
| RC 21  | Resort Hotel (330)                      | 85              | Occupied Rooms      | 48               | 59%        | 41%       | 28             | 20            | 0%                         | 27%               | 21                 | 14                | 35                    |
| W37  | Residential Condominium/Townhouse (230) | 41              | Occ. Dwelling Units | 56               | 54%        | 46%       | 30             | 26            | 0%                         | 27%               | 22                 | 19                | 41                    |
| RC 2   | Specialty Retail Center (826)           | 14              | 1,000 Sq. Ft. GLA   | 56               | 50%        | 50%       | 28             | 28            | 95%                        | 27%               | 1                  | 1                 | 2                     |
| RC6  | Specialty Retail Center (826)           | 25              | 1,000 Sq. Ft. GLA   | 100              | 50%        | 50%       | 50             | 50            | 95%                        | 27%               | 2                  | 2                 | 4                     |
| RC 7   | Resort Hotel (330)                      | 102             | Occupied Rooms      | 56               | 59%        | 41%       | 33             | 23            | 0%                         | 27%               | 24                 | 17                | 41                    |
| RC 7   | Specialty Retail Center (826)           | 37.6            | 1,000 Sq. Ft. GLA   | 150              | 50%        | 50%       | 75             | 75            | 95%                        | 27%               | 3                  | 3                 | 6                     |
| RC 7   | Resort Hotel (330)                      | 119             | Occupied Rooms      | 66               | 59%        | 41%       | 39             | 27            | 0%                         | 27%               | 28                 | 20                | 48                    |
| RC 7   | Specialty Retail Center (826)           | 50              | 1,000 Sq. Ft. GLA   | 198              | 50%        | 50%       | 99             | 99            | 95%                        | 27%               | 4                  | 4                 | 8                     |
| RC 7   | Single-Family Detached Housing (210)    | 30              | Occ. Dwelling Units | 36               | 54%        | 46%       | 19             | 17            | 0%                         | 27%               | 14                 | 12                | 26                    |
| LV 10  | Residential Condominium/Townhouse (230) | 26              | Occ. Dwelling Units | 52               | 54%        | 46%       | 28             | 24            | 0%                         | 27%               | 20                 | 18                | 38                    |
| LV 4   | Resort Hotel (330)                      | 82              | Occupied Rooms      | 46               | 59%        | 41%       | 27             | 19            | 0%                         | 27%               | 20                 | 14                | 34                    |
| LV 6   | Specialty Retail Center (826)           | 25              | 1,000 Sq. Ft. GLA   | 100              | 50%        | 50%       | 50             | 50            | 0%                         | 27%               | 37                 | 37                | 74                    |
| Project Total Saturday Peak Hour Trips             |   |                 |                     |                  |            |           | 1,317          | 1,093         |                            |                   | 670                | 507               | 1,177                 |

1. Source: Hales Engineering, Inc. Future Trip Reductions Based on 2017

SOURCE: Hales Engineering, Inc. 2017

**Table 9 Existing (2017) Plus Project p.m. Peak Hour Level of Service**

| Intersection<br>Description                  | Control         | Worst Approach          |  |                  | Overall Intersection   |                  |
|--|-----------------|-------------------------|--|------------------|--|------------------|
|  |                 | Approach <sup>1,3</sup> | Aver. Delay<br>(Sec/Veh) <sup>1</sup>              | LOS <sup>1</sup> | Aver. Delay<br>(Sec/Veh) <sup>2</sup>                            | LOS <sup>2</sup> |
| SR-224 /<br>Canyons Resort Drive             | Signal          | -                       | -  | -                | >80.0<br>NB F (>80.0), SB F (>80.0),<br>EB D (49.7), WB D (53.0) | F                |
| 7-Eleven East /<br>Canyons Resort Drive      | NB Stop         | NB                      | >50.0<br>A (1.5) / EB, F (>50) / WB                | F                | -  | -                |
| 7-Eleven West /<br>Canyons Resort Drive      | N/A             | WB                      | 9.0  | A                | -  | -                |
| Aspen Drive /<br>Canyons Resort Drive        | SB Stop         | SB                      | >50.0<br>A (4.5) / EB, C (19.6) / WB               | F                | -  | -                |
| Frostwood Drive /<br>Canyons Resort Drive    | Round-<br>about | -                       | -  | -                | 29.4<br>NW A (5.6), SE A (7.1),<br>NE F (>50.0), SW D (34.1)     | D                |
| Chalet Drive /<br>Canyons Resort Drive       | NB/SB<br>Stop   | SB                      | >50.0<br>A (2.9) / EB, A (2.2) / WB                | F                | -  | -                |
| Navajo Trail /<br>Canyons Resort Drive       | NB Stop         | NB                      | 26.1<br>A (4.4) / EB, A (0.1) / WB                 | D                | -  | -                |
| Cedar Lane /<br>Canyons Resort Drive         | SB Stop         | SB                      | 16.4<br>A (0.6) / EB, A (1.2) / WB                 | C                | -  | -                |
| Red Pine Road /<br>Canyons Resort Drive      | NB Stop         | NB                      | 16.6<br>A (2.2) / EB, A (0.9) / WB                 | C                | -  | -                |
| RC 21 / Red Pine Road                        | EB Stop         | EB                      | 7.5<br>A (2.1) / NB, A (0.3) / SB                  | A                | -  | -                |
| RC 20 / Red Pine Road                        | EB Stop         | EB                      | 4.9<br>A (0.3) / NB, A (0.4) / SB                  | A                | -  | -                |
| RC 20 / Chalet Drive /<br>Red Pine Road      | EB/WB<br>Stop   | WB                      | 4.8<br>A (0.2) / NB, A (0.5) / SB,<br>A (2.9) / WB | A                | -  | -                |
| Canyons Resort Drive /<br>Red Pine Road      | NB Stop         | NB                      | 2.7  | A                | -  | -                |
| RC15 /<br>Canyons Resort Drive               | EB Stop         | EB                      | 3.1  | A                | -  | -                |
| Silverado /<br>Canyons Resort Drive          | WB<br>Stop      | WB                      | 3.4  | A                | -  | -                |
| RC 14 /<br>Canyons Resort Drive              | EB Stop         | EB                      | 3.8  | A                | -  | -                |
| Grand Summit Drive /<br>Canyons Resort Drive | EB Stop         | EB                      | 4.5  | A                | -  | -                |
| High Mountain Road /<br>Canyons Resort Drive | Round-<br>about | -                       | -  | -                | 3.4  | A                |
| RC 16 / 20 /<br>Canyons Resort Drive         | NB/SB<br>Stop   | NB                      | 4.7  | A                | -  | -                |

|   |               |    |     |   |   |   |
|---|---------------|----|-----|---|---|---|
| Escala Court /<br>High Mountain Road          | SE Stop       | SE | 6.3 | A | - | - |
| RC 16 /<br>Escala Court                       | NB Stop       | NB | 2.4 | A | - | - |
| RC 17/18 /<br>Escala Court                    | SB Stop       | SB | 3.0 | A | - | - |
| RC 17/18 /<br>High Mountain Road              | NE Stop       | NE | 3.6 | A | - | - |
| RC 17/18/22 / Sundial /<br>High Mountain Road | NB/SB<br>Stop | NB | 3.7 | A | - | - |
| RC 22 /<br>High Mountain Road                 | NB Stop       | NB | 3.4 | A | - | - |
| Vintage E Street /<br>High Mountain Road      | NB Stop       | NB | 3.1 | A | - | - |

1. This represents the worst approach LOS and delay (seconds / vehicle) and is only reported for non-all-way stop unsignalized intersections.
2. This represents the overall intersection LOS and delay (seconds / vehicle) and is reported for all-way stop, roundabout, and signalized intersections.
3. Southbound = Southbound approach, etc.

Source: Hales Engineering, November 2017

#### **D. Queuing Analysis**

Hales Engineering calculated the 95<sup>th</sup> percentile queue lengths for each of the study intersections. The queue reports can be found in Appendix D. The 95<sup>th</sup> percentile queues at the SR-224 / Canyons Resort Drive intersection are estimated to extend for several hundred feet on the north-, south-, and eastbound approaches. The queues on the eastbound approach are anticipated to extend past Aspen Drive. The queues on the northeast- and southwest bound approaches to the Frostwood Drive / Canyons Resort Drive intersection are also anticipated to extend for several hundred feet. No other significant queuing is anticipated.

#### **E. Mitigation Measures**

It is anticipated that dual left-turn lanes will be warranted on the northbound approach to the SR-224 / Canyons Resort Drive intersection. It is recommended that this improvement be implemented to increase capacity and reduce queueing at the intersection, and to prevent left-turn queues from obstructing northbound through traffic. It is also recommended that an additional left-turn lane be added to the eastbound approach to the SR-224 / Canyons Resort Drive intersection. Both of these improvements will require that an additional receiving lane be added to northbound SR-224 and westbound Canyons Resort Drive. The additional lane on SR-224 would result in three northbound lanes for approximately 550 feet north of the Canyons Resort Drive intersection. It is recommended that the queueing space for eastbound left-turning vehicles be maximized at the SR-224 / Canyons Resort Drive intersection by restriping the existing asphalt. It is also recommended that guide signs (white on green) be added along the southside of

*Canyons Resort Drive to guide drivers to the correct lanes on the eastbound approach. This will improve lane utilization on the approach allowing more vehicles to queue efficiently.*

*It is also recommended that Canyons Resort Drive be widened to five lanes between SR-224 and Frostwood Drive. This will increase capacity on the roadway, allow for additional left-turn storage at the SR-224 / Canyons Resort Drive intersection, as well as accommodate the recommended improvements to the roundabout at the Frostwood Drive / Canyons Resort Drive intersection.*

*The northeast bound approach to the Frostwood Drive / Canyons Resort Drive is anticipated to experience significant delay and queuing. It is recommended that the capacity of this intersection be increased by converting the existing roundabout from a one-lane to a two-lane roundabout.*

*Although several intersections on Canyons Resort Drive are anticipated to operate at substandard levels of service, no mitigation measures are recommended. The delay at these intersections can be attributed to the difficulty of executing a left-turn movement from a stop-controlled approach onto a busy congested roadway, as well as queueing from downstream intersections.*

Summit County - The Canyons TS  
Existing (2017) Plus Project (with Red Pine Village)

Saturday Peak  
Figure 8a

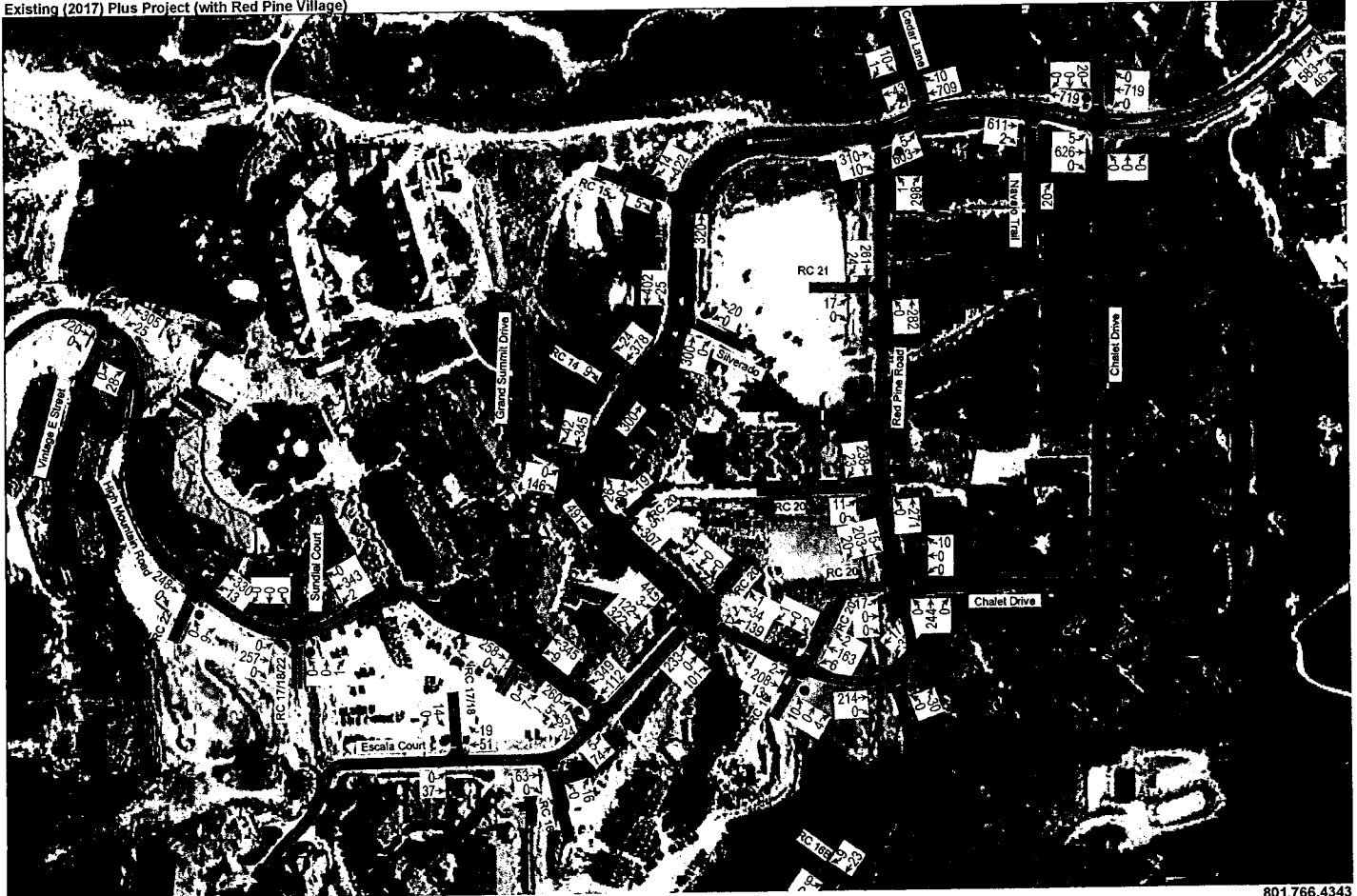


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11/03/2017

Summit County - The Canyons TS  
Existing (2017) Plus Project (with Red Pine Village)

Saturday Peak  
Figure 8b



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## **VIII. FUTURE (2030) ALTERNATE PLUS PROJECT CONDITIONS**

### **A. Purpose**

*The purpose of the future (2030) 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, including the traffic generated by the Red Pine Village resort hotel, as well as the proposed improvements to the roadway network. This scenario provides valuable insight into the potential impacts of the proposed project on future background traffic conditions.*

### **B. Roadway Network**

*It was assumed that the previously recommended mitigation measures, including capacity improvements to the SR-224 / Canyons Resort Drive and Frostwood Drive / Canyons Resort Drive intersections, as well as improvements to Canyons Resort Drive between these two intersections, had been completed by 2030.*

### **C. Traffic Volumes**

*Hales Engineering used future (2030) forecasted volumes from the Snyderville Basin Transportation Master Plan (2009). 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. Trips were assigned to the study intersections based on the trip distribution percentages discussed in Chapter III and permitted intersection turning movements. The future (2030) plus project p.m. peak hour volumes were generated for the study intersections and are shown in Figure 9.*

### **D. Level of Service Analysis**

*Using Synchro/SimTraffic, which follow the Highway Capacity Manual (HCM) 2016 methodology introduced in Chapter I, the p.m. peak hour LOS was computed for each study intersection. The results of this analysis are reported in Table 10 (see Appendix B for the detailed LOS reports). Multiple runs of SimTraffic were used to provide a statistical evaluation of the interaction between the intersections. As shown in Table 10, the SR-224 and Chalet Drive intersections with Canyons Resort Drive are anticipated to operate at LOS E with project traffic added. The 7-Eleven East, Aspen Drive, and Navajo Trail intersections with Canyons Resort Drive are anticipated to operate at LOS F. All remaining study intersections are anticipated to operate at LOS B or better.*



**Table 10 Future (2030) Plus Project Saturday Peak Hour Level of Service**

| Intersection                                 |                 | Worst Approach          |  |                  | Overall Intersection   |                  |
|--|-----------------|-------------------------|--|------------------|--|------------------|
| Description                                  | Control         | Approach <sup>1,3</sup> | Aver. Delay (Sec/Veh) <sup>1</sup>                   | LOS <sup>1</sup> | Aver. Delay (Sec/Veh) <sup>2</sup>                             | LOS <sup>2</sup> |
| SR-224 /<br>Canyons Resort Drive             | Signal          | -                       | -  | -                | 69.5<br>NB D (47.2), SB E (64.6),<br>EB F (>80.0), WB D (43.1) | E                |
| 7-Eleven East /<br>Canyons Resort Drive      | NB Stop         | NB                      | >50.0<br>A (8.4) / EB, A (7.0) / WB                  | F                | -  | -                |
| 7-Eleven West /<br>Canyons Resort Drive      | N/A             | EB                      | 13.1   | B                | -  | -                |
| Aspen Drive /<br>Canyons Resort Drive        | SB Stop         | SB                      | >50.0<br>B (13.2) / EB, A (1.2) / WB                 | F                | -  | -                |
| Frostwood Drive /<br>Canyons Resort Drive    | Round-<br>about | -                       | -  | -                | 12.3   | B                |
| Chalet Drive /<br>Canyons Resort Drive       | NB/SB<br>Stop   | SB                      | 38.6<br>C (20.2) / NB, A (1.7) / EB,<br>A (2.1) / WB | E                | -  | -                |
| Navajo Trail /<br>Canyons Resort Drive       | NB Stop         | NB                      | >50.0  | F                | -  | -                |
| Cedar Lane /<br>Canyons Resort Drive         | SB Stop         | SB                      | 9.6  | A                | -  | -                |
| Red Pine Road /<br>Canyons Resort Drive      | NB Stop         | NB                      | 10.7   | B                | -  | -                |
| RC 21 / Red Pine Road                        | EB Stop         | EB                      | 6.4  | A                | -  | -                |
| RC 20 / Red Pine Road                        | EB Stop         | EB                      | 4.8  | A                | -  | -                |
| RC 20 / Chalet Drive /<br>Red Pine Road      | EB/WB<br>Stop   | EB                      | 4.5  | A                | -  | -                |
| Canyons Resort Drive /<br>Red Pine Road      | NB Stop         | NB                      | 2.8  | A                | -  | -                |
| RC 15 /<br>Canyons Resort Drive              | EB Stop         | EB                      | 5.8  | A                | -  | -                |
| Silverado /<br>Canyons Resort Drive          | WB<br>Stop      | WB                      | 3.0  | A                | -  | -                |
| RC 14 /<br>Canyons Resort Drive              | EB Stop         | EB                      | 4.6  | A                | -  | -                |
| Grand Summit Drive /<br>Canyons Resort Drive | EB Stop         | EB                      | 4.8  | A                | -  | -                |
| High Mountain Road /<br>Canyons Resort Drive | Round-<br>about | -                       | -  | -                | 3.4  | A                |
| RC 16 / 20 /<br>Canyons Resort Drive         | NB/SB<br>Stop   | NB                      | 4.3  | A                | -  | -                |
| Escala Court /<br>High Mountain Road         | SE Stop         | SE                      | 6.2  | A                | -  | -                |

|   |               |    |     |   |   |   |
|---|---------------|----|-----|---|---|---|
| RC 16 /<br>Escala Court                       | NB Stop       | NB | 2.2 | A | - | - |
| RC 17/18 /<br>Escala Court                    | SB Stop       | SB | 3.2 | A | - | - |
| RC 17/18 /<br>High Mountain Road              | NE Stop       | NE | 2.4 | A | - | - |
| RC 17/18/22 / Sundial /<br>High Mountain Road | NB/SB<br>Stop | NB | 1.6 | A | - | - |
| RC 22 /<br>High Mountain Road                 | NB Stop       | NB | 3.2 | A | - | - |
| Vintage E Street /<br>High Mountain Road      | NB Stop       | NB | 3.0 | A | - | - |

1. This represents the worst approach LOS and delay (seconds / vehicle) and is only reported for non-all-way stop unsignalized intersections.
2. This represents the overall intersection LOS and delay (seconds / vehicle) and is reported for all-way stop, roundabout, and signalized intersections.
3. Southbound = Southbound approach, etc.

Source: Hales Engineering, November 2017

## E. Queuing Analysis

Hales Engineering calculated the 95<sup>th</sup> percentile queue lengths for each of the study intersections. The queue reports can be found in Appendix D. The 95<sup>th</sup> percentile queues at the SR-224 / Canyons Resort Drive intersection are estimated to extend for several hundred feet on the north-, south-, and eastbound approaches. No additional significant queuing is anticipated.

## F. Mitigation Measures

It is possible that delays at the SR-224 / Canyons Resort Drive could be further reduced with fine tuning the signal timing plan. The poor levels of service anticipated at the 7-Eleven East Access and Aspen Drive intersections on Canyons Resort Drive can be attributed to queueing at downstream intersections (SR-224 / Canyons Resort Drive and Frostwood Drive / Canyons Resort Drive). Delays are generally expected during peak traffic periods at these types of intersections, and therefore no mitigations measures are recommended.

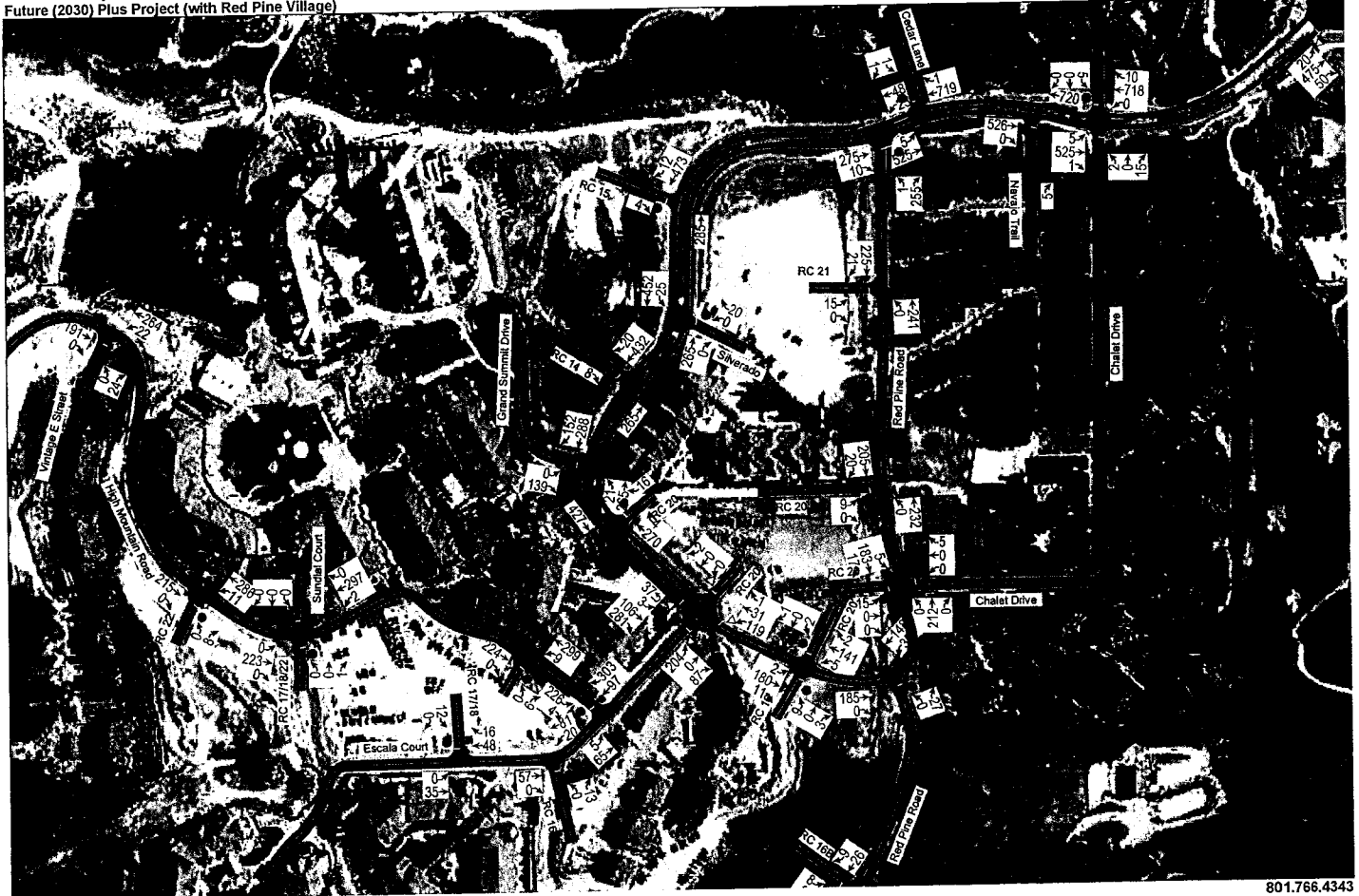


801.766.4343  
11/03/2017

**Hales Engineering**  
1220 North 500 West, Ste. 202 Lehi, Utah 84043

Summit County - The Canyons TS  
Future (2030) Plus Project (with Red Pine Village)

Saturday Peak  
Figure 9b



Hales Engineering  
1220 North 500 West, Ste. 202 Lehi, Utah 84043

801.766.4343  
11/03/2017

# **APPENDIX A**

## Turning Movement Counts

# Traffic Counts

2364 North 1450 East  
Lehi, UT 84043  
801.636.0891

## Intersection Turning Movement Summary

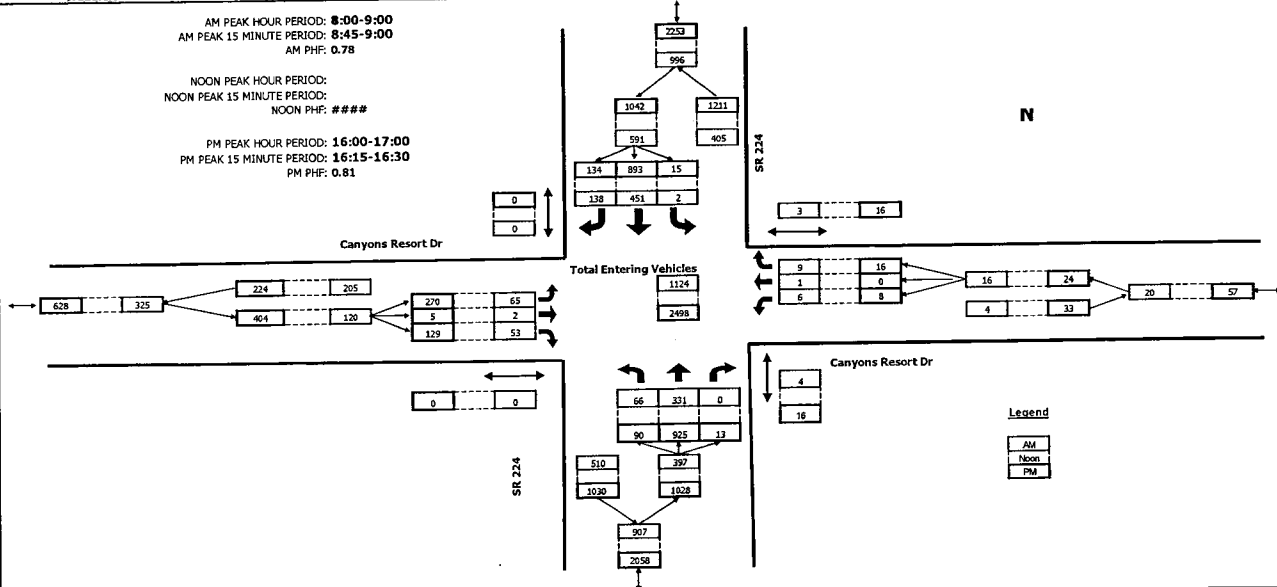
Intersection: SR 224 / Canyons Resort Dr  
North/South: SR 224  
East/West: Canyons Resort Dr  
Jurisdiction: Summit County  
Project Title: The Canyons TS  
Project No: UT16-878  
Weather:

Date: 10-29-14, Sat  
Day of Week Adjustment: 100.0%  
Month of Year Adjustment: 92.5%  
Adjustment Station #: 0  
Growth Rate: 0.0%  
Number of Years: 0

AM PEAK HOUR PERIOD: 8:00-9:00  
AM PEAK 15 MINUTE PERIOD: 8:45-9:00  
AM PHF: 0.78

NOON PEAK HOUR PERIOD:  
NOON PEAK 15 MINUTE PERIOD: ####  
NOON PHF: ###

PM PEAK HOUR PERIOD: 16:00-17:00  
PM PEAK 15 MINUTE PERIOD: 16:15-16:30  
PM PHF: 0.81



| RAW<br>COUNT<br>SUMMARIES | SR 224<br>Northbound |         |        |        | SR 224<br>Southbound |        |        |      | Canyons Resort Dr<br>Eastbound |        |        |      | Canyons Resort Dr<br>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      | 0                    | 0      | 0      | 0    | 0                              | 0      | 0      | 0    | 0                              | 0      | 0      | 0      | 0         |
| 7:15-7:30                 | 0                    | 0       | 0      | 0      | 0                    | 0      | 0      | 0    | 0                              | 0      | 0      | 0    | 0                              | 0      | 0      | 0      | 0         |
| 7:30-7:45                 | 0                    | 0       | 0      | 0      | 0                    | 0      | 0      | 0    | 0                              | 0      | 0      | 0    | 0                              | 0      | 0      | 0      | 0         |
| 7:45-8:00                 | 0                    | 0       | 0      | 0      | 0                    | 0      | 0      | 0    | 0                              | 0      | 0      | 0    | 0                              | 0      | 0      | 0      | 0         |
| 8:00-8:15                 | 17                   | 57.2973 | 0      | 2.1622 | 1.0811               | 103.78 | 32.432 | 0    | 15.135                         | 2.1622 | 16.216 | 0    | 2.1622                         | 0      | 2.1622 | 1.0811 | 249.43243 |
| 8:15-8:30                 | 13                   | 68.1081 | 0      | 1.0811 | 1.0811               | 92.973 | 34.595 | 0    | 12.973                         | 0      | 5.4054 | 0    | 2.1622                         | 0      | 1.0811 | 0      | 231.37837 |
| 8:30-8:45                 | 15                   | 88.6486 | 0      | 1.0811 | 0                    | 102.7  | 41.081 | 0    | 18.378                         | 0      | 14.054 | 0    | 1.0811                         | 1.0811 | 3.2432 | 2.1622 | 285.27027 |
| 8:45-9:00                 | 21                   | 116.757 | 0      | 0      | 0                    | 151.35 | 30.27  | 0    | 18.378                         | 0      | 17.297 | 0    | 1.0811                         | 0      | 2.1622 | 0      | 358.29729 |
| NOON PERIOD COUNTS        |                      |         |        |        |                      |        |        |      |                                |        |        |      |                                |        |        |        |           |
| Period                    | A                    | B       | C      | D      | E                    | F      | G      | H    | I                              | J      | K      | L    | M                              | N      | O      | P      | TOTAL     |
| 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         |
| 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               | 17                   | 187.027 | 1.0811 | 5.4054 | 4.3243               | 245.41 | 28.108 | 0    | 36.757                         | 2.1622 | 17.297 | 0    | 2.1622                         | 0      | 3.2432 | 5.4054 | 545       |
| 16:15-16:30               | 26                   | 270.27  | 0      | 3.2432 | 2.1622               | 222.7  | 34.595 | 0    | 129.73                         | 1.0811 | 75.676 | 0    | 3.2432                         | 0      | 2.1622 | 4.3243 | 768       |
| 16:30-16:45               | 21                   | 254.054 | 1.0811 | 2.1622 | 3.2432               | 235.68 | 30.27  | 0    | 51.892                         | 1.0811 | 23.784 | 0    | 0                              | 0      | 5.4054 | 3.2432 | 627       |
| 16:45-17:00               | 26                   | 214.054 | 1.0811 | 5.4054 | 5.4054               | 189.19 | 41.081 | 0    | 51.892                         | 1.0811 | 11.892 | 0    | 2.1622                         | 0      | 5.4054 | 3.2432 | 559       |
| 17:00-17:15               | 0                    | 0       | 0      | 0      | 0                    | 0      | 0      | 0    | 0                              | 0      | 0      | 0    | 0                              | 0      | 0      | 0      | 0         |
| 17:15-17:30               | 0                    | 0       | 0      | 0      | 0                    | 0      | 0      | 0    | 0                              | 0      | 0      | 0    | 0                              | 0      | 0      | 0      | 0         |
| 17:30-17:45               | 0                    | 0       | 0      | 0      | 0                    | 0      | 0      | 0    | 0                              | 0      | 0      | 0    | 0                              | 0      | 0      | 0      | 0         |
| 17:45-18:00               | 0                    | 0       | 0      | 0      | 0                    | 0      | 0      | 0    | 0                              | 0      | 0      | 0    | 0                              | 0      | 0      | 0      | 0         |

# Traffic Counts

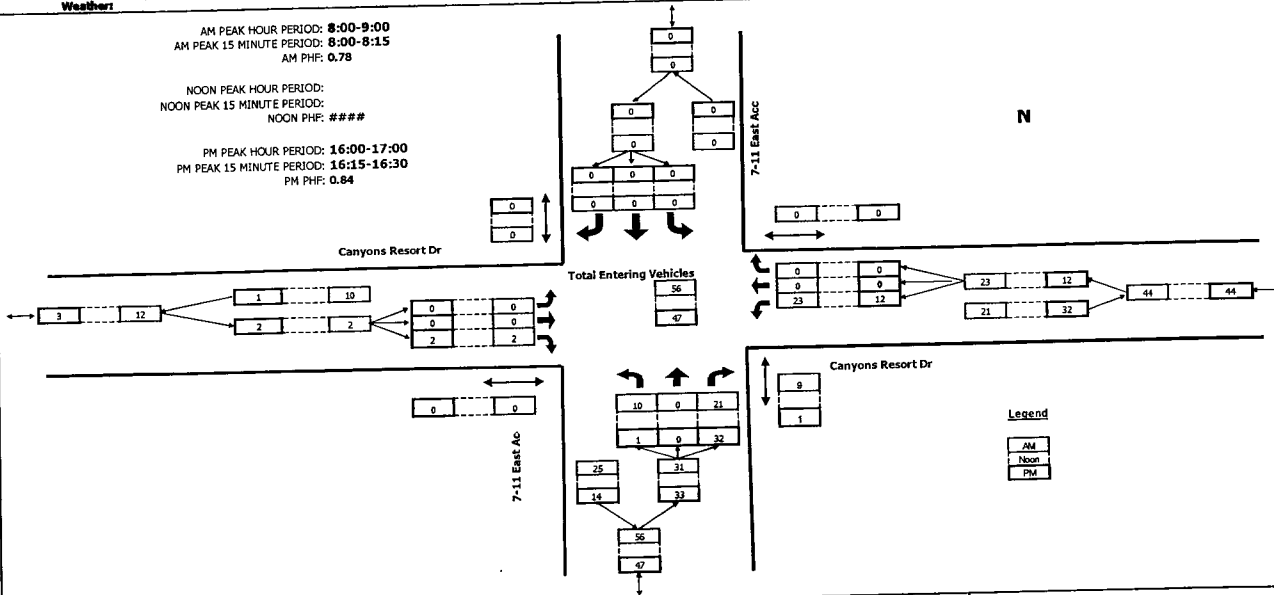
2364 North 1450 East  
Lehi, UT 84043  
801.636.0891

## Intersection Turning Movement Summary

Intersection: 7-11 East Access / Canyons Resort Dr  
North/South: 7-11 East Access  
East/West: Canyons Resort Dr  
Jurisdiction: Summit County  
Project Title: The Canyons TS  
Project No: UT16-878  
Weather:

Date: 10-29-16, Sat  
Day of Week Adjustment: 100.0%  
Month of Year Adjustment: 92.5%  
Adjustment Station #: 0  
Growth Rate: 0.0%  
Number of Years: 0

AM PEAK HOUR PERIOD: 8:00-9:00  
AM PEAK 15 MINUTE PERIOD: 8:00-8:15  
AM PHF: 0.78  
  
NOON PEAK HOUR PERIOD:  
NOON PEAK 15 MINUTE PERIOD: ####  
NOON PHF: ####  
  
PM PEAK HOUR PERIOD: 16:00-17:00  
PM PEAK 15 MINUTE PERIOD: 16:15-16:30  
PM PHF: 0.84



| RAW<br>COUNT<br>SUMMARIES | 7-11 East Access<br>Northbound |      |        |        | 7-11 East Access<br>Southbound |      |       |      | Canyons Resort Dr<br>Eastbound |      |        |      | Canyons Resort Dr<br>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      | 0                              | 0    | 0     | 0    | 0                              | 0    | 0      | 0    | 0                              | 0    | 0     | 0    | 0          |
| 7:15-7:30                 | 0                              | 0    | 0      | 0      | 0                              | 0    | 0     | 0    | 0                              | 0    | 0      | 0    | 0                              | 0    | 0     | 0    | 0          |
| 7:30-7:45                 | 0                              | 0    | 0      | 0      | 0                              | 0    | 0     | 0    | 0                              | 0    | 0      | 0    | 0                              | 0    | 0     | 0    | 0          |
| 7:45-8:00                 | 0                              | 0    | 0      | 0      | 0                              | 0    | 0     | 0    | 0                              | 0    | 0      | 0    | 8,6486                         | 0    | 0     | 0    | 18,054054  |
| 8:00-8:15                 | 4                              | 0    | 5,4054 | 3,2432 | 0                              | 0    | 0     | 0    | 0                              | 0    | 0      | 0    | 7,5676                         | 0    | 0     | 0    | 15,972973  |
| 8:15-8:30                 | 3                              | 0    | 5,4054 | 2,1622 | 0                              | 0    | 0     | 0    | 0                              | 0    | 1,0811 | 0    | 4,3243                         | 0    | 0     | 0    | 9,6486486  |
| 8:30-8:45                 | 1                              | 0    | 3,2432 | 3,2432 | 0                              | 0    | 0     | 0    | 0                              | 0    | 1,0811 | 0    | 2,1622                         | 0    | 0     | 0    | 11,7297297 |
| 8:45-9:00                 | 2                              | 0    | 6,4865 | 0      | 0                              | 0    | 0     | 0    | 0                              | 0    | 1,0811 | 0    | 2,1622                         | 0    | 0     | 0    |            |
| NOON PERIOD COUNTS        |                                |      |        |        |                                |      |       |      |                                |      |        |      |                                |      |       |      |            |
| Period                    | A                              | B    | C      | D      | E                              | F    | G     | H    | I                              | J    | K      | L    | M                              | N    | O     | P    | TOTAL      |
| 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          |
| 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    | 10,811 | 0      | 0                              | 0    | 0     | 0    | 0                              | 0    | 0      | 0    | 5,4054                         | 0    | 0     | 0    | 11         |
| 16:15-16:30               | 1                              | 0    | 6,4865 | 1,0811 | 0                              | 0    | 0     | 0    | 0                              | 0    | 1,0811 | 0    | 2,1622                         | 0    | 0     | 0    | 14         |
| 16:30-16:45               | 0                              | 0    | 11,892 | 0      | 0                              | 0    | 0     | 0    | 0                              | 0    | 0      | 0    | 4,3243                         | 0    | 0     | 0    | 9          |
| 16:45-17:00               | 0                              | 0    | 3,2432 | 0      | 0                              | 0    | 0     | 0    | 0                              | 0    | 1,0811 | 0    | 0                              | 0    | 0     | 0    | 9          |
| 17:00-17:15               | 0                              | 0    | 0      | 0      | 0                              | 0    | 0     | 0    | 0                              | 0    | 0      | 0    | 0                              | 0    | 0     | 0    | 0          |
| 17:15-17:30               | 0                              | 0    | 0      | 0      | 0                              | 0    | 0     | 0    | 0                              | 0    | 0      | 0    | 0                              | 0    | 0     | 0    | 0          |
| 17:30-17:45               | 0                              | 0    | 0      | 0      | 0                              | 0    | 0     | 0    | 0                              | 0    | 0      | 0    | 0                              | 0    | 0     | 0    | 0          |
| 17:45-18:00               | 0                              | 0    | 0      | 0      | 0                              | 0    | 0     | 0    | 0                              | 0    | 0      | 0    | 0                              | 0    | 0     | 0    | 0          |

# Traffic Counts

2364 North 1450 East  
Lehi, UT 84043  
801.636.0891

## Intersection Turning Movement Summary

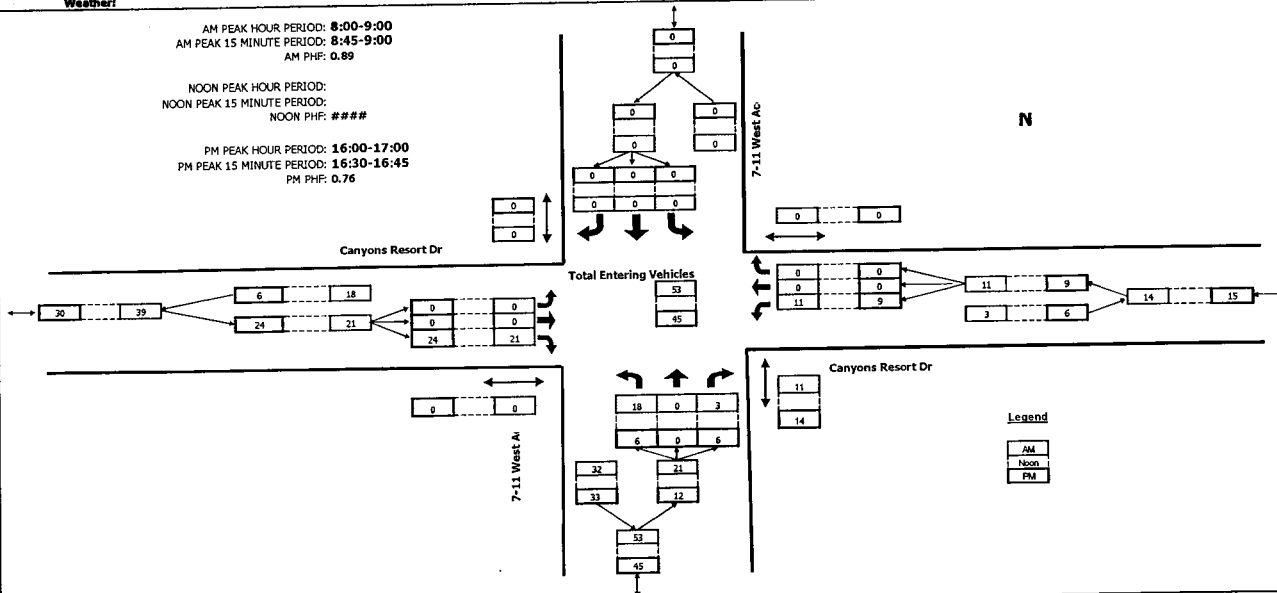
Intersection: 7-11 West Access / Canyons Resort Dr  
North/South: 7-11 West Access  
East/West: Canyons Resort Dr  
Jurisdiction: Summit County  
Project Title: The Canyons TS  
Project No: UT16-878  
Weather:

Date: 10-29-16, Sat  
Day of Week Adjustment: 100.0%  
Month of Year Adjustment: 92.5%  
Adjustment Station #: 0  
Growth Rate: 0.0%  
Number of Years: 0

AM PEAK HOUR PERIOD: 8:00-9:00  
AM PEAK 15 MINUTE PERIOD: 8:45-9:00  
AM PHF: 0.89

NOON PEAK HOUR PERIOD:  
NOON PEAK 15 MINUTE PERIOD:  
NOON PHF: ###

PM PEAK HOUR PERIOD: 16:00-17:00  
PM PEAK 15 MINUTE PERIOD: 16:30-16:45  
PM PHF: 0.76



| RAW<br>COUNT<br>SUMMARIES | 7-11 West Access<br>Northbound |      |        |        | 7-11 West Access<br>Southbound |      |       |      | Canyons Resort Dr<br>Eastbound |      |        |      | Canyons Resort Dr<br>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      | 0                              | 0    | 0     | 0    | 0                              | 0    | 0      | 0    | 0                              | 0    | 0     | 0    | 0          |
| 7:15-7:30                 | 0                              | 0    | 0      | 0      | 0                              | 0    | 0     | 0    | 0                              | 0    | 0      | 0    | 0                              | 0    | 0     | 0    | 0          |
| 7:30-7:45                 | 0                              | 0    | 0      | 0      | 0                              | 0    | 0     | 0    | 0                              | 0    | 0      | 0    | 0                              | 0    | 0     | 0    | 0          |
| 7:45-8:00                 | 0                              | 0    | 0      | 0      | 0                              | 0    | 0     | 0    | 0                              | 0    | 0      | 0    | 0                              | 0    | 0     | 0    | 0          |
| 8:00-8:15                 | 3                              | 0    | 1.0811 | 3.2432 | 0                              | 0    | 0     | 0    | 0                              | 0    | 7.5676 | 0    | 2.1622                         | 0    | 0     | 0    | 13.810810  |
| 8:15-8:30                 | 8                              | 0    | 0      | 1.0811 | 0                              | 0    | 0     | 0    | 0                              | 0    | 5.4054 | 0    | 1.0811                         | 0    | 0     | 0    | 14.486486  |
| 8:30-8:45                 | 4                              | 0    | 1.0811 | 4.3243 | 0                              | 0    | 0     | 0    | 0                              | 0    | 4.3243 | 0    | 0                              | 0    | 0     | 0    | 9.4054054  |
| 8:45-9:00                 | 3                              | 0    | 1.0811 | 2.1622 | 0                              | 0    | 0     | 0    | 0                              | 0    | 3.2432 | 0    | 7.5676                         | 0    | 0     | 0    | 14.8918919 |
| NOON PERIOD COUNTS        |                                |      |        |        |                                |      |       |      |                                |      |        |      |                                |      |       |      |            |
| Period                    | A                              | B    | C      | D      | E                              | F    | G     | H    | I                              | J    | K      | L    | M                              | N    | O     | P    | TOTAL      |
| 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          |
| 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      | 2.1622 | 0                              | 0    | 0     | 0    | 0                              | 0    | 6.4865 | 0    | 1.0811                         | 0    | 0     | 0    | 8          |
| 16:15-16:30               | 2                              | 0    | 1.0811 | 2.1622 | 0                              | 0    | 0     | 0    | 0                              | 0    | 6.4865 | 0    | 3.2432                         | 0    | 0     | 0    | 13         |
| 16:30-16:45               | 3                              | 0    | 4.3243 | 4.3243 | 0                              | 0    | 0     | 0    | 0                              | 0    | 4.3243 | 0    | 3.2432                         | 0    | 0     | 0    | 15         |
| 16:45-17:00               | 1                              | 0    | 1.0811 | 5.4054 | 0                              | 0    | 0     | 0    | 0                              | 0    | 6.4865 | 0    | 1.0811                         | 0    | 0     | 0    | 10         |
| 17:00-17:15               | 0                              | 0    | 0      | 0      | 0                              | 0    | 0     | 0    | 0                              | 0    | 0      | 0    | 0                              | 0    | 0     | 0    | 0          |
| 17:15-17:30               | 0                              | 0    | 0      | 0      | 0                              | 0    | 0     | 0    | 0                              | 0    | 0      | 0    | 0                              | 0    | 0     | 0    | 0          |
| 17:30-17:45               | 0                              | 0    | 0      | 0      | 0                              | 0    | 0     | 0    | 0                              | 0    | 0      | 0    | 0                              | 0    | 0     | 0    | 0          |
| 17:45-18:00               | 0                              | 0    | 0      | 0      | 0                              | 0    | 0     | 0    | 0                              | 0    | 0      | 0    | 0                              | 0    | 0     | 0    | 0          |



# Traffic Counts

2364 North 1450 East  
Lehi, UT 84043  
801.636.0891

## Intersection Turning Movement Summary

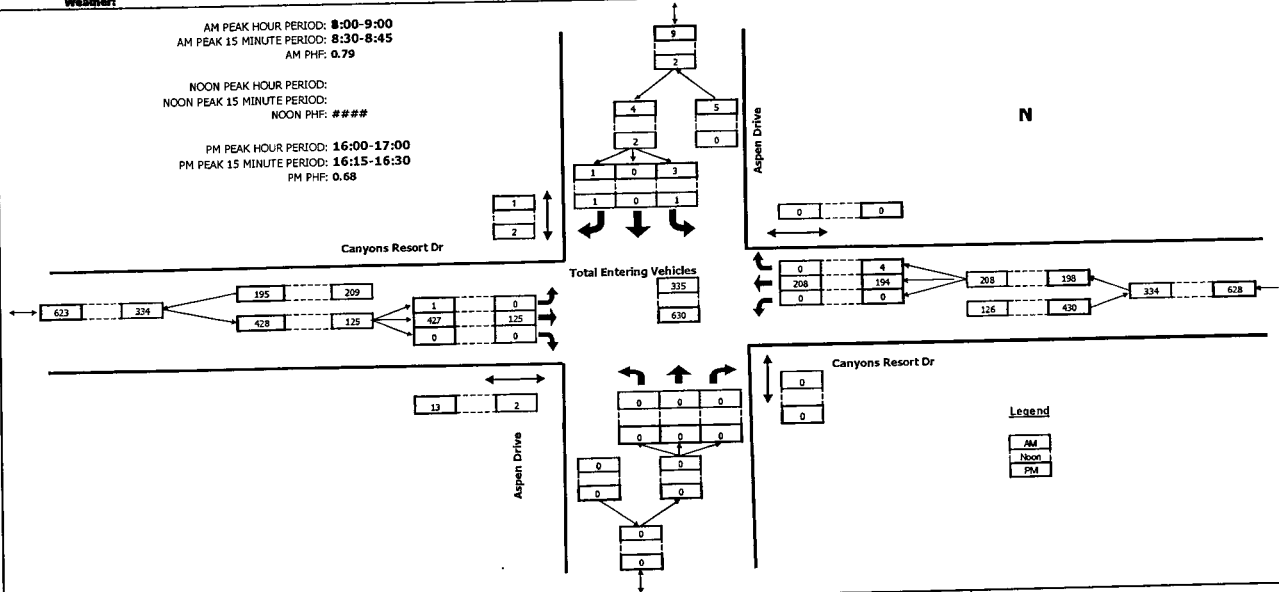
Intersection: Aspen Drive / Canyons Resort Dr  
North/South: Aspen Drive  
East/West: Canyons Resort Dr  
Jurisdiction: Summit County  
Project Title: The Canyons TS  
Project No: UT16-878  
Weather:

Date: 10-29-14, Sat  
Day of Week Adjustment: 100.0%  
Month of Year Adjustment: 92.5%  
Adjustment Station #: 0  
Growth Rate: 0.0%  
Number of Years: 0

AM PEAK HOUR PERIOD: 8:00-9:00  
AM PEAK 15 MINUTE PERIOD: 8:30-8:45  
AM PHF: 0.79

NOON PEAK HOUR PERIOD:  
NOON PEAK 15 MINUTE PERIOD: ####  
NOON PHF:

PM PEAK HOUR PERIOD: 16:00-17:00  
PM PEAK 15 MINUTE PERIOD: 16:15-16:30  
PM PHF: 0.68



| RAW<br>COUNT<br>SUMMARIES | Aspen Drive<br>Northbound |      |       |      | Aspen Drive<br>Southbound |      |        |        | Canyons Resort Dr<br>Eastbound |        |       |        | Canyons Resort Dr<br>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    | 0                         | 0    | 0      | 0      | 0                              | 0      | 0     | 0      | 0                              | 0      | 0      | 0    | 0           |
| 7:15-7:30                 | 0                         | 0    | 0     | 0    | 0                         | 0    | 0      | 0      | 0                              | 0      | 0     | 0      | 0                              | 0      | 0      | 0    | 0           |
| 7:30-7:45                 | 0                         | 0    | 0     | 0    | 0                         | 0    | 0      | 0      | 0                              | 0      | 0     | 0      | 0                              | 0      | 0      | 0    | 0           |
| 7:45-8:00                 | 0                         | 0    | 0     | 0    | 0                         | 0    | 0      | 0      | 0                              | 0      | 0     | 0      | 0                              | 0      | 0      | 0    | 0           |
| 8:00-8:15                 | 0                         | 0    | 0     | 0    | 0                         | 0    | 0      | 0      | 0                              | 19.459 | 0     | 2.1622 | 0                              | 45.405 | 0      | 0    | 65.9459459  |
| 8:15-8:30                 | 0                         | 0    | 0     | 0    | 0                         | 0    | 0      | 2.1622 | 0                              | 34.595 | 0     | 0      | 0                              | 48.649 | 0      | 0    | 83.2432432  |
| 8:30-8:45                 | 0                         | 0    | 0     | 0    | 1.0811                    | 0    | 0      | 0      | 0                              | 33.514 | 0     | 0      | 0                              | 71.351 | 0      | 0    | 105.9459459 |
| 8:45-9:00                 | 0                         | 0    | 0     | 0    | 0                         | 0    | 0      | 0      | 0                              | 37.838 | 0     | 0      | 0                              | 42.162 | 0      | 0    | 80          |
| NOON PERIOD COUNTS        |                           |      |       |      |                           |      |        |        |                                |        |       |        |                                |        |        |      |             |
| Period                    | A                         | B    | C     | D    | E                         | F    | G      | H      | I                              | J      | K     | L      | M                              | N      | O      | P    | TOTAL       |
| 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           |
| 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    | 0                         | 0    | 1.0811 | 1.0811 | 1.0811                         | 55.135 | 0     | 3.2432 | 0                              | 42.162 | 1.0811 | 0    | 101         |
| 16:15-16:30               | 0                         | 0    | 0     | 0    | 1.0811                    | 0    | 0      | 0      | 0                              | 188.11 | 0     | 2.1622 | 0                              | 40     | 1.0811 | 0    | 230         |
| 16:30-16:45               | 0                         | 0    | 0     | 0    | 1.0811                    | 0    | 0      | 0      | 0                              | 114.59 | 0     | 2.1622 | 0                              | 52.973 | 2.1622 | 0    | 171         |
| 16:45-17:00               | 0                         | 0    | 0     | 0    | 1.0811                    | 0    | 0      | 0      | 0                              | 69.189 | 0     | 5.4054 | 0                              | 58.378 | 0      | 0    | 129         |
| 17:00-17:15               | 0                         | 0    | 0     | 0    | 0                         | 0    | 0      | 0      | 0                              | 0      | 0     | 0      | 0                              | 0      | 0      | 0    | 0           |
| 17:15-17:30               | 0                         | 0    | 0     | 0    | 0                         | 0    | 0      | 0      | 0                              | 0      | 0     | 0      | 0                              | 0      | 0      | 0    | 0           |
| 17:30-17:45               | 0                         | 0    | 0     | 0    | 0                         | 0    | 0      | 0      | 0                              | 0      | 0     | 0      | 0                              | 0      | 0      | 0    | 0           |
| 17:45-18:00               | 0                         | 0    | 0     | 0    | 0                         | 0    | 0      | 0      | 0                              | 0      | 0     | 0      | 0                              | 0      | 0      | 0    | 0           |

# Traffic Counts

2364 North 1450 East  
Lehi, UT 84043  
801.636.0891

## Intersection Turning Movement Summary

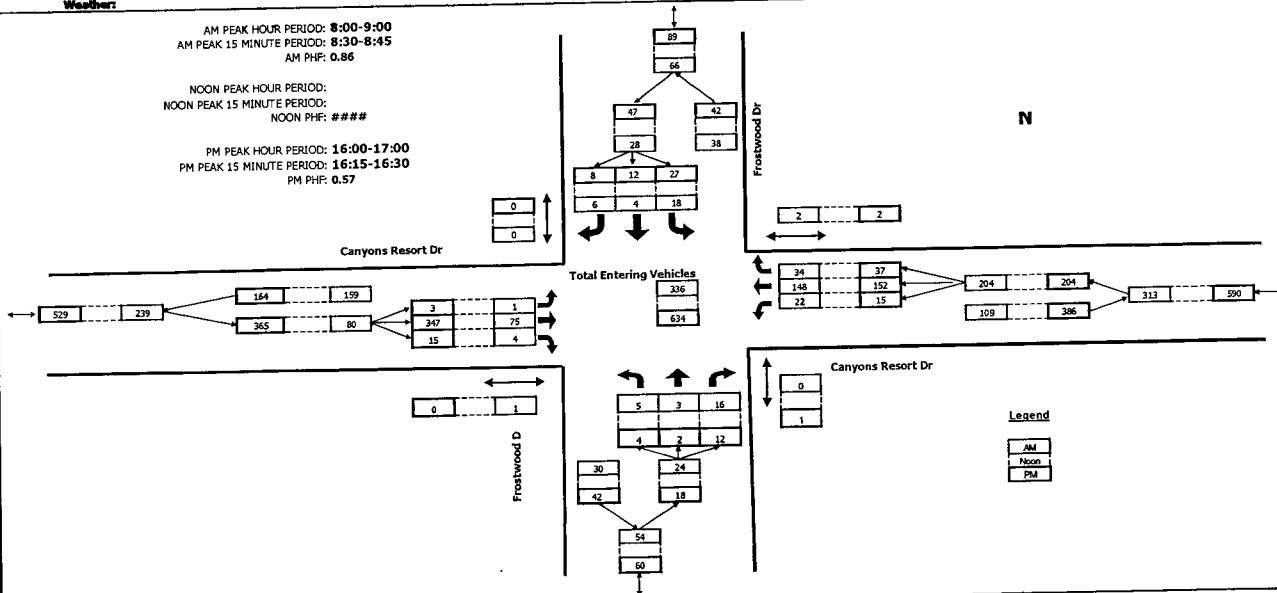
Intersection: Frostwood Drive / Canyons Resort Dr  
North/South: Frostwood Drive  
East/West: Canyons Resort Dr  
Jurisdiction: Summit County  
Project Title: The Canyons TS  
Project No: UT16-676  
Weather:

Date: 10-29-16, Sat  
Day of Week Adjustment: 100.0%  
Month of Year Adjustment: 92.5%  
Adjustment Station #: 0  
Growth Rate: 0.0%  
Number of Years: 0

AM PEAK HOUR PERIOD: 8:00-9:00  
AM PEAK 15 MINUTE PERIOD: 8:30-8:45  
AM PHF: 0.86

NOON PEAK HOUR PERIOD:  
NOON PEAK 15 MINUTE PERIOD:  
NOON PHF: #####

PM PEAK HOUR PERIOD: 16:00-17:00  
PM PEAK 15 MINUTE PERIOD: 16:15-16:30  
PM PHF: 0.57



| RAW<br>COUNT<br>SUMMARIES | Frostwood Drive<br>Northbound |       |       |       | Frostwood Drive<br>Southbound |       |       |      | Canyons Resort Dr<br>Eastbound |        |       |       | Canyons Resort Dr<br>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     | 0                             | 0     | 0     | 0    | 0                              | 0      | 0     | 0     | 0                              | 0      | 0      | 0     | 0      |
| 7:15-7:30                 | 0                             | 0     | 0     | 0     | 0                             | 0     | 0     | 0    | 0                              | 0      | 0     | 0     | 0                              | 0      | 0      | 0     | 0      |
| 7:30-7:45                 | 0                             | 0     | 0     | 0     | 0                             | 0     | 0     | 0    | 0                              | 0      | 0     | 0     | 0                              | 0      | 0      | 0     | 0      |
| 7:45-8:00                 | 0                             | 0     | 0     | 0     | 0                             | 0     | 0     | 0    | 0                              | 0      | 0     | 0     | 0                              | 0      | 0      | 0     | 0      |
| 8:00-8:15                 | 0                             | 2,162 | 1,081 | 0     | 2,162                         | 1,081 | 2,162 | 0    | 0                              | 20,541 | 2,162 | 0     | 4,324                          | 28,108 | 11,892 | 1,081 | 75,676 |
| 8:15-8:30                 | 1                             | 0     | 3,243 | 0     | 4,324                         | 0     | 1,081 | 0    | 0                              | 10,811 | 0     | 0     | 6,486                          | 37,838 | 7,567  | 0     | 72,351 |
| 8:30-8:45                 | 0                             | 0     | 6,486 | 0     | 6,486                         | 2,162 | 2,162 | 0    | 0                              | 18,378 | 0     | 1,081 | 4,324                          | 47,568 | 9,729  | 1,081 | 97,297 |
| 8:45-9:00                 | 4                             | 1,081 | 5,405 | 4     | 5,405                         | 1,081 | 1,081 | 0    | 1,081                          | 24,865 | 2,162 | 0     | 6,486                          | 34,595 | 4,324  | 0     | 91,567 |
| NOON PERIOD COUNTS        |                               |       |       |       |                               |       |       |      |                                |        |       |       |                                |        |        |       |        |
| Period                    | A                             | B     | C     | D     | E                             | F     | G     | H    | I                              | J      | K     | L     | M                              | N      | O      | P     | TOTAL  |
| 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      |
| 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               | 1                             | 1,081 | 5,405 | 0     | 3,243                         | 4,324 | 0     | 0    | 2,162                          | 35,757 | 2,162 | 0     | 2,162                          | 34,595 | 5,405  | 1,081 | 98     |
| 16:15-16:30               | 3                             | 0     | 1,081 | 0     | 14,054                        | 2,162 | 3,243 | 0    | 0                              | 203,24 | 6,486 | 0     | 4,324                          | 34,595 | 7,567  | 1,081 | 280    |
| 16:30-16:45               | 0                             | 0     | 1,081 | 0     | 3,243                         | 0     | 1,081 | 0    | 1,081                          | 57,297 | 2,162 | 0     | 3,243                          | 43,243 | 7,567  | 0     | 120    |
| 16:45-17:00               | 0                             | 1,081 | 4,324 | 1,081 | 6,486                         | 5,405 | 3,243 | 0    | 0                              | 49,73  | 4,324 | 0     | 5,405                          | 40     | 16,216 | 0     | 136    |
| 17:00-17:15               | 0                             | 0     | 0     | 0     | 0                             | 0     | 0     | 0    | 0                              | 0      | 0     | 0     | 0                              | 0      | 0      | 0     | 0      |
| 17:15-17:30               | 0                             | 0     | 0     | 0     | 0                             | 0     | 0     | 0    | 0                              | 0      | 0     | 0     | 0                              | 0      | 0      | 0     | 0      |
| 17:30-17:45               | 0                             | 0     | 0     | 0     | 0                             | 0     | 0     | 0    | 0                              | 0      | 0     | 0     | 0                              | 0      | 0      | 0     | 0      |
| 17:45-18:00               | 0                             | 0     | 0     | 0     | 0                             | 0     | 0     | 0    | 0                              | 0      | 0     | 0     | 0                              | 0      | 0      | 0     | 0      |

# Traffic Counts

2364 North 1450 East  
Lehi, UT 84043  
801.636.0891

## Intersection Turning Movement Summary

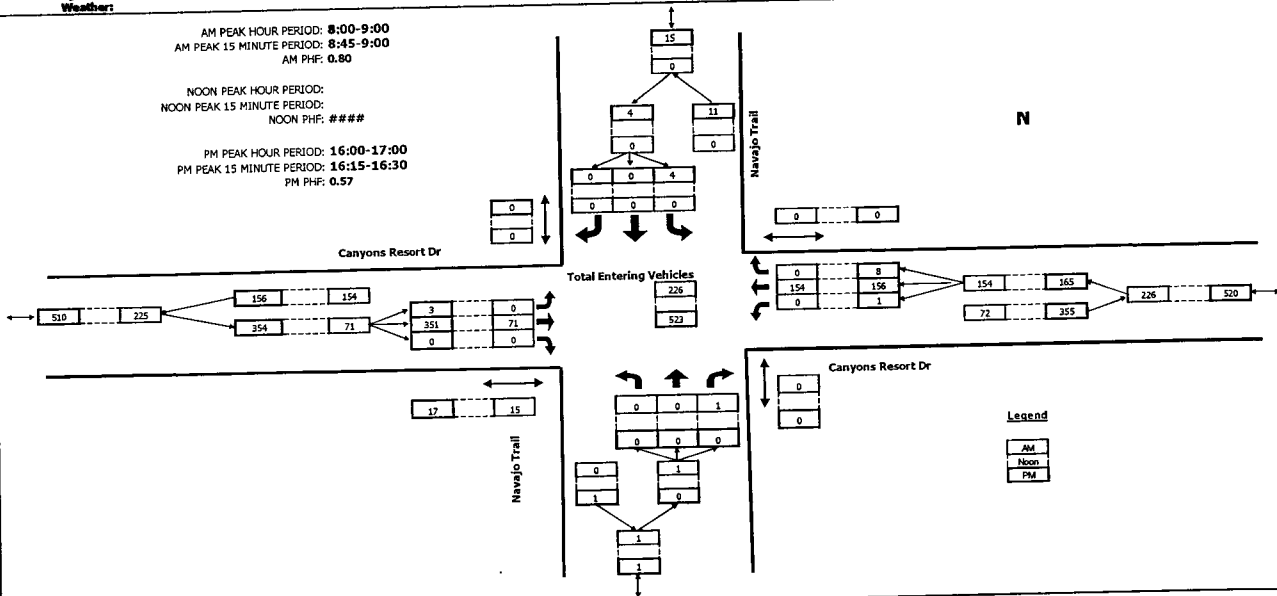
Intersection: Navajo Trail / Canyons Resort Dr  
North/South: Navajo Trail  
East/West: Canyons Resort Dr  
Jurisdiction: Summit County  
Project Title: The Canyons TS  
Project No: UT16-878  
Weather:

Date: 10-29-14, Sat  
Day of Week Adjustment: 100.0%  
Month of Year Adjustment: 92.5%  
Adjustment Station #: 0  
Growth Rate: 0.0%  
Number of Years: 0

AM PEAK HOUR PERIOD: 8:00-9:00  
AM PEAK 15 MINUTE PERIOD: 8:45-9:00  
AM PHF: 0.80

NOON PEAK HOUR PERIOD:  
NOON PEAK 15 MINUTE PERIOD:  
NOON PHF: #####

PM PEAK HOUR PERIOD: 16:00-17:00  
PM PEAK 15 MINUTE PERIOD: 16:15-16:30  
PM PHF: 0.57



| RAW<br>COUNT<br>SUMMARIES | Navajo Trail<br>Northbound |      |        |      | Navajo Trail<br>Southbound |      |       |      | Canyons Resort Dr<br>Eastbound |        |       |        | Canyons Resort Dr<br>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    | 0                          | 0    | 0     | 0    | 0                              | 0      | 0     | 0      | 0                              | 0      | 0      | 0    | 0          |
| 7:15-7:30                 | 0                          | 0    | 0      | 0    | 0                          | 0    | 0     | 0    | 0                              | 0      | 0     | 0      | 0                              | 0      | 0      | 0    | 0          |
| 7:30-7:45                 | 0                          | 0    | 0      | 0    | 0                          | 0    | 0     | 0    | 0                              | 0      | 0     | 0      | 0                              | 0      | 0      | 0    | 0          |
| 7:45-8:00                 | 0                          | 0    | 0      | 0    | 0                          | 0    | 0     | 0    | 0                              | 0      | 0     | 0      | 0                              | 0      | 0      | 0    | 0          |
| 8:00-8:15                 | 0                          | 0    | 0      | 0    | 0                          | 0    | 0     | 0    | 0                              | 18.378 | 0     | 1.0811 | 0                              | 29.189 | 0      | 0    | 47.5675676 |
| 8:15-8:30                 | 0                          | 0    | 0      | 0    | 0                          | 0    | 0     | 0    | 0                              | 10.811 | 0     | 4.3243 | 0                              | 36.757 | 0      | 0    | 47.5675676 |
| 8:30-8:45                 | 0                          | 0    | 0      | 0    | 0                          | 0    | 0     | 0    | 0                              | 16.216 | 0     | 4.3243 | 0                              | 44.324 | 0      | 0    | 60.5405405 |
| 8:45-9:00                 | 0                          | 0    | 1.0811 | 0    | 0                          | 0    | 0     | 0    | 0                              | 25.946 | 0     | 5.4054 | 0                              | 43.243 | 0      | 0    | 70.2702703 |
| NOON PERIOD COUNTS        |                            |      |        |      |                            |      |       |      |                                |        |       |        |                                |        |        |      |            |
| Period                    | A                          | B    | C      | D    | E                          | F    | G     | H    | I                              | J      | K     | L      | M                              | N      | O      | P    | TOTAL      |
| 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          |
| 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    | 0                          | 0    | 0     | 0    | 2.1622                         | 77.838 | 0     | 1.0811 | 0                              | 36.757 | 1.0811 | 0    | 118        |
| 16:15-16:30               | 0                          | 0    | 0      | 0    | 0                          | 0    | 0     | 0    | 0                              | 187.03 | 0     | 8.6486 | 1.0811                         | 38.919 | 1.0811 | 0    | 228        |
| 16:30-16:45               | 0                          | 0    | 0      | 0    | 4.3243                     | 0    | 0     | 0    | 1.0811                         | 45.405 | 0     | 5.4054 | 0                              | 32.432 | 3.2432 | 0    | 86         |
| 16:45-17:00               | 0                          | 0    | 0      | 0    | 0                          | 0    | 0     | 0    | 0                              | 41.081 | 0     | 2.1622 | 0                              | 47.568 | 2.1622 | 0    | 91         |
| 17:00-17:15               | 0                          | 0    | 0      | 0    | 0                          | 0    | 0     | 0    | 0                              | 0      | 0     | 0      | 0                              | 0      | 0      | 0    | 0          |
| 17:15-17:30               | 0                          | 0    | 0      | 0    | 0                          | 0    | 0     | 0    | 0                              | 0      | 0     | 0      | 0                              | 0      | 0      | 0    | 0          |
| 17:30-17:45               | 0                          | 0    | 0      | 0    | 0                          | 0    | 0     | 0    | 0                              | 0      | 0     | 0      | 0                              | 0      | 0      | 0    | 0          |
| 17:45-18:00               | 0                          | 0    | 0      | 0    | 0                          | 0    | 0     | 0    | 0                              | 0      | 0     | 0      | 0                              | 0      | 0      | 0    | 0          |

# Traffic Counts

2364 North 1450 East  
Lehi, UT 84043  
801.636.0891

## Intersection Turning Movement Summary

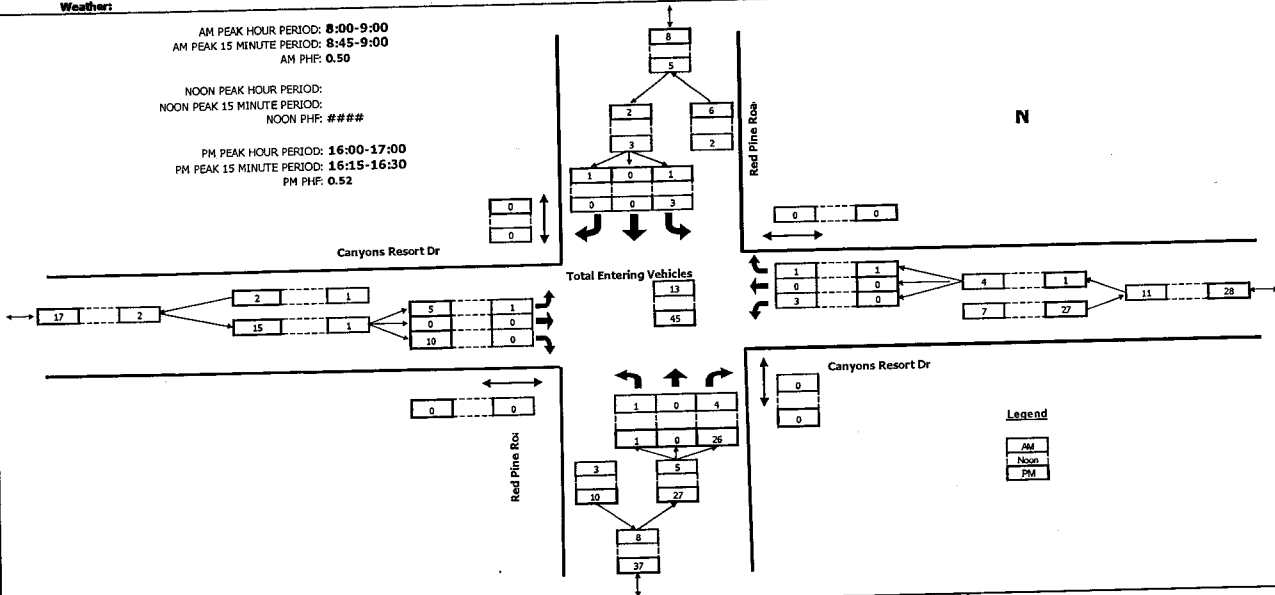
Intersection: Red Pine Road / Canyons Resort Dr  
North/South: Red Pine Road  
East/West: Canyons Resort Dr  
Jurisdiction: Summit County  
Project Title: The Canyons TS  
Project No: UT16-878  
Weather:

Date: 10-29-14, Sat  
Day of Week Adjustment: 100.0%  
Month of Year Adjustment: 92.5%  
Adjustment Station #: 0  
Growth Rate: 0.0%  
Number of Years: 0

AM PEAK HOUR PERIOD: 8:00-9:00  
AM PEAK 15 MINUTE PERIOD: 8:45-9:00  
AM PHF: 0.50

NOON PEAK HOUR PERIOD:  
NOON PEAK 15 MINUTE PERIOD:  
NOON PHF: #####

PM PEAK HOUR PERIOD: 16:00-17:00  
PM PEAK 15 MINUTE PERIOD: 16:15-16:30  
PM PHF: 0.52



| RAW<br>COUNT<br>SUMMARIES | Red Pine Road<br>Northbound |      |        |      | Red Pine Road<br>Southbound |      |        |      | Canyons Resort Dr<br>Eastbound |      |        |      | Canyons Resort Dr<br>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    | 0                           | 0    | 0      | 0    | 0                              | 0    | 0      | 0    | 0                              | 0    | 0      | 0    | 0         |
| 7:15-7:30                 | 0                           | 0    | 0      | 0    | 0                           | 0    | 0      | 0    | 0                              | 0    | 0      | 0    | 0                              | 0    | 0      | 0    | 0         |
| 7:30-7:45                 | 0                           | 0    | 0      | 0    | 0                           | 0    | 0      | 0    | 0                              | 0    | 0      | 0    | 0                              | 0    | 0      | 0    | 0         |
| 7:45-8:00                 | 0                           | 0    | 0      | 0    | 0                           | 0    | 0      | 0    | 0                              | 0    | 0      | 0    | 1.0811                         | 0    | 0      | 0    | 3.2432432 |
| 8:00-8:15                 | 0                           | 0    | 1.0811 | 0    | 1.0811                      | 0    | 0      | 0    | 0                              | 0    | 0      | 0    | 0                              | 0    | 0      | 0    | 0         |
| 8:15-8:30                 | 0                           | 0    | 0      | 0    | 0                           | 0    | 0      | 0    | 0                              | 0    | 0      | 0    | 0                              | 0    | 0      | 0    | 4.2432432 |
| 8:30-8:45                 | 1                           | 0    | 2.1622 | 0    | 1.0811                      | 0    | 0      | 0    | 0                              | 0    | 0      | 0    | 2.1622                         | 0    | 1.0811 | 0    | 6.4864864 |
| 8:45-9:00                 | 0                           | 0    | 1.0811 | 0    | 1.0811                      | 0    | 0      | 0    | 1.0811                         | 0    | 0      | 0    | 0                              | 0    | 0      | 0    | 0         |
| NOON PERIOD COUNTS        |                             |      |        |      |                             |      |        |      |                                |      |        |      |                                |      |        |      |           |
| Period                    | A                           | B    | C      | D    | E                           | F    | G      | H    | I                              | J    | K      | L    | M                              | N    | O      | P    | TOTAL     |
| 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         |
| 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               | 1                           | 0    | 1.0811 | 0    | 0                           | 0    | 0      | 0    | 2.1622                         | 0    | 4.3243 | 0    | 0                              | 0    | 0      | 0    | 9         |
| 16:15-16:30               | 0                           | 0    | 17.297 | 0    | 0                           | 0    | 0      | 0    | 0                              | 0    | 3.2432 | 0    | 0                              | 0    | 1.0811 | 0    | 22        |
| 16:30-16:45               | 0                           | 0    | 4.3243 | 0    | 0                           | 0    | 0      | 0    | 1.0811                         | 0    | 2.1622 | 0    | 0                              | 0    | 0      | 0    | 8         |
| 16:45-17:00               | 0                           | 0    | 3.2432 | 0    | 1.0811                      | 0    | 1.0811 | 0    | 2.1622                         | 0    | 0      | 0    | 0                              | 0    | 0      | 0    | 0         |
| 17:00-17:15               | 0                           | 0    | 0      | 0    | 0                           | 0    | 0      | 0    | 0                              | 0    | 0      | 0    | 0                              | 0    | 0      | 0    | 0         |
| 17:15-17:30               | 0                           | 0    | 0      | 0    | 0                           | 0    | 0      | 0    | 0                              | 0    | 0      | 0    | 0                              | 0    | 0      | 0    | 0         |
| 17:30-17:45               | 0                           | 0    | 0      | 0    | 0                           | 0    | 0      | 0    | 0                              | 0    | 0      | 0    | 0                              | 0    | 0      | 0    | 0         |
| 17:45-18:00               | 0                           | 0    | 0      | 0    | 0                           | 0    | 0      | 0    | 0                              | 0    | 0      | 0    | 0                              | 0    | 0      | 0    | 0         |

# Traffic Counts

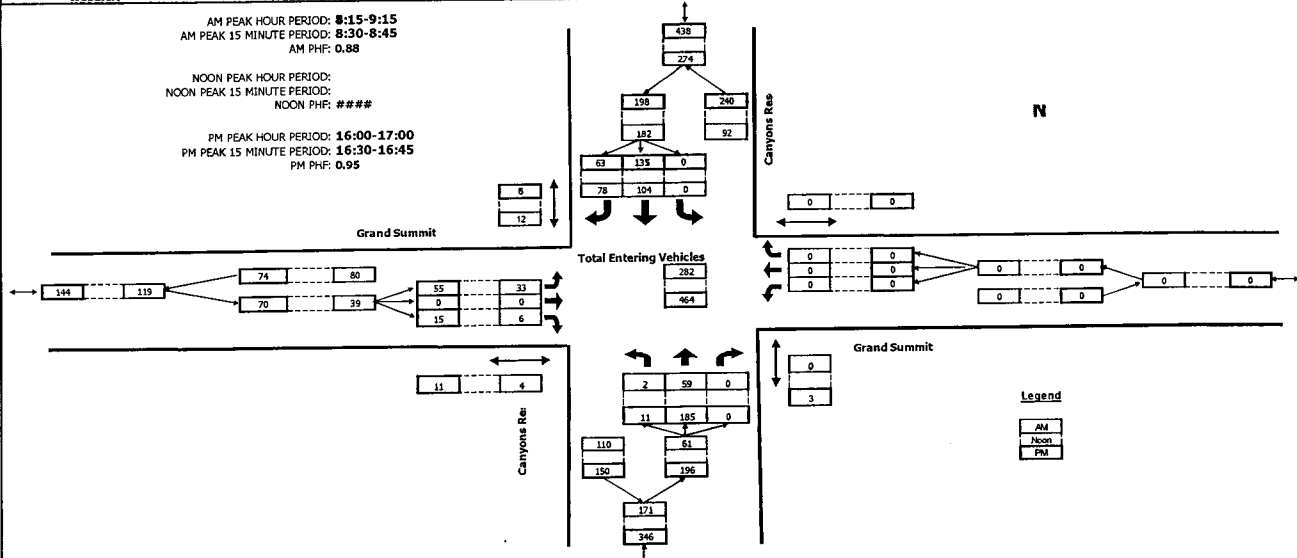
2364 North 1450 East  
Lehi, UT 84043  
801.636.0891

## Intersection Turning Movement Summary

Intersection: Canyons Resort Drive / Grand Summit  
North/South: Canyons Resort Drive  
East/West: Grand Summit  
Jurisdiction: Summit County  
Project Title: Summit County - The Canyons TS  
Project No: UT16-878  
Weather:

Date: 4-2-16, Sat  
Day of Week Adjustment: 100.00%  
Month of Year Adjustment: 100.20%  
Adjustment Station #: 605  
Growth Rate: 0.00%  
Number of Years: 0

AM PEAK HOUR PERIOD: 8:15-9:15  
AM PEAK 15 MINUTE PERIOD: 8:30-8:45  
AM PHF: 0.88  
  
NOON PEAK HOUR PERIOD:  
NOON PEAK 15 MINUTE PERIOD:  
NOON PHF: ###  
  
PM PEAK HOUR PERIOD: 16:00-17:00  
PM PEAK 15 MINUTE PERIOD: 16:30-16:45  
PM PHF: 0.95



| RAW<br>COUNT<br>SUMMARIES | Canyons Resort Drive<br>Northbound |         |       |        | Canyons Resort Drive<br>Southbound |        |        |        | Grand Summit<br>Eastbound |      |        |        | Grand Summit<br>Westbound |      |       |      |            |
|---------------------------|------------------------------------|---------|-------|--------|------------------------------------|--------|--------|--------|---------------------------|------|--------|--------|---------------------------|------|-------|------|------------|
|                           | Left                               | Thru    | Right | Peds   | Left                               | Thru   | Right  | Peds   | Left                      | Thru | Right  | Peds   | Left                      | Thru | Right | Peds |            |
| AM PERIOD COUNTS          |                                    |         |       |        |                                    |        |        |        |                           |      |        |        |                           |      |       |      |            |
| Period                    | A                                  | B       | C     | D      | E                                  | F      | G      | H      | I                         | J    | K      | L      | M                         | N    | O     | P    | TOTAL      |
| 8:00-8:15                 | 1                                  | 10,1664 | 0     | 0      | 0                                  | 34,196 | 8,3179 | 0      | 5,5453                    | 0    | 2,7726 | 0      | 0                         | 0    | 0     | 0    | 61,9981516 |
| 8:15-8:30                 | 0                                  | 12,939  | 0     | 0      | 0                                  | 39,741 | 13,863 | 5,5453 | 2,7726                    | 0    | 1,8484 | 0      | 0                         | 0    | 0     | 0    | 71,1645102 |
| 8:30-8:45                 | 1                                  | 14,7874 | 0     | 0      | 0                                  | 31,423 | 18,484 | 1,8484 | 14,787                    | 0    | 0      | 0      | 0                         | 0    | 0     | 0    | 80,4824399 |
| 8:45-9:00                 | 1                                  | 7,39372 | 0     | 0      | 0                                  | 16,636 | 24,03  | 0,9242 | 11,091                    | 0    | 1,8484 | 3,6969 | 0                         | 0    | 0     | 0    | 61,9981516 |
| 9:00-9:15                 | 0                                  | 24,0296 | 0     | 0      | 0                                  | 16,636 | 21,257 | 3,6969 | 4,6211                    | 0    | 1,8484 | 0      | 0                         | 0    | 0     | 0    | 68,3918669 |
| 9:15-9:30                 | 2                                  | 11,0906 | 0     | 0      | 0                                  | 17,56  | 12,939 | 1,8484 | 12,939                    | 0    | 2,7726 | 0      | 0                         | 0    | 0     | 0    | 59,3012939 |
| 9:30-9:45                 | 3                                  | 21,2569 | 0     | 0      | 0                                  | 30,499 | 5,5453 | 4,6211 | 4,6211                    | 0    | 3,6969 | 1,8484 | 0                         | 0    | 0     | 0    | 68,6192237 |
| 9:45-10:00                | 3                                  | 21,2569 | 0     | 0      | 0                                  | 22,181 | 8,3179 | 2,7726 | 11,091                    | 0    | 0      | 0      | 0                         | 0    | 0     | 0    | 65,9465804 |
| NOON PERIOD COUNTS        |                                    |         |       |        |                                    |        |        |        |                           |      |        |        |                           |      |       |      |            |
| Period                    | A                                  | B       | C     | D      | E                                  | F      | G      | H      | I                         | J    | K      | L      | M                         | N    | O     | P    | TOTAL      |
| 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          |
| 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               | 1                                  | 20,3327 | 0     | 0      | 0                                  | 21,257 | 20,333 | 1,8484 | 18,484                    | 0    | 3,6969 | 0,9242 | 0                         | 0    | 0     | 0    | 85         |
| 15:15-15:30               | 5                                  | 28,6506 | 0     | 0      | 0                                  | 21,257 | 20,333 | 8,3179 | 16,636                    | 0    | 2,7726 | 0      | 0                         | 0    | 0     | 0    | 95         |
| 15:30-15:45               | 1                                  | 32,3475 | 0     | 0      | 0                                  | 18,484 | 13,863 | 0      | 9,2421                    | 0    | 4,6211 | 0,9242 | 0                         | 0    | 0     | 0    | 103        |
| 15:45-16:00               | 2                                  | 36,9686 | 0     | 0      | 0                                  | 31,423 | 18,484 | 0      | 9,2421                    | 0    | 4,6211 | 2,7726 | 0                         | 0    | 0     | 0    | 117        |
| 16:00-16:15               | 2                                  | 34,1959 | 0     | 0      | 0                                  | 36,044 | 20,333 | 4,6211 | 21,257                    | 0    | 2,7726 | 0,9242 | 0                         | 0    | 0     | 0    | 115        |
| 16:15-16:30               | 1                                  | 49,9076 | 0     | 1,8484 | 0                                  | 28,651 | 18,484 | 0      | 14,787                    | 0    | 1,8484 | 0      | 0                         | 0    | 0     | 0    | 122        |
| 16:30-16:45               | 2                                  | 48,9834 | 0     | 0      | 0                                  | 45,287 | 12,939 | 0,9242 | 9,2421                    | 0    | 3,6969 | 10,166 | 0                         | 0    | 0     | 0    | 110        |
| 16:45-17:00               | 6                                  | 51,7556 | 0     | 0,9242 | 0                                  | 24,594 | 11,091 | 0      | 10,166                    | 0    | 6,4695 | 0      | 0                         | 0    | 0     | 0    | 110        |

# Traffic Counts

2364 North 1450 East  
Lehi, UT 84043  
801.636.0891

## Intersection Turning Movement Summary

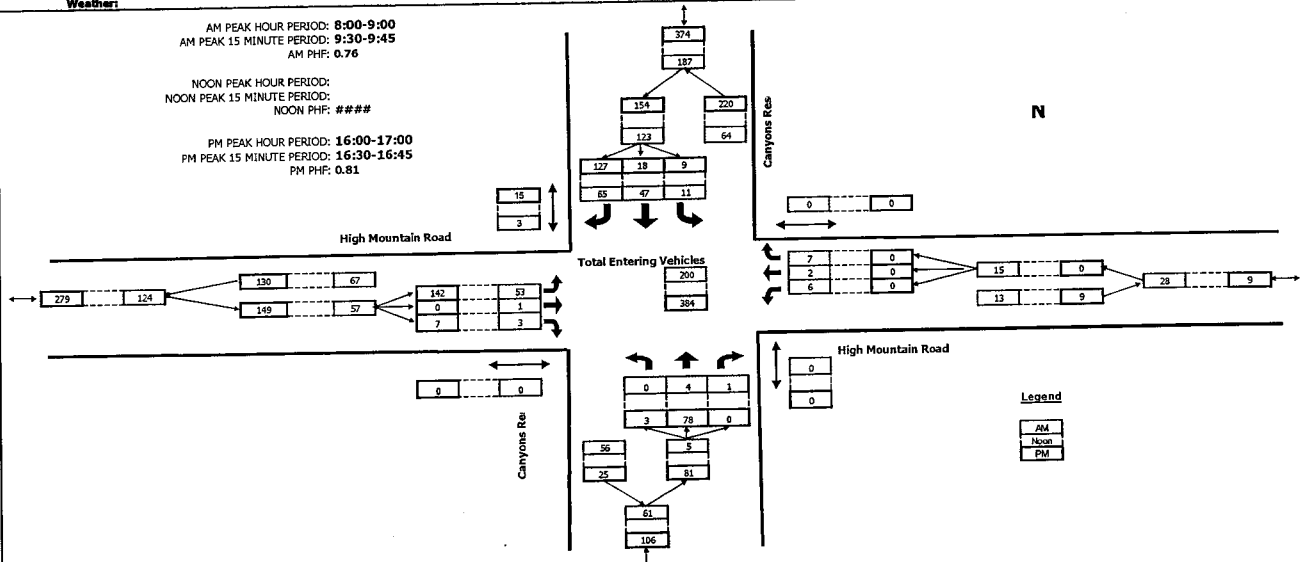
Intersection: Canyons Resort Drive / High Mountain Road  
North/South: Canyons Resort Drive  
East/West: High Mountain Road  
Jurisdiction: Summit County  
Project Title: Summit County - The Canyons TS  
Project No: UT16-878  
Weather:

Date: 4-2-16, Sat  
Day of Week Adjustment: 100.0%  
Month of Year Adjustment: 100.2%  
Adjustment Station #: 605  
Growth Rate: 0.0%  
Number of Years: 0

AM PEAK HOUR PERIOD: 8:00-9:00  
AM PEAK 15 MINUTE PERIOD: 9:30-9:45  
AM PHF: 0.76

NOON PEAK HOUR PERIOD:  
NOON PEAK 15 MINUTE PERIOD:  
NOON PHF: ###

PM PEAK HOUR PERIOD: 16:00-17:00  
PM PEAK 15 MINUTE PERIOD: 16:30-16:45  
PM PHF: 0.81



| RAW<br>COUNT<br>SUMMARIES | Canyons Resort Drive<br>Northbound |         |        |      | Canyons Resort Drive<br>Southbound |        |        |        | High Mountain Road<br>Eastbound |        |        |      | High Mountain Road<br>Westbound |        |        |      | TOTAL     |
|---------------------------|------------------------------------|---------|--------|------|------------------------------------|--------|--------|--------|---------------------------------|--------|--------|------|---------------------------------|--------|--------|------|-----------|
|                           | Left                               | Thru    | Right  | Peds | Left                               | Thru   | Right  | Peds   | Left                            | Thru   | Right  | Peds | Left                            | Thru   | Right  | Peds |           |
| AM PERIOD COUNTS          |                                    |         |        |      |                                    |        |        |        |                                 |        |        |      |                                 |        |        |      |           |
| Period                    | A                                  | B       | C      | D    | E                                  | F      | G      | H      | I                               | J      | K      | L    | M                               | N      | O      | P    | TOTAL     |
| 8:00-8:15                 | 0                                  | 0       | 0      | 0    | 5.5453                             | 7.3937 | 10.166 | 0      | 11.091                          | 0.9242 | 1.8484 | 0    | 5.5453                          | 1.8484 | 7.3937 | 0    | 51.756007 |
| 8:15-8:30                 | 0                                  | 1.8484  | 0.9242 | 0    | 2.7726                             | 22.181 | 20.333 | 0      | 14.787                          | 0      | 0.9242 | 0    | 0                               | 0      | 0      | 0    | 63.770794 |
| 8:30-8:45                 | 0                                  | 0.9242  | 0      | 0    | 1.8484                             | 10.166 | 19.409 | 1.8484 | 12.939                          | 0      | 0      | 0    | 0                               | 0      | 0      | 0    | 45.286506 |
| 8:45-9:00                 | 0                                  | 0.9242  | 0      | 0    | 0.9242                             | 7.3937 | 14.787 | 0.9242 | 13.863                          | 0      | 0      | 0    | 0                               | 0      | 0      | 0    | 37.892791 |
| 9:00-9:15                 | 0                                  | 0.9242  | 0      | 0    | 0.9242                             | 0.9242 | 16.636 | 0      | 20.333                          | 0      | 0      | 0    | 0                               | 0      | 0      | 0    | 39.74122  |
| 9:15-9:30                 | 1                                  | 2.7726  | 0      | 0    | 1.8484                             | 5.5453 | 11.091 | 3.6969 | 12.939                          | 0      | 1.8484 | 0    | 0                               | 0      | 0      | 0    | 37.044362 |
| 9:30-9:45                 | 2                                  | 3.6969  | 2.7726 | 0    | 3.6969                             | 7.3937 | 24.954 | 1.8484 | 20.333                          | 0.9242 | 0.9242 | 0    | 0                               | 0      | 0      | 0    | 65.770794 |
| 9:45-10:00                | 0                                  | 3.6969  | 0      | 0    | 3.6969                             | 3.6969 | 16.636 | 1.8484 | 20.333                          | 0.9242 | 0.9242 | 0    | 0                               | 0      | 0      | 0    | 49.307578 |
| NOON PERIOD COUNTS        |                                    |         |        |      |                                    |        |        |        |                                 |        |        |      |                                 |        |        |      |           |
| Period                    | A                                  | B       | C      | D    | E                                  | F      | G      | H      | I                               | J      | K      | L    | M                               | N      | O      | P    | TOTAL     |
| 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         |
| 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                                  | 2.7726  | 0      | 0    | 5.5453                             | 2.7726 | 25.878 | 0      | 22.181                          | 0      | 0      | 0    | 0                               | 0      | 0      | 0    | 59        |
| 15:15-15:30               | 1                                  | 6.4695  | 0      | 0    | 7.3937                             | 5.5453 | 20.333 | 5.5453 | 25.878                          | 0      | 0      | 0    | 0                               | 0      | 0      | 0    | 67        |
| 15:30-15:45               | 0                                  | 14.7874 | 0      | 0    | 0.9242                             | 5.5453 | 16.636 | 0      | 24.954                          | 0      | 0.9242 | 0    | 0                               | 0      | 0      | 0    | 65        |
| 15:45-16:00               | 0                                  | 12.939  | 0      | 0    | 0.9242                             | 6.4695 | 25.875 | 2.7726 | 21.257                          | 0      | 1.8484 | 0    | 0                               | 0      | 0      | 0    | 73        |
| 16:00-16:15               | 1                                  | 9.24214 | 0      | 0    | 2.7726                             | 3.6969 | 33.272 | 1.8484 | 27.726                          | 0      | 0.9242 | 0    | 0                               | 0      | 0      | 0    | 99        |
| 16:15-16:30               | 1                                  | 16.6359 | 0      | 0    | 3.6969                             | 8.3179 | 23.105 | 0.9242 | 37.893                          | 0      | 2.7726 | 0    | 0                               | 0      | 0      | 0    | 93        |
| 16:30-16:45               | 1                                  | 27.7264 | 0      | 0    | 0.9242                             | 3.6969 | 43.438 | 5.5453 | 39.741                          | 0      | 1.8484 | 0    | 0                               | 0      | 0      | 0    | 118       |
| 16:45-17:00               | 0                                  | 24.0296 | 0      | 0    | 1.8484                             | 2.7726 | 26.802 | 6.4695 | 36.969                          | 0      | 1.8484 | 0    | 0                               | 0      | 0      | 0    | 94        |

# Traffic Counts

2364 North 1450 East  
Lehi, UT 84043  
801.636.0891

## Intersection Turning Movement Summary

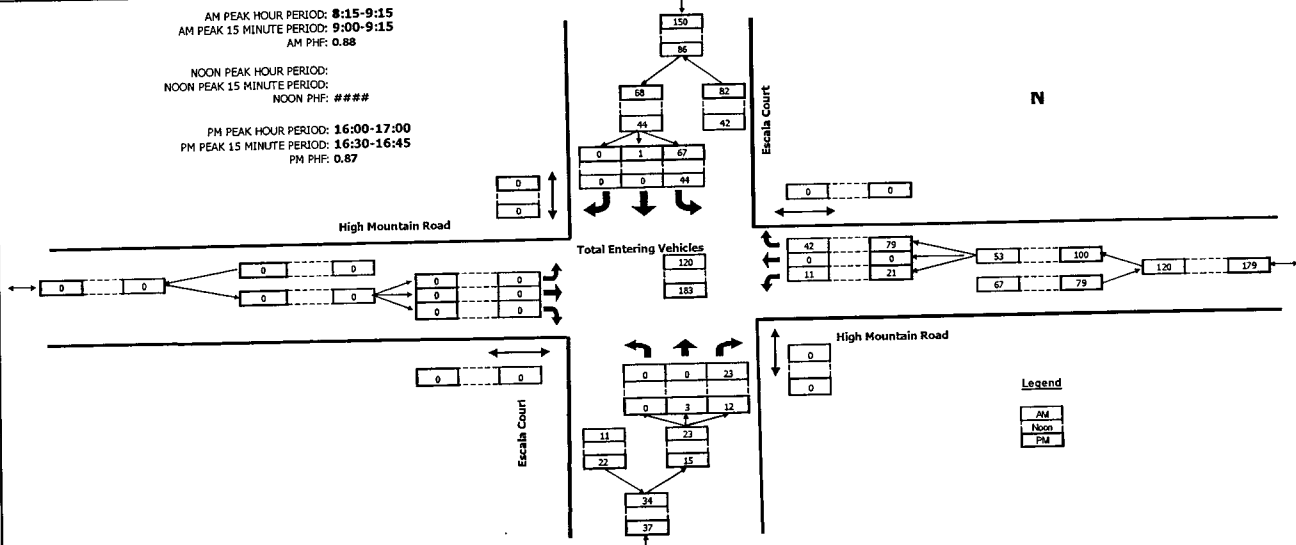
Intersection: Escala Court / High Mountain Road  
North/South: Escala Court  
East/West: High Mountain Road  
Jurisdiction: Summit County  
Project Title: Summit County - The Canyons TS  
Project No: UT16-078  
Weather:

Date: 4-3-16, Sat  
Day of Week Adjustment: 100.0%  
Month of Year Adjustment: 108.2%  
Adjustment Station #: 605  
Growth Rate: 0.0%  
Number of Years: 0

AM PEAK HOUR PERIOD: 8:15-9:15  
AM PEAK 15 MINUTE PERIOD: 9:00-9:15  
AM PHF: 0.88

NOON PEAK HOUR PERIOD:  
NOON PEAK 15 MINUTE PERIOD:  
NOON PHF: #####

PM PEAK HOUR PERIOD: 16:00-17:00  
PM PEAK 15 MINUTE PERIOD: 16:30-16:45  
PM PHF: 0.87



| RAW<br>COUNT<br>SUMMARIES | Escala Court<br>Northbound |         |        |      | Escala Court<br>Southbound |        |       |        | High Mountain Road<br>Eastbound |      |       |      | High Mountain Road<br>Westbound |      |        |      | TOTAL  |
|---------------------------|----------------------------|---------|--------|------|----------------------------|--------|-------|--------|---------------------------------|------|-------|------|---------------------------------|------|--------|------|--------|
|                           | Left                       | Thru    | Right  | Peds | Left                       | Thru   | Right | Peds   | Left                            | Thru | Right | Peds | Left                            | Thru | Right  | Peds |        |
| AM PERIOD COUNTS          |                            |         |        |      |                            |        |       |        |                                 |      |       |      |                                 |      |        |      |        |
| Period                    | A                          | B       | C      | D    | E                          | F      | G     | H      | I                               | J    | K     | L    | M                               | N    | O      | P    | TOTAL  |
| 8:00-8:15                 | 0                          | 0       | 3,696  | 0    | 8,317                      | 0      | 0     | 0      | 18,484                          | 0    | 0     | 0    | 2,772                           | 0    | 7,393  | 0    | 24,029 |
| 8:15-8:30                 | 0                          | 0       | 4,621  | 0    | 11,091                     | 0      | 0     | 0      | 0                               | 0    | 0     | 0    | 2,772                           | 0    | 12,939 | 0    | 31,423 |
| 8:30-8:45                 | 0                          | 0       | 7,393  | 0    | 15,712                     | 0      | 0     | 0      | 0                               | 0    | 0     | 0    | 2,772                           | 0    | 6,469  | 0    | 32,347 |
| 8:45-9:00                 | 0                          | 0       | 4,621  | 0    | 6,469                      | 0      | 0     | 0      | 0                               | 0    | 0     | 0    | 1,848                           | 0    | 9,242  | 0    | 22,181 |
| 9:00-9:15                 | 0                          | 0       | 6,469  | 0    | 11,091                     | 0      | 0     | 0      | 0                               | 0    | 0     | 0    | 3,696                           | 0    | 12,939 | 0    | 34,195 |
| 9:15-9:30                 | 0                          | 0       | 3,696  | 0    | 6,469                      | 0      | 0     | 0      | 0                               | 0    | 0     | 0    | 2,772                           | 0    | 7,393  | 0    | 20,332 |
| 9:30-9:45                 | 0                          | 0       | 3,696  | 0    | 6,469                      | 0      | 0     | 0      | 0                               | 0    | 0     | 0    | 4,621                           | 0    | 17,56  | 0    | 31,423 |
| 9:45-10:00                | 0                          | 0       | 1,848  | 0    | 15,712                     | 0      | 0     | 0      | 0                               | 0    | 0     | 0    | 1,848                           | 0    | 11,091 | 0    | 30,499 |
| NOON PERIOD COUNTS        |                            |         |        |      |                            |        |       |        |                                 |      |       |      |                                 |      |        |      |        |
| Period                    | A                          | B       | C      | D    | E                          | F      | G     | H      | I                               | J    | K     | L    | M                               | N    | O      | P    | TOTAL  |
| 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      |
| 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                          | 0.92421 | 0.9242 | 0    | 14,787                     | 0.9242 | 0     | 0      | 0                               | 0    | 0     | 0    | 4,621                           | 0    | 12,015 | 0    | 34     |
| 15:15-15:30               | 0                          | 0.92421 | 4,621  | 0    | 16,636                     | 0.9242 | 0     | 0      | 0                               | 0    | 0     | 0    | 0.9242                          | 0    | 7,393  | 0    | 31     |
| 15:30-15:45               | 0                          | 1,848   | 1,848  | 0    | 15,712                     | 0      | 0     | 18,484 | 0.9242                          | 0    | 0     | 0    | 1,848                           | 0    | 7,393  | 0    | 30     |
| 15:45-16:00               | 0                          | 2,726   | 4,621  | 0    | 20,333                     | 1,848  | 0     | 0      | 0                               | 0    | 0     | 0    | 2,726                           | 0    | 12,015 | 0    | 44     |
| 16:00-16:15               | 0                          | 0.92421 | 0.9242 | 0    | 11,091                     | 0      | 0     | 0      | 0                               | 0    | 0     | 0    | 2,726                           | 0    | 16,636 | 0    | 32     |
| 16:15-16:30               | 0                          | 0       | 0.9242 | 0    | 27,726                     | 0      | 0     | 0      | 0                               | 0    | 0     | 0    | 2,726                           | 0    | 20,333 | 0    | 52     |
| 16:30-16:45               | 0                          | 0.92421 | 5,543  | 0    | 15,712                     | 0      | 0     | 0      | 0                               | 0    | 0     | 0    | 8,317                           | 0    | 22,181 | 0    | 53     |
| 16:45-17:00               | 0                          | 0.92421 | 4,621  | 0    | 12,939                     | 0.9242 | 0     | 0      | 0                               | 0    | 0     | 0    | 7,393                           | 0    | 20,333 | 0    | 47     |

# TrafficCounts

2364 North 1450 East  
Lehi, UT 84043  
801.636.0891

## Intersection Turning Movement Summary

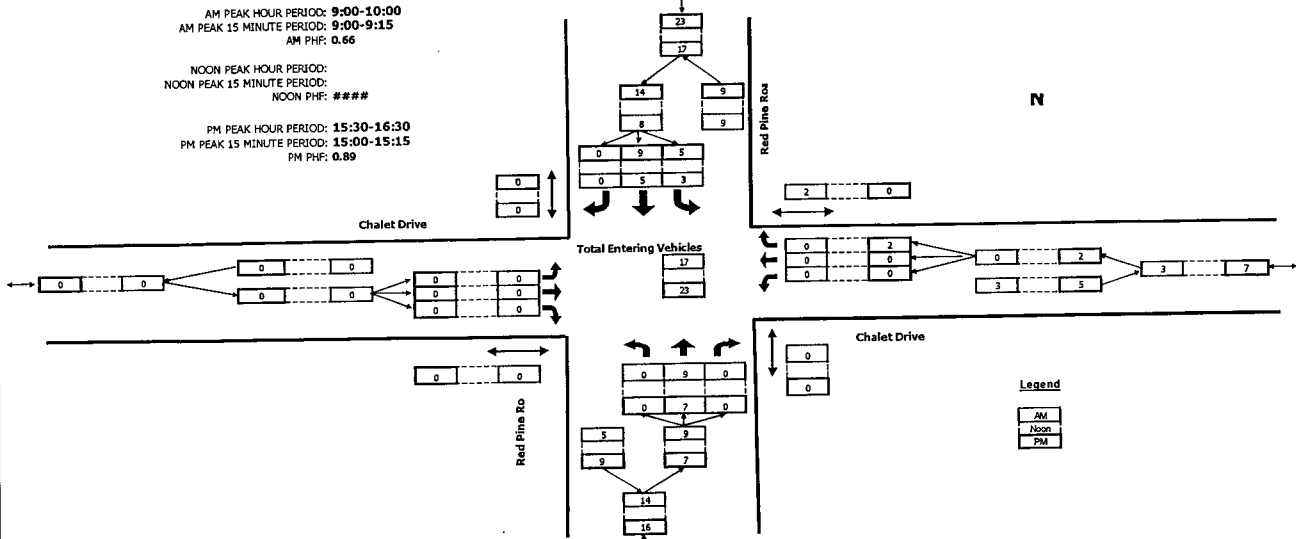
Intersection: Red Pine Road / Chalet Drive  
North/South: Red Pine Road  
East/West: Chalet Drive  
Jurisdiction: Summit County  
Project Title: Summit County - The Canyons TS  
Project No: UT16-676  
Weather:

Date: 4-2-16, Sat  
Day of Week Adjustment: 100.0%  
Month of Year Adjustment: 108.2%  
Adjustment Station #: 605  
Growth Rate: 0.0%  
Number of Years: 0

AM PEAK HOUR PERIOD: 9:00-10:00  
AM PEAK 15 MINUTE PERIOD: 9:00-9:15  
AM PHF: 0.66

NOON PEAK HOUR PERIOD:  
NOON PEAK 15 MINUTE PERIOD:  
NOON PHF: #####

PM PEAK HOUR PERIOD: 15:30-16:30  
PM PEAK 15 MINUTE PERIOD: 15:00-15:15  
PM PHF: 0.89



| RAW<br>COUNT<br>SUMMARIES | Red Pine Road<br>Northbound |         |       |        | Red Pine Road<br>Southbound |        |        |      | Chalet Drive<br>Eastbound |      |       |        | Chalet Drive<br>Westbound |      |       |        | TOTAL  |           |
|---------------------------|-----------------------------|---------|-------|--------|-----------------------------|--------|--------|------|---------------------------|------|-------|--------|---------------------------|------|-------|--------|--------|-----------|
|                           | Left                        | Thru    | Right | Peds   | Left                        | Thru   | Right  | Peds | Left                      | Thru | Right | Peds   | Left                      | Thru | Right | Peds   |        |           |
| AM PERIOD COUNTS          |                             |         |       |        |                             |        |        |      |                           |      |       |        |                           |      |       |        |        |           |
| Period                    | A                           | B       | C     | D      | E                           | F      | G      | H    | I                         | J    | K     | L      | M                         | N    | O     | P      | TOTAL  |           |
| 8:00-8:15                 | 0                           | 0.92421 | 0     | 0      | 0                           | 2.7726 | 0      | 0    | 0                         | 0    | 0     | 0      | 0                         | 0    | 0     | 0.9242 | 0      | 4.6210720 |
| 8:15-8:30                 | 0                           | 1.84843 | 0     | 0      | 0.9242                      | 0      | 0      | 0    | 0                         | 0    | 0     | 0      | 0                         | 0    | 0     | 0      | 0      | 2.7726432 |
| 8:30-8:45                 | 0                           | 3.69686 | 0     | 0.9242 | 0                           | 0      | 0      | 0    | 0                         | 0    | 0     | 2.7726 | 0                         | 0    | 0     | 0      | 0      | 3.6968576 |
| 8:45-9:00                 | 0                           | 0.92421 | 0     | 0      | 0.9242                      | 0.9242 | 0      | 0    | 0                         | 0    | 0     | 0      | 0                         | 0    | 0     | 0      | 3.6969 | 2.7726432 |
| 9:00-9:15                 | 0                           | 4.62107 | 0     | 0      | 1.8484                      | 0      | 0      | 0    | 0                         | 0    | 0     | 0      | 0                         | 0    | 0     | 0.9242 | 0      | 2.7726432 |
| 9:15-9:30                 | 0                           | 0.92421 | 0     | 0      | 0.9242                      | 0.9242 | 0      | 0    | 0                         | 0    | 0     | 0      | 0                         | 0    | 0     | 0      | 0      | 1.8484268 |
| 9:30-9:45                 | 0                           | 1.84843 | 0     | 0      | 0                           | 0      | 0      | 0    | 0                         | 0    | 0     | 0      | 0                         | 0    | 0     | 0      | 0      | 5.5452865 |
| 9:45-10:00                | 0                           | 1.84843 | 0     | 0      | 0                           | 3.6969 | 0      | 0    | 0                         | 0    | 0     | 0      | 0                         | 0    | 0     | 0      | 0      |           |
| NOON PERIOD COUNTS        |                             |         |       |        |                             |        |        |      |                           |      |       |        |                           |      |       |        |        |           |
| Period                    | A                           | B       | C     | D      | E                           | F      | G      | H    | I                         | J    | K     | L      | M                         | N    | O     | P      | TOTAL  |           |
| 11:30-11:45               | 0                           | 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      | 0         |
| 12:00-12:15               | 0                           | 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      | 0         |
| 12:30-12:45               | 0                           | 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      | 0         |
| 13:00-13:15               | 0                           | 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      | 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                           | 2.77264 | 0     | 0      | 1.8484                      | 1.8484 | 0      | 0    | 0                         | 0    | 0     | 0      | 0.9242                    | 0    | 0     | 0      | 1.8484 | 6         |
| 15:15-15:30               | 0                           | 0.92421 | 0     | 0.9242 | 0                           | 2.7726 | 0.9242 | 0    | 0                         | 0    | 0     | 0      | 0                         | 0    | 0     | 0.9242 | 0      | 6         |
| 15:30-15:45               | 0                           | 1.84843 | 0     | 0      | 0                           | 2.7726 | 0.9242 | 0    | 0                         | 0    | 0     | 0      | 0                         | 0    | 0     | 0      | 0      | 6         |
| 15:45-16:00               | 0                           | 2.77264 | 0     | 0      | 0.9242                      | 1.8484 | 0      | 0    | 0                         | 0    | 0     | 0      | 0                         | 0    | 0     | 0.9242 | 0      | 6         |
| 16:00-16:15               | 0                           | 1.84843 | 0     | 0      | 0.9242                      | 1.8484 | 0      | 0    | 0                         | 0    | 0     | 0      | 0                         | 0    | 0     | 0      | 0      | 6         |
| 16:15-16:30               | 0                           | 0.92421 | 0     | 0      | 0                           | 4.6211 | 0      | 0    | 0                         | 0    | 0     | 0      | 0                         | 0    | 0     | 0      | 0      | 6         |
| 16:30-16:45               | 0                           | 3.69686 | 0     | 2.7726 | 0                           | 2.7726 | 0      | 0    | 0                         | 0    | 0     | 0      | 0                         | 0    | 0     | 4.6211 | 6      | 6         |
| 16:45-17:00               | 0                           | 0.92421 | 0     | 0      | 0                           | 0.9242 | 0      | 0    | 0                         | 0    | 0     | 0      | 0                         | 0    | 0     | 0      | 0      | 2         |



# L2 Data Collection

L2DataCollection.com  
Idaho (208) 860-7554 Utah (801) 413-2993

Study: CANY0003A  
Intersection: Canyons Resort / Frostwood  
City: Canyons, Utah  
Control: Yields - RDBT

File Name : Canyons Resort & Frostwood  
Site Code : 00000000  
Start Date : 2/18/2017  
Page No : 1

## Groups Printed- General Traffic - Turns

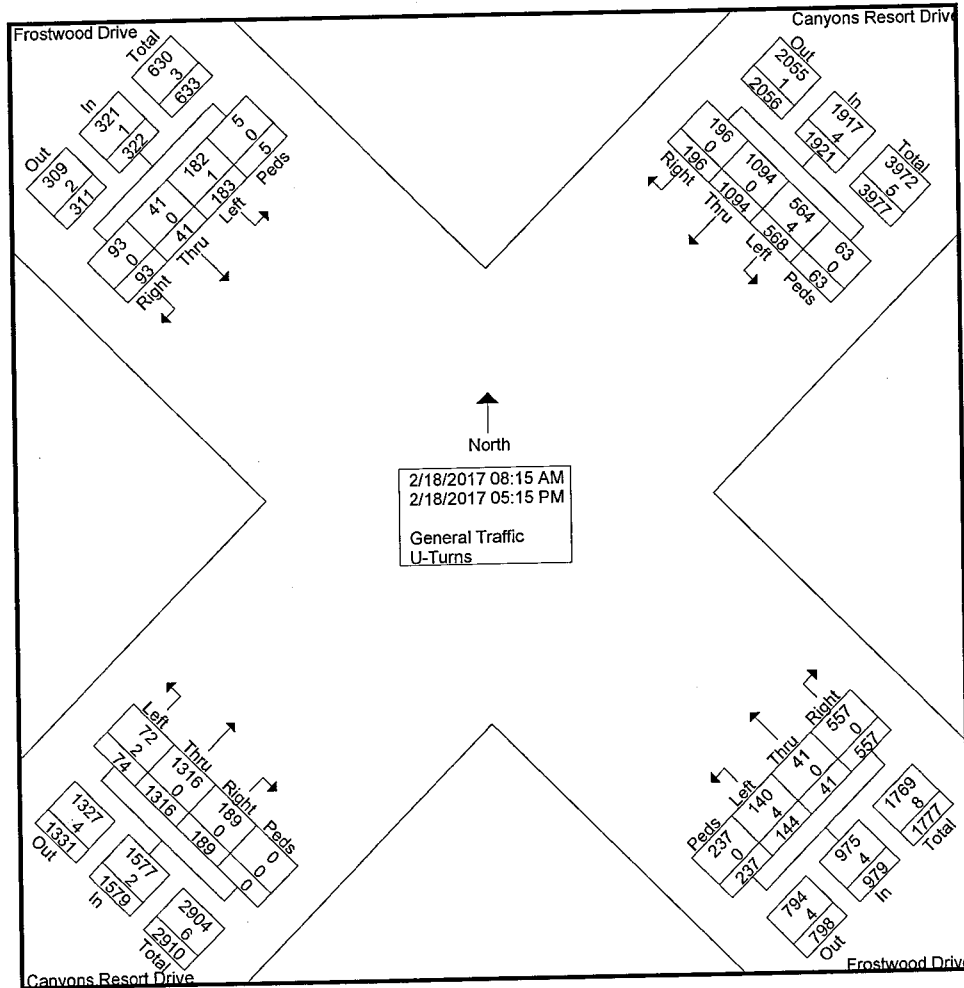
| Start Time        | Frostwood Drive<br>From Northwest |      |      |      |            | Canyons Resort Drive<br>From Northeast |      |      |      |            | Frostwood Drive<br>From Southeast |      |      |      |            | Canyons Resort Drive<br>From Southwest |      |      |      |            | Int. Total |
|-------------------|-----------------------------------|------|------|------|------------|--|------|------|------|------------|-----------------------------------|------|------|------|------------|--|------|------|------|------------|------------|
|                   | Right                             | Thru | Left | Peds | App. Total | Right                                  | Thru | Left | Peds | App. Total | Right                             | Thru | Left | Peds | App. Total | Right                                  | Thru | Left | Peds | App. Total |            |
| 08:15 AM          | 5                                 | 2    | 9    | 0    | 16         | 7                                      | 105  | 46   | 8    | 166        | 6                                 | 3    | 6    | 3    | 18         | 20                                     | 31   | 3    | 0    | 54         | 254        |
| 08:30 AM          | 10                                | 4    | 6    | 0    | 20         | 10                                     | 67   | 69   | 2    | 148        | 12                                | 2    | 11   | 21   | 46         | 21                                     | 64   | 3    | 0    | 88         | 302        |
| 08:45 AM          | 5                                 | 3    | 5    | 0    | 13         | 4                                      | 86   | 74   | 1    | 165        | 14                                | 2    | 16   | 12   | 44         | 12                                     | 34   | 6    | 0    | 52         | 274        |
| Total             | 20                                | 9    | 20   | 0    | 49         | 21                                     | 258  | 189  | 11   | 479        | 32                                | 7    | 33   | 36   | 108        | 53                                     | 129  | 12   | 0    | 194        | 830        |
| 09:00 AM          | 5                                 | 5    | 9    | 0    | 19         | 8                                      | 62   | 66   | 9    | 145        | 15                                | 1    | 4    | 13   | 33         | 13                                     | 63   | 7    | 0    | 83         | 280        |
| 09:15 AM          | 4                                 | 2    | 6    | 0    | 12         | 13                                     | 45   | 42   | 3    | 103        | 11                                | 0    | 1    | 19   | 31         | 8                                      | 44   | 2    | 0    | 54         | 200        |
| 09:30 AM          | 6                                 | 6    | 14   | 0    | 26         | 14                                     | 55   | 53   | 0    | 122        | 10                                | 3    | 6    | 11   | 30         | 9                                      | 46   | 4    | 0    | 59         | 237        |
| 09:45 AM          | 1                                 | 2    | 9    | 0    | 12         | 14                                     | 39   | 54   | 3    | 110        | 16                                | 1    | 7    | 21   | 45         | 7                                      | 51   | 4    | 0    | 62         | 229        |
| Total             | 16                                | 15   | 38   | 0    | 69         | 49                                     | 201  | 215  | 15   | 480        | 52                                | 5    | 18   | 64   | 139        | 37                                     | 204  | 17   | 0    | 258        | 946        |
| 10:00 AM          | 5                                 | 3    | 10   | 0    | 18         | 7                                      | 56   | 48   | 3    | 114        | 16                                | 5    | 9    | 11   | 41         | 10                                     | 53   | 3    | 0    | 66         | 239        |
| Total             | 5                                 | 3    | 10   | 0    | 18         | 7                                      | 56   | 48   | 3    | 114        | 16                                | 5    | 9    | 11   | 41         | 10                                     | 53   | 3    | 0    | 66         | 239        |
| 03:30 PM          | 8                                 | 4    | 11   | 0    | 23         | 11                                     | 71   | 17   | 2    | 101        | 57                                | 1    | 12   | 11   | 81         | 12                                     | 105  | 4    | 0    | 121        | 326        |
| 03:45 PM          | 8                                 | 2    | 11   | 0    | 21         | 17                                     | 67   | 13   | 4    | 101        | 54                                | 2    | 10   | 14   | 80         | 12                                     | 102  | 5    | 0    | 119        | 321        |
| Total             | 16                                | 6    | 22   | 0    | 44         | 28                                     | 138  | 30   | 6    | 202        | 111                               | 3    | 22   | 25   | 161        | 24                                     | 207  | 9    | 0    | 240        | 647        |
| 04:00 PM          | 7                                 | 0    | 9    | 0    | 16         | 20                                     | 74   | 21   | 6    | 121        | 74                                | 5    | 14   | 20   | 113        | 16                                     | 83   | 4    | 0    | 103        | 353        |
| 04:15 PM          | 5                                 | 3    | 15   | 2    | 25         | 13                                     | 74   | 17   | 7    | 111        | 65                                | 3    | 15   | 11   | 94         | 10                                     | 114  | 4    | 0    | 128        | 358        |
| 04:30 PM          | 7                                 | 2    | 16   | 0    | 25         | 13                                     | 75   | 14   | 6    | 108        | 83                                | 6    | 13   | 28   | 130        | 13                                     | 137  | 4    | 0    | 154        | 417        |
| 04:45 PM          | 8                                 | 1    | 10   | 0    | 19         | 16                                     | 71   | 15   | 5    | 107        | 59                                | 3    | 5    | 19   | 86         | 12                                     | 134  | 7    | 0    | 153        | 365        |
| Total             | 27                                | 6    | 50   | 2    | 85         | 62                                     | 294  | 67   | 24   | 447        | 281                               | 17   | 47   | 78   | 423        | 51                                     | 468  | 19   | 0    | 538        | 1493       |
| 05:00 PM          | 6                                 | 2    | 18   | 3    | 29         | 10                                     | 86   | 10   | 3    | 109        | 32                                | 1    | 10   | 11   | 54         | 8                                      | 129  | 4    | 0    | 141        | 333        |
| 05:15 PM          | 3                                 | 0    | 25   | 0    | 28         | 19                                     | 61   | 9    | 1    | 90         | 33                                | 3    | 5    | 12   | 53         | 6                                      | 126  | 10   | 0    | 142        | 313        |
| Grand Total       | 93                                | 41   | 183  | 5    | 322        | 196                                    | 1094 | 568  | 63   | 1921       | 557                               | 41   | 144  | 237  | 979        | 189                                    | 1316 | 74   | 0    | 1579       | 4801       |
| Apprch %          | 28.9                              | 12.7 | 56.8 | 1.6  |            | 10.2                                   | 56.9 | 29.6 | 3.3  |            | 56.9                              | 4.2  | 14.7 | 24.2 |            | 12                                     | 83.3 | 4.7  | 0    |            |            |
| Total %           | 1.9                               | 0.9  | 3.8  | 0.1  | 6.7        | 4.1                                    | 22.8 | 11.8 | 1.3  | 40         | 11.6                              | 0.9  | 3    | 4.9  | 20.4       | 3.9                                    | 27.4 | 1.5  | 0    | *32.9      |            |
| General Traffic   | 93                                | 41   | 182  | 5    | 321        | 196                                    | 1094 | 564  | 63   | 1917       | 557                               | 41   | 140  | 237  | 975        | 189                                    | 1316 | 72   | 0    | 1577       | 4790       |
| % General Traffic | 100                               | 100  | 99.5 | 100  | 99.7       | 100                                    | 100  | 99.3 | 100  | 99.8       | 100                               | 100  | 97.2 | 100  | 99.6       | 100                                    | 100  | 97.3 | 0    | 99.9       | 99.8       |
| U-Turns           | 0                                 | 0    | 1    | 0    | 1          | 0                                      | 0    | 4    | 0    | 4          | 0                                 | 0    | 4    | 0    | 4          | 0                                      | 0    | 2    | 0    | 2          | 11         |
| % U-Turns         | 0                                 | 0    | 0.5  | 0    | 0.3        | 0                                      | 0    | 0.7  | 0    | 0.2        | 0                                 | 0    | 2.8  | 0    | 0.4        | 0                                      | 0    | 2.7  | 0    | 0.1        | 0.2        |

# L2 Data Collection

L2DataCollection.com  
Idaho (208) 860-7554 Utah (801) 413-2993

Study: CANY0003A  
Intersection: Canyons Resort / Frostwood  
City: Canyons, Utah  
Control: Yields - RDBT

File Name : Canyons Resort & Frostwood  
Site Code : 00000000  
Start Date : 2/18/2017  
Page No : 2



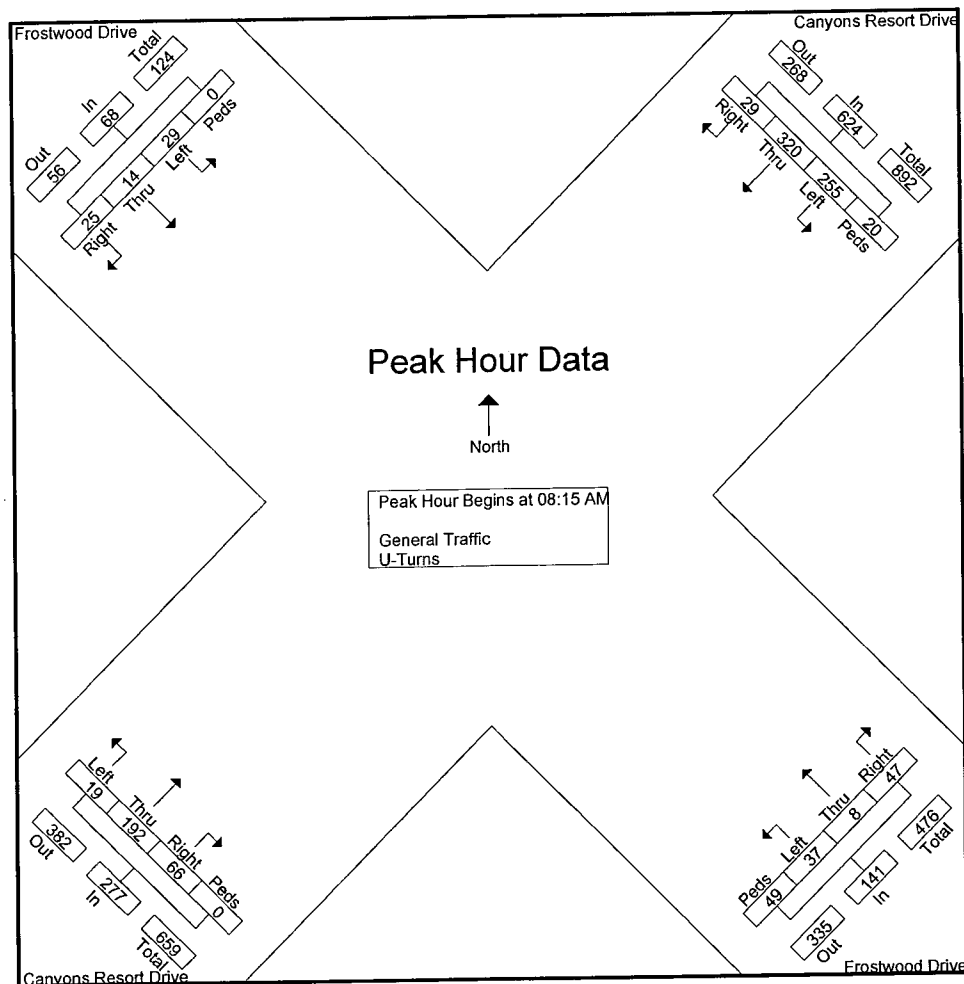
# L2 Data Collection

L2DataCollection.com  
Idaho (208) 860-7554 Utah (801) 413-2993

Study: CANY0003A  
Intersection: Canyons Resort / Frostwood  
City: Canyons, Utah  
Control: Yields - RDBT

File Name : Canyons Resort & Frostwood  
Site Code : 00000000  
Start Date : 2/18/2017  
Page No : 3

|  | Frostwood Drive<br>From Northwest |      |      |      |            | Canyons Resort Drive<br>From Northeast |      |      |      |            | Frostwood Drive<br>From Southeast |      |      |      |            | Canyons Resort Drive<br>From Southwest |      |      |      |            |            |
|--|-----------------------------------|------|------|------|------------|--|------|------|------|------------|-----------------------------------|------|------|------|------------|--|------|------|------|------------|------------|
| Start Time   | Right                             | Thru | Left | Peds | App. Total | Right                                  | Thru | Left | Peds | App. Total | Right                             | Thru | Left | Peds | App. Total | Right                                  | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 08:15 AM to 11:45 AM - Peak 1 of 1 |                                   |      |      |      |            |  |      |      |      |            |                                   |      |      |      |            |  |      |      |      |            |            |
| Peak Hour for Entire Intersection Begins at 08:15 AM       |                                   |      |      |      |            |  |      |      |      |            |                                   |      |      |      |            |  |      |      |      |            |            |
| 08:15 AM   | 5                                 | 2    | 9    | 0    | 16         | 7                                      | 105  | 46   | 8    | 166        | 6                                 | 3    | 6    | 3    | 18         | 20                                     | 31   | 3    | 0    | 54         | 254        |
| 08:30 AM   | 10                                | 4    | 6    | 0    | 20         | 10                                     | 67   | 69   | 2    | 148        | 12                                | 2    | 11   | 21   | 46         | 21                                     | 64   | 3    | 0    | 88         | 302        |
| 08:45 AM   | 5                                 | 3    | 5    | 0    | 13         | 4                                      | 86   | 74   | 1    | 165        | 14                                | 2    | 16   | 12   | 44         | 12                                     | 34   | 6    | 0    | 52         | 274        |
| 09:00 AM   | 5                                 | 5    | 9    | 0    | 19         | 8                                      | 62   | 66   | 9    | 145        | 15                                | 1    | 4    | 13   | 33         | 13                                     | 63   | 7    | 0    | 83         | 280        |
| Total Volume   | 25                                | 14   | 29   | 0    | 68         | 29                                     | 320  | 255  | 20   | 624        | 47                                | 8    | 37   | 49   | 141        | 66                                     | 192  | 19   | 0    | 277        | 1110       |
| % App. Total   | 36.8                              | 20.6 | 42.6 | 0    |            | 4.6                                    | 51.3 | 40.9 | 3.2  |            | 33.3                              | 5.7  | 26.2 | 34.8 |            | 23.8                                   | 69.3 | 6.9  | 0    |            |            |
| PHF  | .625                              | .700 | .806 | .000 | .850       | .725                                   | .762 | .861 | .556 | .940       | .783                              | .667 | .578 | .583 | .766       | .786                                   | .750 | .679 | .000 | .787       | .919       |



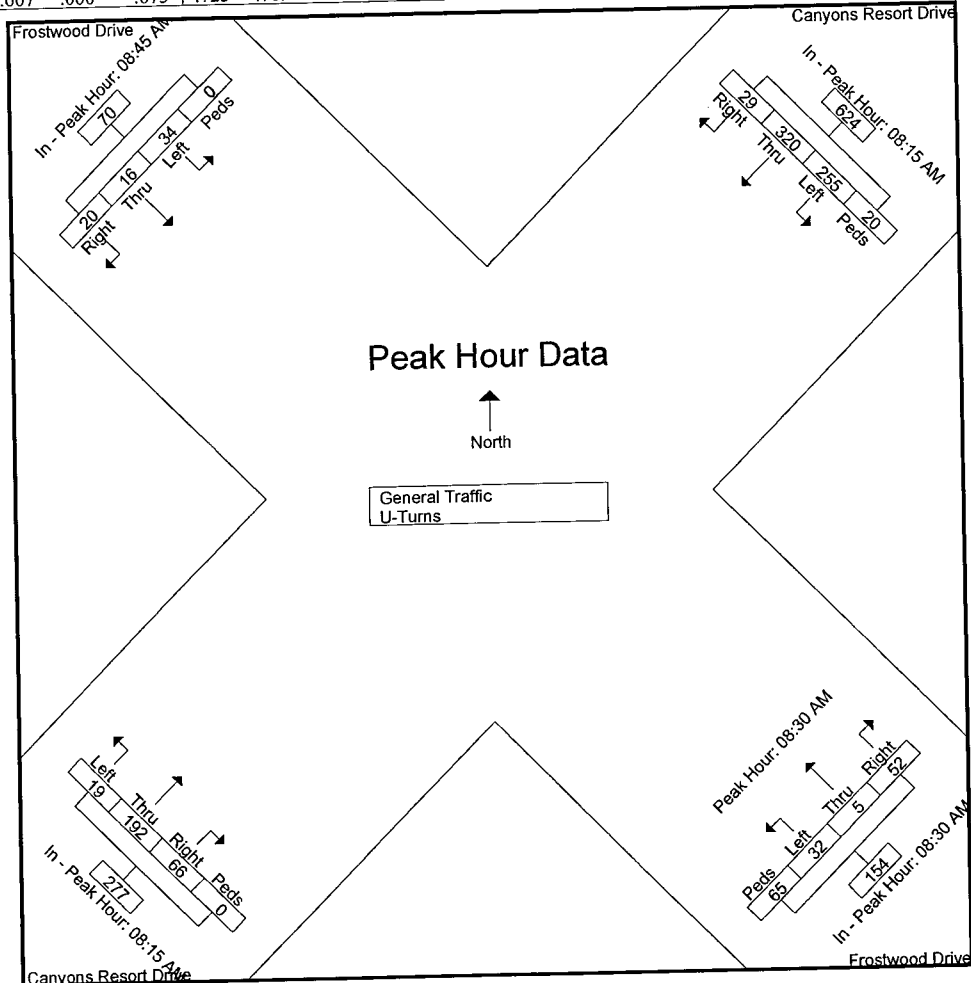
# L2 Data Collection

L2DataCollection.com  
Idaho (208) 860-7554 Utah (801) 413-2993

Study: CANY0003A  
Intersection: Canyons Resort / Frostwood  
City: Canyons, Utah  
Control: Yields - RDBT

File Name : Canyons Resort & Frostwood  
Site Code : 00000000  
Start Date : 2/18/2017  
Page No : 4

|  | Frostwood Drive<br>From Northwest |      |      |      |            | Canyons Resort Drive<br>From Northeast |      |      |      |            | Frostwood Drive<br>From Southeast |      |      |      |            | Canyons Resort Drive<br>From Southwest |      |      |      |            |            |
|--|-----------------------------------|------|------|------|------------|--|------|------|------|------------|-----------------------------------|------|------|------|------------|--|------|------|------|------------|------------|
| Start Time   | Right                             | Thru | Left | Peds | App. Total | Right                                  | Thru | Left | Peds | App. Total | Right                             | Thru | Left | Peds | App. Total | Right                                  | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 08:15 AM to 11:45 AM - Peak 1 of 1 |                                   |      |      |      |            |  |      |      |      |            |                                   |      |      |      |            |  |      |      |      |            |            |
| Peak Hour for Each Approach Begins at:                     |                                   |      |      |      |            |  |      |      |      |            |                                   |      |      |      |            |  |      |      |      |            |            |
|  | 08:45 AM                          |      |      |      |            | 08:15 AM                               |      |      |      |            | 08:30 AM                          |      |      |      |            | 08:15 AM                               |      |      |      |            |            |
| +0 mins.   | 5                                 | 3    | 5    | 0    | 13         | 7                                      | 105  | 46   | 8    | 166        | 12                                | 2    | 11   | 21   | 46         | 20                                     | 31   | 3    | 0    | 54         |            |
| +15 mins.  | 5                                 | 5    | 9    | 0    | 19         | 10                                     | 67   | 69   | 2    | 148        | 14                                | 2    | 16   | 12   | 44         | 21                                     | 64   | 3    | 0    | 88         |            |
| +30 mins.  | 4                                 | 2    | 6    | 0    | 12         | 4                                      | 86   | 74   | 1    | 165        | 15                                | 1    | 4    | 13   | 33         | 12                                     | 34   | 6    | 0    | 52         |            |
| +45 mins.  | 6                                 | 6    | 14   | 0    | 26         | 8                                      | 62   | 66   | 9    | 145        | 11                                | 0    | 1    | 19   | 31         | 13                                     | 63   | 7    | 0    | 83         |            |
| Total Volume   | 20                                | 16   | 34   | 0    | 70         | 29                                     | 320  | 255  | 20   | 624        | 52                                | 5    | 32   | 65   | 154        | 66                                     | 192  | 19   | 0    | 277        |            |
| % App. Total   | 28.6                              | 22.9 | 48.6 | 0    |            | 4.6                                    | 51.3 | 40.9 | 3.2  |            | 33.8                              | 3.2  | 20.8 | 42.2 |            | 23.8                                   | 69.3 | 6.9  | 0    |            |            |
| PHF  | .833                              | .667 | .607 | .000 | .673       | .725                                   | .762 | .861 | .556 | .940       | .867                              | .625 | .500 | .774 | .837       | .786                                   | .750 | .679 | .000 | .787       |            |



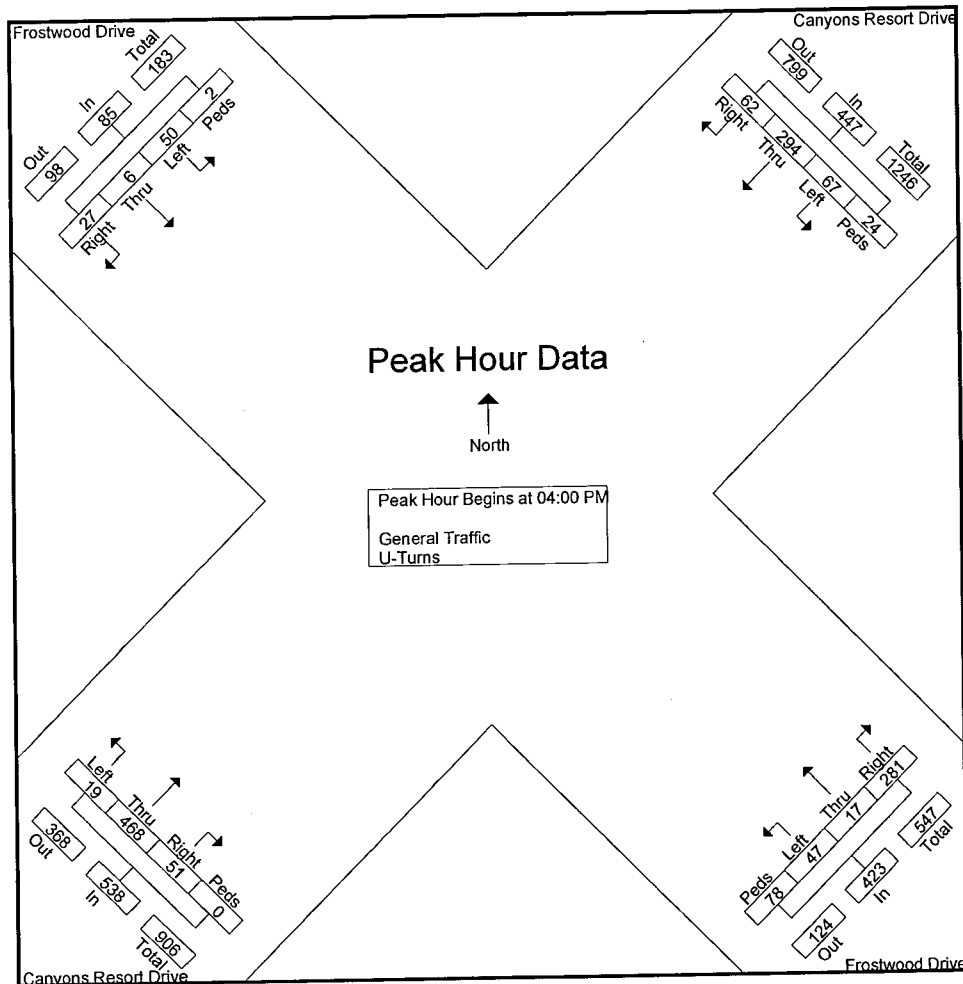
# L2 Data Collection

L2DataCollection.com  
Idaho (208) 860-7554 Utah (801) 413-2993

Study: CANY0003A  
Intersection: Canyons Resort / Frostwood  
City: Canyons, Utah  
Control: Yields - RDBT

File Name : Canyons Resort & Frostwood  
Site Code : 00000000  
Start Date : 2/18/2017  
Page No : 5

|  | Frostwood Drive<br>From Northwest |      |      |      |            | Canyons Resort Drive<br>From Northeast |      |      |      |            | Frostwood Drive<br>From Southeast |      |      |      |            | Canyons Resort Drive<br>From Southwest |      |      |      |            |            |
|--|-----------------------------------|------|------|------|------------|--|------|------|------|------------|-----------------------------------|------|------|------|------------|--|------|------|------|------------|------------|
| Start Time   | Right                             | Thru | Left | Peds | App. Total | Right                                  | Thru | Left | Peds | App. Total | Right                             | Thru | Left | Peds | App. Total | Right                                  | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 12:00 PM to 05:15 PM - Peak 1 of 1 |                                   |      |      |      |            |  |      |      |      |            |                                   |      |      |      |            |  |      |      |      |            |            |
| Peak Hour for Entire Intersection Begins at 04:00 PM       |                                   |      |      |      |            |  |      |      |      |            |                                   |      |      |      |            |  |      |      |      |            |            |
| 04:00 PM   | 7                                 | 0    | 9    | 0    | 16         | 20                                     | 74   | 21   | 6    | 121        | 74                                | 5    | 14   | 20   | 113        | 16                                     | 83   | 4    | 0    | 103        | 353        |
| 04:15 PM   | 5                                 | 3    | 15   | 2    | 25         | 13                                     | 74   | 17   | 7    | 111        | 65                                | 3    | 15   | 11   | 94         | 10                                     | 114  | 4    | 0    | 128        | 358        |
| 04:30 PM   | 7                                 | 2    | 16   | 0    | 25         | 13                                     | 75   | 14   | 6    | 108        | 83                                | 6    | 13   | 28   | 130        | 13                                     | 137  | 4    | 0    | 154        | 417        |
| 04:45 PM   | 8                                 | 1    | 10   | 0    | 19         | 16                                     | 71   | 15   | 5    | 107        | 59                                | 3    | 5    | 19   | 86         | 12                                     | 134  | 7    | 0    | 153        | 365        |
| Total Volume   | 27                                | 6    | 50   | 2    | 85         | 62                                     | 294  | 67   | 24   | 447        | 281                               | 17   | 47   | 78   | 423        | 51                                     | 468  | 19   | 0    | 538        | 1493       |
| % App. Total   | 31.8                              | 7.1  | 58.8 | 2.4  |            | 13.9                                   | 65.8 | 15   | 5.4  |            | 66.4                              | 4    | 11.1 | 18.4 |            | 9.5                                    | 87   | 3.5  | 0    |            |            |
| PHF  | .844                              | .500 | .781 | .250 | .850       | .775                                   | .980 | .798 | .857 | .924       | .846                              | .708 | .783 | .696 | .813       | .797                                   | .854 | .679 | .000 | .873       | .895       |



# L2 Data Collection

L2DataCollection.com  
Idaho (208) 860-7554 Utah (801) 413-2993

Study: CANY0003A  
Intersection: Canyons Resort / Frostwood  
City: Canyons, Utah  
Control: Yields - RDBT

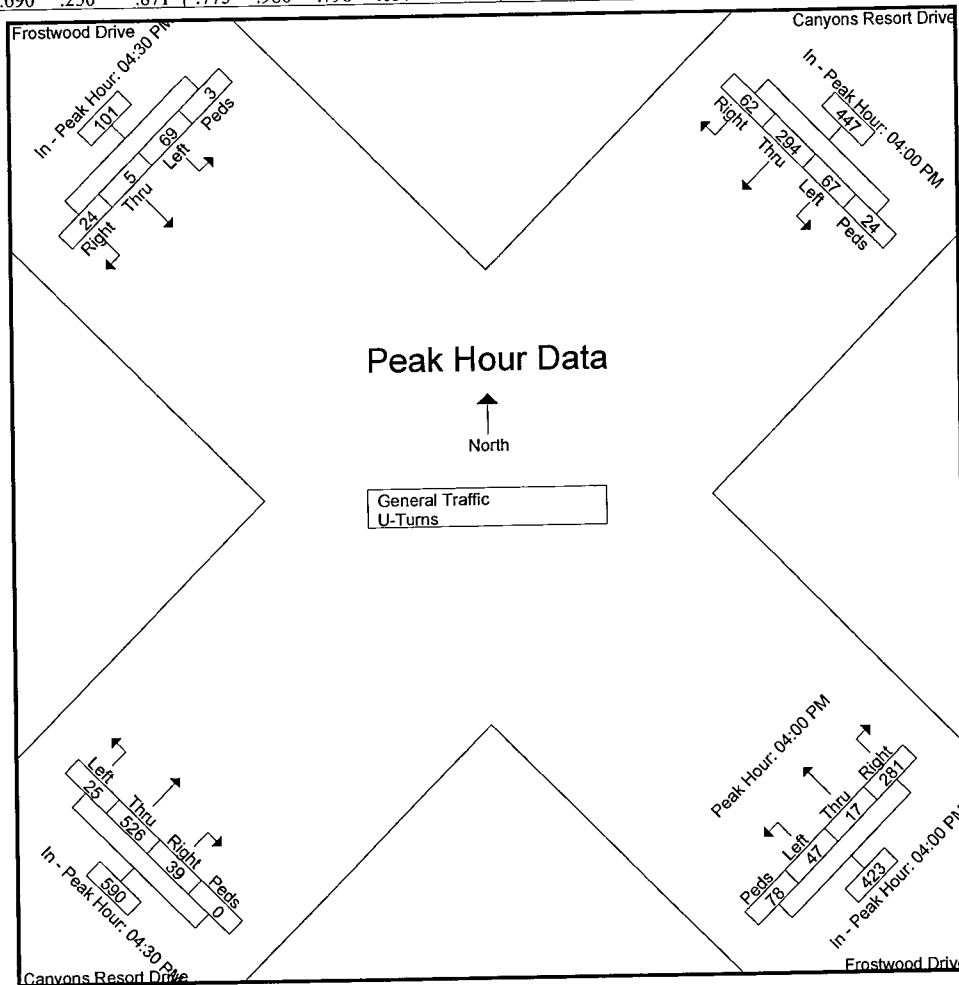
File Name : Canyons Resort & Frostwood  
Site Code : 00000000  
Start Date : 2/18/2017  
Page No : 6

| Start Time | Frostwood Drive From Northwest |      |      |      |            | Canyons Resort Drive From Northeast |      |      |      |            | Frostwood Drive From Southeast |      |      |      |            | Canyons Resort Drive From Southwest |      |      |      |            | Int. Total |
|------------|--------------------------------|------|------|------|------------|-------------------------------------|------|------|------|------------|--------------------------------|------|------|------|------------|-------------------------------------|------|------|------|------------|------------|
|            | Right                          | Thru | Left | Peds | App. Total | Right                               | Thru | Left | Peds | App. Total | Right                          | Thru | Left | Peds | App. Total | Right                               | Thru | Left | Peds | App. Total |            |

Peak Hour Analysis From 12:00 PM to 05:15 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

|              | 04:30 PM |      |      |      |      | 04:00 PM |      |      |      |      | 04:00 PM |      |      |      |      | 04:30 PM |      |      |      |      |
|--------------|----------|------|------|------|------|----------|------|------|------|------|----------|------|------|------|------|----------|------|------|------|------|
| +0 mins.     | 7        | 2    | 16   | 0    | 25   | 20       | 74   | 21   | 6    | 121  | 74       | 5    | 14   | 20   | 113  | 13       | 137  | 4    | 0    | 154  |
| +15 mins.    | 8        | 1    | 10   | 0    | 19   | 13       | 74   | 17   | 7    | 111  | 65       | 3    | 15   | 11   | 94   | 12       | 134  | 7    | 0    | 153  |
| +30 mins.    | 6        | 2    | 18   | 3    | 29   | 13       | 75   | 14   | 6    | 108  | 83       | 6    | 13   | 28   | 130  | 8        | 129  | 4    | 0    | 141  |
| +45 mins.    | 3        | 0    | 25   | 0    | 28   | 16       | 71   | 15   | 5    | 107  | 59       | 3    | 5    | 19   | 86   | 6        | 126  | 10   | 0    | 142  |
| Total Volume | 24       | 5    | 69   | 3    | 101  | 62       | 294  | 67   | 24   | 447  | 281      | 17   | 47   | 78   | 423  | 39       | 526  | 25   | 0    | 590  |
| % App. Total | 23.8     | 5    | 68.3 | 3    |      | 13.9     | 65.8 | 15   | 5.4  |      | 66.4     | 4    | 11.1 | 18.4 |      | 6.6      | 89.2 | 4.2  | 0    |      |
| PHF          | .750     | .625 | .690 | .250 | .871 | .775     | .980 | .798 | .857 | .924 | .846     | .708 | .783 | .696 | .813 | .750     | .960 | .625 | .000 | .958 |



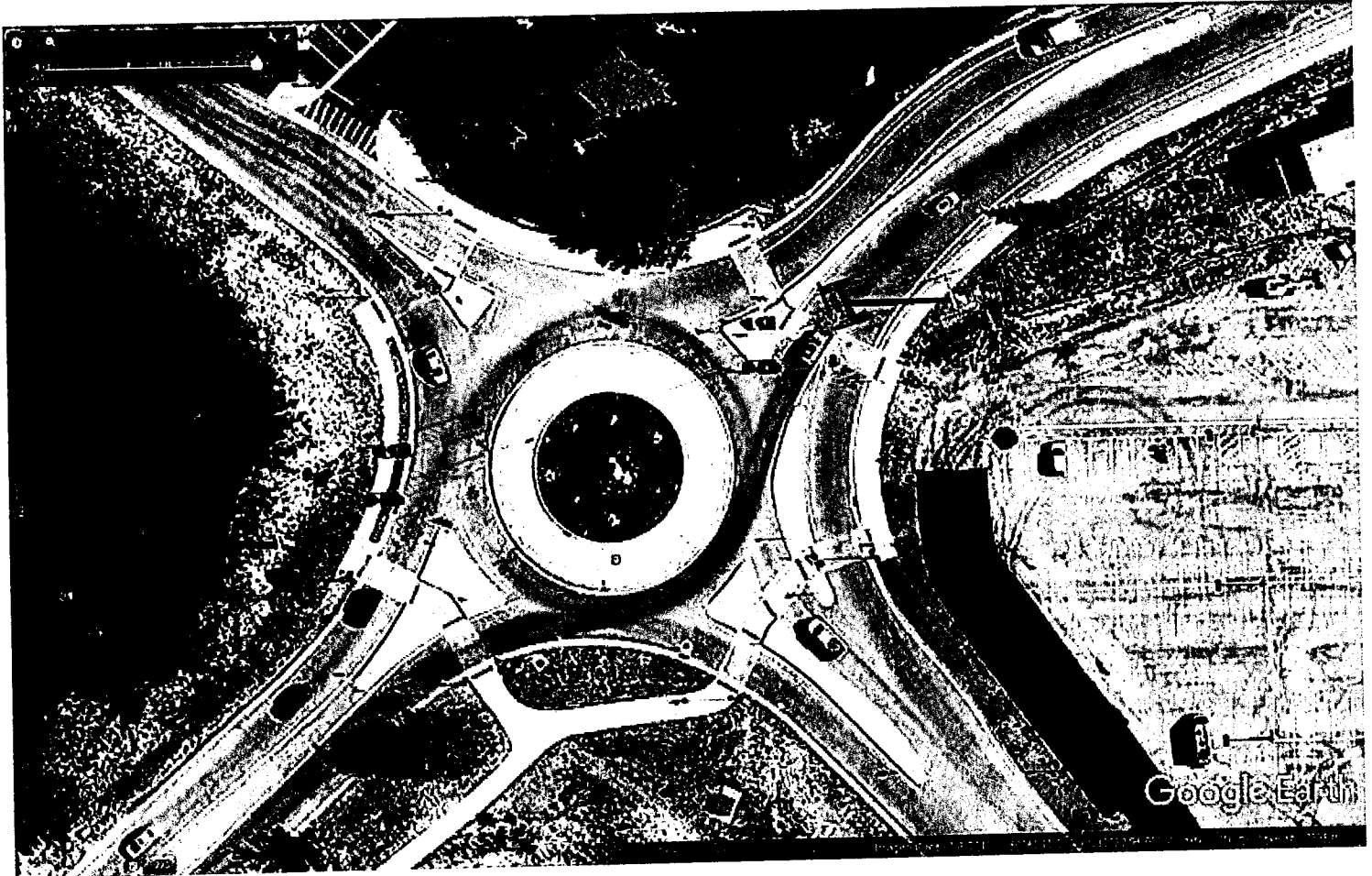
# L2 Data Collection

L2DataCollection.com  
Idaho (208) 860-7554 Utah (801) 413-2993

Study: CANY0003A  
Intersection: Canyons Resort / Frostwood  
City: Canyons, Utah  
Control: Yields - RDBT

File Name : Canyons Resort & Frostwood  
Site Code : 00000000  
Start Date : 2/18/2017  
Page No : 7

Image 1



# **APPENDIX B**

## Level of Service Results



## SimTraffic LOS Report

Project: Summit County - The Canyons TS  
Analysis Period: Existing (2017) Background  
Time Period: Saturday Peak Hour  
Project #: UT16-878

Intersection: SR-224 & Canyons Resort Drive/Park West Village  
Type: Signalized

| Approach | Movement | Demand Volume | Volume Served |     | Delay/Veh (sec) |     |
|----------|----------|---------------|---------------|-----|-----------------|-----|
|          |          |               | Avg           | %   | Avg             | LOS |
| NB       | L        | 199           | 201           | 101 | 74.3            | E   |
|          | T        | 1,001         | 989           | 99  | 19.3            | B   |
|          | R        | 13            | 13            | 102 | 6.2             | A   |
|          | Subtotal | 1,213         | 1,203         | 99  | 28.3            | C   |
| SB       | L        | 17            | 17            | 101 | 85.2            | F   |
|          | T        | 1,026         | 1,017         | 99  | 33.4            | C   |
|          | R        | 209           | 207           | 99  | 4.2             | A   |
|          | Subtotal | 1,252         | 1,241         | 99  | 29.2            | C   |
| EB       | L        | 651           | 659           | 101 | 62.2            | E   |
|          | T        | 6             | 7             | 117 | 41.5            | D   |
|          | R        | 114           | 116           | 102 | 14.5            | B   |
|          | Subtotal | 771           | 782           | 101 | 54.9            | D   |
| WB       | L        | 8             | 8             | 97  | 84.9            | F   |
|          | T        | 5             | 4             | 76  | 63.9            | E   |
|          | R        | 17            | 15            | 90  | 20.5            | C   |
|          | Subtotal | 30            | 27            | 90  | 46.0            | D   |
| Total    |          | 3,266         | 3,253         | 100 | 35.4            | D   |

Intersection: Bus / 7-Eleven East & Canyons Resort Drive  
Type: Unsignalized

| Approach | Movement | Demand Volume | Volume Served |     | Delay/Veh (sec) |     |
|----------|----------|---------------|---------------|-----|-----------------|-----|
|          |          |               | Avg           | %   | Avg             | LOS |
| NB       | L        | 1             | 0             | 0   |                 |     |
|          | R        | 32            | 34            | 105 | 9.8             | A   |
|          | Subtotal | 33            | 34            | 103 | 9.8             | A   |
| EB       | T        | 738           | 752           | 102 | 0.6             | A   |
|          | R        | 2             | 2             | 100 | 0.1             | A   |
|          | Subtotal | 740           | 754           | 102 | 0.6             | A   |
| WB       | L        | 12            | 10            | 82  | 8.9             | A   |
|          | T        | 401           | 404           | 101 | 4.6             | A   |
|          | Subtotal | 413           | 414           | 100 | 4.7             | A   |
| Total    |          | 1,187         | 1,202         | 101 | 2.3             | A   |

## SimTraffic LOS Report

Project: Summit County - The Canyons TS  
Analysis Period: Existing (2017) Background  
Time Period: Saturday Peak Hour  
Project #: UT16-878

Intersection: Bus / 7-Eleven West & Canyons Resort Drive  
Type: Unsignalized

| Approach     | Movement        | Demand Volume | Volume Served |            | Delay/Veh (sec) |          |
|--------------|-----------------|---------------|---------------|------------|-----------------|----------|
|              |                 |               | Avg           | %          | Avg             | LOS      |
| NB           | L               | 6             | 6             | 96         | 17.5            | C        |
|              | R               | 6             | 7             | 112        | 9.5             | A        |
|              | <b>Subtotal</b> | <b>12</b>     | <b>13</b>     | <b>108</b> | <b>13.2</b>     | <b>B</b> |
| EB           | T               | 734           | 747           | 102        | 0.8             | A        |
|              | R               | 24            | 24            | 100        | 0.3             | A        |
|              | <b>Subtotal</b> | <b>758</b>    | <b>771</b>    | <b>102</b> | <b>0.8</b>      | <b>A</b> |
| WB           | L               | 9             | 9             | 97         | 4.8             | A        |
|              | T               | 393           | 396           | 101        | 0.4             | A        |
|              | <b>Subtotal</b> | <b>402</b>    | <b>405</b>    | <b>101</b> | <b>0.5</b>      | <b>A</b> |
|              |                 |               |               |            |                 |          |
| <b>Total</b> |                 | <b>1,173</b>  | <b>1,189</b>  | <b>101</b> | <b>0.8</b>      | <b>A</b> |

Intersection: Canyons Resort Drive & Aspen Drive  
Type: Unsignalized

| Approach     | Movement        | Demand Volume | Volume Served |            | Delay/Veh (sec) |          |
|--------------|-----------------|---------------|---------------|------------|-----------------|----------|
|              |                 |               | Avg           | %          | Avg             | LOS      |
| SB           | L               | 3             | 3             | 100        | 17.8            | C        |
|              | R               | 1             | 1             | 100        | 3.4             | A        |
|              | <b>Subtotal</b> | <b>4</b>      | <b>4</b>      | <b>100</b> | <b>14.2</b>     | <b>B</b> |
| EB           | L               | 1             | 0             | 0          | 1.8             | A        |
|              | T               | 755           | 769           | 102        | 1.8             | A        |
|              | <b>Subtotal</b> | <b>756</b>    | <b>769</b>    | <b>102</b> | <b>1.8</b>      | <b>A</b> |
| WB           | T               | 396           | 399           | 101        | 0.5             | A        |
|              | R               | 4             | 5             | 125        | 0.2             | A        |
|              | <b>Subtotal</b> | <b>400</b>    | <b>404</b>    | <b>101</b> | <b>0.5</b>      | <b>A</b> |
|              |                 |               |               |            |                 |          |
| <b>Total</b> |                 | <b>1,160</b>  | <b>1,177</b>  | <b>101</b> | <b>1.4</b>      | <b>A</b> |

## SimTraffic LOS Report

**Project:** Summit County - The Canyons TS  
**Analysis Period:** Existing (2017) Background  
**Time Period:** Saturday Peak Hour  
**Project #:** UT16-878

**Intersection:** Canyons Resort Drive & Frostwood Drive  
**Type:** Roundabout

| Approach     | Movement | Demand Volume | Volume Served |     | Delay/Veh (sec) |     |
|--------------|----------|---------------|---------------|-----|-----------------|-----|
|              |          |               | Avg           | %   | Avg             | LOS |
| NW           | L        | 42            | 39            | 93  | 6.5             | A   |
|              | T        | 17            | 15            | 90  | 7.5             | A   |
|              | R        | 281           | 288           | 103 | 3.6             | A   |
|              | Subtotal | 340           | 342           | 101 | 4.1             | A   |
| SE           | L        | 50            | 50            | 100 | 3.3             | A   |
|              | T        | 6             | 6             | 96  | 4.0             | A   |
|              | R        | 24            | 26            | 108 | 3.1             | A   |
|              | Subtotal | 80            | 82            | 103 | 3.3             | A   |
| NE           | L        | 17            | 16            | 96  | 5.2             | A   |
|              | T        | 425           | 430           | 101 | 5.2             | A   |
|              | R        | 46            | 46            | 100 | 4.8             | A   |
|              | Subtotal | 488           | 492           | 101 | 5.2             | A   |
| SW           | L        | 67            | 66            | 99  | 4.9             | A   |
|              | T        | 268           | 274           | 102 | 5.2             | A   |
|              | R        | 62            | 62            | 100 | 4.6             | A   |
|              | Subtotal | 397           | 402           | 101 | 5.1             | A   |
| <b>Total</b> |          | 1,303         | 1,318         | 101 | 4.8             | A   |

**Intersection:** Chalet Drive/Parking/Cedar Lane & Canyons Resort Drive  
**Type:** Unsignalized

| Approach     | Movement | Demand Volume | Volume Served |     | Delay/Veh (sec) |     |
|--------------|----------|---------------|---------------|-----|-----------------|-----|
|              |          |               | Avg           | %   | Avg             | LOS |
| NB           | L        | 5             | 5             | 95  | 11.7            | B   |
|              | R        | 40            | 41            | 103 | 5.9             | A   |
|              | Subtotal | 45            | 46            | 102 | 6.5             | A   |
| SB           | L        | 20            | 22            | 111 | 10.0            | A   |
|              | Subtotal | 20            | 22            | 110 | 10.0            | A   |
| EB           | L        | 5             | 4             | 76  | 2.8             | A   |
|              | T        | 428           | 430           | 101 | 0.4             | A   |
|              | Subtotal | 433           | 434           | 100 | 0.4             | A   |
| WB           | L        | 40            | 39            | 98  | 4.8             | A   |
|              | T        | 274           | 279           | 102 | 1.3             | A   |
|              | R        | 20            | 22            | 111 | 0.8             | A   |
|              | Subtotal | 334           | 340           | 102 | 1.7             | A   |
| <b>Total</b> |          | 831           | 842           | 101 | 1.5             | A   |

## SimTraffic LOS Report

Project: Summit County - The Canyons TS  
Analysis Period: Existing (2017) Background  
Time Period: Saturday Peak Hour  
Project #: UT16-878

Intersection: Navajo Trail & Canyons Resort Drive  
Type: Unsignalized

| Approach     | Movement        | Demand Volume | Volume Served |            | Delay/Veh (sec) |          |
|--------------|-----------------|---------------|---------------|------------|-----------------|----------|
|              |                 |               | Avg           | %          | Avg             | LOS      |
| NB           | R               | 20            | 19            | 96         | 4.8             | A        |
|              | <b>Subtotal</b> | <b>20</b>     | <b>19</b>     | <b>95</b>  | <b>4.8</b>      | <b>A</b> |
| EB           | T               | 413           | 416           | 101        | 0.6             | A        |
|              | R               | 2             | 3             | 150        | 0.6             | A        |
|              | <b>Subtotal</b> | <b>415</b>    | <b>419</b>    | <b>101</b> | <b>0.6</b>      | <b>A</b> |
| WB           | T               | 278           | 284           | 102        | 0.1             | A        |
|              | <b>Subtotal</b> | <b>278</b>    | <b>284</b>    | <b>102</b> | <b>0.1</b>      | <b>A</b> |
|              |                 |               |               |            |                 |          |
| <b>Total</b> |                 | <b>713</b>    | <b>722</b>    | <b>101</b> | <b>0.5</b>      | <b>A</b> |

Intersection: Canyons Resort Drive & Cedar Lane  
Type: Unsignalized

| Approach     | Movement        | Demand Volume | Volume Served |            | Delay/Veh (sec) |          |
|--------------|-----------------|---------------|---------------|------------|-----------------|----------|
|              |                 |               | Avg           | %          | Avg             | LOS      |
| SB           | L               | 10            | 10            | 98         | 8.8             | A        |
|              | R               | 1             | 1             | 100        | 3.7             | A        |
|              | <b>Subtotal</b> | <b>11</b>     | <b>11</b>     | <b>100</b> | <b>8.3</b>      | <b>A</b> |
| EB           | L               | 5             | 5             | 95         | 1.5             | A        |
|              | T               | 406           | 410           | 101        | 0.2             | A        |
|              | <b>Subtotal</b> | <b>411</b>    | <b>415</b>    | <b>101</b> | <b>0.2</b>      | <b>A</b> |
| WB           | T               | 268           | 272           | 101        | 0.4             | A        |
|              | R               | 10            | 12            | 117        | 0.2             | A        |
|              | <b>Subtotal</b> | <b>278</b>    | <b>284</b>    | <b>102</b> | <b>0.4</b>      | <b>A</b> |
|              |                 |               |               |            |                 |          |
| <b>Total</b> |                 | <b>700</b>    | <b>710</b>    | <b>101</b> | <b>0.4</b>      | <b>A</b> |

## SimTraffic LOS Report

**Project:** Summit County - The Canyons TS  
**Analysis Period:** Existing (2017) Background  
**Time Period:** Saturday Peak Hour  
**Project #:** UT16-878

**Intersection:** Red Pine Road & Canyons Resort Drive  
**Type:** Unsignalized

| Approach     | Movement        | Demand Volume | Volume Served |            | Delay/Veh (sec) |          |
|--------------|-----------------|---------------|---------------|------------|-----------------|----------|
|              |                 |               | Avg           | %          | Avg             | LOS      |
| NB           | L               | 1             | 1             | 100        | 3.1             | A        |
|              | T               | 9             | 11            | 119        | 0.0             | A        |
|              | R               | 10            | 11            | 107        | 4.5             | A        |
|              | <b>Subtotal</b> | <b>20</b>     | <b>23</b>     | <b>115</b> | <b>2.3</b>      | <b>A</b> |
| EB           | T               | 400           | 404           | 101        | 1.0             | A        |
|              | R               | 10            | 11            | 107        | 0.7             | A        |
|              | <b>Subtotal</b> | <b>410</b>    | <b>415</b>    | <b>101</b> | <b>1.0</b>      | <b>A</b> |
| WB           | L               | 35            | 37            | 105        | 2.2             | A        |
|              | T               | 234           | 236           | 101        | 0.2             | A        |
|              | <b>Subtotal</b> | <b>269</b>    | <b>273</b>    | <b>101</b> | <b>0.5</b>      | <b>A</b> |
| <b>Total</b> |                 | <b>700</b>    | <b>711</b>    | <b>102</b> | <b>0.8</b>      | <b>A</b> |

**Intersection:** Red Pine Road & Chalet Drive  
**Type:** Unsignalized

| Approach     | Movement        | Demand Volume | Volume Served |            | Delay/Veh (sec) |          |
|--------------|-----------------|---------------|---------------|------------|-----------------|----------|
|              |                 |               | Avg           | %          | Avg             | LOS      |
| NB           | T               | 10            | 11            | 107        | 0.1             | A        |
|              | <b>Subtotal</b> | <b>10</b>     | <b>11</b>     | <b>110</b> | <b>0.1</b>      | <b>A</b> |
| SB           | L               | 15            | 13            | 88         | 0.4             | A        |
|              | T               | 31            | 34            | 111        | 0.1             | A        |
|              | <b>Subtotal</b> | <b>46</b>     | <b>47</b>     | <b>102</b> | <b>0.2</b>      | <b>A</b> |
| WB           | R               | 10            | 12            | 117        | 1.9             | A        |
|              | <b>Subtotal</b> | <b>10</b>     | <b>12</b>     | <b>120</b> | <b>1.9</b>      | <b>A</b> |
| <b>Total</b> |                 | <b>66</b>     | <b>70</b>     | <b>106</b> | <b>0.5</b>      | <b>A</b> |

## SimTraffic LOS Report

**Project:** Summit County - The Canyons TS  
**Analysis Period:** Existing (2017) Background  
**Time Period:** Saturday Peak Hour  
**Project #:** UT16-878

**Intersection:** Canyons Resort Drive & Silverado  
**Type:** Unsignalized

| Approach | Movement | Demand Volume | Volume Served |     | Delay/Veh (sec) | LOS |
|----------|----------|---------------|---------------|-----|-----------------|-----|
|          |          |               | Avg           | %   | Avg             |     |
| NB       | T        | 241           | 248           | 103 | 0.6             | A   |
|          | Subtotal | 241           | 248           | 103 | 0.6             | A   |
| SB       | L        | 25            | 24            | 96  | 2.6             | A   |
|          | T        | 260           | 261           | 100 | 1.4             | A   |
|          | Subtotal | 285           | 285           | 100 | 1.5             | A   |
| WB       | R        | 20            | 18            | 91  | 3.1             | A   |
|          | Subtotal | 20            | 18            | 90  | 3.1             | A   |
|          |          |               |               |     |                 |     |
| Total    |          | 546           | 551           | 101 | 1.1             | A   |

**Intersection:** Canyons Resort Drive & Grand Summit Drive  
**Type:** Unsignalized

| Approach | Movement | Demand Volume | Volume Served |     | Delay/Veh (sec) | LOS |
|----------|----------|---------------|---------------|-----|-----------------|-----|
|          |          |               | Avg           | %   | Avg             |     |
| NB       | L        | 20            | 19            | 96  | 2.7             | A   |
|          | T        | 166           | 173           | 104 | 0.8             | A   |
|          | Subtotal | 186           | 192           | 103 | 1.0             | A   |
| SB       | T        | 145           | 139           | 96  | 1.1             | A   |
|          | R        | 115           | 120           | 105 | 0.9             | A   |
|          | Subtotal | 260           | 259           | 100 | 1.0             | A   |
| EB       | L        | 75            | 76            | 101 | 5.6             | A   |
|          | R        | 20            | 20            | 101 | 3.8             | A   |
|          | Subtotal | 95            | 96            | 101 | 5.2             | A   |
|          |          |               |               |     |                 |     |
| Total    |          | 540           | 547           | 101 | 1.7             | A   |

## SimTraffic LOS Report

Project: Summit County - The Canyons TS  
Analysis Period: Existing (2017) Background  
Time Period: Saturday Peak Hour  
Project #: UT16-878

Intersection: High Mountain Road & Canyons Resort Drive  
Type: Unsignalized

| Approach | Movement | Demand Volume | Volume Served |     | Delay/Veh (sec) |     |
|----------|----------|---------------|---------------|-----|-----------------|-----|
|          |          |               | Avg           | %   | Avg             | LOS |
| NW       | L        | 5             | 6             | 114 | 1.2             | A   |
|          | T        | 50            | 54            | 108 | 0.0             | A   |
|          | Subtotal | 55            | 60            | 109 | 0.1             | A   |
| SE       | T        | 20            | 18            | 91  | 1.1             | A   |
|          | R        | 145           | 142           | 98  | 0.8             | A   |
|          | Subtotal | 165           | 160           | 97  | 0.8             | A   |
| NE       | L        | 135           | 137           | 102 | 4.1             | A   |
|          | R        | 10            | 11            | 107 | 2.7             | A   |
|          | Subtotal | 145           | 148           | 102 | 4.0             | A   |
|          |          |               |               |     |                 |     |
| Total    |          | 365           | 368           | 101 | 2.0             | A   |

Intersection: Escala Court & High Mountain Road & Canyons Resort Drive  
Type: Unsignalized

| Approach | Movement | Demand Volume | Volume Served |     | Delay/Veh (sec) |     |
|----------|----------|---------------|---------------|-----|-----------------|-----|
|          |          |               | Avg           | %   | Avg             | LOS |
| NB       | L        | 5             | 4             | 76  | 4.0             | A   |
|          | R        | 30            | 30            | 99  | 2.3             | A   |
|          | Subtotal | 35            | 34            | 97  | 2.5             | A   |
| WB       | L        | 45            | 42            | 93  | 1.4             | A   |
|          | T        | 40            | 46            | 114 | 0.6             | A   |
|          | R        | 65            | 61            | 94  | 0.9             | A   |
|          | Subtotal | 150           | 149           | 99  | 0.9             | A   |
| SE       | L        | 50            | 49            | 98  | 0.1             | A   |
|          | R        | 5             | 6             | 114 | 0.1             | A   |
|          | Subtotal | 55            | 55            | 100 | 0.1             | A   |
|          |          |               |               |     |                 |     |
| Total    |          | 241           | 238           | 99  | 1.0             | A   |

## SimTraffic LOS Report

**Project:** Summit County - The Canyons TS  
**Analysis Period:** Existing (2017) Plus Project  
**Time Period:** Saturday Peak Hour  
**Project #:** UT16-878

**Intersection:** SR-224 & Canyons Resort Drive/Park West Village  
**Type:** Signalized

| Approach     | Movement | Demand<br>Volume | Volume Served |     | Delay/Veh (sec) |     |
|--------------|----------|------------------|---------------|-----|-----------------|-----|
|              |          |                  | Avg           | %   | Avg             | LOS |
| NB           | L        | 403              | 385           | 96  | 132.8           | F   |
|              | T        | 1,001            | 984           | 98  | 25.5            | C   |
|              | R        | 13               | 14            | 110 | 9.5             | A   |
|              | Subtotal | 1,417            | 1,383         | 98  | 55.2            | E   |
| SB           | L        | 17               | 16            | 94  | 130.2           | F   |
|              | T        | 1,026            | 1,038         | 101 | 65.6            | E   |
|              | R        | 514              | 534           | 104 | 16.9            | B   |
|              | Subtotal | 1,557            | 1,588         | 102 | 49.9            | D   |
| EB           | L        | 931              | 915           | 98  | 67.0            | E   |
|              | T        | 6                | 6             | 100 | 41.1            | D   |
|              | R        | 234              | 235           | 101 | 18.8            | B   |
|              | Subtotal | 1,171            | 1,156         | 99  | 57.1            | E   |
| WB           | L        | 8                | 8             | 97  | 84.4            | F   |
|              | T        | 5                | 5             | 95  | 89.8            | F   |
|              | R        | 17               | 18            | 106 | 28.6            | C   |
|              | Subtotal | 30               | 31            | 103 | 52.9            | D   |
| <b>Total</b> |          | 4,175            | 4,158         | 100 | 54.2            | D   |

**Intersection:** Bus / 7-Eleven East & Canyons Resort Drive  
**Type:** Unsignalized

| Approach     | Movement | Demand<br>Volume | Volume Served |     | Delay/Veh (sec) |     |
|--------------|----------|------------------|---------------|-----|-----------------|-----|
|              |          |                  | Avg           | %   | Avg             | LOS |
| NB           | L        | 7                | 6             | 83  | 304.3           | F   |
|              | R        | 38               | 34            | 89  | 175.4           | F   |
|              | Subtotal | 45               | 40            | 89  | 194.7           | F   |
| EB           | T        | 1,132            | 1,121         | 99  | 1.8             | A   |
|              | Subtotal | 1,132            | 1,121         | 99  | 1.8             | A   |
| WB           | T        | 923              | 922           | 100 | 27.1            | D   |
|              | Subtotal | 923              | 922           | 100 | 27.1            | D   |
| <b>Total</b> |          | 2,100            | 2,083         | 99  | 17.3            | C   |



## SimTraffic LOS Report

Project: Summit County - The Canyons TS  
Analysis Period: Existing (2017) Plus Project  
Time Period: Saturday Peak Hour Project #: UT16-878

Intersection: Bus / 7-Eleven West & Canyons Resort Drive  
Type: Unsignalized

| Approach | Movement | Demand Volume | Volume Served |     | Delay/Veh (sec) |     |
|----------|----------|---------------|---------------|-----|-----------------|-----|
|          |          |               | Avg           | %   | Avg             | LOS |
| EB       | T        | 1,132         | 1,121         | 99  | 3.3             | A   |
|          | R        | 26            | 26            | 99  | 2.0             | A   |
|          | Subtotal | 1,158         | 1,147         | 99  | 3.3             | A   |
| WB       | L        | 21            | 20            | 95  | 26.7            | D   |
|          | T        | 908           | 906           | 100 | 5.1             | A   |
|          | Subtotal | 929           | 926           | 100 | 5.6             | A   |
|          |          |               |               |     |                 |     |
|          |          |               |               |     |                 |     |
| Total    |          | 2,088         | 2,073         | 99  | 4.3             | A   |

Intersection: Canyons Resort Drive & Aspen Drive  
Type: Unsignalized

| Approach | Movement | Demand Volume | Volume Served |     | Delay/Veh (sec) |     |
|----------|----------|---------------|---------------|-----|-----------------|-----|
|          |          |               | Avg           | %   | Avg             | LOS |
| SB       | L        | 3             | 3             | 100 | 193.1           | F   |
|          | R        | 1             | 2             | 200 | 125.9           | F   |
|          | Subtotal | 4             | 5             | 125 | 166.2           | F   |
| EB       | L        | 1             | 1             | 100 | 8.7             | A   |
|          | T        | 1,156         | 1,146         | 99  | 5.5             | A   |
|          | Subtotal | 1,157         | 1,147         | 99  | 5.5             | A   |
| WB       | T        | 904           | 899           | 99  | 12.7            | B   |
|          | R        | 4             | 4             | 94  | 11.4            | B   |
|          | Subtotal | 908           | 903           | 99  | 12.7            | B   |
|          |          |               |               |     |                 |     |
| Total    |          | 2,069         | 2,055         | 99  | 9.1             | A   |

## SimTraffic LOS Report

Project: Summit County - The Canyons TS  
Analysis Period: Existing (2017) Plus Project  
Time Period: Saturday Peak Hour Project #: UT16-878

Intersection: Canyons Resort Drive & Frostwood Drive  
Type: Roundabout

| Approach | Movement | Demand Volume | Volume Served |     | Delay/Veh (sec) |     |
|----------|----------|---------------|---------------|-----|-----------------|-----|
|          |          |               | Avg           | %   | Avg             | LOS |
| NW       | L        | 42            | 45            | 107 | 14.2            | B   |
|          | T        | 17            | 18            | 106 | 13.1            | B   |
|          | R        | 633           | 636           | 100 | 6.9             | A   |
|          | Subtotal | 692           | 699           | 101 | 7.5             | A   |
| SE       | L        | 117           | 115           | 98  | 5.9             | A   |
|          | T        | 6             | 6             | 96  | 5.6             | A   |
|          | R        | 24            | 26            | 107 | 6.0             | A   |
|          | Subtotal | 147           | 147           | 100 | 5.9             | A   |
| NE       | L        | 17            | 15            | 88  | 26.9            | D   |
|          | T        | 406           | 397           | 98  | 25.2            | D   |
|          | R        | 46            | 46            | 99  | 19.7            | C   |
|          | Subtotal | 469           | 458           | 98  | 24.7            | C   |
| SW       | L        | 347           | 350           | 101 | 27.1            | D   |
|          | T        | 399           | 388           | 97  | 27.3            | D   |
|          | R        | 160           | 158           | 99  | 26.6            | D   |
|          | Subtotal | 906           | 896           | 99  | 27.1            | D   |
| Total    |          | 2,215         | 2,200         | 99  | 19.0            | C   |

Intersection: Chalet Drive/Parking/Cedar Lane & Canyons Resort Drive  
Type: Unsignalized

| Approach | Movement | Demand Volume | Volume Served |    | Delay/Veh (sec) |     |
|----------|----------|---------------|---------------|----|-----------------|-----|
|          |          |               | Avg           | %  | Avg             | LOS |
| SB       | L        | 20            | 19            | 95 | 15.2            | C   |
|          | Subtotal | 20            | 19            | 95 | 15.2            | C   |
| EB       | L        | 5             | 4             | 76 | 3.4             | A   |
|          | T        | 449           | 440           | 98 | 0.7             | A   |
|          | Subtotal | 454           | 444           | 98 | 0.7             | A   |
| WB       | T        | 464           | 458           | 99 | 1.9             | A   |
|          | Subtotal | 464           | 458           | 99 | 1.9             | A   |
| Total    |          | 939           | 921           | 98 | 1.6             | A   |

## SimTraffic LOS Report

Project: Summit County - The Canyons TS  
Analysis Period: Existing (2017) Plus Project  
Time Period: Saturday Peak Hour  
Project #: UT16-878

Intersection: Navajo Trail & Canyons Resort Drive  
Type: Unsignalized

| Approach     | Movement        | Demand Volume | Volume Served Avg | %          | Delay/Veh (sec) Avg | LOS      |
|--------------|-----------------|---------------|-------------------|------------|---------------------|----------|
| NB           | R               | 20            | 24                | 120        | 5.6                 | A        |
|              | <b>Subtotal</b> | <b>20</b>     | <b>24</b>         | <b>120</b> | <b>5.6</b>          | <b>A</b> |
| EB           | T               | 434           | 420               | 97         | 0.6                 | A        |
|              | R               | 2             | 2                 | 100        | 1.3                 | A        |
|              | <b>Subtotal</b> | <b>436</b>    | <b>422</b>        | <b>97</b>  | <b>0.6</b>          | <b>A</b> |
| WB           | T               | 464           | 457               | 98         | 0.1                 | A        |
|              | <b>Subtotal</b> | <b>464</b>    | <b>457</b>        | <b>98</b>  | <b>0.1</b>          | <b>A</b> |
|              |                 |               |                   |            |                     |          |
| <b>Total</b> |                 | <b>920</b>    | <b>903</b>        | <b>98</b>  | <b>0.5</b>          | <b>A</b> |

Intersection: Canyons Resort Drive & Cedar Lane  
Type: Unsignalized

| Approach     | Movement        | Demand Volume | Volume Served Avg | %         | Delay/Veh (sec) Avg | LOS      |
|--------------|-----------------|---------------|-------------------|-----------|---------------------|----------|
| SB           | L               | 10            | 8                 | 82        | 9.1                 | A        |
|              | R               | 1             | 1                 | 100       | 10.6                | B        |
|              | <b>Subtotal</b> | <b>11</b>     | <b>9</b>          | <b>82</b> | <b>9.3</b>          | <b>A</b> |
| EB           | L               | 5             | 4                 | 76        | 2.0                 | A        |
|              | T               | 427           | 416               | 97        | 0.4                 | A        |
|              | <b>Subtotal</b> | <b>432</b>    | <b>420</b>        | <b>97</b> | <b>0.4</b>          | <b>A</b> |
| WB           | T               | 454           | 447               | 98        | 0.9                 | A        |
|              | R               | 10            | 10                | 103       | 0.4                 | A        |
|              | <b>Subtotal</b> | <b>464</b>    | <b>457</b>        | <b>98</b> | <b>0.9</b>          | <b>A</b> |
|              |                 |               |                   |           |                     |          |
| <b>Total</b> |                 | <b>907</b>    | <b>886</b>        | <b>98</b> | <b>0.7</b>          | <b>A</b> |

## SimTraffic LOS Report

Project: Summit County - The Canyons TS  
Analysis Period: Existing (2017) Plus Project  
Time Period: Saturday Peak Hour Project #: UT16-878

Intersection: Red Pine Road & Canyons Resort Drive  
Type: Unsignalized

| Approach     | Movement        | Demand Volume | Volume Served Avg | %         | Delay/Veh (sec) Avg | LOS      |
|--------------|-----------------|---------------|-------------------|-----------|---------------------|----------|
| NB           | L               | 1             | 0                 | 0         |                     |          |
|              | T               | 4             | 4                 | 107       | 0.6                 | A        |
|              | R               | 245           | 242               | 99        | 5.9                 | A        |
|              | <b>Subtotal</b> | <b>250</b>    | <b>246</b>        | <b>98</b> | <b>5.8</b>          | <b>A</b> |
| EB           | T               | 189           | 181               | 96        | 1.1                 | A        |
|              | R               | 10            | 10                | 103       | 0.7                 | A        |
|              | <b>Subtotal</b> | <b>199</b>    | <b>191</b>        | <b>96</b> | <b>1.1</b>          | <b>A</b> |
| WB           | L               | 199           | 198               | 100       | 1.3                 | A        |
|              | T               | 256           | 249               | 97        | 0.1                 | A        |
|              | <b>Subtotal</b> | <b>455</b>    | <b>447</b>        | <b>98</b> | <b>0.6</b>          | <b>A</b> |
|              |                 |               |                   |           |                     |          |
| <b>Total</b> |                 | <b>904</b>    | <b>884</b>        | <b>98</b> | <b>2.2</b>          | <b>A</b> |

Intersection: Red Pine Road & RC 21  
Type: Unsignalized

| Approach     | Movement        | Demand Volume | Volume Served Avg | %          | Delay/Veh (sec) Avg | LOS      |
|--------------|-----------------|---------------|-------------------|------------|---------------------|----------|
| NB           | T               | 229           | 229               | 100        | 0.6                 | A        |
|              | <b>Subtotal</b> | <b>229</b>    | <b>229</b>        | <b>100</b> | <b>0.6</b>          | <b>A</b> |
| SB           | T               | 188           | 188               | 100        | 0.2                 | A        |
|              | R               | 24            | 22                | 92         | 0.2                 | A        |
|              | <b>Subtotal</b> | <b>212</b>    | <b>210</b>        | <b>99</b>  | <b>0.2</b>          | <b>A</b> |
| EB           | L               | 17            | 13                | 78         | 5.2                 | A        |
|              | <b>Subtotal</b> | <b>17</b>     | <b>13</b>         | <b>76</b>  | <b>5.2</b>          | <b>A</b> |
|              |                 |               |                   |            |                     |          |
| <b>Total</b> |                 | <b>458</b>    | <b>452</b>        | <b>99</b>  | <b>0.5</b>          | <b>A</b> |

## SimTraffic LOS Report

**Project:** Summit County - The Canyons TS  
**Analysis Period:** Existing (2017) Plus Project  
**Time Period:** Saturday Peak Hour  
**Project #:** UT16-878

**Intersection:** Red Pine Road & RC 20  
**Type:** Unsignalized

| Approach | Movement | Demand Volume | Volume Served |     | Delay/Veh (sec) |     |
|----------|----------|---------------|---------------|-----|-----------------|-----|
|          |          |               | Avg           | %   | Avg             | LOS |
| NB       | T        | 218           | 216           | 99  | 0.2             | A   |
|          | Subtotal | 218           | 216           | 99  | 0.2             | A   |
| SB       | T        | 163           | 162           | 99  | 0.4             | A   |
|          | R        | 23            | 23            | 100 | 0.4             | A   |
|          | Subtotal | 186           | 185           | 99  | 0.4             | A   |
| EB       | L        | 11            | 12            | 107 | 5.0             | A   |
|          | Subtotal | 11            | 12            | 109 | 5.0             | A   |
| Total    |          | 416           | 413           | 99  | 0.5             | A   |

**Intersection:** Red Pine Road & RC 20/Chalet Drive  
**Type:** Unsignalized

| Approach | Movement | Demand Volume | Volume Served |     | Delay/Veh (sec) |     |
|----------|----------|---------------|---------------|-----|-----------------|-----|
|          |          |               | Avg           | %   | Avg             | LOS |
| NB       | T        | 191           | 190           | 99  | 0.2             | A   |
|          | Subtotal | 191           | 190           | 99  | 0.2             | A   |
| SB       | L        | 15            | 15            | 102 | 1.5             | A   |
|          | T        | 128           | 126           | 99  | 0.3             | A   |
|          | R        | 20            | 21            | 106 | 0.3             | A   |
|          | Subtotal | 163           | 162           | 99  | 0.4             | A   |
| EB       | L        | 17            | 17            | 101 | 4.3             | A   |
|          | Subtotal | 17            | 17            | 100 | 4.3             | A   |
| WB       | R        | 10            | 10            | 98  | 2.7             | A   |
|          | Subtotal | 10            | 10            | 100 | 2.7             | A   |
| Total    |          | 380           | 379           | 100 | 0.5             | A   |

### SimTraffic LOS Report

**Project:** Summit County - The Canyons TS  
**Analysis Period:** Existing (2017) Plus Project  
**Time Period:** Saturday Peak Hour **Project #:** UT16-878

**Intersection:** Red Pine Road & Canyons Resort Drive  
**Type:** Unsignalized

| Approach     | Movement        | Demand Volume | Volume Served |            | Delay/Veh (sec) |          |
|--------------|-----------------|---------------|---------------|------------|-----------------|----------|
|              |                 |               | Avg           | %          | Avg             | LOS      |
| NB           | T               | 1             | 2             | 200        | 0.0             | A        |
|              | R               | 30            | 29            | 97         | 2.8             | A        |
|              | <b>Subtotal</b> | <b>31</b>     | <b>31</b>     | <b>100</b> | <b>2.6</b>      | <b>A</b> |
| EB           | T               | 161           | 161           | 100        | 0.1             | A        |
|              | <b>Subtotal</b> | <b>161</b>    | <b>161</b>    | <b>100</b> | <b>0.1</b>      | <b>A</b> |
| WB           | L               | 32            | 31            | 96         | 1.1             | A        |
|              | T               | 96            | 94            | 98         | 0.2             | A        |
|              | <b>Subtotal</b> | <b>128</b>    | <b>125</b>    | <b>98</b>  | <b>0.4</b>      | <b>A</b> |
|              |                 |               |               |            |                 |          |
| <b>Total</b> |                 | <b>320</b>    | <b>317</b>    | <b>99</b>  | <b>0.5</b>      | <b>A</b> |

**Intersection:** Canyons Resort Drive & RC 15  
**Type:** Unsignalized

| Approach     | Movement        | Demand Volume | Volume Served |            | Delay/Veh (sec) |          |
|--------------|-----------------|---------------|---------------|------------|-----------------|----------|
|              |                 |               | Avg           | %          | Avg             | LOS      |
| NB           | T               | 196           | 189           | 96         | 0.3             | A        |
|              | <b>Subtotal</b> | <b>196</b>    | <b>189</b>    | <b>96</b>  | <b>0.3</b>      | <b>A</b> |
| SB           | T               | 246           | 238           | 97         | 0.6             | A        |
|              | R               | 14            | 14            | 102        | 0.4             | A        |
|              | <b>Subtotal</b> | <b>260</b>    | <b>252</b>    | <b>97</b>  | <b>0.6</b>      | <b>A</b> |
| EB           | R               | 5             | 5             | 95         | 3.5             | A        |
|              | <b>Subtotal</b> | <b>5</b>      | <b>5</b>      | <b>100</b> | <b>3.5</b>      | <b>A</b> |
|              |                 |               |               |            |                 |          |
| <b>Total</b> |                 | <b>462</b>    | <b>446</b>    | <b>97</b>  | <b>0.5</b>      | <b>A</b> |

## SimTraffic LOS Report

**Project:** Summit County - The Canyons TS  
**Analysis Period:** Existing (2017) Plus Project  
**Time Period:** Saturday Peak Hour  
**Project #:** UT16-878

**Intersection:** Canyons Resort Drive & Silverado  
**Type:** Unsignalized

| Approach | Movement | Demand Volume | Volume Served Avg | %   | Delay/Veh (sec) Avg | LOS |
|----------|----------|---------------|-------------------|-----|---------------------|-----|
| NB       | T        | 176           | 169               | 96  | 0.1                 | A   |
|          | Subtotal | 176           | 169               | 96  | 0.1                 | A   |
| SB       | L        | 25            | 25                | 100 | 1.5                 | A   |
|          | T        | 224           | 216               | 96  | 0.5                 | A   |
| WB       | Subtotal | 249           | 241               | 97  | 0.6                 | A   |
|          | R        | 20            | 20                | 101 | 2.6                 | A   |
|          | Subtotal | 20            | 20                | 100 | 2.6                 | A   |
|          |          |               |                   |     |                     |     |
| Total    |          | 445           | 430               | 97  | 0.5                 | A   |

**Intersection:** Canyons Resort Drive & RC 14  
**Type:** Unsignalized

| Approach | Movement | Demand Volume | Volume Served Avg | %   | Delay/Veh (sec) Avg | LOS |
|----------|----------|---------------|-------------------|-----|---------------------|-----|
| EB       | R        | 9             | 9                 | 97  | 2.6                 | A   |
|          | Subtotal | 9             | 9                 | 100 | 2.6                 | A   |
| NE       | T        | 176           | 169               | 96  | 0.1                 | A   |
|          | Subtotal | 176           | 169               | 96  | 0.1                 | A   |
| SW       | T        | 199           | 194               | 97  | 0.3                 | A   |
|          | R        | 24            | 21                | 88  | 0.3                 | A   |
|          | Subtotal | 223           | 215               | 96  | 0.3                 | A   |
|          |          |               |                   |     |                     |     |
| Total    |          | 408           | 393               | 96  | 0.3                 | A   |

## SimTraffic LOS Report

Project: Summit County - The Canyons TS  
Analysis Period: Existing (2017) Plus Project  
Time Period: Saturday Peak Hour  
Project #: UT16-878

Intersection: Canyons Resort Drive & Grand Summit Drive  
Type: Unsignalized

| Approach | Movement | Demand Volume | Volume Served |     | Delay/Veh (sec) |     |
|----------|----------|---------------|---------------|-----|-----------------|-----|
|          |          |               | Avg           | %   | Avg             | LOS |
| NB       | L        | 26            | 25            | 96  | 1.5             | A   |
|          | T        | 176           | 169           | 96  | 0.2             | A   |
|          | Subtotal | 202           | 194           | 96  | 0.4             | A   |
| SB       | T        | 167           | 162           | 97  | 0.5             | A   |
|          | R        | 42            | 41            | 98  | 0.4             | A   |
|          | Subtotal | 209           | 203           | 97  | 0.5             | A   |
| EB       | R        | 146           | 146           | 100 | 3.5             | A   |
|          | Subtotal | 146           | 146           | 100 | 3.5             | A   |
|          |          |               |               |     |                 |     |
| Total    |          | 557           | 543           | 98  | 1.2             | A   |

Intersection: High Mountain Road/RC 20 & Canyons Resort Drive  
Type: Roundabout

| Approach | Movement | Demand Volume | Volume Served |     | Delay/Veh (sec) |     |
|----------|----------|---------------|---------------|-----|-----------------|-----|
|          |          |               | Avg           | %   | Avg             | LOS |
| NW       | L        | 63            | 61            | 96  | 2.0             | A   |
|          | T        | 34            | 32            | 93  | 2.1             | A   |
|          | R        | 1             | 2             | 200 | 2.0             | A   |
|          | Subtotal | 98            | 95            | 97  | 2.0             | A   |
| SE       | L        | 3             | 3             | 100 | 1.3             | A   |
|          | T        | 122           | 118           | 97  | 2.0             | A   |
|          | R        | 143           | 141           | 98  | 1.8             | A   |
|          | Subtotal | 268           | 262           | 98  | 1.9             | A   |
| NE       | L        | 109           | 105           | 96  | 2.3             | A   |
|          | T        | 0             | 0             | 0   |                 |     |
|          | R        | 48            | 49            | 103 | 2.2             | A   |
|          | Subtotal | 157           | 154           | 98  | 2.3             | A   |
| SW       | R        | 1             | 0             | 0   |                 |     |
|          | Subtotal | 1             |               |     |                 |     |
| Total    |          | 568           | 554           | 97  | 2.0             | A   |



## SimTraffic LOS Report

Project: Summit County - The Canyons TS  
Analysis Period: Existing (2017) Plus Project  
Time Period: Saturday Peak Hour  
Project #: UT16-878

Intersection: RC 16/RC 20 & Canyons Resort Drive  
Type: Unsignalized

| Approach | Movement | Demand<br>Volume | Volume Served |     | Delay/Veh (sec) |     |
|----------|----------|------------------|---------------|-----|-----------------|-----|
|          |          |                  | Avg           | %   | Avg             | LOS |
| NB       | L        | 10               | 10            | 98  | 3.9             | A   |
|          | R        | 4                | 5             | 125 | 2.5             | A   |
|          | Subtotal | 14               | 15            | 107 | 3.4             | A   |
| SB       | L        | 2                | 2             | 100 | 5.0             | A   |
|          | R        | 1                | 2             | 200 | 2.3             | A   |
|          | Subtotal | 3                | 4             | 133 | 3.7             | A   |
| EB       | L        | 2                | 2             | 100 | 1.1             | A   |
|          | T        | 155              | 154           | 99  | 0.3             | A   |
|          | R        | 13               | 12            | 91  | 0.2             | A   |
|          | Subtotal | 170              | 168           | 99  | 0.3             | A   |
| WB       | L        | 6                | 7             | 112 | 1.6             | A   |
|          | T        | 87               | 84            | 96  | 0.2             | A   |
|          | R        | 2                | 3             | 150 | 0.2             | A   |
|          | Subtotal | 95               | 94            | 99  | 0.3             | A   |
| Total    |          | 283              | 281           | 99  | 0.5             | A   |

Intersection: Escala Court & High Mountain Road  
Type: Unsignalized

| Approach | Movement | Demand<br>Volume | Volume Served |     | Delay/Veh (sec) |     |
|----------|----------|------------------|---------------|-----|-----------------|-----|
|          |          |                  | Avg           | %   | Avg             | LOS |
| SE       | L        | 83               | 80            | 96  | 4.5             | A   |
|          | R        | 5                | 6             | 114 | 3.3             | A   |
|          | Subtotal | 88               | 86            | 98  | 4.4             | A   |
| NE       | L        | 5                | 5             | 95  | 1.5             | A   |
|          | T        | 74               | 74            | 100 | 0.1             | A   |
|          | Subtotal | 79               | 79            | 100 | 0.2             | A   |
| SW       | T        | 112              | 110           | 98  | 0.3             | A   |
|          | R        | 94               | 92            | 98  | 0.3             | A   |
|          | Subtotal | 206              | 202           | 98  | 0.3             | A   |
| Total    |          | 374              | 367           | 98  | 1.2             | A   |

## SimTraffic LOS Report

Project: Summit County - The Canyons TS  
Analysis Period: Existing (2017) Plus Project  
Time Period: Saturday Peak Hour Project #: UT16-878

Intersection: RC 16 & Escala Court  
Type: Unsignalized

| Approach     | Movement        | Demand Volume | Volume Served |            | Delay/Veh (sec) |          |
|--------------|-----------------|---------------|---------------|------------|-----------------|----------|
|              |                 |               | Avg           | %          | Avg             | LOS      |
| NB           | R               | 16            | 18            | 114        | 2.3             | A        |
|              | <b>Subtotal</b> | <b>16</b>     | <b>18</b>     | <b>113</b> | <b>2.3</b>      | <b>A</b> |
| EB           | T               | 63            | 60            | 95         | 0.1             | A        |
|              | <b>Subtotal</b> | <b>63</b>     | <b>60</b>     | <b>95</b>  | <b>0.1</b>      | <b>A</b> |
| WB           | L               | 24            | 26            | 108        | 0.6             | A        |
|              | T               | 94            | 90            | 96         | 0.1             | A        |
|              | <b>Subtotal</b> | <b>118</b>    | <b>116</b>    | <b>98</b>  | <b>0.2</b>      | <b>A</b> |
|              |                 |               |               |            |                 |          |
| <b>Total</b> |                 | <b>196</b>    | <b>194</b>    | <b>99</b>  | <b>0.4</b>      | <b>A</b> |

Intersection: Escala Court & RC 17/18  
Type: Unsignalized

| Approach     | Movement        | Demand Volume | Volume Served |            | Delay/Veh (sec) |          |
|--------------|-----------------|---------------|---------------|------------|-----------------|----------|
|              |                 |               | Avg           | %          | Avg             | LOS      |
| SB           | L               | 14            | 13            | 95         | 3.0             | A        |
|              | <b>Subtotal</b> | <b>14</b>     | <b>13</b>     | <b>93</b>  | <b>3.0</b>      | <b>A</b> |
| EB           | T               | 37            | 37            | 99         | 0.0             | A        |
|              | <b>Subtotal</b> | <b>37</b>     | <b>37</b>     | <b>100</b> | <b>0.0</b>      | <b>A</b> |
| WB           | T               | 74            | 72            | 97         | 0.0             | A        |
|              | R               | 19            | 18            | 96         | 0.0             | A        |
|              | <b>Subtotal</b> | <b>93</b>     | <b>90</b>     | <b>97</b>  | <b>0.0</b>      | <b>A</b> |
|              |                 |               |               |            |                 |          |
| <b>Total</b> |                 | <b>144</b>    | <b>140</b>    | <b>97</b>  | <b>0.3</b>      | <b>A</b> |

## SimTraffic LOS Report

Project: Summit County - The Canyons TS  
Analysis Period: Existing (2017) Plus Project  
Time Period: Saturday Peak Hour

Project #: UT16-878

Intersection: RC 17/18 & High Mountain Road  
Type: Unsignalized

| Approach | Movement | Demand Volume | Volume Served |    | Delay/Veh (sec) |     |
|----------|----------|---------------|---------------|----|-----------------|-----|
|          |          |               | Avg           | %  | Avg             | LOS |
| NW       | L        | 9             | 8             | 86 | 0.7             | A   |
|          | T        | 90            | 88            | 98 | 0.1             | A   |
|          | Subtotal | 99            | 96            | 97 | 0.2             | A   |
| SE       | T        | 81            | 79            | 98 | 0.2             | A   |
|          | Subtotal | 81            | 79            | 98 | 0.2             | A   |
| NE       | R        | 7             | 6             | 83 | 2.4             | A   |
|          | Subtotal | 7             | 6             | 86 | 2.4             | A   |
|          |          |               |               |    |                 |     |
| Total    |          | 188           | 181           | 96 | 0.2             | A   |

Intersection: RC 17/18/22/ Sundial Court & High Mountain Road  
Type: Unsignalized

| Approach | Movement | Demand Volume | Volume Served |     | Delay/Veh (sec) |     |
|----------|----------|---------------|---------------|-----|-----------------|-----|
|          |          |               | Avg           | %   | Avg             | LOS |
| NB       | R        | 1             | 1             | 100 | 2.6             | A   |
|          | Subtotal | 1             | 1             | 100 | 2.6             | A   |
| EB       | T        | 81            | 79            | 98  | 0.1             | A   |
|          | Subtotal | 81            | 79            | 98  | 0.1             | A   |
| WB       | L        | 2             | 1             | 50  | 0.8             | A   |
|          | T        | 88            | 88            | 100 | 0.2             | A   |
|          | Subtotal | 90            | 89            | 99  | 0.2             | A   |
|          |          |               |               |     |                 |     |
| Total    |          | 172           | 169           | 98  | 0.2             | A   |

## SimTraffic LOS Report

Project: Summit County - The Canyons TS  
Analysis Period: Existing (2017) Plus Project  
Time Period: Saturday Peak Hour  
Project #: UT16-878

Intersection: RC 22 & High Mountain Road  
Type: Unsignalized

| Approach     | Movement        | Demand<br>Volume | Volume Served |            | Delay/Veh (sec)<br>Avg | LOS      |
|--------------|-----------------|------------------|---------------|------------|------------------------|----------|
|              |                 |                  | Avg           | %          |                        |          |
| NB           | R               | 9                | 9             | 97         | 2.4                    | A        |
|              | <b>Subtotal</b> | <b>9</b>         | <b>9</b>      | <b>100</b> | <b>2.4</b>             | <b>A</b> |
| NW           | L               | 13               | 12            | 91         | 0.7                    | A        |
|              | T               | 76               | 76            | 100        | 0.2                    | A        |
|              | Subtotal        | 89               | 88            | 99         | 0.3                    | A        |
| SE           | T               | 72               | 70            | 98         | 0.2                    | A        |
|              | Subtotal        | 72               | 70            | 97         | 0.2                    | A        |
|              |                 |                  |               |            |                        |          |
| <b>Total</b> |                 | <b>170</b>       | <b>167</b>    | <b>98</b>  | <b>0.3</b>             | <b>A</b> |

Intersection: Vintage E Street & High Mountain Road  
Type: Unsignalized

| Approach     | Movement        | Demand<br>Volume | Volume Served |            | Delay/Veh (sec)<br>Avg | LOS      |
|--------------|-----------------|------------------|---------------|------------|------------------------|----------|
|              |                 |                  | Avg           | %          |                        |          |
| NB           | R               | 28               | 26            | 93         | 2.5                    | A        |
|              | <b>Subtotal</b> | <b>28</b>        | <b>26</b>     | <b>93</b>  | <b>2.5</b>             | <b>A</b> |
| EB           | T               | 43               | 44            | 103        | 0.1                    | A        |
|              | Subtotal        | 43               | 44            | 102        | 0.1                    | A        |
| WB           | L               | 25               | 25            | 100        | 0.6                    | A        |
|              | T               | 50               | 51            | 102        | 0.3                    | A        |
|              | Subtotal        | 75               | 76            | 101        | 0.4                    | A        |
|              |                 |                  |               |            |                        |          |
| <b>Total</b> |                 | <b>146</b>       | <b>146</b>    | <b>100</b> | <b>0.7</b>             | <b>A</b> |

## SimTraffic LOS Report

Project: Summit County - The Canyons TS  
Analysis Period: Future (2030) Background  
Time Period: Saturday Peak Hour  
Project #: UT16-878

Intersection: SR-224 & Canyons Resort Drive/Park West Village  
Type: Signalized

| Approach | Movement | Demand Volume | Volume Served |     | Delay/Veh (sec) |     |
|----------|----------|---------------|---------------|-----|-----------------|-----|
|          |          |               | Avg           | %   | Avg             | LOS |
| NB       | L        | 191           | 183           | 96  | 87.2            | F   |
|          | T        | 1,765         | 1,770         | 100 | 33.4            | C   |
|          | R        | 15            | 15            | 102 | 20.7            | C   |
|          | Subtotal | 1,971         | 1,968         | 100 | 38.3            | D   |
| SB       | L        | 20            | 18            | 91  | 130.3           | F   |
|          | T        | 1,810         | 1,721         | 95  | 83.9            | F   |
|          | R        | 214           | 195           | 91  | 16.1            | B   |
|          | Subtotal | 2,044         | 1,934         | 95  | 77.5            | E   |
| EB       | L        | 682           | 674           | 99  | 56.5            | E   |
|          | T        | 6             | 6             | 100 | 35.9            | D   |
|          | R        | 113           | 110           | 98  | 29.9            | C   |
|          | Subtotal | 801           | 790           | 99  | 52.6            | D   |
| WB       | L        | 10            | 9             | 88  | 72.7            | E   |
|          | T        | 5             | 5             | 95  | 82.3            | F   |
|          | R        | 20            | 21            | 106 | 44.4            | D   |
|          | Subtotal | 35            | 35            | 100 | 57.1            | E   |
| Total    |          | 4,850         | 4,727         | 97  | 57.1            | E   |

Intersection: Bus / 7-Eleven East & Canyons Resort Drive  
Type: Unsignalized

| Approach | Movement | Demand Volume | Volume Served |     | Delay/Veh (sec) |     |
|----------|----------|---------------|---------------|-----|-----------------|-----|
|          |          |               | Avg           | %   | Avg             | LOS |
| NB       | L        | 1             | 1             | 100 | 17.0            | C   |
|          | R        | 35            | 37            | 105 | 8.9             | A   |
|          | Subtotal | 36            | 38            | 106 | 9.1             | A   |
| EB       | T        | 766           | 757           | 99  | 0.5             | A   |
|          | R        | 5             | 5             | 95  | 0.1             | A   |
|          | Subtotal | 771           | 762           | 99  | 0.5             | A   |
| WB       | L        | 15            | 13            | 88  | 9.7             | A   |
|          | T        | 395           | 371           | 94  | 4.5             | A   |
|          | Subtotal | 410           | 384           | 94  | 4.7             | A   |
| Total    |          | 1,217         | 1,184         | 97  | 2.1             | A   |

## SimTraffic LOS Report

**Project:** Summit County - The Canyons TS  
**Analysis Period:** Future (2030) Background  
**Time Period:** Saturday Peak Hour **Project #:** UT16-878

**Intersection:** Bus / 7-Eleven West & Canyons Resort Drive  
**Type:** Unsignalized

| Approach     | Movement        | Demand Volume | Volume Served |           | Delay/Veh (sec) |          |
|--------------|-----------------|---------------|---------------|-----------|-----------------|----------|
|              |                 |               | Avg           | %         | Avg             | LOS      |
| NB           | L               | 5             | 5             | 95        | 12.4            | B        |
|              | R               | 10            | 9             | 88        | 8.7             | A        |
|              | <b>Subtotal</b> | <b>15</b>     | <b>14</b>     | <b>93</b> | <b>10.0</b>     | <b>A</b> |
| EB           | T               | 760           | 752           | 99        | 0.8             | A        |
|              | R               | 25            | 25            | 100       | 0.3             | A        |
|              | <b>Subtotal</b> | <b>785</b>    | <b>777</b>    | <b>99</b> | <b>0.8</b>      | <b>A</b> |
| WB           | L               | 10            | 11            | 107       | 7.4             | A        |
|              | T               | 387           | 363           | 94        | 0.5             | A        |
|              | <b>Subtotal</b> | <b>397</b>    | <b>374</b>    | <b>94</b> | <b>0.7</b>      | <b>A</b> |
|              |                 |               |               |           |                 |          |
| <b>Total</b> |                 | <b>1,198</b>  | <b>1,165</b>  | <b>97</b> | <b>0.9</b>      | <b>A</b> |

**Intersection:** Canyons Resort Drive & Aspen Drive  
**Type:** Unsignalized

| Approach     | Movement        | Demand Volume | Volume Served |            | Delay/Veh (sec) |          |
|--------------|-----------------|---------------|---------------|------------|-----------------|----------|
|              |                 |               | Avg           | %          | Avg             | LOS      |
| SB           | L               | 5             | 5             | 95         | 12.1            | B        |
|              | R               | 1             | 1             | 100        | 4.4             | A        |
|              | <b>Subtotal</b> | <b>6</b>      | <b>6</b>      | <b>100</b> | <b>10.8</b>     | <b>B</b> |
| EB           | L               | 1             | 0             | 0          |                 |          |
|              | T               | 781           | 774           | 99         | 1.8             | A        |
|              | <b>Subtotal</b> | <b>782</b>    | <b>774</b>    | <b>99</b>  | <b>1.8</b>      | <b>A</b> |
| WB           | T               | 386           | 363           | 94         | 0.5             | A        |
|              | R               | 5             | 5             | 95         | 0.3             | A        |
|              | <b>Subtotal</b> | <b>391</b>    | <b>368</b>    | <b>94</b>  | <b>0.5</b>      | <b>A</b> |
|              |                 |               |               |            |                 |          |
| <b>Total</b> |                 | <b>1,180</b>  | <b>1,148</b>  | <b>97</b>  | <b>1.5</b>      | <b>A</b> |

## SimTraffic LOS Report

Project: Summit County - The Canyons TS  
Analysis Period: Future (2030) Background  
Time Period: Saturday Peak Hour  
Project #: UT16-878

Intersection: Canyons Resort Drive & Frostwood Drive  
Type: Roundabout

| Approach | Movement | Demand Volume | Volume Served |     | Delay/Veh (sec) |     |
|----------|----------|---------------|---------------|-----|-----------------|-----|
|          |          |               | Avg           | %   | Avg             | LOS |
| NW       | L        | 48            | 49            | 102 | 7.2             | A   |
|          | T        | 20            | 17            | 86  | 8.1             | A   |
|          | R        | 300           | 298           | 99  | 3.8             | A   |
|          | Subtotal | 368           | 364           | 99  | 4.5             | A   |
| SE       | L        | 60            | 56            | 93  | 3.5             | A   |
|          | T        | 5             | 7             | 133 | 3.5             | A   |
|          | R        | 30            | 31            | 102 | 3.0             | A   |
|          | Subtotal | 95            | 94            | 99  | 3.3             | A   |
| NE       | L        | 17            | 17            | 101 | 4.3             | A   |
|          | T        | 422           | 421           | 100 | 4.8             | A   |
|          | R        | 50            | 50            | 100 | 4.7             | A   |
|          | Subtotal | 489           | 488           | 100 | 4.8             | A   |
| SW       | L        | 70            | 64            | 91  | 4.2             | A   |
|          | T        | 256           | 243           | 95  | 5.0             | A   |
|          | R        | 62            | 59            | 96  | 4.6             | A   |
|          | Subtotal | 388           | 366           | 94  | 4.8             | A   |
| Total    |          | 1,339         | 1,312         | 98  | 4.6             | A   |

Intersection: Chalet Drive/Parking/Cedar Lane & Canyons Resort Drive  
Type: Unsignalized

| Approach | Movement | Demand Volume | Volume Served |     | Delay/Veh (sec) |     |
|----------|----------|---------------|---------------|-----|-----------------|-----|
|          |          |               | Avg           | %   | Avg             | LOS |
| NB       | L        | 5             | 4             | 76  | 13.0            | B   |
|          | R        | 40            | 40            | 101 | 6.0             | A   |
|          | Subtotal | 45            | 44            | 98  | 6.6             | A   |
| SB       | L        | 20            | 19            | 96  | 10.5            | B   |
|          | Subtotal | 20            | 19            | 95  | 10.5            | B   |
| EB       | L        | 5             | 5             | 95  | 2.2             | A   |
|          | T        | 428           | 429           | 100 | 0.4             | A   |
|          | Subtotal | 433           | 434           | 100 | 0.4             | A   |
| WB       | L        | 40            | 40            | 101 | 4.4             | A   |
|          | T        | 274           | 263           | 96  | 1.3             | A   |
|          | R        | 20            | 20            | 101 | 0.7             | A   |
|          | Subtotal | 334           | 323           | 97  | 1.6             | A   |
| Total    |          | 832           | 820           | 99  | 1.5             | A   |

## SimTraffic LOS Report

Project: Summit County - The Canyons TS  
Analysis Period: Future (2030) Background  
Time Period: Saturday Peak Hour Project #: UT16-878

Intersection: Navajo Trail & Canyons Resort Drive  
Type: Unsignalized

| Approach     | Movement        | Demand Volume | Volume Served |            | Delay/Veh (sec) |          |
|--------------|-----------------|---------------|---------------|------------|-----------------|----------|
|              |                 |               | Avg           | %          | Avg             | LOS      |
| NB           | R               | 20            | 20            | 101        | 4.5             | A        |
|              | <b>Subtotal</b> | <b>20</b>     | <b>20</b>     | <b>100</b> | <b>4.5</b>      | <b>A</b> |
| EB           | T               | 413           | 415           | 100        | 0.6             | A        |
|              | R               | 2             | 2             | 100        | 0.7             | A        |
|              | <b>Subtotal</b> | <b>415</b>    | <b>417</b>    | <b>100</b> | <b>0.6</b>      | <b>A</b> |
| WB           | T               | 278           | 266           | 96         | 0.1             | A        |
|              | <b>Subtotal</b> | <b>278</b>    | <b>266</b>    | <b>96</b>  | <b>0.1</b>      | <b>A</b> |
| <b>Total</b> |                 | <b>713</b>    | <b>703</b>    | <b>99</b>  | <b>0.5</b>      | <b>A</b> |

Intersection: Canyons Resort Drive & Cedar Lane  
Type: Unsignalized

| Approach     | Movement        | Demand Volume | Volume Served |            | Delay/Veh (sec) |          |
|--------------|-----------------|---------------|---------------|------------|-----------------|----------|
|              |                 |               | Avg           | %          | Avg             | LOS      |
| SB           | L               | 10            | 9             | 88         | 8.7             | A        |
|              | R               | 1             | 2             | 200        | 2.7             | A        |
|              | <b>Subtotal</b> | <b>11</b>     | <b>11</b>     | <b>100</b> | <b>7.6</b>      | <b>A</b> |
| EB           | L               | 5             | 4             | 76         | 1.9             | A        |
|              | T               | 406           | 409           | 101        | 0.3             | A        |
|              | <b>Subtotal</b> | <b>411</b>    | <b>413</b>    | <b>100</b> | <b>0.3</b>      | <b>A</b> |
| WB           | T               | 268           | 256           | 96         | 0.3             | A        |
|              | R               | 10            | 10            | 98         | 0.4             | A        |
|              | <b>Subtotal</b> | <b>278</b>    | <b>266</b>    | <b>96</b>  | <b>0.3</b>      | <b>A</b> |
| <b>Total</b> |                 | <b>700</b>    | <b>690</b>    | <b>99</b>  | <b>0.4</b>      | <b>A</b> |



## SimTraffic LOS Report

**Project:** Summit County - The Canyons TS  
**Analysis Period:** Future (2030) Background  
**Time Period:** Saturday Peak Hour  
**Project #:** UT16-878

**Intersection:** Red Pine Road & Canyons Resort Drive  
**Type:** Unsignalized

| Approach     | Movement        | Demand Volume | Volume Served |            | Delay/Veh (sec) |          |
|--------------|-----------------|---------------|---------------|------------|-----------------|----------|
|              |                 |               | Avg           | %          | Avg             | LOS      |
| NB           | L               | 1             | 1             | 100        | 6.3             | A        |
|              | T               | 9             | 10            | 108        | 0.0             | A        |
|              | R               | 10            | 10            | 98         | 5.5             | A        |
|              | <b>Subtotal</b> | <b>20</b>     | <b>21</b>     | <b>105</b> | <b>2.9</b>      | <b>A</b> |
| EB           | T               | 400           | 403           | 101        | 1.1             | A        |
|              | R               | 10            | 10            | 98         | 0.9             | A        |
|              | <b>Subtotal</b> | <b>410</b>    | <b>413</b>    | <b>101</b> | <b>1.1</b>      | <b>A</b> |
| WB           | L               | 35            | 30            | 85         | 2.7             | A        |
|              | T               | 234           | 228           | 98         | 0.1             | A        |
|              | <b>Subtotal</b> | <b>269</b>    | <b>258</b>    | <b>96</b>  | <b>0.4</b>      | <b>A</b> |
|              |                 |               |               |            |                 |          |
| <b>Total</b> |                 | <b>700</b>    | <b>692</b>    | <b>99</b>  | <b>0.9</b>      | <b>A</b> |

**Intersection:** Red Pine Road & Chalet Drive  
**Type:** Unsignalized

| Approach     | Movement        | Demand Volume | Volume Served |            | Delay/Veh (sec) |          |
|--------------|-----------------|---------------|---------------|------------|-----------------|----------|
|              |                 |               | Avg           | %          | Avg             | LOS      |
| NB           | T               | 10            | 10            | 98         | 0.0             | A        |
|              | <b>Subtotal</b> | <b>10</b>     | <b>10</b>     | <b>100</b> | <b>0.0</b>      | <b>A</b> |
| SB           | L               | 15            | 14            | 95         | 0.4             | A        |
|              | T               | 31            | 26            | 85         | 0.1             | A        |
|              | <b>Subtotal</b> | <b>46</b>     | <b>40</b>     | <b>87</b>  | <b>0.2</b>      | <b>A</b> |
| WB           | R               | 10            | 11            | 107        | 2.1             | A        |
|              | <b>Subtotal</b> | <b>10</b>     | <b>11</b>     | <b>110</b> | <b>2.1</b>      | <b>A</b> |
|              |                 |               |               |            |                 |          |
| <b>Total</b> |                 | <b>66</b>     | <b>61</b>     | <b>92</b>  | <b>0.5</b>      | <b>A</b> |

## SimTraffic LOS Report

**Project:** Summit County - The Canyons TS  
**Analysis Period:** Future (2030) Background  
**Time Period:** Saturday Peak Hour  
**Project #:** UT16-878

**Intersection:** Canyons Resort Drive & Silverado  
**Type:** Unsignalized

| Approach | Movement | Demand Volume | Volume Served |     | Delay/Veh (sec) |     |
|----------|----------|---------------|---------------|-----|-----------------|-----|
|          |          |               | Avg           | %   | Avg             | LOS |
| NB       | T        | 241           | 243           | 101 | 0.5             | A   |
|          | Subtotal | 241           | 243           | 101 | 0.5             | A   |
| SB       | L        | 25            | 23            | 92  | 2.3             | A   |
|          | T        | 260           | 254           | 98  | 1.4             | A   |
|          | Subtotal | 285           | 277           | 97  | 1.5             | A   |
| WB       | R        | 20            | 20            | 101 | 3.3             | A   |
|          | Subtotal | 20            | 20            | 100 | 3.3             | A   |
|          |          |               |               |     |                 |     |
| Total    |          | 546           | 540           | 99  | 1.1             | A   |

**Intersection:** Canyons Resort Drive & Grand Summit Drive  
**Type:** Unsignalized

| Approach | Movement | Demand Volume | Volume Served |     | Delay/Veh (sec) |     |
|----------|----------|---------------|---------------|-----|-----------------|-----|
|          |          |               | Avg           | %   | Avg             | LOS |
| NB       | L        | 20            | 18            | 91  | 2.5             | A   |
|          | T        | 166           | 165           | 100 | 0.8             | A   |
|          | Subtotal | 186           | 183           | 98  | 1.0             | A   |
| SB       | T        | 145           | 145           | 100 | 1.1             | A   |
|          | R        | 115           | 108           | 94  | 1.0             | A   |
|          | Subtotal | 260           | 253           | 97  | 1.1             | A   |
| EB       | L        | 75            | 77            | 103 | 5.6             | A   |
|          | R        | 20            | 18            | 91  | 3.9             | A   |
|          | Subtotal | 95            | 95            | 100 | 5.3             | A   |
|          |          |               |               |     |                 |     |
| Total    |          | 540           | 531           | 98  | 1.8             | A   |

## SimTraffic LOS Report

**Project:** Summit County - The Canyons TS  
**Analysis Period:** Future (2030) Background  
**Time Period:** Saturday Peak Hour  
**Project #:** UT16-878

**Intersection:** High Mountain Road & Canyons Resort Drive  
**Type:** Unsignalized

| Approach     | Movement        | Demand Volume | Volume Served |            | Delay/Veh (sec) | LOS      |
|--------------|-----------------|---------------|---------------|------------|-----------------|----------|
|              |                 |               | Avg           | %          | Avg             |          |
| NW           | L               | 5             | 5             | 95         | 0.9             | A        |
|              | T               | 50            | 54            | 108        | 0.0             | A        |
|              | <b>Subtotal</b> | <b>55</b>     | <b>59</b>     | <b>107</b> | <b>0.1</b>      | <b>A</b> |
| SE           | T               | 20            | 20            | 101        | 1.0             | A        |
|              | R               | 145           | 143           | 99         | 0.8             | A        |
|              | <b>Subtotal</b> | <b>165</b>    | <b>163</b>    | <b>99</b>  | <b>0.8</b>      | <b>A</b> |
| NE           | L               | 135           | 128           | 95         | 4.0             | A        |
|              | R               | 10            | 9             | 88         | 3.4             | A        |
|              | <b>Subtotal</b> | <b>145</b>    | <b>137</b>    | <b>94</b>  | <b>4.0</b>      | <b>A</b> |
|              |                 |               |               |            |                 |          |
| <b>Total</b> |                 | <b>365</b>    | <b>359</b>    | <b>98</b>  | <b>1.9</b>      | <b>A</b> |

**Intersection:** Escala Court & High Mountain Road & Canyons Resort Drive  
**Type:** Unsignalized

| Approach     | Movement        | Demand Volume | Volume Served |            | Delay/Veh (sec) | LOS      |
|--------------|-----------------|---------------|---------------|------------|-----------------|----------|
|              |                 |               | Avg           | %          | Avg             |          |
| NB           | L               | 5             | 5             | 95         | 4.2             | A        |
|              | R               | 30            | 28            | 93         | 2.2             | A        |
|              | <b>Subtotal</b> | <b>35</b>     | <b>33</b>     | <b>94</b>  | <b>2.5</b>      | <b>A</b> |
| WB           | L               | 45            | 43            | 96         | 1.4             | A        |
|              | T               | 40            | 42            | 104        | 0.6             | A        |
|              | R               | 65            | 65            | 100        | 0.9             | A        |
|              | <b>Subtotal</b> | <b>150</b>    | <b>150</b>    | <b>100</b> | <b>1.0</b>      | <b>A</b> |
| SE           | L               | 50            | 48            | 96         | 0.1             | A        |
|              | R               | 5             | 6             | 114        | 0.0             | A        |
|              | <b>Subtotal</b> | <b>55</b>     | <b>54</b>     | <b>98</b>  | <b>0.1</b>      | <b>A</b> |
|              |                 |               |               |            |                 |          |
| <b>Total</b> |                 | <b>241</b>    | <b>237</b>    | <b>98</b>  | <b>1.0</b>      | <b>A</b> |

## SimTraffic LOS Report

Project: Summit County - The Canyons TS  
Analysis Period: Future (2030) Plus Project  
Time Period: Saturday Peak Hour  
Project #: UT16-878

Intersection: SR-224 & Canyons Resort Drive/Park West Village  
Type: Signalized

| Approach | Movement | Demand Volume | Volume Served |     | Delay/Veh (sec) |     |
|----------|----------|---------------|---------------|-----|-----------------|-----|
|          |          |               | Avg           | %   | Avg             | LOS |
| NB       | L        | 367           | 360           | 98  | 113.6           | F   |
|          | T        | 1,765         | 1,721         | 98  | 59.1            | E   |
|          | R        | 15            | 14            | 95  | 35.7            | D   |
|          | Subtotal | 2,147         | 2,095         | 98  | 68.3            | E   |
| SB       | L        | 20            | 13            | 65  | 206.2           | F   |
|          | T        | 1,810         | 1,199         | 66  | 161.4           | F   |
|          | R        | 478           | 316           | 66  | 29.5            | C   |
|          | Subtotal | 2,308         | 1,528         | 66  | 134.5           | F   |
| EB       | L        | 924           | 932           | 101 | 56.6            | E   |
|          | T        | 6             | 7             | 112 | 39.5            | D   |
|          | R        | 217           | 211           | 97  | 18.4            | B   |
|          | Subtotal | 1,147         | 1,150         | 100 | 49.5            | D   |
| WB       | L        | 10            | 10            | 103 | 74.5            | E   |
|          | T        | 5             | 5             | 95  | 84.1            | F   |
|          | R        | 20            | 24            | 120 | 59.8            | E   |
|          | Subtotal | 35            | 39            | 111 | 66.7            | E   |
| Total    |          | 5,637         | 4,812         | 85  | 85.5            | F   |

Intersection: Bus / 7-Eleven East & Canyons Resort Drive  
Type: Unsignalized

| Approach | Movement | Demand Volume | Volume Served |     | Delay/Veh (sec) |     |
|----------|----------|---------------|---------------|-----|-----------------|-----|
|          |          |               | Avg           | %   | Avg             | LOS |
| NB       | L        | 6             | 5             | 80  | 67.4            | F   |
|          | R        | 45            | 48            | 106 | 10.1            | B   |
|          | Subtotal | 51            | 53            | 104 | 15.5            | C   |
| EB       | T        | 1,101         | 1,093         | 99  | 1.2             | A   |
|          | Subtotal | 1,101         | 1,093         | 99  | 1.2             | A   |
| WB       | T        | 850           | 683           | 80  | 6.5             | A   |
|          | Subtotal | 850           | 683           | 80  | 6.5             | A   |
| Total    |          | 2,002         | 1,829         | 91  | 3.6             | A   |

## SimTraffic LOS Report

Project: Summit County - The Canyons TS  
Analysis Period: Future (2030) Plus Project  
Time Period: Saturday Peak Hour Project #: UT16-878

Intersection: Bus / 7-Eleven West & Canyons Resort Drive  
Type: Unsignalized

| Approach     | Movement        | Demand Volume | Volume Served |            | Delay/Veh (sec) |          |
|--------------|-----------------|---------------|---------------|------------|-----------------|----------|
|              |                 |               | Avg           | %          | Avg             | LOS      |
| EB           | T               | 1,102         | 1,096         | 99         | 2.1             | A        |
|              | R               | 30            | 31            | 104        | 1.4             | A        |
|              | <b>Subtotal</b> | <b>1,132</b>  | <b>1,127</b>  | <b>100</b> | <b>2.1</b>      | <b>A</b> |
| WB           | L               | 25            | 20            | 79         | 19.0            | C        |
|              | T               | 831           | 669           | 81         | 0.6             | A        |
|              | <b>Subtotal</b> | <b>856</b>    | <b>689</b>    | <b>80</b>  | <b>1.1</b>      | <b>A</b> |
|              |                 |               |               |            |                 |          |
|              |                 |               |               |            |                 |          |
| <b>Total</b> |                 | <b>1,988</b>  | <b>1,816</b>  | <b>91</b>  | <b>1.7</b>      | <b>A</b> |

Intersection: Canyons Resort Drive & Aspen Drive  
Type: Unsignalized

| Approach     | Movement        | Demand Volume | Volume Served |            | Delay/Veh (sec) |          |
|--------------|-----------------|---------------|---------------|------------|-----------------|----------|
|              |                 |               | Avg           | %          | Avg             | LOS      |
| SB           | L               | 5             | 5             | 95         | 117.4           | F        |
|              | R               | 1             | 1             | 100        | 42.8            | E        |
|              | <b>Subtotal</b> | <b>6</b>      | <b>6</b>      | <b>100</b> | <b>105.0</b>    | <b>F</b> |
| EB           | L               | 1             | 1             | 100        | 5.8             | A        |
|              | T               | 1,127         | 1,122         | 100        | 3.6             | A        |
|              | <b>Subtotal</b> | <b>1,128</b>  | <b>1,123</b>  | <b>100</b> | <b>3.6</b>      | <b>A</b> |
| WB           | T               | 826           | 667           | 81         | 0.9             | A        |
|              | R               | 5             | 4             | 76         | 0.5             | A        |
|              | <b>Subtotal</b> | <b>831</b>    | <b>671</b>    | <b>81</b>  | <b>0.9</b>      | <b>A</b> |
|              |                 |               |               |            |                 |          |
| <b>Total</b> |                 | <b>1,965</b>  | <b>1,800</b>  | <b>92</b>  | <b>2.9</b>      | <b>A</b> |

## SimTraffic LOS Report

Project: **Summit County - The Canyons TS**  
Analysis Period: *Future (2030) Plus Project*  
Time Period: *Saturday Peak Hour* Project #: **UT16-878**

Intersection: **Canyons Resort Drive & Frostwood Drive**  
Type: **Roundabout**

| Approach     | Movement | Demand Volume | Volume Served |           | Delay/Veh (sec) |          |
|--------------|----------|---------------|---------------|-----------|-----------------|----------|
|              |          |               | Avg           | %         | Avg             | LOS      |
| NW           | L        | 50            | 45            | 90        | 9.3             | A        |
|              | T        | 20            | 20            | 100       | 9.8             | A        |
|              | R        | 688           | 689           | 100       | 6.2             | A        |
|              | Subtotal | 758           | 754           | 99        | 6.5             | A        |
| SE           | L        | 118           | 125           | 106       | 5.5             | A        |
|              | T        | 5             | 5             | 95        | 5.2             | A        |
|              | R        | 30            | 31            | 104       | 5.2             | A        |
|              | Subtotal | 153           | 161           | 105       | 5.4             | A        |
| NE           | L        | 20            | 19            | 95        | 6.8             | A        |
|              | T        | 322           | 309           | 96        | 7.7             | A        |
|              | R        | 50            | 50            | 101       | 7.8             | A        |
|              | Subtotal | 392           | 378           | 96        | 7.7             | A        |
| SW           | L        | 253           | 209           | 83        | 7.6             | A        |
|              | T        | 427           | 343           | 80        | 8.0             | A        |
|              | R        | 147           | 121           | 82        | 7.5             | A        |
|              | Subtotal | 827           | 673           | 81        | 7.8             | A        |
| <b>Total</b> |          | <b>2,130</b>  | <b>1,966</b>  | <b>92</b> | <b>7.1</b>      | <b>A</b> |

Intersection: **Chalet Drive/Parking/Cedar Lane & Canyons Resort Drive**  
Type: **Unsignalized**

| Approach     | Movement | Demand Volume | Volume Served |           | Delay/Veh (sec) |          |
|--------------|----------|---------------|---------------|-----------|-----------------|----------|
|              |          |               | Avg           | %         | Avg             | LOS      |
| NB           | L        | 2             | 2             | 100       | 10.9            | B        |
|              | R        | 15            | 17            | 115       | 4.2             | A        |
|              | Subtotal | 17            | 19            | 112       | 4.9             | A        |
| SB           | L        | 5             | 5             | 95        | 12.8            | B        |
|              | Subtotal | 5             | 5             | 100       | 12.8            | B        |
| EB           | L        | 5             | 5             | 95        | 1.7             | A        |
|              | T        | 371           | 356           | 96        | 0.3             | A        |
|              | R        | 1             | 1             | 100       | 0.0             | A        |
|              | Subtotal | 377           | 362           | 96        | 0.3             | A        |
| WB           | T        | 498           | 411           | 83        | 1.4             | A        |
|              | R        | 10            | 9             | 92        | 1.0             | A        |
|              | Subtotal | 508           | 420           | 83        | 1.4             | A        |
| <b>Total</b> |          | <b>907</b>    | <b>806</b>    | <b>89</b> | <b>1.1</b>      | <b>A</b> |

## SimTraffic LOS Report

**Project:** Summit County - The Canyons TS  
**Analysis Period:** Future (2030) Plus Project  
**Time Period:** Saturday Peak Hour  
**Project #:** UT16-878

**Intersection:** Navajo Trail & Canyons Resort Drive  
**Type:** Unsignalized

| Approach     | Movement        | Demand Volume | Volume Served Avg | %          | Delay/Veh (sec) Avg | LOS      |
|--------------|-----------------|---------------|-------------------|------------|---------------------|----------|
| NB           | R               | 5             | 5                 | 95         | 4.7                 | A        |
|              | <b>Subtotal</b> | <b>5</b>      | <b>5</b>          | <b>100</b> | <b>4.7</b>          | <b>A</b> |
| EB           | T               | 372           | 357               | 96         | 0.3                 | A        |
|              | <b>Subtotal</b> | <b>372</b>    | <b>357</b>        | <b>96</b>  | <b>0.3</b>          | <b>A</b> |
| WB           | T               | 499           | 412               | 83         | 0.1                 | A        |
|              | <b>Subtotal</b> | <b>499</b>    | <b>412</b>        | <b>83</b>  | <b>0.1</b>          | <b>A</b> |
| <b>Total</b> |                 | <b>876</b>    | <b>774</b>        | <b>88</b>  | <b>0.2</b>          | <b>A</b> |

**Intersection:** Canyons Resort Drive & Cedar Lane  
**Type:** Unsignalized

| Approach     | Movement        | Demand Volume | Volume Served Avg | %          | Delay/Veh (sec) Avg | LOS      |
|--------------|-----------------|---------------|-------------------|------------|---------------------|----------|
| SB           | L               | 1             | 1                 | 100        | 5.1                 | A        |
|              | R               | 1             | 1                 | 100        | 6.8                 | A        |
| EB           | <b>Subtotal</b> | <b>2</b>      | <b>2</b>          | <b>100</b> | <b>6.0</b>          | <b>A</b> |
|              | L               | 5             | 4                 | 76         | 3.3                 | A        |
| WB           | T               | 371           | 356               | 96         | 0.3                 | A        |
|              | <b>Subtotal</b> | <b>376</b>    | <b>360</b>        | <b>96</b>  | <b>0.3</b>          | <b>A</b> |
| WB           | T               | 498           | 410               | 82         | 0.8                 | A        |
|              | R               | 1             | 1                 | 100        | 0.6                 | A        |
| WB           | <b>Subtotal</b> | <b>499</b>    | <b>411</b>        | <b>82</b>  | <b>0.8</b>          | <b>A</b> |
| <b>Total</b> |                 | <b>877</b>    | <b>773</b>        | <b>88</b>  | <b>0.6</b>          | <b>A</b> |

## SimTraffic LOS Report

Project: Summit County - The Canyons TS  
Analysis Period: Future (2030) Plus Project  
Time Period: Saturday Peak Hour  
Project #: UT16-878

Intersection: Red Pine Road & Canyons Resort Drive  
Type: Unsignalized

| Approach     | Movement        | Demand<br>Volume | Volume Served |           | Delay/Veh (sec) |          |
|--------------|-----------------|------------------|---------------|-----------|-----------------|----------|
|              |                 |                  | Avg           | %         | Avg             | LOS      |
| NB           | L               | 1                | 1             | 100       | 6.3             | A        |
|              | T               | 2                | 2             | 89        | 0.2             | A        |
|              | R               | 209              | 202           | 97        | 5.3             | A        |
|              | <b>Subtotal</b> | <b>212</b>       | <b>205</b>    | <b>97</b> | <b>5.3</b>      | <b>A</b> |
| EB           | T               | 169              | 160           | 95        | 1.0             | A        |
|              | R               | 10               | 8             | 82        | 0.6             | A        |
|              | <b>Subtotal</b> | <b>179</b>       | <b>168</b>    | <b>94</b> | <b>1.0</b>      | <b>A</b> |
| WB           | L               | 170              | 136           | 80        | 1.3             | A        |
|              | T               | 329              | 275           | 84        | 0.2             | A        |
|              | <b>Subtotal</b> | <b>499</b>       | <b>411</b>    | <b>82</b> | <b>0.6</b>      | <b>A</b> |
|              |                 |                  |               |           |                 |          |
| <b>Total</b> |                 | <b>891</b>       | <b>784</b>    | <b>88</b> | <b>1.9</b>      | <b>A</b> |

Intersection: Red Pine Road & RC 21  
Type: Unsignalized

| Approach     | Movement        | Demand<br>Volume | Volume Served |            | Delay/Veh (sec) |          |
|--------------|-----------------|------------------|---------------|------------|-----------------|----------|
|              |                 |                  | Avg           | %          | Avg             | LOS      |
| NB           | T               | 195              | 188           | 96         | 0.5             | A        |
|              | <b>Subtotal</b> | <b>195</b>       | <b>188</b>    | <b>96</b>  | <b>0.5</b>      | <b>A</b> |
| SB           | T               | 162              | 131           | 81         | 0.2             | A        |
|              | R               | 21               | 16            | 77         | 0.2             | A        |
|              | <b>Subtotal</b> | <b>183</b>       | <b>147</b>    | <b>80</b>  | <b>0.2</b>      | <b>A</b> |
| EB           | L               | 15               | 15            | 102        | 4.0             | A        |
|              | <b>Subtotal</b> | <b>15</b>        | <b>15</b>     | <b>100</b> | <b>4.0</b>      | <b>A</b> |
|              |                 |                  |               |            |                 |          |
| <b>Total</b> |                 | <b>392</b>       | <b>350</b>    | <b>89</b>  | <b>0.5</b>      | <b>A</b> |



## SimTraffic LOS Report

**Project:** Summit County - The Canyons TS  
**Analysis Period:** Future (2030) Plus Project  
**Time Period:** Saturday Peak Hour  
**Project #:** UT16-878

**Intersection:** Red Pine Road & RC 20  
**Type:** Unsignalized

| Approach | Movement | Demand Volume | Volume Served |     | Delay/Veh (sec) |     |
|----------|----------|---------------|---------------|-----|-----------------|-----|
|          |          |               | Avg           | %   | Avg             | LOS |
| NB       | T        | 187           | 179           | 96  | 0.2             | A   |
|          | Subtotal | 187           | 179           | 96  | 0.2             | A   |
| SB       | T        | 139           | 112           | 80  | 0.4             | A   |
|          | R        | 20            | 17            | 86  | 0.2             | A   |
|          | Subtotal | 159           | 129           | 81  | 0.4             | A   |
| EB       | L        | 9             | 9             | 97  | 3.8             | A   |
|          | Subtotal | 9             | 9             | 100 | 3.8             | A   |
|          |          |               |               |     |                 |     |
| Total    |          | 355           | 317           | 89  | 0.4             | A   |

**Intersection:** Red Pine Road & RC 20/Chalet Drive  
**Type:** Unsignalized

| Approach | Movement | Demand Volume | Volume Served |     | Delay/Veh (sec) |     |
|----------|----------|---------------|---------------|-----|-----------------|-----|
|          |          |               | Avg           | %   | Avg             | LOS |
| NB       | T        | 167           | 158           | 95  | 0.1             | A   |
|          | Subtotal | 167           | 158           | 95  | 0.1             | A   |
| SB       | L        | 5             | 3             | 57  | 1.2             | A   |
|          | T        | 118           | 96            | 81  | 0.3             | A   |
|          | R        | 17            | 14            | 84  | 0.1             | A   |
|          | Subtotal | 140           | 113           | 81  | 0.3             | A   |
| EB       | L        | 15            | 15            | 102 | 4.2             | A   |
|          | Subtotal | 15            | 15            | 100 | 4.2             | A   |
| WB       | R        | 5             | 6             | 114 | 2.9             | A   |
|          | Subtotal | 5             | 6             | 120 | 2.9             | A   |
| Total    |          | 327           | 292           | 89  | 0.5             | A   |

## SimTraffic LOS Report

**Project:** Summit County - The Canyons TS  
**Analysis Period:** Future (2030) Plus Project  
**Time Period:** Saturday Peak Hour  
**Project #:** UT16-878

**Intersection:** Red Pine Road & Canyons Resort Drive  
**Type:** Unsignalized

| Approach     | Movement        | Demand Volume | Volume Served |           | Delay/Veh (sec) |          |
|--------------|-----------------|---------------|---------------|-----------|-----------------|----------|
|              |                 |               | Avg           | %         | Avg             | LOS      |
| NB           | T               | 1             | 2             | 200       | 0.0             | A        |
|              | R               | 27            | 25            | 93        | 2.7             | A        |
|              | <b>Subtotal</b> | <b>28</b>     | <b>27</b>     | <b>96</b> | <b>2.5</b>      | <b>A</b> |
| EB           | T               | 139           | 132           | 95        | 0.1             | A        |
|              | <b>Subtotal</b> | <b>139</b>    | <b>132</b>    | <b>95</b> | <b>0.1</b>      | <b>A</b> |
| WB           | L               | 35            | 28            | 79        | 1.0             | A        |
|              | T               | 83            | 68            | 82        | 0.2             | A        |
|              | <b>Subtotal</b> | <b>118</b>    | <b>96</b>     | <b>81</b> | <b>0.4</b>      | <b>A</b> |
| <b>Total</b> |                 | <b>285</b>    | <b>255</b>    | <b>89</b> | <b>0.5</b>      | <b>A</b> |

**Intersection:** Canyons Resort Drive & RC 15  
**Type:** Unsignalized

| Approach     | Movement        | Demand Volume | Volume Served |            | Delay/Veh (sec) |          |
|--------------|-----------------|---------------|---------------|------------|-----------------|----------|
|              |                 |               | Avg           | %          | Avg             | LOS      |
| NB           | T               | 177           | 165           | 93         | 0.2             | A        |
|              | <b>Subtotal</b> | <b>177</b>    | <b>165</b>    | <b>93</b>  | <b>0.2</b>      | <b>A</b> |
| SB           | T               | 322           | 267           | 83         | 0.7             | A        |
|              | R               | 12            | 11            | 90         | 0.8             | A        |
|              | <b>Subtotal</b> | <b>334</b>    | <b>278</b>    | <b>83</b>  | <b>0.7</b>      | <b>A</b> |
| EB           | R               | 4             | 5             | 125        | 3.2             | A        |
|              | <b>Subtotal</b> | <b>4</b>      | <b>5</b>      | <b>125</b> | <b>3.2</b>      | <b>A</b> |
| <b>Total</b> |                 | <b>515</b>    | <b>448</b>    | <b>87</b>  | <b>0.6</b>      | <b>A</b> |

## SimTraffic LOS Report

**Project:** Summit County - The Canyons TS  
**Analysis Period:** Future (2030) Plus Project  
**Time Period:** Saturday Peak Hour **Project #:** UT16-878

**Intersection:** Canyons Resort Drive & Silverado  
**Type:** Unsignalized

| Approach | Movement | Demand Volume | Volume Served |     | Delay/Veh (sec) |     |
|----------|----------|---------------|---------------|-----|-----------------|-----|
|          |          |               | Avg           | %   | Avg             | LOS |
| NB       | T        | 157           | 143           | 91  | 0.1             | A   |
|          | Subtotal | 157           | 143           | 91  | 0.1             | A   |
| SB       | L        | 25            | 20            | 80  | 1.3             | A   |
|          | T        | 297           | 249           | 84  | 0.5             | A   |
| WB       | Subtotal | 322           | 269           | 84  | 0.6             | A   |
|          | R        | 20            | 22            | 111 | 2.6             | A   |
|          | Subtotal | 20            | 22            | 110 | 2.6             | A   |
|          |          |               |               |     |                 |     |
| Total    |          | 498           | 434           | 87  | 0.5             | A   |

**Intersection:** Canyons Resort Drive & RC 14  
**Type:** Unsignalized

| Approach | Movement | Demand Volume | Volume Served |     | Delay/Veh (sec) |     |
|----------|----------|---------------|---------------|-----|-----------------|-----|
|          |          |               | Avg           | %   | Avg             | LOS |
| EB       | R        | 8             | 8             | 97  | 2.3             | A   |
|          | Subtotal | 8             | 8             | 100 | 2.3             | A   |
| NE       | T        | 157           | 143           | 91  | 0.1             | A   |
|          | Subtotal | 157           | 143           | 91  | 0.1             | A   |
| SW       | T        | 278           | 230           | 83  | 0.4             | A   |
|          | R        | 20            | 20            | 101 | 0.3             | A   |
|          | Subtotal | 298           | 250           | 84  | 0.4             | A   |
|          |          |               |               |     |                 |     |
| Total    |          | 463           | 401           | 87  | 0.3             | A   |

## SimTraffic LOS Report

**Project:** Summit County - The Canyons TS  
**Analysis Period:** Future (2030) Plus Project  
**Time Period:** Saturday Peak Hour  
**Project #:** UT16-878

**Intersection:** Canyons Resort Drive & Grand Summit Drive  
**Type:** Unsignalized

| Approach | Movement | Demand Volume | Volume Served |    | Delay/Veh (sec) |     |
|----------|----------|---------------|---------------|----|-----------------|-----|
|          |          |               | Avg           | %  | Avg             | LOS |
| NB       | L        | 21            | 19            | 92 | 1.7             | A   |
|          | T        | 157           | 143           | 91 | 0.2             | A   |
|          | Subtotal | 178           | 162           | 91 | 0.4             | A   |
| SB       | T        | 134           | 108           | 80 | 0.7             | A   |
|          | R        | 152           | 130           | 86 | 0.5             | A   |
|          | Subtotal | 286           | 238           | 83 | 0.6             | A   |
| EB       | R        | 139           | 137           | 99 | 3.4             | A   |
|          | Subtotal | 139           | 137           | 99 | 3.4             | A   |
|          |          |               |               |    |                 |     |
| Total    |          | 603           | 537           | 89 | 1.2             | A   |

**Intersection:** High Mountain Road/RC 20 & Canyons Resort Drive  
**Type:** Roundabout

| Approach | Movement | Demand Volume | Volume Served |     | Delay/Veh (sec) |     |
|----------|----------|---------------|---------------|-----|-----------------|-----|
|          |          |               | Avg           | %   | Avg             | LOS |
| NW       | L        | 53            | 42            | 79  | 1.7             | A   |
|          | T        | 32            | 28            | 88  | 2.1             | A   |
|          | R        | 1             | 1             | 100 | 0.9             | A   |
|          | Subtotal | 86            | 71            | 83  | 1.8             | A   |
| SE       | L        | 3             | 3             | 100 | 1.6             | A   |
|          | T        | 106           | 95            | 90  | 1.8             | A   |
|          | R        | 126           | 113           | 90  | 1.5             | A   |
|          | Subtotal | 235           | 211           | 90  | 1.6             | A   |
| NE       | L        | 96            | 89            | 93  | 2.0             | A   |
|          | T        | 2             | 1             | 67  | 0.7             | A   |
|          | R        | 41            | 43            | 106 | 1.7             | A   |
|          | Subtotal | 139           | 133           | 96  | 1.9             | A   |
| SW       | R        | 2             | 2             | 100 | 1.4             | A   |
|          | Subtotal | 2             | 2             | 100 | 1.4             | A   |
| Total    |          | 498           | 451           | 91  | 1.7             | A   |

## SimTraffic LOS Report

**Project:** Summit County - The Canyons TS  
**Analysis Period:** Future (2030) Plus Project  
**Time Period:** Saturday Peak Hour  
**Project #:** UT16-878

**Intersection:** RC 16/RC 20 & Canyons Resort Drive  
**Type:** Unsignalized

| Approach     | Movement        | Demand<br>Volume | Volume Served |            | Delay/Veh (sec) |          |
|--------------|-----------------|------------------|---------------|------------|-----------------|----------|
|              |                 |                  | Avg           | %          | Avg             | LOS      |
| NB           | L               | 9                | 9             | 97         | 3.8             | A        |
|              | R               | 3                | 4             | 133        | 2.6             | A        |
|              | <b>Subtotal</b> | <b>12</b>        | <b>13</b>     | <b>108</b> | <b>3.4</b>      | <b>A</b> |
| SB           | L               | 2                | 2             | 100        | 2.6             | A        |
|              | R               | 1                | 1             | 100        | 2.8             | A        |
|              | <b>Subtotal</b> | <b>3</b>         | <b>3</b>      | <b>100</b> | <b>2.7</b>      | <b>A</b> |
| EB           | L               | 2                | 2             | 100        | 0.5             | A        |
|              | T               | 134              | 126           | 94         | 0.2             | A        |
|              | R               | 11               | 11            | 98         | 0.2             | A        |
|              | <b>Subtotal</b> | <b>147</b>       | <b>139</b>    | <b>95</b>  | <b>0.2</b>      | <b>A</b> |
| WB           | L               | 5                | 4             | 76         | 0.7             | A        |
|              | T               | 76               | 62            | 82         | 0.1             | A        |
|              | R               | 2                | 2             | 100        | 0.1             | A        |
|              | <b>Subtotal</b> | <b>83</b>        | <b>68</b>     | <b>82</b>  | <b>0.1</b>      | <b>A</b> |
| <b>Total</b> |                 | <b>246</b>       | <b>223</b>    | <b>91</b>  | <b>0.4</b>      | <b>A</b> |

**Intersection:** Escala Court & High Mountain Road  
**Type:** Unsignalized

| Approach     | Movement        | Demand<br>Volume | Volume Served |            | Delay/Veh (sec) |          |
|--------------|-----------------|------------------|---------------|------------|-----------------|----------|
|              |                 |                  | Avg           | %          | Avg             | LOS      |
| SE           | L               | 72               | 72            | 100        | 3.7             | A        |
|              | T               | 0                | 0             | 0          |                 |          |
|              | R               | 4                | 5             | 125        | 2.6             | A        |
|              | <b>Subtotal</b> | <b>76</b>        | <b>77</b>     | <b>101</b> | <b>3.6</b>      | <b>A</b> |
| NE           | L               | 5                | 5             | 95         | 1.1             | A        |
|              | T               | 65               | 61            | 93         | 0.1             | A        |
|              | <b>Subtotal</b> | <b>70</b>        | <b>66</b>     | <b>94</b>  | <b>0.2</b>      | <b>A</b> |
| SW           | T               | 98               | 84            | 86         | 0.3             | A        |
|              | R               | 82               | 73            | 89         | 0.2             | A        |
|              | <b>Subtotal</b> | <b>180</b>       | <b>157</b>    | <b>87</b>  | <b>0.3</b>      | <b>A</b> |
| <b>Total</b> |                 | <b>326</b>       | <b>300</b>    | <b>92</b>  | <b>1.1</b>      | <b>A</b> |

## SimTraffic LOS Report

Project: Summit County - The Canyons TS  
Analysis Period: Future (2030) Plus Project  
Time Period: Saturday Peak Hour  
Project #: UT16-878

Intersection: RC 16 & Escala Court  
Type: Unsignalized

| Approach     | Movement        | Demand Volume | Volume Served Avg | %         | Delay/Veh (sec) Avg | LOS      |
|--------------|-----------------|---------------|-------------------|-----------|---------------------|----------|
| NB           | R               | 13            | 11                | 83        | 2.2                 | A        |
|              | <b>Subtotal</b> | <b>13</b>     | <b>11</b>         | <b>85</b> | <b>2.2</b>          | <b>A</b> |
| EB           | T               | 57            | 55                | 96        | 0.2                 | A        |
|              | <b>Subtotal</b> | <b>57</b>     | <b>55</b>         | <b>96</b> | <b>0.2</b>          | <b>A</b> |
| WB           | L               | 20            | 18                | 91        | 0.5                 | A        |
|              | T               | 81            | 69                | 85        | 0.1                 | A        |
|              | <b>Subtotal</b> | <b>101</b>    | <b>87</b>         | <b>86</b> | <b>0.2</b>          | <b>A</b> |
|              |                 |               |                   |           |                     |          |
| <b>Total</b> |                 | <b>171</b>    | <b>153</b>        | <b>89</b> | <b>0.3</b>          | <b>A</b> |

Intersection: Escala Court & RC 17/18  
Type: Unsignalized

| Approach     | Movement        | Demand Volume | Volume Served Avg | %          | Delay/Veh (sec) Avg | LOS      |
|--------------|-----------------|---------------|-------------------|------------|---------------------|----------|
| SB           | L               | 12            | 13                | 106        | 2.9                 | A        |
|              | <b>Subtotal</b> | <b>12</b>     | <b>13</b>         | <b>108</b> | <b>2.9</b>          | <b>A</b> |
| EB           | T               | 35            | 34                | 96         | 0.0                 | A        |
|              | <b>Subtotal</b> | <b>35</b>     | <b>34</b>         | <b>97</b>  | <b>0.0</b>          | <b>A</b> |
| WB           | T               | 65            | 55                | 84         | 0.1                 | A        |
|              | R               | 16            | 14                | 89         | 0.1                 | A        |
|              | <b>Subtotal</b> | <b>81</b>     | <b>69</b>         | <b>85</b>  | <b>0.1</b>          | <b>A</b> |
|              |                 |               |                   |            |                     |          |
| <b>Total</b> |                 | <b>128</b>    | <b>116</b>        | <b>90</b>  | <b>0.4</b>          | <b>A</b> |

## SimTraffic LOS Report

**Project:** Summit County - The Canyons TS  
**Analysis Period:** Future (2030) Plus Project  
**Time Period:** Saturday Peak Hour  
**Project #:** UT16-878

**Intersection:** RC 17/18 & High Mountain Road  
**Type:** Unsignalized

| Approach | Movement | Demand Volume | Volume Served |     | Delay/Veh (sec) |     |
|----------|----------|---------------|---------------|-----|-----------------|-----|
|          |          |               | Avg           | %   | Avg             | LOS |
| NW       | L        | 9             | 8             | 86  | 0.5             | A   |
|          | T        | 78            | 70            | 90  | 0.1             | A   |
|          | Subtotal | 87            | 78            | 90  | 0.1             | A   |
| SE       | T        | 70            | 71            | 102 | 0.1             | A   |
|          | Subtotal | 70            | 71            | 101 | 0.1             | A   |
| NE       | R        | 6             | 6             | 96  | 2.2             | A   |
|          | Subtotal | 6             | 6             | 100 | 2.2             | A   |
| Total    |          | 163           | 155           | 95  | 0.2             | A   |

**Intersection:** RC 17/18/22/ Sundial Court & High Mountain Road  
**Type:** Unsignalized

| Approach | Movement | Demand Volume | Volume Served |     | Delay/Veh (sec) |     |
|----------|----------|---------------|---------------|-----|-----------------|-----|
|          |          |               | Avg           | %   | Avg             | LOS |
| NB       | R        | 1             | 1             | 100 | 1.4             | A   |
|          | Subtotal | 1             | 1             | 100 | 1.4             | A   |
| EB       | T        | 70            | 72            | 103 | 0.1             | A   |
|          | Subtotal | 70            | 72            | 103 | 0.1             | A   |
| WB       | L        | 2             | 1             | 50  | 0.5             | A   |
|          | T        | 77            | 70            | 91  | 0.1             | A   |
|          | Subtotal | 79            | 71            | 90  | 0.1             | A   |
| Total    |          | 150           | 144           | 96  | 0.1             | A   |

## SimTraffic LOS Report

Project: Summit County - The Canyons TS  
Analysis Period: Future (2030) Plus Project  
Time Period: Saturday Peak Hour  
Project #: UT16-878

Intersection: RC 22 & High Mountain Road  
Type: Unsignalized

| Approach     | Movement        | Demand Volume | Volume Served |            | Delay/Veh (sec) |          |
|--------------|-----------------|---------------|---------------|------------|-----------------|----------|
|              |                 |               | Avg           | %          | Avg             | LOS      |
| NB           | R               | 8             | 8             | 97         | 2.3             | A        |
|              | <b>Subtotal</b> | <b>8</b>      | <b>8</b>      | <b>100</b> | <b>2.3</b>      | <b>A</b> |
| NW           | L               | 11            | 9             | 80         | 1.0             | A        |
|              | T               | 66            | 60            | 92         | 0.1             | A        |
|              | Subtotal        | 77            | 69            | 90         | 0.2             | A        |
| SE           | T               | 62            | 64            | 104        | 0.1             | A        |
|              | Subtotal        | 62            | 64            | 103        | 0.1             | A        |
|              |                 |               |               |            |                 |          |
| <b>Total</b> |                 | <b>146</b>    | <b>141</b>    | <b>96</b>  | <b>0.3</b>      | <b>A</b> |

Intersection: Vintage E Street & High Mountain Road  
Type: Unsignalized

| Approach     | Movement        | Demand Volume | Volume Served |            | Delay/Veh (sec) |          |
|--------------|-----------------|---------------|---------------|------------|-----------------|----------|
|              |                 |               | Avg           | %          | Avg             | LOS      |
| NB           | R               | 24            | 25            | 104        | 2.5             | A        |
|              | <b>Subtotal</b> | <b>24</b>     | <b>25</b>     | <b>104</b> | <b>2.5</b>      | <b>A</b> |
| EB           | T               | 37            | 39            | 105        | 0.1             | A        |
|              | Subtotal        | 37            | 39            | 105        | 0.1             | A        |
| WB           | L               | 22            | 19            | 87         | 0.6             | A        |
|              | T               | 44            | 40            | 92         | 0.2             | A        |
|              | Subtotal        | 66            | 59            | 89         | 0.3             | A        |
|              |                 |               |               |            |                 |          |
| <b>Total</b> |                 | <b>126</b>    | <b>123</b>    | <b>97</b>  | <b>0.7</b>      | <b>A</b> |



## SimTraffic LOS Report

**Project:** Summit County - The Canyons TS  
**Analysis Period:** Existing (2017) Plus Project (with Red Pine Village)  
**Time Period:** Saturday Peak Hour Project #: UT16-878

**Intersection:** SR-224 & Canyons Resort Drive/Park West Village  
**Type:** Signalized

| Approach     | Movement | Demand<br>Volume | Volume Served |           | Delay/Veh (sec) |          |
|--------------|----------|------------------|---------------|-----------|-----------------|----------|
|              |          |                  | Avg           | %         | Avg             | LOS      |
| NB           | L        | 515              | 298           | 58        | 486.7           | F        |
|              | T        | 1,001            | 616           | 62        | 36.1            | D        |
|              | R        | 13               | 7             | 55        | 11.4            | B        |
|              | Subtotal | 1,529            | 921           | 60        | 181.7           | F        |
| SB           | L        | 17               | 16            | 94        | 178.7           | F        |
|              | T        | 1,026            | 998           | 97        | 125.3           | F        |
|              | R        | 657              | 634           | 97        | 63.6            | E        |
|              | Subtotal | 1,700            | 1,648         | 97        | 102.1           | F        |
| EB           | L        | 1,073            | 1,021         | 95        | 57.8            | E        |
|              | T        | 6                | 6             | 100       | 46.1            | D        |
|              | R        | 269              | 252           | 94        | 16.8            | B        |
|              | Subtotal | 1,348            | 1,279         | 95        | 49.7            | D        |
| WB           | L        | 8                | 7             | 85        | 74.7            | E        |
|              | T        | 5                | 5             | 95        | 106.9           | F        |
|              | R        | 17               | 19            | 112       | 30.8            | C        |
|              | Subtotal | 30               | 31            | 103       | 53.0            | D        |
| <b>Total</b> |          | <b>4,607</b>     | <b>3,879</b>  | <b>84</b> | <b>108.4</b>    | <b>F</b> |

**Intersection:** Bus / 7-Eleven East & Canyons Resort Drive  
**Type:** Unsignalized

| Approach     | Movement | Demand<br>Volume | Volume Served |           | Delay/Veh (sec) |          |
|--------------|----------|------------------|---------------|-----------|-----------------|----------|
|              |          |                  | Avg           | %         | Avg             | LOS      |
| NB           | L        | 7                | 3             | 41        | 1635.4          | F        |
|              | R        | 38               | 11            | 29        | 1014.7          | F        |
|              | Subtotal | 45               | 14            | 31        | 1147.7          | F        |
| EB           | T        | 1,309            | 1,264         | 97        | 1.5             | A        |
|              | Subtotal | 1,309            | 1,264         | 97        | 1.5             | A        |
| WB           | T        | 1,177            | 937           | 80        | 53.3            | F        |
|              | Subtotal | 1,177            | 937           | 80        | 53.3            | F        |
| <b>Total</b> |          | <b>2,531</b>     | <b>2,215</b>  | <b>88</b> | <b>35.3</b>     | <b>E</b> |

## SimTraffic LOS Report

**Project:** Summit County - The Canyons TS  
**Analysis Period:** Existing (2017) Plus Project (with Red Pine Village)  
**Time Period:** Saturday Peak Hour Project #: UT16-878

**Intersection:** Bus / 7-Eleven West & Canyons Resort Drive  
**Type:** Unsignalized

| Approach     | Movement        | Demand Volume | Volume Served Avg | %         | Delay/Veh (sec) Avg | LOS      |
|--------------|-----------------|---------------|-------------------|-----------|---------------------|----------|
| EB           | T               | 1,310         | 1,265             | 97        | 2.5                 | A        |
|              | R               | 26            | 28                | 107       | 1.7                 | A        |
|              | <b>Subtotal</b> | <b>1,336</b>  | <b>1,293</b>      | <b>97</b> | <b>2.5</b>          | <b>A</b> |
| WB           | L               | 21            | 18                | 86        | 32.9                | D        |
|              | T               | 1,163         | 922               | 79        | 8.5                 | A        |
|              | <b>Subtotal</b> | <b>1,184</b>  | <b>940</b>        | <b>79</b> | <b>9.0</b>          | <b>A</b> |
|              |                 |               |                   |           |                     |          |
|              |                 |               |                   |           |                     |          |
| <b>Total</b> |                 | <b>2,520</b>  | <b>2,233</b>      | <b>89</b> | <b>5.2</b>          | <b>A</b> |

**Intersection:** Canyons Resort Drive & Aspen Drive  
**Type:** Unsignalized

| Approach     | Movement        | Demand Volume | Volume Served Avg | %         | Delay/Veh (sec) Avg | LOS      |
|--------------|-----------------|---------------|-------------------|-----------|---------------------|----------|
| SB           | L               | 3             | 2                 | 67        | 195.0               | F        |
|              | R               | 1             | 1                 | 100       | 307.2               | F        |
|              | <b>Subtotal</b> | <b>4</b>      | <b>3</b>          | <b>75</b> | <b>232.4</b>        | <b>F</b> |
| EB           | L               | 1             | 1                 | 100       | 5.1                 | A        |
|              | T               | 1,332         | 1,292             | 97        | 4.5                 | A        |
|              | <b>Subtotal</b> | <b>1,333</b>  | <b>1,293</b>      | <b>97</b> | <b>4.5</b>          | <b>A</b> |
| WB           | T               | 1,159         | 918               | 79        | 19.6                | C        |
|              | R               | 4             | 4                 | 94        | 16.5                | C        |
|              | <b>Subtotal</b> | <b>1,163</b>  | <b>922</b>        | <b>79</b> | <b>19.6</b>         | <b>C</b> |
|              |                 |               |                   |           |                     |          |
| <b>Total</b> |                 | <b>2,501</b>  | <b>2,218</b>      | <b>89</b> | <b>11.0</b>         | <b>B</b> |

## SimTraffic LOS Report

**Project:** Summit County - The Canyons TS  
**Analysis Period:** Existing (2017) Plus Project (with Red Pine Village)  
**Time Period:** Saturday Peak Hour Project #: UT16-878

**Intersection:** Canyons Resort Drive & Frostwood Drive  
**Type:** Roundabout

| Approach     | Movement | Demand<br>Volume | Volume Served |     | Delay/Veh (sec) |     |
|--------------|----------|------------------|---------------|-----|-----------------|-----|
|              |          |                  | Avg           | %   | Avg             | LOS |
| NW           | L        | 42               | 45            | 107 | 12.7            | B   |
|              | T        | 17               | 19            | 112 | 14.3            | B   |
|              | R        | 633              | 641           | 101 | 4.8             | A   |
|              | Subtotal | 692              | 705           | 102 | 5.6             | A   |
| SE           | L        | 117              | 117           | 100 | 7.1             | A   |
|              | T        | 6                | 6             | 96  | 7.8             | A   |
|              | R        | 24               | 22            | 91  | 6.7             | A   |
|              | Subtotal | 147              | 145           | 99  | 7.1             | A   |
| NE           | L        | 17               | 15            | 88  | 49.2            | E   |
|              | T        | 583              | 539           | 92  | 55.4            | F   |
|              | R        | 46               | 49            | 106 | 53.3            | F   |
|              | Subtotal | 646              | 603           | 93  | 55.1            | F   |
| SW           | L        | 347              | 277           | 80  | 33.4            | D   |
|              | T        | 654              | 510           | 78  | 34.5            | D   |
|              | R        | 160              | 130           | 81  | 33.7            | D   |
|              | Subtotal | 1,161            | 917           | 79  | 34.1            | D   |
| <b>Total</b> |          | 2,646            | 2,370         | 90  | 29.4            | D   |

**Intersection:** Chalet Drive/Parking/Cedar Lane & Canyons Resort Drive  
**Type:** Unsignalized

| Approach     | Movement | Demand<br>Volume | Volume Served |    | Delay/Veh (sec) |     |
|--------------|----------|------------------|---------------|----|-----------------|-----|
|              |          |                  | Avg           | %  | Avg             | LOS |
| SB           | L        | 20               | 19            | 95 | 87.8            | F   |
|              | Subtotal | 20               | 19            | 95 | 87.8            | F   |
| EB           | L        | 5                | 4             | 76 | 5.4             | A   |
|              | T        | 626              | 587           | 94 | 2.9             | A   |
| WB           | Subtotal | 631              | 591           | 94 | 2.9             | A   |
|              | T        | 720              | 579           | 80 | 2.2             | A   |
|              | Subtotal | 720              | 579           | 80 | 2.2             | A   |
|              |          |                  |               |    |                 |     |
| <b>Total</b> |          | 1,372            | 1,189         | 87 | 4.0             | A   |

## SimTraffic LOS Report

**Project:** Summit County - The Canyons TS  
**Analysis Period:** Existing (2017) Plus Project (with Red Pine Village)  
**Time Period:** Saturday Peak Hour Project #: UT16-878

**Intersection:** Navajo Trail & Canyons Resort Drive  
**Type:** Unsignalized

| Approach     | Movement        | Demand Volume | Volume Served |            | Delay/Veh (sec) |          |
|--------------|-----------------|---------------|---------------|------------|-----------------|----------|
|              |                 |               | Avg           | %          | Avg             | LOS      |
| NB           | R               | 20            | 22            | 110        | 26.1            | D        |
|              | <b>Subtotal</b> | <b>20</b>     | <b>22</b>     | <b>110</b> | <b>26.1</b>     | <b>D</b> |
| EB           | T               | 611           | 571           | 93         | 4.4             | A        |
|              | R               | 2             | 2             | 100        | 0.6             | A        |
|              | <b>Subtotal</b> | <b>613</b>    | <b>573</b>    | <b>93</b>  | <b>4.4</b>      | <b>A</b> |
| WB           | T               | 719           | 577           | 80         | 0.1             | A        |
|              | <b>Subtotal</b> | <b>719</b>    | <b>577</b>    | <b>80</b>  | <b>0.1</b>      | <b>A</b> |
| <b>Total</b> |                 | <b>1,352</b>  | <b>1,172</b>  | <b>87</b>  | <b>2.7</b>      | <b>A</b> |

**Intersection:** Canyons Resort Drive & Cedar Lane  
**Type:** Unsignalized

| Approach     | Movement        | Demand Volume | Volume Served |           | Delay/Veh (sec) |          |
|--------------|-----------------|---------------|---------------|-----------|-----------------|----------|
|              |                 |               | Avg           | %         | Avg             | LOS      |
| SB           | L               | 10            | 8             | 82        | 17.5            | C        |
|              | R               | 1             | 1             | 100       | 7.3             | A        |
|              | <b>Subtotal</b> | <b>11</b>     | <b>9</b>      | <b>82</b> | <b>16.4</b>     | <b>C</b> |
| EB           | L               | 5             | 4             | 76        | 2.7             | A        |
|              | T               | 604           | 566           | 94        | 0.6             | A        |
|              | <b>Subtotal</b> | <b>609</b>    | <b>570</b>    | <b>94</b> | <b>0.6</b>      | <b>A</b> |
| WB           | T               | 710           | 570           | 80        | 1.2             | A        |
|              | R               | 10            | 8             | 82        | 0.8             | A        |
|              | <b>Subtotal</b> | <b>720</b>    | <b>578</b>    | <b>80</b> | <b>1.2</b>      | <b>A</b> |
| <b>Total</b> |                 | <b>1,340</b>  | <b>1,157</b>  | <b>86</b> | <b>1.0</b>      | <b>A</b> |

## SimTraffic LOS Report

**Project:** Summit County - The Canyons TS  
**Analysis Period:** Existing (2017) Plus Project (with Red Pine Village)  
**Time Period:** Saturday Peak Hour Project #: UT16-878

**Intersection:** Red Pine Road & Canyons Resort Drive  
**Type:** Unsignalized

| Approach     | Movement        | Demand<br>Volume | Volume Served |           | Delay/Veh (sec) |          |
|--------------|-----------------|------------------|---------------|-----------|-----------------|----------|
|              |                 |                  | Avg           | %         | Avg             | LOS      |
| NB           | L               | 1                | 1             | 100       | 9.3             | A        |
|              | T               | 4                | 5             | 111       | 0.4             | A        |
|              | R               | 298              | 270           | 91        | 16.9            | C        |
|              | <b>Subtotal</b> | <b>303</b>       | <b>276</b>    | <b>91</b> | <b>16.6</b>     | <b>C</b> |
| EB           | T               | 314              | 304           | 97        | 2.2             | A        |
|              | R               | 10               | 10            | 103       | 1.1             | A        |
|              | <b>Subtotal</b> | <b>324</b>       | <b>314</b>    | <b>97</b> | <b>2.2</b>      | <b>A</b> |
| WB           | L               | 275              | 219           | 80        | 1.9             | A        |
|              | T               | 436              | 352           | 81        | 0.2             | A        |
|              | <b>Subtotal</b> | <b>711</b>       | <b>571</b>    | <b>80</b> | <b>0.9</b>      | <b>A</b> |
|              |                 |                  |               |           |                 |          |
| <b>Total</b> |                 | <b>1,338</b>     | <b>1,161</b>  | <b>87</b> | <b>5.0</b>      | <b>A</b> |

**Intersection:** Red Pine Road & RC 21  
**Type:** Unsignalized

| Approach     | Movement        | Demand<br>Volume | Volume Served |            | Delay/Veh (sec) |          |
|--------------|-----------------|------------------|---------------|------------|-----------------|----------|
|              |                 |                  | Avg           | %          | Avg             | LOS      |
| NB           | T               | 282              | 254           | 90         | 2.1             | A        |
|              | <b>Subtotal</b> | <b>282</b>       | <b>254</b>    | <b>90</b>  | <b>2.1</b>      | <b>A</b> |
| SB           | T               | 265              | 210           | 79         | 0.3             | A        |
|              | R               | 24               | 21            | 88         | 0.2             | A        |
|              | <b>Subtotal</b> | <b>289</b>       | <b>231</b>    | <b>80</b>  | <b>0.3</b>      | <b>A</b> |
| EB           | L               | 17               | 17            | 101        | 7.5             | A        |
|              | <b>Subtotal</b> | <b>17</b>        | <b>17</b>     | <b>100</b> | <b>7.5</b>      | <b>A</b> |
|              |                 |                  |               |            |                 |          |
| <b>Total</b> |                 | <b>588</b>       | <b>502</b>    | <b>85</b>  | <b>1.5</b>      | <b>A</b> |

## SimTraffic LOS Report

**Project:** Summit County - The Canyons TS  
**Analysis Period:** Existing (2017) Plus Project (with Red Pine Village)  
**Time Period:** Saturday Peak Hour Project #: UT16-878

**Intersection:** Red Pine Road & RC 20  
**Type:** Unsignalized

| Approach | Movement | Demand<br>Volume | Volume Served |    | Delay/Veh (sec) |     |
|----------|----------|------------------|---------------|----|-----------------|-----|
|          |          |                  | Avg           | %  | Avg             | LOS |
| NB       | T        | 271              | 245           | 90 | 0.3             | A   |
|          | Subtotal | 271              | 245           | 90 | 0.3             | A   |
| SB       | T        | 238              | 187           | 79 | 0.4             | A   |
|          | R        | 23               | 21            | 91 | 0.5             | A   |
|          | Subtotal | 261              | 208           | 80 | 0.4             | A   |
| EB       | L        | 11               | 10            | 89 | 4.9             | A   |
|          | Subtotal | 11               | 10            | 91 | 4.9             | A   |
| Total    |          | 543              | 463           | 85 | 0.4             | A   |

**Intersection:** Red Pine Road & RC 20/Chalet Drive  
**Type:** Unsignalized

| Approach | Movement | Demand<br>Volume | Volume Served |     | Delay/Veh (sec) |     |
|----------|----------|------------------|---------------|-----|-----------------|-----|
|          |          |                  | Avg           | %   | Avg             | LOS |
| NB       | T        | 244              | 220           | 90  | 0.2             | A   |
|          | Subtotal | 244              | 220           | 90  | 0.2             | A   |
| SB       | L        | 15               | 11            | 75  | 1.7             | A   |
|          | T        | 204              | 160           | 79  | 0.3             | A   |
|          | R        | 20               | 16            | 81  | 0.2             | A   |
|          | Subtotal | 239              | 187           | 78  | 0.4             | A   |
| EB       | L        | 17               | 16            | 96  | 4.8             | A   |
|          | Subtotal | 17               | 16            | 94  | 4.8             | A   |
| WB       | R        | 10               | 11            | 107 | 2.9             | A   |
|          | Subtotal | 10               | 11            | 110 | 2.9             | A   |
| Total    |          | 509              | 434           | 85  | 0.5             | A   |

## SimTraffic LOS Report

**Project:** Summit County - The Canyons TS  
**Analysis Period:** Existing (2017) Plus Project (with Red Pine Village)  
**Time Period:** Saturday Peak Hour Project #: UT16-878

**Intersection:** Red Pine Road & Canyons Resort Drive  
**Type:** Unsignalized

| Approach     | Movement        | Demand Volume | Volume Served |           | Delay/Veh (sec) |          |
|--------------|-----------------|---------------|---------------|-----------|-----------------|----------|
|              |                 |               | Avg           | %         | Avg             | LOS      |
| NB           | T               | 1             | 2             | 200       | 0.0             | A        |
|              | R               | 30            | 28            | 93        | 2.9             | A        |
|              | <b>Subtotal</b> | <b>31</b>     | <b>30</b>     | <b>97</b> | <b>2.7</b>      | <b>A</b> |
| EB           | T               | 214           | 192           | 90        | 0.1             | A        |
|              | <b>Subtotal</b> | <b>214</b>    | <b>192</b>    | <b>90</b> | <b>0.1</b>      | <b>A</b> |
| WB           | L               | 32            | 24            | 74        | 1.3             | A        |
|              | T               | 171           | 136           | 79        | 0.3             | A        |
|              | <b>Subtotal</b> | <b>203</b>    | <b>160</b>    | <b>79</b> | <b>0.5</b>      | <b>A</b> |
| <b>Total</b> |                 | <b>448</b>    | <b>382</b>    | <b>85</b> | <b>0.4</b>      | <b>A</b> |

**Intersection:** Canyons Resort Drive & RC 15  
**Type:** Unsignalized

| Approach     | Movement        | Demand Volume | Volume Served |            | Delay/Veh (sec) |          |
|--------------|-----------------|---------------|---------------|------------|-----------------|----------|
|              |                 |               | Avg           | %          | Avg             | LOS      |
| NB           | T               | 320           | 311           | 97         | 0.5             | A        |
|              | <b>Subtotal</b> | <b>320</b>    | <b>311</b>    | <b>97</b>  | <b>0.5</b>      | <b>A</b> |
| SB           | T               | 427           | 345           | 81         | 0.8             | A        |
|              | R               | 14            | 12            | 87         | 0.6             | A        |
|              | <b>Subtotal</b> | <b>441</b>    | <b>357</b>    | <b>81</b>  | <b>0.8</b>      | <b>A</b> |
| EB           | R               | 5             | 5             | 95         | 3.1             | A        |
|              | <b>Subtotal</b> | <b>5</b>      | <b>5</b>      | <b>100</b> | <b>3.1</b>      | <b>A</b> |
| <b>Total</b> |                 | <b>766</b>    | <b>673</b>    | <b>88</b>  | <b>0.6</b>      | <b>A</b> |

## SimTraffic LOS Report

**Project:** Summit County - The Canyons TS  
**Analysis Period:** Existing (2017) Plus Project (with Red Pine Village)  
**Time Period:** Saturday Peak Hour **Project #:** UT16-878

**Intersection:** Canyons Resort Drive & Silverado  
**Type:** Unsignalized

| Approach | Movement | Demand Volume | Volume Served |     | Delay/Veh (sec) | LOS |
|----------|----------|---------------|---------------|-----|-----------------|-----|
|          |          |               | Avg           | %   | Avg             |     |
| NB       | T        | 300           | 289           | 96  | 0.2             | A   |
|          | Subtotal | 300           | 289           | 96  | 0.2             | A   |
| SB       | L        | 25            | 20            | 80  | 2.3             | A   |
|          | T        | 402           | 326           | 81  | 0.7             | A   |
| WB       | Subtotal | 427           | 346           | 81  | 0.8             | A   |
|          | R        | 20            | 21            | 106 | 3.4             | A   |
|          | Subtotal | 20            | 21            | 105 | 3.4             | A   |
|          |          |               |               |     |                 |     |
| Total    |          | 747           | 656           | 88  | 0.6             | A   |

**Intersection:** Canyons Resort Drive & RC 14  
**Type:** Unsignalized

| Approach | Movement | Demand Volume | Volume Served |    | Delay/Veh (sec) | LOS |
|----------|----------|---------------|---------------|----|-----------------|-----|
|          |          |               | Avg           | %  | Avg             |     |
| EB       | R        | 9             | 8             | 86 | 3.8             | A   |
|          | Subtotal | 9             | 8             | 89 | 3.8             | A   |
| NE       | T        | 300           | 289           | 96 | 0.2             | A   |
|          | Subtotal | 300           | 289           | 96 | 0.2             | A   |
| SW       | T        | 379           | 306           | 81 | 0.4             | A   |
|          | R        | 24            | 20            | 83 | 0.3             | A   |
|          | Subtotal | 403           | 326           | 81 | 0.4             | A   |
|          |          |               |               |    |                 |     |
| Total    |          | 712           | 623           | 88 | 0.4             | A   |



## SimTraffic LOS Report

**Project:** Summit County - The Canyons TS  
**Analysis Period:** Existing (2017) Plus Project (with Red Pine Village)  
**Time Period:** Saturday Peak Hour **Project #:** UT16-878

**Intersection:** Canyons Resort Drive & Grand Summit Drive  
**Type:** Unsignalized

| Approach | Movement | Demand Volume | Volume Served |     | Delay/Veh (sec) |     |
|----------|----------|---------------|---------------|-----|-----------------|-----|
|          |          |               | Avg           | %   | Avg             | LOS |
| NB       | L        | 26            | 24            | 92  | 2.3             | A   |
|          | T        | 301           | 291           | 97  | 0.3             | A   |
|          | Subtotal | 327           | 315           | 96  | 0.5             | A   |
| SB       | T        | 346           | 284           | 82  | 0.6             | A   |
|          | R        | 42            | 31            | 74  | 0.5             | A   |
|          | Subtotal | 388           | 315           | 81  | 0.6             | A   |
| EB       | R        | 146           | 146           | 100 | 4.5             | A   |
|          | Subtotal | 146           | 146           | 100 | 4.5             | A   |
|          |          |               |               |     |                 |     |
| Total    |          | 862           | 776           | 90  | 1.3             | A   |

**Intersection:** High Mountain Road/RC 20 & Canyons Resort Drive  
**Type:** Roundabout

| Approach | Movement | Demand Volume | Volume Served |     | Delay/Veh (sec) |     |
|----------|----------|---------------|---------------|-----|-----------------|-----|
|          |          |               | Avg           | %   | Avg             | LOS |
| NW       | L        | 139           | 112           | 81  | 3.8             | A   |
|          | T        | 35            | 29            | 83  | 4.1             | A   |
|          | R        | 1             | 1             | 100 | 3.4             | A   |
|          | Subtotal | 175           | 142           | 81  | 3.9             | A   |
| SE       | L        | 3             | 2             | 67  | 2.9             | A   |
|          | T        | 122           | 106           | 87  | 3.4             | A   |
|          | R        | 322           | 283           | 88  | 2.9             | A   |
|          | Subtotal | 447           | 391           | 87  | 3.0             | A   |
| NE       | L        | 233           | 233           | 100 | 3.5             | A   |
|          | T        | 0             | 0             | 0   |                 |     |
|          | R        | 101           | 96            | 95  | 3.8             | A   |
|          | Subtotal | 334           | 329           | 99  | 3.6             | A   |
| SW       | R        | 1             | 1             | 100 | 2.0             | A   |
|          | Subtotal | 1             | 1             | 100 | 2.0             | A   |
| Total    |          | 1,001         | 901           | 90  | 3.4             | A   |

## SimTraffic LOS Report

**Project:** Summit County - The Canyons TS  
**Analysis Period:** Existing (2017) Plus Project (with Red Pine Village)  
**Time Period:** Saturday Peak Hour Project #: UT16-878

**Intersection:** RC 16/RC 20 & Canyons Resort Drive  
**Type:** Unsignalized

| Approach     | Movement        | Demand<br>Volume | Volume Served |            | Delay/Veh (sec) |          |
|--------------|-----------------|------------------|---------------|------------|-----------------|----------|
|              |                 |                  | Avg           | %          | Avg             | LOS      |
| NB           | L               | 10               | 10            | 98         | 5.3             | A        |
|              | R               | 4                | 3             | 75         | 2.8             | A        |
|              | <b>Subtotal</b> | <b>14</b>        | <b>13</b>     | <b>93</b>  | <b>4.7</b>      | <b>A</b> |
| SB           | L               | 2                | 2             | 100        | 2.7             | A        |
|              | R               | 1                | 1             | 100        | 3.4             | A        |
|              | <b>Subtotal</b> | <b>3</b>         | <b>3</b>      | <b>100</b> | <b>2.9</b>      | <b>A</b> |
| EB           | L               | 2                | 1             | 50         | 0.9             | A        |
|              | T               | 208              | 187           | 90         | 0.4             | A        |
|              | R               | 13               | 14            | 106        | 0.3             | A        |
|              | <b>Subtotal</b> | <b>223</b>       | <b>202</b>    | <b>91</b>  | <b>0.4</b>      | <b>A</b> |
| WB           | L               | 6                | 6             | 96         | 1.5             | A        |
|              | T               | 163              | 129           | 79         | 0.2             | A        |
|              | R               | 2                | 2             | 100        | 0.2             | A        |
|              | <b>Subtotal</b> | <b>171</b>       | <b>137</b>    | <b>80</b>  | <b>0.3</b>      | <b>A</b> |
| <b>Total</b> |                 | <b>412</b>       | <b>355</b>    | <b>86</b>  | <b>0.5</b>      | <b>A</b> |

**Intersection:** Escala Court & High Mountain Road  
**Type:** Unsignalized

| Approach     | Movement        | Demand<br>Volume | Volume Served |            | Delay/Veh (sec) |          |
|--------------|-----------------|------------------|---------------|------------|-----------------|----------|
|              |                 |                  | Avg           | %          | Avg             | LOS      |
| SE           | L               | 260              | 254           | 98         | 6.3             | A        |
|              | R               | 5                | 6             | 114        | 5.4             | A        |
|              | <b>Subtotal</b> | <b>265</b>       | <b>260</b>    | <b>98</b>  | <b>6.3</b>      | <b>A</b> |
| NE           | L               | 5                | 4             | 76         | 2.8             | A        |
|              | T               | 74               | 76            | 103        | 0.1             | A        |
|              | <b>Subtotal</b> | <b>79</b>        | <b>80</b>     | <b>101</b> | <b>0.2</b>      | <b>A</b> |
| SW           | T               | 112              | 95            | 85         | 0.7             | A        |
|              | R               | 349              | 299           | 86         | 0.6             | A        |
|              | <b>Subtotal</b> | <b>461</b>       | <b>394</b>    | <b>85</b>  | <b>0.6</b>      | <b>A</b> |
| <b>Total</b> |                 | <b>805</b>       | <b>734</b>    | <b>91</b>  | <b>2.6</b>      | <b>A</b> |

## SimTraffic LOS Report

**Project:** Summit County - The Canyons TS  
**Analysis Period:** Existing (2017) Plus Project (with Red Pine Village)  
**Time Period:** Saturday Peak Hour **Project #:** UT16-878

**Intersection:** RC 16 & Escala Court  
**Type:** Unsignalized

| Approach     | Movement        | Demand Volume | Volume Served |            | Delay/Veh (sec) | LOS      |
|--------------|-----------------|---------------|---------------|------------|-----------------|----------|
|              |                 |               | Avg           | %          | Avg             |          |
| NB           | R               | 16            | 16            | 102        | 2.4             | A        |
|              | <b>Subtotal</b> | <b>16</b>     | <b>16</b>     | <b>100</b> | <b>2.4</b>      | <b>A</b> |
| EB           | T               | 63            | 63            | 100        | 0.2             | A        |
|              | <b>Subtotal</b> | <b>63</b>     | <b>63</b>     | <b>100</b> | <b>0.2</b>      | <b>A</b> |
| WB           | L               | 24            | 21            | 88         | 0.7             | A        |
|              | T               | 94            | 81            | 87         | 0.2             | A        |
|              | <b>Subtotal</b> | <b>118</b>    | <b>102</b>    | <b>86</b>  | <b>0.3</b>      | <b>A</b> |
|              |                 |               |               |            |                 |          |
| <b>Total</b> |                 | <b>196</b>    | <b>181</b>    | <b>92</b>  | <b>0.4</b>      | <b>A</b> |

**Intersection:** Escala Court & RC 17/18  
**Type:** Unsignalized

| Approach     | Movement        | Demand Volume | Volume Served |            | Delay/Veh (sec) | LOS      |
|--------------|-----------------|---------------|---------------|------------|-----------------|----------|
|              |                 |               | Avg           | %          | Avg             |          |
| SB           | L               | 14            | 13            | 95         | 3.0             | A        |
|              | <b>Subtotal</b> | <b>14</b>     | <b>13</b>     | <b>93</b>  | <b>3.0</b>      | <b>A</b> |
| EB           | T               | 37            | 38            | 102        | 0.0             | A        |
|              | <b>Subtotal</b> | <b>37</b>     | <b>38</b>     | <b>103</b> | <b>0.0</b>      | <b>A</b> |
| WB           | T               | 74            | 65            | 87         | 0.1             | A        |
|              | R               | 19            | 16            | 85         | 0.1             | A        |
|              | <b>Subtotal</b> | <b>93</b>     | <b>81</b>     | <b>87</b>  | <b>0.1</b>      | <b>A</b> |
|              |                 |               |               |            |                 |          |
| <b>Total</b> |                 | <b>144</b>    | <b>132</b>    | <b>92</b>  | <b>0.4</b>      | <b>A</b> |

## SimTraffic LOS Report

**Project:** Summit County - The Canyons TS  
**Analysis Period:** Existing (2017) Plus Project (with Red Pine Village)  
**Time Period:** Saturday Peak Hour Project #: UT16-878

**Intersection:** RC 17/18 & High Mountain Road  
**Type:** Unsignalized

| Approach     | Movement        | Demand Volume | Volume Served |           | Delay/Veh (sec) |          |
|--------------|-----------------|---------------|---------------|-----------|-----------------|----------|
|              |                 |               | Avg           | %         | Avg             | LOS      |
| NW           | L               | 9             | 9             | 97        | 1.6             | A        |
|              | T               | 345           | 293           | 85        | 0.2             | A        |
|              | <b>Subtotal</b> | <b>354</b>    | <b>302</b>    | <b>85</b> | <b>0.2</b>      | <b>A</b> |
| SE           | T               | 258           | 253           | 98        | 0.7             | A        |
|              | <b>Subtotal</b> | <b>258</b>    | <b>253</b>    | <b>98</b> | <b>0.7</b>      | <b>A</b> |
| NE           | R               | 7             | 6             | 83        | 3.6             | A        |
|              | <b>Subtotal</b> | <b>7</b>      | <b>6</b>      | <b>86</b> | <b>3.6</b>      | <b>A</b> |
| <b>Total</b> |                 | <b>619</b>    | <b>561</b>    | <b>91</b> | <b>0.5</b>      | <b>A</b> |

**Intersection:** RC 17/18/22/ Sundial Court & High Mountain Road  
**Type:** Unsignalized

| Approach     | Movement        | Demand Volume | Volume Served |            | Delay/Veh (sec) |          |
|--------------|-----------------|---------------|---------------|------------|-----------------|----------|
|              |                 |               | Avg           | %          | Avg             | LOS      |
| NB           | R               | 1             | 1             | 100        | 3.7             | A        |
|              | <b>Subtotal</b> | <b>1</b>      | <b>1</b>      | <b>100</b> | <b>3.7</b>      | <b>A</b> |
| EB           | T               | 258           | 254           | 99         | 0.5             | A        |
|              | <b>Subtotal</b> | <b>258</b>    | <b>254</b>    | <b>98</b>  | <b>0.5</b>      | <b>A</b> |
| WB           | L               | 2             | 2             | 100        | 1.7             | A        |
|              | T               | 343           | 292           | 85         | 0.5             | A        |
|              | <b>Subtotal</b> | <b>345</b>    | <b>294</b>    | <b>85</b>  | <b>0.5</b>      | <b>A</b> |
| <b>Total</b> |                 | <b>603</b>    | <b>549</b>    | <b>91</b>  | <b>0.5</b>      | <b>A</b> |

## SimTraffic LOS Report

**Project:** Summit County - The Canyons TS  
**Analysis Period:** Existing (2017) Plus Project (with Red Pine Village)  
**Time Period:** Saturday Peak Hour Project #: UT16-878

**Intersection:** RC 22 & High Mountain Road  
**Type:** Unsignalized

| Approach     | Movement        | Demand Volume | Volume Served |           | Delay/Veh (sec) |          |
|--------------|-----------------|---------------|---------------|-----------|-----------------|----------|
|              |                 |               | Avg           | %         | Avg             | LOS      |
| <b>NB</b>    | R               | 9             | 8             | 86        | 3.4             | A        |
|              | <b>Subtotal</b> | <b>9</b>      | <b>8</b>      | <b>89</b> | <b>3.4</b>      | <b>A</b> |
| NW           | L               | 13            | 10            | 75        | 2.4             | A        |
|              | T               | 331           | 283           | 85        | 0.6             | A        |
|              | <b>Subtotal</b> | <b>344</b>    | <b>293</b>    | <b>85</b> | <b>0.7</b>      | <b>A</b> |
| SE           | T               | 248           | 245           | 99        | 0.7             | A        |
|              | <b>Subtotal</b> | <b>248</b>    | <b>245</b>    | <b>99</b> | <b>0.7</b>      | <b>A</b> |
| <b>Total</b> |                 | <b>602</b>    | <b>546</b>    | <b>91</b> | <b>0.7</b>      | <b>A</b> |

**Intersection:** Vintage E Street & High Mountain Road  
**Type:** Unsignalized

| Approach     | Movement        | Demand Volume | Volume Served |            | Delay/Veh (sec) |          |
|--------------|-----------------|---------------|---------------|------------|-----------------|----------|
|              |                 |               | Avg           | %          | Avg             | LOS      |
| <b>NB</b>    | R               | 28            | 29            | 104        | 3.1             | A        |
|              | <b>Subtotal</b> | <b>28</b>     | <b>29</b>     | <b>104</b> | <b>3.1</b>      | <b>A</b> |
| EB           | T               | 220           | 216           | 98         | 0.5             | A        |
|              | <b>Subtotal</b> | <b>220</b>    | <b>216</b>    | <b>98</b>  | <b>0.5</b>      | <b>A</b> |
| WB           | L               | 25            | 21            | 84         | 1.6             | A        |
|              | T               | 306           | 261           | 85         | 0.8             | A        |
|              | <b>Subtotal</b> | <b>331</b>    | <b>282</b>    | <b>85</b>  | <b>0.9</b>      | <b>A</b> |
| <b>Total</b> |                 | <b>578</b>    | <b>527</b>    | <b>91</b>  | <b>0.9</b>      | <b>A</b> |

## SimTraffic LOS Report

**Project:** Summit County - The Canyons TS  
**Analysis Period:** Future (2030) Plus Project (with Red Pine Village)  
**Time Period:** Saturday Peak Hour Project #: UT16-878

**Intersection:** SR-224 & Canyons Resort Drive/Park West Village  
**Type:** Signalized

| Approach     | Movement | Demand Volume | Volume Served |     | Delay/Veh (sec) |     |
|--------------|----------|---------------|---------------|-----|-----------------|-----|
|              |          |               | Avg           | %   | Avg             | LOS |
| NB           | L        | 463           | 451           | 97  | 116.3           | F   |
|              | T        | 1,765         | 1,773         | 100 | 29.8            | C   |
|              | R        | 15            | 14            | 95  | 17.9            | B   |
|              | Subtotal | 2,243         | 2,238         | 100 | 47.2            | D   |
| SB           | L        | 20            | 18            | 90  | 163.0           | F   |
|              | T        | 1,810         | 1,698         | 94  | 78.5            | E   |
|              | R        | 603           | 574           | 95  | 20.2            | C   |
|              | Subtotal | 2,433         | 2,290         | 94  | 64.6            | E   |
| EB           | L        | 1,047         | 999           | 95  | 134.9           | F   |
|              | T        | 5             | 5             | 95  | 61.0            | E   |
|              | R        | 248           | 246           | 99  | 44.3            | D   |
|              | Subtotal | 1,300         | 1,250         | 96  | 116.8           | F   |
| WB           | L        | 10            | 9             | 92  | 74.7            | E   |
|              | T        | 5             | 5             | 95  | 99.0            | F   |
|              | R        | 20            | 22            | 110 | 17.5            | B   |
|              | Subtotal | 35            | 36            | 103 | 43.1            | D   |
| <b>Total</b> |          | 6,011         | 5,814         | 97  | 69.5            | E   |

**Intersection:** Bus / 7-Eleven East & Canyons Resort Drive  
**Type:** Unsignalized

| Approach     | Movement        | Demand Volume | Volume Served |           | Delay/Veh (sec) |          |
|--------------|-----------------|---------------|---------------|-----------|-----------------|----------|
|              |                 |               | Avg           | %         | Avg             | LOS      |
| NB           | L               | 6             | 5             | 80        | 222.1           | F        |
|              | R               | 45            | 40            | 88        | 181.5           | F        |
|              | <b>Subtotal</b> | <b>51</b>     | <b>45</b>     | <b>88</b> | <b>186.0</b>    | <b>F</b> |
| EB           | T               | 1,255         | 1,238         | 99        | 8.4             | A        |
|              | Subtotal        | 1,255         | 1,238         | 99        | 8.4             | A        |
| WB           | T               | 1,071         | 1,029         | 96        | 7.0             | A        |
|              | Subtotal        | 1,071         | 1,029         | 96        | 7.0             | A        |
| <b>Total</b> |                 | 2,378         | 2,312         | 97        | 11.7            | B        |

## SimTraffic LOS Report

**Project:** Summit County - The Canyons TS  
**Analysis Period:** Future (2030) Plus Project (with Red Pine Village)  
**Time Period:** Saturday Peak Hour **Project #:** UT16-878

**Intersection:** Bus / 7-Eleven West & Canyons Resort Drive  
**Type:** Unsignalized

| Approach     | Movement        | Demand Volume | Volume Served |           | Delay/Veh (sec) |          |
|--------------|-----------------|---------------|---------------|-----------|-----------------|----------|
|              |                 |               | Avg           | %         | Avg             | LOS      |
| EB           | T               | 1,256         | 1,243         | 99        | 13.1            | B        |
|              | R               | 30            | 33            | 111       | 11.4            | B        |
|              | <b>Subtotal</b> | <b>1,286</b>  | <b>1,276</b>  | <b>99</b> | <b>13.1</b>     | <b>B</b> |
| WB           | L               | 25            | 22            | 87        | 17.6            | C        |
|              | T               | 1,052         | 1,013         | 96        | 0.8             | A        |
|              | <b>Subtotal</b> | <b>1,077</b>  | <b>1,035</b>  | <b>96</b> | <b>1.2</b>      | <b>A</b> |
|              |                 |               |               |           |                 |          |
|              |                 |               |               |           |                 |          |
| <b>Total</b> |                 | <b>2,364</b>  | <b>2,311</b>  | <b>98</b> | <b>7.7</b>      | <b>A</b> |

**Intersection:** Canyons Resort Drive & Aspen Drive  
**Type:** Unsignalized

| Approach     | Movement        | Demand Volume | Volume Served |            | Delay/Veh (sec) |          |
|--------------|-----------------|---------------|---------------|------------|-----------------|----------|
|              |                 |               | Avg           | %          | Avg             | LOS      |
| SB           | L               | 5             | 5             | 95         | 454.6           | F        |
|              | R               | 1             | 1             | 100        | 197.1           | F        |
|              | <b>Subtotal</b> | <b>6</b>      | <b>6</b>      | <b>100</b> | <b>411.7</b>    | <b>F</b> |
| EB           | L               | 1             | 1             | 100        | 48.0            | E        |
|              | T               | 1,280         | 1,275         | 100        | 13.2            | B        |
|              | <b>Subtotal</b> | <b>1,281</b>  | <b>1,276</b>  | <b>100</b> | <b>13.2</b>     | <b>B</b> |
| WB           | T               | 1,047         | 1,009         | 96         | 1.2             | A        |
|              | R               | 5             | 5             | 95         | 1.0             | A        |
|              | <b>Subtotal</b> | <b>1,052</b>  | <b>1,014</b>  | <b>96</b>  | <b>1.2</b>      | <b>A</b> |
|              |                 |               |               |            |                 |          |
| <b>Total</b> |                 | <b>2,340</b>  | <b>2,296</b>  | <b>98</b>  | <b>9.2</b>      | <b>A</b> |

## SimTraffic LOS Report

**Project:** Summit County - The Canyons TS  
**Analysis Period:** Future (2030) Plus Project (with Red Pine Village)  
**Time Period:** Saturday Peak Hour **Project #:** UT16-878

**Intersection:** Canyons Resort Drive & Frostwood Drive  
**Type:** Roundabout

| Approach     | Movement | Demand<br>Volume | Volume Served |           | Delay/Veh (sec) |          |
|--------------|----------|------------------|---------------|-----------|-----------------|----------|
|              |          |                  | Avg           | %         | Avg             | LOS      |
| NW           | L        | 50               | 50            | 101       | 14.6            | B        |
|              | T        | 20               | 21            | 105       | 13.5            | B        |
|              | R        | 688              | 687           | 100       | 12.8            | B        |
|              | Subtotal | 758              | 758           | 100       | 12.9            | B        |
| SE           | L        | 118              | 124           | 105       | 10.1            | B        |
|              | T        | 5                | 4             | 76        | 12.8            | B        |
|              | R        | 30               | 32            | 108       | 10.0            | A        |
|              | Subtotal | 153              | 160           | 105       | 10.1            | B        |
| NE           | L        | 20               | 19            | 95        | 22.2            | C        |
|              | T        | 476              | 467           | 98        | 26.1            | D        |
|              | R        | 50               | 48            | 96        | 22.6            | C        |
|              | Subtotal | 546              | 534           | 98        | 25.6            | D        |
| SW           | L        | 253              | 237           | 94        | 3.4             | A        |
|              | T        | 648              | 629           | 97        | 5.7             | A        |
|              | R        | 147              | 144           | 98        | 5.4             | A        |
|              | Subtotal | 1,048            | 1,010         | 96        | 5.1             | A        |
| <b>Total</b> |          | <b>2,504</b>     | <b>2,462</b>  | <b>98</b> | <b>12.3</b>     | <b>B</b> |

**Intersection:** Chalet Drive/Parking/Cedar Lane & Canyons Resort Drive  
**Type:** Unsignalized

| Approach     | Movement | Demand<br>Volume | Volume Served |           | Delay/Veh (sec) |          |
|--------------|----------|------------------|---------------|-----------|-----------------|----------|
|              |          |                  | Avg           | %         | Avg             | LOS      |
| NB           | L        | 2                | 2             | 100       | 16.1            | C        |
|              | R        | 15               | 14            | 95        | 20.8            | C        |
|              | Subtotal | 17               | 16            | 94        | 20.2            | C        |
| SB           | L        | 5                | 6             | 114       | 38.6            | E        |
|              | Subtotal | 5                | 6             | 120       | 38.6            | E        |
| EB           | L        | 5                | 6             | 114       | 11.8            | B        |
|              | T        | 526              | 518           | 99        | 1.6             | A        |
|              | R        | 1                | 1             | 100       | 0.5             | A        |
|              | Subtotal | 532              | 525           | 99        | 1.7             | A        |
| WB           | T        | 718              | 700           | 97        | 2.1             | A        |
|              | R        | 10               | 10            | 103       | 1.3             | A        |
|              | Subtotal | 728              | 710           | 98        | 2.1             | A        |
| <b>Total</b> |          | <b>1,282</b>     | <b>1,257</b>  | <b>98</b> | <b>2.3</b>      | <b>A</b> |



## SimTraffic LOS Report

**Project:** Summit County - The Canyons TS  
**Analysis Period:** Future (2030) Plus Project (with Red Pine Village)  
**Time Period:** Saturday Peak Hour **Project #:** UT16-878

**Intersection:** Navajo Trail & Canyons Resort Drive  
**Type:** Unsignalized

| Approach     | Movement        | Demand Volume | Volume Served Avg | %          | Delay/Veh (sec) Avg | LOS      |
|--------------|-----------------|---------------|-------------------|------------|---------------------|----------|
| <b>NB</b>    | R               | 5             | 5                 | 95         | 57.9                | F        |
|              | <b>Subtotal</b> | <b>5</b>      | <b>5</b>          | <b>100</b> | <b>57.9</b>         | <b>F</b> |
| <b>EB</b>    | T               | 526           | 522               | 99         | 1.9                 | A        |
|              | Subtotal        | 526           | 522               | 99         | 1.9                 | A        |
| <b>WB</b>    | T               | 720           | 702               | 98         | 0.4                 | A        |
|              | Subtotal        | 720           | 702               | 98         | 0.4                 | A        |
|              |                 |               |                   |            |                     |          |
| <b>Total</b> |                 | 1,252         | 1,229             | 98         | 1.2                 | A        |

**Intersection:** Canyons Resort Drive & Cedar Lane  
**Type:** Unsignalized

| Approach     | Movement        | Demand Volume | Volume Served Avg | %          | Delay/Veh (sec) Avg | LOS      |
|--------------|-----------------|---------------|-------------------|------------|---------------------|----------|
| <b>SB</b>    | L               | 1             | 1                 | 100        | 6.3                 | A        |
|              | R               | 1             | 1                 | 100        | 12.9                | B        |
|              | <b>Subtotal</b> | <b>2</b>      | <b>2</b>          | <b>100</b> | <b>9.6</b>          | <b>A</b> |
| <b>EB</b>    | L               | 5             | 4                 | 76         | 5.2                 | A        |
|              | T               | 526           | 520               | 99         | 0.5                 | A        |
|              | Subtotal        | 531           | 524               | 99         | 0.5                 | A        |
| <b>WB</b>    | T               | 719           | 699               | 97         | 2.4                 | A        |
|              | R               | 1             | 2                 | 200        | 2.6                 | A        |
|              | Subtotal        | 720           | 701               | 97         | 2.4                 | A        |
|              |                 |               |                   |            |                     |          |
| <b>Total</b> |                 | 1,253         | 1,227             | 98         | 1.6                 | A        |

## SimTraffic LOS Report

**Project:** Summit County - The Canyons TS  
**Analysis Period:** Future (2030) Plus Project (with Red Pine Village)  
**Time Period:** Saturday Peak Hour Project #: UT16-878

**Intersection:** Red Pine Road & Canyons Resort Drive  
**Type:** Unsignalized

| Approach     | Movement        | Demand<br>Volume | Volume Served |           | Delay/Veh (sec) |          |
|--------------|-----------------|------------------|---------------|-----------|-----------------|----------|
|              |                 |                  | Avg           | %         | Avg             | LOS      |
| <b>NB</b>    | L               | 1                | 0             | 0         |                 |          |
|              | T               | 3                | 3             | 100       | 0.6             | A        |
|              | R               | 255              | 252           | 99        | 10.8            | B        |
|              | <b>Subtotal</b> | <b>259</b>       | <b>255</b>    | <b>98</b> | <b>10.7</b>     | <b>B</b> |
| <b>EB</b>    | T               | 279              | 276           | 99        | 1.9             | A        |
|              | R               | 10               | 10            | 103       | 0.8             | A        |
|              | <b>Subtotal</b> | <b>289</b>       | <b>286</b>    | <b>99</b> | <b>1.9</b>      | <b>A</b> |
| <b>WB</b>    | L               | 236              | 230           | 98        | 1.9             | A        |
|              | T               | 485              | 471           | 97        | 0.2             | A        |
|              | <b>Subtotal</b> | <b>721</b>       | <b>701</b>    | <b>97</b> | <b>0.8</b>      | <b>A</b> |
| <b>Total</b> |                 | <b>1,268</b>     | <b>1,242</b>  | <b>98</b> | <b>3.1</b>      | <b>A</b> |

**Intersection:** Red Pine Road & RC 21  
**Type:** Unsignalized

| Approach     | Movement        | Demand<br>Volume | Volume Served |           | Delay/Veh (sec) |          |
|--------------|-----------------|------------------|---------------|-----------|-----------------|----------|
|              |                 |                  | Avg           | %         | Avg             | LOS      |
| <b>NB</b>    | T               | 242              | 240           | 99        | 0.7             | A        |
|              | <b>Subtotal</b> | <b>242</b>       | <b>240</b>    | <b>99</b> | <b>0.7</b>      | <b>A</b> |
| <b>SB</b>    | T               | 228              | 224           | 98        | 0.3             | A        |
|              | R               | 21               | 20            | 96        | 0.2             | A        |
|              | <b>Subtotal</b> | <b>249</b>       | <b>244</b>    | <b>98</b> | <b>0.3</b>      | <b>A</b> |
| <b>EB</b>    | L               | 15               | 14            | 95        | 6.4             | A        |
|              | <b>Subtotal</b> | <b>15</b>        | <b>14</b>     | <b>93</b> | <b>6.4</b>      | <b>A</b> |
| <b>Total</b> |                 | <b>506</b>       | <b>498</b>    | <b>98</b> | <b>0.7</b>      | <b>A</b> |

### SimTraffic LOS Report

**Project:** Summit County - The Canyons TS  
**Analysis Period:** Future (2030) Plus Project (with Red Pine Village)  
**Time Period:** Saturday Peak Hour **Project #:** UT16-878

**Intersection:** Red Pine Road & RC 20  
**Type:** Unsignalized

| Approach     | Movement        | Demand Volume | Volume Served |            | Delay/Veh (sec) |          |
|--------------|-----------------|---------------|---------------|------------|-----------------|----------|
|              |                 |               | Avg           | %          | Avg             | LOS      |
| NB           | T               | 232           | 232           | 100        | 0.2             | A        |
|              | Subtotal        | 232           | 232           | 100        | 0.2             | A        |
| SB           | T               | 206           | 201           | 98         | 0.5             | A        |
|              | R               | 20            | 19            | 96         | 0.3             | A        |
|              | Subtotal        | 226           | 220           | 97         | 0.5             | A        |
| <b>EB</b>    | L               | 9             | 9             | 97         | 4.8             | A        |
|              | <b>Subtotal</b> | <b>9</b>      | <b>9</b>      | <b>100</b> | <b>4.8</b>      | <b>A</b> |
|              |                 |               |               |            |                 |          |
| <b>Total</b> |                 | 466           | 461           | 99         | 0.4             | A        |

**Intersection:** Red Pine Road & RC 20/Chalet Drive  
**Type:** Unsignalized

| Approach     | Movement        | Demand Volume | Volume Served |           | Delay/Veh (sec) |          |
|--------------|-----------------|---------------|---------------|-----------|-----------------|----------|
|              |                 |               | Avg           | %         | Avg             | LOS      |
| NB           | T               | 213           | 213           | 100       | 0.2             | A        |
|              | Subtotal        | 213           | 213           | 100       | 0.2             | A        |
| SB           | L               | 5             | 5             | 95        | 1.5             | A        |
|              | T               | 183           | 179           | 98        | 0.4             | A        |
|              | R               | 17            | 16            | 96        | 0.2             | A        |
|              | Subtotal        | 205           | 200           | 98        | 0.4             | A        |
| <b>EB</b>    | L               | 15            | 14            | 95        | 4.5             | A        |
|              | <b>Subtotal</b> | <b>15</b>     | <b>14</b>     | <b>93</b> | <b>4.5</b>      | <b>A</b> |
| WB           | R               | 5             | 6             | 114       | 3.2             | A        |
|              | Subtotal        | 5             | 6             | 120       | 3.2             | A        |
| <b>Total</b> |                 | 438           | 433           | 99        | 0.5             | A        |

## SimTraffic LOS Report

**Project:** Summit County - The Canyons TS  
**Analysis Period:** Future (2030) Plus Project (with Red Pine Village)  
**Time Period:** Saturday Peak Hour **Project #:** UT16-878

**Intersection:** Red Pine Road & Canyons Resort Drive  
**Type:** Unsignalized

| Approach     | Movement        | Demand Volume | Volume Served |            | Delay/Veh (sec) |          |
|--------------|-----------------|---------------|---------------|------------|-----------------|----------|
|              |                 |               | Avg           | %          | Avg             | LOS      |
| NB           | T               | 1             | 2             | 200        | 0.2             | A        |
|              | R               | 27            | 27            | 100        | 3.0             | A        |
|              | <b>Subtotal</b> | <b>28</b>     | <b>29</b>     | <b>104</b> | <b>2.8</b>      | <b>A</b> |
| EB           | T               | 186           | 187           | 101        | 0.1             | A        |
|              | <b>Subtotal</b> | <b>186</b>    | <b>187</b>    | <b>101</b> | <b>0.1</b>      | <b>A</b> |
| WB           | L               | 35            | 35            | 99         | 1.2             | A        |
|              | T               | 148           | 144           | 97         | 0.4             | A        |
|              | <b>Subtotal</b> | <b>183</b>    | <b>179</b>    | <b>98</b>  | <b>0.6</b>      | <b>A</b> |
| <b>Total</b> |                 | <b>397</b>    | <b>395</b>    | <b>99</b>  | <b>0.5</b>      | <b>A</b> |

**Intersection:** Canyons Resort Drive & RC 15  
**Type:** Unsignalized

| Approach     | Movement        | Demand Volume | Volume Served |           | Delay/Veh (sec) |          |
|--------------|-----------------|---------------|---------------|-----------|-----------------|----------|
|              |                 |               | Avg           | %         | Avg             | LOS      |
| NB           | T               | 285           | 283           | 99        | 0.5             | A        |
|              | <b>Subtotal</b> | <b>285</b>    | <b>283</b>    | <b>99</b> | <b>0.5</b>      | <b>A</b> |
| SB           | T               | 479           | 464           | 97        | 1.1             | A        |
|              | R               | 12            | 13            | 106       | 1.1             | A        |
|              | <b>Subtotal</b> | <b>491</b>    | <b>477</b>    | <b>97</b> | <b>1.1</b>      | <b>A</b> |
| EB           | R               | 4             | 3             | 75        | 5.8             | A        |
|              | <b>Subtotal</b> | <b>4</b>      | <b>3</b>      | <b>75</b> | <b>5.8</b>      | <b>A</b> |
| <b>Total</b> |                 | <b>780</b>    | <b>763</b>    | <b>98</b> | <b>0.9</b>      | <b>A</b> |

## SimTraffic LOS Report

**Project:** Summit County - The Canyons TS  
**Analysis Period:** Future (2030) Plus Project (with Red Pine Village)  
**Time Period:** Saturday Peak Hour Project #: UT16-878

**Intersection:** Canyons Resort Drive & Silverado  
**Type:** Unsignalized

| Approach | Movement | Demand Volume | Volume Served |     | Delay/Veh (sec) |     |
|----------|----------|---------------|---------------|-----|-----------------|-----|
|          |          |               | Avg           | %   | Avg             | LOS |
| NB       | T        | 265           | 264           | 100 | 0.2             | A   |
|          | Subtotal | 265           | 264           | 100 | 0.2             | A   |
| SB       | L        | 25            | 23            | 92  | 2.5             | A   |
|          | T        | 452           | 437           | 97  | 0.9             | A   |
|          | Subtotal | 477           | 460           | 96  | 1.0             | A   |
| WB       | R        | 20            | 19            | 96  | 3.0             | A   |
|          | Subtotal | 20            | 19            | 95  | 3.0             | A   |
| Total    |          | 761           | 743           | 98  | 0.8             | A   |

**Intersection:** Canyons Resort Drive & RC 14  
**Type:** Unsignalized

| Approach | Movement | Demand Volume | Volume Served |     | Delay/Veh (sec) |     |
|----------|----------|---------------|---------------|-----|-----------------|-----|
|          |          |               | Avg           | %   | Avg             | LOS |
| EB       | R        | 8             | 7             | 85  | 4.6             | A   |
|          | Subtotal | 8             | 7             | 88  | 4.6             | A   |
| NE       | T        | 265           | 264           | 100 | 0.2             | A   |
|          | Subtotal | 265           | 264           | 100 | 0.2             | A   |
| SW       | T        | 433           | 417           | 96  | 0.6             | A   |
|          | R        | 20            | 21            | 106 | 0.4             | A   |
|          | Subtotal | 453           | 438           | 97  | 0.6             | A   |
| Total    |          | 726           | 709           | 98  | 0.5             | A   |

## SimTraffic LOS Report

**Project:** Summit County - The Canyons TS  
**Analysis Period:** Future (2030) Plus Project (with Red Pine Village)  
**Time Period:** Saturday Peak Hour Project #: UT16-878

**Intersection:** Canyons Resort Drive & Grand Summit Drive  
**Type:** Unsignalized

| Approach     | Movement        | Demand Volume | Volume Served |            | Delay/Veh (sec) |          |
|--------------|-----------------|---------------|---------------|------------|-----------------|----------|
|              |                 |               | Avg           | %          | Avg             | LOS      |
| NB           | L               | 21            | 21            | 101        | 3.3             | A        |
|              | T               | 265           | 266           | 100        | 0.3             | A        |
|              | Subtotal        | 286           | 287           | 100        | 0.5             | A        |
| SB           | T               | 290           | 281           | 97         | 1.0             | A        |
|              | R               | 152           | 143           | 94         | 0.9             | A        |
|              | Subtotal        | 442           | 424           | 96         | 1.0             | A        |
| <b>EB</b>    | R               | 139           | 143           | 103        | 4.8             | A        |
|              | <b>Subtotal</b> | <b>139</b>    | <b>143</b>    | <b>103</b> | <b>4.8</b>      | <b>A</b> |
|              |                 |               |               |            |                 |          |
| <b>Total</b> |                 | 866           | 854           | 99         | 1.5             | A        |

**Intersection:** High Mountain Road/RC 20 & Canyons Resort Drive  
**Type:** Roundabout

| Approach     | Movement | Demand Volume | Volume Served |     | Delay/Veh (sec) |     |
|--------------|----------|---------------|---------------|-----|-----------------|-----|
|              |          |               | Avg           | %   | Avg             | LOS |
| NW           | L        | 119           | 114           | 96  | 3.6             | A   |
|              | T        | 32            | 33            | 105 | 3.6             | A   |
|              | R        | 1             | 1             | 100 | 6.1             | A   |
|              | Subtotal | 152           | 148           | 97  | 3.6             | A   |
| SE           | L        | 3             | 3             | 100 | 3.3             | A   |
|              | T        | 106           | 107           | 101 | 3.6             | A   |
|              | R        | 281           | 274           | 97  | 3.3             | A   |
|              | Subtotal | 390           | 384           | 98  | 3.4             | A   |
| NE           | L        | 204           | 206           | 101 | 3.3             | A   |
|              | T        | 2             | 1             | 67  | 0.7             | A   |
|              | R        | 87            | 86            | 99  | 3.5             | A   |
|              | Subtotal | 293           | 293           | 100 | 3.3             | A   |
| SW           | R        | 2             | 2             | 100 | 3.1             | A   |
|              | Subtotal | 2             | 2             | 100 | 3.1             | A   |
| <b>Total</b> |          | 874           | 863           | 99  | 3.4             | A   |

## SimTraffic LOS Report

**Project:** Summit County - The Canyons TS  
**Analysis Period:** Future (2030) Plus Project (with Red Pine Village)  
**Time Period:** Saturday Peak Hour Project #: UT16-878

**Intersection:** RC 16/RC 20 & Canyons Resort Drive  
**Type:** Unsignalized

| Approach     | Movement        | Demand<br>Volume | Volume Served |            | Delay/Veh (sec) |          |
|--------------|-----------------|------------------|---------------|------------|-----------------|----------|
|              |                 |                  | Avg           | %          | Avg             | LOS      |
| NB           | L               | 9                | 9             | 97         | 4.8             | A        |
|              | R               | 3                | 3             | 100        | 2.8             | A        |
|              | <b>Subtotal</b> | <b>12</b>        | <b>12</b>     | <b>100</b> | <b>4.3</b>      | <b>A</b> |
| SB           | L               | 2                | 2             | 100        | 2.9             | A        |
|              | R               | 1                | 1             | 100        | 3.4             | A        |
|              | <b>Subtotal</b> | <b>3</b>         | <b>3</b>      | <b>100</b> | <b>3.1</b>      | <b>A</b> |
| EB           | L               | 2                | 1             | 50         | 1.1             | A        |
|              | T               | 181              | 183           | 101        | 0.4             | A        |
|              | R               | 11               | 11            | 98         | 0.3             | A        |
|              | <b>Subtotal</b> | <b>194</b>       | <b>195</b>    | <b>101</b> | <b>0.4</b>      | <b>A</b> |
| WB           | L               | 5                | 4             | 76         | 0.9             | A        |
|              | T               | 141              | 138           | 98         | 0.3             | A        |
|              | R               | 2                | 2             | 100        | 0.1             | A        |
|              | <b>Subtotal</b> | <b>148</b>       | <b>144</b>    | <b>97</b>  | <b>0.3</b>      | <b>A</b> |
| <b>Total</b> |                 | <b>358</b>       | <b>354</b>    | <b>99</b>  | <b>0.5</b>      | <b>A</b> |

**Intersection:** Escala Court & High Mountain Road  
**Type:** Unsignalized

| Approach     | Movement        | Demand<br>Volume | Volume Served |            | Delay/Veh (sec) |          |
|--------------|-----------------|------------------|---------------|------------|-----------------|----------|
|              |                 |                  | Avg           | %          | Avg             | LOS      |
| SE           | L               | 226              | 227           | 100        | 6.2             | A        |
|              | T               | 0                | 0             | 0          |                 |          |
|              | R               | 4                | 4             | 100        | 5.2             | A        |
|              | <b>Subtotal</b> | <b>230</b>       | <b>231</b>    | <b>100</b> | <b>6.2</b>      | <b>A</b> |
| NE           | L               | 5                | 4             | 76         | 4.4             | A        |
|              | T               | 65               | 65            | 100        | 0.1             | A        |
|              | <b>Subtotal</b> | <b>70</b>        | <b>69</b>     | <b>99</b>  | <b>0.3</b>      | <b>A</b> |
| SW           | T               | 98               | 95            | 97         | 0.8             | A        |
|              | R               | 303              | 294           | 97         | 0.6             | A        |
|              | <b>Subtotal</b> | <b>401</b>       | <b>389</b>    | <b>97</b>  | <b>0.6</b>      | <b>A</b> |
| <b>Total</b> |                 | <b>702</b>       | <b>689</b>    | <b>98</b>  | <b>2.5</b>      | <b>A</b> |

## SimTraffic LOS Report

Project: Summit County - The Canyons TS  
Analysis Period: Future (2030) Plus Project (with Red Pine Village)  
Time Period: Saturday Peak Hour Project #: UT16-878

Intersection: RC 16 & Escala Court  
Type: Unsignalized

| Approach     | Movement        | Demand Volume | Volume Served Avg | %          | Delay/Veh (sec) Avg | LOS      |
|--------------|-----------------|---------------|-------------------|------------|---------------------|----------|
| NB           | R               | 13            | 13                | 98         | 2.2                 | A        |
|              | <b>Subtotal</b> | <b>13</b>     | <b>13</b>         | <b>100</b> | <b>2.2</b>          | <b>A</b> |
| EB           | T               | 57            | 56                | 98         | 0.2                 | A        |
|              | <b>Subtotal</b> | <b>57</b>     | <b>56</b>         | <b>98</b>  | <b>0.2</b>          | <b>A</b> |
| WB           | L               | 20            | 20                | 101        | 0.7                 | A        |
|              | T               | 81            | 77                | 95         | 0.2                 | A        |
|              | <b>Subtotal</b> | <b>101</b>    | <b>97</b>         | <b>96</b>  | <b>0.3</b>          | <b>A</b> |
| <b>Total</b> |                 | <b>171</b>    | <b>166</b>        | <b>97</b>  | <b>0.4</b>          | <b>A</b> |

Intersection: Escala Court & RC 17/18  
Type: Unsignalized

| Approach     | Movement        | Demand Volume | Volume Served Avg | %          | Delay/Veh (sec) Avg | LOS      |
|--------------|-----------------|---------------|-------------------|------------|---------------------|----------|
| SB           | L               | 12            | 13                | 106        | 3.2                 | A        |
|              | <b>Subtotal</b> | <b>12</b>     | <b>13</b>         | <b>108</b> | <b>3.2</b>          | <b>A</b> |
| EB           | T               | 35            | 33                | 94         | 0.0                 | A        |
|              | <b>Subtotal</b> | <b>35</b>     | <b>33</b>         | <b>94</b>  | <b>0.0</b>          | <b>A</b> |
| WB           | T               | 65            | 61                | 93         | 0.1                 | A        |
|              | R               | 16            | 16                | 102        | 0.0                 | A        |
|              | <b>Subtotal</b> | <b>81</b>     | <b>77</b>         | <b>95</b>  | <b>0.1</b>          | <b>A</b> |
| <b>Total</b> |                 | <b>128</b>    | <b>123</b>        | <b>96</b>  | <b>0.4</b>          | <b>A</b> |



## SimTraffic LOS Report

**Project:** Summit County - The Canyons TS  
**Analysis Period:** Future (2030) Plus Project (with Red Pine Village)  
**Time Period:** Saturday Peak Hour **Project #: UT16-878**

**Intersection:** RC 17/18 & High Mountain Road  
**Type:** Unsignalized

| Approach | Movement | Demand Volume | Volume Served |     | Delay/Veh (sec) |     |
|----------|----------|---------------|---------------|-----|-----------------|-----|
|          |          |               | Avg           | %   | Avg             | LOS |
| NW       | L        | 9             | 9             | 97  | 1.1             | A   |
|          | T        | 299           | 289           | 97  | 0.2             | A   |
|          | Subtotal | 308           | 298           | 97  | 0.2             | A   |
| SE       | T        | 224           | 226           | 101 | 0.7             | A   |
|          | Subtotal | 224           | 226           | 101 | 0.7             | A   |
| NE       | R        | 6             | 5             | 80  | 2.4             | A   |
|          | Subtotal | 6             | 5             | 83  | 2.4             | A   |
| Total    |          | 539           | 529           | 98  | 0.4             | A   |

**Intersection:** RC 17/18/22/ Sundial Court & High Mountain Road  
**Type:** Unsignalized

| Approach | Movement | Demand Volume | Volume Served |     | Delay/Veh (sec) |     |
|----------|----------|---------------|---------------|-----|-----------------|-----|
|          |          |               | Avg           | %   | Avg             | LOS |
| NB       | R        | 1             | 1             | 100 | 1.6             | A   |
|          | Subtotal | 1             | 1             | 100 | 1.6             | A   |
| EB       | T        | 223           | 226           | 101 | 0.5             | A   |
|          | Subtotal | 223           | 226           | 101 | 0.5             | A   |
| WB       | L        | 2             | 1             | 50  | 1.4             | A   |
|          | T        | 297           | 288           | 97  | 0.5             | A   |
|          | Subtotal | 299           | 289           | 97  | 0.5             | A   |
| Total    |          | 523           | 516           | 99  | 0.5             | A   |

## SimTraffic LOS Report

**Project:** Summit County - The Canyons TS  
**Analysis Period:** Future (2030) Plus Project (with Red Pine Village)  
**Time Period:** Saturday Peak Hour **Project #:** UT16-878

**Intersection:** RC 22 & High Mountain Road  
**Type:** Unsignalized

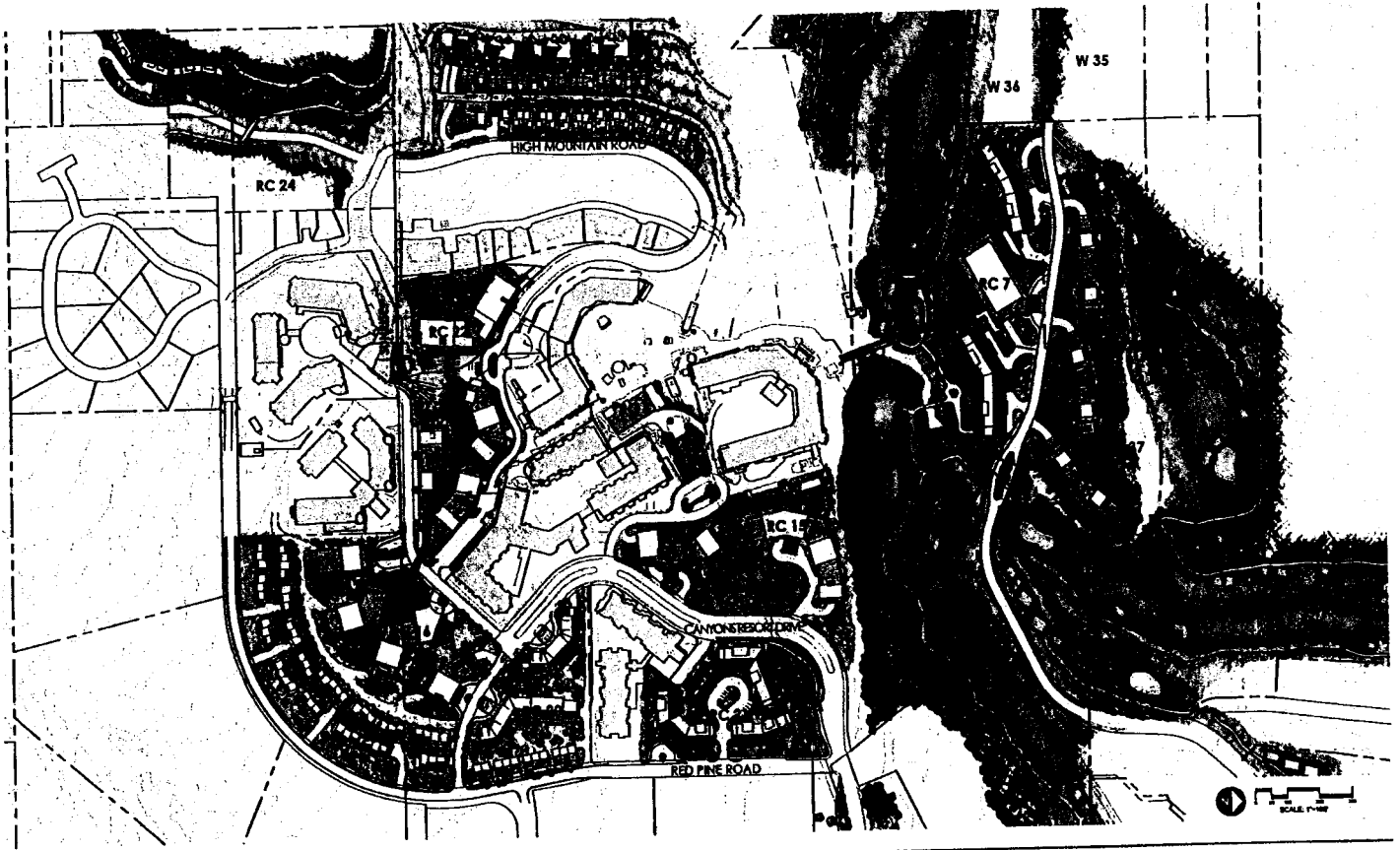
| Approach     | Movement        | Demand Volume | Volume Served |            | Delay/Veh (sec) |          |
|--------------|-----------------|---------------|---------------|------------|-----------------|----------|
|              |                 |               | Avg           | %          | Avg             | LOS      |
| <b>NB</b>    | R               | 8             | 8             | 97         | 3.2             | A        |
|              | <b>Subtotal</b> | <b>8</b>      | <b>8</b>      | <b>100</b> | <b>3.2</b>      | <b>A</b> |
| <b>NW</b>    | L               | 11            | 9             | 80         | 1.9             | A        |
|              | T               | 286           | 280           | 98         | 0.6             | A        |
|              | <b>Subtotal</b> | <b>297</b>    | <b>289</b>    | <b>97</b>  | <b>0.6</b>      | <b>A</b> |
| <b>SE</b>    | T               | 215           | 218           | 101        | 0.6             | A        |
|              | <b>Subtotal</b> | <b>215</b>    | <b>218</b>    | <b>101</b> | <b>0.6</b>      | <b>A</b> |
|              |                 |               |               |            |                 |          |
| <b>Total</b> |                 | <b>520</b>    | <b>515</b>    | <b>99</b>  | <b>0.7</b>      | <b>A</b> |

**Intersection:** Vintage E Street & High Mountain Road  
**Type:** Unsignalized

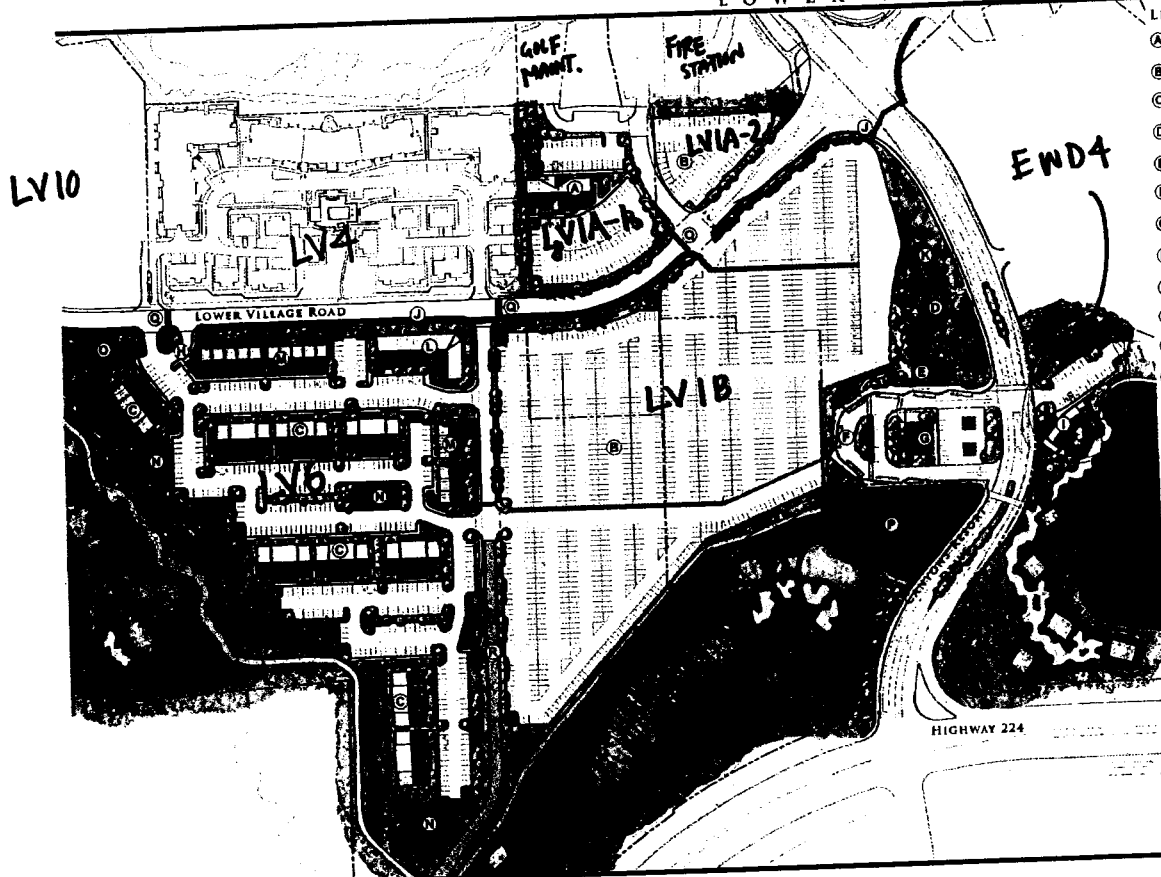
| Approach     | Movement        | Demand Volume | Volume Served |            | Delay/Veh (sec) |          |
|--------------|-----------------|---------------|---------------|------------|-----------------|----------|
|              |                 |               | Avg           | %          | Avg             | LOS      |
| <b>NB</b>    | R               | 24            | 25            | 104        | 3.0             | A        |
|              | <b>Subtotal</b> | <b>24</b>     | <b>25</b>     | <b>104</b> | <b>3.0</b>      | <b>A</b> |
| <b>EB</b>    | T               | 191           | 193           | 101        | 0.5             | A        |
|              | <b>Subtotal</b> | <b>191</b>    | <b>193</b>    | <b>101</b> | <b>0.5</b>      | <b>A</b> |
| <b>WB</b>    | L               | 22            | 21            | 97         | 1.6             | A        |
|              | T               | 265           | 260           | 98         | 0.8             | A        |
|              | <b>Subtotal</b> | <b>287</b>    | <b>281</b>    | <b>98</b>  | <b>0.9</b>      | <b>A</b> |
|              |                 |               |               |            |                 |          |
| <b>Total</b> |                 | <b>502</b>    | <b>499</b>    | <b>100</b> | <b>0.8</b>      | <b>A</b> |

# **APPENDIX C**

## **Site Plan**



# LOWER VILLAGE MASTER PLAN



TCFC - CANYONS  
MASTER PLAN



# **APPENDIX D**

## **95<sup>th</sup> Percentile Queue Length Reports**

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| g07 Precipitation Data (Length (feet))       |  |  |  |  |  |  |  |  |  |
|--|--|--|--|--|--|--|--|--|--|
| Intersection                                 |  |  |  |  |  |  |  |  |  |
| Blue 7-Element East - Canyon Resistant Drive |  |  |  |  |  |  |  |  |  |
| Canyon Resistant Drive & Aspen Drive         |  |  |  |  |  |  |  |  |  |
| Canyon Resistant Drive & Cedar Lane          |  |  |  |  |  |  |  |  |  |
| Canyon Resistant Drive & Frontwood Drive     |  |  |  |  |  |  |  |  |  |
| Canyon Resistant Drive & N. P. 14            |  |  |  |  |  |  |  |  |  |
| Canyon Resistant Drive & Cedar Lane          |  |  |  |  |  |  |  |  |  |
| Canyon Resistant Drive & Cedar Lane          |  |  |  |  |  |  |  |  |  |
| Canyon Resistant Drive & Cedar Lane          |  |  |  |  |  |  |  |  |  |
| Canyon Resistant Drive & Cedar Lane          |  |  |  |  |  |  |  |  |  |
| Canyon Resistant Drive & Cedar Lane          |  |  |  |  |  |  |  |  |  |
| Canyon Resistant Drive & Cedar Lane          |  |  |  |  |  |  |  |  |  |
| Canyon Resistant Drive & Cedar Lane          |  |  |  |  |  |  |  |  |  |
| Canyon Resistant Drive & Cedar Lane          |  |  |  |  |  |  |  |  |  |
| Canyon Resistant Drive & Cedar Lane          |  |  |  |  |  |  |  |  |  |
| Canyon Resistant Drive & Cedar Lane          |  |  |  |  |  |  |  |  |  |
| Canyon Resistant Drive & Cedar Lane          |  |  |  |  |  |  |  |  |  |
| Canyon Resistant Drive & Cedar Lane          |  |  |  |  |  |  |  |  |  |
| Canyon Resistant Drive & Cedar Lane          |  |  |  |  |  |  |  |  |  |
| Canyon Resistant Drive & Cedar Lane          |  |  |  |  |  |  |  |  |  |
| Canyon Resistant Drive & Cedar Lane          |  |  |  |  |  |  |  |  |  |
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01132524 Page 181 of 475 Summit County



SimTraffic Queueing Report

Project: Summit County - The Canyons T&E

Time Period: Saturday Peak Hour

95% Percentile Queue Length (feet)

HALES ENGINEERING

Project #: UTH-478

| Intersection   | Time Period  | EB  |    |    |    |    |     | NB |    |    |    |     |       | SE |    |     |     |    |     | SW |    |    |    |    |    | WB |    |    |    |    |     |    |    |    |    |     |     |
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|  |  | L   | LR | LT | TR | R  | T   | L  | LR | LT | TR | R   | T     | L  | LR | LT  | TR  | R  | T   | L  | LR | LT | TR | R  | T  | L  | LR | LT | TR | R  | T   |    |    |    |    |     |     |
| Interchanges   | Existing (2017) Plus Project (with Red Pine Village) | --  | -- | -- | -- | -- | 103 | -- | -- | -- | -- | 253 | --    | -- | -- | --  | --  | -- | --  | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | 860 | -- | -- | -- | -- | --  | 117 |
| Bus 17-Eleven East & Canyons Resort Drive              | Existing (2017) Plus Project (with Red Pine Village) | --  | -- | -- | -- | -- | 166 | -- | -- | -- | -- | --  | --    | -- | -- | --  | --  | -- | --  | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | --  | -- | -- | -- | -- | 215 |     |
| Bus 17-Eleven West & Canyons Resort Drive              | Existing (2017) Plus Project (with Red Pine Village) | 7   | -- | -- | -- | -- | 174 | -- | -- | -- | -- | --  | --    | -- | -- | --  | --  | -- | --  | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | --  | -- | -- | -- | -- | 102 |     |
| Canyons Resort Drive & Aspen Drive                     | Existing (2017) Plus Project (with Red Pine Village) | --  | -- | -- | -- | 34 | --  | -- | -- | -- | -- | --  | --    | -- | -- | --  | --  | -- | --  | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | --  | -- | -- | -- | -- | --  |     |
| Canyons Resort Drive & Cedar Lane                      | Existing (2017) Plus Project (with Red Pine Village) | --  | -- | -- | -- | -- | --  | -- | -- | -- | -- | --  | --    | -- | -- | --  | 594 | 84 | 125 | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | --  | -- | -- | -- | -- | --  |     |
| Canyons Resort Drive & Frostdwood Drive                | Existing (2017) Plus Project (with Red Pine Village) | --  | -- | -- | -- | -- | --  | -- | -- | -- | -- | --  | --    | -- | -- | --  | --  | -- | --  | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | --  | -- | -- | -- | -- | --  |     |
| Canyons Resort Drive & Grand Summit Drive              | Existing (2017) Plus Project (with Red Pine Village) | --  | -- | -- | -- | 75 | --  | -- | -- | -- | -- | 56  | --    | -- | -- | --  | --  | -- | --  | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | --  | -- | -- | -- | -- | --  |     |
| Canyons Resort Drive & RC 14                           | Existing (2017) Plus Project (with Red Pine Village) | --  | -- | -- | -- | -- | 29  | -- | -- | -- | -- | --  | --    | -- | -- | --  | --  | -- | --  | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | --  | -- | -- | -- | 34 | --  |     |
| Canyons Resort Drive & RC 15                           | Existing (2017) Plus Project (with Red Pine Village) | --  | -- | -- | -- | -- | 22  | -- | -- | -- | -- | 2   | --    | -- | -- | --  | --  | -- | 45  | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | --  | -- | -- | -- | -- | 2   |     |
| Canyons Resort Drive & Silverado                       | Existing (2017) Plus Project (with Red Pine Village) | --  | -- | -- | -- | -- | --  | -- | -- | -- | -- | --  | --    | -- | -- | --  | --  | -- | --  | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | --  | -- | -- | -- | -- | --  |     |
| Chapel Creek/Parsons/Cedar Lane & Canyons Resort Drive | Existing (2017) Plus Project (with Red Pine Village) | --  | -- | -- | -- | -- | 98  | -- | -- | -- | -- | --  | --    | -- | -- | --  | --  | -- | --  | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | --  | -- | -- | -- | -- | --  |     |
| Escalante Court & High Mountain Road                   | Existing (2017) Plus Project (with Red Pine Village) | --  | -- | -- | -- | -- | --  | -- | -- | -- | -- | --  | --    | -- | -- | --  | --  | -- | --  | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | --  | -- | -- | -- | -- | --  |     |
| Escalante Court & RC 17/18                             | Existing (2017) Plus Project (with Red Pine Village) | --  | -- | -- | -- | -- | --  | -- | -- | -- | -- | --  | --    | -- | -- | --  | 97  | 78 | --  | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | --  | -- | -- | -- | -- | 3   |     |
| High Mountain Road/RC 20 & Canyons Resort Drive        | Existing (2017) Plus Project (with Red Pine Village) | --  | -- | -- | -- | -- | 151 | -- | -- | -- | -- | 48  | --    | -- | -- | --  | --  | -- | --  | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | --  | -- | -- | -- | -- | 18  |     |
| Navajo Trail & Canyons Resort Drive                    | Existing (2017) Plus Project (with Red Pine Village) | --  | -- | -- | -- | -- | --  | -- | -- | -- | -- | 39  | --    | -- | -- | --  | --  | -- | --  | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | --  | -- | -- | -- | -- | 14  |     |
| RC 16 & Escalante Court                                | Existing (2017) Plus Project (with Red Pine Village) | --  | -- | -- | -- | -- | 3   | -- | -- | -- | -- | 35  | --    | -- | -- | --  | --  | -- | --  | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | --  | -- | -- | -- | -- | 8   |     |
| RC 16/RC 20 & Canyons Resort Drive                     | Existing (2017) Plus Project (with Red Pine Village) | --  | -- | -- | -- | -- | --  | -- | -- | -- | -- | 9   | --    | -- | -- | --  | 25  | 28 | --  | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | --  | -- | -- | -- | 14 | --  |     |
| RC 17/18 & High Mountain Road                          | Existing (2017) Plus Project (with Red Pine Village) | --  | -- | -- | -- | -- | --  | -- | -- | -- | -- | --  | --    | -- | -- | --  | --  | -- | --  | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | --  | -- | -- | -- | 51 | 31  |     |
| RC 17/18/22 Sundial Court & High Mountain Road         | Existing (2017) Plus Project (with Red Pine Village) | --  | -- | -- | -- | -- | --  | -- | -- | -- | -- | 28  | --    | -- | -- | --  | --  | -- | --  | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | --  | -- | -- | -- | -- | --  |     |
| RC 22 & High Mountain Road                             | Existing (2017) Plus Project (with Red Pine Village) | --  | -- | -- | -- | -- | --  | -- | -- | -- | -- | 79  | 154   | 50 | -- | 109 | --  | -- | --  | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | --  | -- | -- | -- | -- | 30  |     |
| Red Pine Road & Canyons Resort Drive                   | Existing (2017) Plus Project (with Red Pine Village) | --  | -- | -- | -- | -- | 29  | -- | -- | -- | -- | --  | --    | -- | -- | --  | --  | -- | --  | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | --  | -- | -- | -- | 24 | --  |     |
| Red Pine Road & RC 20                                  | Existing (2017) Plus Project (with Red Pine Village) | --  | -- | -- | -- | -- | 35  | -- | -- | -- | -- | --  | --    | -- | -- | --  | --  | -- | --  | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | --  | -- | -- | -- | -- | --  |     |
| Red Pine Road & RC 20/Chalet Drive                     | Existing (2017) Plus Project (with Red Pine Village) | 40  | -- | -- | -- | -- | --  | -- | -- | -- | -- | 51  | --    | -- | -- | --  | --  | -- | --  | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | --  | -- | -- | -- | 77 | --  |     |
| Red Pine Road & RC 21                                  | Existing (2017) Plus Project (with Red Pine Village) | 510 | -- | -- | -- | -- | --  | -- | -- | -- | -- | 43  | 1,574 | -- | -- | --  | --  | -- | --  | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | --  | -- | -- | -- | 34 | --  |     |
| SR-224 & Canyons Resort Drive/Park West Village        | Existing (2017) Plus Project (with Red Pine Village) | --  | -- | -- | -- | -- | --  | -- | -- | -- | -- | 45  | --    | -- | -- | --  | --  | -- | --  | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | --  | -- | -- | -- | -- | --  |     |
| Village E Street & High Mountain Road                  | Existing (2017) Plus Project (with Red Pine Village) | --  | -- | -- | -- | -- | --  | -- | -- | -- | -- | --  | --    | -- | -- | --  | --  | -- | --  | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | --  | -- | -- | -- | -- | --  |     |

**San Traffic Counting Report**  
 Project: Summit County - Tax Chapters 78  
 Year: Project, Inventory Peak Hour  
 PC: Potentially Overrun Length (ft)

| Year |  | 2010 |  | 2011 |  | 2012 |  | 2013 |  | 2014 |  | 2015 |  | 2016 |  | 2017 |  | 2018 |  | 2019 |  | 2020 |  | 2021 |  | 2022 |  | 2023 |  | 2024 |  | 2025 |  | 2026 |  | 2027 |  | 2028 |  | 2029 |  | 2030 |  | 2031 |  | 2032 |  | 2033 |  | 2034 |  | 2035 |  | 2036 |  | 2037 |  | 2038 |  | 2039 |  | 2040 |  | 2041 |  | 2042 |  | 2043 |  | 2044 |  | 2045 |  | 2046 |  | 2047 |  | 2048 |  | 2049 |  | 2050 |  | 2051 |  | 2052 |  | 2053 |  | 2054 |  | 2055 |  | 2056 |  | 2057 |  | 2058 |  | 2059 |  | 2060 |  | 2061 |  | 2062 |  | 2063 |  | 2064 |  | 2065 |  | 2066 |  | 2067 |  | 2068 |  | 2069 |  | 2070 |  | 2071 |  | 2072 |  | 2073 |  | 2074 |  | 2075 |  | 2076 |  | 2077 |  | 2078 |  | 2079 |  | 2080 |  | 2081 |  | 2082 |  | 2083 |  | 2084 |  | 2085 |  | 2086 |  | 2087 |  | 2088 |  | 2089 |  | 2090 |  | 2091 |  | 2092 |  | 2093 |  | 2094 |  | 2095 |  | 2096 |  | 2097 |  | 2098 |  | 2099 |  | 2100 |  | 2101 |  | 2102 |  | 2103 |  | 2104 |  | 2105 |  | 2106 |  | 2107 |  | 2108 |  | 2109 |  | 2110 |  | 2111 |  | 2112 |  | 2113 |  | 2114 |  | 2115 |  | 2116 |  | 2117 |  | 2118 |  | 2119 |  | 2120 |  | 2121 |  | 2122 |  | 2123 |  | 2124 |  | 2125 |  | 2126 |  | 2127 |  | 2128 |  | 2129 |  | 2130 |  | 2131 |  | 2132 |  | 2133 |  | 2134 |  | 2135 |  | 2136 |  | 2137 |  | 2138 |  | 2139 |  | 2140 |  | 2141 |  | 2142 |  | 2143 |  | 2144 |  | 2145 |  | 2146 |  | 2147 |  | 2148 |  | 2149 |  | 2150 |  | 2151 |  | 2152 |  | 2153 |  | 2154 |  | 2155 |  | 2156 |  | 2157 |  | 2158 |  | 2159 |  | 2160 |  | 2161 |  | 2162 |  | 2163 |  | 2164 |  | 2165 |  | 2166 |  | 2167 |  | 2168 |  | 2169 |  | 2170 |  | 2171 |  | 2172 |  | 2173 |  | 2174 |  | 2175 |  | 2176 |  | 2177 |  | 2178 |  | 2179 |  | 2180 |  | 2181 |  | 2182 |  | 2183 |  | 2184 |  | 2185 |  | 2186 |  | 2187 |  | 2188 |  | 2189 |  | 2190 |  | 2191 |  | 2192 |  | 2193 |  | 2194 |  | 2195 |  | 2196 |  | 2197 |  | 2198 |  | 2199 |  | 2200 |  | 2201 |  | 2202 |  | 2203 |  | 2204 |  | 2205 |  | 2206 |  | 2207 |  | 2208 |  | 2209 |  | 2210 |  | 2211 |  | 2212 |  | 2213 |  | 2214 |  | 2215 |  | 2216 |  | 2217 |  | 2218 |  | 2219 |  | 2220 |  | 2221 |  | 2222 |  | 2223 |  | 2224 |  | 2225 |  | 2226 |  | 2227 |  | 2228 |  | 2229 |  | 2230 |  | 2231 |  | 2232 |  | 2233 |  | 2234 |  | 2235 |  | 2236 |  | 2237 |  | 2238 |  | 2239 |  | 2240 |  | 2241 |  | 2242 |  | 2243 |  | 2244 |  | 2245 |  | 2246 |  | 2247 |  | 2248 |  | 2249 |  | 2250 |  | 2251 |  | 2252 |  | 2253 |  | 2254 |  | 2255 |  | 2256 |  | 2257 |  | 2258 |  | 2259 |  | 2260 |  | 2261 |  | 2262 |  | 2263 |  | 2264 |  | 2265 |  | 2266 |  | 2267 |  | 2268 |  | 2269 |  | 2270 |  | 2271 |  | 2272 |  | 2273 |  | 2274 |  | 2275 |  | 2276 |  | 2277 |  | 2278 |  | 2279 |  | 2280 |  | 2281 |  | 2282 |  | 2283 |  | 2284 |  | 2285 |  | 2286 |  | 2287 |  | 2288 |  | 2289 |  | 2290 |  | 2291 |  | 2292 |  | 2293 |  | 2294 |  | 2295 |  | 2296 |  | 2297 |  | 2298 |  | 2299 |  | 2300 |  | 2301 |  | 2302 |  | 2303 |  | 2304 |  | 2305 |  | 2306 |  | 2307 |  | 2308 |  | 2309 |  | 2310 |  | 2311 |  | 2312 |  | 2313 |  | 2314 |  | 2315 |  | 2316 |  | 2317 |  | 2318 |  | 2319 |  | 2320 |  | 2321 |  | 2322 |  | 2323 |  | 2324 |  | 2325 |  | 2326 |  | 2327 |  | 2328 |  | 2329 |  | 2330 |  | 2331 |  | 2332 |  | 2333 |  | 2334 |  | 2335 |  | 2336 |  | 2337 |  | 2338 |  | 2339 |  | 2340 |  | 2341 |  | 2342 |  | 2343 |  | 2344 |  | 2345 |  | 2346 |  | 2347 |  | 2348 |  | 2349 |  | 2350 |  | 2351 |  | 2352 |  | 2353 |  | 2354 |  | 2355 |  | 2356 |  | 2357 |  | 2358 |  | 2359 |  | 2360 |  | 2361 |  | 2362 |  | 2363 |  | 2364 |  | 2365 |  | 2366 |  | 2367 |  | 2368 |  | 2369 |  | 2370 |  | 2371 |  | 2372 |  | 2373 |  | 2374 |  | 2375 |  | 2376 |  | 2377 |  | 2378 |  | 2379 |  | 2380 |  | 2381 |  | 2382 |  | 2383 |  | 2384 |  | 2385 |  | 2386 |  | 2387 |  | 2388 |  | 2389 |  | 2390 |  | 2391 |  | 2392 |  | 2393 |  | 2394 |  | 2395 |  | 2396 |  | 2397 |  | 2398 |  | 2399 |  | 2400 |  | 2401 |  | 2402 |  | 2403 |  | 2404 |  | 2405 |  | 2406 |  | 2407 |  | 2408 |  | 2409 |  | 2410 |  | 2411 |  | 2412 |  | 2413 |  | 2414 |  | 2415 |  | 2416 |  | 2417 |  | 2418 |  | 2419 |  | 2420 |  | 2421 |  | 2422 |  | 2423 |  | 2424 |  | 2425 |  | 2426 |  | 2427 |  | 2428 |  | 2429 |  | 2430 |  | 2431 |  | 2432 |  | 2433 |  | 2434 |  | 2435 |  | 2436 |  | 2437 |  | 2438 |  | 2439 |  | 2440 |  | 2441 |  | 2442 |  | 2443 |  | 2444 |  | 2445 |  | 2446 |  | 2447 |  | 2448 |  | 2449 |  | 2450 |  | 2451 |  | 2452 |  | 2453 |  | 2454 |  | 2455 |  | 2456 |  | 2457 |  | 2458 |  | 2459 |  | 2460 |  | 2461 |  | 2462 |  | 2463 |  | 2464 |  | 2465 |  | 2466 |  | 2467 |  | 2468 |  | 2469 |  | 2470 |  | 2471 |  | 2472 |  | 2473 |  | 2474 |  | 2475 |  | 2476 |  | 2477 |  | 2478 |  | 2479 |  | 2480 |  | 2481 |  | 2482 |  | 2483 |  | 2484 |  | 2485 |  | 2486 |  | 2487 |  | 2488 |  | 2489 |  | 2490 |  | 2491 |  | 2492 |  | 2493 |  | 2494 |  | 2495 |  | 2496 |  | 2497 |  | 2498 |  | 2499 |  | 2500 |  | 2501 |  | 2502 |  | 2503 |  | 2504 |  | 2505 |  | 2506 |  | 2507 |  | 2508 |  | 2509 |  | 2510 |  | 2511 |  | 2512 |  | 2513 |  | 2514 |  | 2515 |  | 2516 |  | 2517 |  | 2518 |  | 2519 |  | 2520 |  | 2521 |  | 2522 |  | 2523 |  | 2524 |  | 2525 |  | 2526 |  | 2527 |  | 2528 |  | 2529 |  | 2530 |  | 2531 |  | 2532 |  | 2533 |  | 2534 |  | 2535 |  | 2536 |  | 2537 |  | 2538 |  | 2539 |  | 2540 |  | 2541 |  | 2542 |  | 2543 |  | 2544 |  | 2545 |  | 2546 |  | 2547 |  | 2548 |  | 2549 |  | 2550 |  | 2551 |  | 2552 |  | 2553 |  | 2554 |  | 2555 |  | 2556 |  | 2557 |  | 2558 |  | 2559 |  | 2560 |  | 2561 |  | 2562 |  | 2563 |  | 2564 |  | 2565 |  | 2566 |  | 2567 |  | 2568 |  | 2569 |  | 2570 |  | 2571 |  | 2572 |  | 2573 |  | 2574 |  | 2575 |  | 2576 |  | 2577 |  | 2578 |  | 2579 |  | 2580 |  | 2581 |  | 2582 |  | 2583 |  | 2584 |  | 2585 |  | 2586 |  | 2587 |  | 2588 |  | 2589 |  | 2590 |  | 2591 |  | 2592 |  | 2593 |  | 2594 |  | 2595 |  | 2596 |  | 2597 |  | 2598 |  | 2599 |  | 2600 |  | 2601 |  | 2602 |  | 2603 |  | 2604 |  | 2605 |  | 2606 |  | 2607 |  | 2608 |  | 2609 |  | 2610 |  | 2611 |  | 2612 |  | 2613 |  | 2614 |  | 2615 |  | 2616 |  | 2617 |  | 2618 |  | 2619 |  | 2620 |  | 2621 |  | 2622 |  | 2623 |  | 2624 |  | 2625 |  | 2626 |  | 2627 |  | 2628 |  | 2629 |  | 2630 |  | 2631 |  | 2632 |  | 2633 |  | 2634 |  | 2635 |  | 2636 |  | 2637 |  | 2638 |  | 2639 |  | 2640 |  | 2641 |  | 2642 |  | 2643 |  | 2644 |  | 2645 |  | 2646 |  | 2647 |  | 2648 |  | 2649 |  | 2650 |  | 2651 |  | 2652 |  | 2653 |  | 2654 |  | 2655 |  | 2656 |  | 2657 |  | 2658 |  | 2659 |  | 2660 |  | 2661 |  | 2662 |  | 2663 |  | 2664 |  | 2665 |  | 2666 |  | 2667 |  | 2668 |  | 2669 |  | 2670 |  | 2671 |  | 2672 |  | 2673 |  | 2674 |  | 2675 |  | 2676 |  | 2677 |  | 2678 |  | 2679 |  | 2680 |  | 2681 |  | 2682 |  | 2683 |  | 2684 |  | 2685 |  | 2686 |  | 2687 |  | 2688 |  | 2689 |  | 2690 |  | 2691 |  | 2692 |  | 2693 |  | 2694 |  | 2695 |  | 2696 |  | 2697 |  | 2698 |  | 2699 |  | 2700 |  | 2701 |  | 2702 |  | 2703 |  | 2704 |  | 2705 |  | 2706 |  | 2707 |  | 2708 |  | 2709 |  | 2710 |  | 2711 |  | 2712 |  | 2713 |  | 2714 |  | 2715 |  | 2716 |  | 2717 |  | 2718 |  | 2719 |  | 2720 |  | 2721 |  | 2722 |  | 2723 |  | 2724 |  | 2725 |  | 2726 |  | 2727 |  | 2728 |  | 2729 |  | 2730 |  | 2731 |  | 2732 |  | 2733 |  | 2734 |  | 2735 |  | 2736 |  | 2737 |  | 2738 |  | 2739 |  | 2740 |  | 2741 |  | 2742 |  | 2743 |  | 2744 |  | 2745 |  | 2746 |  | 2747 |  | 2748 |  | 2749 |  | 2750 |  | 2751 |  | 2752 |  | 2753 |  | 2754 |  | 2755 |  | 2756 |  | 2757 |  | 2758 |  | 2759 |  | 2760 |  | 2761 |  | 2762 |  | 2763 |  | 2764 |  | 2765 |  | 2766 |  | 2767 |  | 2768 |  | 2769 |  | 2770 |  | 2771 |  | 2772 |  | 2773 |  | 2774 |  | 2775 |  | 2776 |  | 2777 |  | 2778 |  | 2779 |  | 2780 |  | 2781 |  | 2782 |  | 2783 |  | 2784 |  | 2785 |  | 2786 |  | 2787 |  | 2788 |  | 2789 |  | 2790 |  | 2791 |  | 2792 |  | 2793 |  | 2794 |  | 2795 |  | 2796 |  | 2797 |  | 2798 |  | 2799 |  | 2800 |  | 2801 |  | 2802 |  | 2803 |  | 2804 |  | 2805 |  | 2806 |  | 2807 |  | 2808 |  | 2809 |  | 2810 |  | 2811 |  | 2812 |  | 2813 |  | 2814 |  | 2815 |  | 2816 |  | 2817 |  | 2818 |  | 2819 |  | 2820 |  | 2821 |  | 2822 |  | 2823 |  | 2824 |  | 2825 |  | 2826 |  | 2827 |  | 2828 |  | 2829 |  | 2830 |  | 2831 |  | 2832 |  | 2833 |  | 2834 |  | 2835 |  | 2836 |  | 2837 |  | 2838 |  | 2839 |  | 2840 |  | 2841 |  | 2842 |  | 2843 |  | 2844 |  | 2845 |  | 2846 |  | 2847 |  | 2848 |  | 2849 |  | 2850 |  | 2851 |  | 2852 |  | 2853 |  | 2854 |  | 2855 |  | 2856 |  | 2857 |  | 2858 |  | 2859 |  | 2860 |  | 2861 |  | 2862 |  | 2863 |  | 2864 |  | 2865 |  | 2866 |  | 2867 |  | 2868 |  | 2869 |  | 2870 |  | 2871 |  | 2872 |  | 2873 |  | 2874 |  | 2875 |  | 2876 |  | 2877 |  | 2878 |  | 2879 |  | 2880 |  | 2881 |  | 2882 |  | 2883 |  | 2884 |  | 2885 |  | 2886 |  | 2887 |  | 2888 |  | 2889 |  | 2890 |  | 2891 |  | 2892 |  | 2893 |  | 2894 |  | 2895 |  | 2896 |  | 2897 |  | 2898 |  | 2899 |  | 2900 |  | 2901 |  | 2902 |  | 2903 |  | 2904 |  | 2905 |  | 2906 |  | 2907 |  | 2908 |  | 2909 |  | 2910 |  | 2911 |  | 2912 |  | 2913 |  | 2914 |  | 2915 |  | 2916 |  | 2917 |  | 2918 |  | 2919 |  | 2920 |  | 2921 |  | 2922 |  | 2923 |  | 2924 |  | 2925 |  | 2926 |  | 2927 |  | 2928 |  | 2929 |  | 2930 |  | 2931 |  | 2932 |  | 2933 |  | 2934 |  | 2935 |  | 2936 |  | 2937 |  | 2938 |  | 2939 |  | 2940 |  | 2941 |  | 2942 |  | 2943 |  | 2944 |  | 2945 |  | 2946 |  | 2947 |  | 2948 |  | 2949 |  | 2950 |  | 2951 |  | 2952 |  | 2953 |  | 2954 |  | 2955 |  | 2956 |  | 2957 |  | 2958 |  | 2959 |  | 2960 |  | 2961 |  | 2962 |  | 2963 |  | 2964 |  | 2965 |  | 2966 |  | 2967 |  | 2968 |  | 2969 |  | 2970 |  | 2971 |  | 2972 |  | 2973 |  | 2974 |  | 2975 |  | 2976 |  | 2977 |  | 2978 |  | 2979 |  | 2980 |  | 2981 |  | 2982 |  | 2983 |  | 2984 |  | 2985 |  | 2986 |  | 2987 |  | 2988 |  | 2989 |  | 2990 |  | 2991 |  | 2992 |  | 2993 |  | 2994 |  | 2995 |  | 2996 |  | 2997 |  | 2998 |  | 2999 |  | 3000 |  | 3001 |  | 3002 |  | 3003 |  | 3004 |  | 3005 |  | 3006 |  | 3007 |  | 3008 |  | 3009 |  | 3010 |  | 3011 |  | 3012 |  | 3013 |  | 3014 |  | 3015 |  | 3016 |  | 3017 |  | 3018 |  | 3019 |  | 3020 |  | 3021 |  | 3022 |  | 3023 |  | 3024 |  | 3025 |  | 3026 |  | 3027 |  | 3028 |  | 3029 |  | 3030 |  | 3031 |  | 3032 |  | 3033 |  | 3034 |  | 3035 |  | 3036 |  | 3037 |  | 3038 |  | 3039 |  | 3040 |  |
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# APPENDIX E

## Trip Generation Tables

| Saturday Peak Hour                     |   | Number of<br>Units | Unit<br>Type        | Trip<br>Generation | %<br>Entering | %<br>Exiting | Trips<br>Entering | Trips<br>Exiting | Mixed-Use<br>Internal Capture | CVMA<br>Reduction | Net Trips<br>Entering | Net Trips<br>Exiting | Total Sat Pk Hr<br>Trips |
|--|---|--------------------|---------------------|--------------------|---------------|--------------|-------------------|------------------|-------------------------------|-------------------|-----------------------|----------------------|--------------------------|
| Grand Summit Hotel                     | Resort Hotel (330)                      | 183                | Occupied Rooms      | 102                | 59%           | 41%          | 60                | 42               | 0%                            | 16%               | 51                    | 35                   | 86                       |
|  | Specialty Retail Center (826)           | 116,405            | 1,000 Sq. Ft. GLA   | 462                | 50%           | 50%          | 231               | 231              | 95%                           | 16%               | 10                    | 10                   | 20                       |
| Sundial Lodge                          | Resort Hotel (330)                      | 128                | Occupied Rooms      | 72                 | 59%           | 41%          | 42                | 30               | 0%                            | 16%               | 36                    | 25                   | 60                       |
|  | Specialty Retail Center (826)           | 44,373             | 1,000 Sq. Ft. GLA   | 176                | 50%           | 50%          | 88                | 88               | 95%                           | 16%               | 4                     | 4                    | 8                        |
| Westgate Resort                        | Resort Hotel (330)                      | 247                | Occupied Rooms      | 136                | 59%           | 41%          | 80                | 56               | 0%                            | 16%               | 67                    | 47                   | 114                      |
|  | Specialty Retail Center (826)           | 33,216             | 1,000 Sq. Ft. GLA   | 132                | 50%           | 50%          | 66                | 66               | 95%                           | 16%               | 3                     | 3                    | 6                        |
| Escala                                 | Resort Hotel (330)                      | 158                | Occupied Rooms      | 88                 | 59%           | 41%          | 52                | 36               | 0%                            | 16%               | 44                    | 30                   | 74                       |
|  | Specialty Retail Center (826)           | 18,079             | 1,000 Sq. Ft. GLA   | 72                 | 50%           | 50%          | 36                | 36               | 95%                           | 16%               | 2                     | 2                    | 4                        |
| Sunrise at Escala                      | Resort Hotel (330)                      | 71                 | Occupied Rooms      | 40                 | 59%           | 41%          | 24                | 16               | 0%                            | 16%               | 20                    | 14                   | 34                       |
|  | Specialty Retail Center (826)           | 3.5                | 1,000 Sq. Ft. GLA   | 14                 | 50%           | 50%          | 7                 | 7                | 95%                           | 16%               | 0                     | 0                    | 0                        |
| Silverado                              | Resort Hotel (330)                      | 83                 | Occupied Rooms      | 46                 | 59%           | 41%          | 27                | 19               | 0%                            | 16%               | 23                    | 16                   | 39                       |
|  | Specialty Retail Center (826)           | 7,005              | 1,000 Sq. Ft. GLA   | 28                 | 50%           | 50%          | 14                | 14               | 95%                           | 16%               | 1                     | 1                    | 2                        |
| Vintage                                | Residential Condominium/Townhouse (230) | 15                 | Occ. Dwelling Units | 48                 | 54%           | 46%          | 26                | 22               | 0%                            | 0%                | 26                    | 22                   | 48                       |
|  | Single-Family Detached Housing (210)    | 21                 | Occ. Dwelling Units | 28                 | 54%           | 46%          | 15                | 13               | 0%                            | 0%                | 15                    | 13                   | 28                       |
| Red Pine Road                          |   |                    |                     |                    |               |              | 769               | 675              |                               |                   | 301                   | 222                  | 523                      |
| Project Total Saturday Peak Hour Trips |   |                    |                     |                    |               |              |                   |                  |                               |                   |                       |                      |                          |

Table 4  
Summit County - The Canyons Resort TS  
Trip Generation (Future Development)

| Saturday Peak Hour                         |   | Number of Trips | Unit Type           | Trip Generation | Enter | Exit | Trips | Enter | Exit  | Vehicle Miles Traveled (VMT) | CVMA Reduction | Net Trips | Net Trips | Total Sat Pk Hr Trips |
|--|---|-----------------|---------------------|-----------------|-------|------|-------|-------|-------|------------------------------|----------------|-----------|-----------|-----------------------|
|  |   |                 |                     | Generation      | Enter | Exit | Enter | Exit  | Enter |                              |                | Enter     | Exit      |                       |
| RC 25                                      | Residential Condominium/Townhouse (230) | 54              | Occ. Dwelling Units | 60              | 54%   | 46%  | 32    | 28    | 0%    | 16%                          | 23             | 19        | 24        | 42                    |
| RC 24                                      | Residential Condominium/Townhouse (230) | 21              | Occ. Dwelling Units | 50              | 54%   | 46%  | 27    | 23    | 0%    | 16%                          | 16             | 11        | 11        | 27                    |
| RC 22                                      | Resort Hotel (330)                      | 52              | Occupied Rooms      | 32              | 59%   | 41%  | 19    | 13    | 0%    | 16%                          | 21             | 18        | 18        | 39                    |
| RC 5                                       | Residential Condominium/Townhouse (230) | 8               | Occ. Dwelling Units | 46              | 54%   | 46%  | 25    | 21    | 0%    | 16%                          | 2              | 2         | 4         | 6                     |
| RC 5                                       | Specialty Retail Center (826)           | 20,564          | 1,000 Sq. Ft. GLA   | 82              | 50%   | 50%  | 41    | 41    | 95%   | 16%                          | 3              | 3         | 3         | 6                     |
| RC 17/18                                   | Specialty Retail Center (826)           | 38.44           | 1,000 Sq. Ft. GLA   | 152             | 50%   | 50%  | 76    | 76    | 95%   | 16%                          | 3              | 3         | 3         | 6                     |
| RC 17/18                                   | Resort Hotel (330)                      | 88              | Occupied Rooms      | 54              | 59%   | 41%  | 32    | 22    | 0%    | 16%                          | 27             | 19        | 45        | 45                    |
| RC 16 A                                    | Resort Hotel (330)                      | 142             | Occupied Rooms      | 88              | 59%   | 41%  | 52    | 36    | 0%    | 16%                          | 44             | 30        | 74        | 74                    |
| RC 16 B                                    | Residential Condominium/Townhouse (230) | 39              | Occ. Dwelling Units | 54              | 54%   | 46%  | 29    | 25    | 0%    | 16%                          | 24             | 21        | 45        | 45                    |
| RC 16 A                                    | Specialty Retail Center (826)           | 20              | 1,000 Sq. Ft. GLA   | 80              | 50%   | 50%  | 40    | 40    | 95%   | 16%                          | 2              | 2         | 4         | 4                     |
| RC 20 A                                    | Resort Hotel (330)                      | 119             | Occupied Rooms      | 74              | 59%   | 41%  | 44    | 30    | 0%    | 16%                          | 37             | 25        | 62        | 62                    |
| RC 20 A                                    | Specialty Retail Center (826)           | 10              | 1,000 Sq. Ft. GLA   | 40              | 50%   | 50%  | 20    | 20    | 95%   | 16%                          | 1              | 1         | 2         | 2                     |
| RC 20 B                                    | Residential Condominium/Townhouse (230) | 11              | Occ. Dwelling Units | 46              | 54%   | 46%  | 25    | 21    | 0%    | 16%                          | 21             | 18        | 39        | 39                    |
| RC 14                                      | Resort Hotel (330)                      | 128             | Occupied Rooms      | 80              | 59%   | 41%  | 47    | 33    | 0%    | 16%                          | 25             | 17        | 42        | 42                    |
| RC 15                                      | Resort Hotel (330)                      | 81              | Occupied Rooms      | 50              | 59%   | 41%  | 30    | 21    | 0%    | 16%                          | 26             | 18        | 44        | 44                    |
| RC 21                                      | Resort Hotel (330)                      | 85              | Occupied Rooms      | 52              | 59%   | 41%  | 31    | 21    | 0%    | 16%                          | 25             | 22        | 47        | 47                    |
| W37  | Residential Condominium/Townhouse (230) | 41              | Occ. Dwelling Units | 56              | 54%   | 46%  | 30    | 26    | 95%   | 16%                          | 1              | 1         | 2         | 2                     |
| RC 2                                       | Specialty Retail Center (826)           | 14              | 1,000 Sq. Ft. GLA   | 56              | 50%   | 50%  | 28    | 28    | 95%   | 16%                          | 2              | 2         | 4         | 4                     |
| RC 6                                       | Specialty Retail Center (826)           | 25              | 1,000 Sq. Ft. GLA   | 100             | 50%   | 50%  | 50    | 50    | 95%   | 16%                          | 3              | 3         | 6         | 6                     |
| RC 7                                       | Resort Hotel (330)                      | 102             | Occupied Rooms      | 64              | 59%   | 41%  | 38    | 26    | 0%    | 16%                          | 32             | 22        | 54        | 54                    |
| RC 7                                       | Specialty Retail Center (826)           | 37.6            | 1,000 Sq. Ft. GLA   | 150             | 50%   | 50%  | 75    | 75    | 95%   | 16%                          | 3              | 3         | 6         | 6                     |
| RC 7                                       | Resort Hotel (330)                      | 119             | Occupied Rooms      | 74              | 59%   | 41%  | 44    | 30    | 0%    | 16%                          | 37             | 25        | 62        | 62                    |
| RC 7                                       | Specialty Retail Center (826)           | 49.8            | 1,000 Sq. Ft. GLA   | 198             | 50%   | 50%  | 99    | 99    | 95%   | 16%                          | 4              | 4         | 8         | 8                     |
| W35  | Single-Family Detached Housing (210)    | 30              | Occ. Dwelling Units | 36              | 54%   | 46%  | 19    | 17    | 0%    | 16%                          | 16             | 14        | 30        | 30                    |
| LV 10                                      | Residential Condominium/Townhouse (230) | 26              | Occ. Dwelling Units | 52              | 54%   | 46%  | 28    | 24    | 0%    | 16%                          | 24             | 20        | 44        | 44                    |
| LV 4                                       | Resort Hotel (330)                      | 82              | Occupied Rooms      | 52              | 59%   | 41%  | 31    | 21    | 0%    | 16%                          | 26             | 18        | 44        | 44                    |
| LV 6                                       | Specialty Retail Center (826)           | 25              | 1,000 Sq. Ft. GLA   | 100             | 50%   | 50%  | 50    | 50    | 0%    | 16%                          | 42             | 42        | 84        | 84                    |
| Project Total Saturday Peak Hour Trips     |   |                 |                     |                 |       |      | 1,060 | 918   |       |                              |                | 549       | 429       | 978                   |
| Saturday Peak Hour (with future reduction) |   | Number of Trips | Unit Type           | Trip Generation | Enter | Exit | Trips | Enter | Exit  | Vehicle Miles Traveled (VMT) | CVMA Reduction | Net Trips | Net Trips | Total Sat Pk Hr Trips |
|  |   |                 |                     | Generation      | Enter | Exit | Enter | Exit  | Enter |                              |                | Enter     | Exit      |                       |
| RC 25                                      | Residential Condominium/Townhouse (230) | 54              | Occ. Dwelling Units | 60              | 54%   | 46%  | 32    | 28    | 0%    | 27%                          | 23             | 20        | 20        | 43                    |
| RC 24                                      | Residential Condominium/Townhouse (230) | 21              | Occ. Dwelling Units | 50              | 54%   | 46%  | 27    | 23    | 0%    | 27%                          | 14             | 10        | 10        | 23                    |
| RC 22                                      | Resort Hotel (330)                      | 52              | Occupied Rooms      | 32              | 59%   | 41%  | 19    | 13    | 0%    | 27%                          | 18             | 15        | 15        | 33                    |
| RC 5                                       | Residential Condominium/Townhouse (230) | 8               | Occ. Dwelling Units | 46              | 54%   | 46%  | 25    | 21    | 0%    | 27%                          | 1              | 1         | 1         | 2                     |
| RC 5                                       | Specialty Retail Center (826)           | 20,564          | 1,000 Sq. Ft. GLA   | 82              | 50%   | 50%  | 41    | 41    | 95%   | 27%                          | 3              | 3         | 3         | 6                     |
| RC 17/18                                   | Specialty Retail Center (826)           | 38.44           | 1,000 Sq. Ft. GLA   | 152             | 50%   | 50%  | 76    | 76    | 95%   | 27%                          | 3              | 3         | 3         | 6                     |
| RC 17/18                                   | Resort Hotel (330)                      | 88              | Occupied Rooms      | 54              | 59%   | 41%  | 32    | 22    | 0%    | 27%                          | 23             | 16        | 39        | 39                    |
| RC 16 A                                    | Resort Hotel (330)                      | 142             | Occupied Rooms      | 88              | 59%   | 41%  | 52    | 36    | 0%    | 27%                          | 38             | 26        | 64        | 64                    |
| RC 16 B                                    | Residential Condominium/Townhouse (230) | 39              | Occ. Dwelling Units | 54              | 54%   | 46%  | 29    | 25    | 0%    | 27%                          | 21             | 18        | 39        | 39                    |
| RC 16 A                                    | Specialty Retail Center (826)           | 20              | 1,000 Sq. Ft. GLA   | 80              | 50%   | 50%  | 40    | 40    | 95%   | 27%                          | 1              | 1         | 2         | 2                     |
| RC 20 A                                    | Resort Hotel (330)                      | 119             | Occupied Rooms      | 74              | 59%   | 41%  | 44    | 30    | 0%    | 27%                          | 32             | 22        | 54        | 54                    |
| RC 20 A                                    | Specialty Retail Center (826)           | 10              | 1,000 Sq. Ft. GLA   | 40              | 50%   | 50%  | 20    | 20    | 95%   | 27%                          | 1              | 1         | 2         | 2                     |
| RC 20 B                                    | Residential Condominium/Townhouse (230) | 11              | Occ. Dwelling Units | 46              | 54%   | 46%  | 25    | 21    | 0%    | 27%                          | 18             | 15        | 33        | 33                    |
| RC 14                                      | Resort Hotel (330)                      | 128             | Occupied Rooms      | 80              | 59%   | 41%  | 47    | 33    | 0%    | 27%                          | 34             | 24        | 58        | 58                    |
| RC 15                                      | Resort Hotel (330)                      | 81              | Occupied Rooms      | 50              | 59%   | 41%  | 30    | 21    | 0%    | 27%                          | 22             | 15        | 37        | 37                    |
| RC 21                                      | Resort Hotel (330)                      | 85              | Occupied Rooms      | 52              | 59%   | 41%  | 31    | 21    | 0%    | 27%                          | 22             | 18        | 40        | 40                    |
| W37  | Residential Condominium/Townhouse (230) | 41              | Occ. Dwelling Units | 56              | 54%   | 46%  | 30    | 26    | 95%   | 27%                          | 1              | 1         | 2         | 2                     |
| RC 2                                       | Specialty Retail Center (826)           | 14              | 1,000 Sq. Ft. GLA   | 56              | 50%   | 50%  | 28    | 28    | 95%   | 27%                          | 2              | 2         | 4         | 4                     |
| RC 6                                       | Specialty Retail Center (826)           | 25              | 1,000 Sq. Ft. GLA   | 100             | 50%   | 50%  | 50    | 50    | 95%   | 27%                          | 3              | 3         | 6         | 6                     |
| RC 7                                       | Resort Hotel (330)                      | 102             | Occupied Rooms      | 64              | 59%   | 41%  | 38    | 26    | 0%    | 27%                          | 32             | 22        | 54        | 54                    |
| RC 7                                       | Specialty Retail Center (826)           | 37.6            | 1,000 Sq. Ft. GLA   | 150             | 50%   | 50%  | 75    | 75    | 95%   | 27%                          | 3              | 3         | 6         | 6                     |
| RC 7                                       | Resort Hotel (330)                      | 119             | Occupied Rooms      | 74              | 59%   | 41%  | 44    | 30    | 0%    | 27%                          | 37             | 25        | 62        | 62                    |
| RC 7                                       | Specialty Retail Center (826)           | 49.8            | 1,000 Sq. Ft. GLA   | 198             | 50%   | 50%  | 99    | 99    | 95%   | 27%                          | 4              | 4         | 8         | 8                     |
| W35  | Single-Family Detached Housing (210)    | 30              | Occ. Dwelling Units | 36              | 54%   | 46%  | 19    | 17    | 0%    | 27%                          | 14             | 12        | 26        | 26                    |
| LV 10                                      | Residential Condominium/Townhouse (230) | 26              | Occ. Dwelling Units | 52              | 54%   | 46%  | 28    | 24    | 0%    | 27%                          | 20             | 18        | 38        | 38                    |
| LV 4                                       | Resort Hotel (330)                      | 82              | Occupied Rooms      | 52              | 59%   | 41%  | 31    | 21    | 0%    | 27%                          | 22             | 16        | 38        | 38                    |
| LV 6                                       | Specialty Retail Center (826)           | 25              | 1,000 Sq. Ft. GLA   | 100             | 50%   | 50%  | 50    | 50    | 0%    | 27%                          | 37             | 37        | 74        | 74                    |
| Project Total Saturday Peak Hour Trips     |   |                 |                     |                 |       |      | 1,060 | 918   |       |                              |                | 475       | 372       | 847                   |

Source: Summit County Planning Department, 2017

| Table 8<br>Summit County - The Canyons Resort IS<br>Trip Generation/Future Development including Red Pine Village |                 |                     |                 |                |               |                |               |                             |                |                    |                   |                         |  |  |
|---|-----------------|---------------------|-----------------|----------------|---------------|----------------|---------------|-----------------------------|----------------|--------------------|-------------------|-------------------------|--|--|
| Saturday Peak Hour  |                 |                     |                 |                |               |                |               |                             |                |                    |                   |                         |  |  |
| Land Use  | Number of Units | Unit Type           | Trip Generation | Trips Entering | Trips Exiting | Trips Entering | Trips Exiting | Mixed-Use Potential Capture | CUWA Reduction | Net Trips Entering | Net Trips Exiting | Total Sat Peak Hr Trips |  |  |
| Red Pine Village Resort Hotel (330)   | 935             | Occupied Rooms      | 514             | 59%            | 41%           | 303            | 211           | 0%                          | 16%            | 255                | 177               | 432                     |  |  |
| RC 25 Residential Condominium/Townhouse (230)   | 54              | Occ. Dwelling Units | 60              | 54%            | 46%           | 32             | 28            | 0%                          | 16%            | 27                 | 24                | 51                      |  |  |
| RC 24 Residential Condominium/Townhouse (230)   | 21              | Occ. Dwelling Units | 50              | 54%            | 46%           | 27             | 23            | 0%                          | 16%            | 23                 | 19                | 42                      |  |  |
| RC 22 Resort Hotel (330)  | 52              | Occupied Rooms      | 30              | 59%            | 41%           | 18             | 12            | 0%                          | 16%            | 15                 | 10                | 25                      |  |  |
| RC 5 Residential Condominium/Townhouse (230)  | 7.65            | Occ. Dwelling Units | 46              | 54%            | 46%           | 25             | 21            | 0%                          | 16%            | 21                 | 18                | 39                      |  |  |
| RC 5 Specialty Retail Center (826)  | 20,564          | 1,000 Sq. Ft. GLA   | 82              | 50%            | 50%           | 41             | 41            | 95%                         | 16%            | 2                  | 2                 | 4                       |  |  |
| RC 17/18 Specialty Retail Center (826)  | 38.44           | 1,000 Sq. Ft. GLA   | 152             | 50%            | 50%           | 76             | 76            | 95%                         | 16%            | 3                  | 3                 | 6                       |  |  |
| RC 17/18 Resort Hotel (330)   | 88              | Occupied Rooms      | 50              | 59%            | 41%           | 30             | 21            | 0%                          | 16%            | 25                 | 17                | 42                      |  |  |
| RC 16 A Resort Hotel (330)  | 142             | Occupied Rooms      | 78              | 59%            | 41%           | 46             | 32            | 0%                          | 16%            | 39                 | 27                | 66                      |  |  |
| RC 16 B Residential Condominium/Townhouse (230)   | 39              | Occ. Dwelling Units | 54              | 54%            | 46%           | 29             | 25            | 0%                          | 16%            | 24                 | 21                | 45                      |  |  |
| RC 16 A Specialty Retail Center (826)   | 15              | 1,000 Sq. Ft. GLA   | 60              | 50%            | 50%           | 30             | 30            | 95%                         | 16%            | 1                  | 1                 | 2                       |  |  |
| RC 20 A Resort Hotel (330)  | 119             | Occupied Rooms      | 66              | 59%            | 41%           | 39             | 27            | 0%                          | 16%            | 33                 | 23                | 55                      |  |  |
| RC 20 A Specialty Retail Center (826)   | 10              | 1,000 Sq. Ft. GLA   | 40              | 50%            | 50%           | 20             | 20            | 95%                         | 16%            | 1                  | 1                 | 2                       |  |  |
| RC 20 B Residential Condominium/Townhouse (230)   | 11              | Occ. Dwelling Units | 46              | 54%            | 46%           | 25             | 21            | 0%                          | 16%            | 21                 | 18                | 39                      |  |  |
| RC 14 Resort Hotel (330)  | 128             | Occupied Rooms      | 72              | 59%            | 41%           | 42             | 30            | 0%                          | 16%            | 36                 | 25                | 60                      |  |  |
| RC 15 Resort Hotel (330)  | 81              | Occupied Rooms      | 46              | 59%            | 41%           | 27             | 19            | 0%                          | 16%            | 23                 | 16                | 39                      |  |  |
| RC 21 Resort Hotel (330)  | 85              | Occupied Rooms      | 48              | 59%            | 41%           | 28             | 20            | 0%                          | 16%            | 24                 | 17                | 40                      |  |  |
| W37 Residential Condominium/Townhouse (230)   | 41              | Occ. Dwelling Units | 56              | 54%            | 46%           | 30             | 26            | 0%                          | 16%            | 25                 | 22                | 47                      |  |  |
| RC 2 Specialty Retail Center (826)  | 14              | 1,000 Sq. Ft. GLA   | 56              | 50%            | 50%           | 28             | 28            | 95%                         | 16%            | 1                  | 1                 | 2                       |  |  |
| RC 6 Specialty Retail Center (826)  | 25              | 1,000 Sq. Ft. GLA   | 100             | 50%            | 50%           | 50             | 50            | 95%                         | 16%            | 2                  | 2                 | 4                       |  |  |
| RC 7 Resort Hotel (330)   | 102             | Occupied Rooms      | 56              | 59%            | 41%           | 33             | 23            | 0%                          | 16%            | 28                 | 19                | 47                      |  |  |
| RC 7 Specialty Retail Center (826)  | 37.6            | 1,000 Sq. Ft. GLA   | 150             | 50%            | 50%           | 75             | 75            | 95%                         | 16%            | 3                  | 3                 | 6                       |  |  |
| RC 7 Resort Hotel (330)   | 119             | Occupied Rooms      | 66              | 59%            | 41%           | 39             | 27            | 0%                          | 16%            | 33                 | 23                | 55                      |  |  |
| RC 7 Specialty Retail Center (826)  | 50              | 1,000 Sq. Ft. GLA   | 198             | 50%            | 50%           | 99             | 99            | 95%                         | 16%            | 4                  | 4                 | 8                       |  |  |
| W37 Single-Family Detached Housing (210)  | 30              | Occ. Dwelling Units | 36              | 54%            | 46%           | 19             | 17            | 0%                          | 16%            | 16                 | 14                | 30                      |  |  |
| LV 10 Residential Condominium/Townhouse (230)   | 26              | Occ. Dwelling Units | 52              | 54%            | 46%           | 28             | 24            | 0%                          | 16%            | 24                 | 20                | 44                      |  |  |
| LV 4 Resort Hotel (330)   | 82              | Occupied Rooms      | 46              | 59%            | 41%           | 27             | 19            | 0%                          | 16%            | 23                 | 16                | 39                      |  |  |
| LV 6 Specialty Retail Center (826)  | 25              | 1,000 Sq. Ft. GLA   | 100             | 50%            | 50%           | 50             | 50            | 0%                          | 16%            | 42                 | 42                | 84                      |  |  |
| Project Total Saturday Peak Hour Trips  |                 |                     |                 |                |               | 1,317          | 1,093         |                             |                | 772                | 584               | 1,356                   |  |  |
| Saturday Peak Hour (Future Development)   |                 |                     |                 |                |               |                |               |                             |                |                    |                   |                         |  |  |
| Land Use  | Number of Units | Unit Type           | Trip Generation | Trips Entering | Trips Exiting | Trips Entering | Trips Exiting | Mixed-Use Potential Capture | CUWA Reduction | Net Trips Entering | Net Trips Exiting | Total Sat Peak Hr Trips |  |  |
| Red Pine Village Resort Hotel (330)   | 935             | Occupied Rooms      | 514             | 59%            | 41%           | 303            | 211           | 0%                          | 27%            | 221                | 154               | 375                     |  |  |
| RC 25 Residential Condominium/Townhouse (230)   | 54              | Occ. Dwelling Units | 60              | 54%            | 46%           | 32             | 28            | 0%                          | 27%            | 23                 | 20                | 43                      |  |  |
| RC 24 Residential Condominium/Townhouse (230)   | 21              | Occ. Dwelling Units | 50              | 54%            | 46%           | 27             | 23            | 0%                          | 27%            | 20                 | 17                | 37                      |  |  |
| RC 22 Resort Hotel (330)  | 52              | Occupied Rooms      | 30              | 59%            | 41%           | 18             | 12            | 0%                          | 27%            | 13                 | 9                 | 22                      |  |  |
| RC 5 Residential Condominium/Townhouse (230)  | 7.65            | Occ. Dwelling Units | 46              | 54%            | 46%           | 25             | 21            | 0%                          | 27%            | 18                 | 15                | 33                      |  |  |
| RC 5 Specialty Retail Center (826)  | 20,564          | 1,000 Sq. Ft. GLA   | 82              | 50%            | 50%           | 41             | 41            | 95%                         | 27%            | 1                  | 1                 | 2                       |  |  |
| RC 17/18 Specialty Retail Center (826)  | 38.44           | 1,000 Sq. Ft. GLA   | 152             | 50%            | 50%           | 76             | 76            | 95%                         | 27%            | 3                  | 3                 | 6                       |  |  |
| RC 17/18 Resort Hotel (330)   | 88              | Occupied Rooms      | 50              | 59%            | 41%           | 30             | 21            | 0%                          | 27%            | 22                 | 15                | 37                      |  |  |
| RC 16 A Resort Hotel (330)  | 142             | Occupied Rooms      | 78              | 59%            | 41%           | 46             | 32            | 0%                          | 27%            | 34                 | 23                | 57                      |  |  |
| RC 16 B Residential Condominium/Townhouse (230)   | 39              | Occ. Dwelling Units | 54              | 54%            | 46%           | 29             | 25            | 0%                          | 27%            | 21                 | 18                | 39                      |  |  |
| RC 16 A Specialty Retail Center (826)   | 15              | 1,000 Sq. Ft. GLA   | 60              | 50%            | 50%           | 30             | 30            | 95%                         | 27%            | 1                  | 1                 | 2                       |  |  |
| RC 20 A Resort Hotel (330)  | 119             | Occupied Rooms      | 66              | 59%            | 41%           | 39             | 27            | 0%                          | 27%            | 28                 | 20                | 48                      |  |  |
| RC 20 A Specialty Retail Center (826)   | 10              | 1,000 Sq. Ft. GLA   | 40              | 50%            | 50%           | 20             | 20            | 95%                         | 27%            | 1                  | 1                 | 2                       |  |  |
| RC 20 B Residential Condominium/Townhouse (230)   | 11              | Occ. Dwelling Units | 46              | 54%            | 46%           | 25             | 21            | 0%                          | 27%            | 18                 | 15                | 33                      |  |  |
| RC 14 Resort Hotel (330)  | 128             | Occupied Rooms      | 72              | 59%            | 41%           | 42             | 30            | 0%                          | 27%            | 31                 | 22                | 53                      |  |  |
| RC 15 Resort Hotel (330)  | 81              | Occupied Rooms      | 46              | 59%            | 41%           | 27             | 19            | 0%                          | 27%            | 20                 | 14                | 34                      |  |  |
| RC 21 Resort Hotel (330)  | 85              | Occupied Rooms      | 48              | 59%            | 41%           | 28             | 20            | 0%                          | 27%            | 21                 | 14                | 35                      |  |  |
| W37 Residential Condominium/Townhouse (230)   | 41              | Occ. Dwelling Units | 56              | 54%            | 46%           | 30             | 26            | 0%                          | 27%            | 22                 | 19                | 41                      |  |  |
| RC 2 Specialty Retail Center (826)  | 14              | 1,000 Sq. Ft. GLA   | 56              | 50%            | 50%           | 28             | 28            | 95%                         | 27%            | 1                  | 1                 | 2                       |  |  |
| RC 6 Specialty Retail Center (826)  | 25              | 1,000 Sq. Ft. GLA   | 100             | 50%            | 50%           | 50             | 50            | 95%                         | 27%            | 2                  | 2                 | 4                       |  |  |
| RC 7 Resort Hotel (330)   | 102             | Occupied Rooms      | 56              | 59%            | 41%           | 33             | 23            | 0%                          | 27%            | 24                 | 17                | 41                      |  |  |
| RC 7 Specialty Retail Center (826)  | 37.6            | 1,000 Sq. Ft. GLA   | 150             | 50%            | 50%           | 75             | 75            | 95%                         | 27%            | 3                  | 3                 | 6                       |  |  |
| RC 7 Resort Hotel (330)   | 119             | Occupied Rooms      | 66              | 59%            | 41%           | 39             | 27            | 0%                          | 27%            | 28                 | 20                | 48                      |  |  |
| RC 7 Specialty Retail Center (826)  | 50              | 1,000 Sq. Ft. GLA   | 198             | 50%            | 50%           | 99             | 99            | 95%                         | 27%            | 4                  | 4                 | 8                       |  |  |
| W37 Single-Family Detached Housing (210)  | 30              | Occ. Dwelling Units | 36              | 54%            | 46%           | 19             | 17            | 0%                          | 27%            | 14                 | 12                | 26                      |  |  |
| LV 10 Residential Condominium/Townhouse (230)   | 26              | Occ. Dwelling Units | 52              | 54%            | 46%           | 28             | 24            | 0%                          | 27%            | 20                 | 18                | 38                      |  |  |
| LV 4 Resort Hotel (330)   | 82              | Occupied Rooms      | 46              | 59%            | 41%           | 27             | 19            | 0%                          | 27%            | 20                 | 14                | 34                      |  |  |
| LV 6 Specialty Retail Center (826)  | 25              | 1,000 Sq. Ft. GLA   | 100             | 50%            | 50%           | 50             | 50            | 0%                          | 27%            | 37                 | 37                | 74                      |  |  |
| Project Total Saturday Peak Hour Trips  |                 |                     |                 |                |               | 1,317          | 1,093         |                             |                | 670                | 507               | 1,177                   |  |  |



**EXHIBIT C  
TO  
AMENDMENT TO AMENDED AND RESTATED  
DEVELOPMENT AGREEMENT**

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*[Site Specific Guidelines]*

## Canyons Master Plan Amendment

### Proposed Lower Village Site Specific Guidelines for Parcel LV1A-1

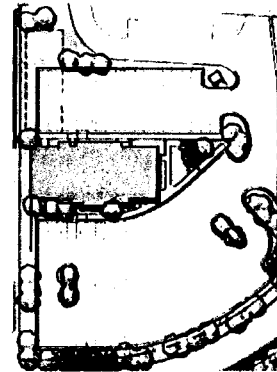
|                                       |   |
|---------------------------------------|---|
| <b>Site:</b>                          | <b>LV1A-1</b>   |
| <b>Parcel Use:</b>                    | <b>Resort Operations with Associated Storage and Surface Parking/Skier Services</b> |
| <b>Site Area:</b>                     | <b>77,536 SF</b>  |
| <b>Gross Building Area (SF):</b>      | <b>12,932 (Exempt)</b>  |
| <b>Commercial Area (SF):</b>          | <b>12,932 (Exempt)</b>  |
| <b>Maximum Building Height (ASL):</b> | <b>6,798'</b>   |

#### Applicable Guidelines:

- The Canyons SPA
- The Canyons Village Management Association's (CVMA) Design Guidelines

#### Design Approvals Required:

- CVMA Design Review Committee
- Summit County Planning Department
- Snyderville Basin Planning Commission



#### General Intent:

1. This proposed building should serve as the employee hub for the resort's operations staff. The intent is to capture the employees at the entrance to the resort to better manage resort vehicular circulation.
2. Current operations are housed in four separate buildings on RC16 in the Resort Core. The proposed building will replace those temporary structures.
3. The new building will consolidate employees into one central location with easy access to parking, transit, the Cabriolet Lift and the proposed Employee Housing.

#### Setbacks, Buffers:

1. The minimum building setback shall be 10 ft. from all boundaries.

#### Building Heights and Massing:

1. The proposed building should be designed to be limited in scale and profile and reflect the local agricultural vernacular for working barns and outbuildings found throughout the Snyderville Basin. It should be similar in design, form, and color to the existing golf maintenance building.

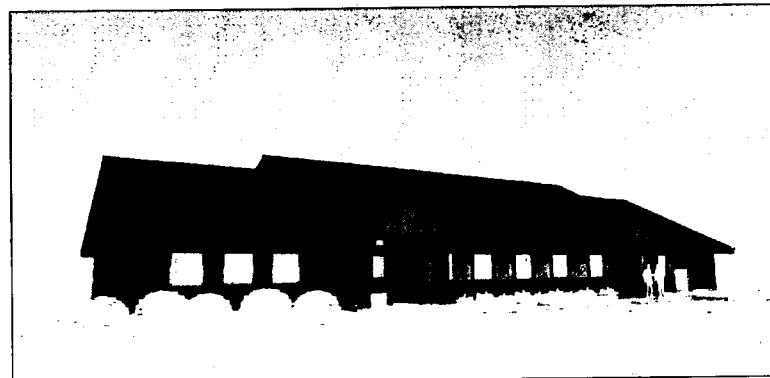
*The Canyons Village Master Plan sets forth the overarching design principals and parcel by parcel site plans intended to generate the finest possible four season experiences for the residents and guests of Canyons Village as a whole. The parcel specific design goals outlined in these guidelines are intended to generate clarity and a more consistent interpretation of the Canyons Village Master Plan for the benefit of developers, architects, the CVMA / DRC and Snyderville Basin Planning Commission. These guidelines are intended to positively influence, but not dictate the final design result.*

# Linkages:

|                |  |
|----------------|--|
| Ski Trail      | 1. Via the Cabriolet Lift located next to the transit center.  |
| Pedestrian     | 1. Sidewalks along the building and parking area to connect to the Millennium Trail and the Cabriolet Lift.<br>2. A future sidewalk along LV13 road to connect to the Employee Housing Parcel. |
| Vehicular      | 1. Access to the parcel is from Lower Village Road.  |
| Public Transit | 1. The transit center is located across the street with direct pedestrian access.  |

# Other Design Criteria:

1. Conceptual perspectives below:



*The Canyons Village Master Plan sets forth the overarching design principals and parcel by parcel site plans intended to generate the finest possible four season experiences for the residents and guests of Canyons Village as a whole. The parcel specific design goals outlined in these guidelines are intended to generate clarity and a more consistent interpretation of the Canyons Village Master Plan for the benefit of developers, architects, the CVMA / DRC and Snyderville Basin Planning Commission. These guidelines are intended to positively influence, but not dictate the final design result.*

# **Canyons Master Plan Amendment** **Proposed Lower Village Site Specific Guidelines for Parcel LV1A-2**

**Site:** LV1A-2  
**Parcel Use:** Parking/Commercial/Retail/Support  
**Site Area:** 32,670 SF

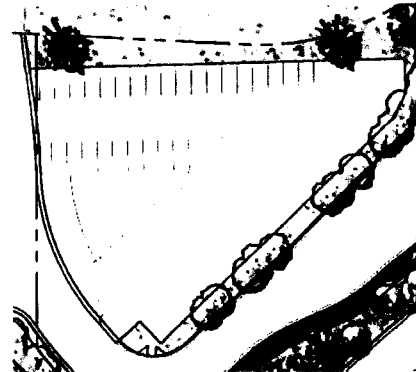
**Gross Building Area (SF):** 25,000  
**Commercial Area (SF):** 25,000  
**Maximum Building Height (ASL):** 6,793'

## **Applicable Guidelines:**

- The Canyons SPA
- The Canyons Village Management Association's (CVMA) Design Guidelines

## **Design Approvals Required:**

- CVMA Design Review Committee
- Summit County Planning Department
- Snyderville Basin Planning Commission



## **General Intent:**

1. Should be comprised of one or more buildings that are at a visually significant corner of Canyons Resort Drive and Lower Village Road.
2. Other uses include surface parking to support resort operations.
3. It is important that the developer/architect is familiar with the Canyons Master Plan and Design Guidelines.

## **Setbacks, Buffers:**

1. The minimum building setback shall be 10 ft. from all boundaries.

## **Building Heights and Massing:**

1. The proposed building should be designed to be limited in scale and profile and sit within the context of the Fire Station, Golf Maintenance and proposed Operations building on the adjacent parcel.
2. Building forms should be modulated and facades articulated through the use of materials, color, plane changes and varied roof lines.

*The Canyons Village Master Plan sets forth the overarching design principals and parcel by parcel site plans intended to generate the finest possible four season experiences for the residents and guests of Canyons Village as a whole. The parcel specific design goals outlined in these guidelines are intended to generate clarity and a more consistent interpretation of the Canyons Village Master Plan for the benefit of developers, architects, the CVMA / DRC and Snyderville Basin Planning Commission. These guidelines are intended to positively influence, but not dictate the final design result.*

**Linkages:**

|                |  |
|----------------|--|
| Ski Trail      | 1. Via the Cabriolet Lift located next to the transit center.  |
| Pedestrian     | 1. Sidewalks along the building and parking area to connect to the Millennium Trail and the Cabriolet Lift across Lower Village Road.<br>2. Provide direct connection to the existing sidewalk along Canyons Resort Drive. |
| Vehicular      | 1. Access to the parcel is from Lower Village Road.  |
| Public Transit | 1. The transit center is located across the street with direct pedestrian access.  |

**Other Design Criteria:**

1. Commercial frontage should be varied, include overhangs, and should animate the pedestrian areas.
  - a. Special attention should be paid to storefronts, terraces, signage, lighting, landscape and hardscape.
  - b. Streetscape elements should consider seating opportunities.

*The Canyons Village Master Plan sets forth the overarching design principals and parcel by parcel site plans intended to generate the finest possible four season experiences for the residents and guests of Canyons Village as a whole. The parcel specific design goals outlined in these guidelines are intended to generate clarity and a more consistent interpretation of the Canyons Village Master Plan for the benefit of developers, architects, the CVMA / DRC and Snyderville Basin Planning Commission. These guidelines are intended to positively influence, but not dictate the final design result.*

## Canyons Master Plan Amendment

### Proposed Lower Village Site Specific Guidelines for Parcel LV1B

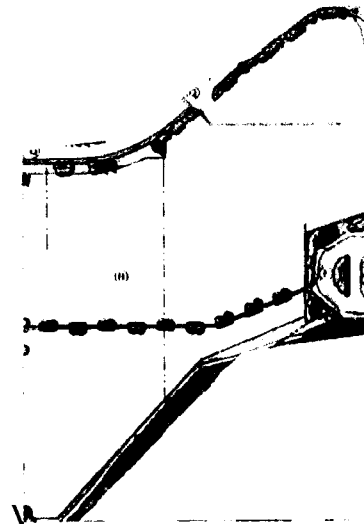
|                                       |   |
|---------------------------------------|---|
| <b>Site:</b>                          | <b>LV1B</b>   |
| <b>Parcel Use:</b>                    | <b>Parking/Parking Garage/Commercial/Retail/Support/<br/>Skier Services</b> |
| <b>Site Area:</b>                     | <b>200,000 SF</b>   |
| <b>Gross Building Area (SF):</b>      | <b>100,000</b>  |
| <b>Commercial Area (SF):</b>          | <b>100,000</b>  |
| <b>Maximum Building Height (ASL):</b> | <b>6,780'</b>   |

#### Applicable Guidelines:

- The Canyons SPA
- The Canyons Village Management Association's (CVMA) Design Guidelines

#### Design Approvals Required:

- CVMA Design Review Committee
- Summit County Planning Department
- Snyderville Basin Planning Commission



#### General Intent:

1. This parcel's proposed concept is to provide day skier parking adjacent to the Cabriolet.
2. The intent is to capture vehicles at the entrance to the Resort, thus reducing traffic on Canyons Resort Drive into the Resort Core.

#### Setbacks, Buffers:

1. The minimum building setback shall be 5 ft. from all boundaries.

#### Building Heights and Massing:

1. Buildings should not exceed 3-levels in height or elevation 6,780' ASL.
2. Building forms should be modulated and facades articulated through the use of materials, color, plane changes and varied roof lines.

*The Canyons Village Master Plan sets forth the overarching design principals and parcel by parcel site plans intended to generate the finest possible four season experiences for the residents and guests of Canyons Village as a whole. The parcel specific design goals outlined in these guidelines are intended to generate clarity and a more consistent interpretation of the Canyons Village Master Plan for the benefit of developers, architects, the CVMA / DRC and Snyderville Basin Planning Commission. These guidelines are intended to positively influence, but not dictate the final design result.*

|                |  |
|----------------|--|
| Ski Trail      | 1. The transit center is located at the north end of the parcel.   |
| Pedestrian     | 1. Located adjacent to the transit center.<br>2. Millennium Trail is on the west edge of the parcel.<br>3. Existing sidewalk along Canyons Resort Drive. |
| Vehicular      | 1. Access to the parcel is from Lower Village Road and LV13 Road.  |
| Public Transit | 1. The transit center is located at the north end of the parcel.   |

**Linkages:**



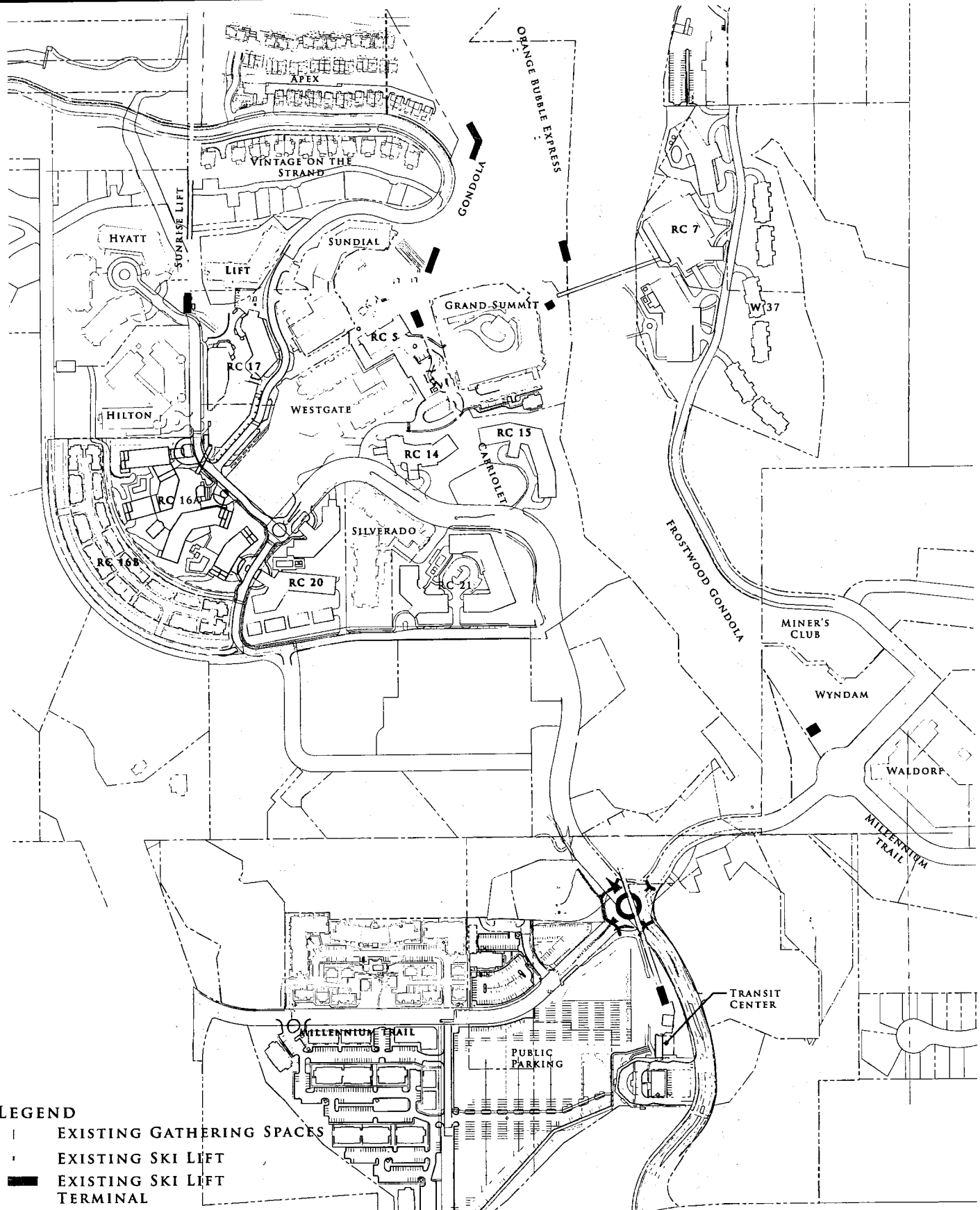
The Canyons Village Master Plan sets forth the overarching design principals and parcel by parcel site plans intended to generate the finest possible four season experiences for the residents and guests of Canyons Village as a whole. The parcel specific design goals outlined in these guidelines are intended to generate clarity and a more consistent interpretation of the Canyons Village Master Plan for the benefit of developers, architects, the CVMA / DRC and Snyderville Basin Planning Commission. These guidelines are intended to positively influence, but not dictate the final design result.

**EXHIBIT D  
TO  
AMENDMENT TO AMENDED AND RESTATED  
DEVELOPMENT AGREEMENT**

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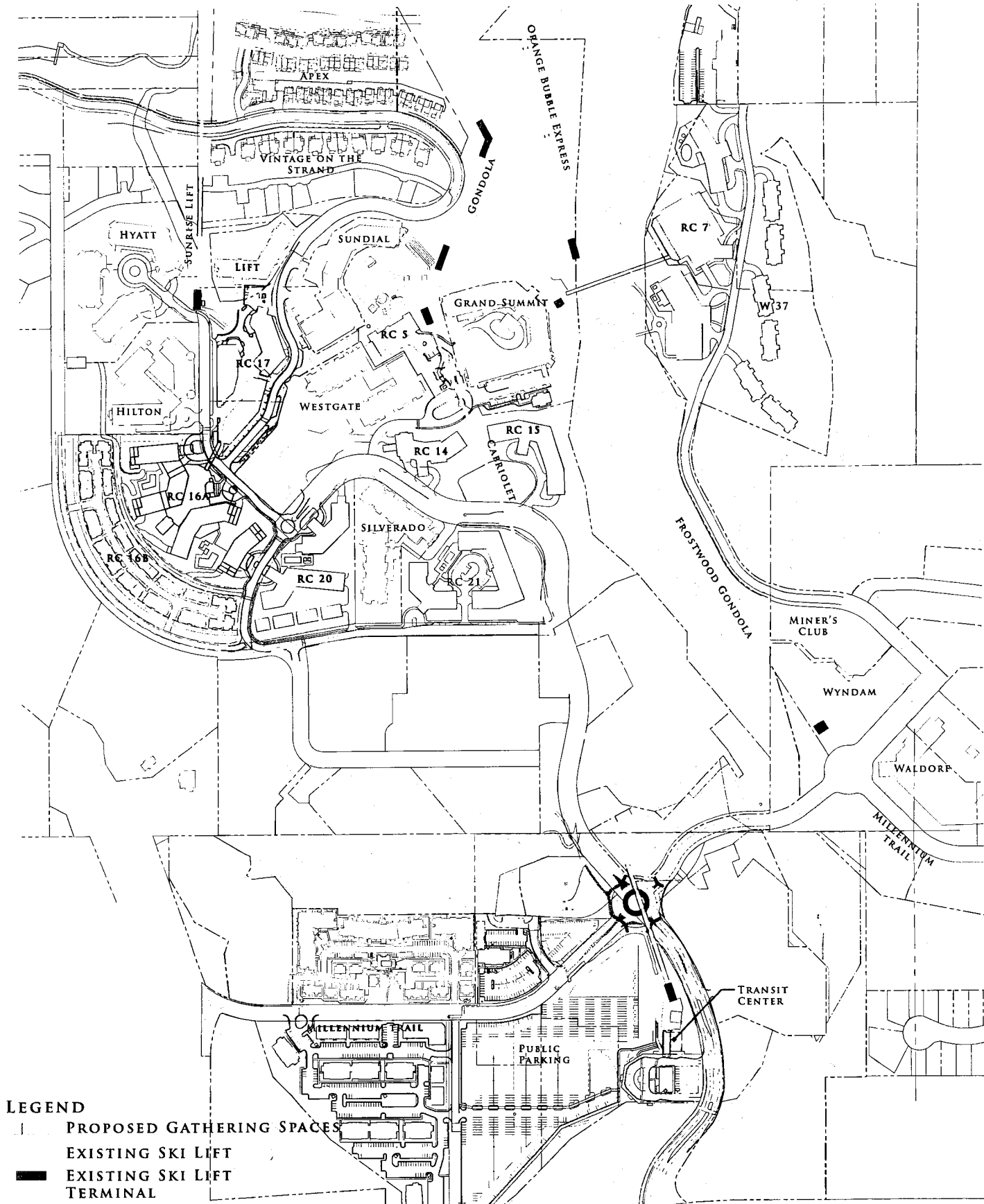
*[Connectivity Study]*

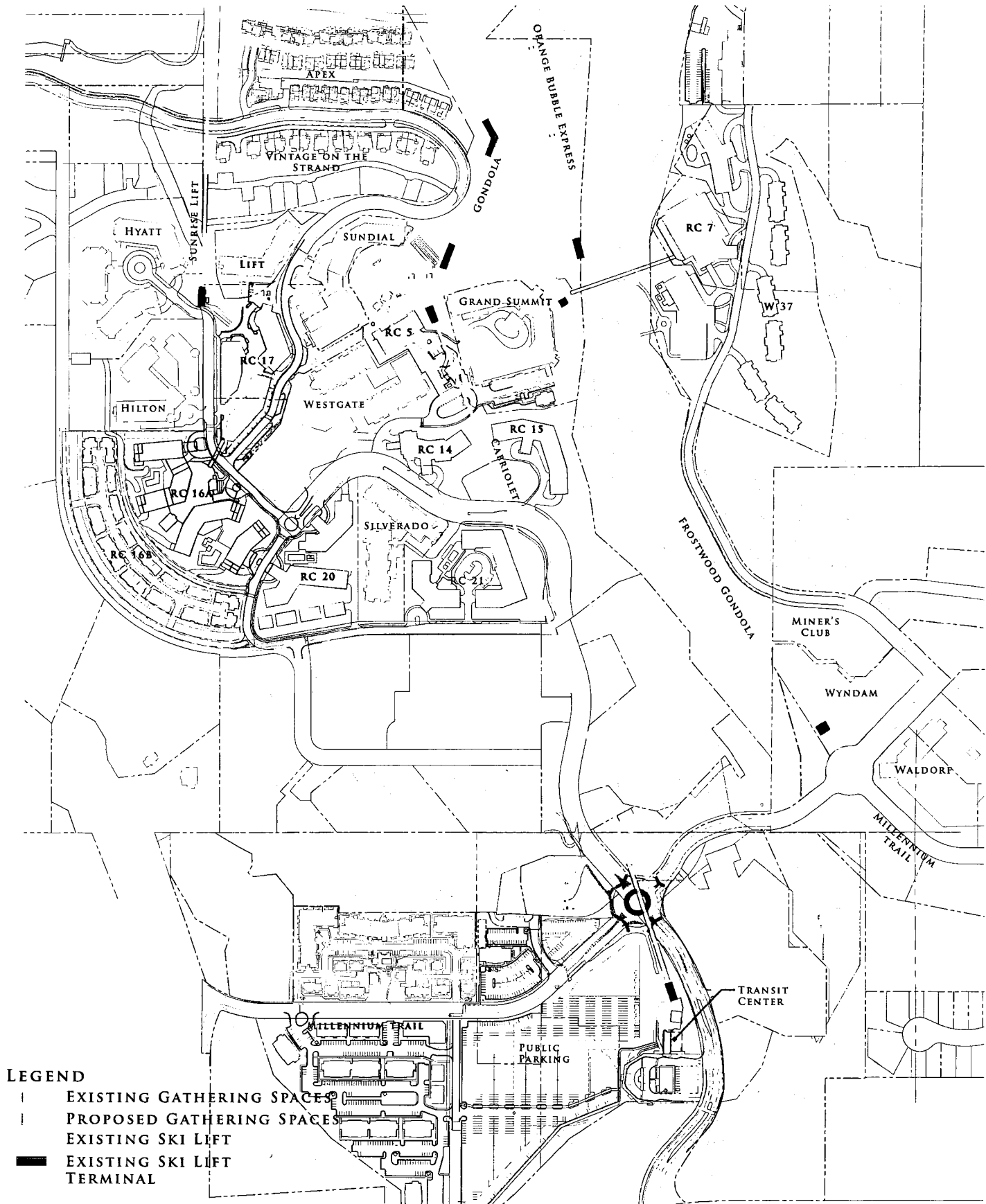


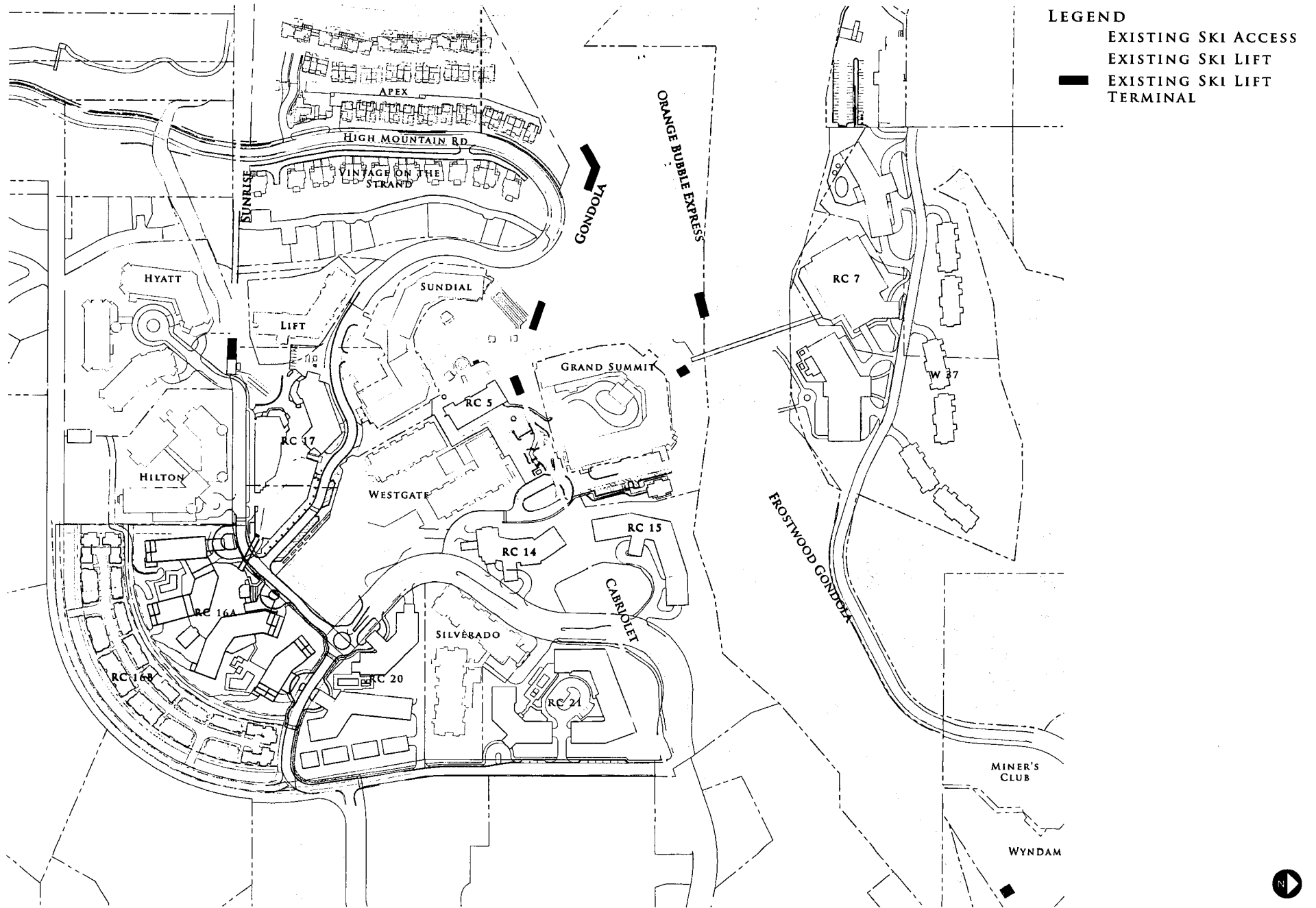


LEGEND

- | EXISTING GATHERING SPACES
- EXISTING SKI LIFT
- EXISTING SKI LIFT TERMINAL

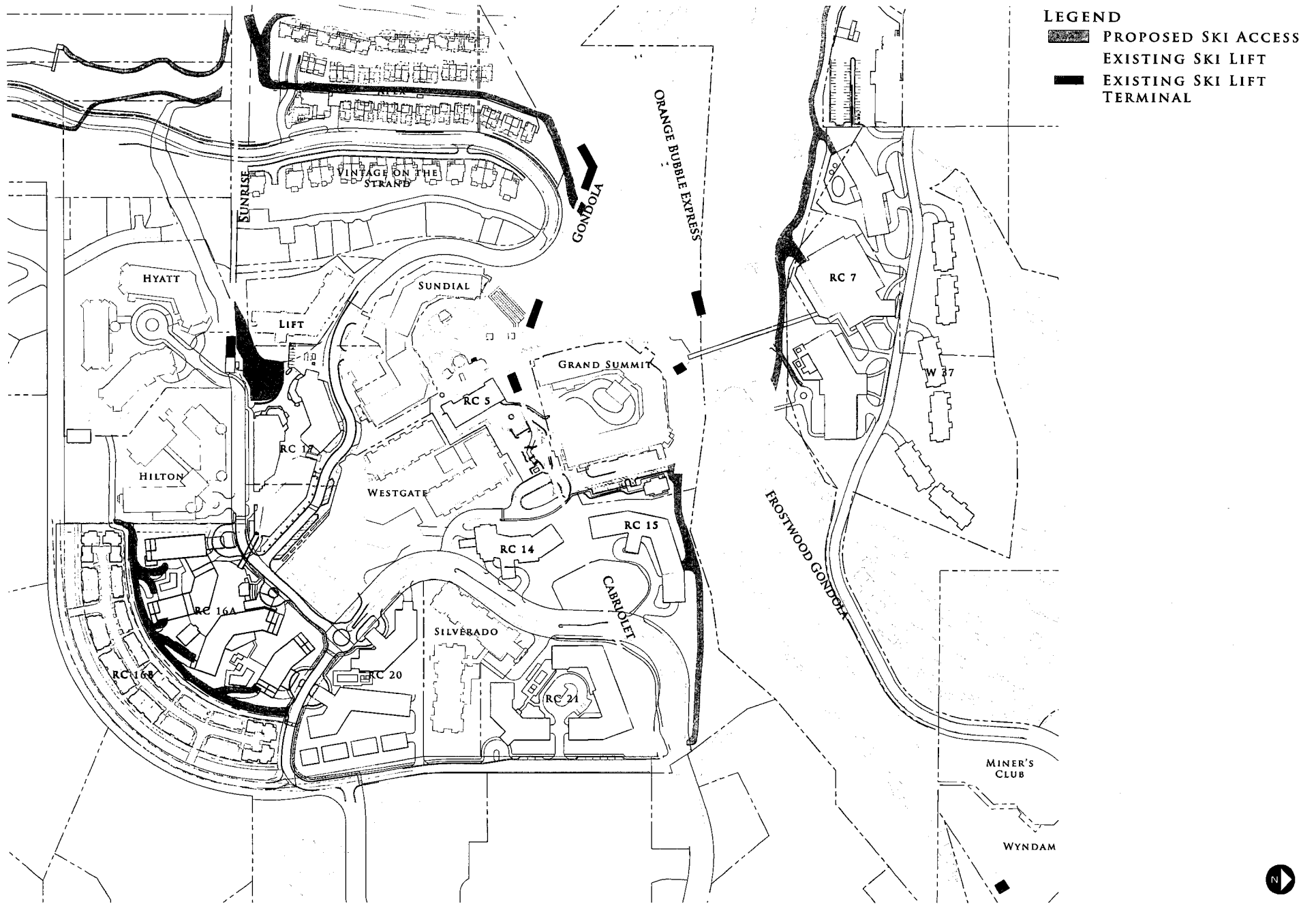






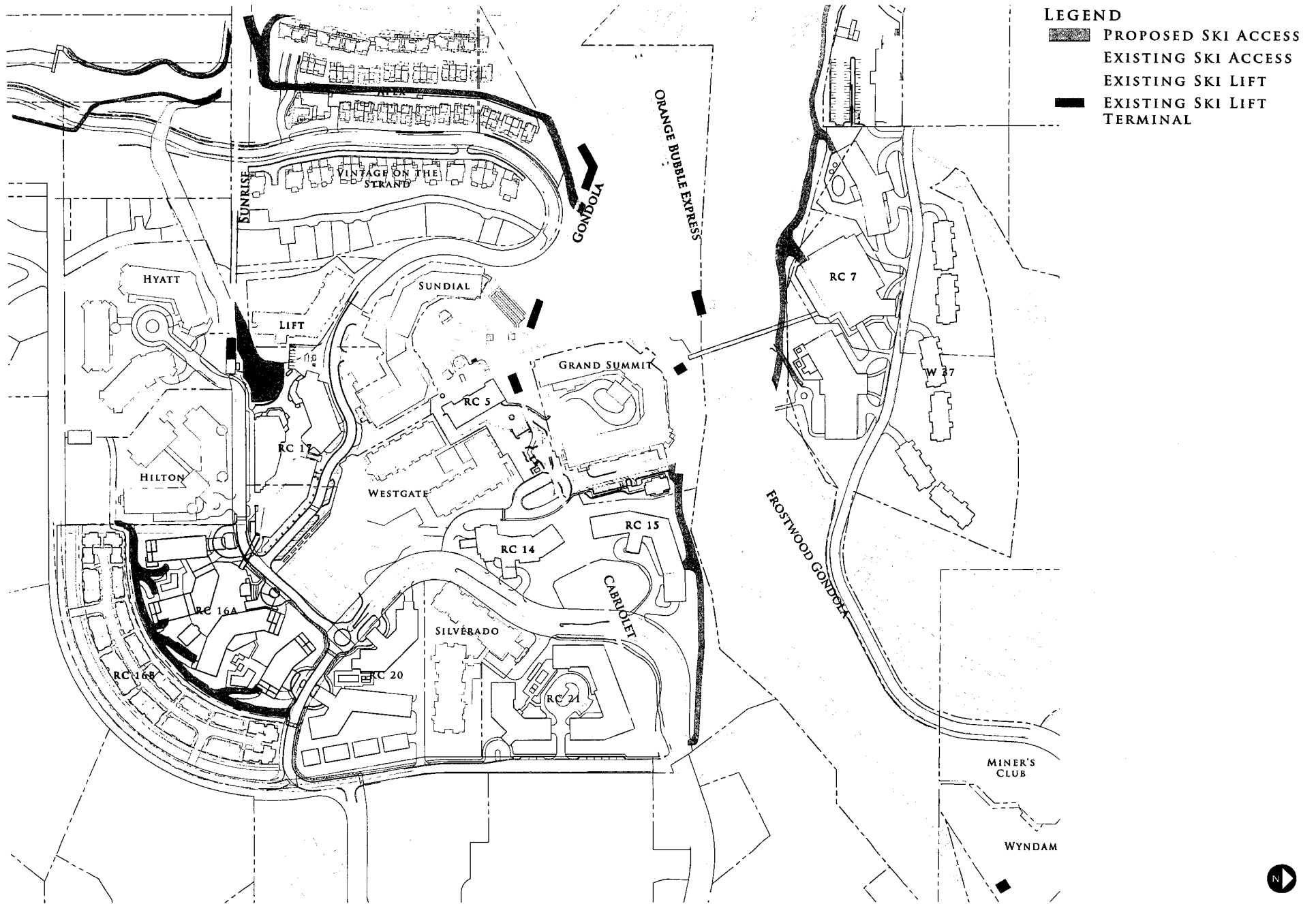
TCFC - CANYONS  
MASTER PLAN  
NOVEMBER, 2017





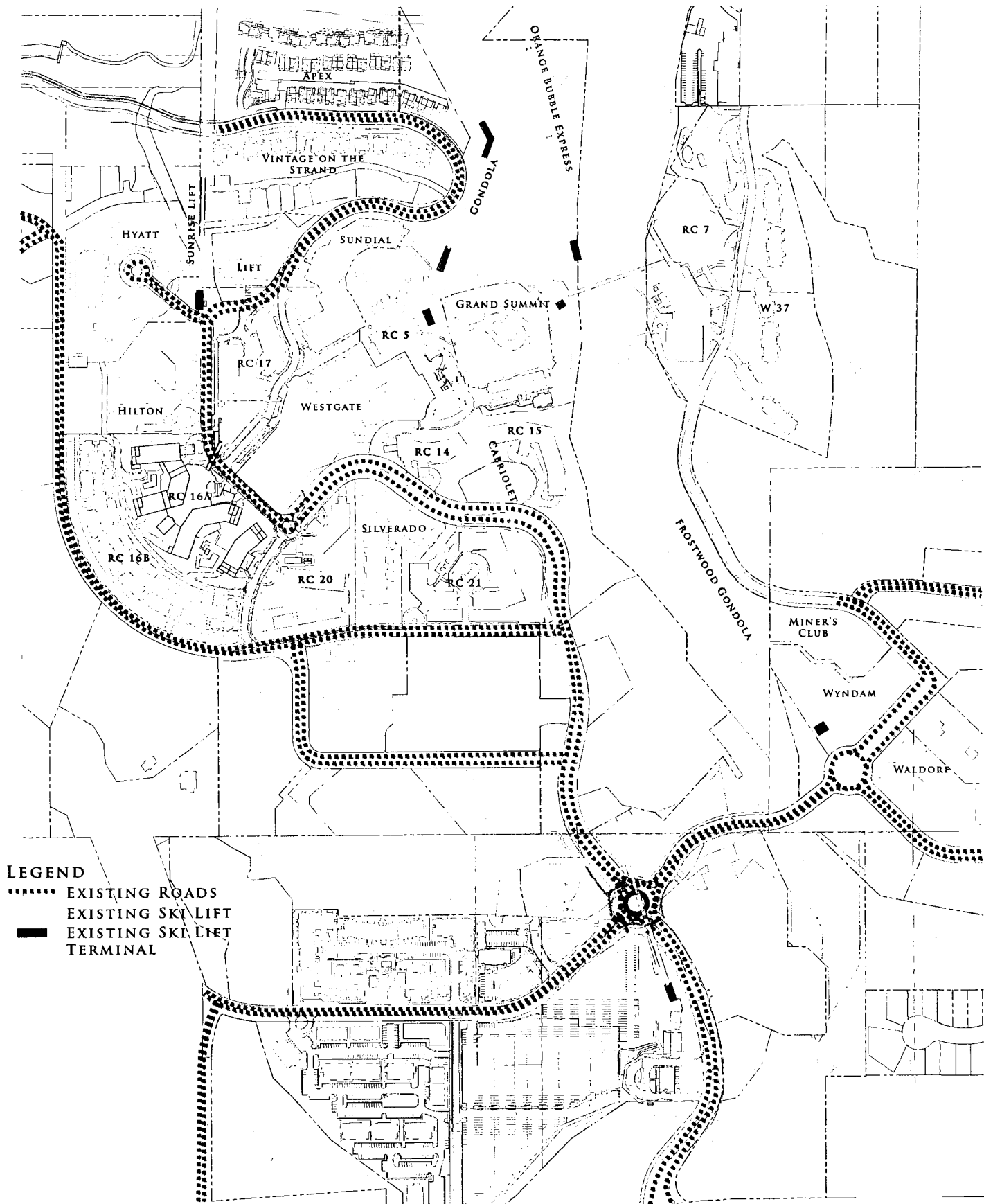
TCF C - CANYONS  
MASTER PLAN  
NOVEMBER, 2017

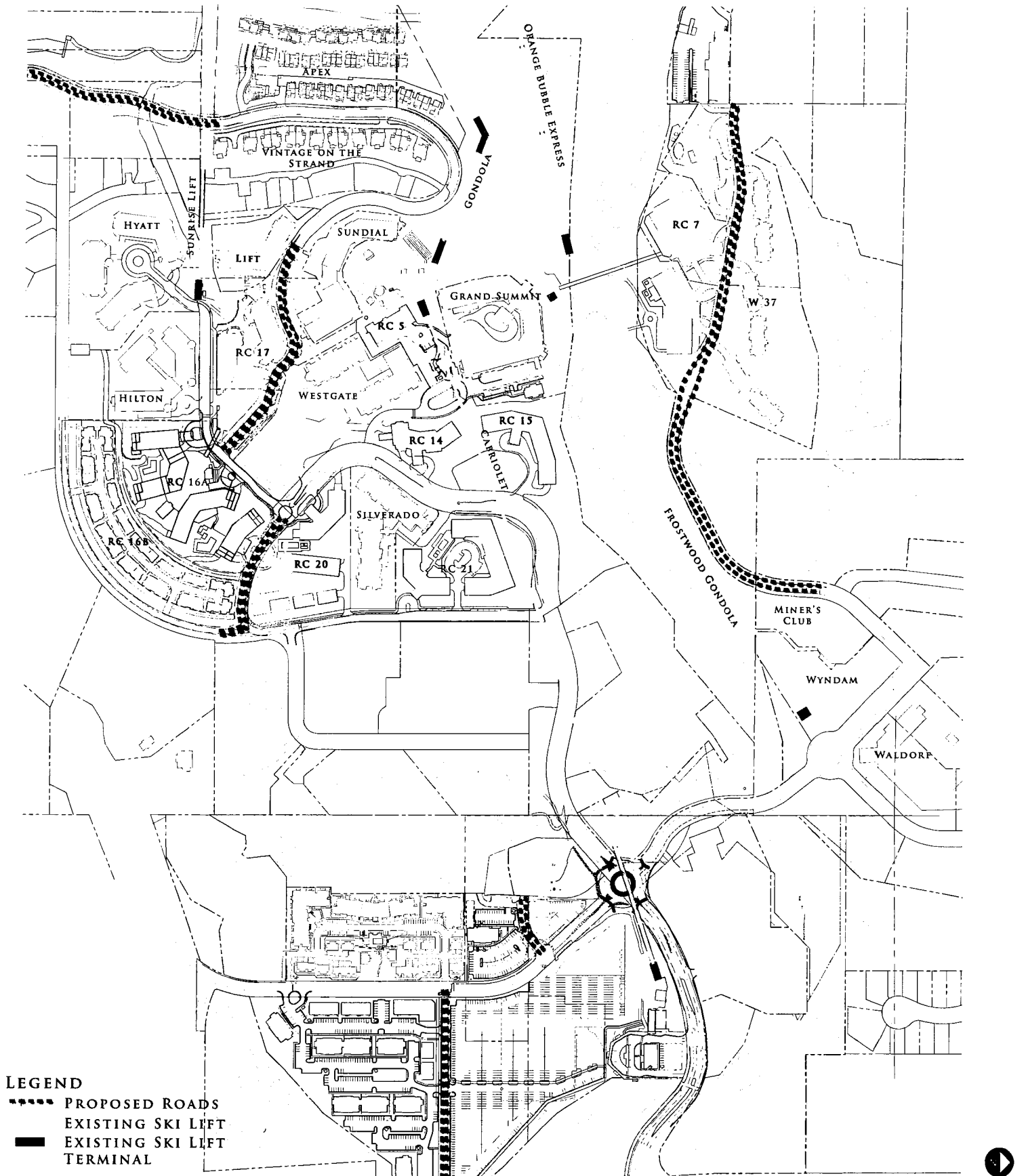




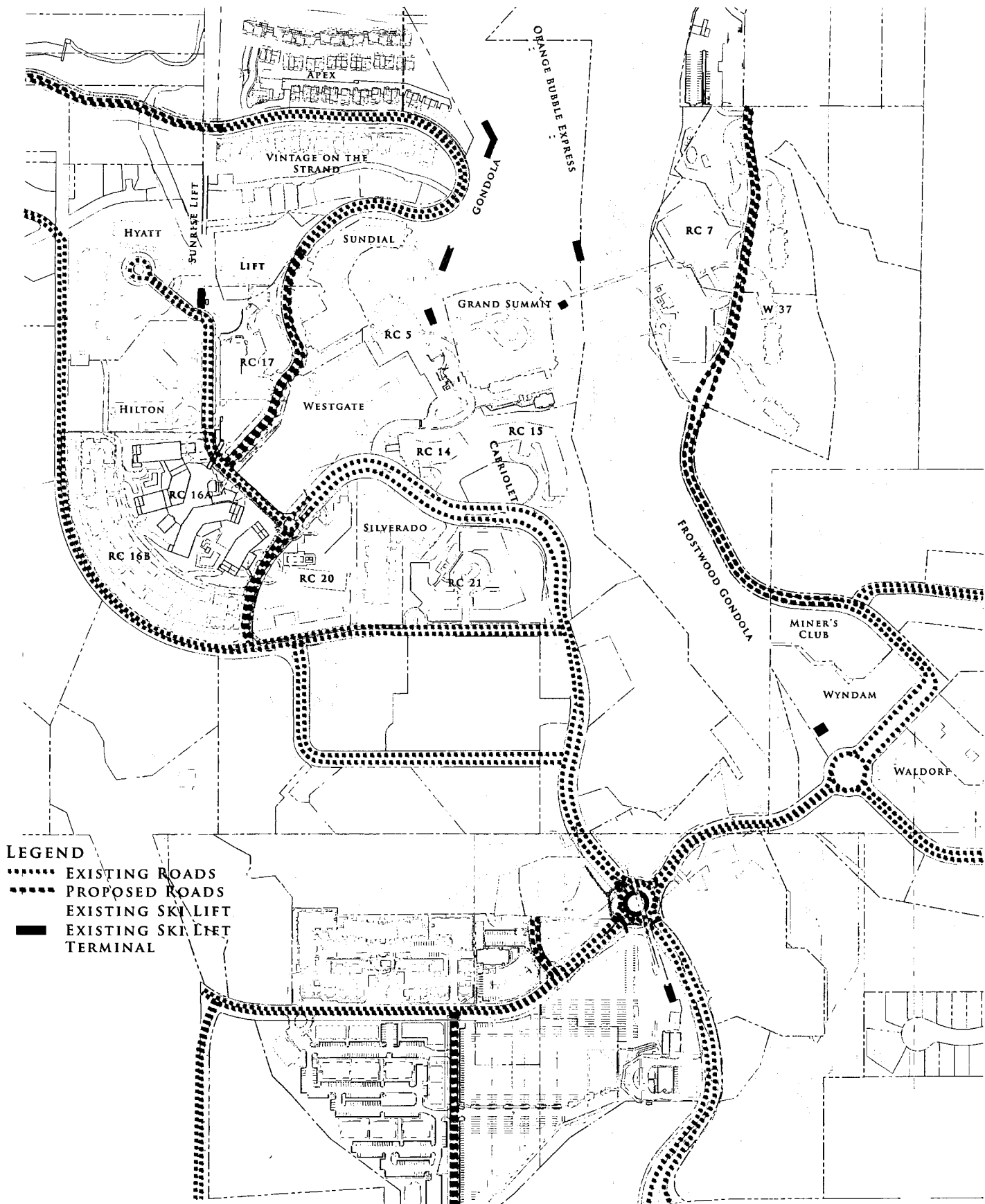
T C F C - C A N Y O N S  
M A S T E R P L A N  
NOVEMBER, 2017

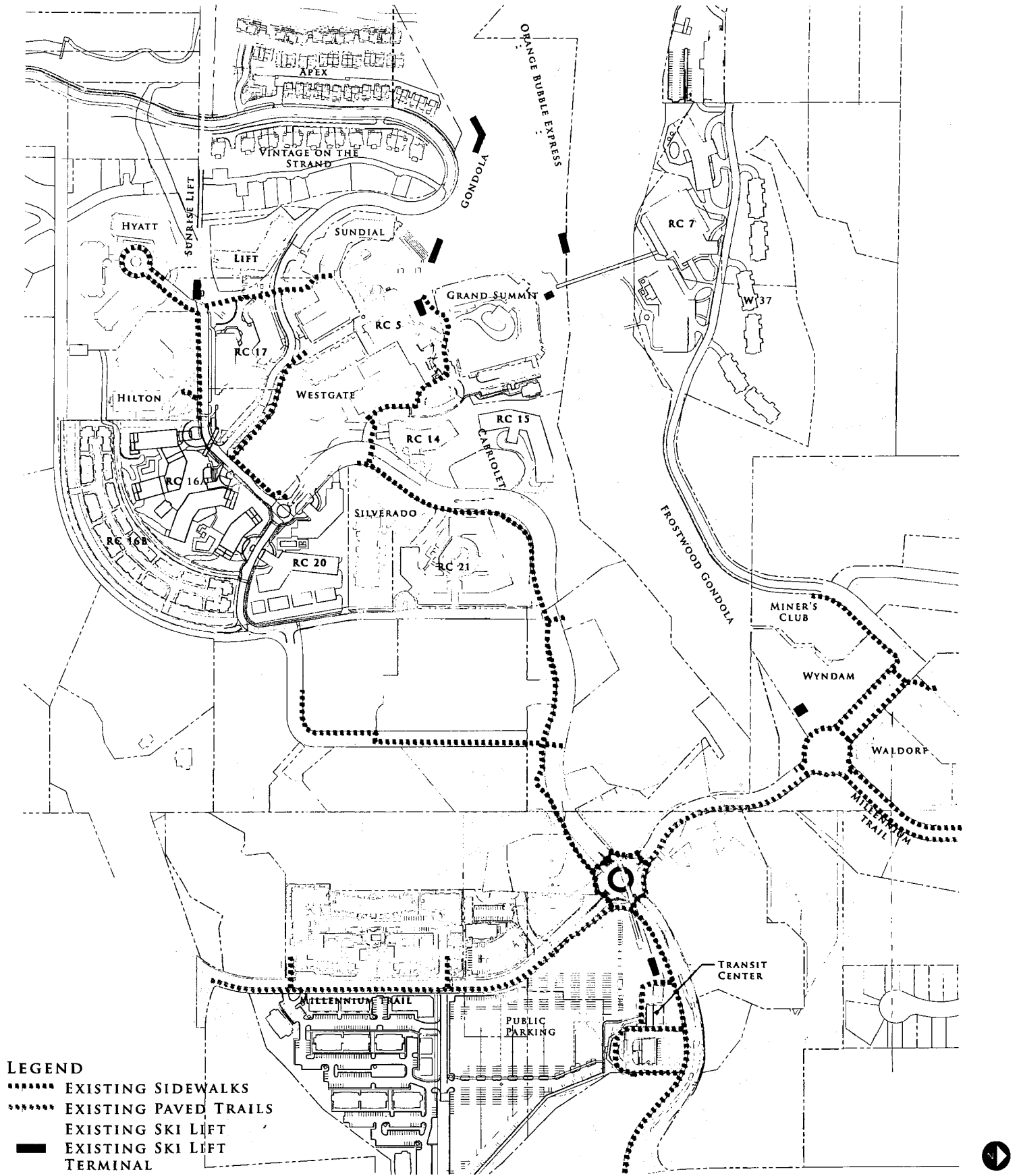




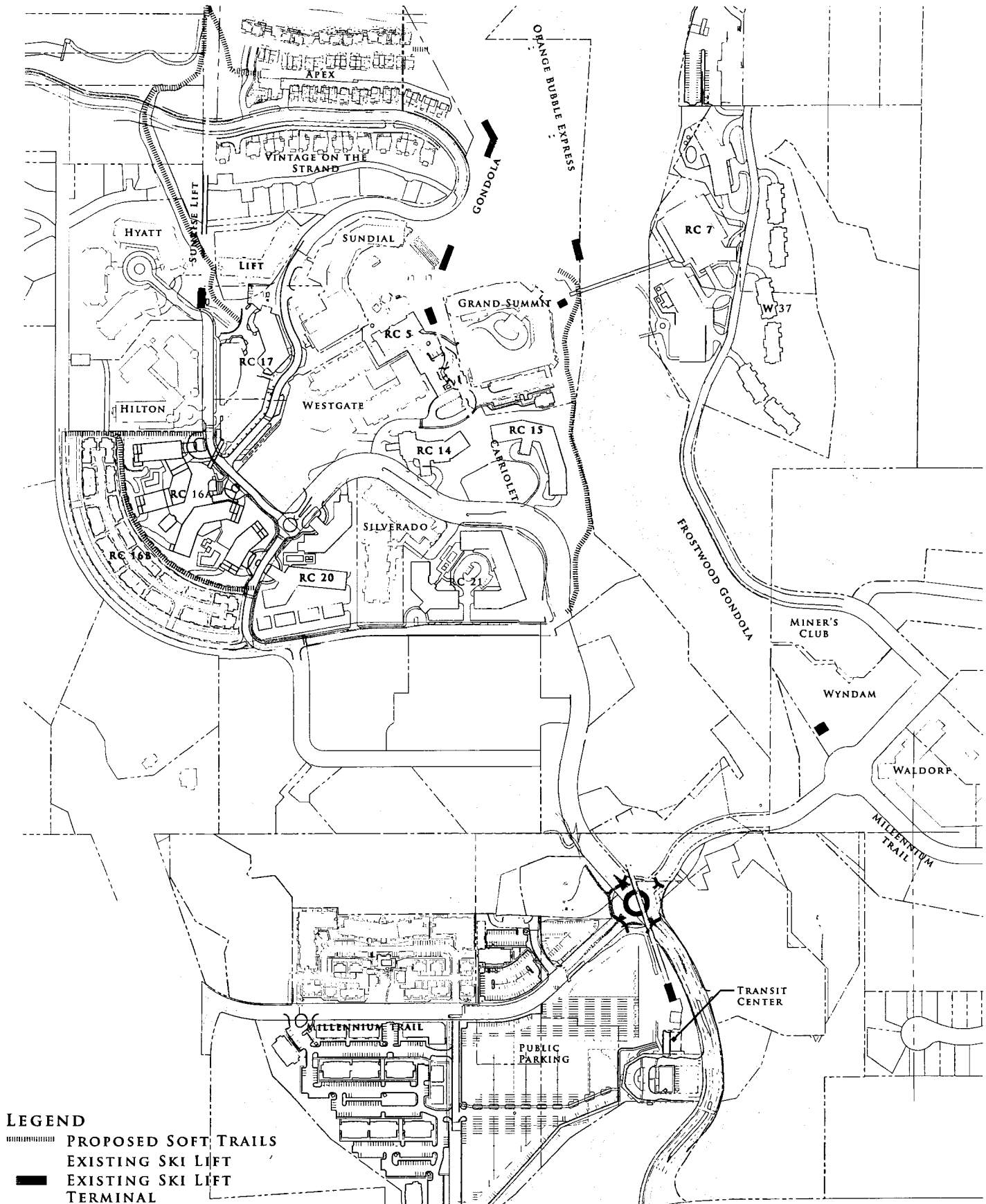


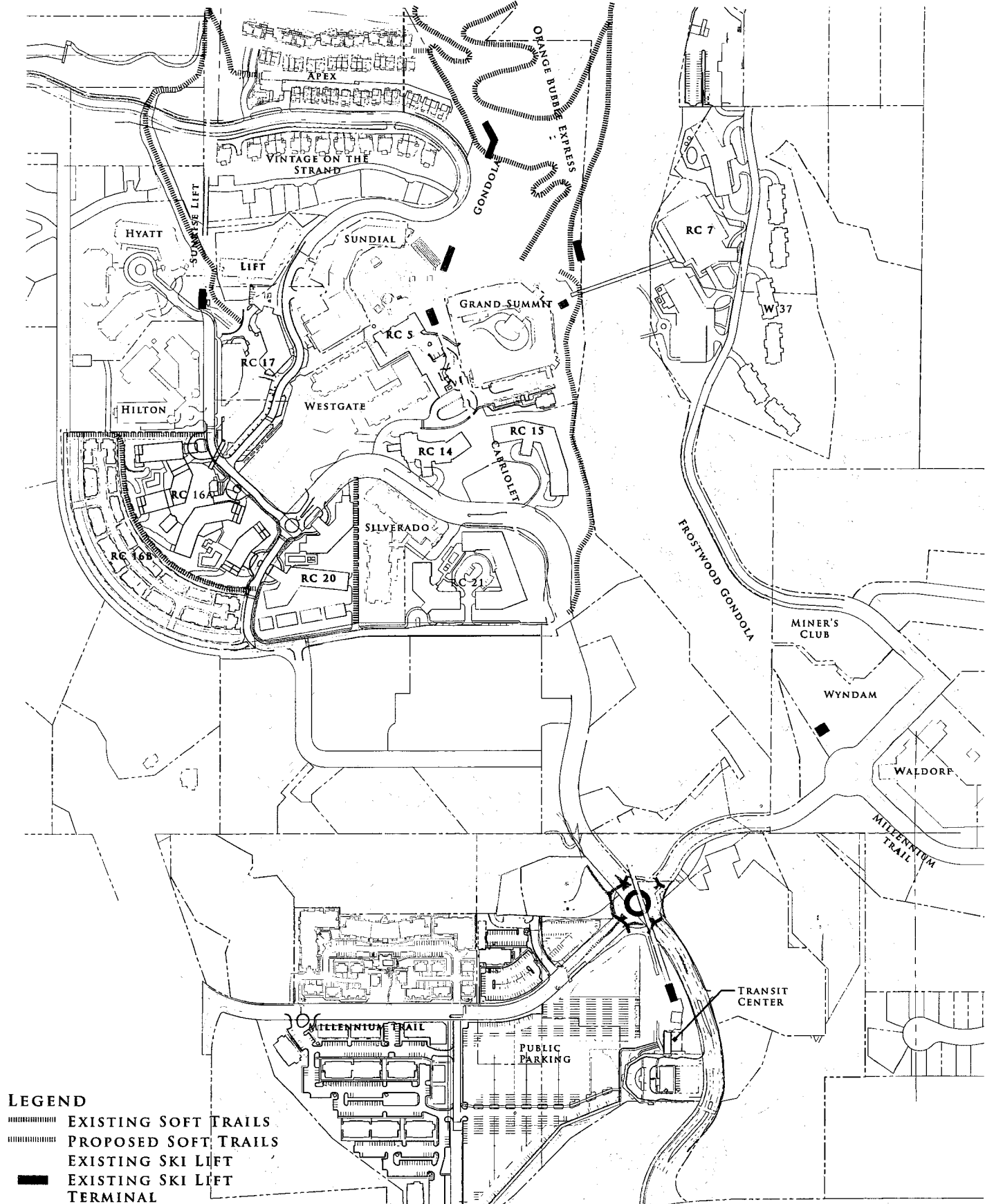






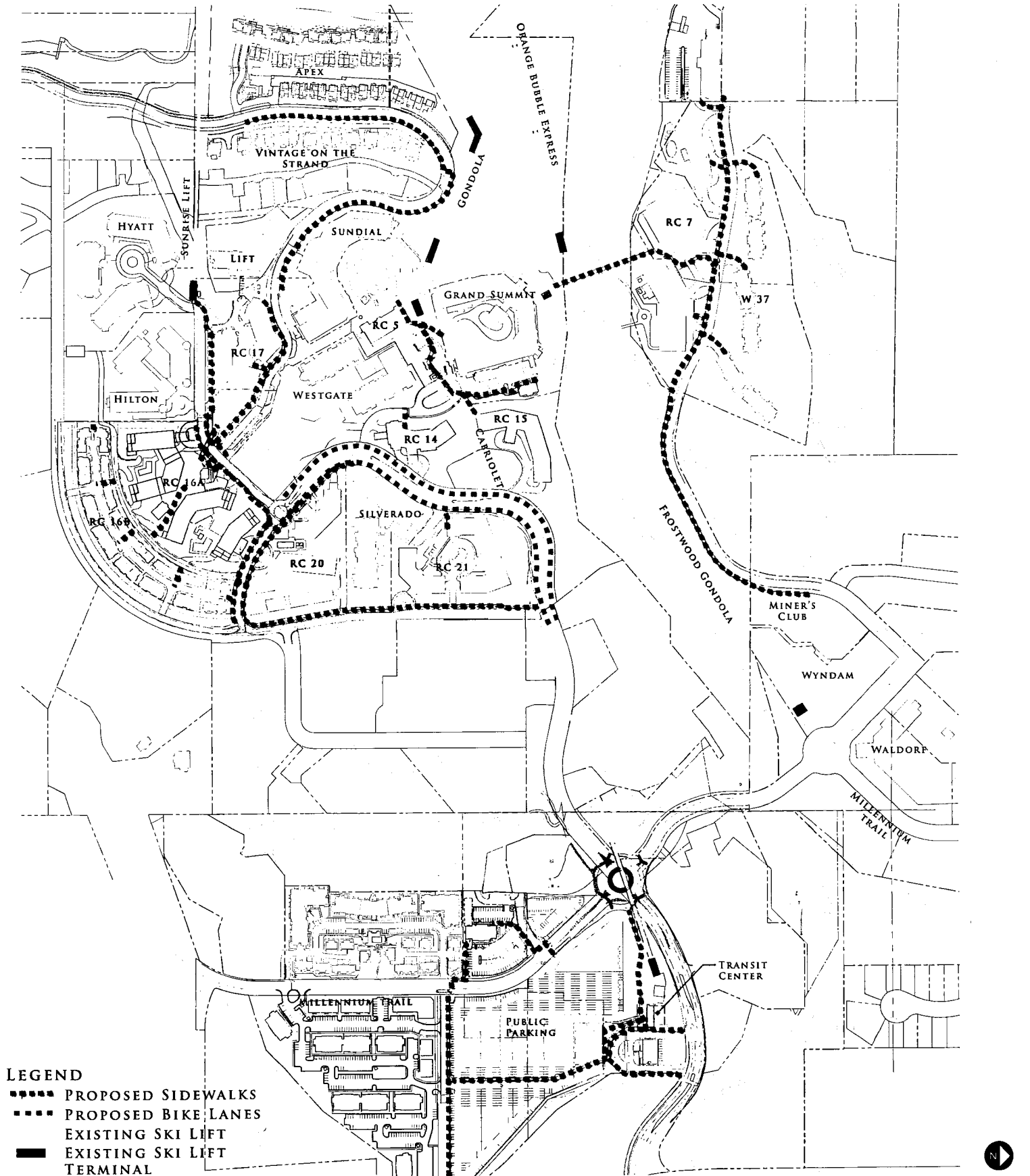


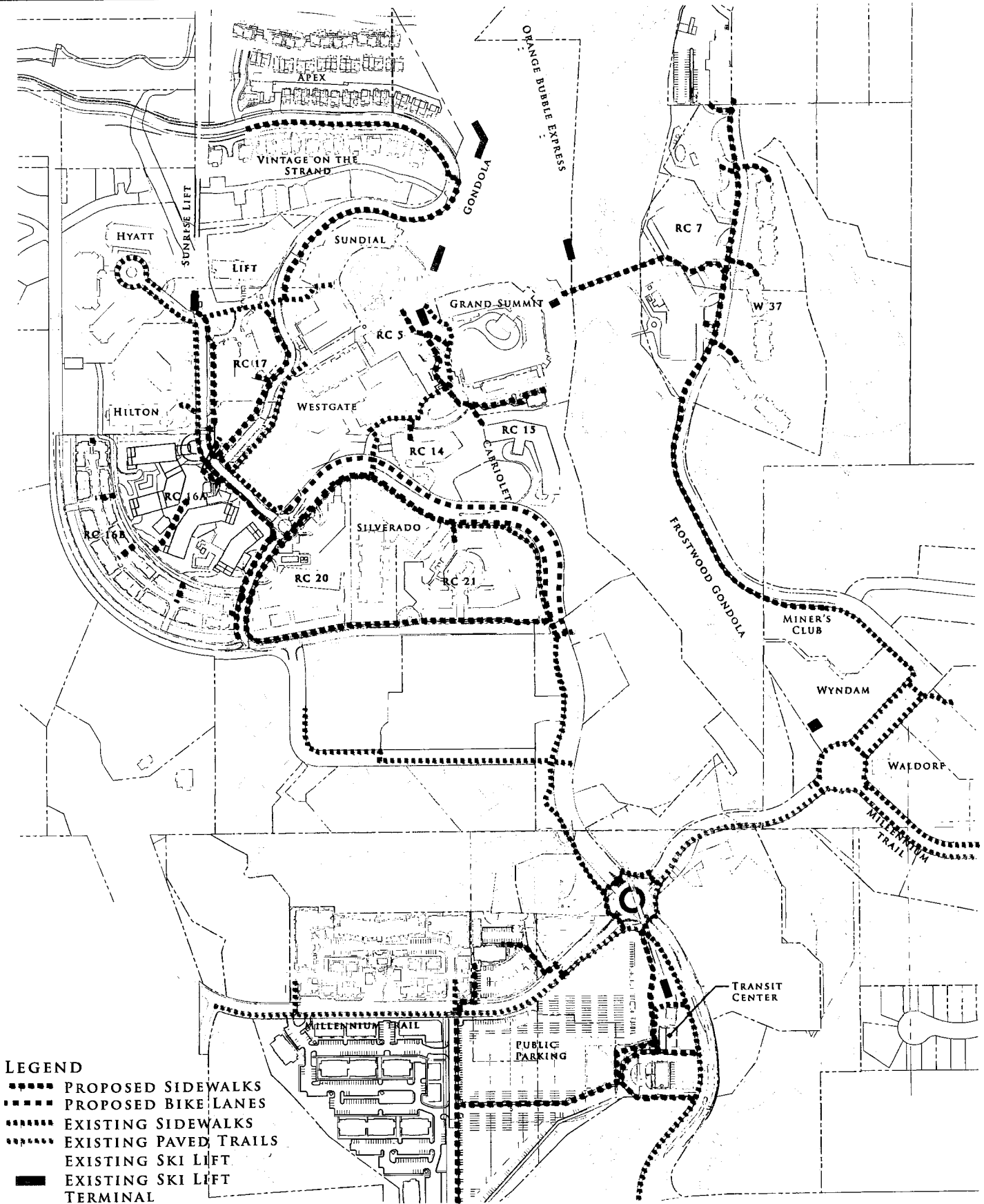


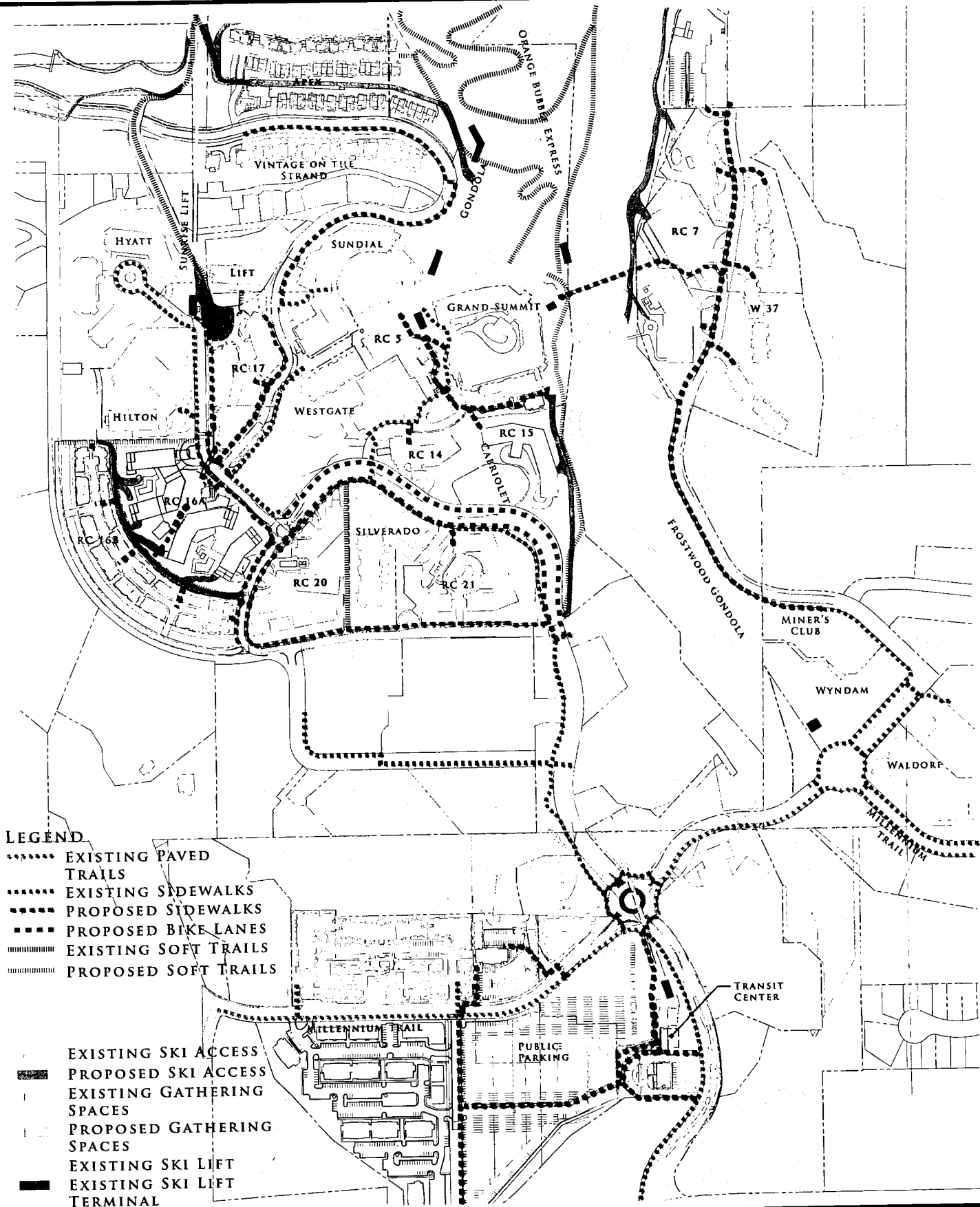


**TCFC - CANYONS**  
**MASTER PLAN**  
 NOVEMBER, 2017

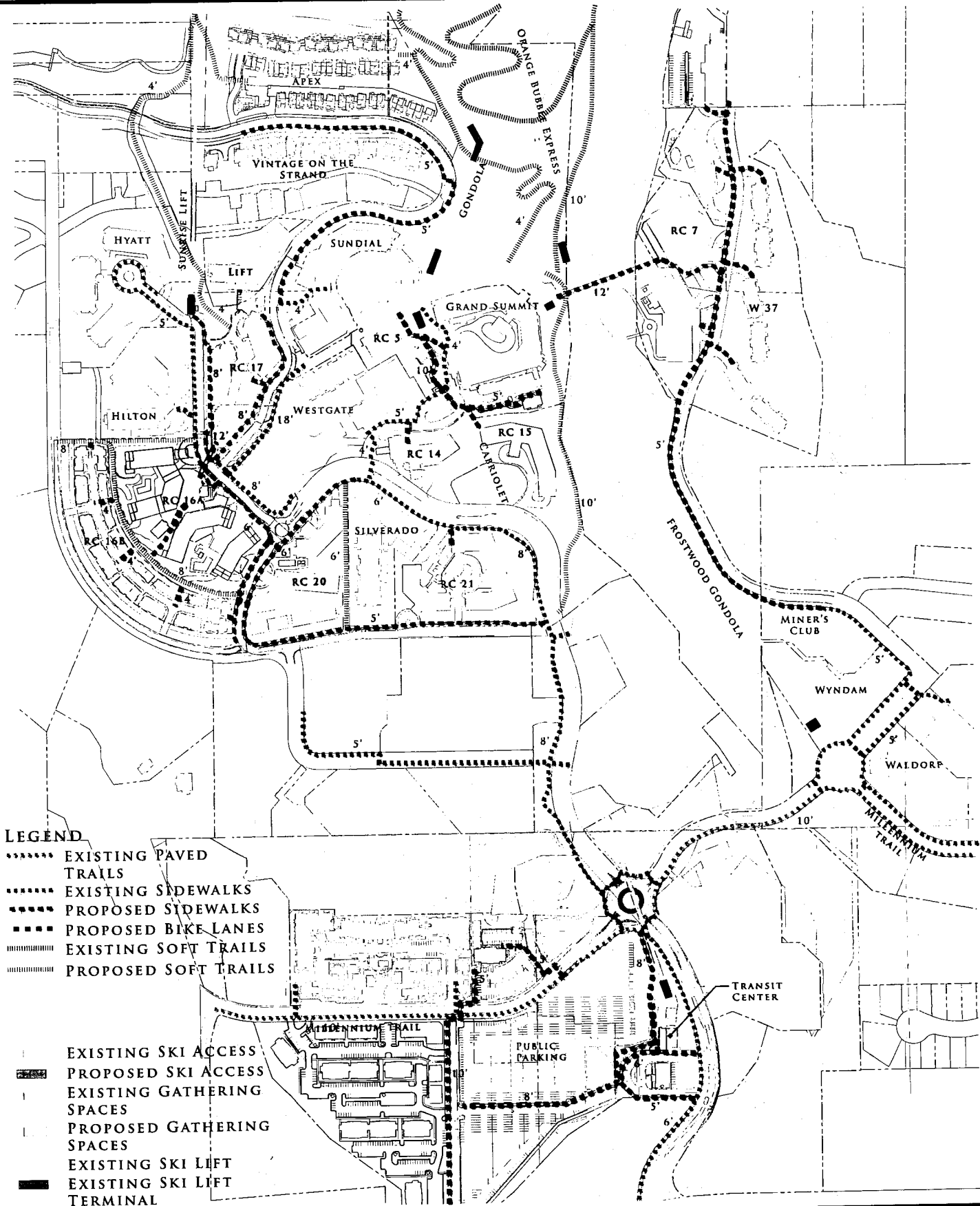






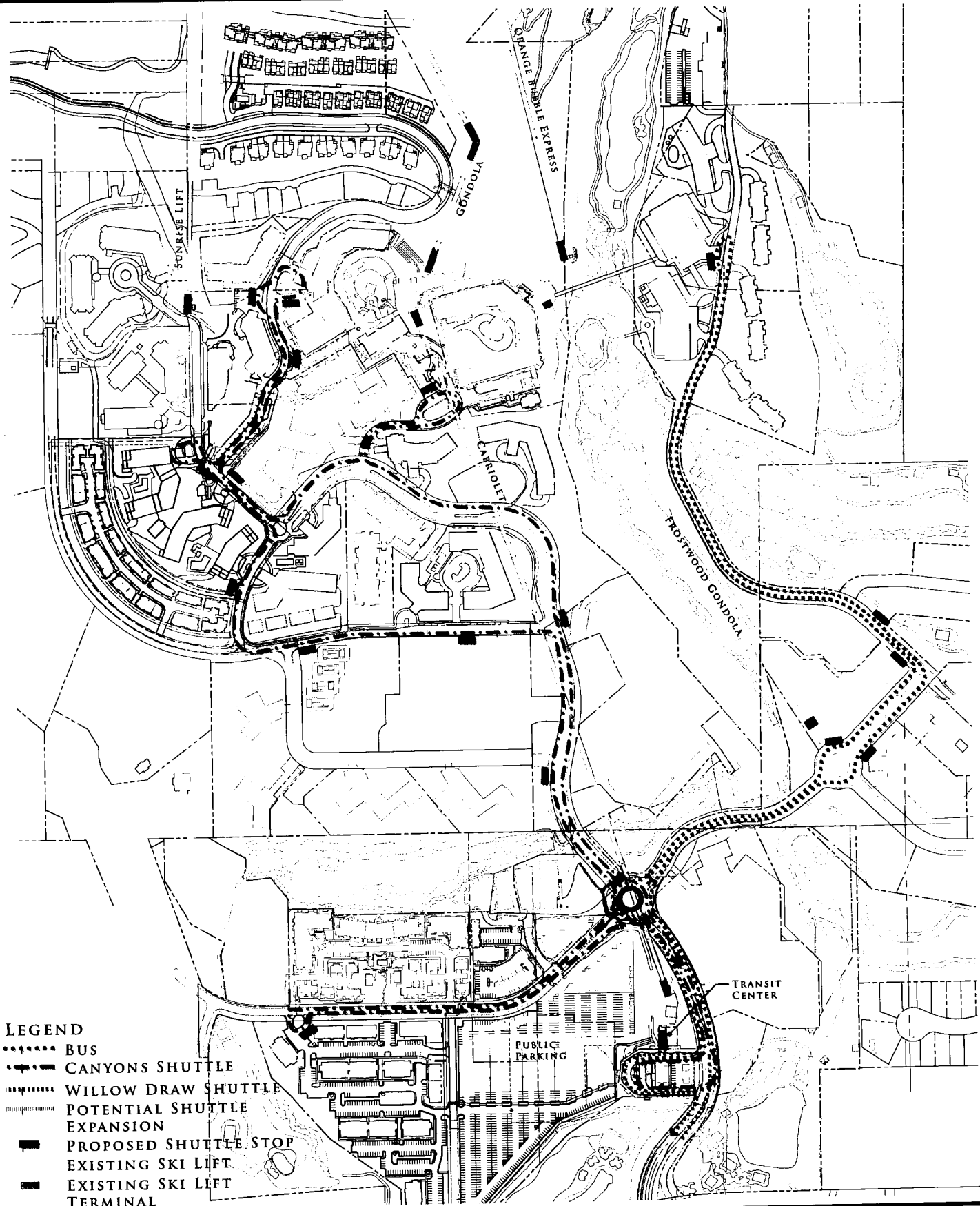






TCFC - CANYONS  
MASTER PLAN  
NOVEMBER, 2017





TCFC - CANYONS  
MASTER PLAN  
NOVEMBER, 2017



## **EXHIBIT B**

**WHEN RECORDED RETURN TO:**

Summit County Clerk  
Summit County Courthouse  
60 North Main  
Coalville, Utah 84017

Tax Parcel ID No.: \_\_\_\_\_

**AMENDMENT  
TO  
AMENDED AND RESTATED DEVELOPMENT AGREEMENT  
FOR THE CANYONS SPECIALLY PLANNED AREA**

**SNYDERVILLE BASIN, SUMMIT COUNTY, UTAH**

**[Lower Village Development Area – LV6]**

THIS AMENDMENT TO AMENDED AND RESTATED DEVELOPMENT AGREEMENT FOR THE CANYONS SPECIALLY PLANNED AREA (“**Amendment**”), dated \_\_\_\_\_, 2018 (“**Effective Date**”), is between Summit County, a political subdivision of the State of Utah (“**County**”), Canyons Village, LLC, a Utah limited liability company (“**CV**”), and TCFC PropCo LLC, a Delaware limited liability company (“**TCFC**”) (the County, CV, and TCFC are referred to individually as a “**Party**” and collectively as the “**Parties**”), with reference to the following:

A. The County and certain other individuals and entities are parties to an Amended and Restated Development Agreement for The Canyons Specially Planned Area, dated November 15, 1999, and recorded with the Summit County, Utah Recorder’s Office on July 29, 1998, as Entry No. 513500, in Book 1168, Beginning at Page 82, as amended (collectively, the “**SPA Development Agreement**”). Capitalized terms used but not defined in this Amendment have the meanings assigned in the SPA Development Agreement.

B. CV, while not an original signatory to the SPA Development Agreement, is entering into this Amendment in its capacity as the fee owner of Parcel LV6-B of The Canyons Lower Village Development Area.

C. Pursuant to Section 5.13 of the SPA Development Agreement, the Parties desire to amend the SPA Development Agreement as set forth in this Amendment.

FOR GOOD AND VALUABLE CONSIDERATION, the Parties agree as follows:

1. **Amendment to Exhibits.** The following Exhibits to the SPA Development Agreement are replaced in the manner described below:

(a) **Exhibit B-A (Amended Land Use & Zoning Chart); Reference Corrections.** Exhibit B (Land Use & Zoning Chart, consisting of a three-page chart entitled “Land

Use & Zoning” and two additional pages entitled “The Canyons Resort – Land Use and Zoning / Notes to Density and Use Charts: Pages 1-3”) (collectively, “**Exhibit B (Land Use & Zoning Chart)**”) is replaced in its entirety with **Schedule 1** to this Amendment as to, but only as to, the LV Parcels (defined below). This Land Use & Zoning Chart will be referred to as “**Exhibit B-A (Amended Land Use & Zoning Chart)**” for the LV Parcels on and after the Effective Date. Project Sites referenced on **Schedule 1** that are not the LV Parcels are not affected by this Amendment and the version of Exhibit B (Land Use & Zoning Chart) attached to the SPA Development Agreement prior to the Effective Date will continue to apply to all Project Sites that are not included within the LV Parcels. For ease in administering the SPA Development Agreement, Exhibit B-A (Amended Land Use & Zoning Chart) lists all Project Sites and includes the amendments to Exhibit B (Land Use & Zoning Chart) made as to the LV Parcels pursuant to this Amendment.

The Parties acknowledge that the Land Use & Zoning Chart attached to the SPA Development Agreement prior to the Effective Date is labeled as “Exhibit B” even though the body of the SPA Development Agreement at times references the Land Use & Zoning Chart as “Exhibit B.2” (see the definition of “Density” in Article 1, Definitions; the definition of “Residential Unit(s)” in Article 1, Definitions; and Section 2.5.3). The Parties acknowledge and agree that, solely as to the Resort Core Project Sites on and after the Effective Date, (a) any reference to the Land Use & Zoning Chart in the SPA Development Agreement will be deemed a reference to Exhibit B-A (Amended Land Use & Zoning Chart) attached as **Schedule 1**, and (b) any reference to “Exhibit B.2” in the definition of “Density” in Article 1, Definitions; the definition of “Residential Unit(s)” in Article 1, Definitions; and Section 2.5.3 of the SPA Development Agreement will be deemed a reference to Exhibit B-A (Amended Land Use & Zoning Chart) attached as **Schedule 1**.

(b) **Amendment to Exhibit B.1-A (Amended Land Use Zoning Map - With LV6-A Employee Housing).** Exhibit B.1 (Land Use Zoning Map), is replaced in its entirety with **Schedule 2** to this Amendment, as to, but only as to, Parcels LV5, LV6-A, and LV6-B of The Canyons Lower Village Development Area (“LV Parcels”). The Land Use Zoning Map will be referred to as Exhibit B.1-A (Amended Land Use Zoning Chart) for the LV Parcels on and after the Effective Date. The legal description for the LV Parcels are set forth on **Exhibit A** to this Amendment. All other Project Sites in the Lower Village Development Area will continue to be controlled by the version of Exhibit B.1 (Land Use Zoning Map) attached to the SPA Development Agreement prior to the Effective Date.

(c) **Exhibit B.3-A (Amended Building Heights Map).** As to, but only as to, the LV Parcels, Exhibit B.3 (Building Heights Map) is deleted in its entirety and replaced with **Schedule 3** to this Amendment. The Building Heights Map will be referred to as “**Exhibit B.3-A (Amended Building Heights Map)**” for the LV Parcels on and after the Effective Date. All other Project Sites in the Lower Village Development Area will continue to be controlled by the version of Exhibit B.3 (Building Heights Map) attached to the SPA Development Agreement prior to the Effective Date. To the extent that there is any conflict between the Exhibit B.3-A (Amended Building Heights Map) and Exhibit B.1-A (Amended Land Use & Zoning Chart) as to the LV Parcels, Exhibit B.1-A (Amended Land Use & Zoning Chart) will control Maximum Building Height.

(d) **Exhibit B.4-A (Amended Illustrative Plan Map).** Exhibit B.4 (Illustrative Plan Map) is replaced in its entirety with **Schedule 4** to this Amendment as to, but only as to, the LV Parcels. The Illustrative Plan Map will be referred to as “**Exhibit B.4-A (Amended Illustrative Plan Map)**” for the LV Parcels on and after the Effective Date. All other Project Sites in the Lower Village Development Area will continue to be controlled by the version of Exhibit B.4 (Illustrative Plan Map) attached to the SPA Development Agreement prior to the Effective Date. Exhibit B.4 (Illustrative Plan Map) is not referenced in the body of the SPA Development Agreement and the Parties acknowledge that Exhibit B.4-A (Amended Illustrative Plan Map) is for illustrative purposes only.

2. **Submittals.** As part of the entitlement review of this Amendment, TCFC submitted to the County for review the Canyons Master Plan Amendment Proposed Lower Village Site Specific Guidelines for Parcel LV5 and Parcel LV6A & LV6B attached as **Exhibit B (“TCFC Submittals”)**. The TCFC Submittals were used in the review and approval process for this Amendment in order to evaluate TCFC’s amendment application and are attached to this Amendment to provide context to the approval of this Amendment and to be used by CVMA and the County as guidelines for evaluating future development applications under the SPA Development Agreement. The TCFC Submittals may be updated or revised with the consent of the County, CVMA, and the Master Developer, with or without public hearing, and no other consents to such updates or revisions shall be required.

3. **Miscellaneous.**

(a) **Effect of Amendment on Agreement.** The amendment to the SPA Development Agreement contemplated by this Amendment is limited precisely as written and will not be deemed to be an amendment to any other provision of the SPA Development Agreement. The SPA Development Agreement will continue in full force and effect as amended by this Amendment with respect to the LV Parcels. From and after the Effective Date, all references to the SPA Development Agreement as to the LV Parcels will be deemed to mean the SPA Development Agreement as amended by this Amendment. If the amendment to the SPA Development Agreement set forth in this Amendment is found to be unenforceable, the original provision of the SPA Development Agreement will automatically be reinstated; provided, however, in all instances the use, height, and density approved on the replacement Exhibit B.1-A (Amended Land Use & Zoning Chart) will remain valid and enforceable. This Amendment affects only CV and its respective successors and assigns. The properties of other Developers which are not parties to this Amendment are not the subject of this Amendment, and this Amendment will not be construed to impact the properties of those other Developers.

(b) **Headings.** The section headings in this Amendment are intended solely for convenience and will be given no effect in its construction and interpretation.

(c) **Counterparts.** This Amendment may be executed in counterparts.

THE undersigned have executed this Amendment as of the Effective Date.

[Signature Pages and Notary Certificates Follow]

**[Summit County Signature Page]**

**COUNTY:**

**COUNTY:**

Summit County,  
a political subdivision of the State of Utah

---

Kim Carson  
Chair

**ATTEST:**

---

Kent Jones  
County Clerk

[seal]

**APPROVED AS TO FORM:**

---

David L. Thomas  
Chief Civil Deputy

[CV Signature Page]

CV:

Canyons Village, LLC,  
a Utah limited liability company

By: The Canyons Resort Village Association, Inc.,  
a Utah non-profit corporation  
Its: Manager

By: \_\_\_\_\_  
Brian Madacsi, Executive Director

STATE OF \_\_\_\_\_)  
: ss.  
COUNTY OF \_\_\_\_\_)

The foregoing instrument was acknowledged before me this \_\_\_\_ day of \_\_\_\_\_, 2018, by Brian Madacsi, the Executive Director of The Canyons Resort Village Association, Inc., a Utah non-profit corporation, the Manager of Canyons Village, LLC, a Utah limited liability company.

\_\_\_\_\_  
NOTARY PUBLIC

Residing at: \_\_\_\_\_

My Commission Expires:

\_\_\_\_\_



## 01132524 Page 221 of 475 Summit County

**EXHIBIT A  
TO  
AMENDMENT TO AMENDED AND RESTATED  
DEVELOPMENT AGREEMENT**

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***Legal Description of the LV Parcels***

***Parcel LV5***

A parcel of land located in the southwest quarter of Section 31, Township 1 South, Range 4 East, Salt Lake Base and Meridian, said parcel being described as follows:

Beginning at a point that is North 00°00'29" East 1014.83 feet coincident with the section line and East 684.88 feet from a GLO brass cap at the southwest corner of Section 31, Township 1 South, Range 4 East, Salt Lake Base and Meridian, said point being on the eastern boundary of LV11 (Lower Village Road), Lower Village Development Area Master Plat, recorded July 28, 2011, as Entry No. 927089 in the Office of the Recorder, Summit County, Utah; and running thence East 165.00 feet; thence North 239.22 feet; thence West 169.96 feet; thence North 138.54 feet; thence East 30.00 feet; thence North 151.33 feet; thence East 295.23 feet; thence South 18°38'53" East 212.44 feet; thence South 46°39'14" East 563.18 feet to a point on the northerly boundary of LV13 (LV13 Road) of said Lower Village Development Area Master Plat; thence coincident with said northerly boundary North 89°59'55" West 797.75 feet; thence North 00°00'05" East 58.75 feet to the point of beginning.

Description contains 5.92 acres.

***Parcel LV6-A***

A parcel of land located in the southwest quarter of Section 31, Township 1 South, Range 4 East, Salt Lake Base and Meridian, said parcel being described as follows:

Beginning at a point that is North 00°00'29" East 657.08 feet coincident with the section line and East 684.92 feet from a GLO brass cap at the southwest corner of Section 31, Township 1 South, Range 4 East, Salt Lake Base and Meridian, said point being on the westerly boundary of LV6, Lower Village Development Area Master Plat, recorded July 28, 2011, as Entry No. 927089 in the Office of the Recorder, Summit County, Utah; and running thence South 89°59'55" East 150.00 feet; thence North 00°00'05" East 255.00 feet to a point on the northerly boundary of said LV6; thence coincident with LV6 the following eleven (11) courses: 1) South 89°59'55" East 647.75 feet to a point on a curve to the right having a radius of 78.00 feet, of which the radius point bears South 00°00'05" West; thence 2) along the arc of said curve 53.13 feet through a central angle of 39°01'47"; thence 3) South 50°58'08" East 137.11 feet; thence 4) South 19°04'30" West 68.19 feet; thence 5) South 88°20'01" West 299.77 feet; thence 6) South 36°32'26" West 323.42 feet; thence 7) South 48°36'23" West 213.62 feet; thence 8) South 45°00'55" West 101.69 feet; thence 9) South 72°21'53" West 218.64 feet to a point on a non tangent curve to the left having a radius of 430.00 feet, of which the radius point bears North 85°00'26" West; thence 10) northerly along the arc of

said curve 37.46 feet through a central angle of 04°59'28"; thence 11) North 00°00'05" East 423.74 feet to the point of beginning.

Description contains 7.70 acres.

***Parcel LV6-B***

A parcel of land located in the southwest quarter of Section 31, Township 1 South, Range 4 East, Salt Lake Base and Meridian, said parcel being described as follows:

Beginning at a point that is North 00°00'29" East 912.08 feet coincident with the section line and East 684.89 feet from a GLO brass cap at the southwest corner of Section 31, Township 1 South, Range 4 East, Salt Lake Base and Meridian, said point being the northwesterly corner of LV6, Lower Village Development Area Master Plat, recorded July 28, 2011, as Entry No. 927089 in the Office of the Recorder, Summit County, Utah; and running thence coincident with the northerly boundary of said LV6 South 89°59'55" East 150.00 feet; thence South 00°00'05" West 255.00 feet; thence North 89°59'55" West 150.00 feet to a point on said LV6; thence coincident with the westerly boundary of LV6 North 00°00'05" East 255.00 feet to the point of beginning.

Description contains 0.88 acres.

**SCHEDULE 1  
TO  
AMENDMENT TO AMENDED AND RESTATED  
DEVELOPMENT AGREEMENT**

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***Exhibit B-A (Amended Land Use & Zoning Chart)***

[See Attached]

**The Canyons SPA Development Agreement**  
**Land Use & Zoning (12/13/2017)**

| PARCEL REF # | MAXIMUM<br>BUILDING<br>HEIGHT<br>(STORIES)<br>(8) | MAXIMUM<br>BUILDING<br>HEIGHT<br>(ELEVATION)<br>(8) | MAX GROSS<br>BUILDING<br>AREA | ACCOM-<br>MODATION<br>AREA | COMMERCIAL/<br>RETAIL<br>SUPPORT | PRINCIPLE USE |
|--------------|---|---|-------------------------------|----------------------------|----------------------------------|---------------|
|--------------|---|---|-------------------------------|----------------------------|----------------------------------|---------------|

**RESORT CENTER****FROST WOOD**

|     |          |   |         |         |        |   |
|-----|----------|---|---------|---------|--------|---|
| A   | -        | - | -       | -       | -      | Golf Course Uses/Open Space                   |
| B   | -        | - | -       | -       | -      | Golf Course Uses/Open Space                   |
| C   | -        | - | -       | -       | -      | Golf Course Uses/Open Space                   |
| F1  | 3 to 4   | - | 210,000 | 200,000 | 10,000 | Hotel/Lodging/Retail                          |
| F2A | 3 to 3.5 | - | 82,500  | 72,500  | 10,000 | Hotel/Lodging/Retail                          |
| F2B | 3 to 3.5 | - | 72,000  | 72,000  | -      | Hotel/Lodging                                 |
| F2C | 3 to 3.5 | - | 75,000  | 75,000  | -      | Hotel/Lodging                                 |
| F3A | 3        | - | 104,000 | 104,000 | -      | Residential-Multi Family/Hotel/Lodging        |
| F3B | 3        | - | 108,500 | 88,500  | 20,000 | Residential-Multi Family/Hotel/Lodging/Retail |
| F4  | 2.5      | - | 38,000  | 38,000  | -      | Residential-Multi Family                      |
| F5  | 2.5      | - | 87,500  | 87,500  | -      | Residential-Multi Family                      |
| F6  | 2.5      | - | 50,000  | 50,000  | -      | Residential-Multi Family                      |
| F7  | 2.5      | - | 20,000  | 20,000  | -      | Residential-Multi Family                      |
| F8  | 2.5      | - | 10,000  | 10,000  | -      | Residential-Multi Family                      |
|     |          |   | 857,500 | 817,500 | 40,000 |   |

**THE COVE**

|              |     |   |         |         |       |                          |
|--------------|-----|---|---------|---------|-------|--------------------------|
| Osguthorpe 1 | 2   | - | 32,000  | 32,000  | -     | Hotel/Lodging Units      |
| Osguthorpe 2 | 2-3 | - | 75,200  | 75,200  | -     | Residential-Multi Family |
| Osguthorpe 3 | 2-3 | - | 109,000 | 104,000 | 5,000 | Hotel/Lodging Units      |
|              |     |   | 216,200 | 211,200 | 5,000 |                          |

**RED PINE ROAD**

|       |     |   |         |         |   |                                    |
|-------|-----|---|---------|---------|---|------------------------------------|
| Baker | 2.5 | - | 87,500  | 87,500  | - | Residential-Single Family Detached |
| Spoor | 2.5 | - | 22,500  | 22,500  | - | Residential-Single Family Detached |
|       |     |   | 110,000 | 110,000 | - |                                    |

**WILLOW DRAW**

|             |     |   |         |         |   |  |
|-------------|-----|---|---------|---------|---|--|
| WWD1        | -   | - | -       | -       | - | Golf Course Uses/Open Space  |
| WWD2        | -   | - | -       | -       | - | Golf Course Uses/Open Space  |
| W 1-35/WWD3 | 2.5 | - | 227,500 | 227,500 | - | Residential-Single Family Detached   |
| W 36/WWD4   | 3.5 | - | -       | -       | - | Resort Operations and Maintenance Facility with Associated Storage and Surface Parking |
| W 37/WWD5   | 3   | - | 159,000 | 159,000 | - | Residential-Multi Family   |
| WWD7        | -   | - | -       | -       | - | Open Space   |
| EWD1        | -   | - | -       | -       | - | Golf Course Uses/Open Space  |
| EWD2        | -   | - | -       | -       | - | Golf Course Uses/Open Space  |
| EWD4        | -   | - | -       | -       | - | Resort Amenity   |
| EWD5        | -   | - | -       | -       | - | Open Space   |
| EWD6        | -   | - | -       | -       | - | Frostwood Drive ROW  |
| EWD7        | -   | - | -       | -       | - | Canyons Resort Drive ROW   |
| EWD8        | -   | - | -       | -       | - | Open Space   |
|             |     |   | 386,500 | 386,500 | - |  |

**LOWER VILLAGE**

|                |     |       |         |         |         |   |
|----------------|-----|-------|---------|---------|---------|---|
| LV1A-1         | -   | 6,798 | -       | -       | -       | Resort Operations with Associated Storage and Surface Parking |
| LV1A-2         | -   | 6,793 | 25,000  | -       | 25,000  | Parking/Commercial/Retail/Support                             |
| LV1B           | -   | 6,780 | 100,000 | -       | 100,000 | Parking/Parking   |
|                |     |       |         |         |         |   |
| LV2A & LV2B    | 0   | -     | -       | -       | -       | Golf Course Uses/Open Space                                   |
| LV3            | 0   | -     | -       | -       | -       | Golf Course Uses/Open Space                                   |
| LV4            | 3   | -     | 185,000 | 185,000 | -       | Hotel/Lodging/Retail/ResMulti-Family/Commercial               |
| LV5            | -   | 6,780 | -       | -       | -       | Parking/Parking Garage  |
| LV6A           | -   | 6,817 | -       | -       | -       | Employee Housing  |
| LV6B           | -   | 6,817 | 25,000  | -       | 25,000  | Commercial/Retail/Support                                     |
| LV7            | 0   | -     | -       | -       | -       | Open Space  |
| LV8            | 2.5 | -     | 25,000  | -       | 25,000  | Commercial/Retail/Office                                      |
| LV10           | 2.5 | -     | 80,000  | 80,000  | -       | Residential-Multi Family                                      |
| LV11           | 0   | -     | -       | -       | -       | Lower Village Road R.O.W                                      |
| LV12           | 0   | -     | 7,284   | 7,284   | -       | Residential-Single Family Detached                            |
| LV13           | 0   | -     | -       | -       | -       | Private Road ROW  |
| LV Parcel 1    | 2.5 | -     | 11,000  | -       | 11,000  | Fire Station  |
| LV14, (Osg. 1) | 2.5 | -     | 93,300  | 83,300  | 10,000  | Hotel/Lodging   |
| L.V. Osg. 2    | 1.5 | -     | 43,716  | 43,716  | -       | Residential-Single Family Detached                            |
|                |     |       | 595,300 | 399,300 | 196,000 |   |

**The Canyons SPA Development Agreement**  
**Land Use & Zoning (12/13/2017)**

| PARCEL REF #                   | MAXIMUM BUILDING HEIGHT (STORIES) (8) | MAXIMUM BUILDING HEIGHT (ELEVATION) (8) | MAX GROSS BUILDING AREA | ACCOMMODATION AREA | COMMERCIAL/RETAIL SUPPORT | PRINCIPLE USE   |
|--------------------------------|---------------------------------------|---|-------------------------|--------------------|---------------------------|---|
| <b>RESORT CORE</b>             |                                       |   |                         |                    |                           |   |
| RC. 1                          | 3-9                                   |   | 360,405                 | 244,000            | 116,405                   | Hotel/Lodging Units   |
| RC. 2                          |                                       | 6,966                                   | 14,000                  |                    | 14,000                    | Commercial/Retail/Support/Skier Services                          |
| RC. 5                          |                                       | 6,973                                   | 48,089                  | 27,525             | 20,564                    | Residential Multi-Family/Commercial/Retail/Support/Skier Services |
| RC. 6                          |                                       | 6,966                                   | 25,000                  |                    | 25,000                    | Commercial/Retail/Support/Skier Services                          |
| RC. 7/WWO6 - Building A        |                                       | 7,067                                   | 202,937                 | 165,312            | 37,625                    | Hotel/Lodging Units/Commercial/Retail/Support                     |
| Building B - Conference Center |                                       | 6,950                                   | 48,171                  | -                  | 48,171                    | Conference Center/Commercial/Retail/Support                       |
| Building C                     |                                       | 7,016                                   | 304,378                 | 254,503            | 49,876                    | Hotel/Lodging Units/Commercial/Retail/Support                     |
| RC. 8                          | 5.5                                   |   | 114,523                 | 94,025             | 20,498                    | Hotel/Lodging Units   |
| RC. 9                          | 4.5                                   |   | 82,880                  | 88,883             | 13,997                    | Hotel/Lodging Units   |
| RC. 10                         | 3.5                                   |   | 64,234                  | 53,429             | 10,805                    | Hotel/Lodging Units   |
| RC. 11a/b                      | 3.5                                   |   | 99,451                  | 93,331             | 6,120                     | Hotel/Lodging Units   |
| RC. 14                         |                                       | 6,925                                   | 73,554                  | 73,554             |                           | Hotel/Lodging Units   |
| RC. 15                         |                                       | 6,931                                   | 166,941                 | 166,941            |                           | Hotel/Lodging Units   |
| RC. 16A - Building A           |                                       | 6,991                                   | 159,588                 | 149,588            | 10,000                    | Hotel/Lodging Units/Commercial/Retail/Support                     |
| Building B                     |                                       | 6,977                                   | 102,941                 | 92,941             | 10,000                    | Hotel/Lodging Units/Commercial/Retail/Support                     |
| Building C                     |                                       | 6,964                                   | 77,506                  | 77,506             | -                         | Hotel/Lodging Units   |
| RC. 16B                        | 2-3                                   |   | 106,000                 | 106,000            |                           | Residential-Multi Family  |
| RC. 17 - Building A            |                                       | 6,998                                   | 72,054                  | 59,436             | 12,618                    | Hotel/Lodging/Commercial/Retail/Support/Skier Services            |
| Building B                     |                                       | 6,998                                   | 110,102                 | 94,405             | 15,697                    | Hotel/Lodging/Commercial/Retail/Support/Skier Services            |
| Building C                     |                                       | 6,998                                   | 84,959                  | 74,834             | 10,125                    | Hotel/Lodging/Commercial/Retail/Support/Skier Services            |
| RC. 19                         | 5.5                                   |   | 255,607                 | 243,407            | 12,200                    | Hotel/Lodging Units   |
| RC. 20A - Building A           |                                       | 6,931                                   | 75,623                  | 70,623             | 5,000                     | Hotel/Lodging/Commercial/Retail/Support                           |
| Building B                     |                                       | 6,931                                   | 96,054                  | 91,054             | 5,000                     | Hotel/Lodging/Commercial/Retail/Support                           |
| RC. 20B                        |                                       | 6,913-6,920                             | 32,398                  | 32,398             | -                         | Residential-Multi Family  |
| RC. 21 - Building A            |                                       | 6,875                                   | 47,900                  | 47,900             | -                         | Hotel/Lodging Units   |
| Building B                     |                                       | 6,886                                   | 69,400                  | 69,400             | -                         | Hotel/Lodging Units   |
| Building C -                   |                                       | 6,861                                   | 58,700                  | 58,700             | -                         | Hotel/Lodging Units   |
| RC. 22                         | 3-6                                   |   | 114,000                 | 114,000            | -                         | Hotel/Lodging Units   |
| RC. 24A                        | 3                                     |   | 24,000                  | 24,000             | -                         | Residential-Multi Family  |
| RC. 24B                        | 3                                     |   | 26,000                  | 26,000             | -                         | Residential-Multi Family, TDR Site                                |
| RC. 25                         | 2.5                                   |   | 161,000                 | 161,000            | -                         | Residential-Multi Family  |
| Forum Retail                   | 1                                     |   | 24,000                  | -                  | 24,000                    | Retail/Skier Services   |
| T1                             | 1.5                                   |   | 3,829                   | -                  | 3,829                     | Service   |
| T2                             | 1.5                                   |   | 2,625                   | -                  | 2,625                     | Service   |
| Escalator/E1                   | 3-5                                   |   | 285,467                 | 202,200            | 83,267                    | Hotel/Lodging Units/Commercial/Retail                             |
| Friedman 1/F1                  | 2-3                                   |   | 67,200                  | 67,200             | -                         | Residential-Multi Family  |
| Friedman 2/F2                  | 2-3                                   |   | 52,800                  | 52,800             | -                         | Hotel/Lodging Units   |
| Silverado/J1                   | 4.5                                   |   | 66,770                  | 59,325             | 7,445                     | Hotel/Lodging Units   |
| Silverado/J2                   | 2-4.5                                 |   | 63,230                  | 63,230             | -                         | Hotel/Lodging Units   |
| Sunrise/E2                     | 2-5                                   |   | 177,000                 | 139,000            | 38,000                    | Hotel/Lodging Units   |
|                                |                                       |   | 4,021,116               | 3,418,450          | 602,666                   |   |

# The Canyons SPA Development Agreement

## Land Use & Zoning (12/13/2017)

| PARCEL REF #             | MAXIMUM BUILDING HEIGHT (STORIES)<br>(8) | MAXIMUM BUILDING HEIGHT (ELEVATION)<br>(8) | MAX GROSS BUILDING AREA | ACCOMMODATION AREA | COMMERCIAL/RETAIL SUPPORT | PRINCIPLE USE                      |
|--------------------------|--|--|-------------------------|--------------------|---------------------------|------------------------------------|
| <b>RED PINE VILLAGE</b>  |  |  |                         |                    |                           |                                    |
| R.P. 1                   | 2.5                                      |  | 106,000                 | 80,664             | 25,336                    | Hotel/Lodging Units                |
| R.P. 2                   | 2  |  | 70,050                  | 35,991             | 34,059                    | Hotel/Lodging Units/Amphitheater   |
| R.P. 3                   | 3  |  | 272,875                 | 207,654            | 65,221                    | Hotel/Lodging Units                |
| R.P. 4                   | 1.5-2.75                                 |  | 66,500                  | -                  | 66,500                    | Skier services                     |
| R.P. 5                   | 3  |  | 109,950                 | 72,065             | 37,885                    | Hotel/Lodging Units                |
| R.P. 6                   | 3  |  | 147,600                 | 123,373            | 24,227                    | Hotel/Lodging Units                |
| R.P. 7                   | 3  |  | 105,975                 | 80,646             | 25,329                    | Hotel/Lodging Units                |
| R.P. 8                   | 1  |  | 6,000                   | -                  | 6,000                     | Chapel                             |
| R.P. 9                   | 2.5                                      |  | 193,000                 | 146,870            | 46,130                    | Hotel/Lodging Units                |
| R.P. 10                  | 2-3                                      |  | 232,250                 | 176,737            | 55,513                    | Hotel/Lodging Units                |
| R.P. LAKE a/b            | 2  |  | 60,000                  | 60,000             | -                         | Hotel/Lodging Units                |
|                          |  |  | 1,370,200               | 984,000            | 386,200                   |                                    |
| <b>TOMBSTONE</b>         |  |  |                         |                    |                           |                                    |
| Tmb. 1                   | 2  |  | 15,000                  | -                  | 15,000                    | Commercial                         |
| Tmb. Osg. 1              | 3  |  | 74,500                  | 67,500             | 7,000                     | Hotel/Lodging Units/retail         |
| Tmb. Osg. 2 *            | 2  |  | 30,500                  | 30,500             | -                         | Residential-Multi Family           |
| Tmb. Osg. 3              | -  |  | -                       | -                  | -                         | Hotel/Lodging Units                |
|                          |  |  | 120,000                 | 98,000             | 22,000                    |                                    |
| <b>ON MOUNTAIN</b>       |  |  |                         |                    |                           |                                    |
| <b>SILVER KING MINES</b> |  |  |                         |                    |                           |                                    |
| -                        | -  |  | 26,000                  | 26,000             | -                         | Hotel/Lodging Units                |
| <b>MINES VENTURE</b>     |  |  |                         |                    |                           |                                    |
| See note 3.7.5           | -  |  | n/a                     | n/a                | -                         | Residential-Single Family Detached |
|                          |  |  | 26,000                  | 26,000             | -                         |                                    |
| <b>THE COLONY</b>        |  |  |                         |                    |                           |                                    |
| 240 Lots                 |  |  |                         |                    |                           | Residential-Single Family Detached |

| Totals           |  |  |           |           |           | Net Change From 04-23-2009 Entitlements |
|------------------|--|--|-----------|-----------|-----------|---|
| RESORT CORE      |  |  | 4,021,116 | 3,418,450 | 602,666   | 81,429 (4) (5)                          |
| FROSTWOOD        |  |  | 857,500   | 817,500   | 40,000    | -                                       |
| THE COVE         |  |  | 216,200   | 211,200   | 5,000     | -                                       |
| RED PINE ROAD    |  |  | 110,000   | 110,000   | -         | - (6)                                   |
| WILLOW DRAW      |  |  | 386,500   | 386,500   | -         | (210,900)                               |
| LOWER VILLAGE    |  |  | 595,300   | 399,300   | 196,000   | (592,900) (1)                           |
| RED PINE VILLAGE |  |  | 1,370,200 | 984,000   | 386,200   | -                                       |
| TOMBSTONE        |  |  | 120,000   | 98,000    | 22,000    | -                                       |
| ON MOUNTAIN      |  |  | 26,000    | 26,000    | -         | -                                       |
| TOTAL            |  |  | 7,702,816 | 6,450,950 | 1,251,866 | (722,371) (7)                           |

**Notes:**

- (1) Lower Village increase is 59,700 for new TDR site + 3,500 increase at fire station site (from 7,500 to 11,000) - 15,000 transferred to WWD4.
- (4) 25,000 sq ft added to Escala and Weight from Fogg density transfer.
- (5) 11,000 sq ft added to RC24B to supplement County TDR site.
- (6) Reduction of 12,500 sq ft due to change in use of Baker parcel from Residential Multi-Family to Single Family + 7,500 to correct density for Spoor Parcel (3 sites
- (7) To the extent there is any conflict between pages 1 to 8 of this Land Use and Zoning Chart and the other pages of Exhibit B, including maps, illustrative plans and tables, pages 1 to 8 of this Land Use and Zoning Chart control.
- (8) To the extent there is any conflict between the calculations in the Maximum Building Height (Stories) Column and the Maximum Building Height (Elevation) Column, the Maximum Building Height (Elevation) Column controls.

**04-23-2009 Original Entitlements**

| MGBA      | Res       | Comm      |
|-----------|-----------|-----------|
| 3,939,687 | 3,252,435 | 687,252   |
| 857,500   | 817,500   | 40,000    |
| 216,200   | 211,200   | 5,000     |
| 110,000   | 110,000   | -         |
| 597,400   | 597,400   | -         |
| 1,188,200 | 1,034,750 | 153,450   |
| 1,370,200 | 984,000   | 386,200   |
| 120,000   | 98,000    | 22,000    |
| 26,000    | 26,000    | -         |
| 8,425,187 | 7,131,285 | 1,293,902 |

## THE CANYONS RESORT – LAND USE AND ZONING

### Notes to Density and Use Charts: Pages 4-8

#### 1.0 DEFINITIONS SUMMARY (refer to Development Agreement for additional details)

1.1 **Building Height:** Building Height is established as either Maximum Building Height (Stories) or Maximum Building Height (Elevation - ASL) and which criteria applies is determined by the applicable designation on Pages 1 to 3 of this Land Use and Zoning Chart. If no Maximum Building Height (Elevation - ASL) is designated for a Parcel, then Maximum Building Height (Stories) will be used to determine Building Height.

- a) Maximum Building Height (Stories) means the maximum number of stories allowed to be built above grade measured from the finished grade at any building façade.
- b) Maximum Building Height (Elevation - ASL) means the maximum elevation above sea level (ASL) specified on Pages 1, 2, or 3.

1. The following exceptions to Maximum Building Height (Elevation - ASL) are allowed:

- (i) Antennas, chimneys, flues, vents and similar Structures may extend up to five feet (5'-0") above the allowed Maximum Building Height to comply with requirements of the International Building Code (IBC).
- (ii) Appurtenances for mechanical equipment and associated screening, when enclosed or screened, may extend up to eight feet (8'-0") above the allowed maximum Building Height.
- (iii) An Elevator Penthouse may extend up to eight feet (8'-0") above the allowed Maximum Building Height to comply with requirements of the International Building Code (IBC).
- (iv) Roof top equipment for the purposes of 'Green Initiatives' such as solar panels, rain water harvesting tanks, etc. may extend beyond the allowed Maximum Building Height if approved by the CVMA Design Review Committee. Equipment locations that exceed the allowed Maximum Building Height shall respect a 2:1 setback from the Building's outer edges and shall not exceed 30% of the overall roof area.

1.2 **Maximum Gross Building Area:** The maximum total area measured in square feet constructed above finished grade - no exclusions except restricted employee housing (as defined by and restricted elsewhere in this Amended Agreement) may be included in and



for a Parcel provided that the employee housing does not compromise the open space as generally described in Exhibit C.

- 1.3 **Accommodation Area:** Means that portion of the Gross Building Area located on a Parcel that may be used for hotel, lodging and residential uses, together with additional space constructed above finished grade that is used for corridors, lobbies, services and support uses associated with the primary Accommodation Area.
- 1.4 **Commercial/Retail/Support/Skier Services Area:** Means the area located in a building and primarily designed for the following Principle Uses:
- a) Commercial:
    - Office, maintenance, storage and similar uses
  - b) Retail:
    - Shops and stores (including, but not limited to, the sale of grocery, personal, household, soft goods, and hardware items, and fresh, processed, and prepared food for onsite and offsite consumption), cafes, restaurants, and similar uses
  - c) Support:
    - Kitchen, meeting, conference and related uses; health, Spa, fitness and similar uses
  - d) Skier Services:
    - Lockers, storage, equipment maintenance, lifts and transportation, training, gathering, warming, and similar uses related to servicing skiers, boarders, and resort owners and guests

All Commercial/Retail/Support/Skier Services Area located below finished grade will not be included in the calculation of Maximum Gross Building Area for that Parcel.

- 1.5 **Residential Single Family - Detached:** Means building lots upon which Residential Single Family – Detached accommodations will be developed. See Note 3.4 for further detail.
- 1.6 **Principle Use(s):** Means the primary use or uses allowed on a Parcel. For ancillary allowed uses refer to the Architectural Guidelines.
- 1.7 **Residential Multi-Family:** Means attached (including attachment along a horizontal plain (wall-to-wall) or along a vertical plain (ceiling-to-floor)) dwelling units located in one or more buildings designed primarily for a Principle Use of providing housing to more than one individual, family or group of unrelated individuals. Subject to design review and site plan review, allowed parking for a Residential Multi-Family development may include up to one attached Parking Garage per unit not to exceed 600 square feet or one or more shared Parking Garages for some or all of the units. When allowed, the Parking Garage area is in addition to, and will not be calculated as part of, the Accommodation Area.
- 1.8 **Resort Operations:** Means all operations and activities reasonably necessary for or related to the operation, development, management or maintenance of an all-season resort,

including Commercial, Retail, Support, Skier Services and amenities provided by, for, or at the direction of the CVMA.

- 1.9 **Parking Garage(s):** Means an above ground or below ground, attached, detached or integrated structure that is designed primarily for a Principle Use of parking, access, circulation, and related uses.
- 1.10 **Employee Housing:** Means dwelling units located in one or more buildings and primarily designed for employees and workers, together with additional space used to provide amenities and services for employees and workers, and space used for administrative, office and support functions related to the operation of the Employee Housing. There is no density allocated for Employee Housing.
- 1.11 **Hotel Lodging Unit:** Means attached dwelling units located in one or more buildings primarily designed for a Principle Use of hotel, lodging, and accommodation.

## **2.0 GENERAL NOTES**

- 2.1 All densities indicated are maximums, and development on each site including use is subject to this Land Use and Zoning Chart and the approval process outlined in the SPA Development Agreement.
- 2.2 Conversion of Commercial Uses to Accommodation Uses is prohibited. Conversion of Gross Building Area designated Hotel Lodging Uses may be converted to Gross Building Area for Commercial/Retail/Support Uses.
- 2.3 Surface parking is allowed as a temporary use on vacant lots, subject to appropriate buffering and a Low Impact Permit.

## **3.0 SITE SPECIFIC NOTES**

- 3.1 Groutage/Jaffa Parcels 1 and 2: - Refer to Development Agreement and Exhibit C2.1 Resort Core - Development Area Illustrative Plan & Design Conditions for the site planning requirements. Maximum density is 120,000 square feet, except an additional 10,000 square feet may be allowed for this site subject to a recommendation from the Architectural Review Committee, and review and discretionary approval of the Director and the Planning Commission.
- 3.2 Parcel RC16-B must meet the following criteria to provide an adequate buffer to Red Pine Road:
  - a) A 50-foot setback from the Red Pine Road right-of-way, within which no building may occur. It is required that this buffer be extensively landscaped and the landscaping must continue into the right-of-way to the back of curb or sidewalk of the existing (and/or improved) Red Pine Road. Landscaping immediately adjacent to Red Pine Road must be low profile and accommodate snow storage.

- b) A further setback of 50 feet within which buildings cannot exceed a maximum height of two stories.
  - c) A further setback of 95 feet within which buildings cannot exceed a maximum height of three stories.
  - d) No more than two entrances directly from the Red Pine Road right-of-way are permitted.
- 3.3 A Parking Garage is an allowed use on Parcels LV1-B and LV5. On these Parcels building height is measured as Maximum Building Height (Elevation – ASL).
- 3.4(A) On lots where Residential Single-Family – Detached uses are permitted, the following conditions apply with respect to density and all square footage numbers shown below are gross square footages per home including a garage and basement for each.
- 1. Spoor: 3 Lots, 7,500 square foot / home.
  - 2. Osguthorpe: 6 Lots, 8,500 square foot / home.
  - 3. W-35: 35 Lots, 6,500 square foot / home.
  - 4. Mines Ventures: 9 Lots (including one (1) TDR lot for the County, house size and design subject to Colony Guidelines.
- 3.4(B) On lots within the Aspen Creek Crossing Subdivision (Baker Parcel), the following conditions apply with respect to density and all square footage numbers. The following areas are exempt from Floor Area calculations:
- a. Garage area up to 600 square feet.
  - b. Entire room areas with floor levels that are six (6) feet or more below Final Grade and do not have a doorway to the outside.
- 3.5 Tombstone - Osguthorpe 2 Parcel: In addition to the permitted 26,500 square feet, two (2) single family detached dwellings are permitted with up to a maximum of 2,000 gross square feet for each dwelling unit.
- 3.6 The Colony Lot distribution by owner:
- |               |            |
|---------------|------------|
| IMA LLC       | 164        |
| Ski Land LLC  | 45         |
| TDR Owners    |            |
| Summit County | 5          |
| Hansen LC     | 16         |
| Babcock       | 6          |
| Barnard       | 1          |
| Dean          | 1          |
| Parkway       | 1          |
| DVM           | 1          |
| <b>TOTAL</b>  | <b>240</b> |

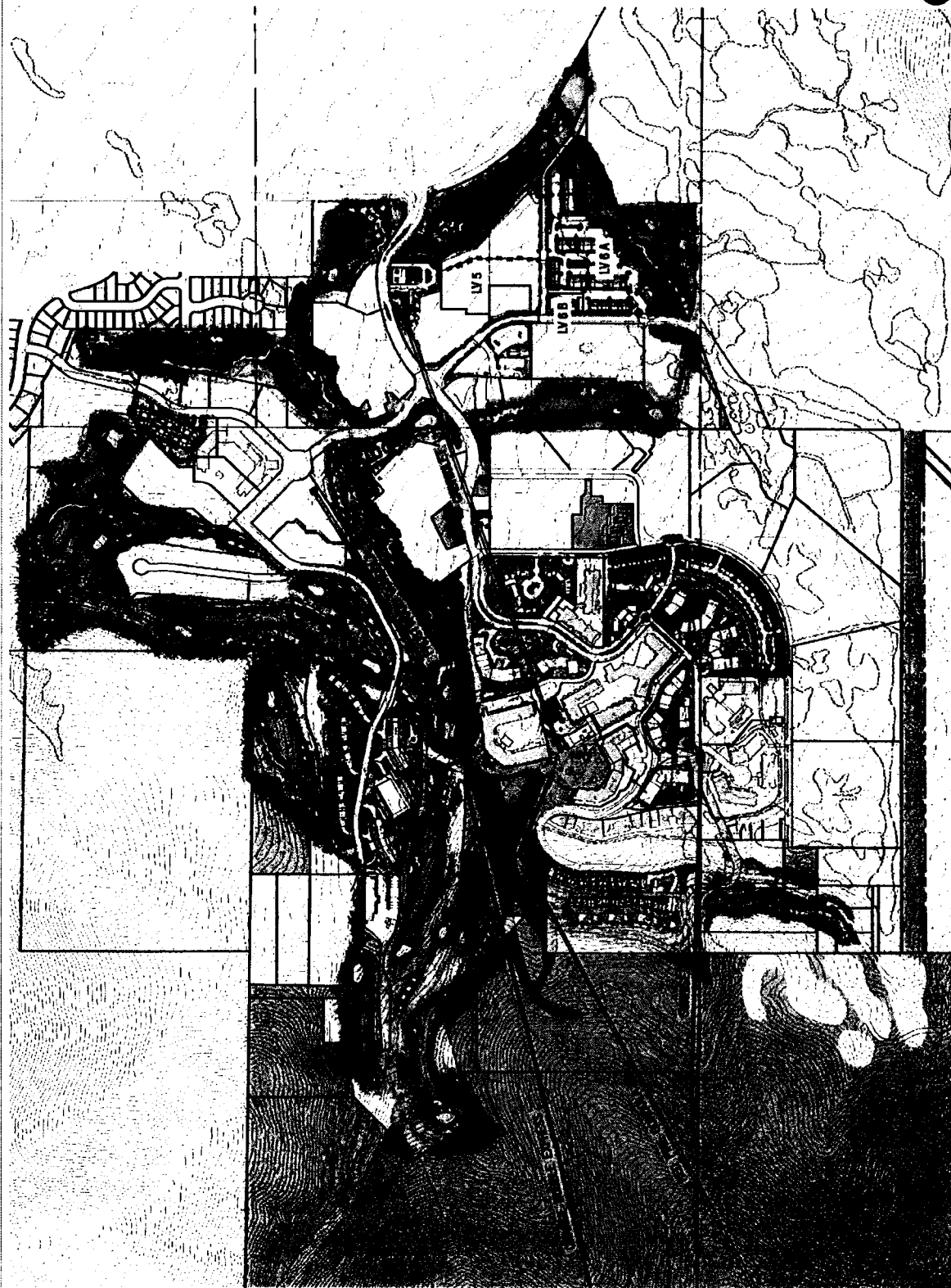
The transfer of Lot 11 in White Pine Ranches shall satisfy the Hansen/Snyderville West TDR transfer obligation in Phase 1. Hansen has reserved the right to change this arrangement and select a Homestead in The Colony instead of Lot 11. If the Homestead in The Colony is selected, the development rights shall be deemed stripped from Lot 11. If Lot 11 is selected, IMA shall be entitled to one less Homestead in The Colony, bringing the total to 239 instead of 240. (See Exhibit G of the TDR Agreement.)

**SCHEDULE 2  
TO  
AMENDMENT TO AMENDED AND RESTATED  
DEVELOPMENT AGREEMENT**

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*Exhibit B.1-A (Amended Land Use Zoning Map)*

[See Attached]

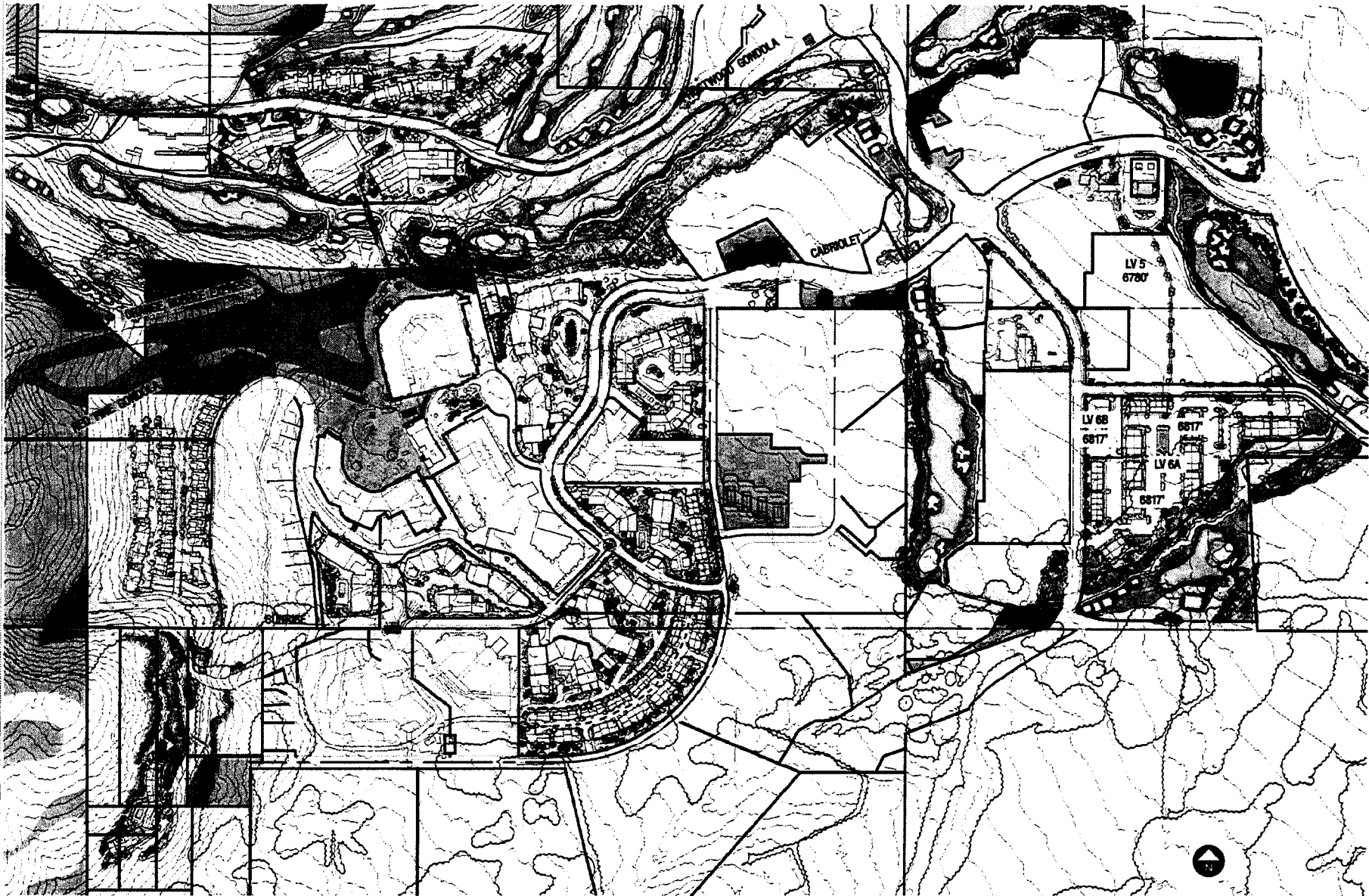


**SCHEDULE 3  
TO  
AMENDMENT TO AMENDED AND RESTATED  
DEVELOPMENT AGREEMENT**

---

*Exhibit B.3-A (Amended Building Heights Map)*

[See Attached]





**SCHEDULE 4  
TO  
AMENDMENT TO AMENDED AND RESTATED  
DEVELOPMENT AGREEMENT**

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*Exhibit B.4-A (Amended Illustrative Plan Map)*

[See Attached]

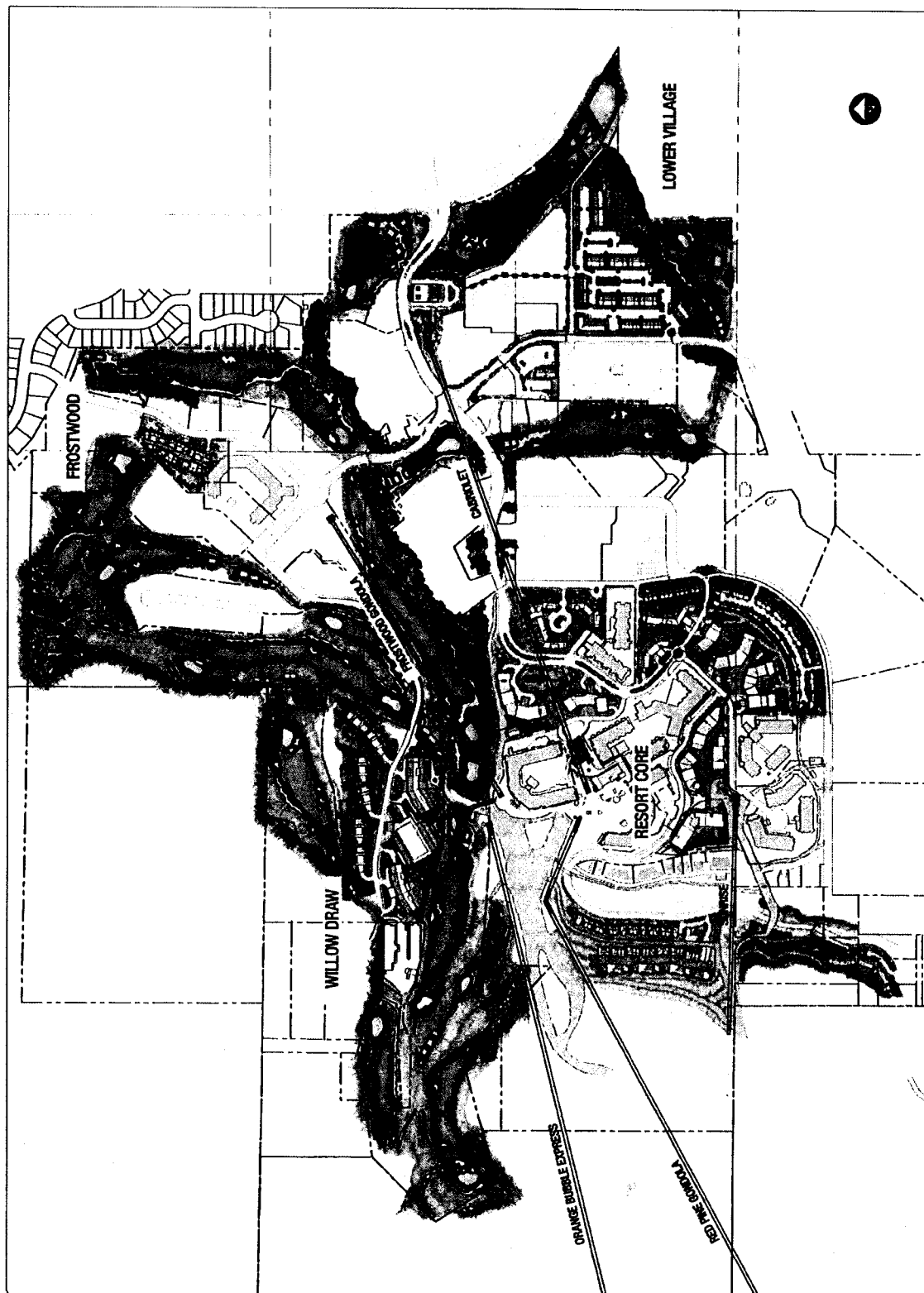


EXHIBIT # B.4-A  
SPA AMENDMENT // ILLUSTRATIVE PLAN MAP // DECEMBER 13, 2017

LANGVARDT DESIGN GROUP

**EXHIBIT B  
TO  
AMENDMENT TO AMENDED AND RESTATED  
DEVELOPMENT AGREEMENT**

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*[Site Specific Guidelines]*

## Canyons Master Plan Amendment

### Proposed Lower Village Site Specific Guidelines for Parcel LV5

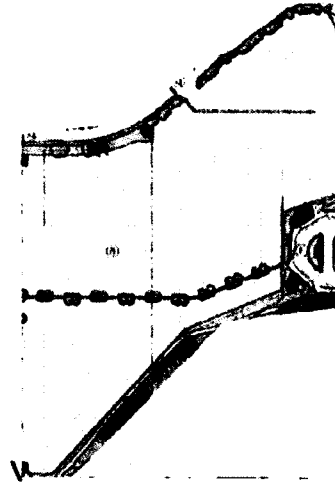
**Site:** LV5  
**Parcel Use:** Parking/Parking Garage  
**Site Area:** 349,000 SF  
**Gross Building Area (SF):** -  
**Commercial Area (SF):** -  
**Maximum Building Height (ASL):** 6,780'

#### Applicable Guidelines:

- The Canyons SPA
- The Canyons Village Management Association's (CVMA) Design Guidelines

#### Design Approvals Required:

- CVMA Design Review Committee
- Summit County Planning Department
- Snyderville Basin Planning Commission



#### General Intent:

1. This parcel's proposed concept is to provide day skier parking adjacent to the Cabriolet.
2. The intent is to capture vehicles at the entrance to the Resort, thus reducing traffic on Canyons Resort Drive into the Resort Core.

#### Setbacks, Buffers:

1. The minimum building setback shall be 5 ft. from all boundaries.

#### Building Heights and Massing:

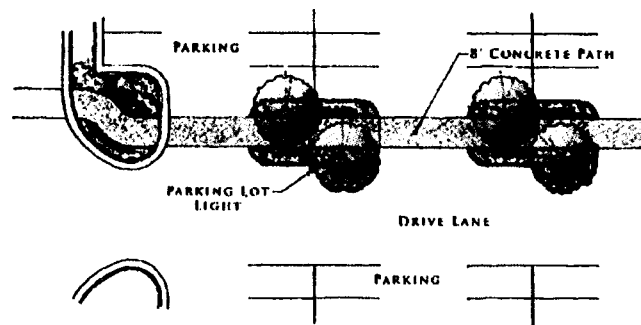
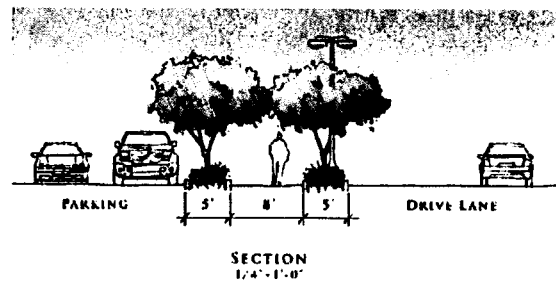
1. Buildings should not exceed 3-levels in height or elevation 6,780' ASL.
2. Building forms should be modulated and facades articulated through the use of materials, color, plane changes and varied roof lines.

*The Canyons Village Master Plan sets forth the overarching design principals and parcel by parcel site plans intended to generate the finest possible four season experiences for the residents and guests of Canyons Village as a whole. The parcel specific design goals outlined in these guidelines are intended to generate clarity and a more consistent interpretation of the Canyons Village Master Plan for the benefit of developers, architects, the CVMA / DRC and Snyderville Basin Planning Commission. These guidelines are intended to positively influence, but not dictate the final design result.*

# Linkages:

1. A lighted improved walkway is required through the parking area linking the future Workforce Housing development located on Parcel LV6 to the transit center area located at the north end of the parcel. The walkway should be well landscaped and provide benches and/or shelter at the mid-point.

|                |  |
|----------------|--|
| Ski Trail      | 1. The transit center is located at the north end of the parcel.   |
| Pedestrian     | <ol style="list-style-type: none"> <li>1. Located adjacent to the transit center.</li> <li>2. Millennium Trail is on the west edge of the parcel.</li> <li>3. Existing sidewalk along Canyons Resort Drive.</li> </ol> |
| Vehicular      | 1. Access to the parcel is from Lower Village Road and LV13 Road.  |
| Public Transit | 1. The transit center is located at the north end of the parcel.   |



*The Canyons Village Master Plan sets forth the overarching design principals and parcel by parcel site plans intended to generate the finest possible four season experiences for the residents and guests of Canyons Village as a whole. The parcel specific design goals outlined in these guidelines are intended to generate clarity and a more consistent interpretation of the Canyons Village Master Plan for the benefit of developers, architects, the CVMA / DRC and Snyderville Basin Planning Commission. These guidelines are intended to positively influence, but not dictate the final design result.*

**Canyons Master Plan Amendment**  
**Proposed Lower Village Site Specific Guidelines for Parcel LV6A & LV6B**

**Site:** LV6A & LV6B  
**Parcel Use:** Employee Housing/Commercial/Retail/Support  
**Site Area:** 373,750 SF

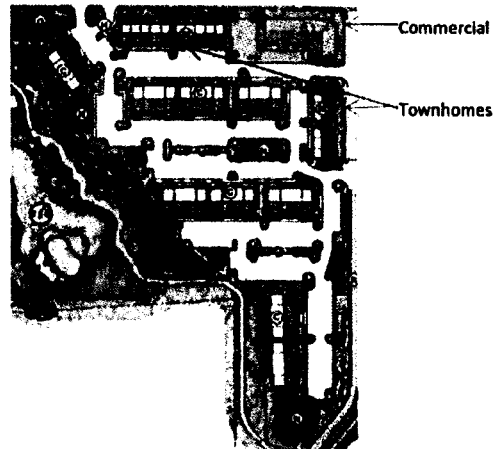
|                                       | LV6A             | LV6B   |
|---------------------------------------|------------------|--------|
| <b>Gross Building Area (SF):</b>      | 275,000 (Exempt) | 25,000 |
| <b>Commercial Area (SF):</b>          | --               | 25,000 |
| <b>Employee Housing (SF):</b>         | 275,000 (Exempt) | --     |
| <b>Maximum Building Height (ASL):</b> | 6,817'           | 6,817' |

**Applicable Guidelines:**

- The Canyons SPA
- The Canyons Village Management Association's (CVMA) Design Guidelines

**Design Approvals Required:**

- CVMA Design Review Committee
- Summit County Planning Department
- Snyderville Basin Planning Commission



**General Intent:**

1. LV6A will accommodate a multiple of employee housing buildings that will be adjacent to the main day skier parking and Holes 14 & 15 of the Canyons Golf Course.
  - a. Townhomes are proposed along the north and west boundaries.
  - b. Larger attached buildings make up the balance of the proposed plan.
2. LV6B will have a commercial building and its associated parking on the northwest corner of the parcel.
3. Buildings will be within walking distance of the Cabriolet Lift, the transit center and the Canyons Village Team Building.
4. The location promotes convenient living that is not car dependent, has walkable amenities and will have direct linkage to the trail system.
5. The development can provide an area for the Lower Village Planning Area neighborhood park.

**Setbacks, Buffers:**

1. The minimum building setback shall be 10 ft. from all boundaries.

*The Canyons Village Master Plan sets forth the overarching design principals and parcel by parcel site plans intended to generate the finest possible four season experiences for the residents and guests of Canyons Village as a whole. The parcel specific design goals outlined in these guidelines are intended to generate clarity and a more consistent interpretation of the Canyons Village Master Plan for the benefit of developers, architects, the CVMA / DRC and Snyderville Basin Planning Commission. These guidelines are intended to positively influence, but not dictate the final design result.*

**Building Heights and Massing:**

1. The maximum building height is 6,817' ASL.
2. Buildings over 3 stories should step down at each end or use some other architectural feature to help reduce mass.
3. Many of the units will have golf course views.

**Linkages:**

|                |  |
|----------------|--|
| Ski Trail      | 1. Via the Cabriolet Lift.   |
| Pedestrian     | <ol style="list-style-type: none"><li>1. Located adjacent to the resort's transit center.</li><li>2. Sidewalks in front of each building to connect to the transit center.</li><li>3. Lighted walkway through the adjacent day skier parking lot with landscaping, benches and/or shelter at the mid-point to connect to the Cabriolet and transit center.</li></ol> |
| Vehicular      | 1. Access to the parcel is from LV13 Road.   |
| Public Transit | 1. Located adjacent to the resort's transit center.  |

*The Canyons Village Master Plan sets forth the overarching design principals and parcel by parcel site plans intended to generate the finest possible four season experiences for the residents and guests of Canyons Village as a whole. The parcel specific design goals outlined in these guidelines are intended to generate clarity and a more consistent interpretation of the Canyons Village Master Plan for the benefit of developers, architects, the CVMA / DRC and Snyderville Basin Planning Commission. These guidelines are intended to positively influence, but not dictate the final design result.*

## EXHIBIT C



**WHEN RECORDED RETURN TO:**

Summit County Clerk  
Summit County Courthouse  
60 North Main  
Coalville, Utah 84017

Tax Parcel ID Nos.: \_\_\_\_\_

**AMENDMENT  
TO  
AMENDED AND RESTATED DEVELOPMENT AGREEMENT  
FOR THE CANYONS SPECIALLY PLANNED AREA**

**SNYDERVILLE BASIN, SUMMIT COUNTY, UTAH**

**[Resort Core Development Area]**

THIS AMENDMENT TO AMENDED AND RESTATED DEVELOPMENT AGREEMENT FOR THE CANYONS SPECIALLY PLANNED AREA ("**Amendment**"), dated 28 February, 2018 ("**Effective Date**"), is between TCFC PropCo LLC, a Delaware limited liability company ("**TCFC**"), and Summit County, a political subdivision of the State of Utah (the "**County**") (TCFC and the County are referred to individually as a "**Party**" and collectively as the "**Parties**"), with reference to the following:

A. The Parties (or their predecessors-in-interest) and certain other individuals and entities are parties to an Amended and Restated Development Agreement for The Canyons Specially Planned Area, dated November 15, 1999, and recorded with the Summit County, Utah Recorder's Office on July 29, 1998, as Entry No. 513500, in Book 1168, Beginning at Page 82, as amended (collectively, the "**SPA Development Agreement**"). Capitalized terms used but not defined in this Amendment have the meanings assigned in the SPA Development Agreement.

B. Pursuant to Section 5.13 of the SPA Development Agreement, TCFC, in its capacity as the fee owner of the Resort Core Project Sites (defined below), and the County desire to amend the SPA Development Agreement as set forth in this Amendment.

FOR GOOD AND VALUABLE CONSIDERATION, the Parties agree as follows:

1. **Amendment to Exhibits.** The following Exhibits to the SPA Development Agreement are replaced in the manner described below:

(a) **Exhibit B-A (Amended Land Use & Zoning Chart); Reference Corrections.** Exhibit B (Land Use & Zoning Chart, consisting of a three-page chart entitled "Land Use & Zoning" and two additional pages entitled "The Canyons Resort – Land Use and Zoning / Notes to Density and Use Charts: Pages 1-3") (collectively, "**Exhibit B (Land Use &**

**Zoning Chart**") is replaced in its entirety with **Schedule 1** to this Amendment as to, but only as to, the Resort Core Project Sites (defined below). This Land Use & Zoning Chart will be referred to as "**Exhibit B-A (Amended Land Use & Zoning Chart)**" for the Resort Core Project Sites on and after the Effective Date. Project Sites referenced on **Schedule 1** that are not Resort Core Project Sites are not affected by this Amendment and the version of Exhibit B (Land Use & Zoning Chart) attached to the SPA Development Agreement prior to the Effective Date will continue to apply to all Project Sites in the Resort Core that are not included within the Resort Core Project Sites. For ease in administering the SPA Development Agreement, Exhibit B-A (Amended Land Use & Zoning Chart) lists all Project Sites and includes the amendments to Exhibit B (Land Use & Zoning Chart) made as to the Resort Core Project Sites pursuant to this Amendment.

The Parties acknowledge that the Land Use & Zoning Chart attached to the SPA Development Agreement prior to the Effective Date is labeled as "Exhibit B" even though the body of the SPA Development Agreement at times references the Land Use & Zoning Chart as "Exhibit B.2" (see the definition of "Density" in Article 1, Definitions; the definition of "Residential Unit(s)" in Article 1, Definitions; and Section 2.5.3). The Parties acknowledge and agree that, solely as to the Resort Core Project Sites on and after the Effective Date, (a) any reference to the Land Use & Zoning Chart in the SPA Development Agreement will be deemed a reference to Exhibit B-A (Amended Land Use & Zoning Chart) attached as **Schedule 1**, and (b) any reference to "Exhibit B.2" in the definition of "Density" in Article 1, Definitions; the definition of "Residential Unit(s)" in Article 1, Definitions; and Section 2.5.3 of the SPA Development Agreement will be deemed a reference to Exhibit B-A (Amended Land Use & Zoning Chart) attached as **Schedule 1**.

(b) **Exhibit B.1-A (Amended Land Use Zoning Map)**. Exhibit B.1 (Land Use Zoning Map) is replaced in its entirety with **Schedule 2** to this Amendment as to, but only as to, the Project Sites referenced on **Schedule 1** to this Amendment as RC2, RC5, RC6, RC7, RC14, RC15, RC16-A, RC16-B, RC17, RC20-A, RC20-B, RC21, and W37, which Project Sites are owned by TCFC as of the Effective Date ("**Resort Core Project Sites**"). This Land Use Zoning Map will be referred to as "**Exhibit B.1-A (Amended Land Use Zoning Map)**" for the Resort Core Project Sites on and after the Effective Date. The legal descriptions for the Resort Core Project Sites are set forth on **Exhibit A** to this Amendment. All Project Sites in the Resort Core Development Area that are not included within the Resort Core Project Sites will continue to be controlled by the version of Exhibit B.1 (Land Use Zoning Map) attached to the SPA Development Agreement prior to the Effective Date.

Note that RC2 and RC6 have density as shown on Exhibit B-A (Amended Land Use & Zoning Chart), but because specific locations have not yet been determined, they are not shown on Exhibit B.1-A (Amended Land Use Zoning Map). In addition, Site Specific Guidelines have not yet been designated for these parcels.

(c) **Exhibit B.3-A (Amended Building Heights Map)**. As to, but only as to, the Resort Core Project Sites, Exhibit B.3 (Building Heights Map) is deleted in its entirety and replaced with **Schedule 3** to this Amendment. The Building Heights Map will be referred to as "**Exhibit B.3-A (Amended Building Heights Map)**" for the Resort Core Project Sites on and after the Effective Date. All Project Sites in the Resort Core Development Area that are not

included within the Resort Core Project Sites will continue to be controlled by the version of Exhibit B.3 (Building Heights Map) attached to the SPA Development Agreement prior to the Effective Date. To the extent that there is any conflict between the Exhibit B.3-A (Amended Building Heights Map) and Exhibit B-A (Amended Land Use & Zoning Chart) as to the Resort Core Project Sites, Exhibit B-A (Amended Land Use & Zoning Chart) will control Maximum Building Height.

(d) **Exhibit B.4-A (Amended Illustrative Plan Map).** Exhibit B.4 (Illustrative Plan Map) is replaced in its entirety with **Schedule 4** to this Amendment as to, but only as to, the Resort Core Project Sites. The Illustrative Plan Map will be referred to as “**Exhibit B.4-A (Amended Illustrative Plan Map)**” for the Resort Core Project Sites on and after the Effective Date. All Project Sites in the Resort Core Development Area that are not included within the Resort Core Project Sites will continue to be controlled by the version of Exhibit B.4 (Illustrative Plan Map) attached to the SPA Development Agreement prior to the Effective Date. Exhibit B.4 (Illustrative Plan Map) is not referenced in the body of the SPA Development Agreement, and the Parties acknowledge that Exhibit B.4 (Amended Illustrative Plan Map) is for illustrative purposes only.

(e) **Exhibit B.5.1-A (Amended Resort Core Design Conditions and Planning Area Map).** Exhibit B.5.1, comprised of the “Resort Core – Development Area Illustrative Plan: Design Conditions” and a “Resort Core Planning Area” map, is replaced in its entirety with **Schedule 5** to this Amendment and will be referred to as “**Exhibit B.5.1-A (Amended Resort Core Design Conditions and Planning Area Map)**” for the Resort Core Project Sites on and after the Effective Date. All Project Sites in the Resort Core Development Area that are not included within the Resort Core Project Sites will continue to be controlled by the version of Exhibit B.5.1 attached to the SPA Development Agreement prior to the Effective Date.

(f) **Exhibit B.5.2-A (Amended Willow Draw Planning Area Map).** Exhibit B.5.2 (Willow Draw Planning Area Map (map only) is replaced in its entirety by **Schedule 6** to this Amendment and will be referred to as “**Exhibit B.5.2-A (Amended Willow Draw Planning Area Map)**” for the Resort Core Project Sites” on and after the Effective Date. All Project Sites in the Resort Core Development Area that are not included within the Resort Core Project Sites will continue to be controlled by the version of Exhibit B.5.2 attached to the SPA Development Agreement prior to the Effective Date.

2. **Submittals.** As part of the entitlement review of this Amendment, TCFC submitted to the County for review The Canyons Traffic Study attached as **Exhibit B**, the Canyons Master Plan Amendment Proposed Resort Core Site Specific Guidelines attached as **Exhibit C**, and the Connectivity Studies titled TCFC – Canyons Master Plan November, 2017 attached as **Exhibit D** (“**TCFC Submittals**”). The TCFC Submittals were used in the review and approval process for this Amendment in order to evaluate TCFC’s amendment application and are attached to this Amendment to provide context to the approval of this Amendment and to be used by CVMA and the County as guidelines for evaluating future development applications under the SPA Development Agreement. The TCFC Submittals may be updated or revised with the consent of the County, CVMA, and the Master Developer, with or without public hearing, and no other consents to such updates or revisions shall be required.

3. **TCFC Development.** In connection with the approval of this Amendment by the County, TCFC agreed with the County as to the following matters:

(a) **Parking and Transportation.** In furtherance of TCFC's contribution to the County to acquire property for and develop park and ride transportation facilities outside of the SPA Development Area, TCFC will continue to collaborate with the County, The Canyons Resort Village Association, Inc., a Utah non-profit corporation doing business as The Canyons Village Management Association) ("CVMA"), and VR CPC Holdings, Inc. to seek parking and transportation solutions, and will coordinate with the CVMA to provide information about the availability of those facilities to, and encourage the use of those facilities by, all CVMA members, guests, and employees within the SPA Development Area.

(b) **Sustainability.** One year after the issuance of an occupancy permit for a building in excess of 25,000 square feet developed on any TCFC owned Resort Core Project Sites, the developer will submit to the County's Sustainability Department and the CVMA a report of that building's energy consumption calculated on an annual basis. The report will be prepared based upon the EPA's Energy Star Portfolio Manager software or other criteria reasonably acceptable to TCFC, CVMA and Summit County Staff.

4. **Miscellaneous.**

(a) **Effect of Amendment on Agreement.** The amendments to the SPA Development Agreement contemplated by this Amendment are limited precisely as written and will not be deemed to be an amendment to any other provision of the SPA Development Agreement. The SPA Development Agreement will continue in full force and effect as amended by this Amendment with respect to the Resort Core Project Sites. From and after the Effective Date, all references to the SPA Development Agreement as to the Resort Core Project Sites will be deemed to mean the SPA Development Agreement as amended by this Amendment. If any amendment to the SPA Development Agreement set forth in this Amendment is found to be unenforceable, the original provision of the SPA Development Agreement will automatically be reinstated; provided, however, in all instances the use, height, and density approved on the replacement Exhibit B-A (Amended Land Use & Zoning Chart) will remain valid and enforceable. The amendments set forth in this Amendment affect only the Resort Core Project Sites of TCFC and its successors and assigns. The properties of other Developers which are not parties to this Amendment are not the subject of this Amendment, and this Amendment will not be construed to impact the properties of those other Developers.

(b) **Headings.** The section headings in this Amendment are intended solely for convenience and will be given no effect in its construction and interpretation.

(c) **Counterparts.** This Amendment may be executed in counterparts.


The Parties have executed this Amendment as of the Effective Date.

[Signature Pages and Notary Certificates Follow]

[Summit County Signature Page]

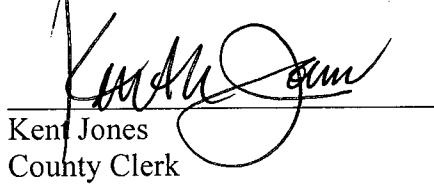
COUNTY:

Summit County,  
a political subdivision of the State of Utah

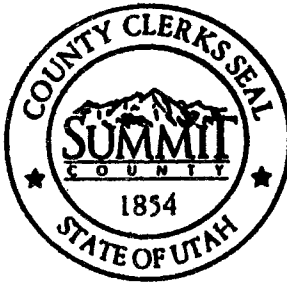


Kim Carson  
Chair

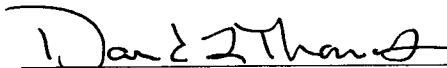
ATTEST:

  
Kent Jones  
County Clerk

[seal]



APPROVED AS TO FORM:



David L. Thomas  
Chief Civil Deputy

[TCFC Signature Page]

TCFC:

TCFC PropCo LLC,  
a Delaware limited liability Company

By: TCFC Finance Co LLC,  
a Delaware limited liability Company  
Its: Sole Member

By: *Lawrence J. White*  
Print Name: Lawrence J. White  
Title: Authorized Signatory

STATE OF Utah )  
COUNTY OF Summit : ss.

The foregoing instrument was acknowledged before me this 27<sup>th</sup> day of February, 2018, by Lawrence J. White the Authorized Signatory of TCFC Finance Co LLC, a Delaware limited liability company, the Sole Member of TCFC PropCo LLC, a Delaware limited liability company.

*Tara Linda Mifflin*  
NOTARY PUBLIC  
Residing at: 1840 Sun Peak Drive 84098

My Commission Expires:

06/13/2020



**EXHIBIT A  
TO  
AMENDMENT TO AMENDED AND RESTATED  
DEVELOPMENT AGREEMENT**

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*Legal Description of Resort Core Project Sites*

**PARCEL RC7**

**Consisting of the following:**

**Building A**

A parcel of land located in the southeast quarter of Section 36, Township 1 South, Range 3 East, Salt Lake Base and Meridian, said parcel being more particularly described as follows:

Beginning at a point that is North 00°00'29" East 1688.25 feet coincident with the section line and West 2277.12 feet from a GLO brass cap at the southeast corner of Section 36, Township 1 South, Range 3 East, Salt Lake Base and Meridian, said point being on the southerly boundary of Exception Parcel 2, West Willow Draw Development Area Master Plat, recorded December 30, 2010, as Entry No. 914098 in the Office of the Recorder, Summit County, Utah; and running thence coincident with said Exception Parcel 2 the following eleven (11) courses: 1) North 72°25'33" West 40.63 feet; thence 2) North 51°33'19" West 125.97 feet; thence 3) South 46°38'46" West 44.83 feet; thence 4) North 58°49'24" West 230.87 feet; thence 5) North 00°13'26" West 52.08 feet; thence 6) East 201.51 feet to a point on a curve to the left having a radius of 225.00 feet, of which the radius point bears North; thence 7) along the arc of said curve 68.98 feet through a central angle of 17°33'57"; thence 8) North 72°26'03" East 35.47 feet to a point on a curve to the right having a radius of 175.00 feet, of which the radius point bears South 17°33'57" East; thence 9) along the arc of said curve 108.63 feet through a central angle of 35°33'57"; thence 10) South 72°00'00" East 20.84 feet to a point on a curve to the left having a radius of 525.00 feet, of which the radius point bears North 18°00'00" East; thence 11) along the arc of said curve 43.97 feet through a central angle of 04°47'55"; thence South 24°05'00" West 256.25 feet to the point of beginning. (Within all or portions of PP-74-D, PP-74-G, WWDDAM-WWD2, WWDDAM-WWD8)

Description contains 1.61 acres.

**Building B**

A parcel of land located in the southeast quarter of Section 36, Township 1 South, Range 3 East, Salt Lake Base and Meridian, said parcel being described as follows:

Beginning at a point that is North 00°00'29" East 1659.12 feet coincident with the section line and West 2056.53 feet from a GLO brass cap at the southeast corner of Section 36, Township 1 South, Range 3 East, Salt Lake Base and Meridian, said point being on the south boundary of

Exception Parcel 2, West Willow Draw Development Area Master Plat, recorded December 30, 2010, as Entry No. 914098 in the Office of the Recorder, Summit County, Utah; and running thence coincident with the south boundary of said Exception Parcel 2 the following (2) courses: 1) South 88°58'01" West 121.73 feet; thence 2) North 72°25'33" West 103.72 feet; thence North 24°05'00" East 256.25 feet to a point on a non tangent curve to the left, said point being on the north boundary of Exception Parcel 2 and having a radius of 525.00 feet, of which the radius point bears North 13°12'04" East; thence coincident with the north boundary of said Exception Parcel 2 the following (2) courses: 1) easterly along the arc of said curve 20.17 feet through a central angle of 02°12'05"; thence 2) South 79°00'00" East 198.70 feet; thence South 24°05'00" West 241.99 feet to the point of beginning. (Within all or portions of PP-74-D, PP-74-G, WWDDAM-WWD2, WWDDAM-WWD8)

Description contains 1.27 acres.

### **Building C**

A parcel of land located in the southeast quarter of Section 36, Township 1 South, Range 3 East, Salt Lake Base and Meridian, said parcel being more particularly described as follows:

Beginning at a point that is North 00°00'29" East 1807.82 feet coincident with the section line and West 1586.22 feet from a GLO brass cap at the southeast corner of Section 36, Township 1 South, Range 3 East, Salt Lake Base and Meridian, said point being on the easternmost corner of Exception Parcel 2, West Willow Draw Development Area Master Plat, recorded December 30, 2010, as Entry No. 914098 in the Office of the Recorder, Summit County, Utah; and running thence coincident with said Exception Parcel 2 the following four (4) courses: 1) South 29°04'15" West 39.83 feet; thence 2) South 62°43'34" West 147.77 feet; thence 3) South 71°58'23" West 138.22 feet; thence 4) South 88°58'01" West 188.23 feet; thence North 24°05'00" East 241.99 feet to a point on the north boundary of said Exception Parcel 2; thence coincident with the north boundary of said Exception Parcel 2 South 79°00'00" East 378.54 feet to the point of beginning. (Within all or portions of PP-74-D, PP-74-G, WWDDAM-WWD2, WWDDAM-WWD8)

Description contains 1.45 acres.

### **PARCEL RC14**

A parcel of land located in the south half of the southeast quarter of Section 36, Township 1 South, Range 3 East, Salt Lake Base and Meridian, said parcel being described as follows:

Beginning at a point that is North 00°00'29" East 879.29 feet coincident with the section line and West 1245.93 feet from a GLO brass cap at the southeast corner of Section 36, Township 1 South, Range 3 East, Salt Lake Base and Meridian, said point also being on the northerly line of that portion of the Access Road known as "Canyons Resort Drive" as described in that certain Nonexclusive Access Easement Roadway Access and Utilities, recorded October 25, 2004, as Entry No. 714878 in Book 1655 at Page 1 in the Office of the Recorder, Summit County, Utah, said point also being on a curve to the right having a radius of 230.00 feet, of which the radius point bears North 60°04'53" West; and running thence coincident with said northerly line of



Canyons Resort Drive the following three (3) courses: 1) Southwesterly along the arc of said curve 28.09 feet through a central angle of 06°59'52"; thence 2) South 36°54'59" West 147.38 feet to a point on a curve to the left having a radius of 220.00 feet, of which the radius point bears South 53°05'01" East; thence 3) along the arc of said curve 94.19 feet through a central angle of 24°31'50"; thence North 81°34'44" West 32.29 feet to a point on a curve to the right having a radius of 85.00 feet, of which the radius point bears North 08°25'16" East; thence along the arc of said curve 121.04 feet through a central angle of 81°35'31"; thence North 00°00'48" East 126.34 feet to a point on a curve to the left having a radius of 190.00 feet, of which the radius point bears North 89°59'12" West; thence along the arc of said curve 103.03 feet through a central angle of 31°04'06"; thence North 31°03'19" West 18.58 feet to a point on a curve to the left having a radius of 60.00 feet, of which the radius point bears South 58°56'41" West; thence along the arc of said curve 12.25 feet through a central angle of 11°41'52"; thence North 68°15'00" East 193.39 feet; thence South 21°15'59" East 165.86 feet; thence South 60°05'53" East 59.78 feet to the point of beginning.

The basis of bearing for the above description is North 00°00'29" East 2639.24 feet between the southeast corner and the east quarter corner of Section 36, Township 1 South, Range 3 East, Salt Lake Base and Meridian. (Within all or portions of PP-75-A-1-A, PP-75-A-4, PP-75-F-2, PP-75-K-A)

Description contains 1.53 acres.

#### **PARCEL RC15**

A parcel of land located in the southeast quarter of Section 36, Township 1 South, Range 3 East, Salt Lake Base and Meridian, said parcel being described as follows:

Beginning at a point that is North 00°00'29" East 1326.62 feet coincident with the section line and West 1107.20 feet from a GLO brass cap at the southeast corner of Section 36, Township 1 South, Range 3 East, Salt Lake Base and Meridian, said point also being on the northerly boundary of that portion of the Access Road known as "Canyons Resort Drive" as described in that certain Nonexclusive Access Easement Roadway Access and Utilities, recorded October 25, 2004, as Entry No. 714878 in Book 1655 at Page 1 in the Office of the Recorder, Summit County, Utah, said point also being on a curve to the right having a radius of 225.00 feet, of which the radius point bears South 32°39'16" East; and running thence southwesterly along the arc of said curve 173.68 feet through a central angle of 44°13'35"; thence North 48°40'56" West 66.25 feet to a point on a curve to the left having a radius of 53.00 feet, of which the radius point bears South 41°19'04" West; thence along the arc of said curve 72.83 feet through a central angle of 78°43'41"; thence South 52°35'24" West 26.42 feet to a point on a curve to the left having a radius of 50.00 feet, of which the radius point bears South 37°24'36" East; thence along the arc of said curve 40.15 feet through a central angle of 46°00'45"; thence South 06°34'38" West 85.31 feet; thence South 21°15'59" East 38.45 feet; thence South 68°15'00" West 193.39 feet to a point on a non tangent curve to the left having a radius of 60.00 feet, of which the radius point bears South 47°14'49" West; thence northwesterly along the arc of said curve 31.23 feet through a central angle of 29°49'23"; thence North 14°50'26" West 24.50 feet; thence North 65°07'29" East 37.50 feet; thence North 07°13'56" West 130.18 feet; thence North 00°24'48" East 76.16 feet;

thence North 14°45'24" West 105.90; thence North 83°31'15" East 121.47 feet to a point on the southerly boundary of West Willow Draw Development Area Master Plat, recorded December 30, 2010, as Entry No. 914098 in the Office of the Recorder, Summit County, Utah; thence coincident with said West Willow Draw Master Plat the following two (2) courses: 1) North 72°00'15" East 201.17 feet; thence 2) North 82°01'24" East 85.565 feet; thence South 32°37'51" East 138.70 feet to the point of beginning.

The basis of bearing for the above description is North 00°00'29" East 2639.24 feet between the southeast corner and the east quarter corner of Section 36, Township 1 South, Range 3 East, Salt Lake Base and Meridian. (Within all or portions of PP-74-E, PP-74-H, PP-74-G-1, PP-75-A-4, PP-75-F-2)

Description contains 2.52 acres.

#### **PARCEL RC16-A**

A parcel of land located in the southeast quarter of Section 36, Township 1 South, Range 3 East, and the northeast quarter of Section 1, Township 2 South, Range 3 East, Salt Lake Base and Meridian, said parcel being described as follows:

Beginning at a point that is North 89°59'45" West 886.07 feet coincident with the section line and North 154.76 feet from a GLO brass cap at the southeast corner of Section 36, Township 1 South, Range 3 East, Salt Lake Base and Meridian; and running thence South 15°01'00" West 148.19 feet to a point on a curve to the right having a radius of 410.00 feet, of which the radius point bears North 74°59'00" West; thence along the arc of said curve 444.00 feet through a central angle of 62°02'50" to a point of compound curve to the right having a radius of 807.26 feet, of which the radius point bears North 12°56'11" West; thence westerly along the arc of said curve 182.26 feet through a central angle of 12°56'11"; thence West 68.17 feet to a point on the easterly boundary of Escala Lodges Condominiums Amended & Restated, recorded January 28, 2009, as Entry No. 863831 in the Office of the Recorder, Summit County, Utah; thence coincident with the easterly boundary of said Escala Lodges North 303.36 feet; thence South 89°59'45" East 17.58 feet to a point on a curve to the left having a radius of 155.00 feet, of which the radius point bears North 00°00'15" East; thence along the arc of said curve 128.57 feet through a central angle of 47°31'31"; thence North 42°28'44" East 132.59 feet to a point on a curve to the right having a radius of 1000.00 feet, of which the radius point bears South 47°31'16" East; thence along the arc of said curve 91.82 feet through a central angle of 05°15'39"; thence North 47°44'23" East 66.79 feet to a point on a curve to the right having a radius of 30.00 feet, of which the radius point bears South 42°15'37" East; thence along the arc of said curve 37.17 feet through a central angle of 70°59'15"; thence South 61°16'22" East 143.04 feet to a point on a curve to the left having a radius of 475.00 feet, of which the radius point bears North 28°43'38" East; thence along the arc of said curve 103.62 feet through a central angle of 12°29'58" to the point of beginning.

The basis of bearing for the above description is North 89°59'45" West 2667.02 feet between the southeast corner and the south quarter corner of Section 36, Township 1 South, Range 3 East,

Salt Lake Base and Meridian. (Within all or portions of PP-2-H, PP-2-K, PP-75-K, PP-75-L, PP-75-5)

Description contains 4.99 acres.

#### **PARCEL RC16-B**

A parcel of land located in the southeast quarter of Section 36, Township 1 South, Range 3 East, and the northeast quarter of Section 1, Township 2 South, Range 3 East, Salt Lake Base and Meridian, said parcel being described as follows:

Beginning at a point that is North 89°59'45" West 744.11 feet coincident with the section line and North 134.92 feet from a GLO brass cap at the southeast corner of Section 36, Township 1 South, Range 3 East, Salt Lake Base and Meridian, said point also being on a curve to the right having a radius of 571.62 feet, of which the radius point bears South 87°43'32" West; and running thence southerly along the arc of said curve 68.57 feet through a central angle of 06°52'24" to a point of compound curve to the right having a radius of 571.43 feet, of which the radius point bears North 85°24'04" West; thence southwesterly along the arc of said curve 851.74 feet through a central angle of 85°24'04"; thence West 162.48 feet to a point on the easterly boundary of Escala Lodges Condominiums Amended & Restated, recorded January 28, 2009, as Entry No. 863831 in the Office of the Recorder, Summit County, Utah; thence coincident with the easterly boundary of said Escala Lodges North 156.99 feet; thence East 68.17 feet to a point on a curve to the left having a radius of 807.26 feet, of which the radius point bears North; thence along the arc of said curve 182.26 feet through a central angle of 12°56'11" to a point of compound curve to the left having a radius of 410.00 feet, of which the radius point bears North 12°56'11" West; thence northeasterly along the arc of said curve 444.00 feet through a central angle of 62°02'50"; thence North 15°01'00" East 148.19 feet to a point on a non tangent curve to the left having a radius of 475.00 feet, of which the radius point bears North 16°13'41" East; thence Easterly along the arc of said curve 112.77 feet through a central angle of 13°36'10"; thence South 87°22'29" East 31.01 feet to the point of beginning.

The basis of bearing for the above description is North 89°59'45" West 2667.02 feet between the southeast corner and the south quarter corner of Section 36, Township 1 South, Range 3 East, Salt Lake Base and Meridian. (Within all or portions of PP-2-H, PP-2-K, PP-75-L)

Description contains 3.64 acres.

#### **PARCEL RC17**

A parcel of land located in the southeast quarter of Section 36, Township 1 South, Range 3 East, Salt Lake Base and Meridian, said parcel being described as follows:

Beginning at a point that is North 89°59'45" West 1459.98 feet coincident with the section line and North 41.09 feet from a GLO brass cap at the southeast corner of Section 36, Township 1 South, Range 3 East, Salt Lake Base and Meridian, and running thence North 89°59'45" West 406.93 feet to a point on a curve to the left having a radius of 272.10 feet, of which the radius point bears South 00°00'15" West; thence along the arc of said curve 23.37 feet through a central angle of

04°55'15" to a point of reverse curve to the right having a radius of 26.14 feet, of which the radius point bears North 04°55'00" West; thence Westerly along the arc of said curve 12.52 feet through a central angle of 27°26'14"; thence North 14°14'22" West 27.45 feet to a point on a curve to the right having a radius of 125.00 feet, of which the radius point bears North 75°45'38" East; thence along the arc of said curve 31.06 feet through a central angle of 14°14'16"; thence North 00°00'06" West 27.91 feet to a point on a curve to the left having a radius of 225.00 feet, of which the radius point bears South 89°59'54" West; thence along the arc of said curve 98.31 feet through a central angle of 25°02'02" to a point of reverse curve to the right having a radius of 42.00 feet, of which the radius point bears North 64°57'52" East; thence Northeasterly along the arc of said curve 72.47 feet through a central angle of 98°51'44" to a point of reverse curve to the left having a radius of 199.21 feet, of which the radius point bears North 16°10'24" West; thence Easterly along the arc of said curve 24.28 feet through a central angle of 06°59'07"; thence North 66°50'30" East 91.06 feet to a point on a curve to the right having a radius of 74.82 feet, of which the radius point bears South 23°09'30" East; thence along the arc of said curve 89.17 feet through a central angle of 68°17'12"; thence South 44°52'18" East 32.41 feet to a point on a curve to the left having a radius of 51.13 feet, of which the radius point bears North 45°07'42" East; thence along the arc of said curve 28.14 feet through a central angle of 31°31'55"; thence South 76°24'13" East 107.37 feet to a point on a curve to the right having a radius of 82.50 feet, of which the radius point bears South 13°35'47" West; thence along the arc of said curve 41.63 feet through a central angle of 28°54'35"; thence South 47°29'38" East 188.21 feet to a point on a curve to the right having a radius of 25.00 feet, of which the radius point bears South 42°30'22" West; thence along the arc of said curve 45.01 feet through a central angle of 103°09'13" to a point of compound curve to the right having a radius of 115.00 feet, of which the radius point bears North 34°20'25" West; thence Westerly along the arc of said curve 68.93 feet through a central angle of 34°20'40" to the point of beginning.

The basis of bearing for the above description is North 89°59'45" West 2667.02 feet between the southeast corner and the south quarter corner of Section 36, Township 1 South, Range 3 East, Salt Lake Base and Meridian. (Within all or portions of PP-75-K, PP-75-4, PP-75-5)

Description contains 2.58 acres.

#### **PARCEL RC20-A**

A parcel of land located in the southeast quarter of Section 36, Township 1 South, Range 3 East, Salt Lake Base and Meridian, said parcel being described as follows:

Beginning at a point that is South 89°59'45" East 1361.20 feet coincident with the section line and North 572.35 feet from an aluminum pipe and cap at the south quarter corner of Section 36, Township 1 South, Range 3 East, Salt Lake Base and Meridian, said point being on the southerly boundary of Silverado Lodge Condominium Amended, recorded January 5, 2006, as Entry No. 764172 in the Office of the Recorder, Summit County, Utah; and running thence coincident with said southerly boundary of Silverado Lodge Condominium Amended East 418.77 feet; thence South 10°00'00" East 386.92 feet to a point on a non tangent curve to the right having a radius of 425.00 feet, of which the radius point bears North 09°06'34" East; thence westerly along the arc of said curve 133.68 feet through a central angle of 18°01'18" to a point of compound curve to

the right having a radius of 450.00 feet, of which the radius point bears North 27°07'52" East; thence northwesterly along the arc of said curve 120.54 feet through a central angle of 15°20'52"; thence North 47°31'16" West 42.07 feet to a point on a non tangent curve to the left having a radius of 59.00 feet, of which the radius point bears South 86°11'52" West; thence northwesterly along the arc of said curve 90.04 feet through a central angle of 87°26'16"; thence North 47°31'16" West 172.10 feet to a point on a curve to the right having a radius of 145.04 feet, of which the radius point bears North 42°28'44" East; thence along the arc of said curve 84.29 feet through a central angle of 33°17'52" to the point of beginning.

The basis of bearing for the above description is South 89°59'45" East 2667.02 feet between the south quarter corner and the southeast corner of Section 36, Township 1 South, Range 3 East, Salt Lake Base and Meridian. (Within all or portions of PP-75-K, PP-75-L)

Description contains 2.34 acres.

#### **PARCEL RC20-B**

A parcel of land located in the southeast quarter of Section 36, Township 1 South, Range 3 East, Salt Lake Base and Meridian, said parcel being described as follows:

Beginning at a point that is North 89°59'45" West 887.05 feet coincident with the section line and North 572.38 feet from a GLO brass cap at the southeast corner of Section 36, Township 1 South, Range 3 East, Salt Lake Base and Meridian, said point being on the southerly boundary of Silverado Lodge Condominium Amended, recorded January 5, 2006, as Entry No. 764172 in the Office of the Recorder, Summit County, Utah; and running thence coincident with said southerly boundary of Silverado Lodge Condominium Amended East 112.08 feet; thence South 2.19 feet; thence South 10°00'00" East 354.32 feet to a point on a non tangent curve to the right having a radius of 50.52 feet, of which the radius point bears North 72°18'31" West; thence southwesterly along the arc of said curve 64.97 feet through a central angle of 73°41'05" to a point of compound curve to the right having a radius of 425.00 feet, of which the radius point bears North 01°22'34" East; thence westerly along the arc of said curve 57.36 feet through a central angle of 07°43'59"; thence North 10°00'00" West 386.92 feet to the point of beginning.

The basis of bearing for the above description is North 89°59'45" West 2667.02 feet between the southeast corner and the south quarter corner of Section 36, Township 1 South, Range 3 East, Salt Lake Base and Meridian. (Within all or portions of PP-75-L)

Description contains 0.98 acres.

#### **PARCEL RC21**

A parcel of land located in the southeast quarter of Section 36, Township 1 South, Range 3 East, Salt Lake Base and Meridian, said parcel being described as follows:

Beginning at a point that is North 00°00'29" East 742.45 feet coincident with the section line and West 780.08 feet from a GLO brass cap at the southeast corner of Section 36, Township 1 South, Range 3 East, Salt Lake Base and Meridian, said point also being on Silverado Lodge

Condominium Amended, recorded January 5, 2006, as Entry No. 764172 in the Office of the Recorder, Summit County, Utah; and running thence coincident with said Silverado Lodge the following four (4) courses: 1) West 278.90 feet; thence 2) North 36°54'59" East 83.08 feet; thence 3) North 50°00'00" West 142.43 feet to a point on a curve to the left having a radius of 19.00 feet, of which the radius point bears South 40°00'00" West; thence 4) along the arc of said curve 36.83 feet through a central angle of 111°03'12" to a point on a non tangent curve to the left having a radius of 224.60 feet, of which the radius point bears North 71°03'12" West; thence northerly along the arc of said curve 67.47 feet through a central angle of 17°12'41"; thence North 01°44'07" East 26.46 feet to a point on the easterly boundary of that portion of the Access Road known as "Canyons Resort Drive" as described in that certain Nonexclusive Access Easement Roadway Access and Utilities, recorded October 25, 2004, as Entry No. 714878 in Book 1655 at Page 1 in the Office of the Recorder, Summit County, Utah; thence coincident with said easterly boundary of Canyons Resort Drive the following two (2) courses: 1) continuing North 01°44'07" East 157.02 feet to a point on a curve to the right having a radius of 145.00 feet, of which the radius point bears South 88°15'53" East; thence 2) along the arc of said curve 247.83 feet through a central angle of 97°55'43"; thence South 80°20'10" East 19.56 feet to a point on a curve to the left having a radius of 188.00 feet, of which the radius point bears North 09°39'50" East; thence along the arc of said curve 91.66 feet through a central angle of 27°56'08"; thence North 71°43'42" East 56.19 feet to a point on a curve to the right having a radius of 13.89 feet, of which the radius point bears South 18°16'18" East; thence along the arc of said curve 26.25 feet through a central angle of 108°16'18"; thence South 545.61 feet to the point of beginning.

The basis of bearing for the above description is North 00°00'29" East 2639.24 feet between the southeast corner and the east quarter corner of Section 36, Township 1 South, Range 3 East, Salt Lake Base and Meridian. (Within all or portions of PP-74-H, PP-75-A-4)

Description contains 3.98 acres.

#### **PARCEL W37**

Commencing at the west quarter corner of Section 31, Township 1 South, Range 4 East, Salt Lake Base and Meridian; thence along the west line of said Section 31 South 00°00'31" West a distance of 782.82 feet; thence leaving said section line North 89°59'29" West a distance of 1575.68 feet to the POINT OF BEGINNING; thence North 79°00'00" West a distance of 578.27 feet to a point on a 475.00 foot radius curve to the right, center bears North 11°00'00" East; thence along the arc of said curve through a central angle of 7°00'00", a distance of 58.03 feet; thence North 72°00'00" West a distance of 20.84 feet to a point on a 225.00 foot radius curve to the left, center bears South 18°00'00" West; thence along the arc of said curve through a central angle of 35°33'57", a distance of 139.67 feet; thence South 72°26'03" West a distance of 35.47 feet; to a point on a 175.00 foot radius curve to the right, center bears North 17°33'57" West; thence along the arc of said curve through a central angle of 5°45'19", a distance of 17.58 feet to a point on a 57.00 foot radius curve to the right, center bears North 11°48'39" West; thence along the arc of said curve through a central angle of 91°48'39", a distance of 91.34 feet; thence North 10°00'00" West a distance of 34.53 feet to a point on a 175.00 foot radius curve to the left, center bears South 80°00'00" West; thence along the arc of said curve through a central angle of

11°31'49", a distance of 35.22 feet; thence North 26°00'00" East a distance of 104.99 feet; thence North 74°30'52" East a distance of 306.99 feet; thence North 85°02'48" East a distance of 224.36 feet; thence North 71°36'34" East a distance of 207.92 feet; thence North 89°37'40" East a distance of 136.72 feet; thence South 83°26'14" East a distance of 217.29 feet; thence South 23°09'22" West a distance of 508.74 feet to said point of beginning. (Within all or portions of PP-74-G, PP-75-A-2, WWDDAM-WWD1)

Contains 8.07 acres.

**SCHEDULE 1  
TO  
AMENDMENT TO AMENDED AND RESTATED  
DEVELOPMENT AGREEMENT**

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***Exhibit B-A (Amended Land Use & Zoning Chart)***

[See Attached]



**The Canyons SPA Development Agreement**  
**Land Use & Zoning** (12/13/2017) Before LV6 Acquisition

| PARCEL REF # | MAXIMUM<br>BUILDING<br>HEIGHT<br>(STORIES)<br>(8) | MAXIMUM<br>BUILDING<br>HEIGHT<br>(ELEVATION)<br>(8) | MAX GROSS<br>BUILDING<br>AREA | ACCOM-<br>MODATION<br>AREA | COMMERCIAL/<br>RETAIL<br>SUPPORT | PRINCIPLE USE |
|--------------|---|---|-------------------------------|----------------------------|----------------------------------|---------------|
|--------------|---|---|-------------------------------|----------------------------|----------------------------------|---------------|

**RESORT CENTER**

|                   |          |  |         |         |        |   |
|-------------------|----------|--|---------|---------|--------|---|
| <b>FROST WOOD</b> |          |  |         |         |        |   |
| A                 | -        |  | -       | -       | -      | Golf Course Uses/Open Space                   |
| B                 | -        |  | -       | -       | -      | Golf Course Uses/Open Space                   |
| C                 | -        |  | -       | -       | -      | Golf Course Uses/Open Space                   |
| F1                | 3 to 4   |  | 210,000 | 200,000 | 10,000 | Hotel/Lodging/Retail                          |
| F2A               | 3 to 3.5 |  | 82,500  | 72,500  | 10,000 | Hotel/Lodging/Retail                          |
| F2B               | 3 to 3.5 |  | 72,000  | 72,000  | -      | Hotel/Lodging                                 |
| F2C               | 3 to 3.5 |  | 75,000  | 75,000  | -      | Hotel/Lodging                                 |
| F3A               | 3        |  | 104,000 | 104,000 | -      | Residential-Multi Family/Hotel/Lodging        |
| F3B               | 3        |  | 108,500 | 88,500  | 20,000 | Residential-Multi Family/Hotel/Lodging/Retail |
| F4                | 2.5      |  | 38,000  | 38,000  | -      | Residential-Multi Family                      |
| F5                | 2.5      |  | 87,500  | 87,500  | -      | Residential-Multi Family                      |
| F6                | 2.5      |  | 50,000  | 50,000  | -      | Residential-Multi Family                      |
| F7                | 2.5      |  | 20,000  | 20,000  | -      | Residential-Multi Family                      |
| F8                | 2.5      |  | 10,000  | 10,000  | -      | Residential-Multi Family                      |
|                   |          |  | 857,500 | 817,500 | 40,000 |   |

|                 |     |  |         |         |       |                          |
|-----------------|-----|--|---------|---------|-------|--------------------------|
| <b>THE COVE</b> |     |  |         |         |       |                          |
| Osguthorpe 1    | 2   |  | 32,000  | 32,000  | -     | Hotel/Lodging Units      |
| Osguthorpe 2    | 2-3 |  | 75,200  | 75,200  | -     | Residential-Multi Family |
| Osguthorpe 3    | 2-3 |  | 109,000 | 104,000 | 5,000 | Hotel/Lodging Units      |
|                 |     |  | 216,200 | 211,200 | 5,000 |                          |

|                      |     |  |         |         |   |                                    |
|----------------------|-----|--|---------|---------|---|------------------------------------|
| <b>RED PINE ROAD</b> |     |  |         |         |   |                                    |
| Baker                | 2.5 |  | 87,500  | 87,500  | - | Residential-Single Family Detached |
| Spoor                | 2.5 |  | 22,500  | 22,500  | - | Residential-Single Family Detached |
|                      |     |  | 110,000 | 110,000 | - |                                    |

|                    |     |  |         |         |   |  |
|--------------------|-----|--|---------|---------|---|--|
| <b>WILLOW DRAW</b> |     |  |         |         |   |  |
| WWD1               | -   |  | -       | -       | - | Golf Course Uses/Open Space  |
| WWD2               | -   |  | -       | -       | - | Golf Course Uses/Open Space  |
| W 1-35/WWD3        | 2.5 |  | 227,500 | 227,500 | - | Residential-Single Family Detached   |
| W. 36/WWD4         | 3.5 |  | -       | -       | - | Resort Operations and Maintenance Facility with Associated Storage and Surface Parking |
| W. 37/WWD5         | 3   |  | 159,000 | 159,000 | - | Residential-Multi Family   |
| WWD7               | -   |  | -       | -       | - | Open Space   |
| EWD1               | -   |  | -       | -       | - | Golf Course Uses/Open Space  |
| EWD2               | -   |  | -       | -       | - | Golf Course Uses/Open Space  |
| EWD4               | -   |  | -       | -       | - | Resort Amenity   |
| EWD5               | -   |  | -       | -       | - | Open Space   |
| EWD6               | -   |  | -       | -       | - | Frostwood Drive ROW  |
| EWD7               | -   |  | -       | -       | - | Canyons Resort Drive ROW   |
| EWD8               | -   |  | -       | -       | - | Open Space   |
|                    |     |  | 386,500 | 386,500 | - |  |

|                      |                            |       |           |         |         |   |
|----------------------|----------------------------|-------|-----------|---------|---------|---|
| <b>LOWER VILLAGE</b> |                            |       |           |         |         |   |
| LV1A-1               | -                          | 6,798 | -         | -       | -       | Resort Operations with Associated Storage and Surface Parking |
| LV1A-2               | -                          | 6,793 | 25,000    | -       | 25,000  | Parking/Commercial/Retail/Support                             |
| LV1B                 | -                          | 6,780 | 100,000   | -       | 100,000 | Parking/Parking   |
|                      |                            |       |           |         |         |   |
| LV2A & LV2B          | 0                          |       | -         | -       | -       | Golf Course Uses/Open Space                                   |
| LV3                  | 0                          |       | -         | -       | -       | Golf Course Uses/Open Space                                   |
| LV4                  | 3                          |       | 185,000   | 185,000 | -       | Hotel/Lodging/Retail/ResMulti-Family/Commercial               |
| LV5                  | 2.5                        |       | 128,700   | 128,700 | -       | Employee Housing-Multi Family                                 |
| LV6                  | 2.5 to 3<br>(see note 3.4) |       | 405,000   | 377,550 | 27,450  | Hotel/Lodging/Retail/Office/Medical/Employee Housing          |
| LV7                  | 0                          |       | -         | -       | -       | Open Space  |
| LV8                  | 2.5                        |       | 25,000    | -       | 25,000  | Commercial/Retail/Office                                      |
| LV10                 | 2.5                        |       | 80,000    | 80,000  | -       | Residential-Multi Family                                      |
| LV11                 | 0                          |       | -         | -       | -       | Lower Village Road R.O.W                                      |
| LV12                 | 0                          |       | 7,284     | 7,284   | -       | Residential-Single Family Detached                            |
| LV13                 | 0                          |       | -         | -       | -       | Private Road ROW  |
| LV Parcel 1          | 2.5                        |       | 11,000    | -       | 11,000  | Fire Station  |
| LV14, (Osg. 1)       | 2.5                        |       | 93,300    | 83,300  | 10,000  | Hotel/Lodging   |
| L.V. Osg. 2          | 1.5                        |       | 43,716    | 43,716  | -       | Residential-Single Family Detached                            |
|                      |                            |       | 1,104,000 | 905,550 | 198,450 |   |

**The Canyons SPA Development Agreement**  
**Land Use & Zoning** (12/13/2017) Before LV6 Acquisition

| PARCEL REF #                   | MAXIMUM BUILDING HEIGHT (STORIES) (8) | MAXIMUM BUILDING HEIGHT (ELEVATION) (8) | MAX GROSS BUILDING AREA | ACCOMMODATION AREA | COMMERCIAL/RETAIL SUPPORT | PRINCIPLE USE   |
|--------------------------------|---------------------------------------|---|-------------------------|--------------------|---------------------------|---|
| <b>RESORT CORE</b>             |                                       |   |                         |                    |                           |   |
| RC. 1                          | 3-9                                   |   | 360,405                 | 244,000            | 116,405                   | Hotel/Lodging Units   |
| RC. 2                          |                                       | 6,966                                   | 14,000                  |                    | 14,000                    | Commercial/Retail/Support/Skier Services                          |
| RC. 5                          |                                       | 6,973                                   | 48,089                  | 27,525             | 20,564                    | Residential Multi-Family/Commercial/Retail/Support/Skier Services |
| RC. 6                          |                                       | 6,966                                   | 25,000                  |                    | 25,000                    | Commercial/Retail/Support/Skier Services                          |
| RC. 7/WWMD6 - Building A       |                                       | 7,067                                   | 202,937                 | 165,312            | 37,625                    | Hotel/Lodging Units/Commercial/Retail/Support                     |
| Building B - Conference Center |                                       | 6,950                                   | 48,171                  | -                  | 48,171                    | Conference Center/Commercial/Retail/Support                       |
| Building C                     |                                       | 7,016                                   | 304,378                 | 254,503            | 49,875                    | Hotel/Lodging Units/Commercial/Retail/Support                     |
| RC. 8                          | 5.5                                   |   | 114,523                 | 94,025             | 20,498                    | Hotel/Lodging Units   |
| RC. 9                          | 4.5                                   |   | 82,880                  | 68,883             | 13,997                    | Hotel/Lodging Units   |
| RC. 10                         | 3.5                                   |   | 64,234                  | 53,429             | 10,805                    | Hotel/Lodging Units   |
| RC. 11a/b                      | 3.5                                   |   | 99,451                  | 93,331             | 6,120                     | Hotel/Lodging Units   |
| RC. 14                         |                                       | 6,925                                   | 73,554                  | 73,554             |                           | Hotel/Lodging Units   |
| RC. 15                         |                                       | 6,931                                   | 166,941                 | 166,941            |                           | Hotel/Lodging Units   |
| RC. 16A - Building A           |                                       | 6,991                                   | 159,588                 | 149,588            | 10,000                    | Hotel/Lodging Units/Commercial/Retail/Support                     |
| Building B                     |                                       | 6,977                                   | 102,941                 | 92,941             | 10,000                    | Hotel/Lodging Units/Commercial/Retail/Support                     |
| Building C                     |                                       | 6,964                                   | 77,506                  | 77,506             | -                         | Hotel/Lodging Units   |
| RC. 16B                        | 2-3                                   |   | 106,000                 | 106,000            |                           | Residential-Multi Family  |
| RC. 17* - Building A           |                                       | 6,998                                   | 72,054                  | 59,436             | 12,618                    | Hotel/Lodging/Commercial/Retail/Support/Skier Services            |
| Building B                     |                                       | 6,998                                   | 110,102                 | 94,405             | 15,697                    | Hotel/Lodging/Commercial/Retail/Support/Skier Services            |
| Building C                     |                                       | 6,998                                   | 84,959                  | 74,834             | 10,125                    | Hotel/Lodging/Commercial/Retail/Support/Skier Services            |
| RC. 19                         | 5.5                                   |   | 255,607                 | 243,407            | 12,200                    | Hotel/Lodging Units   |
| RC. 20A - Building A           |                                       | 6,931                                   | 75,623                  | 70,623             | 5,000                     | Hotel/Lodging/Commercial/Retail/Support                           |
| Building B                     |                                       | 6,931                                   | 96,054                  | 91,054             | 5,000                     | Hotel/Lodging/Commercial/Retail/Support                           |
| RC. 20B                        |                                       | 6,913-6,920                             | 32,398                  | 32,398             | -                         | Residential-Multi Family  |
| RC. 21 - Building A            |                                       | 6,875                                   | 47,900                  | 47,900             | -                         | Hotel/Lodging Units   |
| Building B                     |                                       | 6,886                                   | 69,400                  | 69,400             | -                         | Hotel/Lodging Units   |
| Building C                     |                                       | 6,881                                   | 58,700                  | 58,700             | -                         | Hotel/Lodging Units   |
| RC. 22                         | 3-6                                   |   | 114,000                 | 114,000            | -                         | Residential-Multi Family  |
| RC. 24A                        | 3                                     |   | 24,000                  | 24,000             | -                         | Residential-Multi Family, TDR Site                                |
| RC. 24B                        | 3                                     |   | 26,000                  | 26,000             | -                         | Residential-Multi Family  |
| RC. 25                         | 2.5                                   |   | 161,000                 | 161,000            | -                         | Residential-Multi Family  |
| Forum Retail                   | 1                                     |   | 24,000                  | -                  | 24,000                    | Retail/Skier Services   |
| T1                             | 1.5                                   |   | 3,629                   | -                  | 3,629                     | Service   |
| T2                             | 1.5                                   |   | 2,625                   | -                  | 2,625                     | Service   |
| Escalator/E1                   | 3-5                                   |   | 285,467                 | 202,200            | 83,267                    | Hotel/Lodging Units/Commercial/Retail                             |
| Friedman 1/F1                  | 2-3                                   |   | 67,200                  | 67,200             | -                         | Residential-Multi Family  |
| Friedman 2/F2                  | 2-3                                   |   | 52,800                  | 52,800             | -                         | Hotel/Lodging Units   |
| Silverado/J1                   | 4.5                                   |   | 66,770                  | 59,325             | 7,445                     | Hotel/Lodging Units   |
| Silverado/J2                   | 2-4.5                                 |   | 63,230                  | 63,230             | -                         | Hotel/Lodging Units   |
| Sunrise/E2                     | 2-5                                   |   | 177,000                 | 139,000            | 38,000                    | Hotel/Lodging Units   |
|                                |                                       |   | 4,021,116               | 3,418,450          | 602,666                   |   |

\*RC17 combines the density of RC17 & RC18 into one Parcel Ref # - to now be identified as RC17

# The Canyons SPA Development Agreement

## Land Use & Zoning (12/13/2017) Before LV6 Acquisition

| PARCEL REF #            | MAXIMUM BUILDING HEIGHT (STORIES)<br>(8) | MAXIMUM BUILDING HEIGHT (ELEVATION)<br>(8) | MAX GROSS BUILDING AREA | ACCOMMODATION AREA | COMMERCIAL/RETAIL SUPPORT | PRINCIPLE USE                    |
|-------------------------|--|--|-------------------------|--------------------|---------------------------|----------------------------------|
| <b>RED PINE VILLAGE</b> |  |  |                         |                    |                           |                                  |
| R.P. 1                  | 2.5                                      |  | 106,000                 | 80,664             | 25,336                    | Hotel/Lodging Units              |
| R.P. 2                  | 2  |  | 70,050                  | 35,991             | 34,059                    | Hotel/Lodging Units/Amphitheater |
| R.P. 3                  | 3  |  | 272,875                 | 207,654            | 65,221                    | Hotel/Lodging Units              |
| R.P. 4                  | 1.5-2.75                                 |  | 66,500                  | -                  | 66,500                    | Skier services                   |
| R.P. 5                  | 3  |  | 109,950                 | 72,065             | 37,885                    | Hotel/Lodging Units              |
| R.P. 6                  | 3  |  | 147,600                 | 123,373            | 24,227                    | Hotel/Lodging Units              |
| R.P. 7                  | 3  |  | 105,975                 | 80,646             | 25,329                    | Hotel/Lodging Units              |
| R.P. 8                  | 1  |  | 6,000                   | -                  | 6,000                     | Chapel                           |
| R.P. 9                  | 2.5                                      |  | 193,000                 | 146,870            | 46,130                    | Hotel/Lodging Units              |
| R.P. 10                 | 2-3                                      |  | 232,250                 | 176,737            | 55,513                    | Hotel/Lodging Units              |
| R.P. LAKE a/b           | 2  |  | 60,000                  | 60,000             | -                         | Hotel/Lodging Units              |
|                         |  |  | 1,370,200               | 984,000            | 386,200                   |                                  |
| <b>TOMBSTONE</b>        |  |  |                         |                    |                           |                                  |
| Tmb. 1                  | 2  |  | 15,000                  | -                  | 15,000                    | Commercial                       |
| Tmb. Osg. 1             | 3  |  | 74,500                  | 67,500             | 7,000                     | Hotel/Lodging Units/retail       |
| Tmb. Osg. 2 *           | 2  |  | 30,500                  | 30,500             | -                         | Residential-Multi Family         |
| Tmb. Osg. 3             | -  |  | -                       | -                  | -                         | Hotel/Lodging Units              |
|                         |  |  | 120,000                 | 98,000             | 22,000                    |                                  |

### ON MOUNTAIN

|                          |   |  |        |        |   |                                    |
|--------------------------|---|--|--------|--------|---|------------------------------------|
| <b>SILVER KING MINES</b> |   |  |        |        |   |                                    |
| -                        | - |  | 26,000 | 26,000 | - | Hotel/Lodging Units                |
| <b>MINES VENTURE</b>     |   |  |        |        |   |                                    |
| See note 3.7.5           | - |  | n/a    | n/a    | - | Residential-Single Family Detached |
|                          |   |  | 26,000 | 26,000 | - |                                    |
| <b>THE COLONY</b>        |   |  |        |        |   |                                    |
| 240 Lots                 |   |  |        |        |   | Residential-Single Family Detached |

| Totals           |  |  | Net Change From 04-23-2009 Entitlements |           |           |                |
|------------------|--|--|---|-----------|-----------|----------------|
| RESORT CORE      |  |  | 4,021,116                               | 3,418,450 | 602,666   | 81,429 (4) (5) |
| FROSTWOOD        |  |  | 857,500                                 | 817,500   | 40,000    | -              |
| THE COVE         |  |  | 216,200                                 | 211,200   | 5,000     | -              |
| RED PINE ROAD    |  |  | 110,000                                 | 110,000   | -         | - (6)          |
| WILLOW DRAW      |  |  | 386,500                                 | 386,500   | -         | (210,900)      |
| LOWER VILLAGE    |  |  | 1,104,000                               | 905,550   | 198,450   | (84,200) (1)   |
| RED PINE VILLAGE |  |  | 1,370,200                               | 984,000   | 386,200   | -              |
| TOMBSTONE        |  |  | 120,000                                 | 98,000    | 22,000    | -              |
| ON MOUNTAIN      |  |  | 26,000                                  | 26,000    | -         | -              |
| TOTAL            |  |  | 8,211,516                               | 6,957,200 | 1,254,316 | (213,671) (7)  |

#### Notes:

- (1) Lower Village increase is 59,700 for new TDR site + 3,500 increase at fire station site (from 7,500 to 11,000) - 15,000 transferred to WWD4.
- (4) 25,000 sq ft added to Escala and Weight from Fogg density transfer.
- (5) 11,000 sq ft added to RC24B to supplement County TDR site.
- (6) Reduction of 12,500 sq ft due to change in use of Baker parcel from Residential Multi-Family to Single Family + 7,500 to correct density for Spoor Parcel (3 sites \*7,500 each)
- (7) To the extent there is any conflict between pages 1 to 8 of this Land Use and Zoning Chart and the other pages of Exhibit B, including maps, illustrative plans and tables, pages 1 to 8 of this Land Use and Zoning Chart control.
- (8) To the extent there is any conflict between the calculations in the Maximum Building Height (Stories) Column and the Maximum Building Height (Elevation) Column, the Maximum Building Height (Elevation) Column controls.

#### 04-23-2009 Original Entitlements

| MGBA      | Res       | Comm      |
|-----------|-----------|-----------|
| 3,939,687 | 3,252,435 | 687,252   |
| 857,500   | 817,500   | 40,000    |
| 216,200   | 211,200   | 5,000     |
| 110,000   | 110,000   | -         |
| 597,400   | 597,400   | -         |
| 1,188,200 | 1,034,750 | 153,450   |
| 1,370,200 | 984,000   | 386,200   |
| 120,000   | 98,000    | 22,000    |
| 26,000    | 26,000    | -         |
| 8,425,187 | 7,131,285 | 1,293,902 |

**THE CANYONS RESORT – LAND USE AND ZONING**  
**Notes to Density and Use Charts: Pages 4-8**  
[Before LV6 Acquisition]

**1.0 DEFINITIONS SUMMARY** (refer to Development Agreement for additional details)

**1.1 Building Height:** Building Height is established as either Maximum Building Height (Stories) or Maximum Building Height (Elevation - ASL) and which criteria applies is determined by the applicable designation on Pages 1 to 3 of this Land Use and Zoning Chart. If no Maximum Building Height (Elevation - ASL) is designated for a Parcel, then Maximum Building Height (Stories) will be used to determine Building Height.

- a) Maximum Building Height (Stories) means the maximum number of stories allowed to be built above grade measured from the finished grade at any building façade.
- b) Maximum Building Height (Elevation - ASL) means the maximum elevation above sea level (ASL) specified on Pages 1, 2, or 3.

1. The following exceptions to Maximum Building Height (Elevation - ASL) are allowed:

- (i) Antennas, chimneys, flues, vents and similar Structures may extend up to five feet (5'-0") above the allowed Maximum Building Height to comply with requirements of the International Building Code (IBC).
- (ii) Appurtenances for mechanical equipment and associated screening, when enclosed or screened, may extend up to eight feet (8'-0") above the allowed maximum Building Height.
- (iii) An Elevator Penthouse may extend up to eight feet (8'-0") above the allowed Maximum Building Height to comply with requirements of the International Building Code (IBC).
- (iv) Roof top equipment for the purposes of 'Green Initiatives' such as solar panels, rain water harvesting tanks, etc. may extend beyond the allowed Maximum Building Height if approved by the CVMA Design Review Committee. Equipment locations that exceed the allowed Maximum Building Height shall respect a 2:1 setback from the Building's outer edges and shall not exceed 30% of the overall roof area.

**1.2 Maximum Gross Building Area:** The maximum total area measured in square feet constructed above finished grade - no exclusions except restricted employee housing (as defined by and restricted elsewhere in this Amended Agreement) may be included in and

for a Parcel provided that the employee housing does not compromise the open space as generally described in Exhibit C.

- 1.3 **Accommodation Area:** Means that portion of the Gross Building Area located on a Parcel that may be used for hotel, lodging and residential uses, together with additional space constructed above finished grade that is used for corridors, lobbies, services and support uses associated with the primary Accommodation Area.
- 1.4 **Commercial/Retail/Support/Skier Services Area:** Means the area located in a building and primarily designed for the following Principle Uses:
- a) Commercial:
    - Office, maintenance, storage and similar uses
  - b) Retail:
    - Shops and stores (including, but not limited to, the sale of grocery, personal, household, soft goods, and hardware items, and fresh, processed, and prepared food for onsite and offsite consumption), cafes, restaurants, and similar uses
  - c) Support:
    - Kitchen, meeting, conference and related uses; health, Spa, fitness and similar uses
  - d) Skier Services:
    - Lockers, storage, equipment maintenance, lifts and transportation, training, gathering, warming, and similar uses related to servicing skiers, boarders, and resort owners and guests

All Commercial/Retail/Support/Skier Services Area located below finished grade will not be included in the calculation of Maximum Gross Building Area for that Parcel.

- 1.5 **Residential Single Family - Detached:** Means building lots upon which Residential Single Family – Detached accommodations will be developed. See Note 3.5 for further detail.
- 1.6 **Principle Use(s):** Means the primary use or uses allowed on a Parcel. For ancillary allowed uses refer to the Architectural Guidelines.
- 1.7 **Residential Multi-Family:** Means attached (including attachment along a horizontal plain (wall-to-wall) or along a vertical plain (ceiling-to-floor)) dwelling units located in one or more buildings designed primarily for a Principle Use of providing housing to more than one individual, family or group of unrelated individuals. Subject to design review and site plan review, allowed parking for a Residential Multi-Family development may include up to one attached Parking Garage per unit not to exceed 600 square feet or one or more shared Parking Garages for some or all of the units. When allowed, the Parking Garage area is in addition to, and will not be calculated as part of, the Accommodation Area.
- 1.8 **Resort Operations:** Means all operations and activities reasonably necessary for or related to the operation, development, management or maintenance of an all-season

resort, including Commercial, Retail, Support, Skier Services and amenities provided by, for, or at the direction of the CVMA.

- 1.9 **Parking Garage(s):** Means an above ground or below ground, attached, detached or integrated structure that is designed primarily for a Principle Use of parking, access, circulation, and related uses.
- 1.10 **Employee Housing:** Means dwelling units located in one or more buildings and primarily designed for employees and workers, together with additional space used to provide amenities and services for employees and workers, and space used for administrative, office and support functions related to the operation of the Employee Housing. There is no density allocated for Employee Housing.
- 1.11 **Hotel Lodging Unit:** Means attached dwelling units located in one or more buildings primarily designed for a Principle Use of hotel, lodging, and accommodation.

## 2.0 GENERAL NOTES

- 2.1 All densities indicated are maximums, and development on each site including use is subject to this Land Use and Zoning Chart and the approval process outlined in the SPA Development Agreement.
- 2.2 Conversion of Commercial Uses to Accommodation Uses is prohibited. Conversion of Gross Building Area designated Hotel Lodging Uses may be converted to Gross Building Area for Commercial/Retail/Support Uses.
- 2.3 Surface parking is allowed as a temporary use on vacant lots, subject to appropriate buffering and a Low Impact Permit.

## 3.0 SITE SPECIFIC NOTES

- 3.1 Groutage/Jaffa Parcels 1 and 2: - Refer to Development Agreement and Exhibit C2.1 Resort Core - Development Area Illustrative Plan & Design Conditions for the site planning requirements. Maximum density is 120,000 square feet, except an additional 10,000 square feet may be allowed for this site subject to a recommendation from the Architectural Review Committee, and review and discretionary approval of the Director and the Planning Commission.
- 3.2 Parcel RC16-B must meet the following criteria to provide an adequate buffer to Red Pine Road:
  - a) A 50-foot setback from the Red Pine Road right-of-way, within which no building may occur. It is required that this buffer be extensively landscaped and the landscaping must continue into the right-of-way to the back of curb or sidewalk of the existing (and/or improved) Red Pine Road. Landscaping immediately adjacent to Red Pine Road must be low profile and accommodate snow storage.

- b) A further setback of 50 feet within which buildings cannot exceed a maximum height of two stories.
  - c) A further setback of 95 feet within which buildings cannot exceed a maximum height of three stories.
  - d) No more than two entrances directly from the Red Pine Road right-of-way are permitted.
- 3.3 A Parking Garage is an allowed use on Parcels LV1-B and LV5. On these Parcels building height is measured as Maximum Building Height (Elevation – ASL).
- 3.4 IHC: A medical facility of up to 45,000 gross square feet providing the following uses is allowed: out-patient surgery/diagnostic and treatment/clinic, and including services complementary to the resort.
- 3.5(A) On lots where Residential Single-Family – Detached uses are permitted, the following conditions apply with respect to density and all square footage numbers shown below are gross square footages per home including a garage and basement for each.
- 1. Spoor: 3 Lots, 7,500 square foot / home.
  - 2. Osguthorpe: 6 Lots, 8,500 square foot / home.
  - 3. W-35: 35 Lots, 6,500 square foot / home.
  - 4. Mines Ventures: 9 Lots (including one (1) TDR lot for the County, house size and design subject to Colony Guidelines.
- 3.5(B) On lots within the Aspen Creek Crossing Subdivision (Baker Parcel), the following conditions apply with respect to density and all square footage numbers. The following areas are exempt from Floor Area calculations:
- a. Garage area up to 600 square feet.
  - b. Entire room areas with floor levels that are six (6) feet or more below Final Grade and do not have a doorway to the outside.
- 3.6 Tombstone - Osguthorpe 2 Parcel: In addition to the permitted 26,500 square feet, two (2) single family detached dwellings are permitted with up to a maximum of 2,000 gross square feet for each dwelling unit.

3.7 The Colony Lot distribution by owner:

|               |            |
|---------------|------------|
| IMA LLC       | 164        |
| Ski Land LLC  | 45         |
| TDR Owners    |            |
| Summit County | 5          |
| Hansen LC     | 16         |
| Babcock       | 6          |
| Barnard       | 1          |
| Dean          | 1          |
| Parkway       | 1          |
| DVM           | 1          |
| <b>TOTAL</b>  | <b>240</b> |

The transfer of Lot 11 in White Pine Ranches shall satisfy the Hansen/Snyderville West TDR transfer obligation in Phase 1. Hansen has reserved the right to change this arrangement and select a Homestead in The Colony instead of Lot 11. If the Homestead in The Colony is selected, the development rights shall be deemed stripped from Lot 11. If Lot 11 is selected, IMA shall be entitled to one less Homestead in The Colony, bringing the total to 239 instead of 240. (See Exhibit G of the TDR Agreement.)

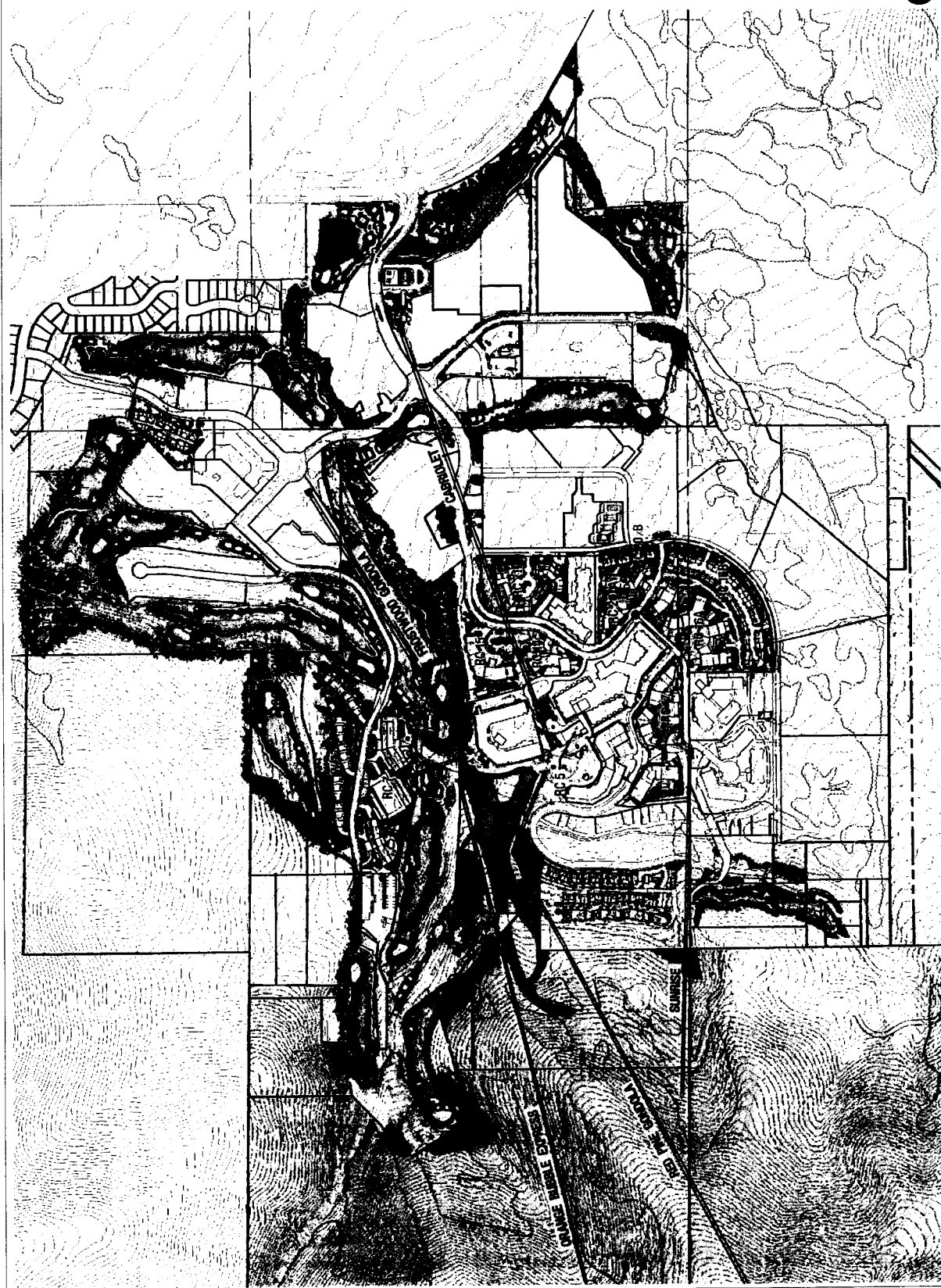


**SCHEDULE 2  
TO  
AMENDMENT TO AMENDED AND RESTATED  
DEVELOPMENT AGREEMENT**

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*Exhibit B.1-A (Amended Land Use Zoning Map)*

[See Attached]



**SCHEDULE 3  
TO  
AMENDMENT TO AMENDED AND RESTATED  
DEVELOPMENT AGREEMENT**

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***Exhibit B.3-A (Amended Building Heights Map)***

[See Attached]



**SCHEDULE 4  
TO  
AMENDMENT TO AMENDED AND RESTATED  
DEVELOPMENT AGREEMENT**

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*Exhibit B.4-A (Amended Illustrative Plan Map)*

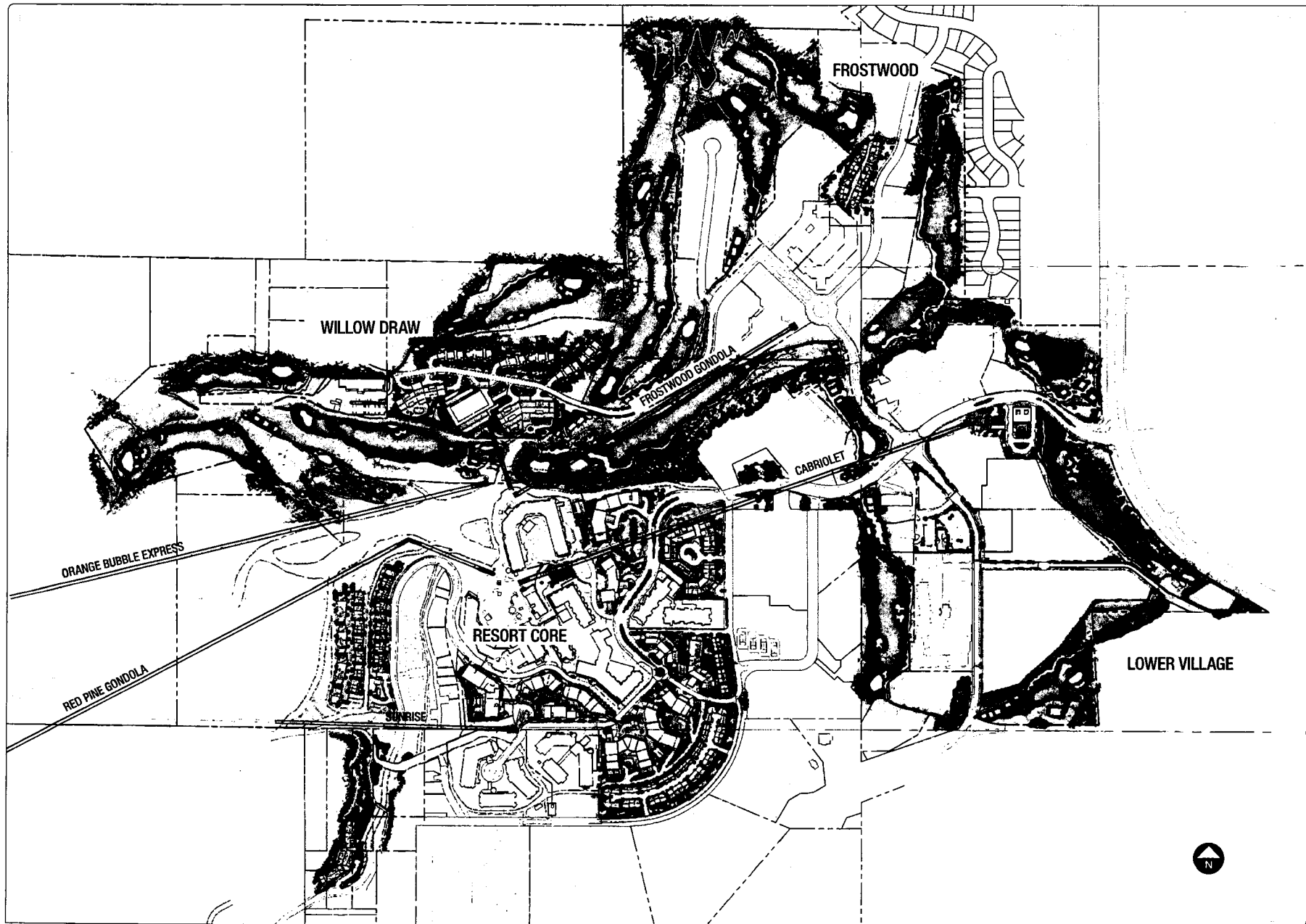
[See Attached]

**SCHEDULE 4  
TO  
AMENDMENT TO AMENDED AND RESTATED  
DEVELOPMENT AGREEMENT**

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*Exhibit B.4-A (Amended Illustrative Plan Map)*

[See Attached]



**SCHEDULE 5  
TO  
AMENDMENT TO AMENDED AND RESTATED  
DEVELOPMENT AGREEMENT**

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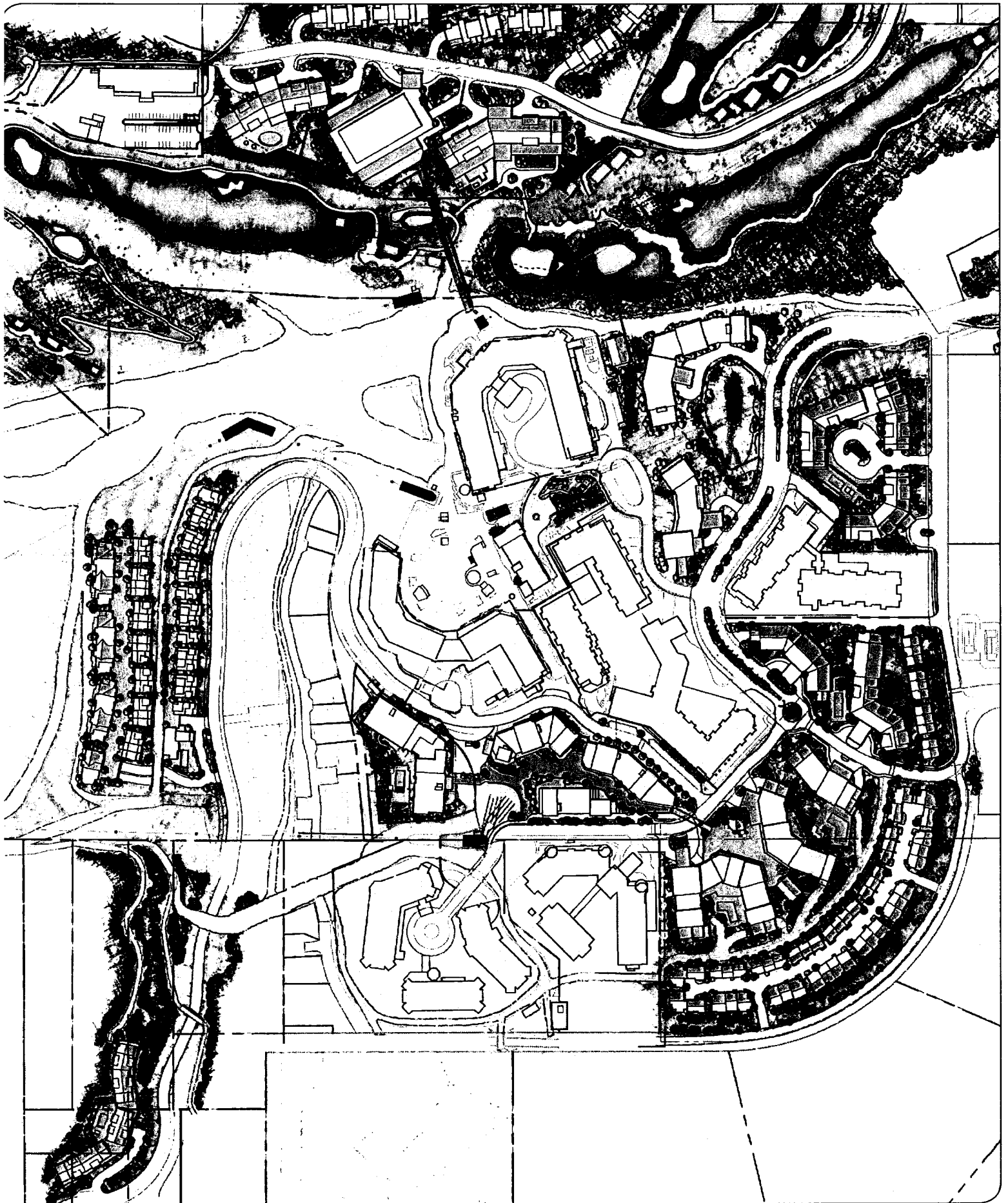
***Exhibit B.5.1-A (Amended Resort Core Design Conditions and Planning Area Map)***

These notes reference and further describe the drawing. The drawing is for illustrative purposes and intended to be used to guide site planning and plat design for Project Sites. It does not constitute approval.

1. As a condition of plat or site plan approval, the Developer shall convey to the Resort Village Management Association or its designee all easements and other rights necessary for the approval, development, construction, and use of a golf course to be located within the Resort Center.
2. Generally, density and height should be greatest in the heart of the Core, with reductions of height and density as development moves out toward the edges. Design standards for the Resort Core transition along Red Pine Road are specified in an addendum to the Design Guidelines.

*[See attached map]*



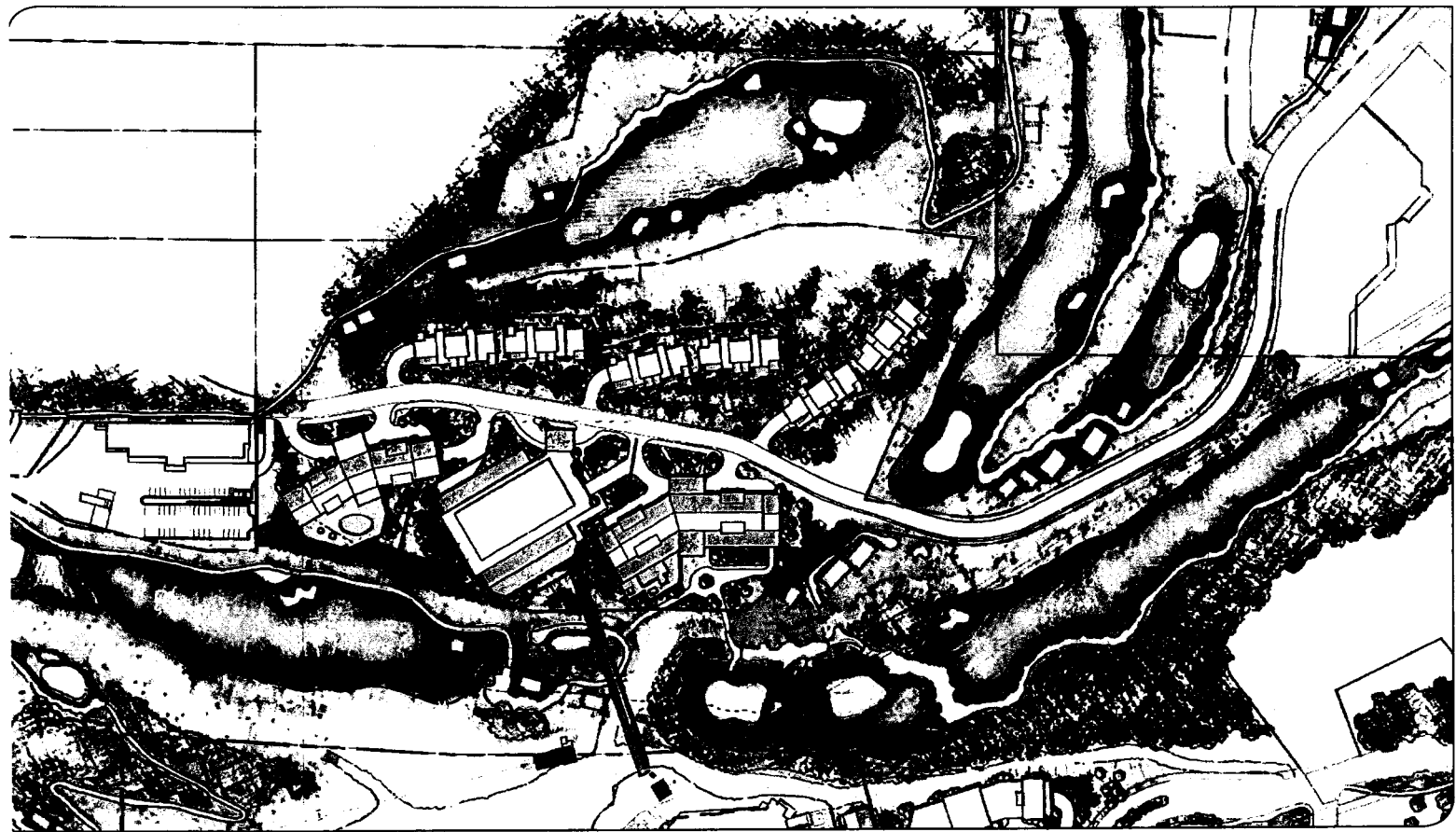


**SCHEDULE 6  
TO  
AMENDMENT TO AMENDED AND RESTATED  
DEVELOPMENT AGREEMENT**

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*Exhibit B.5.2-A (Amended Willow Draw Planning Area Map)*

*[See attached map]*



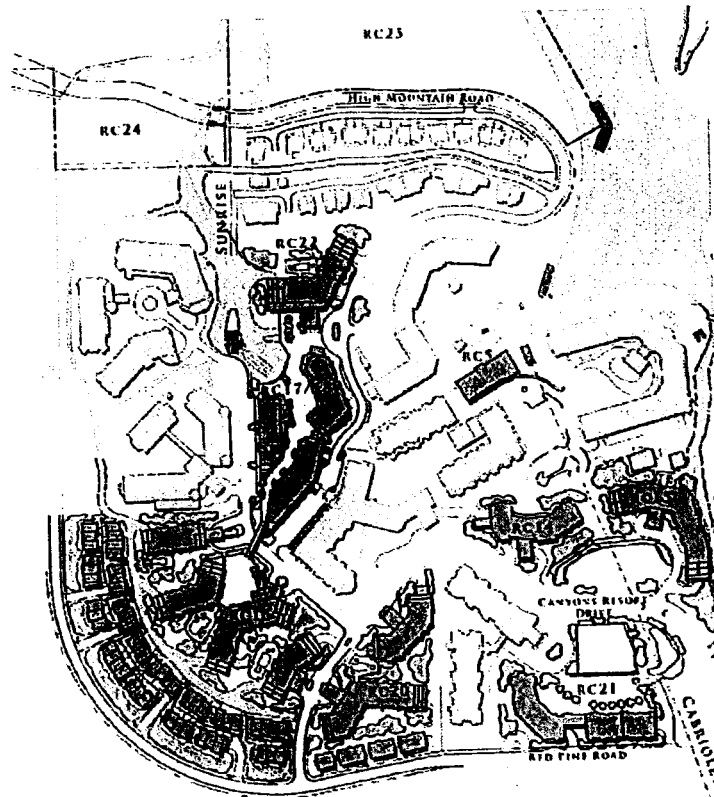
**EXHIBIT B  
TO  
AMENDMENT TO AMENDED AND RESTATED  
DEVELOPMENT AGREEMENT**

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*[Traffic Study]*

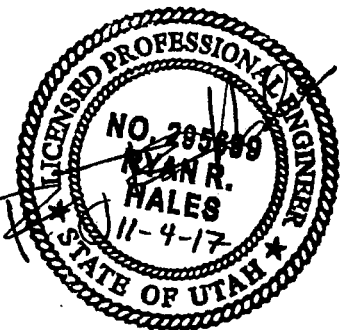
# The Canyons

## Traffic Study



**Summit County, Utah**  
November 2017

UT16-878



## **EXECUTIVE SUMMARY**

This study addresses the traffic impacts associated with the proposed future development of The Canyons resort in Summit County, Utah. Future development at The Canyons will occur adjacent to the existing hotels and lodges currently at the resort, as well as around the Cabriolet parking lot adjacent to SR-224.

Included within the analyses for this study are the traffic operations and recommended mitigation measures for existing conditions and plus project conditions (conditions after development of the proposed project) at key intersections and roadways in the vicinity of the site. Future 2030 conditions are also analyzed. *In addition, two alternate plus project scenarios were analyzed (2017 and 2030) including trips generated by the Red Pine Village resort hotel consisting of 1,100 rooms.*

## **TRAFFIC ANALYSIS**

Using Synchro/SimTraffic, which follow the Highway Capacity Manual (HCM) 2016 methodology, the Saturday peak hour LOS was computed for each study intersection. The results of this analysis are reported in Table ES-1 (see Appendix B for the detailed LOS reports). Multiple runs of SimTraffic were used to provide a statistical evaluation of each intersection. Where the LOS was calculated to be C or lower, the calculated delay for all approaches is included.

**TABLE ES-1  
Saturday Peak Hour  
Summit County - The Canyons TS**

| Intersection Description                                    | Existing 2017 Background   | Existing 2017 Plus Project   | Future 2030 Background   | Future 2030 Plus Project  | Existing 2017 Plus Project Alternate   | Future 2030 Plus Project Alternate  |
|---|--|--|--|---|--|---|
| LOS (Sec/Veh <sup>1</sup> )                                 | LOS (Sec/Veh <sup>1</sup> )  | LOS (Sec/Veh <sup>1</sup> )  | LOS (Sec/Veh <sup>1</sup> )  | LOS (Sec/Veh <sup>1</sup> )   | LOS (Sec/Veh <sup>1</sup> )  | LOS (Sec/Veh <sup>1</sup> )   |
| SR-224 / Canyons Resort Drive                               | <b>D (35.4)</b><br>NB C (28.3), SB C (29.2),<br>EB D (54.9), WB D (46.0) | <b>D (54.2)</b><br>NB E (55.2), SB D (49.9),<br>EB E (57.1), WB D (52.9) | <b>E (57.1)</b><br>NB D (38.3), SB E (77.5),<br>EB D (52.6), WB E (57.1) | <b>F (&gt;80.0)</b><br>NB E (68.3), SB F (>80.0),<br>EB D (49.5), WB E (66.7) | <b>F (&gt;80.0)</b><br>NB F (>80.0), SB F (>80.0),<br>EB D (49.7), WB D (53.0) | <b>E (69.5)</b><br>NB D (47.2), SB E (64.6),<br>EB F (>80.0), WB D (43.1) |
| 7-Eleven East / Canyons Resort Drive                        | <b>A (9.8) / NB</b>  | <b>F (&gt;50.0) / NB</b><br>A (18) / EB, D (27.1) / WB                   | <b>A (9.1) / NB</b>  | <b>C (15.5) / NB</b><br>A (12) / EB, A (6.5) / WB                             | <b>F (&gt;50.0) / NB</b><br>A (15) / EB, F (>50.0) / WB                        | <b>F (&gt;50.0) / NB</b><br>A (8.4) / EB, A (7.0) / WB                    |
| 7-Eleven West / Canyons Resort Drive                        | <b>B (13.2) / NB</b>   | <b>A (5.6) / WB</b>  | <b>A (10.0) / NB</b>   | <b>A (2.1) / EB</b>   | <b>A (9.0) / WB</b>  | <b>B (13.1) / WB</b>  |
| Aspen Drive / Canyons Resort Drive                          | <b>B (14.2) / SB</b>   | <b>F (&gt;50.0) / SB</b><br>A (5.9) / EB, B (12.7) / WB                  | <b>B (10.8) / SB</b>   | <b>F (&gt;50.0) / SB</b><br>A (3.6) / EB, A (0.9) / WB                        | <b>F (&gt;50.0) / SB</b><br>A (4.5) / EB, C (19.6) / WB                        | <b>F (&gt;50.0) / SB</b><br>B (13.2) / EB, A (12) / WB                    |
| Frostwood Drive / Canyons Resort Drive                      | <b>A (4.8)</b>   | <b>C (19.0)</b>  | <b>A (4.6)</b>   | <b>A (7.1)</b>  | <b>D (29.4)</b><br>NW A (5.6), SE A (7.1),<br>NE F (>50.0), SW D (34.1)        | <b>B (12.3)</b>   |
| Chalet Drive / Canyons Resort Drive                         | <b>A (10.0) / SB</b>   | <b>C (15.2) / SB</b>   | <b>B (10.5) / SB</b>   | <b>B (12.8) / SB</b>  | <b>F (&gt;50.0) / SB</b><br>A (2.9) / EB, A (2.2) / WB                         | <b>E (38.6) / SB</b><br>C (20.2) / NB, A (17) / EB,<br>A (2.1) / WB       |
| Navejo Trail / Canyons Resort Drive                         | <b>A (4.8) / NB</b>  | <b>A (5.6) / NB</b>  | <b>A (4.5) / NB</b>  | <b>A (4.7) / NB</b>   | <b>D (26.1) / NB</b><br>A (4.4) / EB, A (0.1) / WB                             | <b>F (&gt;50.0) / NB</b>  |
| Cedar Lane / Canyons Resort Drive                           | <b>A (8.3) / SB</b>  | <b>A (9.3) / SB</b>  | <b>A (7.6) / SB</b>  | <b>A (6.0) / SB</b>   | <b>C (16.4) / SB</b><br>A (0.6) / EB, A (12) / WB                              | <b>A (9.6) / SB</b>   |
| Red Pine Road / Canyons Resort Drive                        | <b>A (2.3) / NB</b>  | <b>A (5.8) / NB</b>  | <b>A (2.9) / NB</b>  | <b>A (5.3) / NB</b>   | <b>C (16.6) / NB</b><br>A (2.2) / EB, A (0.9) / WB                             | <b>B (10.7) / NB</b>  |
| RC 21 / Red Pine Road <sup>2</sup>                          | -  | <b>A (4.3) / EB</b>  | -  | <b>A (4.0) / EB</b>   | <b>A (7.5) / EB</b><br>A (2.1) / NB, A (0.3) / SB                              | <b>A (6.4) / EB</b>   |
| RC 20 / Red Pine Road <sup>2</sup>                          | -  | <b>A (5.0) / EB</b>  | -  | <b>A (3.8) / EB</b>   | <b>A (4.9) / EB</b><br>A (0.3) / NB, A (0.4) / SB                              | <b>A (4.8) / EB</b>   |
| RC 20 / Chalet Drive / Red Pine Road                        | <b>A (1.9) / WB</b>  | <b>A (4.3) / EB</b>  | <b>A (2.1) / WB</b>  | <b>A (4.2) / EB</b>   | <b>A (4.8) / EB</b><br>A (0.2) / NB, A (0.5) / SB,<br>A (2.9) / WB             | <b>A (4.5) / EB</b>   |
| Canyons Resort Drive / Red Pine Road <sup>2</sup>           | -  | <b>A (2.6) / NB</b>  | -  | <b>A (2.5) / NB</b>   | <b>A (2.7) / NB</b>  | <b>A (8.2) / NB</b>   |
| RC 15 / Canyons Resort Drive <sup>2</sup>                   | -  | <b>A (3.5) / EB</b>  | -  | <b>A (3.2) / EB</b>   | <b>A (3.1) / EB</b>  | <b>A (5.8) / EB</b>   |
| Silverado / Canyons Resort Drive                            | <b>A (3.1) / WB</b>  | <b>A (2.6) / WB</b>  | <b>A (3.3) / WB</b>  | <b>A (2.6) / WB</b>   | <b>A (3.4) / WB</b>  | <b>A (3.0) / WB</b>   |
| RC 14 / Canyons Resort Drive <sup>2</sup>                   | -  | <b>A (2.6) / EB</b>  | -  | <b>A (2.3) / EB</b>   | <b>A (3.8) / EB</b>  | <b>A (4.6) / EB</b>   |
| Grand Summit Drive / Canyons Resort Drive                   | <b>A (5.2) / EB</b>  | <b>A (3.5) / EB</b>  | <b>A (5.3) / EB</b>  | <b>A (3.4) / EB</b>   | <b>A (4.5) / EB</b>  | <b>A (4.8) / EB</b>   |
| High Mountain Road / Canyons Resort Drive                   | <b>A (4.0) / NE</b>  | <b>A (2.0)</b>   | <b>A (4.0) / NE</b>  | <b>A (1.7)</b>  | <b>A (3.4)</b>   | <b>A (3.4)</b>  |
| RC 16 / 20 / Canyons Resort Drive <sup>2</sup>              | -  | <b>A (3.7) / SB</b>  | -  | <b>A (3.4) / NB</b>   | <b>A (4.7) / NB</b>  | <b>A (4.3) / NB</b>   |
| Escala Court / High Mountain Road                           | <b>A (2.5) / NB</b>  | <b>A (4.4) / SE</b>  | <b>A (2.5) / NB</b>  | <b>A (3.6) / SE</b>   | <b>A (6.3) / SE</b>  | <b>A (5.9) / SE</b>   |
| RC 16 / Escala Court <sup>2</sup>                           | -  | <b>A (2.3) / NB</b>  | -  | <b>A (2.2) / NB</b>   | <b>A (2.4) / NB</b>  | <b>A (2.2) / NB</b>   |
| RC 17 / 18 / Escala Court <sup>2</sup>                      | -  | <b>A (3.0) / SB</b>  | -  | <b>A (2.9) / SB</b>   | <b>A (3.0) / SB</b>  | <b>A (3.2) / SB</b>   |
| RC 17 / 18 / High Mountain Road <sup>2</sup>                | -  | <b>A (2.4) / NE</b>  | -  | <b>A (2.2) / NE</b>   | <b>A (3.6) / NE</b>  | <b>A (2.4) / NE</b>   |
| RC 17 / 18 / 22 / Sundial / High Mountain Road <sup>2</sup> | -  | <b>A (2.6) / NB</b>  | -  | <b>A (1.4) / NB</b>   | <b>A (3.7) / NB</b>  | <b>A (1.6) / SB</b>   |
| RC 22 / High Mountain Road <sup>2</sup>                     | -  | <b>A (2.4) / NB</b>  | -  | <b>A (2.3) / NB</b>   | <b>A (3.4) / NB</b>  | <b>A (3.2) / NB</b>   |
| Vintage E Street / High Mountain Road <sup>2</sup>          | -  | <b>A (2.5) / NB</b>  | -  | <b>A (2.5) / NB</b>   | <b>A (3.1) / NB</b>  | <b>A (3.0) / NB</b>   |

1. Intersection LOS and delay (seconds/vehicle) values represent the overall intersection average for roundabout, signalized, all-way stop controlled intersections and the worst approach for all other unsignalized intersections.

2. This intersection is a project access and was only analyzed in plus project scenarios.

Source: Hales Engineering, November 2017

## SUMMARY OF KEY FINDINGS/RECOMMENDATIONS

The following is a summary of key findings and recommendations:

- Hales Engineering collected turning movement count data on Saturday, April 2, 2016, and on Saturday, October 29, 2016. The CVMA collected turning movement count data at the Frostwood Drive / Canyons Resort Drive intersection on February 18, 2017.
  - The CVMA data, as well as data from a UDOT-maintained ATR on SR-224 were used to scale the data collected in 2016 to represent peak ski season conditions.
  - This data was also used to derive a Saturday peak-hour trip generation rate for the resort hotel land uses.
- Each analysis was performed assuming an 85% occupancy rate for the hotel, townhome, and single-family home land uses (see body of report for further explanation).
- The SR-224 / Canyons Resort Drive intersection is currently operating at LOS D. With projected background growth on SR-224, the intersection is anticipated to deteriorate to LOS E by 2030. With project traffic added, the intersection is anticipated to operate at LOS D and LOS F in 2017 and 2030, respectively.
  - Additional capacity for left-turning vehicles, especially eastbound left-turning vehicles, is needed at the SR-224 / Canyons Resort Drive intersection.
    - This could be accomplished with adding an additional left-turn lane, using an innovative intersection design, or creating grade-separated left-turn movements.
      - Additional left-turn lanes are recommended, as cost and required right-of-way for the other options is prohibitive. It is recommended that additional left-turn lanes be added to the east- and northbound approaches. This improvement will require that an additional northbound lane be added to SR-224 north of Canyons Resort Drive for approximately 550 feet. A reconfiguration of the westbound approach may also be necessary.
    - It is recommended that left-turn queue storage be maximized on the eastbound approach, allowing more vehicles to queue onsite. It is also recommended that guide signs (white on green) be added along the southside of Canyons Resort Drive to guide drivers to the correct lanes on the eastbound approach. This will improve lane utilization on the approach allowing more vehicles to queue efficiently.
    - It is anticipated that with future (2030) plus project traffic conditions that dual left-turn lanes will be warranted on the northbound approach. It is recommended that this be implemented when warrants are met. This



will prevent left-turn queues from obstructing northbound through traffic. This improvement will also require that an additional westbound lane be added to Canyons Resort Drive to receive two lanes of left-turning traffic from the northbound approach. A second westbound lane on Canyons Resort Drive could also be used to receive a combination of a single northbound left-turn lane and a single southbound right-turn lane.

- The Frostwood Drive / Canyons Resort Drive intersection is anticipated to continue to operate at an acceptable level of service with project traffic added.
- It is anticipated that some intersections and accesses on Canyons Resort Drive in the vicinity of the SR-224 and Frostwood Drive intersections will operate at substandard levels of service during the Saturday peak hour. This can be attributed to queueing at downstream intersections, and the generally expected difficulty of executing a left-turn movement from a stop controlled approach onto a busy roadway. It is recommended that an additional lane be added to the roundabout at the Frostwood Drive / Canyons Resort Drive intersection to mitigate queueing when queues at the intersection are determined to be excessive.

*The following is a summary of key findings and recommendations based on the alternate plus project analyses (including the Red Pine Village):*

- *The alternate plus project analyses examine the impacts of the traffic generated by the proposed projects at The Canyons resort, as well as the construction of the 1,100 room Red Pine Village resort hotel.*
- *With 2017 alternate plus project conditions, the SR-224, 7-Eleven East, Aspen Drive, Chalet Drive, and Navajo Trail intersections on Canyons Resort Drive are anticipated to operate at unacceptable LOS with project traffic added. The Frostwood Drive and Navajo Trail intersections with Canyons Resort Drive are anticipated to operate at LOS D. All remaining study intersections are anticipated to operate at LOS C or better with project traffic added.*
  - *It is recommended that additional left-turn lanes be added to the north- and eastbound approaches.*
    - *These improvements will require that an additional lane be added to westbound Canyons Resort Drive and northbound SR-224. This will result in three northbound lanes on SR-224 for a distance of approximately 550 feet, after which traffic would merge back into the existing two northbound lanes.*
  - *It is recommended that Canyons Resort Drive be widened to five lanes between SR-224 and Frostwood Drive.*
    - *This improvement will allow for additional queue storage on the eastbound approach to the SR-224 / Canyons Resort Drive*

*intersection, provide an additional receiving lane to accommodate the recommended dual left-turn lanes on the northbound approach to the SR-224 / Canyons Resort Drive intersection, and accommodate the recommended improvements at the Frostwood Drive roundabout.*

- It is recommended that the roundabout at the Frostwood Drive / Canyons Resort Drive intersection be upgraded by converting the existing one-lane roundabout to a two-lane roundabout, including two approach lanes on the eastbound approach. It is anticipated that these improvements will provide the capacity necessary to accommodate the projected traffic.*
- Future 2030 alternate plus project traffic was analyzed assuming that the previously recommended mitigation measures had been implemented.*
- With future 2030 alternate plus project conditions, the SR-224 and Chalet Drive intersections with Canyons Resort Drive are anticipated to operate at LOS E. The 7-Eleven East and Aspen Drive intersections with Canyons Resort Drive are anticipated to operate at LOS F. All remaining study intersections are anticipated to operate at LOS B or better*
  - It is anticipated that additional capacity will be needed at the SR-224 / Canyons Resort Drive intersection. It is possible that fine tuning of the signal timing at the intersection could mitigate the anticipated poor level of service.*

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## I. INTRODUCTION

### A. Purpose

This study addresses the traffic impacts associated with the proposed future development of The Canyons resort in Summit County, Utah. Future development at The Canyons will occur adjacent to the existing hotels and lodges currently at the resort, as well as around the Cabriolet parking lot adjacent to SR-224. Figure 1 shows a vicinity map of the proposed development.

Included within the analyses for this study are the traffic operations and recommended mitigation measures for existing conditions and plus project conditions (conditions after development of the proposed project) at key intersections and roadways in the vicinity of the site. Future 2030 conditions with and without the proposed development are also analyzed.

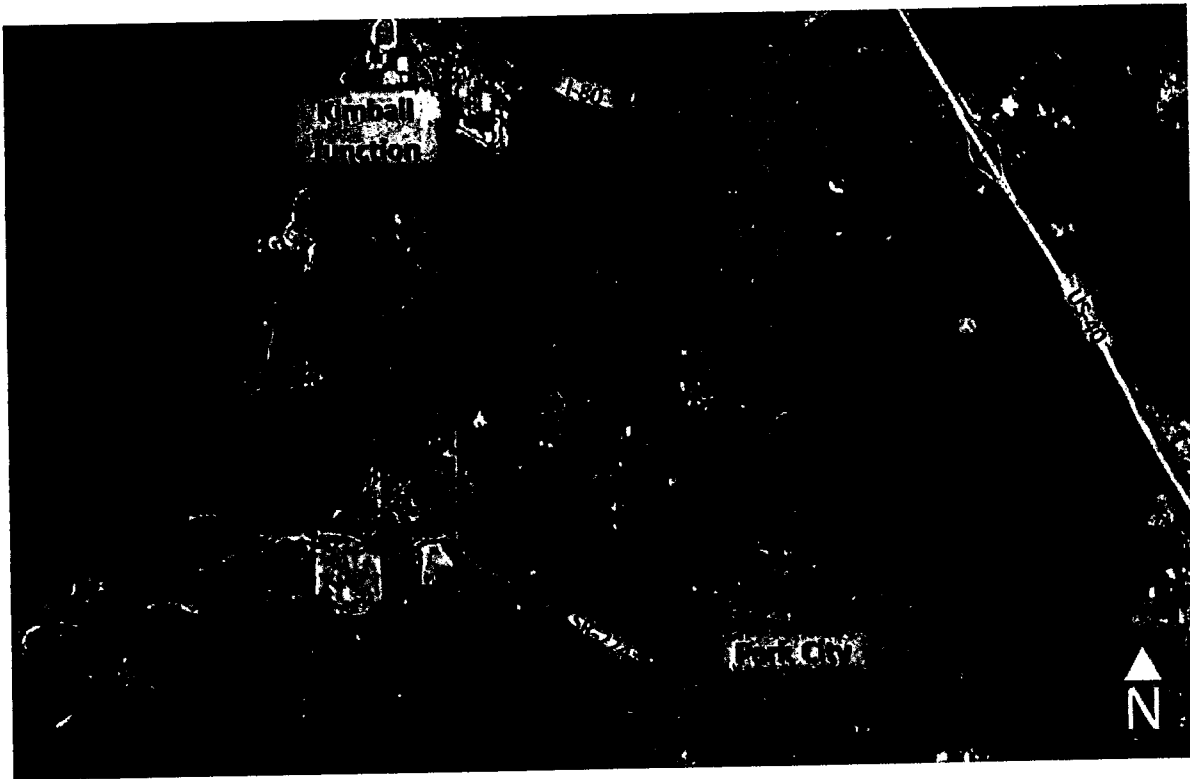


Figure 1 Vicinity map showing the project location in Summit County, Utah

## **B. Scope**

The study area was defined based on conversations with the development team, following general guidelines for traffic impact studies. This study was scoped to evaluate the traffic operational performance impacts of the project on the following intersections:

- Escala Court / High Mountain Road
- High Mountain Road / Canyons Resort Drive
- Grand Summit Drive / Canyons Resort Drive
- Red Pine Road / Canyons Resort Drive
- Chalet Drive / Red Pine Road
- Cedar Lane / Canyons Resort Drive
- Navajo Trail / Canyons Resort Drive
- Chalet Drive / Canyons Resort Drive
- Frostwood Drive / Canyons Resort Drive
- Aspen Drive / Canyons Resort Drive
- Bus Loop / 7-Eleven Access / Canyons Resort Drive
- SR-224 / Canyons Resort Drive

## **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) 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 and all-way stop 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 approach.

## **D. Level of Service Standards**

For the purposes of this study, a minimum overall intersection performance for each of the study intersections was set at LOS C. However, if LOS D, E, or F conditions exist, an explanation and/or mitigation measures will be presented. An LOS D threshold is consistent with “state-of-the-practice” traffic engineering principles for urbanized areas. The current Snyderville Basin

Transportation Master Plan (2009) has established a LOS C threshold for County roads, and LOS D for State roads.

**Table 1 Level of Service Descriptions**

| Level of Service           | Description of Traffic Conditions  | Average Delay (seconds/vehicle) |
|----------------------------|--|---------------------------------|
|                            | Signalized Intersections   | Overall Intersection            |
| A                          | Extremely favorable progression and a very low level of control delay. Individual users are virtually unaffected by others in the traffic stream.                      | $0 \leq 10.0$                   |
| B                          | Good progression and a low level of control delay. The presence of other users in the traffic stream becomes noticeable.   | $> 10.0 \text{ and } \leq 20.0$ |
| C                          | Fair progression and a moderate level of control delay. The operation of individual users becomes somewhat affected by interactions with others in the traffic stream. | $> 20.0 \text{ and } \leq 35.0$ |
| D                          | Marginal progression with relatively high levels of control delay. Operating conditions are noticeably more constrained.   | $> 35.0 \text{ and } \leq 55.0$ |
| E                          | Poor progression with unacceptably high levels of control delay. Operating conditions are at or near capacity.   | $> 55.0 \text{ and } \leq 80.0$ |
| F                          | Unacceptable progression with forced or breakdown operating conditions.  | $> 80.0$                        |
| Unsignalized Intersections |  | Worst Approach                  |
| A                          | Free Flow / Insignificant Delay  | $0 \leq 10.0$                   |
| B                          | Stable Operations / Minimum Delays   | $> 10.0 \text{ and } \leq 15.0$ |
| C                          | Stable Operations / Acceptable Delays  | $> 15.0 \text{ and } \leq 25.0$ |
| D                          | Approaching Unstable Flows / Tolerable Delays  | $> 25.0 \text{ and } \leq 35.0$ |
| E                          | Unstable Operations / Significant Delays   | $> 35.0 \text{ and } \leq 50.0$ |
| F                          | Forced Flows / Unpredictable Flows / Excessive Delays  | $> 50.0$                        |

Source: Hales Engineering Descriptions, based on Highway Capacity Manual, 2010 Methodology (Transportation Research Board, 2010)



## **II. EXISTING (2017) BACKGROUND CONDITIONS**

### **A. Purpose**

The purpose of the existing (2017) 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 will provide 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:

Canyons Resort Drive – is a two-lane roadway connecting The Canyons resort to SR-224. This roadway has a landscaped center median with openings at major accesses and intersections west of the Frostwood Drive roundabout, and the posted speed limit on this segment is 15 mph. Between the Frostwood Drive roundabout and SR-224 the roadway consists of one travel lane in each direction and a center two-way left-turn lane (TWLTL). The posted speed limit on this segment is 25 mph. Canyons Resort Drive serves as the primary access for The Canyons Resort.

Cooper Lane – connects Frostwood Drive to Sun Peak Drive. There is no lane striping on this roadway, but the pavement width is sufficient to accommodate one lane of traffic in both directions. The posted speed limit on this segment is 25 mph. Cooper Lane, via Sun Peak Drive, serves as a secondary access for The Canyons resort.

Red Pine Road – is a two-lane roadway, providing access to various residential communities adjacent to The Canyons resort. The posted speed limit on this roadway is 15 mph.

### **C. Traffic Volumes**

Hales Engineering performed Saturday morning (8:00 to 10:00 a.m.) and afternoon (3:00 to 5:00 p.m.) peak period traffic counts at the following intersections:

- Escala Court / High Mountain Road
- High Mountain Road / Canyons Resort Drive
- Grand Summit Drive / Canyons Resort Drive
- Red Pine Road / Canyons Resort Drive
- Chalet Drive / Red Pine Road
- Cedar Lane / Canyons Resort Drive

- Navajo Trail / Canyons Resort Drive
- Chalet Drive / Canyons Resort Drive
- Frostwood Drive / Canyons Resort Drive
- Aspen Drive / Canyons Resort Drive
- Bus Loop / 7-Eleven Access / Canyons Resort Drive
- SR-224 / Canyons Resort Drive

These counts were performed on Saturday, April 2, 2016 and Saturday, October 29, 2016. The CVMA also collected peak hour count data at the Frostwood Drive / Canyons Resort Drive intersection on Saturday, February 18, 2017. Detailed count data are included in Appendix A. The a.m. peak hour was determined to be between the hours of 8:15 and 9:15 a.m. and the p.m. peak hour was determined to be between the hours of 4:00 and 5:00 p.m. The data collected in February, as well as hourly data from a UDOT maintained automatic traffic recorder (ATR) on SR-224, were used to scale the data collected in April and October to estimate peak hour traffic conditions on a peak season ski day. The traffic volumes in the study area were significantly higher during the p.m. peak hour than during the a.m. peak hour. Therefore, the p.m. peak hour was chosen for detailed analysis as this represents the worst-case scenario.

Trip generation rates published in the Institute of Transportation Engineers (ITE), Trip Generation Manual, 9th Edition, 2012, were used to calculate the number of trips generated by retail, townhomes, and single-family homes portion of each development. Since there is no Saturday Peak Hour ITE Trip Generation rate for Specialty Retail Center (826) land use, a ratio of Saturday Peak Hour trips to Daily Saturday trips was estimated based on ITE Trip Generation rates for a related land use, Shopping Center (820). It was estimated that approximately 0.094 of all Saturday trips would occur during the peak hour. This ratio was used to estimate the Saturday Peak Hour Trip Generation rate for the Specialty Retail Center (826) land use. *The Canyons Specially Planned Area (SPA) Transportation Master Plan (TMP) Report* (December 2015) reports that 95% of patrons at the retail establishments at each of the resort hotels are guests/tenant at the resort, especially during the winter months. Therefore, a 95% internal capture reduction was assumed for each of these land uses.

Hales Engineering utilized the data collected on February 18, 2017, to calculate a trip generation rate for the resort hotel land use. This was done by taking the known volume on Canyons Resort Drive west of the Frostwood Drive Roundabout, subtracting the traffic generated (using ITE Trip Generation Rates) by the retail portion of the resort, adjacent residential communities, and traffic generated by the day skier/employee parking lots in the upper village, and using the remaining trips to calculate trips per occupied hotel room as shown below. Based on information provided to Hales Engineering by TCFC and the CVMA, and after discussions with Summit County Engineering staff, it was assumed that an 85% occupancy rate would accurately represent the resort hotel land use during the peak ski season.

|   |
|---|
| Total Trips Generated in Upper Village                        |
| - Trips Generated by Retail                                   |
| - Trips Generated by Single-Family Homes and Townhomes/Condos |
| - Trips Generated by Day Skiers                               |
| - Trips Generated by Employees                                |
| Trips Generated by Hotels                                     |

*The Canyons SPA TMP* Report (December 2015) estimates that the number of trips currently generated by The Canyons has been reduced by approximately 16% due to various trip reduction efforts. These trip reduction efforts include (see *The Canyons SPA TMP* Report for further details):

- Cooperation and creation of a regional transportation system
- Linkages to the Salt Lake City area, including the airport via various forms of transit for employees and guests
- Internal transportation system within the Resort and Resort Community, including valet service, shuttle buses, and a people mover
- Comprehensive pedestrian trail system
- Incentives to encourage the implementation of these policies

These trips were distributed and assigned to the transportation network based on the turning movement counts that were previously discussed. Existing land uses in the upper village, along with their corresponding trip generation calculations, are shown in Table 2. Table 2, is also included in Appendix E.

A majority of day skiers (ski resort patrons driving to the resort, but not staying overnight) will park in the Cabriolet parking lot, just south of Canyons Resort Drive and west of SR-224. This parking lot currently consists of 1,283 parking stalls, and is generally filled to capacity on Saturdays during peak ski season. Traffic generated by this parking lot is reflected in the data collected by the CVMA on February 18, 2017.

Figure 2 shows the existing Saturday peak hour volumes during the peak season as well as intersection geometry at the study intersections.

#### **D. Level of Service Analysis**

Using Synchro/SimTraffic, which follow the Highway Capacity Manual (HCM) 2016 methodology introduced in Chapter I, the p.m. peak hour LOS was computed for the study intersection. The results of this analysis are reported in Table 3 (see Appendix B for the detailed LOS reports). Multiple runs of SimTraffic were used to provide a statistical evaluation of the intersection. These results serve as a baseline condition for the impact analysis of the proposed development during existing (2017) conditions. As shown in Table 3, the SR-224 / Canyons Resort Drive intersection is estimated to operate at LOS D during the Saturday peak hour. It is estimated that the all other study intersections currently operate at LOS A or B during the peak hour.

#### **E. Queuing Analysis**

Hales Engineering calculated the 95<sup>th</sup> percentile queue lengths for each of the study intersections. The queue reports can be found in Appendix D. The 95<sup>th</sup> percentile queues at the SR-224 / Canyons Resort Drive intersection are estimated to extend for more than 300 feet on the north-, south-, and eastbound approaches. No other significant queues were calculated at any of the study intersections.

| Saturday Peak Hour                     |  | Number of Units | Unit Type           | Trip Generation |         | Trips    |         | Motorist Internal Capture | EMV% Reduction | Ent. Trips | Exit Trips | Total Sat Pk Hr Trips |     |
|--|--|-----------------|---------------------|-----------------|---------|----------|---------|---------------------------|----------------|------------|------------|-----------------------|-----|
| Land Use <sup>1</sup>                  |  |                 |                     | Entering        | Exiting | Entering | Exiting |                           |                | Entering   | Exiting    |                       |     |
| Grand Summit Hotel                     | Resort Hotel (330)                     | 183             | Occupied Rooms      | 102             | 59%     | 41%      | 60      | 42                        | 0%             | 16%        | 51         | 35                    | 86  |
|  | Specialty Retail Center (826)          | 116,405         | 1,000 Sq. Ft. GLA   | 462             | 50%     | 50%      | 231     | 231                       | 95%            | 16%        | 10         | 10                    | 20  |
| Sundial Lodge                          | Resort Hotel (330)                     | 128             | Occupied Rooms      | 72              | 59%     | 41%      | 42      | 30                        | 0%             | 16%        | 36         | 25                    | 60  |
|  | Specialty Retail Center (826)          | 44,373          | 1,000 Sq. Ft. GLA   | 176             | 50%     | 50%      | 88      | 88                        | 95%            | 16%        | 4          | 4                     | 8   |
| Westgate Resort                        | Resort Hotel (330)                     | 247             | Occupied Rooms      | 136             | 59%     | 41%      | 80      | 56                        | 0%             | 16%        | 67         | 47                    | 114 |
|  | Specialty Retail Center (826)          | 33,216          | 1,000 Sq. Ft. GLA   | 132             | 50%     | 50%      | 66      | 66                        | 95%            | 16%        | 3          | 3                     | 6   |
| Escala                                 | Resort Hotel (330)                     | 158             | Occupied Rooms      | 88              | 59%     | 41%      | 52      | 36                        | 0%             | 16%        | 44         | 30                    | 74  |
|  | Specialty Retail Center (826)          | 18,079          | 1,000 Sq. Ft. GLA   | 72              | 50%     | 50%      | 36      | 36                        | 95%            | 16%        | 2          | 2                     | 4   |
| Sunrise at Escala                      | Resort Hotel (330)                     | 71              | Occupied Rooms      | 40              | 59%     | 41%      | 24      | 16                        | 0%             | 16%        | 20         | 14                    | 34  |
|  | Specialty Retail Center (826)          | 3.5             | 1,000 Sq. Ft. GLA   | 14              | 50%     | 50%      | 7       | 7                         | 95%            | 16%        | 0          | 0                     | 0   |
| Silverado                              | Resort Hotel (330)                     | 83              | Occupied Rooms      | 46              | 59%     | 41%      | 27      | 19                        | 0%             | 16%        | 23         | 16                    | 39  |
|  | Specialty Retail Center (826)          | 7,005           | 1,000 Sq. Ft. GLA   | 28              | 50%     | 50%      | 14      | 14                        | 95%            | 16%        | 1          | 1                     | 2   |
| Vintage                                | Residential Condominium/Townhouse (23) | 15              | Occ. Dwelling Units | 48              | 54%     | 46%      | 26      | 22                        | 0%             | 0%         | 26         | 22                    | 48  |
| Red Pine Road                          | Single-Family Detached Housing (210)   | 21              | Occ. Dwelling Units | 28              | 54%     | 46%      | 15      | 13                        | 0%             | 0%         | 15         | 13                    | 28  |
| Project Total Saturday Peak Hour Trips |  |                 |                     |                 |         | 769      | 676     |                           |                | 301        | 222        | 623                   |     |

<sup>1</sup> Land Use Categories are based on the 2015 Summit County Comprehensive Zoning Ordinance (CZO).

SOURCE: Hales Engineering, August 2017

**Table 3 Existing (2017) Background Saturday Peak Hour Level of Service**

| Intersection<br>Description                  | Control         | Worst Approach<br>Approach <sup>1,3</sup> | Aver. Delay<br>(Sec/Veh) <sup>1</sup> | LOS <sup>1</sup> | Overall Intersection<br>Aver. Delay<br>(Sec/Veh) <sup>2</sup> | LOS <sup>2</sup> |
|--|-----------------|---|---------------------------------------|------------------|---|------------------|
| SR-224 /<br>Canyons Resort Drive             | Signal          | -   | -                                     | -                | 35.4<br>NB C (28.3), SB C (29.2),<br>EB D (54.9), WB D (46.0) | D                |
| 7-Eleven East /<br>Canyons Resort Drive      | NB Stop         | NB  | 9.8                                   | A                | -   | -                |
| 7-Eleven West /<br>Canyons Resort Drive      | NB Stop         | NB  | 13.2                                  | B                | -   | -                |
| Aspen Drive /<br>Canyons Resort Drive        | SB Stop         | SB  | 14.2                                  | B                | -   | -                |
| Frostwood Drive /<br>Canyons Resort Drive    | Round-<br>about | -   | -                                     | -                | 4.8   | A                |
| Chalet Drive /<br>Canyons Resort Drive       | NB/SB<br>Stop   | SB  | 10.0                                  | A                | -   | -                |
| Navajo Trail /<br>Canyons Resort Drive       | NB Stop         | NB  | 4.8                                   | A                | -   | -                |
| Cedar Lane /<br>Canyons Resort Drive         | SB Stop         | SB  | 8.3                                   | A                | -   | -                |
| Red Pine Road /<br>Canyons Resort Drive      | NB Stop         | NB  | 2.3                                   | A                | -   | -                |
| Chalet Drive /<br>Red Pine Road              | WB<br>Stop      | WB  | 1.9                                   | A                | -   | -                |
| Silverado /<br>Canyons Resort Drive          | WB<br>Stop      | WB  | 3.1                                   | A                | -   | -                |
| Grand Summit Drive /<br>Canyons Resort Drive | EB Stop         | EB  | 5.2                                   | A                | -   | -                |
| High Mountain Road /<br>Canyons Resort Drive | NE Stop         | NE  | 4.0                                   | A                | -   | -                |
| Escala Court /<br>High Mountain Road         | NB Stop         | NB  | 2.5                                   | A                | -   | -                |

1. This represents the worst approach LOS and delay (seconds / vehicle) and is only reported for non-all-way stop unsignalized intersections.  
2. This represents the overall intersection LOS and delay (seconds / vehicle) and is reported for all-way stop, roundabout, and signalized intersections.  
3. Southbound = Southbound approach, etc.

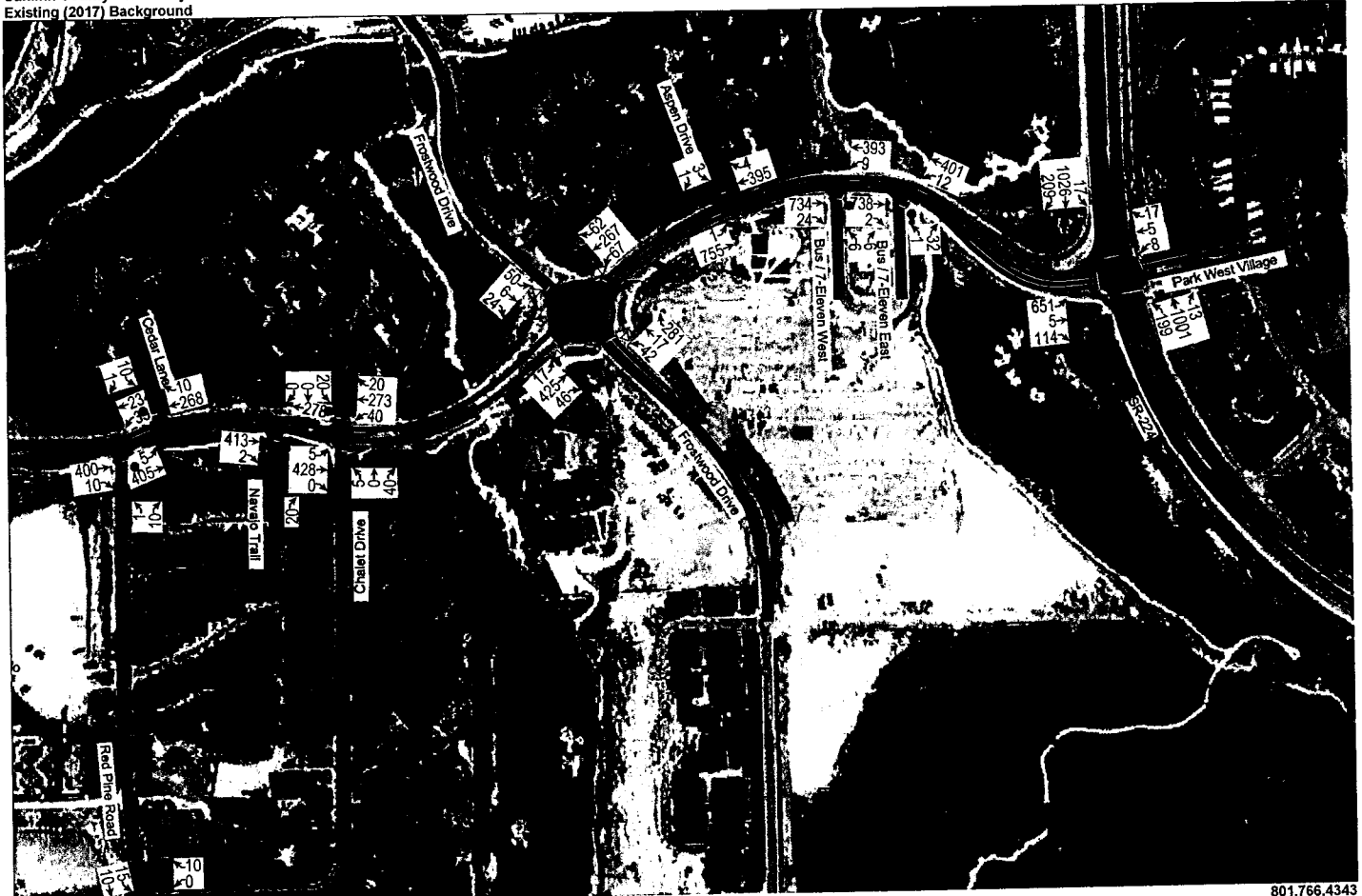
Source: Hales Engineering, August 2017

## F. Mitigation Measures

The queuing at the SR-224 / Canyons Resort Drive intersection can be attributed to the high number of vehicles turning left (eastbound) from Canyons Resort Drive onto northbound SR-224,



as well as the high volume of vehicles traveling north and south on SR-224. Adding additional capacity to these movements would likely mitigate the queueing at this intersection. However, an additional left-turn lane on the eastbound approach would require that an additional receiving lane be added to northbound SR-224 for approximately 550 feet north of Canyons Resort Drive.

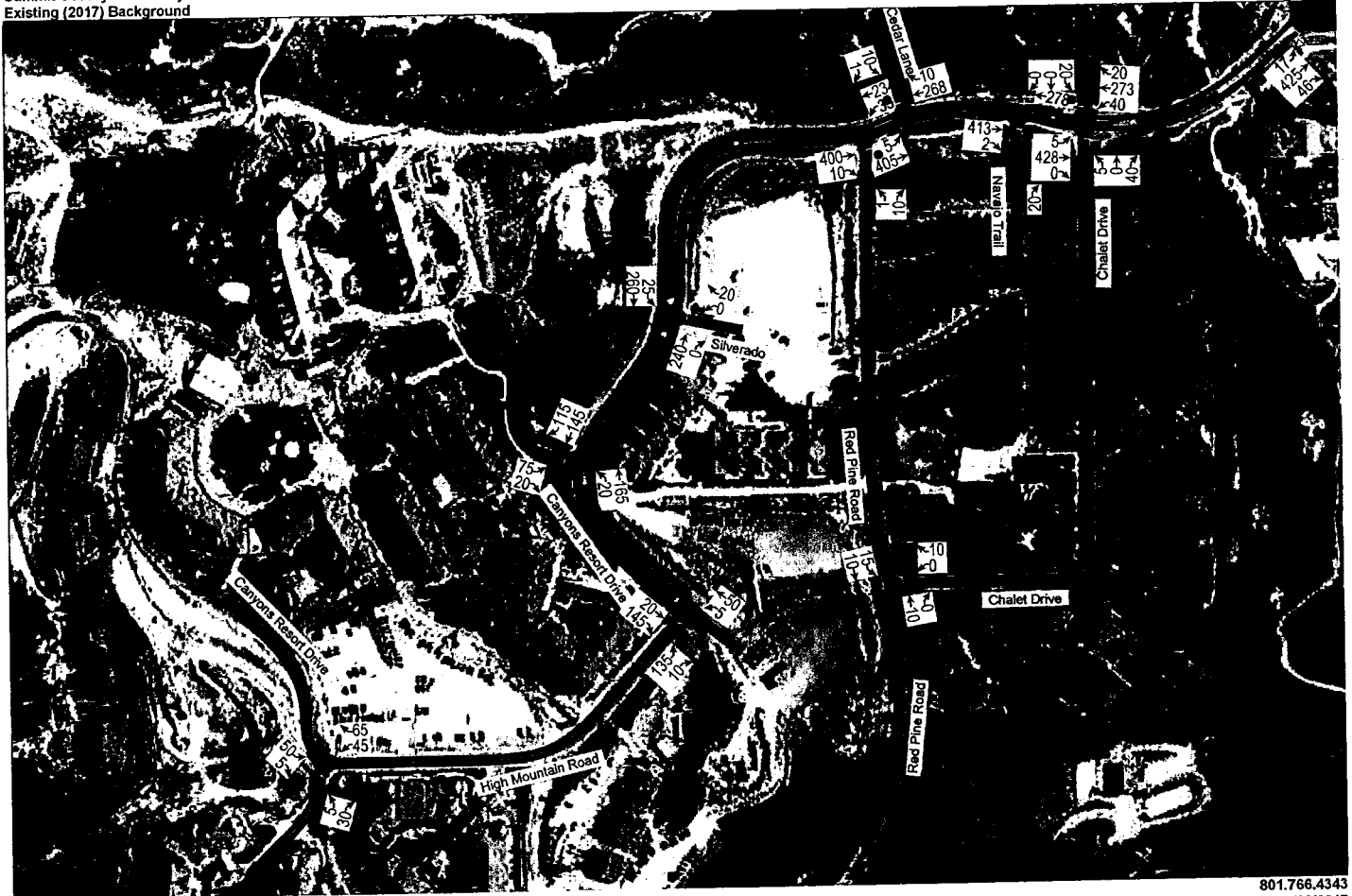


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**Saturday Peak**  
**Figure 2b**



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### III. PROJECT CONDITIONS

#### A. Purpose

The project conditions analysis 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 the Introduction.

#### B. Project Description

This study addresses the traffic impacts associated with the proposed future development of The Canyons resort in Summit County, Utah. This future development will include 12 new resort hotels, as well as residential townhomes, single-family homes, and retail space in the upper and lower villages. High Mountain Road will be realigned as part of this project, and Canyons Resort Drive will extend to connect to Red Pine Road. The development will also include workforce housing in the lower village, near the Cabriolet parking lot. A site plan for the proposed development can be found in Appendix C.

The proposed land use for the development has been identified as follows:

- |                                     |                     |
|-------------------------------------|---------------------|
| • Resort Hotel                      | 1,173 Rooms         |
| • Residential Condominium/Townhouse | 234 Dwelling Units  |
| • Single-Family Homes               | 35 Dwelling Units   |
| • Retail Space                      | 240,504 sq. ft. GLA |

The Cabriolet parking lot will be reconfigured, reducing the number of parking spaces from the existing 1,283 spaces to 1,100 spaces. The Bus/7-Eleven Accesses will also be reconfigured such that the west access will be ingress only and the east access will be egress only.

#### C. Trip Generation

Trip generation for the development was calculated using trip generation rates published in the Institute of Transportation Engineers (ITE) *Trip Generation (9<sup>th</sup> Edition, 2012)*, as well as the methods discussed in Chapter II of this report. Trip Generation for the proposed project is included in Table 4. Table 4, is also included in Appendix E.

As discussed in Chapter II, *The Canyons SPA TMP Report*, prepared in December 2015, indicates that the current trips generated onsite are reduced by 16% due to various trip reduction efforts. As shown in Table 4, this 16% trip reduction was assumed for the 2017 trip generation

calculations. In the same report, a 27% trip reduction is projected by 2030. These trip reduction efforts include (see *The Canyons SPA TMP* Report for further details):

- Participate in Transportation Management Association
- Enhance Park City Transit
- Parking Management
- Guest Transportation Info Initiative
- Increase Ridership of PC – SLC Connect
- Car Share Program
- Bike Share Program
- Expanded Employee Shuttle

Therefore, a 27% trip reduction was assumed for the future trip generation scenario. Based on information provided to Hales Engineering by TCFC and the CVMA, as well as discussions with Summit County Engineering staff, it was assumed that an 85% occupancy rate would accurately represent the resort hotel, townhomes, and detached single-family home land uses during the peak ski season.

In discussions with Summit County Engineering staff, it was determined that trips from the workforce housing portion of the project would be minimal, as it is anticipated that a majority of the residents of these facilities will be employed at The Canyons, and will either walk to work, or utilize alternative transportation modes (i.e., shuttles, public transportation, etc.) to commute to and from work, and will commute to or from work during off-peak traffic periods. In all plus project scenarios analyzed in this report, trips from the upper village that were generated by the employee parking in the upper village were relocated to the Cabriolet parking lot and/or employee housing.

#### **D. Trip Distribution and Assignment**

Project traffic is assigned to the roadway network based on the type of trips 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 in close proximity to the site.

These trip distribution assumptions and the prevailing movements at each intersection were used to assign the Saturday peak hour generated traffic at the study intersections to create trip assignment for the proposed development. Trip assignment for the development with 2017 trip reductions is shown in Figure 3, and trip assignment for the development with future 2030 trip reductions is shown in Figure 4.

| Saturday Peak Hour                              |        |                     | Number of Units | Unit Type | Trip Generation | Entering | Exiting  | Trips   | Vehicle Miles Traveled | CVMA      | Net Trips | Net Trips | Total Sat Peak Hour Trips |
|---|--------|---------------------|-----------------|-----------|-----------------|----------|----------|---------|------------------------|-----------|-----------|-----------|---------------------------|
| Land Use  | Units  | Type                | Trips           | Entering  | Exiting         | Trips    | Entering | Exiting | Internal Capture       | Reduction | Entering  | Exiting   | Trips                     |
| RC 25 Residential Condominium/Townhouse (230)   | 54     | Occ. Dwelling Units | 60              | 54%       | 46%             | 32       | 28       | 0%      | 16%                    | 27        | 24        | 51        |                           |
| RC 24 Residential Condominium/Townhouse (230)   | 21     | Occ. Dwelling Units | 50              | 54%       | 46%             | 27       | 23       | 0%      | 16%                    | 23        | 19        | 42        |                           |
| RC 22 Resort Hotel (330)                        | 52     | Occupied Rooms      | 32              | 59%       | 41%             | 19       | 13       | 0%      | 16%                    | 16        | 11        | 27        |                           |
| RC 5 Residential Condominium/Townhouse (230)    | 8      | Occ. Dwelling Units | 46              | 54%       | 46%             | 25       | 21       | 0%      | 16%                    | 21        | 18        | 39        |                           |
| RC 5 Specialty Retail Center (826)              | 20,564 | 1,000 Sq. Ft. GLA   | 82              | 50%       | 50%             | 41       | 41       | 95%     | 16%                    | 2         | 2         | 4         |                           |
| RC 17/18 Specialty Retail Center (826)          | 38.44  | 1,000 Sq. Ft. GLA   | 152             | 50%       | 50%             | 76       | 76       | 95%     | 16%                    | 3         | 3         | 6         |                           |
| RC 17/18 Resort Hotel (330)                     | 88     | Occupied Rooms      | 54              | 59%       | 41%             | 32       | 22       | 0%      | 16%                    | 27        | 19        | 45        |                           |
| RC 16 A Resort Hotel (330)                      | 142    | Occupied Rooms      | 88              | 59%       | 41%             | 52       | 36       | 0%      | 16%                    | 44        | 30        | 74        |                           |
| RC 16 B Residential Condominium/Townhouse (230) | 39     | Occ. Dwelling Units | 54              | 54%       | 46%             | 29       | 25       | 0%      | 16%                    | 24        | 21        | 45        |                           |
| RC 16 A Specialty Retail Center (826)           | 20     | 1,000 Sq. Ft. GLA   | 80              | 50%       | 50%             | 40       | 40       | 95%     | 16%                    | 2         | 2         | 4         |                           |
| RC 20 A Resort Hotel (330)                      | 119    | Occupied Rooms      | 74              | 59%       | 41%             | 44       | 30       | 0%      | 16%                    | 37        | 25        | 62        |                           |
| RC 20 A Specialty Retail Center (826)           | 10     | 1,000 Sq. Ft. GLA   | 40              | 50%       | 50%             | 20       | 20       | 95%     | 16%                    | 1         | 1         | 2         |                           |
| RC 20 B Residential Condominium/Townhouse (230) | 11     | Occ. Dwelling Units | 46              | 54%       | 46%             | 25       | 21       | 0%      | 16%                    | 21        | 18        | 39        |                           |
| RC 14 Resort Hotel (330)                        | 128    | Occupied Rooms      | 80              | 59%       | 41%             | 47       | 33       | 0%      | 16%                    | 40        | 28        | 67        |                           |
| RC 15 Resort Hotel (330)                        | 81     | Occupied Rooms      | 50              | 59%       | 41%             | 30       | 21       | 0%      | 16%                    | 25        | 17        | 42        |                           |
| RC 21 Resort Hotel (330)                        | 85     | Occupied Rooms      | 52              | 59%       | 41%             | 31       | 21       | 0%      | 16%                    | 26        | 18        | 44        |                           |
| W37 Residential Condominium/Townhouse (230)     | 41     | Occ. Dwelling Units | 56              | 54%       | 46%             | 30       | 26       | 0%      | 16%                    | 25        | 22        | 47        |                           |
| RC 2 Specialty Retail Center (826)              | 14     | 1,000 Sq. Ft. GLA   | 56              | 50%       | 50%             | 28       | 28       | 95%     | 16%                    | 1         | 1         | 2         |                           |
| RC 6 Specialty Retail Center (826)              | 25     | 1,000 Sq. Ft. GLA   | 100             | 50%       | 50%             | 50       | 50       | 95%     | 16%                    | 2         | 2         | 4         |                           |
| RC 7 Resort Hotel (330)                         | 102    | Occupied Rooms      | 64              | 59%       | 41%             | 38       | 26       | 0%      | 16%                    | 32        | 22        | 54        |                           |
| RC 7 Specialty Retail Center (826)              | 37.6   | 1,000 Sq. Ft. GLA   | 150             | 50%       | 50%             | 75       | 75       | 95%     | 16%                    | 3         | 3         | 6         |                           |
| RC 7 Resort Hotel (330)                         | 119    | Occupied Rooms      | 74              | 59%       | 41%             | 44       | 30       | 0%      | 16%                    | 37        | 25        | 62        |                           |
| RC 7 Specialty Retail Center (826)              | 49.8   | 1,000 Sq. Ft. GLA   | 198             | 50%       | 50%             | 99       | 99       | 95%     | 16%                    | 4         | 4         | 8         |                           |
| W35 Single-Family Detached Housing (210)        | 30     | Occ. Dwelling Units | 36              | 54%       | 46%             | 19       | 17       | 0%      | 16%                    | 16        | 14        | 30        |                           |
| LV 10 Residential Condominium/Townhouse (230)   | 26     | Occ. Dwelling Units | 52              | 54%       | 46%             | 28       | 24       | 0%      | 16%                    | 24        | 20        | 44        |                           |
| LV 4 Resort Hotel (330)                         | 82     | Occupied Rooms      | 52              | 59%       | 41%             | 31       | 21       | 0%      | 16%                    | 26        | 18        | 44        |                           |
| LV 6 Specialty Retail Center (826)              | 25     | 1,000 Sq. Ft. GLA   | 100             | 50%       | 50%             | 50       | 50       | 0%      | 16%                    | 42        | 42        | 84        |                           |
| Project Total Saturday Peak Hour Trips          |        |                     |                 |           |                 | 1,060    | 918      |         |                        | 549       | 429       | 978       |                           |
| Saturday Peak Hour                              |        |                     | Number of Units | Unit Type | Trip Generation | Entering | Exiting  | Trips   | Vehicle Miles Traveled | CVMA      | Net Trips | Net Trips | Total Sat Peak Hour Trips |
| Land Use  | Units  | Type                | Trips           | Entering  | Exiting         | Trips    | Entering | Exiting | Internal Capture       | Reduction | Entering  | Exiting   | Trips                     |
| RC 25 Residential Condominium/Townhouse (230)   | 54     | Occ. Dwelling Units | 60              | 54%       | 46%             | 32       | 28       | 0%      | 27%                    | 23        | 20        | 43        |                           |
| RC 24 Residential Condominium/Townhouse (230)   | 21     | Occ. Dwelling Units | 50              | 54%       | 46%             | 27       | 23       | 0%      | 27%                    | 20        | 17        | 37        |                           |
| RC 22 Resort Hotel (330)                        | 52     | Occupied Rooms      | 32              | 59%       | 41%             | 19       | 13       | 0%      | 27%                    | 14        | 10        | 23        |                           |
| RC 5 Residential Condominium/Townhouse (230)    | 8      | Occ. Dwelling Units | 46              | 54%       | 46%             | 25       | 21       | 0%      | 27%                    | 18        | 15        | 33        |                           |
| RC 5 Specialty Retail Center (826)              | 20,564 | 1,000 Sq. Ft. GLA   | 82              | 50%       | 50%             | 41       | 41       | 95%     | 27%                    | 1         | 1         | 2         |                           |
| RC 17/18 Specialty Retail Center (826)          | 38.44  | 1,000 Sq. Ft. GLA   | 152             | 50%       | 50%             | 76       | 76       | 95%     | 27%                    | 3         | 3         | 6         |                           |
| RC 17/18 Resort Hotel (330)                     | 88     | Occupied Rooms      | 54              | 59%       | 41%             | 32       | 22       | 0%      | 27%                    | 23        | 16        | 39        |                           |
| RC 16 A Resort Hotel (330)                      | 142    | Occupied Rooms      | 88              | 59%       | 41%             | 52       | 36       | 0%      | 27%                    | 38        | 26        | 64        |                           |
| RC 16 B Residential Condominium/Townhouse (230) | 39     | Occ. Dwelling Units | 54              | 54%       | 46%             | 29       | 25       | 0%      | 27%                    | 21        | 18        | 39        |                           |
| RC 16 A Specialty Retail Center (826)           | 20     | 1,000 Sq. Ft. GLA   | 80              | 50%       | 50%             | 40       | 40       | 95%     | 27%                    | 1         | 1         | 2         |                           |
| RC 20 A Resort Hotel (330)                      | 119    | Occupied Rooms      | 74              | 59%       | 41%             | 44       | 30       | 0%      | 27%                    | 32        | 22        | 54        |                           |
| RC 20 A Specialty Retail Center (826)           | 10     | 1,000 Sq. Ft. GLA   | 40              | 50%       | 50%             | 20       | 20       | 95%     | 27%                    | 1         | 1         | 2         |                           |
| RC 20 B Residential Condominium/Townhouse (230) | 11     | Occ. Dwelling Units | 46              | 54%       | 46%             | 25       | 21       | 0%      | 27%                    | 18        | 15        | 33        |                           |
| RC 14 Resort Hotel (330)                        | 128    | Occupied Rooms      | 80              | 59%       | 41%             | 47       | 33       | 0%      | 27%                    | 34        | 24        | 58        |                           |
| RC 15 Resort Hotel (330)                        | 81     | Occupied Rooms      | 50              | 59%       | 41%             | 30       | 21       | 0%      | 27%                    | 22        | 15        | 37        |                           |
| RC 21 Resort Hotel (330)                        | 85     | Occupied Rooms      | 52              | 59%       | 41%             | 31       | 21       | 0%      | 27%                    | 22        | 16        | 38        |                           |
| W37 Residential Condominium/Townhouse (230)     | 40.8   | Occ. Dwelling Units | 56              | 54%       | 46%             | 30       | 26       | 95%     | 27%                    | 1         | 1         | 2         |                           |
| RC 2 Specialty Retail Center (826)              | 14     | 1,000 Sq. Ft. GLA   | 56              | 50%       | 50%             | 28       | 28       | 95%     | 27%                    | 1         | 1         | 2         |                           |
| RC 6 Specialty Retail Center (826)              | 25     | 1,000 Sq. Ft. GLA   | 100             | 50%       | 50%             | 50       | 50       | 0%      | 27%                    | 37        | 37        | 74        |                           |
| RC 7 Resort Hotel (330)                         | 102    | Occupied Rooms      | 64              | 59%       | 41%             | 38       | 26       | 0%      | 27%                    | 28        | 19        | 47        |                           |
| RC 7 Specialty Retail Center (826)              | 37.6   | 1,000 Sq. Ft. GLA   | 150             | 50%       | 50%             | 75       | 75       | 95%     | 27%                    | 3         | 3         | 5         |                           |
| RC 7 Resort Hotel (330)                         | 119    | Occupied Rooms      | 74              | 59%       | 41%             | 44       | 30       | 0%      | 27%                    | 32        | 22        | 54        |                           |
| RC 7 Specialty Retail Center (826)              | 49.8   | 1,000 Sq. Ft. GLA   | 198             | 50%       | 50%             | 99       | 99       | 95%     | 27%                    | 4         | 4         | 7         |                           |
| W35 Single-Family Detached Housing (210)        | 30     | Occ. Dwelling Units | 36              | 54%       | 46%             | 19       | 17       | 0%      | 27%                    | 14        | 12        | 26        |                           |
| LV 10 Residential Condominium/Townhouse (230)   | 26     | Occ. Dwelling Units | 52              | 54%       | 46%             | 28       | 24       | 0%      | 27%                    | 20        | 18        | 38        |                           |
| LV 4 Resort Hotel (330)                         | 82     | Occupied Rooms      | 52              | 59%       | 41%             | 31       | 21       | 0%      | 27%                    | 22        | 16        | 38        |                           |
| LV 6 Specialty Retail Center (826)              | 25     | 1,000 Sq. Ft. GLA   | 100             | 50%       | 50%             | 50       | 50       | 0%      | 27%                    | 37        | 37        | 74        |                           |
| Project Total Saturday Peak Hour Trips          |        |                     |                 |           |                 | 1,060    | 918      |         |                        | 489       | 389       | 878       |                           |

## E. Access

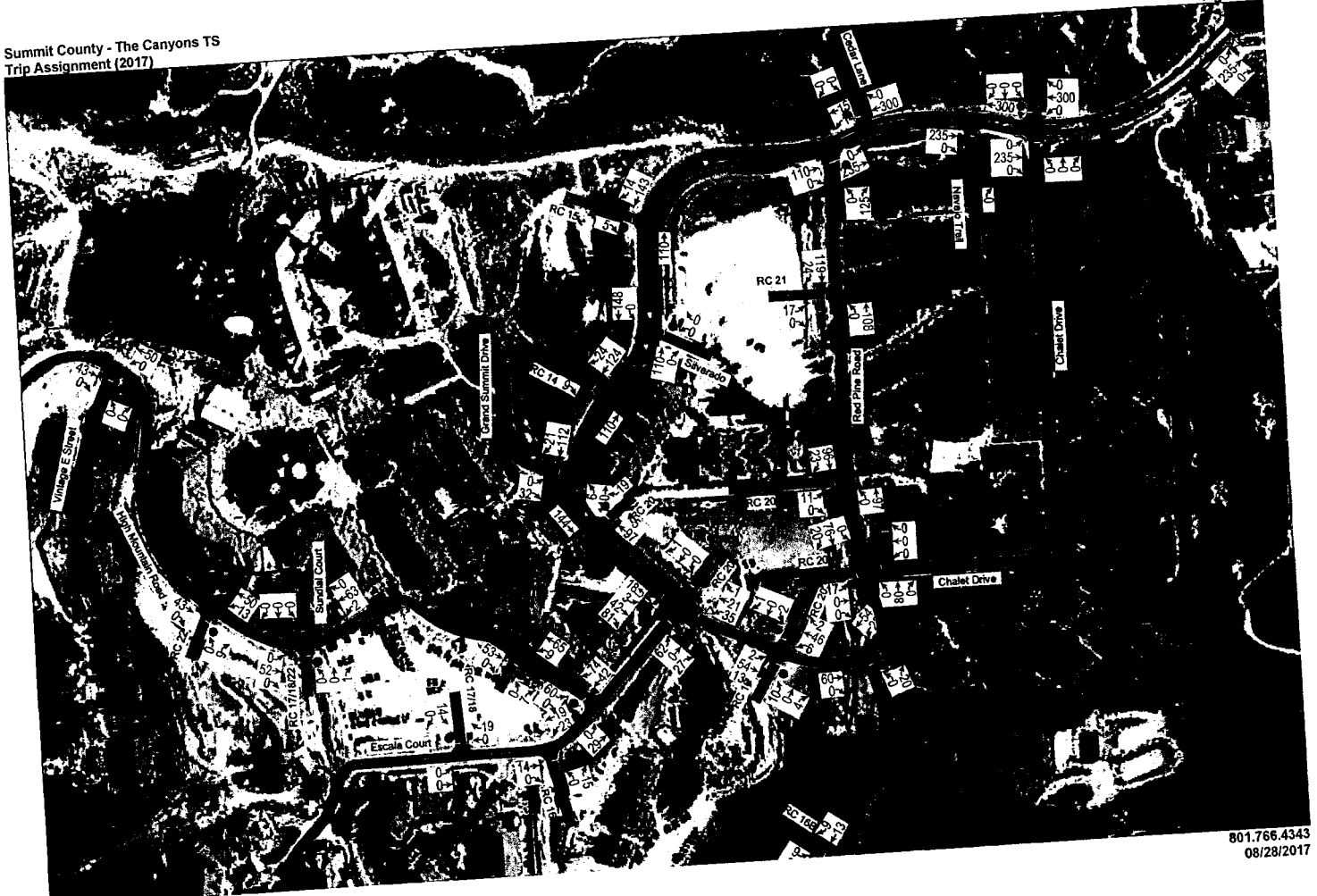
Access for the proposed development will be gained at various locations on existing or newly realigned roadways (see also site plan in Appendix C).



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11/03/2017

Summit County - The Canyons TS  
Trip Assignment (2017)

Saturday Peak  
Figure 3a



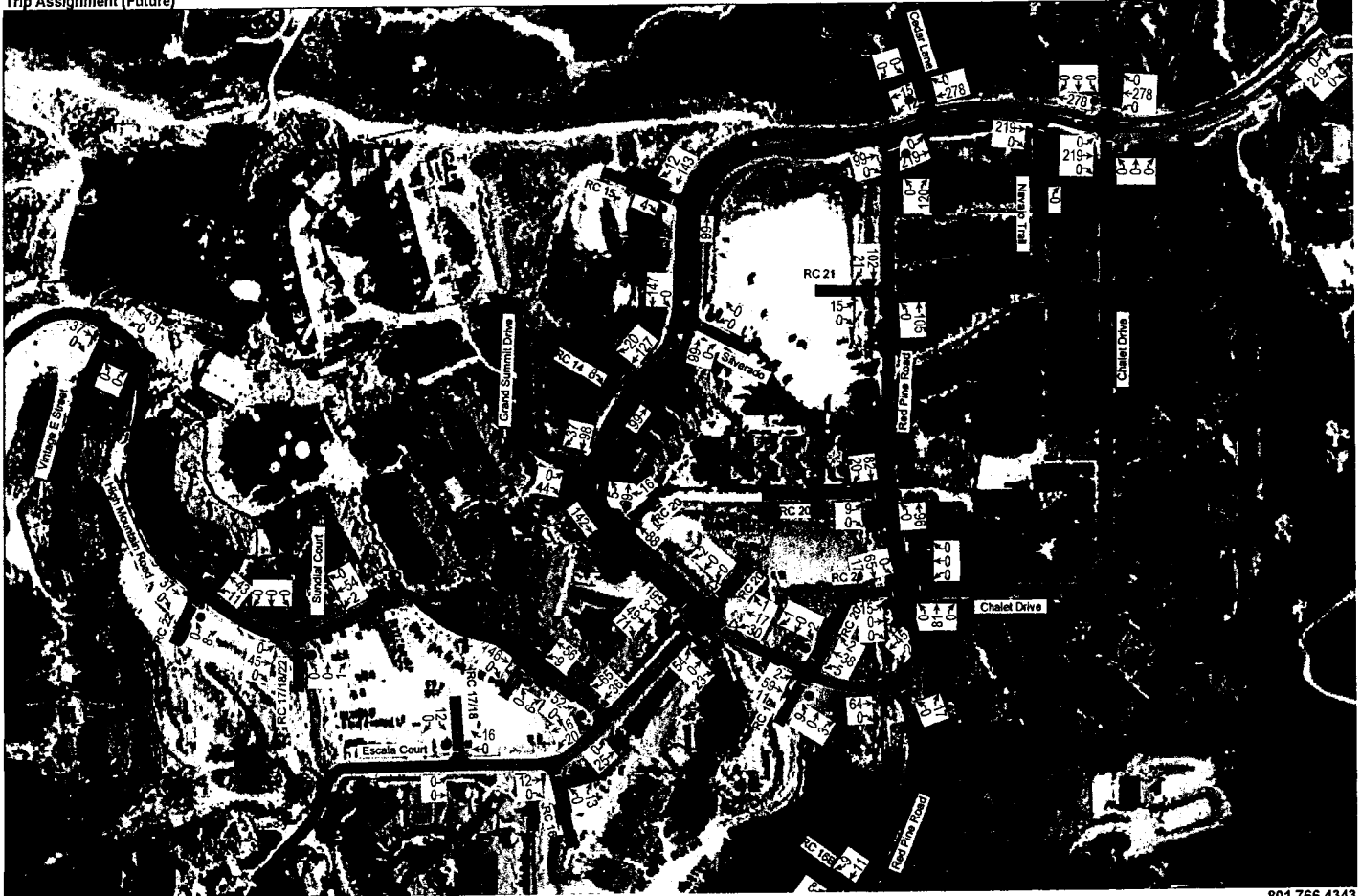
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## **IV. EXISTING (2017) PLUS PROJECT CONDITIONS**

### **A. Purpose**

This section of the report examines the traffic impacts of the proposed project at each of the study intersections. The net trips generated by the proposed development were combined with the existing background traffic volumes to create the existing plus project conditions. This scenario provides valuable insight into the potential impacts of the proposed project on background traffic conditions.

### **B. Traffic Volumes**

Existing traffic volumes were reassigned to the study intersections based on the new roadway alignments. Project trips were assigned to the study intersections based on the trip distribution methods discussed in Chapter III and permitted intersection turning movements. The existing (2017) plus project p.m. peak hour volumes were generated for the study intersections and are shown in Figure 5.

### **C. Level of Service Analysis**

Using Synchro/SimTraffic, which follow the Highway Capacity Manual (HCM) 2016 methodology introduced in Chapter I, the p.m. peak hour LOS was computed for each study intersection. The results of this analysis are reported in Table 5 (see Appendix B for the detailed LOS reports). Multiple runs of SimTraffic were used to provide a statistical evaluation of the interaction between the intersections. As shown in Table 5, the 7-Eleven East / Canyons Resort Drive and Aspen Drive / Canyons Resort Drive intersections are anticipated to operate at LOS F during the peak hour with project traffic added. The SR-224 / Canyons Resort Drive intersection is anticipated to operate at LOS D. All remaining study intersections are anticipated to operate at acceptable levels of service.

### **D. Queuing Analysis**

Hales Engineering calculated the 95<sup>th</sup> percentile queue lengths for each of the study intersections. The queue reports can be found in Appendix D. The 95<sup>th</sup> percentile queues at the SR-224 / Canyons Resort Drive intersection are estimated to extend for several hundred feet on the north-, south-, and eastbound approaches. The queues on the northeast- and southwest bound approaches to the Frostwood Drive / Canyons Resort Drive intersection are also anticipated to extend for approximately 265 feet and 365 feet, respectively. No other significant queuing is anticipated.

**Table 5 Existing (2017) Plus Project p.m. Peak Hour Level of Service**

| Intersection                                 |                 | Worst Approach          |                                      |                  | Overall Intersection  |                  |
|--|-----------------|-------------------------|--------------------------------------|------------------|---|------------------|
| Description                                  | Control         | Approach <sup>1,3</sup> | Aver. Delay (Sec/Veh) <sup>1</sup>   | LOS <sup>1</sup> | Aver. Delay (Sec/Veh) <sup>2</sup>                            | LOS <sup>2</sup> |
| SR-224 /<br>Canyons Resort Drive             | Signal          | -                       | -                                    | -                | 54.2<br>NB E (55.2), SB D (49.9),<br>EB E (57.1), WB D (52.9) | D                |
| 7-Eleven East /<br>Canyons Resort Drive      | NB Stop         | NB                      | >50.0<br>A (1.8) / EB, D (27.1) / WB | F                | -   | -                |
| 7-Eleven West /<br>Canyons Resort Drive      | N/A             | WB                      | 5.6                                  | A                | -   | -                |
| Aspen Drive /<br>Canyons Resort Drive        | SB Stop         | SB                      | >50.0<br>A (5.5) / EB, B (12.7) / WB | F                | -   | -                |
| Frostwood Drive /<br>Canyons Resort Drive    | Round-<br>about | -                       | -                                    | -                | 19.0  | C                |
| Chalet Drive /<br>Canyons Resort Drive       | NB/SB<br>Stop   | SB                      | 15.2                                 | C                | -   | -                |
| Navajo Trail /<br>Canyons Resort Drive       | NB Stop         | NB                      | 5.6                                  | A                | -   | -                |
| Cedar Lane /<br>Canyons Resort Drive         | SB Stop         | SB                      | 9.3                                  | A                | -   | -                |
| Red Pine Road /<br>Canyons Resort Drive      | NB Stop         | NB                      | 5.8                                  | A                | -   | -                |
| RC 21 / Red Pine Road                        | EB Stop         | EB                      | 5.2                                  | A                | -   | -                |
| RC 20 / Red Pine Road                        | EB Stop         | EB                      | 5.0                                  | A                | -   | -                |
| RC 20 / Chalet Drive /<br>Red Pine Road      | EB/WB<br>Stop   | EB                      | 4.3                                  | A                | -   | -                |
| Canyons Resort Drive /<br>Red Pine Road      | NB Stop         | NB                      | 2.6                                  | A                | -   | -                |
| RC15 /<br>Canyons Resort Drive               | EB Stop         | EB                      | 3.5                                  | A                | -   | -                |
| Silverado /<br>Canyons Resort Drive          | WB<br>Stop      | WB                      | 2.6                                  | A                | -   | -                |
| RC 14 /<br>Canyons Resort Drive              | EB Stop         | EB                      | 2.6                                  | A                | -   | -                |
| Grand Summit Drive /<br>Canyons Resort Drive | EB Stop         | EB                      | 3.5                                  | A                | -   | -                |
| High Mountain Road /<br>Canyons Resort Drive | Round-<br>about | -                       | -                                    | -                | 2.0   | A                |
| RC 16 / 20 /<br>Canyons Resort Drive         | NB/SB<br>Stop   | SB                      | 3.7                                  | A                | -   | -                |
| Escala Court /<br>High Mountain Road         | SE Stop         | SE                      | 4.4                                  | A                | -   | -                |

|   |               |    |     |   |   |   |
|---|---------------|----|-----|---|---|---|
| RC 16 /<br>Escala Court                       | NB Stop       | NB | 2.3 | A | - | - |
| RC 17/18 /<br>Escala Court                    | SB Stop       | SB | 3.0 | A | - | - |
| RC 17/18 /<br>High Mountain Road              | NE Stop       | NE | 2.4 | A | - | - |
| RC 17/18/22 / Sundial /<br>High Mountain Road | NB/SB<br>Stop | NB | 2.6 | A | - | - |
| RC 22 /<br>High Mountain Road                 | NB Stop       | NB | 2.4 | A | - | - |
| Vintage E Street /<br>High Mountain Road      | NB Stop       | NB | 2.5 | A | - | - |

1. This represents the worst approach LOS and delay (seconds / vehicle) and is only reported for non-all-way stop unsignalized intersections.
2. This represents the overall intersection LOS and delay (seconds / vehicle) and is reported for all-way stop, roundabout, and signalized intersections.
3. Southbound = Southbound approach, etc.

Source: Hales Engineering, November 2017

## E. Mitigation Measures

It is recommended that the length of the left-turn lanes on the eastbound approach to the SR-224 / Canyons Resort Drive intersection be maximized to increase queuing capacity, allowing more vehicles to queue onsite. With the restriction of left-turn ingress movements at the 7-Eleven East access, more space will be available for eastbound left-turn lanes at SR-224. It is also recommended that guide signs (white on green) be added along the southside of Canyons Resort Drive to guide drivers to the correct lanes on the eastbound approach. This will improve lane utilization on the approach allowing more vehicles to queue efficiently.

Although the overall delay at the Frostwood Drive / Canyons Resort Drive intersection is not anticipated to be significant, some queuing on the northeast- and southwest bound approaches is anticipated. Adding an additional lane to the roundabout is likely to help mitigate this anticipated queuing. It is recommended that this improvement be implemented when queues at the intersection are determined to be excessive.

Although the 7-Eleven East / Canyons Resort Drive intersection is anticipated to operate at a poor level of service, no mitigation measures are recommended. The delay at this intersection can be attributed to the difficulty of executing a left-turn movement from a stop-controlled approach onto a busy congested roadway, as well as queueing from downstream intersections.



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11/03/2017



## **V. FUTURE (2030) BACKGROUND CONDITIONS**

### **A. Purpose**

The purpose of the future (2030) background analysis is to study the intersections and roadways during the peak travel periods of the day for future background traffic and geometric conditions. The current Snyderville Basin Transportation Master Plan (2009) uses a planning horizon year of 2030. Therefore, 2030 was chosen as the future horizon year for this analysis to be consistent with County planning efforts.

The future (2030) background analysis assumes no future development or improvements at The Canyons or on Canyons Resort Drive, but does account for the anticipated background growth. Through this analysis, future background traffic operational deficiencies can be identified, and potential mitigation measures recommended.

### **B. Traffic Volumes**

Hales Engineering used future (2030) forecasted volumes from the Snyderville Basin Transportation Master Plan (2009). 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 2030 Saturday peak hour turning movement volumes are shown in Figure 6.

### **C. Level of Service Analysis**

Using Synchro/SimTraffic, which follow the Highway Capacity Manual (HCM) 2016 methodology introduced in Chapter I, the p.m. peak hour LOS was computed for each study intersection. The results of this analysis are reported in Table 6 (see Appendix B for the detailed LOS reports). Multiple runs of SimTraffic were used to provide a statistical evaluation of the interaction between the intersections. These results serve as a baseline condition for the impact analysis of the proposed development for future (2030) conditions. As shown in Table 6, the SR-224 / Canyons Resort Drive intersection is anticipated to operate at LOS E during the Saturday peak hour. All other study intersections are anticipated to operate at LOS A or B.

**Table 6 Future (2030) Background Saturday Peak Hour Level of Service**

| Intersection                                 |                 | Worst Approach          |                                    |                  | Overall Intersection  |                  |
|--|-----------------|-------------------------|------------------------------------|------------------|---|------------------|
| Description                                  | Control         | Approach <sup>1,3</sup> | Aver. Delay (Sec/Veh) <sup>1</sup> | LOS <sup>1</sup> | Aver. Delay (Sec/Veh) <sup>2</sup>                            | LOS <sup>2</sup> |
| SR-224 /<br>Canyons Resort Drive             | Signal          | -                       | -                                  | -                | 57.1<br>NB D (38.3), SB E (77.5),<br>EB D (52.6), WB E (57.1) | E                |
| 7-Eleven East /<br>Canyons Resort Drive      | NB Stop         | NB                      | 9.1                                | A                | -   | -                |
| 7-Eleven West /<br>Canyons Resort Drive      | NB Stop         | NB                      | 10.0                               | A                | -   | -                |
| Aspen Drive /<br>Canyons Resort Drive        | SB Stop         | SB                      | 10.8                               | B                | -   | -                |
| Frostwood Drive /<br>Canyons Resort Drive    | Round-<br>about | -                       | -                                  | -                | 4.6   | A                |
| Chalet Drive /<br>Canyons Resort Drive       | NB/SB<br>Stop   | SB                      | 10.5                               | B                | -   | -                |
| Navajo Trail /<br>Canyons Resort Drive       | NB Stop         | NB                      | 4.5                                | A                | -   | -                |
| Cedar Lane /<br>Canyons Resort Drive         | SB Stop         | SB                      | 7.6                                | A                | -   | -                |
| Red Pine Road /<br>Canyons Resort Drive      | NB Stop         | NB                      | 2.9                                | A                | -   | -                |
| Chalet Drive /<br>Red Pine Road              | WB<br>Stop      | WB                      | 2.1                                | A                | -   | -                |
| Silverado /<br>Canyons Resort Drive          | WB<br>Stop      | WB                      | 3.3                                | A                | -   | -                |
| Grand Summit Drive /<br>Canyons Resort Drive | EB Stop         | EB                      | 5.3                                | A                | -   | -                |
| High Mountain Road /<br>Canyons Resort Drive | NE Stop         | NE                      | 4.0                                | A                | -   | -                |
| Escala Court /<br>High Mountain Road         | NB Stop         | NB                      | 2.5                                | A                | -   | -                |

1. This represents the worst approach LOS and delay (seconds / vehicle) and is only reported for non-all-way stop unsignalized intersections.

2. This represents the overall intersection LOS and delay (seconds / vehicle) and is reported for all-way stop and signal controlled intersections.

3. SB = Southbound approach, etc.

Source: Hales Engineering, August 2017

#### D. Queuing Analysis

Hales Engineering calculated the 95<sup>th</sup> percentile queue lengths for each of the study intersections. The queue reports can be found in Appendix D. The 95<sup>th</sup> percentile queues at the SR-224 /



Canyons Resort Drive intersection are anticipated to extend for over 400 feet on the north-, south-, and eastbound approaches. No additional significant queueing is anticipated.

#### **E. Mitigation Measures**

Much of the delay at the SR-224 / Canyons Resort Drive intersection can be attributed to the left-turn movements. This can be mitigated by increasing the number of left-turn lanes, using an innovative intersection design, or constructing grade separated movements. Hales Engineering recommends that a third left-turn lane be added to the eastbound approach. This mitigation measure is preferred to the innovative intersection and grade separated movements because the construction costs and right-of-way requirements are much smaller. This improvement would require that an additional northbound lane be added to SR-224 for approximately 550 feet north of Canyons Resort Drive to receive three lanes of left-turning vehicles, before transitioning back to the existing two-lane configuration. The westbound approach to this intersection would also need to be reconfigured to ensure safe turning movements from this approach.





**Saturday Peak**  
**Figure 6b**



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08/29/2017

## **VI. FUTURE (2030) PLUS PROJECT CONDITIONS**

### **A. Purpose**

The purpose of the future (2030) 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, as well as the proposed improvements to the roadway network. This scenario provides valuable insight into the potential impacts of the proposed project on future background traffic conditions.

### **B. Roadway Network**

It was assumed that no changes or improvements had been made to the roadway network within the study area for the future (2030) plus project analysis.

### **C. Traffic Volumes**

Hales Engineering used future (2030) forecasted volumes from the Snyderville Basin Transportation Master Plan (2009). 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. Trips were assigned to the study intersections based on the trip distribution percentages discussed in Chapter III and permitted intersection turning movements. The future (2030) plus project p.m. peak hour volumes were generated for the study intersections and are shown in Figure 7.

### **D. Level of Service Analysis**

Using Synchro/SimTraffic, which follow the Highway Capacity Manual (HCM) 2016 methodology introduced in Chapter I, the p.m. peak hour LOS was computed for each study intersection. The results of this analysis are reported in Table 7 (see Appendix B for the detailed LOS reports). Multiple runs of SimTraffic were used to provide a statistical evaluation of the interaction between the intersections. As shown in Table 7, the SR-224 / Canyons Resort Drive intersection is anticipated to operate at LOS F with project traffic added, and the Aspen Drive / Canyons Resort Drive intersection is anticipated to operate at LOS E. The remaining study intersections are anticipated to operate at acceptable levels of service.

**Table 7 Future (2030) Plus Project Saturday Peak Hour Level of Service**

| Intersection                                 |                 | Worst Approach          |                                     |                  | Overall Intersection  |                  |
|--|-----------------|-------------------------|-------------------------------------|------------------|---|------------------|
| Description                                  | Control         | Approach <sup>1,3</sup> | Aver. Delay (Sec/Veh) <sup>1</sup>  | LOS <sup>1</sup> | Aver. Delay (Sec/Veh) <sup>2</sup>                              | LOS <sup>2</sup> |
| SR-224 /<br>Canyons Resort Drive             | Signal          | -                       | -                                   | -                | >80.0<br>NB E (68.3), SB F (>80.0),<br>EB D (49.5), WB E (66.7) | F                |
| 7-Eleven East /<br>Canyons Resort Drive      | NB Stop         | NB                      | 15.5<br>A (1.2) / EB, A (6.5) / WB  | C                | -   | -                |
| 7-Eleven West /<br>Canyons Resort Drive      | N/A             | EB                      | 2.1                                 | A                | -   | -                |
| Aspen Drive /<br>Canyons Resort Drive        | SB Stop         | SB                      | >50.0<br>A (3.6) / EB, A (0.9) / WB | F                | -   | -                |
| Frostwood Drive /<br>Canyons Resort Drive    | Round-<br>about | -                       | -                                   | -                | 7.1   | A                |
| Chalet Drive /<br>Canyons Resort Drive       | NB/SB<br>Stop   | SB                      | 12.8                                | B                | -   | -                |
| Navajo Trail /<br>Canyons Resort Drive       | NB Stop         | NB                      | 4.7                                 | A                | -   | -                |
| Cedar Lane /<br>Canyons Resort Drive         | SB Stop         | SB                      | 6.0                                 | A                | -   | -                |
| Red Pine Road /<br>Canyons Resort Drive      | NB Stop         | NB                      | 5.3                                 | A                | -   | -                |
| RC 21 / Red Pine Road                        | EB Stop         | EB                      | 4.0                                 | A                | -   | -                |
| RC 20 / Red Pine Road                        | EB Stop         | EB                      | 3.8                                 | A                | -   | -                |
| RC 20 / Chalet Drive /<br>Red Pine Road      | EB/WB<br>Stop   | EB                      | 4.2                                 | A                | -   | -                |
| Canyons Resort Drive /<br>Red Pine Road      | NB Stop         | NB                      | 2.5                                 | A                | -   | -                |
| RC 15 /<br>Canyons Resort Drive              | EB Stop         | EB                      | 3.2                                 | A                | -   | -                |
| Silverado /<br>Canyons Resort Drive          | WB<br>Stop      | WB                      | 2.6                                 | A                | -   | -                |
| RC 14 /<br>Canyons Resort Drive              | EB Stop         | EB                      | 2.3                                 | A                | -   | -                |
| Grand Summit Drive /<br>Canyons Resort Drive | EB Stop         | EB                      | 3.4                                 | A                | -   | -                |
| High Mountain Road /<br>Canyons Resort Drive | Round-<br>about | -                       | -                                   | -                | 1.7   | A                |
| RC 16 / 20 /<br>Canyons Resort Drive         | NB/SB<br>Stop   | NB                      | 3.4                                 | A                | -   | -                |
| Escala Court /<br>High Mountain Road         | SE Stop         | SE                      | 3.6                                 | A                | -   | -                |

|   |               |    |     |   |   |   |
|---|---------------|----|-----|---|---|---|
| RC 16 /<br>Escala Court                       | NB Stop       | NB | 2.2 | A | - | - |
| RC 17/18 /<br>Escala Court                    | SB Stop       | SB | 2.9 | A | - | - |
| RC 17/18 /<br>High Mountain Road              | NE Stop       | NE | 2.2 | A | - | - |
| RC 17/18/22 / Sundial /<br>High Mountain Road | NB/SB<br>Stop | NB | 1.4 | A | - | - |
| RC 22 /<br>High Mountain Road                 | NB Stop       | NB | 2.3 | A | - | - |
| Vintage E Street /<br>High Mountain Road      | NB Stop       | NB | 2.5 | A | - | - |

1. This represents the worst approach LOS and delay (seconds / vehicle) and is only reported for non-all-way stop unsignalized intersections.
2. This represents the overall intersection LOS and delay (seconds / vehicle) and is reported for all-way stop, roundabout, and signalized intersections.
3. Southbound = Southbound approach, etc.

Source: Hales Engineering, November 2017

## E. Queuing Analysis

Hales Engineering calculated the 95<sup>th</sup> percentile queue lengths for each of the study intersections. The queue reports can be found in Appendix D. The 95<sup>th</sup> percentile queues at the SR-224 / Canyons Resort Drive intersection are estimated to extend for several hundred feet on the north-, south-, and eastbound approaches. No additional significant queuing is anticipated.

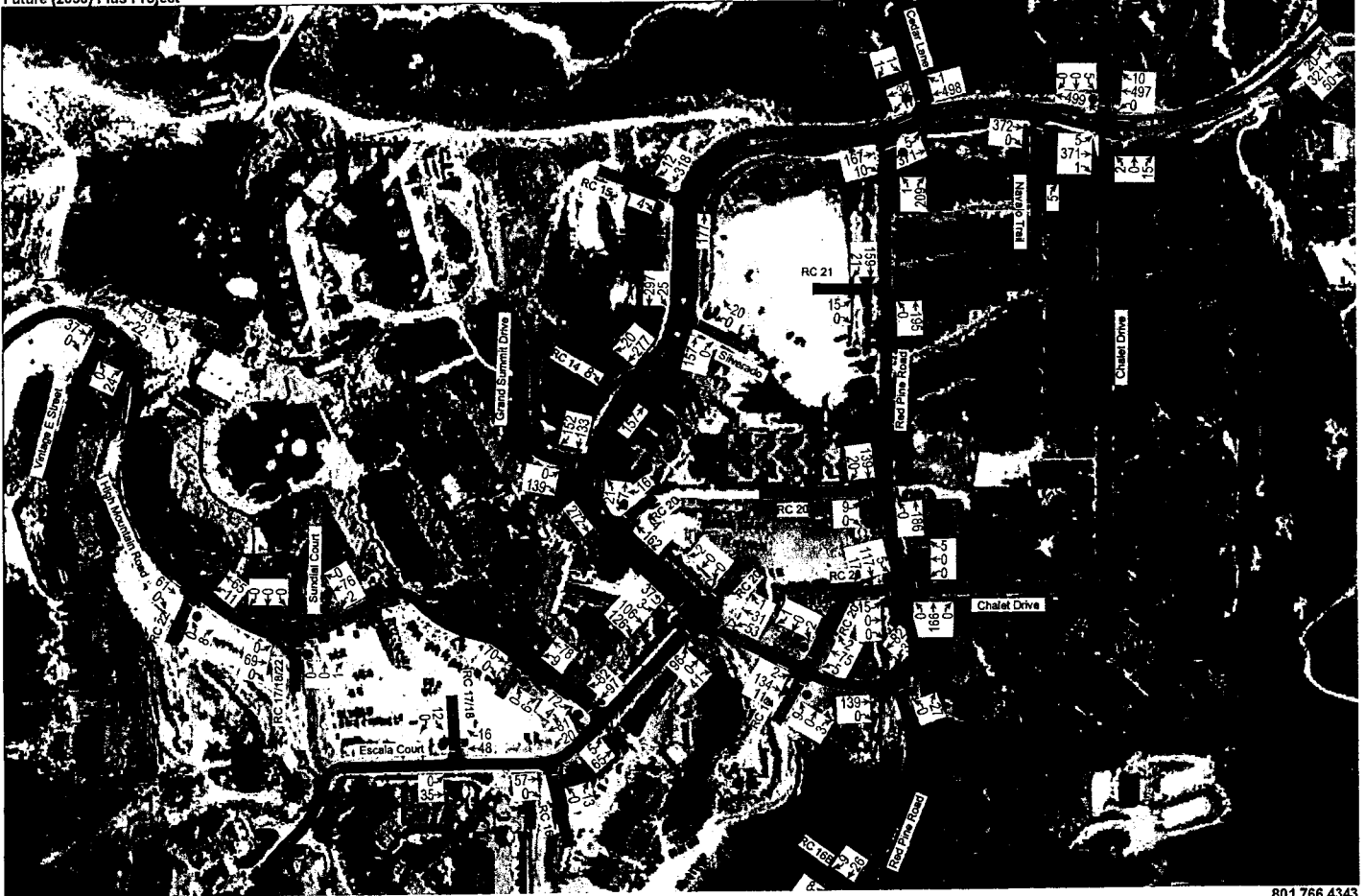
## F. Mitigation Measures

It is anticipated that conditions at the SR-224 / Canyons Resort Drive intersection will meet the minimum UDOT criteria for dual northbound left-turn lanes. This improvement will help to reduce queuing and delay at the intersection, while preventing left-turn queues from obstructing northbound through traffic. However, this improvement will necessitate that an additional westbound lane be added to Canyons Resort Drive to receive two lanes of left-turning traffic.



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## **VII. EXISTING (2017) ALTERNATE PLUS PROJECT CONDITIONS**

### **A. Purpose**

*This section of the report examines the traffic impacts of the proposed project at each of the study intersections, including the traffic generated by the Red Pine Village resort hotel. The net trips generated by the proposed development were combined with the existing background traffic volumes to create the existing plus project conditions. This scenario provides valuable insight into the potential impacts of the proposed project on background traffic conditions.*

### **B. Traffic Volumes**

*Existing traffic volumes were reassigned to the study intersections based on the new roadway alignments. Trip generation for the development was calculated using trip generation rates published in the Institute of Transportation Engineers (ITE) Trip Generation (9<sup>th</sup> Edition, 2012), as well as the methods discussed in Chapter II of this report. Trip Generation for the proposed project, including Red Pine Village, is included in Table 8. Table 8, is also included in Appendix E. Project trips were assigned to the study intersections based on the trip distribution methods discussed in Chapter III and permitted intersection turning movements. The existing (2017) plus project p.m. peak hour volumes were generated for the study intersections and are shown in Figure 8.*

### **C. Level of Service Analysis**

*Using Synchro/SimTraffic, which follow the Highway Capacity Manual (HCM) 2016 methodology introduced in Chapter I, the p.m. peak hour LOS was computed for each study intersection. The results of this analysis are reported in Table 9 (see Appendix B for the detailed LOS reports). Multiple runs of SimTraffic were used to provide a statistical evaluation of the interaction between the intersections. As shown in Table 9, the SR-224, 7-Eleven East, Aspen Drive, and Chalet Drive intersections on Canyons Resort Drive are anticipated to operate at LOS F with project traffic added. The Frostwood Drive, Navajo Trail, and Red Pine Road intersections on Canyons Resort Drive are anticipated to operate at LOS D. All remaining study intersections are anticipated to operate at LOS C or better with project traffic added.*



Table 8  
Summit County - The Canyons Resort TS  
Tnp Generation (Future Development Including Red Pine Village)

| Saturday Peak Hour                     |   | Number of Trips | Land Use Type       | Trip Generation | Enter | Exit | Enter | Exit  | Mixed-Use Internal Capture | Reduction | Net Trips Enter | Net Trips Exit | Total Sat Pk Hr Trips |
|--|---|-----------------|---------------------|-----------------|-------|------|-------|-------|----------------------------|-----------|-----------------|----------------|-----------------------|
| Red Pine Village                       | Resort Hotel (330)                      | 935             | Occupied Rooms      | 514             | 59%   | 41%  | 303   | 211   | 0%                         | 16%       | 255             | 177            | 432                   |
| RC 25                                  | Residential Condominium/Townhouse (230) | 54              | Occ. Dwelling Units | 60              | 54%   | 46%  | 32    | 28    | 0%                         | 16%       | 27              | 24             | 51                    |
| RC 24                                  | Residential Condominium/Townhouse (230) | 21              | Occ. Dwelling Units | 50              | 54%   | 46%  | 27    | 23    | 0%                         | 16%       | 23              | 19             | 42                    |
| RC 22                                  | Resort Hotel (330)                      | 52              | Occupied Rooms      | 30              | 59%   | 41%  | 18    | 12    | 0%                         | 16%       | 15              | 10             | 25                    |
| RC 5                                   | Residential Condominium/Townhouse (230) | 7.65            | Occ. Dwelling Units | 46              | 54%   | 46%  | 25    | 21    | 0%                         | 16%       | 21              | 18             | 39                    |
| RC 5                                   | Specialty Retail Center (826)           | 20,564          | 1,000 Sq. Ft. GLA   | 82              | 50%   | 50%  | 41    | 41    | 95%                        | 16%       | 2               | 2              | 4                     |
| RC 17/18                               | Specialty Retail Center (826)           | 38.44           | 1,000 Sq. Ft. GLA   | 152             | 50%   | 50%  | 76    | 76    | 95%                        | 16%       | 3               | 3              | 6                     |
| RC 17/18                               | Resort Hotel (330)                      | 88              | Occupied Rooms      | 50              | 59%   | 41%  | 30    | 21    | 0%                         | 16%       | 25              | 17             | 42                    |
| RC 16 A                                | Resort Hotel (330)                      | 142             | Occupied Rooms      | 78              | 59%   | 41%  | 46    | 32    | 0%                         | 16%       | 39              | 27             | 66                    |
| RC 16 A                                | Resort Hotel (330)                      | 39              | Occ. Dwelling Units | 54              | 54%   | 46%  | 29    | 25    | 0%                         | 16%       | 24              | 21             | 45                    |
| RC 16 B                                | Residential Condominium/Townhouse (230) | 15              | 1,000 Sq. Ft. GLA   | 60              | 50%   | 50%  | 30    | 30    | 95%                        | 16%       | 1               | 1              | 2                     |
| RC 16 A                                | Specialty Retail Center (826)           | 119             | Occupied Rooms      | 66              | 59%   | 41%  | 39    | 27    | 0%                         | 16%       | 33              | 23             | 55                    |
| RC 20 A                                | Resort Hotel (330)                      | 10              | 1,000 Sq. Ft. GLA   | 40              | 50%   | 50%  | 20    | 20    | 95%                        | 16%       | 1               | 1              | 2                     |
| RC 20 A                                | Specialty Retail Center (826)           | 11              | Occ. Dwelling Units | 46              | 54%   | 46%  | 25    | 21    | 0%                         | 16%       | 21              | 18             | 39                    |
| RC 20 B                                | Residential Condominium/Townhouse (230) | 128             | Occupied Rooms      | 72              | 59%   | 41%  | 42    | 30    | 0%                         | 16%       | 36              | 25             | 60                    |
| RC 14                                  | Resort Hotel (330)                      | 81              | Occupied Rooms      | 46              | 59%   | 41%  | 27    | 19    | 0%                         | 16%       | 23              | 16             | 39                    |
| RC 15                                  | Resort Hotel (330)                      | 85              | Occupied Rooms      | 48              | 59%   | 41%  | 28    | 20    | 0%                         | 16%       | 24              | 17             | 40                    |
| RC 21                                  | Resort Hotel (330)                      | 41              | Occ. Dwelling Units | 56              | 54%   | 46%  | 30    | 26    | 0%                         | 16%       | 25              | 22             | 47                    |
| W37                                    | Residential Condominium/Townhouse (230) | 14              | 1,000 Sq. Ft. GLA   | 56              | 50%   | 50%  | 28    | 28    | 95%                        | 16%       | 1               | 1              | 2                     |
| RC 2                                   | Specialty Retail Center (826)           | 25              | 1,000 Sq. Ft. GLA   | 100             | 50%   | 50%  | 50    | 50    | 95%                        | 16%       | 2               | 2              | 4                     |
| RC6                                    | Specialty Retail Center (826)           | 102             | Occupied Rooms      | 56              | 59%   | 41%  | 33    | 23    | 0%                         | 16%       | 28              | 19             | 47                    |
| RC 7                                   | Resort Hotel (330)                      | 37.6            | 1,000 Sq. Ft. GLA   | 150             | 50%   | 50%  | 75    | 75    | 95%                        | 16%       | 3               | 3              | 6                     |
| RC 7                                   | Specialty Retail Center (826)           | 119             | Occupied Rooms      | 66              | 59%   | 41%  | 39    | 27    | 0%                         | 16%       | 33              | 23             | 55                    |
| RC 7                                   | Resort Hotel (330)                      | 50              | 1,000 Sq. Ft. GLA   | 198             | 50%   | 50%  | 99    | 99    | 95%                        | 16%       | 4               | 4              | 8                     |
| RC 7                                   | Specialty Retail Center (826)           | 30              | Occ. Dwelling Units | 36              | 54%   | 46%  | 19    | 17    | 0%                         | 16%       | 16              | 14             | 30                    |
| W35                                    | Single-Family Detached Housing (210)    | 26              | Occ. Dwelling Units | 52              | 54%   | 46%  | 28    | 24    | 0%                         | 16%       | 24              | 20             | 44                    |
| LV 10                                  | Residential Condominium/Townhouse (230) | 82              | Occupied Rooms      | 46              | 59%   | 41%  | 27    | 19    | 0%                         | 16%       | 23              | 16             | 39                    |
| LV 4                                   | Resort Hotel (330)                      | 25              | 1,000 Sq. Ft. GLA   | 100             | 50%   | 50%  | 50    | 50    | 0%                         | 16%       | 42              | 42             | 84                    |
| LV 6                                   | Specialty Retail Center (826)           |                 |                     |                 |       |      |       |       |                            |           |                 |                |                       |
| Project Total Saturday Peak Hour Trips |   |                 |                     |                 |       |      | 1,317 | 1,093 |                            |           | 772             | 584            | 1,356                 |

| Saturday Peak Hour (with 10% reduction in mixed-use internal capture) |   | Number of Trips | Land Use Type       | Trip Generation | Enter | Exit | Enter | Exit  | Mixed-Use Internal Capture | Reduction | Net Trips Enter | Net Trips Exit | Total Sat Pk Hr Trips |
|---|---|-----------------|---------------------|-----------------|-------|------|-------|-------|----------------------------|-----------|-----------------|----------------|-----------------------|
| Red Pine Village  | Resort Hotel (330)                      | 935             | Occupied Rooms      | 514             | 59%   | 41%  | 303   | 211   | 0%                         | 27%       | 221             | 154            | 375                   |
| RC 25   | Residential Condominium/Townhouse (230) | 54              | Occ. Dwelling Units | 60              | 54%   | 46%  | 32    | 28    | 0%                         | 27%       | 23              | 20             | 43                    |
| RC 24   | Residential Condominium/Townhouse (230) | 21              | Occ. Dwelling Units | 50              | 54%   | 46%  | 27    | 23    | 0%                         | 27%       | 20              | 17             | 37                    |
| RC 22   | Resort Hotel (330)                      | 52              | Occupied Rooms      | 30              | 59%   | 41%  | 18    | 12    | 0%                         | 27%       | 13              | 9              | 22                    |
| RC 5  | Residential Condominium/Townhouse (230) | 8               | Occ. Dwelling Units | 46              | 54%   | 46%  | 25    | 21    | 0%                         | 27%       | 18              | 15             | 33                    |
| RC 5  | Specialty Retail Center (826)           | 20,564          | 1,000 Sq. Ft. GLA   | 82              | 50%   | 50%  | 41    | 41    | 95%                        | 27%       | 1               | 1              | 2                     |
| RC 17/18  | Specialty Retail Center (826)           | 38.44           | 1,000 Sq. Ft. GLA   | 152             | 50%   | 50%  | 76    | 76    | 95%                        | 27%       | 3               | 3              | 6                     |
| RC 17/18  | Resort Hotel (330)                      | 88              | Occupied Rooms      | 50              | 59%   | 41%  | 30    | 21    | 0%                         | 27%       | 22              | 15             | 37                    |
| RC 16 A   | Resort Hotel (330)                      | 142             | Occupied Rooms      | 78              | 59%   | 41%  | 46    | 32    | 0%                         | 27%       | 34              | 23             | 57                    |
| RC 16 A   | Resort Hotel (330)                      | 39              | Occ. Dwelling Units | 54              | 54%   | 46%  | 29    | 25    | 0%                         | 27%       | 21              | 18             | 39                    |
| RC 16 B   | Residential Condominium/Townhouse (230) | 15              | 1,000 Sq. Ft. GLA   | 60              | 50%   | 50%  | 30    | 30    | 95%                        | 27%       | 1               | 1              | 2                     |
| RC 16 A   | Specialty Retail Center (826)           | 119             | Occupied Rooms      | 66              | 59%   | 41%  | 39    | 27    | 0%                         | 27%       | 28              | 20             | 48                    |
| RC 20 A   | Resort Hotel (330)                      | 10              | 1,000 Sq. Ft. GLA   | 40              | 50%   | 50%  | 20    | 20    | 95%                        | 27%       | 1               | 1              | 2                     |
| RC 20 A   | Specialty Retail Center (826)           | 11              | Occ. Dwelling Units | 46              | 54%   | 46%  | 25    | 21    | 0%                         | 27%       | 18              | 15             | 33                    |
| RC 20 B   | Residential Condominium/Townhouse (230) | 128             | Occupied Rooms      | 72              | 59%   | 41%  | 42    | 30    | 0%                         | 27%       | 31              | 22             | 53                    |
| RC 14   | Resort Hotel (330)                      | 81              | Occupied Rooms      | 46              | 59%   | 41%  | 27    | 19    | 0%                         | 27%       | 20              | 14             | 34                    |
| RC 15   | Resort Hotel (330)                      | 85              | Occupied Rooms      | 48              | 59%   | 41%  | 28    | 20    | 0%                         | 27%       | 21              | 14             | 35                    |
| RC 21   | Resort Hotel (330)                      | 41              | Occ. Dwelling Units | 56              | 54%   | 46%  | 30    | 26    | 0%                         | 27%       | 22              | 19             | 41                    |
| W37   | Residential Condominium/Townhouse (230) | 14              | 1,000 Sq. Ft. GLA   | 56              | 50%   | 50%  | 28    | 28    | 95%                        | 27%       | 1               | 1              | 2                     |
| RC 2  | Specialty Retail Center (826)           | 25              | 1,000 Sq. Ft. GLA   | 100             | 50%   | 50%  | 50    | 50    | 95%                        | 27%       | 2               | 2              | 4                     |
| RC6   | Specialty Retail Center (826)           | 102             | Occupied Rooms      | 56              | 59%   | 41%  | 33    | 23    | 0%                         | 27%       | 24              | 17             | 41                    |
| RC 7  | Resort Hotel (330)                      | 37.6            | 1,000 Sq. Ft. GLA   | 150             | 50%   | 50%  | 75    | 75    | 95%                        | 27%       | 3               | 3              | 6                     |
| RC 7  | Specialty Retail Center (826)           | 119             | Occupied Rooms      | 66              | 59%   | 41%  | 39    | 27    | 0%                         | 27%       | 28              | 20             | 48                    |
| RC 7  | Resort Hotel (330)                      | 50              | 1,000 Sq. Ft. GLA   | 198             | 50%   | 50%  | 99    | 99    | 95%                        | 27%       | 4               | 4              | 8                     |
| RC 7  | Specialty Retail Center (826)           | 30              | Occ. Dwelling Units | 36              | 54%   | 46%  | 19    | 17    | 0%                         | 27%       | 14              | 12             | 26                    |
| W35   | Single-Family Detached Housing (210)    | 26              | Occ. Dwelling Units | 52              | 54%   | 46%  | 28    | 24    | 0%                         | 27%       | 20              | 18             | 38                    |
| LV 10   | Residential Condominium/Townhouse (230) | 82              | Occupied Rooms      | 46              | 59%   | 41%  | 27    | 19    | 0%                         | 27%       | 20              | 14             | 34                    |
| LV 4  | Resort Hotel (330)                      | 25              | 1,000 Sq. Ft. GLA   | 100             | 50%   | 50%  | 50    | 50    | 0%                         | 27%       | 37              | 37             | 74                    |
| LV 6  | Specialty Retail Center (826)           |                 |                     |                 |       |      |       |       |                            |           |                 |                |                       |
| Project Total Saturday Peak Hour Trips                                |   |                 |                     |                 |       |      | 1,317 | 1,093 |                            |           | 670             | 507            | 1,177                 |

Source: Hales Engineering Associates, Inc. 2017

**Table 9 Existing (2017) Plus Project p.m. Peak Hour Level of Service**

| Intersection<br>Description                  | Control         | Worst Approach          |  |                  | Overall Intersection   |                  |
|--|-----------------|-------------------------|--|------------------|--|------------------|
|  |                 | Approach <sup>1,3</sup> | Aver. Delay<br>(Sec/Veh) <sup>1</sup>              | LOS <sup>1</sup> | Aver. Delay<br>(Sec/Veh) <sup>2</sup>                            | LOS <sup>2</sup> |
| SR-224 /<br>Canyons Resort Drive             | Signal          | -                       | -  | -                | >80.0<br>NB F (>80.0), SB F (>80.0),<br>EB D (49.7), WB D (53.0) | F                |
| 7-Eleven East /<br>Canyons Resort Drive      | NB Stop         | NB                      | >50.0<br>A (1.5) / EB, F (>50) / WB                | F                | -  | -                |
| 7-Eleven West /<br>Canyons Resort Drive      | N/A             | WB                      | 9.0  | A                | -  | -                |
| Aspen Drive /<br>Canyons Resort Drive        | SB Stop         | SB                      | >50.0<br>A (4.5) / EB, C (19.6) / WB               | F                | -  | -                |
| Frostwood Drive /<br>Canyons Resort Drive    | Round-<br>about | -                       | -  | -                | 29.4<br>NW A (5.6), SE A (7.1),<br>NE F (>50.0), SW D (34.1)     | D                |
| Chalet Drive /<br>Canyons Resort Drive       | NB/SB<br>Stop   | SB                      | >50.0<br>A (2.9) / EB, A (2.2) / WB                | F                | -  | -                |
| Navajo Trail /<br>Canyons Resort Drive       | NB Stop         | NB                      | 26.1<br>A (4.4) / EB, A (0.1) / WB                 | D                | -  | -                |
| Cedar Lane /<br>Canyons Resort Drive         | SB Stop         | SB                      | 16.4<br>A (0.6) / EB, A (1.2) / WB                 | C                | -  | -                |
| Red Pine Road /<br>Canyons Resort Drive      | NB Stop         | NB                      | 16.6<br>A (2.2) / EB, A (0.9) / WB                 | C                | -  | -                |
| RC 21 / Red Pine Road                        | EB Stop         | EB                      | 7.5<br>A (2.1) / NB, A (0.3) / SB                  | A                | -  | -                |
| RC 20 / Red Pine Road                        | EB Stop         | EB                      | 4.9<br>A (0.3) / NB, A (0.4) / SB                  | A                | -  | -                |
| RC 20 / Chalet Drive /<br>Red Pine Road      | EB/WB<br>Stop   | WB                      | 4.8<br>A (0.2) / NB, A (0.5) / SB,<br>A (2.9) / WB | A                | -  | -                |
| Canyons Resort Drive /<br>Red Pine Road      | NB Stop         | NB                      | 2.7  | A                | -  | -                |
| RC15 /<br>Canyons Resort Drive               | EB Stop         | EB                      | 3.1  | A                | -  | -                |
| Silverado /<br>Canyons Resort Drive          | WB<br>Stop      | WB                      | 3.4  | A                | -  | -                |
| RC 14 /<br>Canyons Resort Drive              | EB Stop         | EB                      | 3.8  | A                | -  | -                |
| Grand Summit Drive /<br>Canyons Resort Drive | EB Stop         | EB                      | 4.5  | A                | -  | -                |
| High Mountain Road /<br>Canyons Resort Drive | Round-<br>about | -                       | -  | -                | 3.4  | A                |
| RC 16 / 20 /<br>Canyons Resort Drive         | NB/SB<br>Stop   | NB                      | 4.7  | A                | -  | -                |

|   |               |    |     |   |   |   |
|---|---------------|----|-----|---|---|---|
| Escala Court /<br>High Mountain Road          | SE Stop       | SE | 6.3 | A | - | - |
| RC 16 /<br>Escala Court                       | NB Stop       | NB | 2.4 | A | - | - |
| RC 17/18 /<br>Escala Court                    | SB Stop       | SB | 3.0 | A | - | - |
| RC 17/18 /<br>High Mountain Road              | NE Stop       | NE | 3.6 | A | - | - |
| RC 17/18/22 / Sundial /<br>High Mountain Road | NB/SB<br>Stop | NB | 3.7 | A | - | - |
| RC 22 /<br>High Mountain Road                 | NB Stop       | NB | 3.4 | A | - | - |
| Vintage E Street /<br>High Mountain Road      | NB Stop       | NB | 3.1 | A | - | - |

1. This represents the worst approach LOS and delay (seconds / vehicle) and is only reported for non-all-way stop unsignalized intersections  
2. This represents the overall intersection LOS and delay (seconds / vehicle) and is reported for all-way stop, roundabout, and signalized intersections  
3. Southbound = Southbound approach, etc.

Source: Hales Engineering, November 2017

#### **D. Queuing Analysis**

Hales Engineering calculated the 95<sup>th</sup> percentile queue lengths for each of the study intersections. The queue reports can be found in Appendix D. The 95<sup>th</sup> percentile queues at the SR-224 / Canyons Resort Drive intersection are estimated to extend for several hundred feet on the north-, south-, and eastbound approaches. The queues on the eastbound approach are anticipated to extend past Aspen Drive. The queues on the northeast- and southwest bound approaches to the Frostwood Drive / Canyons Resort Drive intersection are also anticipated to extend for several hundred feet. No other significant queuing is anticipated.

#### **E. Mitigation Measures**

It is anticipated that dual left-turn lanes will be warranted on the northbound approach to the SR-224 / Canyons Resort Drive intersection. It is recommended that this improvement be implemented to increase capacity and reduce queueing at the intersection, and to prevent left-turn queues from obstructing northbound through traffic. It is also recommended that an additional left-turn lane be added to the eastbound approach to the SR-224 / Canyons Resort Drive intersection. Both of these improvements will require that an additional receiving lane be added to northbound SR-224 and westbound Canyons Resort Drive. The additional lane on SR-224 would result in three northbound lanes for approximately 550 feet north of the Canyons Resort Drive intersection. It is recommended that the queueing space for eastbound left-turning vehicles be maximized at the SR-224 / Canyons Resort Drive intersection by restriping the existing asphalt. It is also recommended that guide signs (white on green) be added along the southside of

*Canyons Resort Drive to guide drivers to the correct lanes on the eastbound approach. This will improve lane utilization on the approach allowing more vehicles to queue efficiently.*

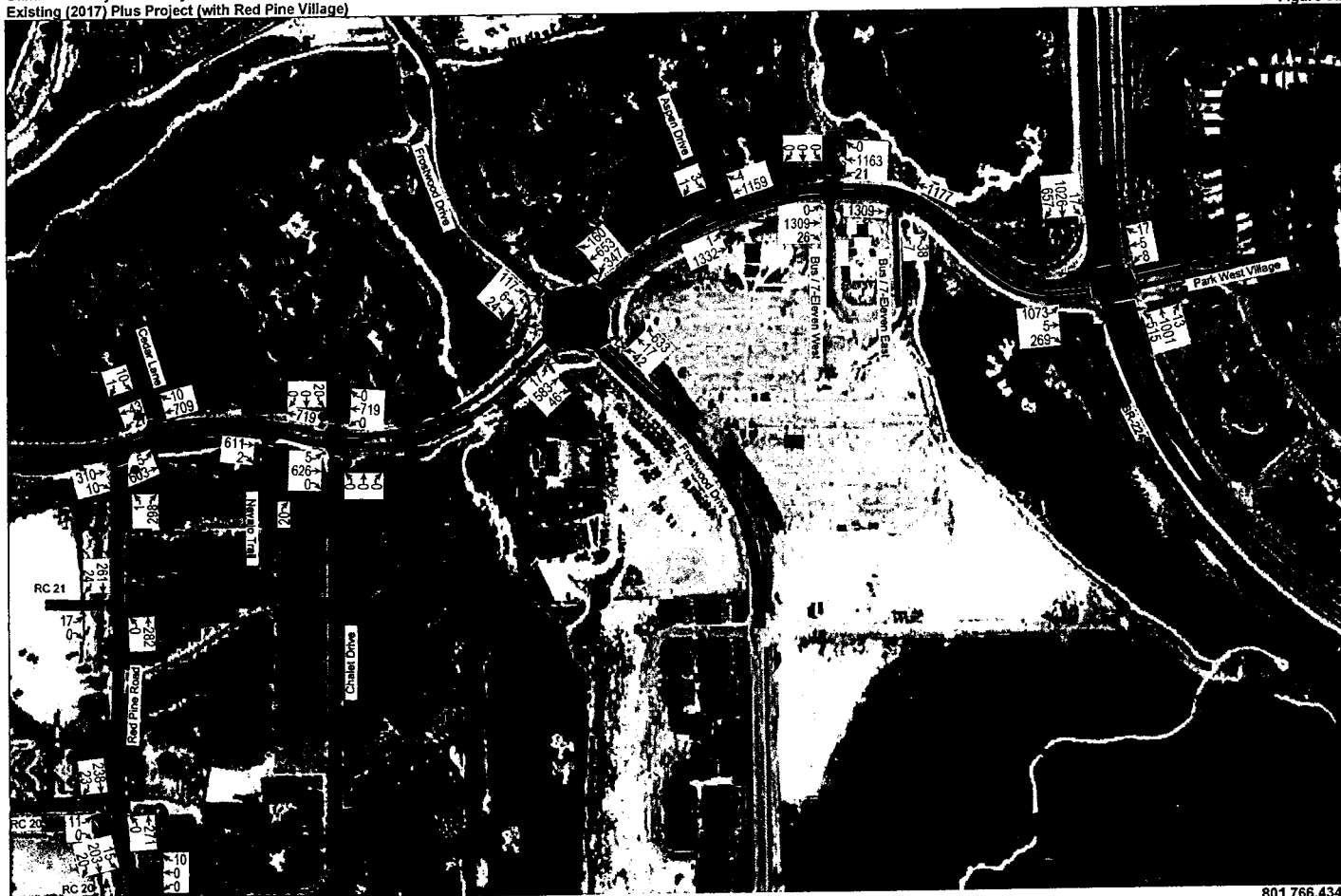
*It is also recommended that Canyons Resort Drive be widened to five lanes between SR-224 and Frostwood Drive. This will increase capacity on the roadway, allow for additional left-turn storage at the SR-224 / Canyons Resort Drive intersection, as well as accommodate the recommended improvements to the roundabout at the Frostwood Drive / Canyons Resort Drive intersection.*

*The northeast bound approach to the Frostwood Drive / Canyons Resort Drive is anticipated to experience significant delay and queuing. It is recommended that the capacity of this intersection be increased by converting the existing roundabout from a one-lane to a two-lane roundabout.*

*Although several intersections on Canyons Resort Drive are anticipated to operate at substandard levels of service, no mitigation measures are recommended. The delay at these intersections can be attributed to the difficulty of executing a left-turn movement from a stop-controlled approach onto a busy congested roadway, as well as queueing from downstream intersections.*

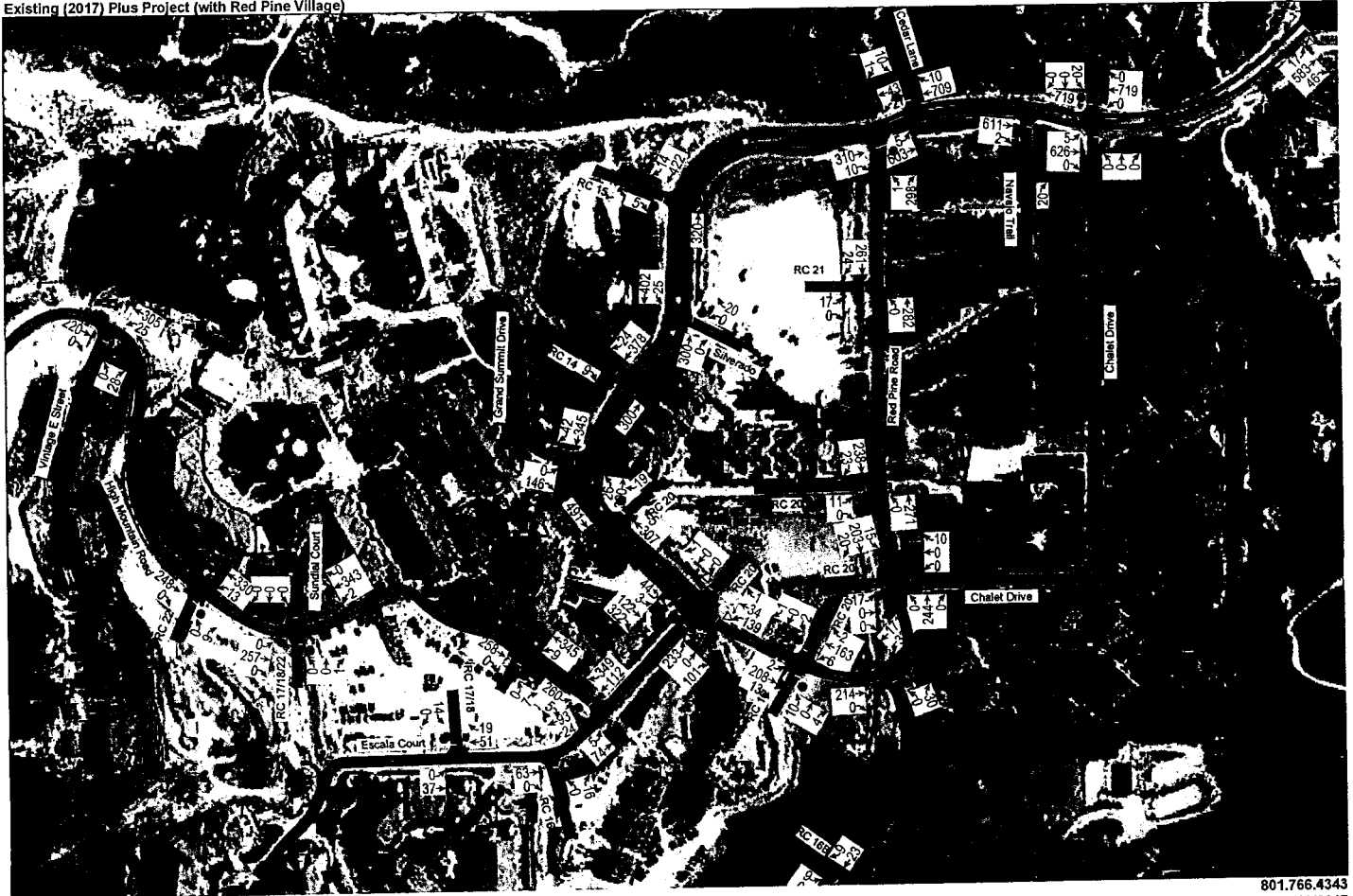
Summit County - The Canyons TS  
Existing (2017) Plus Project (with Red Pine Village)

Saturday Peak  
Figure 8a



Hales Engineering  
1220 North 500 West, Ste. 202 Lehi, Utah 84043

801.766.4343  
11/03/2017



Hales Engineering  
1220 North 500 West, Ste. 202 Lehi, Utah 84043

801.766.4343  
11/03/2017

## **VIII. FUTURE (2030) ALTERNATE PLUS PROJECT CONDITIONS**

### **A. Purpose**

*The purpose of the future (2030) 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, including the traffic generated by the Red Pine Village resort hotel, as well as the proposed improvements to the roadway network. This scenario provides valuable insight into the potential impacts of the proposed project on future background traffic conditions.*

### **B. Roadway Network**

*It was assumed that the previously recommended mitigation measures, including capacity improvements to the SR-224 / Canyons Resort Drive and Frostwood Drive / Canyons Resort Drive intersections, as well as improvements to Canyons Resort Drive between these two intersections, had been completed by 2030.*

### **C. Traffic Volumes**

*Hales Engineering used future (2030) forecasted volumes from the Snyderville Basin Transportation Master Plan (2009). 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. Trips were assigned to the study intersections based on the trip distribution percentages discussed in Chapter III and permitted intersection turning movements. The future (2030) plus project p.m. peak hour volumes were generated for the study intersections and are shown in Figure 9.*

### **D. Level of Service Analysis**

*Using Synchro/SimTraffic, which follow the Highway Capacity Manual (HCM) 2016 methodology introduced in Chapter I, the p.m. peak hour LOS was computed for each study intersection. The results of this analysis are reported in Table 10 (see Appendix B for the detailed LOS reports). Multiple runs of SimTraffic were used to provide a statistical evaluation of the interaction between the intersections. As shown in Table 10, the SR-224 and Chalet Drive intersections with Canyons Resort Drive are anticipated to operate at LOS E with project traffic added. The 7-Eleven East, Aspen Drive, and Navajo Trail intersections with Canyons Resort Drive are anticipated to operate at LOS F. All remaining study intersections are anticipated to operate at LOS B or better.*

**Table 10 Future (2030) Plus Project Saturday Peak Hour Level of Service**

| Intersection<br>Description                  | Control         | Worst Approach          |  |                  | Overall Intersection   |                  |
|--|-----------------|-------------------------|--|------------------|--|------------------|
|  |                 | Approach <sup>1,3</sup> | Aver. Delay<br>(Sec/Veh) <sup>1</sup>                | LOS <sup>1</sup> | Aver. Delay<br>(Sec/Veh) <sup>2</sup>                          | LOS <sup>2</sup> |
| SR-224 /<br>Canyons Resort Drive             | Signal          | -                       | -  | -                | 69.5<br>NB D (47.2), SB E (64.6),<br>EB F (>80.0), WB D (43.1) | E                |
| 7-Eleven East /<br>Canyons Resort Drive      | NB Stop         | NB                      | >50.0<br>A (8.4) / EB, A (7.0) / WB                  | F                | -  | -                |
| 7-Eleven West /<br>Canyons Resort Drive      | N/A             | EB                      | 13.1   | B                | -  | -                |
| Aspen Drive /<br>Canyons Resort Drive        | SB Stop         | SB                      | >50.0<br>B (13.2) / EB, A (1.2) / WB                 | F                | -  | -                |
| Frostwood Drive /<br>Canyons Resort Drive    | Round-<br>about | -                       | -  | -                | 12.3   | B                |
| Chalet Drive /<br>Canyons Resort Drive       | NB/SB<br>Stop   | SB                      | 38.6<br>C (20.2) / NB, A (1.7) / EB,<br>A (2.1) / WB | E                | -  | -                |
| Navajo Trail /<br>Canyons Resort Drive       | NB Stop         | NB                      | >50.0  | F                | -  | -                |
| Cedar Lane /<br>Canyons Resort Drive         | SB Stop         | SB                      | 9.6  | A                | -  | -                |
| Red Pine Road /<br>Canyons Resort Drive      | NB Stop         | NB                      | 10.7   | B                | -  | -                |
| RC 21 / Red Pine Road                        | EB Stop         | EB                      | 6.4  | A                | -  | -                |
| RC 20 / Red Pine Road                        | EB Stop         | EB                      | 4.8  | A                | -  | -                |
| RC 20 / Chalet Drive /<br>Red Pine Road      | EB/WB<br>Stop   | EB                      | 4.5  | A                | -  | -                |
| Canyons Resort Drive /<br>Red Pine Road      | NB Stop         | NB                      | 2.8  | A                | -  | -                |
| RC 15 /<br>Canyons Resort Drive              | EB Stop         | EB                      | 5.8  | A                | -  | -                |
| Silverado /<br>Canyons Resort Drive          | WB<br>Stop      | WB                      | 3.0  | A                | -  | -                |
| RC 14 /<br>Canyons Resort Drive              | EB Stop         | EB                      | 4.6  | A                | -  | -                |
| Grand Summit Drive /<br>Canyons Resort Drive | EB Stop         | EB                      | 4.8  | A                | -  | -                |
| High Mountain Road /<br>Canyons Resort Drive | Round-<br>about | -                       | -  | -                | 3.4  | A                |
| RC 16 / 20 /<br>Canyons Resort Drive         | NB/SB<br>Stop   | NB                      | 4.3  | A                | -  | -                |
| Escala Court /<br>High Mountain Road         | SE Stop         | SE                      | 6.2  | A                | -  | -                |



|   |               |    |     |   |   |   |
|---|---------------|----|-----|---|---|---|
| RC 16 /<br>Escala Court                       | NB Stop       | NB | 2.2 | A | - | - |
| RC 17/18 /<br>Escala Court                    | SB Stop       | SB | 3.2 | A | - | - |
| RC 17/18 /<br>High Mountain Road              | NE Stop       | NE | 2.4 | A | - | - |
| RC 17/18/22 / Sundial /<br>High Mountain Road | NB/SB<br>Stop | NB | 1.6 | A | - | - |
| RC 22 /<br>High Mountain Road                 | NB Stop       | NB | 3.2 | A | - | - |
| Vintage E Street /<br>High Mountain Road      | NB Stop       | NB | 3.0 | A | - | - |

1. This represents the worst approach LOS and delay (seconds / vehicle) and is only reported for non-all-way stop unsignalized intersections.

2. This represents the overall intersection LOS and delay (seconds / vehicle) and is reported for all-way stop, roundabout, and signalized intersections.

3. Southbound = Southbound approach, etc.

Source: Hales Engineering, November 2017

## E. Queuing Analysis

Hales Engineering calculated the 95<sup>th</sup> percentile queue lengths for each of the study intersections. The queue reports can be found in Appendix D. The 95<sup>th</sup> percentile queues at the SR-224 / Canyons Resort Drive intersection are estimated to extend for several hundred feet on the north-, south-, and eastbound approaches. No additional significant queuing is anticipated.

## F. Mitigation Measures

It is possible that delays at the SR-224 / Canyons Resort Drive could be further reduced with fine tuning the signal timing plan. The poor levels of service anticipated at the 7-Eleven East Access and Aspen Drive intersections on Canyons Resort Drive can be attributed to queuing at downstream intersections (SR-224 / Canyons Resort Drive and Frostwood Drive / Canyons Resort Drive). Delays are generally expected during peak traffic periods at these types of intersections, and therefore no mitigations measures are recommended.

Summit County - The Canyons TS  
 Future (2030) Plus Project (with Red Pine Village)

Saturday Peak  
 Figure 9a



Hales Engineering  
 1220 North 500 West, Ste. 202 Lehi, Utah 84043

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 11/03/2017



# APPENDIX A

## Turning Movement Counts

# Traffic Counts

2364 North 1450 East  
Lehi, UT 84043  
801.636.0891

## Intersection Turning Movement Summary

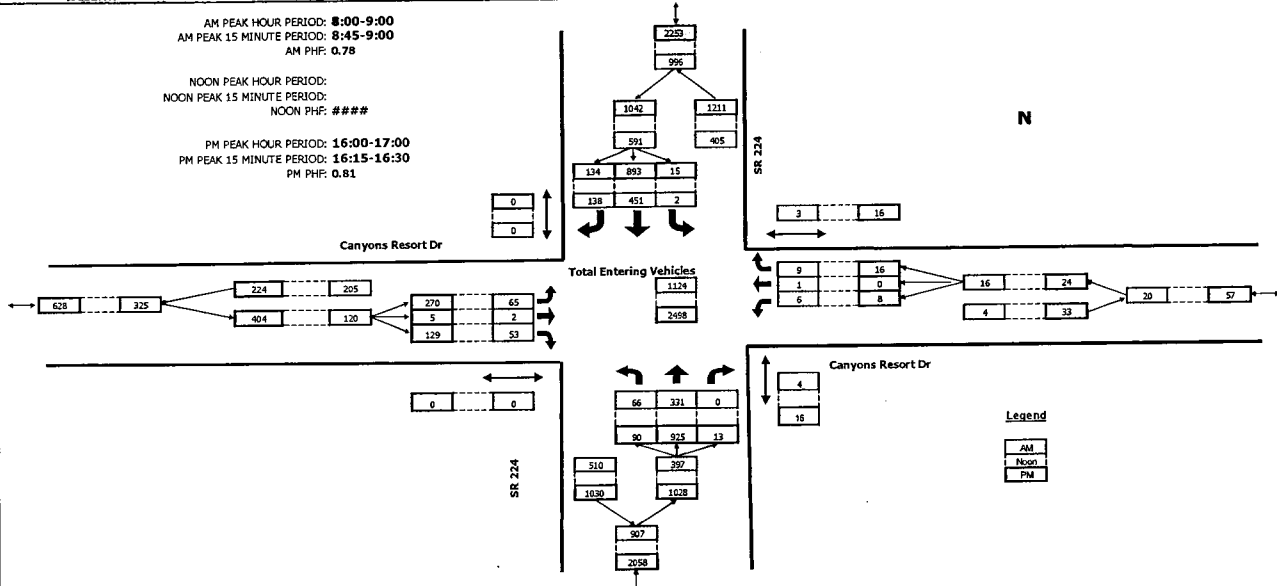
Intersection: SR 224 / Canyons Resort Dr  
North/Southbound: SR 224  
East/West: Canyons Resort Dr  
Jurisdiction: Summit County  
Project Title: The Canyons TS  
Project No: UT16-676  
Weather:

Date: 10-29-16, Sat  
Day of Week Adjustment: 100.0%  
Month of Year Adjustment: 92.5%  
Adjustment Station #: 0  
Growth Rate: 0.0%  
Number of Years: 0

AM PEAK HOUR PERIOD: 8:00-9:00  
AM PEAK 15 MINUTE PERIOD: 8:45-9:00  
AM PHF: 0.78

NOON PEAK HOUR PERIOD:  
NOON PEAK 15 MINUTE PERIOD:  
NOON PHF: #####

PM PEAK HOUR PERIOD: 16:00-17:00  
PM PEAK 15 MINUTE PERIOD: 16:15-16:30  
PM PHF: 0.81



| RAW<br>COUNT<br>SUMMARIES | SR 224<br>Northbound |         |        |        | SR 224<br>Southbound |        |        |      | Canyons Resort Dr<br>Eastbound |        |        |      | Canyons Resort Dr<br>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      | 0                    | 0      | 0      | 0    | 0                              | 0      | 0      | 0    | 0                              | 0      | 0      | 0      | 0         |
| 7:15-7:30                 | 0                    | 0       | 0      | 0      | 0                    | 0      | 0      | 0    | 0                              | 0      | 0      | 0    | 0                              | 0      | 0      | 0      | 0         |
| 7:30-7:45                 | 0                    | 0       | 0      | 0      | 0                    | 0      | 0      | 0    | 0                              | 0      | 0      | 0    | 0                              | 0      | 0      | 0      | 0         |
| 7:45-8:00                 | 0                    | 0       | 0      | 0      | 0                    | 0      | 0      | 0    | 0                              | 0      | 0      | 0    | 0                              | 0      | 0      | 0      | 0         |
| 8:00-8:15                 | 17                   | 57.2973 | 0      | 2.1622 | 1.0811               | 103.78 | 32.432 | 0    | 15.135                         | 2.1622 | 16.216 | 0    | 2.1622                         | 0      | 2.1622 | 1.0811 | 249.43243 |
| 8:15-8:30                 | 13                   | 68.1081 | 0      | 1.0811 | 1.0811               | 92.973 | 34.595 | 0    | 12.973                         | 0      | 5.4054 | 0    | 2.1622                         | 0      | 1.0811 | 0      | 231.37837 |
| 8:30-8:45                 | 15                   | 88.6486 | 0      | 1.0811 | 0                    | 102.7  | 41.081 | 0    | 18.378                         | 0      | 14.054 | 0    | 1.0811                         | 1.0811 | 3.2432 | 2.1622 | 285.27027 |
| 8:45-9:00                 | 21                   | 116.757 | 0      | 0      | 0                    | 151.35 | 30.27  | 0    | 18.378                         | 0      | 17.297 | 0    | 1.0811                         | 0      | 2.1622 | 0      | 358.29729 |
| NOON PERIOD COUNTS        |                      |         |        |        |                      |        |        |      |                                |        |        |      |                                |        |        |        |           |
| Period                    | A                    | B       | C      | D      | E                    | F      | G      | H    | I                              | J      | K      | L    | M                              | N      | O      | P      | TOTAL     |
| 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         |
| 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               | 17                   | 187.027 | 1.0811 | 5.4054 | 4.3243               | 245.41 | 28.108 | 0    | 35.757                         | 2.1622 | 17.297 | 0    | 2.1622                         | 0      | 3.2432 | 5.4054 | 545       |
| 16:15-16:30               | 26                   | 270.27  | 0      | 3.2432 | 2.1622               | 222.7  | 34.595 | 0    | 129.73                         | 1.0811 | 75.676 | 0    | 3.2432                         | 0      | 2.1622 | 4.3243 | 768       |
| 16:30-16:45               | 21                   | 254.054 | 1.0811 | 2.1622 | 3.2432               | 235.68 | 30.27  | 0    | 51.892                         | 1.0811 | 23.784 | 0    | 0                              | 0      | 5.4054 | 3.2432 | 627       |
| 16:45-17:00               | 26                   | 214.054 | 1.0811 | 5.4054 | 5.4054               | 189.19 | 41.081 | 0    | 51.892                         | 1.0811 | 11.892 | 0    | 2.1622                         | 0      | 5.4054 | 3.2432 | 559       |
| 17:00-17:15               | 0                    | 0       | 0      | 0      | 0                    | 0      | 0      | 0    | 0                              | 0      | 0      | 0    | 0                              | 0      | 0      | 0      | 0         |
| 17:15-17:30               | 0                    | 0       | 0      | 0      | 0                    | 0      | 0      | 0    | 0                              | 0      | 0      | 0    | 0                              | 0      | 0      | 0      | 0         |
| 17:30-17:45               | 0                    | 0       | 0      | 0      | 0                    | 0      | 0      | 0    | 0                              | 0      | 0      | 0    | 0                              | 0      | 0      | 0      | 0         |
| 17:45-18:00               | 0                    | 0       | 0      | 0      | 0                    | 0      | 0      | 0    | 0                              | 0      | 0      | 0    | 0                              | 0      | 0      | 0      | 0         |

# Traffic Counts

2364 North 1450 East  
Lehi, UT 84043  
801.636.0891

## Intersection Turning Movement Summary

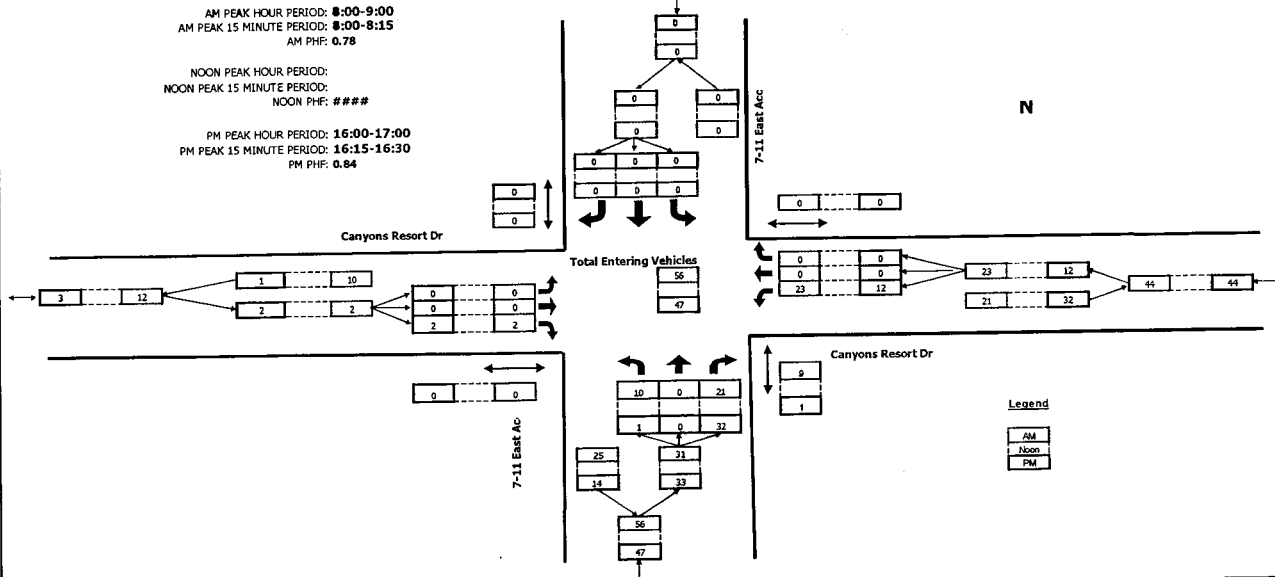
Intersection: 7-11 East Access / Canyons Resort Dr  
North/South: 7-11 East Access  
East/West: Canyons Resort Dr  
Jurisdiction: Summit County  
Project Title: The Canyons TS  
Project No: UT16-878  
Weather:

Date: 10-28-14, Sat  
Day of Week Adjustment: 100.0%  
Month of Year Adjustment: 92.5%  
Adjustment Station #: 0  
Growth Rate: 0.0%  
Number of Years: 0

AM PEAK HOUR PERIOD: 8:00-9:00  
AM PEAK 15 MINUTE PERIOD: 8:00-8:15  
AM PHF: 0.78

NOON PEAK HOUR PERIOD:  
NOON PEAK 15 MINUTE PERIOD:  
NOON PHF: #####

PM PEAK HOUR PERIOD: 16:00-17:00  
PM PEAK 15 MINUTE PERIOD: 16:15-16:30  
PM PHF: 0.84



| RAW<br>COUNT<br>SUMMARIES | 7-11 East Access<br>Northbound |      |        |       | 7-11 East Access<br>Southbound |      |       |      | Canyons Resort Dr<br>Eastbound |      |       |      | Canyons Resort Dr<br>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     | 0                              | 0    | 0     | 0    | 0                              | 0    | 0     | 0    | 0                              | 0    | 0     | 0    | 0          |
| 7:15-7:30                 | 0                              | 0    | 0      | 0     | 0                              | 0    | 0     | 0    | 0                              | 0    | 0     | 0    | 0                              | 0    | 0     | 0    | 0          |
| 7:30-7:45                 | 0                              | 0    | 0      | 0     | 0                              | 0    | 0     | 0    | 0                              | 0    | 0     | 0    | 0                              | 0    | 0     | 0    | 0          |
| 7:45-8:00                 | 0                              | 0    | 0      | 0     | 0                              | 0    | 0     | 0    | 0                              | 0    | 0     | 0    | 8,648                          | 0    | 0     | 0    | 18,054,054 |
| 8:00-8:15                 | 4                              | 0    | 5,405  | 3,243 | 0                              | 0    | 0     | 0    | 0                              | 0    | 0     | 0    | 7,567                          | 0    | 0     | 0    | 15,972,973 |
| 8:15-8:30                 | 3                              | 0    | 5,405  | 2,162 | 0                              | 0    | 0     | 0    | 0                              | 0    | 1,081 | 0    | 4,324                          | 0    | 0     | 0    | 9,648,648  |
| 8:30-8:45                 | 1                              | 0    | 3,243  | 2,162 | 0                              | 0    | 0     | 0    | 0                              | 0    | 1,081 | 0    | 2,162                          | 0    | 0     | 0    | 11,729,729 |
| 8:45-9:00                 | 2                              | 0    | 6,486  | 0     | 0                              | 0    | 0     | 0    | 0                              | 0    | 1,081 | 0    | 2,162                          | 0    | 0     | 0    |            |
| NOON PERIOD COUNTS        |                                |      |        |       |                                |      |       |      |                                |      |       |      |                                |      |       |      |            |
| Period                    | A                              | B    | C      | D     | E                              | F    | G     | H    | I                              | J    | K     | L    | M                              | N    | O     | P    | TOTAL      |
| 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          |
| 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    | 10,811 | 0     | 0                              | 0    | 0     | 0    | 0                              | 0    | 0     | 0    | 5,405                          | 0    | 0     | 0    | 11         |
| 16:15-16:30               | 0                              | 0    | 6,486  | 1,081 | 0                              | 0    | 0     | 0    | 0                              | 0    | 1,081 | 0    | 4,324                          | 0    | 0     | 0    | 14         |
| 16:30-16:45               | 0                              | 0    | 11,892 | 0     | 0                              | 0    | 0     | 0    | 0                              | 0    | 0     | 0    | 2,162                          | 0    | 0     | 0    | 9          |
| 16:45-17:00               | 0                              | 0    | 3,243  | 0     | 0                              | 0    | 0     | 0    | 0                              | 0    | 1,081 | 0    | 4,324                          | 0    | 0     | 0    | 9          |
| 17:00-17:15               | 0                              | 0    | 0      | 0     | 0                              | 0    | 0     | 0    | 0                              | 0    | 0     | 0    | 0                              | 0    | 0     | 0    | 0          |
| 17:15-17:30               | 0                              | 0    | 0      | 0     | 0                              | 0    | 0     | 0    | 0                              | 0    | 0     | 0    | 0                              | 0    | 0     | 0    | 0          |
| 17:30-17:45               | 0                              | 0    | 0      | 0     | 0                              | 0    | 0     | 0    | 0                              | 0    | 0     | 0    | 0                              | 0    | 0     | 0    | 0          |
| 17:45-18:00               | 0                              | 0    | 0      | 0     | 0                              | 0    | 0     | 0    | 0                              | 0    | 0     | 0    | 0                              | 0    | 0     | 0    | 0          |

# Traffic Counts

2364 North 1450 East  
Lehi, UT 84043  
801.636.0891

## Intersection Turning Movement Summary

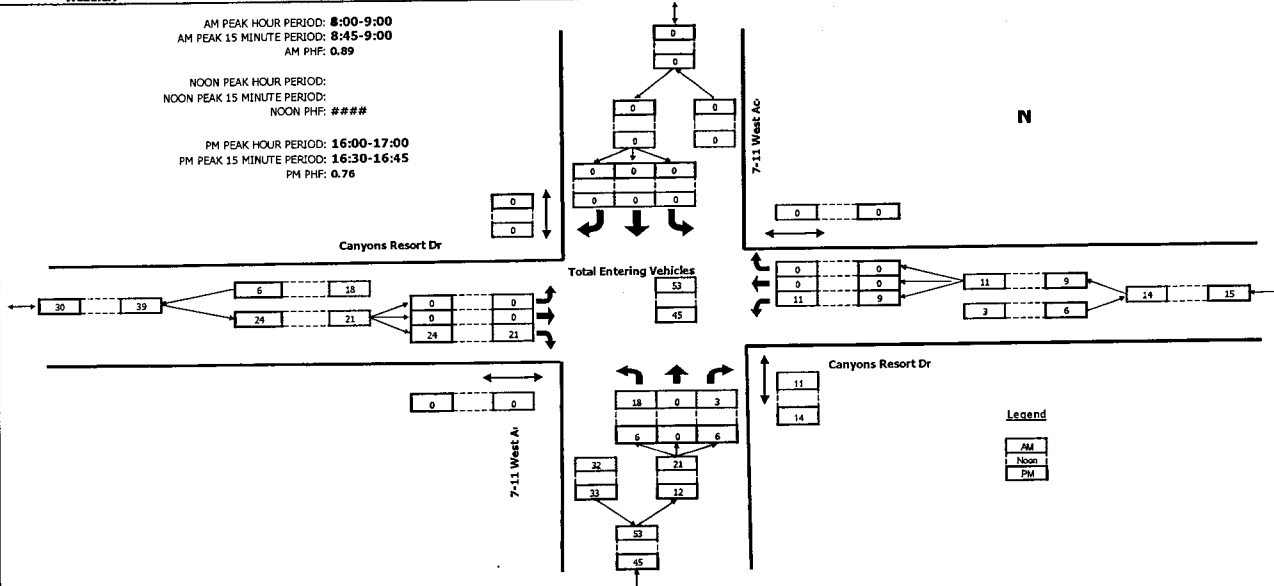
Intersection: 7-11 West Access / Canyons Resort Dr  
North/South: 7-11 West Access  
East/West: Canyons Resort Dr  
Jurisdiction: Summit County  
Project Title: The Canyons TR  
Project No: UT16-678  
Weather:

Date: 10-29-16, Sat  
Day of Week Adjustment: 100.0%  
Month of Year Adjustment: 92.5%  
Adjustment Station #: 0  
Growth Rate: 0.0%  
Number of Years: 0

AM PEAK HOUR PERIOD: 8:00-9:00  
AM PEAK 15 MINUTE PERIOD: 8:45-9:00  
AM PHF: 0.89

NOON PEAK HOUR PERIOD:  
NOON PEAK 15 MINUTE PERIOD:  
NOON PHF: ###

PM PEAK HOUR PERIOD: 16:00-17:00  
PM PEAK 15 MINUTE PERIOD: 16:30-16:45  
PM PHF: 0.76



| RAW<br>COUNT<br>SUMMARIES | 7-11 West Access<br>Northbound |      |        |        | 7-11 West Access<br>Southbound |      |       |      | Canyons Resort Dr<br>Eastbound |      |        |        | Canyons Resort Dr<br>Westbound |      |       |      |            |
|---------------------------|--------------------------------|------|--------|--------|--------------------------------|------|-------|------|--------------------------------|------|--------|--------|--------------------------------|------|-------|------|------------|
|                           | Left                           | Thru | Right  | Peds   | Left                           | Thru | Right | Peds | Left                           | Thru | Right  | Peds   | Left                           | Thru | Right | Peds |            |
| AM PERIOD COUNTS          |                                |      |        |        |                                |      |       |      |                                |      |        |        |                                |      |       |      |            |
| Period                    | A                              | B    | C      | D      | E                              | F    | G     | H    | I                              | J    | K      | L      | M                              | N    | O     | P    | TOTAL      |
| 7:00-7:15                 | 0                              | 0    | 0      | 0      | 0                              | 0    | 0     | 0    | 0                              | 0    | 0      | 0      | 0                              | 0    | 0     | 0    | 0          |
| 7:15-7:30                 | 0                              | 0    | 0      | 0      | 0                              | 0    | 0     | 0    | 0                              | 0    | 0      | 0      | 0                              | 0    | 0     | 0    | 0          |
| 7:30-7:45                 | 0                              | 0    | 0      | 0      | 0                              | 0    | 0     | 0    | 0                              | 0    | 0      | 0      | 0                              | 0    | 0     | 0    | 0          |
| 7:45-8:00                 | 0                              | 0    | 0      | 0      | 0                              | 0    | 0     | 0    | 0                              | 0    | 0      | 0      | 0                              | 0    | 0     | 0    | 0          |
| 8:00-8:15                 | 3                              | 0    | 1.0811 | 3.2432 | 0                              | 0    | 0     | 0    | 0                              | 0    | 7.5676 | 0      | 2.1622                         | 0    | 0     | 0    | 13.8108108 |
| 8:15-8:30                 | 8                              | 0    | 0      | 1.0811 | 0                              | 0    | 0     | 0    | 0                              | 0    | 5.4054 | 1.0811 | 0                              | 0    | 0     | 0    | 14.4864865 |
| 8:30-8:45                 | 4                              | 0    | 1.0811 | 4.3243 | 0                              | 0    | 0     | 0    | 0                              | 0    | 4.3243 | 0      | 0                              | 0    | 0     | 0    | 9.4054054  |
| 8:45-9:00                 | 3                              | 0    | 1.0811 | 3.2432 | 0                              | 0    | 0     | 0    | 0                              | 0    | 3.2432 | 0      | 7.5676                         | 0    | 0     | 0    | 14.8918919 |
| NOON PERIOD COUNTS        |                                |      |        |        |                                |      |       |      |                                |      |        |        |                                |      |       |      |            |
| Period                    | A                              | B    | C      | D      | E                              | F    | G     | H    | I                              | J    | K      | L      | M                              | N    | O     | P    | TOTAL      |
| 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          |
| 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      | 2.1622 | 0                              | 0    | 0     | 0    | 0                              | 0    | 6.4865 | 0      | 1.0811                         | 0    | 0     | 0    | 8          |
| 16:15-16:30               | 2                              | 0    | 1.0811 | 2.1622 | 0                              | 0    | 0     | 0    | 0                              | 0    | 6.4865 | 0      | 3.2432                         | 0    | 0     | 0    | 13         |
| 16:30-16:45               | 3                              | 0    | 4.3243 | 4.3243 | 0                              | 0    | 0     | 0    | 0                              | 0    | 4.3243 | 0      | 3.2432                         | 0    | 0     | 0    | 15         |
| 16:45-17:00               | 1                              | 0    | 1.0811 | 5.4054 | 0                              | 0    | 0     | 0    | 0                              | 0    | 6.4865 | 0      | 1.0811                         | 0    | 0     | 0    | 10         |
| 17:00-17:15               | 0                              | 0    | 0      | 0      | 0                              | 0    | 0     | 0    | 0                              | 0    | 0      | 0      | 0                              | 0    | 0     | 0    | 0          |
| 17:15-17:30               | 0                              | 0    | 0      | 0      | 0                              | 0    | 0     | 0    | 0                              | 0    | 0      | 0      | 0                              | 0    | 0     | 0    | 0          |
| 17:30-17:45               | 0                              | 0    | 0      | 0      | 0                              | 0    | 0     | 0    | 0                              | 0    | 0      | 0      | 0                              | 0    | 0     | 0    | 0          |
| 17:45-18:00               | 0                              | 0    | 0      | 0      | 0                              | 0    | 0     | 0    | 0                              | 0    | 0      | 0      | 0                              | 0    | 0     | 0    | 0          |

# Traffic Counts

2364 North 1450 East  
Lehi, UT 84043  
801.636.0891

## Intersection Turning Movement Summary

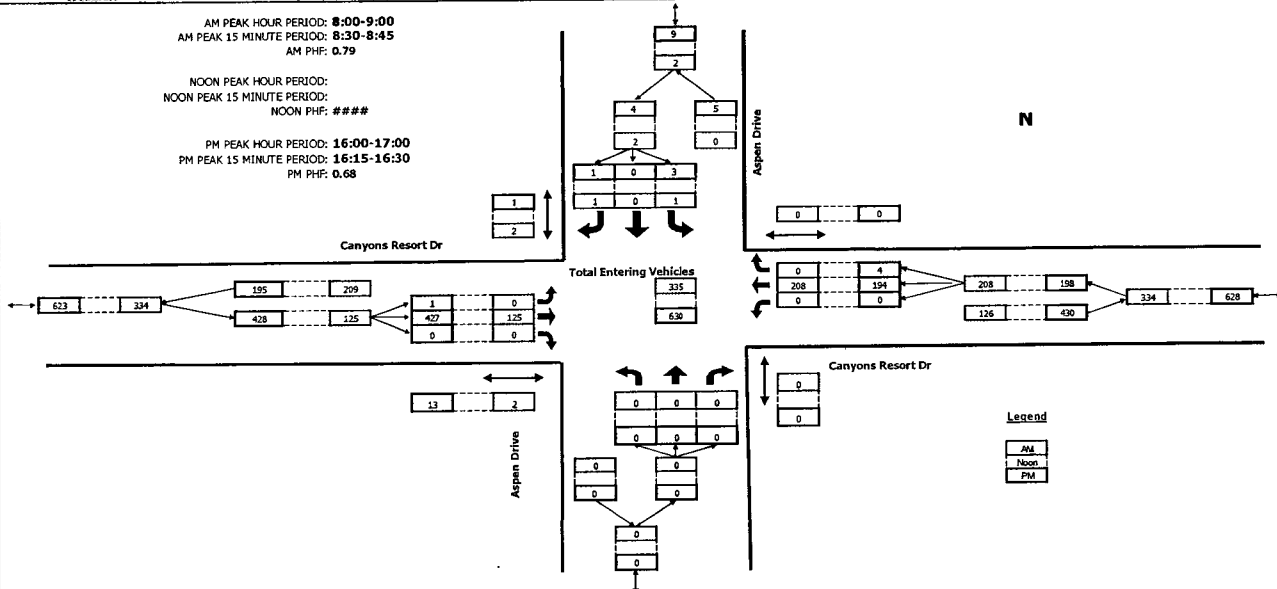
Intersection: Aspen Drive / Canyons Resort Dr  
North/South: Aspen Drive  
East/West: Canyons Resort Dr  
Jurisdiction: Summit County  
Project Title: The Canyons TS  
Project No: UT16-076  
Weather:

Date: 10-29-16, Sat  
Day of Week Adjustment: 100.0%  
Month of Year Adjustment: 92.5%  
Adjustment Station #: 0  
Growth Rate: 0.04%  
Number of Years: 0

AM PEAK HOUR PERIOD: 8:00-9:00  
AM PEAK 15 MINUTE PERIOD: 8:30-8:45  
AM PHF: 0.79

NOON PEAK HOUR PERIOD:  
NOON PEAK 15 MINUTE PERIOD:  
NOON PHF: ###

PM PEAK HOUR PERIOD: 16:00-17:00  
PM PEAK 15 MINUTE PERIOD: 16:15-16:30  
PM PHF: 0.68



| RAW<br>COUNT<br>SUMMARIES | Aspen Drive<br>Northbound |      |       |      | Aspen Drive<br>Southbound |      |        |        | Canyons Resort Dr<br>Eastbound |        |       |        | Canyons Resort Dr<br>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    | 0                         | 0    | 0      | 0      | 0                              | 0      | 0     | 0      | 0                              | 0      | 0      | 0    | 0          |
| 7:15-7:30                 | 0                         | 0    | 0     | 0    | 0                         | 0    | 0      | 0      | 0                              | 0      | 0     | 0      | 0                              | 0      | 0      | 0    | 0          |
| 7:30-7:45                 | 0                         | 0    | 0     | 0    | 0                         | 0    | 0      | 0      | 0                              | 0      | 0     | 0      | 0                              | 0      | 0      | 0    | 0          |
| 7:45-8:00                 | 0                         | 0    | 0     | 0    | 0                         | 0    | 0      | 0      | 0                              | 0      | 0     | 0      | 0                              | 0      | 0      | 0    | 0          |
| 8:00-8:15                 | 0                         | 0    | 0     | 0    | 0                         | 0    | 1.0811 | 0      | 0                              | 19.459 | 0     | 2.1622 | 0                              | 45.405 | 0      | 0    | 65.945945  |
| 8:15-8:30                 | 0                         | 0    | 0     | 0    | 0                         | 0    | 0      | 2.1622 | 0                              | 34.595 | 0     | 0      | 0                              | 48.649 | 0      | 0    | 83.243243  |
| 8:30-8:45                 | 0                         | 0    | 0     | 0    | 1.0811                    | 0    | 0      | 0      | 0                              | 33.514 | 0     | 0      | 0                              | 71.351 | 0      | 0    | 105.945946 |
| 8:45-9:00                 | 0                         | 0    | 0     | 0    | 0                         | 0    | 0      | 0      | 0                              | 37.838 | 0     | 0      | 0                              | 42.162 | 0      | 0    | 80         |
| NOON PERIOD COUNTS        |                           |      |       |      |                           |      |        |        |                                |        |       |        |                                |        |        |      |            |
| Period                    | A                         | B    | C     | D    | E                         | F    | G      | H      | I                              | J      | K     | L      | M                              | N      | O      | P    | TOTAL      |
| 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          |
| 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    | 0                         | 0    | 1.0811 | 1.0811 | 1.0811                         | 55.135 | 0     | 3.2432 | 0                              | 42.162 | 1.0811 | 0    | 101        |
| 16:15-16:30               | 0                         | 0    | 0     | 0    | 1.0811                    | 0    | 0      | 0      | 0                              | 188.11 | 0     | 2.1622 | 0                              | 40     | 1.0811 | 0    | 230        |
| 16:30-16:45               | 0                         | 0    | 0     | 0    | 1.0811                    | 0    | 0      | 0      | 0                              | 114.59 | 0     | 2.1622 | 0                              | 52.973 | 2.1622 | 0    | 171        |
| 16:45-17:00               | 0                         | 0    | 0     | 0    | 1.0811                    | 0    | 0      | 0      | 0                              | 69.189 | 0     | 5.4054 | 0                              | 58.378 | 0      | 0    | 129        |
| 17:00-17:15               | 0                         | 0    | 0     | 0    | 0                         | 0    | 0      | 0      | 0                              | 0      | 0     | 0      | 0                              | 0      | 0      | 0    | 0          |
| 17:15-17:30               | 0                         | 0    | 0     | 0    | 0                         | 0    | 0      | 0      | 0                              | 0      | 0     | 0      | 0                              | 0      | 0      | 0    | 0          |
| 17:30-17:45               | 0                         | 0    | 0     | 0    | 0                         | 0    | 0      | 0      | 0                              | 0      | 0     | 0      | 0                              | 0      | 0      | 0    | 0          |
| 17:45-18:00               | 0                         | 0    | 0     | 0    | 0                         | 0    | 0      | 0      | 0                              | 0      | 0     | 0      | 0                              | 0      | 0      | 0    | 0          |



# TrafficCounts

2364 North 1450 East  
Lehi, UT 84043  
801.636.0891

## Intersection Turning Movement Summary

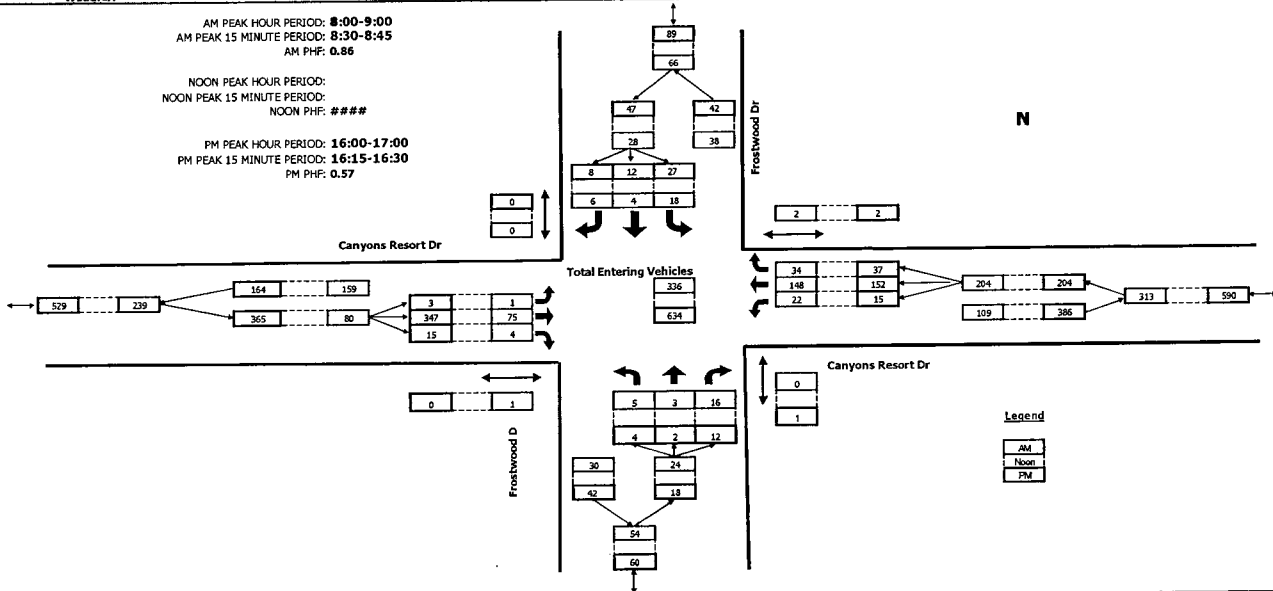
Intersection: Frostwood Drive / Canyons Resort Dr  
North/South: Frostwood Drive  
East/West: Canyons Resort Dr  
Jurisdiction: Summit County  
Project Title: The Canyons TS  
Project No: UT16-878  
Weather:

Date: 10-29-16, Sat  
Day of Week Adjustment: 100.0%  
Month of Year Adjustment: 92.5%  
Adjustment Station #: 0  
Growth Rate: 0.0%  
Number of Years: 0

AM PEAK HOUR PERIOD: 8:00-9:00  
AM PEAK 15 MINUTE PERIOD: 8:30-8:45  
AM PHF: 0.86

NOON PEAK HOUR PERIOD:  
NOON PEAK 15 MINUTE PERIOD:  
NOON PHF: ###

PM PEAK HOUR PERIOD: 16:00-17:00  
PM PEAK 15 MINUTE PERIOD: 16:15-16:30  
PM PHF: 0.57



| RAW<br>COUNT<br>SUMMARIES | Frostwood Drive<br>Northbound |       |       |       | Frostwood Drive<br>Southbound |       |       |      | Canyons Resort Dr<br>Eastbound |        |       |       | Canyons Resort Dr<br>Westbound |        |        |       |        |
|---------------------------|-------------------------------|-------|-------|-------|-------------------------------|-------|-------|------|--------------------------------|--------|-------|-------|--------------------------------|--------|--------|-------|--------|
|                           | Left                          | Thru  | Right | Peds  | Left                          | Thru  | Right | Peds | Left                           | Thru   | Right | Peds  | Left                           | Thru   | Right  | Peds  |        |
| AM PERIOD COUNTS          |                               |       |       |       |                               |       |       |      |                                |        |       |       |                                |        |        |       |        |
| Period                    | A                             | B     | C     | D     | E                             | F     | G     | H    | I                              | J      | K     | L     | M                              | N      | O      | P     | TOTAL  |
| 7:00-7:15                 | 0                             | 0     | 0     | 0     | 0                             | 0     | 0     | 0    | 0                              | 0      | 0     | 0     | 0                              | 0      | 0      | 0     | 0      |
| 7:15-7:30                 | 0                             | 0     | 0     | 0     | 0                             | 0     | 0     | 0    | 0                              | 0      | 0     | 0     | 0                              | 0      | 0      | 0     | 0      |
| 7:30-7:45                 | 0                             | 0     | 0     | 0     | 0                             | 0     | 0     | 0    | 0                              | 0      | 0     | 0     | 0                              | 0      | 0      | 0     | 0      |
| 7:45-8:00                 | 0                             | 0     | 0     | 0     | 0                             | 0     | 0     | 0    | 0                              | 0      | 0     | 0     | 0                              | 0      | 0      | 0     | 0      |
| 8:00-8:15                 | 0                             | 2,162 | 1,081 | 0     | 2,162                         | 1,081 | 2,162 | 0    | 0                              | 20,541 | 2,162 | 0     | 4,324                          | 28,108 | 11,892 | 1,081 | 75,675 |
| 8:15-8:30                 | 1                             | 0     | 3,243 | 0     | 4,324                         | 0     | 1,081 | 0    | 0                              | 10,811 | 0     | 0     | 6,486                          | 37,838 | 7,567  | 0     | 72,351 |
| 8:30-8:45                 | 0                             | 0     | 6,486 | 0     | 6,486                         | 2,162 | 2,162 | 0    | 0                              | 18,378 | 0     | 1,081 | 4,324                          | 47,568 | 9,729  | 1,081 | 97,297 |
| 8:45-9:00                 | 4                             | 1,081 | 5,405 | 0     | 5,405                         | 1,081 | 1,081 | 0    | 1,081                          | 24,865 | 2,162 | 0     | 6,486                          | 34,595 | 4,324  | 0     | 91,567 |
| NOON PERIOD COUNTS        |                               |       |       |       |                               |       |       |      |                                |        |       |       |                                |        |        |       |        |
| Period                    | A                             | B     | C     | D     | E                             | F     | G     | H    | I                              | J      | K     | L     | M                              | N      | O      | P     | TOTAL  |
| 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      |
| 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               | 1                             | 1,081 | 5,405 | 0     | 3,243                         | 4,324 | 0     | 0    | 2,162                          | 36,757 | 2,162 | 0     | 2,162                          | 34,595 | 5,405  | 1,081 | 98     |
| 16:15-16:30               | 3                             | 0     | 1,081 | 0     | 14,054                        | 2,162 | 3,243 | 0    | 0                              | 203,24 | 6,486 | 0     | 4,324                          | 34,595 | 7,567  | 1,081 | 280    |
| 16:30-16:45               | 0                             | 0     | 1,081 | 0     | 3,243                         | 0     | 1,081 | 0    | 1,081                          | 57,297 | 2,162 | 0     | 3,243                          | 43,243 | 7,567  | 0     | 120    |
| 16:45-17:00               | 0                             | 1,081 | 4,324 | 1,081 | 6,486                         | 5,405 | 3,243 | 0    | 0                              | 49,73  | 4,324 | 0     | 5,405                          | 40     | 16,215 | 0     | 136    |
| 17:00-17:15               | 0                             | 0     | 0     | 0     | 0                             | 0     | 0     | 0    | 0                              | 0      | 0     | 0     | 0                              | 0      | 0      | 0     | 0      |
| 17:15-17:30               | 0                             | 0     | 0     | 0     | 0                             | 0     | 0     | 0    | 0                              | 0      | 0     | 0     | 0                              | 0      | 0      | 0     | 0      |
| 17:30-17:45               | 0                             | 0     | 0     | 0     | 0                             | 0     | 0     | 0    | 0                              | 0      | 0     | 0     | 0                              | 0      | 0      | 0     | 0      |
| 17:45-18:00               | 0                             | 0     | 0     | 0     | 0                             | 0     | 0     | 0    | 0                              | 0      | 0     | 0     | 0                              | 0      | 0      | 0     | 0      |

# Traffic Counts

2364 North 1450 East  
Lehi, UT 84043  
801.636.0891

## Intersection Turning Movement Summary

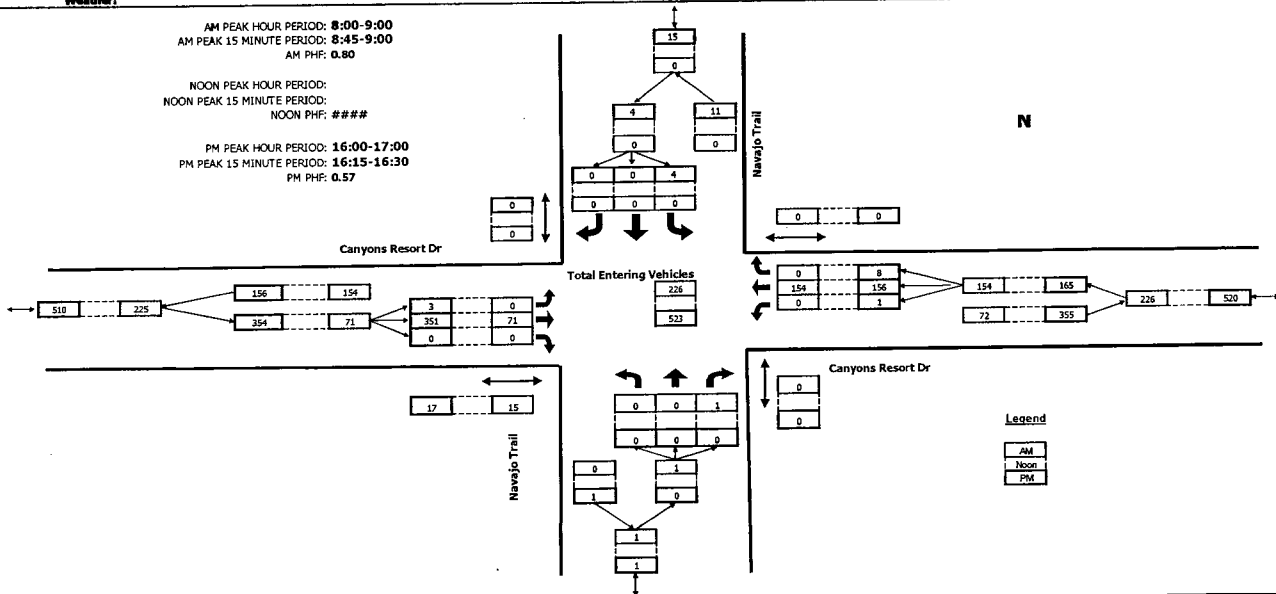
Intersection: Navajo Trail / Canyons Resort Dr  
North/South: Navajo Trail  
East/West: Canyons Resort Dr  
Jurisdiction: Summit County  
Project Title: The Canyons TS  
Project No: UT16-876  
Weather:

Date: 10-20-16, Sat  
Day of Week Adjustment: 100.0%  
Month of Year Adjustment: 92.5%  
Adjustment Station #: 0  
Growth Rate: 0.0%  
Number of Years: 0

AM PEAK HOUR PERIOD: 8:00-9:00  
AM PEAK 15 MINUTE PERIOD: 8:45-9:00  
AM PHF: 0.80

NOON PEAK HOUR PERIOD:  
NOON PEAK 15 MINUTE PERIOD:  
NOON PHF: ###

PM PEAK HOUR PERIOD: 16:00-17:00  
PM PEAK 15 MINUTE PERIOD: 16:15-16:30  
PM PHF: 0.57



| RAW<br>COUNT<br>SUMMARIES | Navajo Trail<br>Northbound |      |        |      | Navajo Trail<br>Southbound |      |       |      | Canyons Resort Dr<br>Eastbound |        |       |        | Canyons Resort Dr<br>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    | 0                          | 0    | 0     | 0    | 0                              | 0      | 0     | 0      | 0                              | 0      | 0      | 0    | 0         |
| 7:15-7:30                 | 0                          | 0    | 0      | 0    | 0                          | 0    | 0     | 0    | 0                              | 0      | 0     | 0      | 0                              | 0      | 0      | 0    | 0         |
| 7:30-7:45                 | 0                          | 0    | 0      | 0    | 0                          | 0    | 0     | 0    | 0                              | 0      | 0     | 0      | 0                              | 0      | 0      | 0    | 0         |
| 7:45-8:00                 | 0                          | 0    | 0      | 0    | 0                          | 0    | 0     | 0    | 0                              | 0      | 0     | 0      | 0                              | 0      | 0      | 0    | 0         |
| 8:00-8:15                 | 0                          | 0    | 0      | 0    | 0                          | 0    | 0     | 0    | 0                              | 18.378 | 0     | 1.0811 | 0                              | 29.189 | 0      | 0    | 47.567567 |
| 8:15-8:30                 | 0                          | 0    | 0      | 0    | 0                          | 0    | 0     | 0    | 0                              | 10.811 | 0     | 4.3243 | 0                              | 36.757 | 0      | 0    | 47.567567 |
| 8:30-8:45                 | 0                          | 0    | 0      | 0    | 0                          | 0    | 0     | 0    | 0                              | 16.216 | 0     | 4.3243 | 0                              | 44.324 | 0      | 0    | 60.540540 |
| 8:45-9:00                 | 0                          | 0    | 1.0811 | 0    | 0                          | 0    | 0     | 0    | 0                              | 25.946 | 0     | 5.4054 | 0                              | 43.243 | 0      | 0    | 70.270270 |
| NOON PERIOD COUNTS        |                            |      |        |      |                            |      |       |      |                                |        |       |        |                                |        |        |      |           |
| Period                    | A                          | B    | C      | D    | E                          | F    | G     | H    | I                              | J      | K     | L      | M                              | N      | O      | P    | TOTAL     |
| 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         |
| 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    | 0                          | 0    | 0     | 0    | 2.1622                         | 77.838 | 0     | 1.0811 | 0                              | 36.757 | 1.0811 | 0    | 118       |
| 16:15-16:30               | 0                          | 0    | 0      | 0    | 0                          | 0    | 0     | 0    | 0                              | 187.03 | 0     | 8.6466 | 1.0811                         | 38.919 | 1.0811 | 0    | 228       |
| 16:30-16:45               | 0                          | 0    | 0      | 0    | 4.3243                     | 0    | 0     | 0    | 1.0811                         | 45.405 | 0     | 5.4054 | 0                              | 32.432 | 2.2432 | 0    | 86        |
| 16:45-17:00               | 0                          | 0    | 0      | 0    | 0                          | 0    | 0     | 0    | 0                              | 41.081 | 0     | 2.1622 | 0                              | 47.568 | 2.1622 | 0    | 91        |
| 17:00-17:15               | 0                          | 0    | 0      | 0    | 0                          | 0    | 0     | 0    | 0                              | 0      | 0     | 0      | 0                              | 0      | 0      | 0    | 0         |
| 17:15-17:30               | 0                          | 0    | 0      | 0    | 0                          | 0    | 0     | 0    | 0                              | 0      | 0     | 0      | 0                              | 0      | 0      | 0    | 0         |
| 17:30-17:45               | 0                          | 0    | 0      | 0    | 0                          | 0    | 0     | 0    | 0                              | 0      | 0     | 0      | 0                              | 0      | 0      | 0    | 0         |
| 17:45-18:00               | 0                          | 0    | 0      | 0    | 0                          | 0    | 0     | 0    | 0                              | 0      | 0     | 0      | 0                              | 0      | 0      | 0    | 0         |

# TrafficCounts

2364 North 1450 East  
Lehi, UT 84043  
801.636.0891

## Intersection Turning Movement Summary

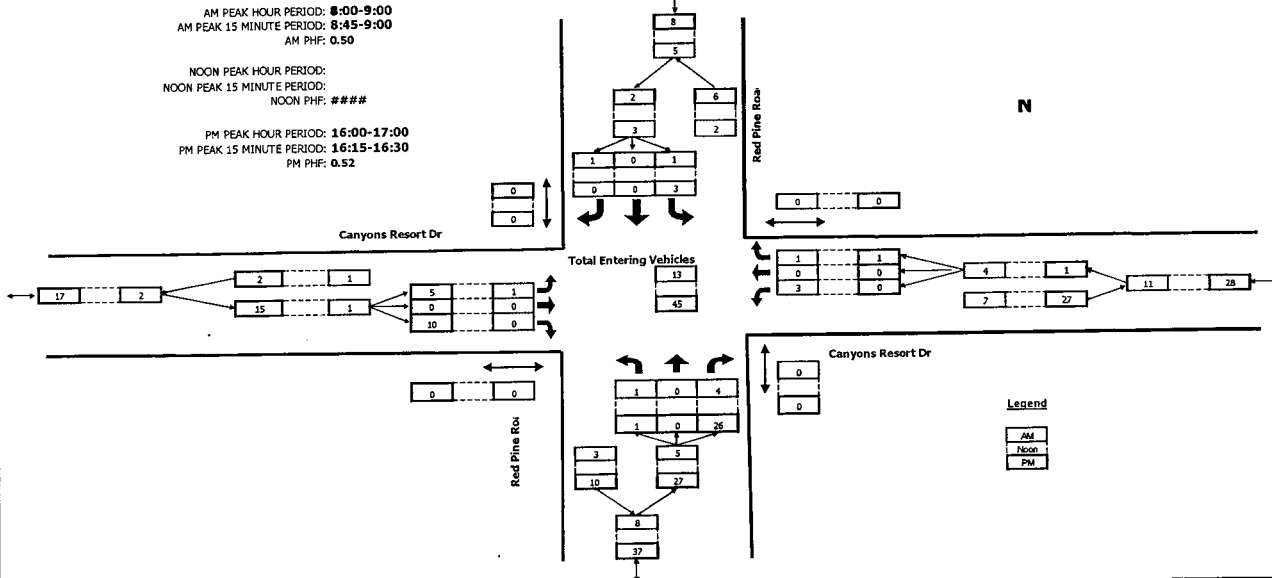
Intersections: Red Pine Road / Canyons Resort Dr  
North/South: Red Pine Road  
East/West: Canyons Resort Dr  
Jurisdiction: Summit County  
Project Title: The Canyons TS  
Project No: UT16-076  
Weather:

Date: 10-29-16, Sat  
Day of Week Adjustment: 100.0%  
Month of Year Adjustment: 92.5%  
Adjustment Station #: 0  
Growth Rate: 0.0%  
Number of Years: 0

AM PEAK HOUR PERIOD: 8:00-9:00  
AM PEAK 15 MINUTE PERIOD: 8:45-9:00  
AM PHF: 0.50

NOON PEAK HOUR PERIOD:  
NOON PEAK 15 MINUTE PERIOD:  
NOON PHF: #####

PM PEAK HOUR PERIOD: 16:00-17:00  
PM PEAK 15 MINUTE PERIOD: 16:15-16:30  
PM PHF: 0.52



| RAW<br>COUNT<br>SUMMARIES | Red Pine Road<br>Northbound |      |        |      | Red Pine Road<br>Southbound |      |       |      | Canyons Resort Dr<br>Eastbound |      |       |      | Canyons Resort Dr<br>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    | 0                           | 0    | 0     | 0    | 0                              | 0    | 0     | 0    | 0                              | 0    | 0     | 0    | 0     |
| 7:15-7:30                 | 0                           | 0    | 0      | 0    | 0                           | 0    | 0     | 0    | 0                              | 0    | 0     | 0    | 0                              | 0    | 0     | 0    | 0     |
| 7:30-7:45                 | 0                           | 0    | 0      | 0    | 0                           | 0    | 0     | 0    | 0                              | 0    | 0     | 0    | 0                              | 0    | 0     | 0    | 0     |
| 7:45-8:00                 | 0                           | 0    | 0      | 0    | 0                           | 0    | 0     | 0    | 0                              | 0    | 0     | 0    | 1,081                          | 0    | 0     | 0    | 3,243 |
| 8:00-8:15                 | 0                           | 0    | 1,081  | 0    | 1,081                       | 0    | 0     | 0    | 0                              | 0    | 0     | 0    | 1,081                          | 0    | 0     | 0    | 4,243 |
| 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                 | 1                           | 0    | 2,162  | 0    | 1,081                       | 0    | 0     | 0    | 0                              | 0    | 0     | 0    | 2,162                          | 0    | 1,081 | 0    | 6,486 |
| 8:45-9:00                 | 0                           | 0    | 1,081  | 0    | 1,081                       | 0    | 0     | 0    | 1,081                          | 0    | 0     | 0    | 2,162                          | 0    | 1,081 | 0    | 6,486 |
| NOON PERIOD COUNTS        |                             |      |        |      |                             |      |       |      |                                |      |       |      |                                |      |       |      |       |
| Period                    | A                           | B    | C      | D    | E                           | F    | G     | H    | I                              | J    | K     | L    | M                              | N    | O     | P    | TOTAL |
| 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     |
| 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               | 1                           | 0    | 1,081  | 0    | 0                           | 0    | 0     | 0    | 2,162                          | 0    | 4,324 | 0    | 0                              | 0    | 0     | 0    | 9     |
| 16:15-16:30               | 0                           | 0    | 17,297 | 0    | 0                           | 0    | 0     | 0    | 0                              | 0    | 3,243 | 0    | 0                              | 0    | 1,081 | 0    | 22    |
| 16:30-16:45               | 0                           | 0    | 4,324  | 0    | 0                           | 0    | 0     | 0    | 1,081                          | 0    | 2,162 | 0    | 0                              | 0    | 0     | 0    | 8     |
| 16:45-17:00               | 0                           | 0    | 3,243  | 0    | 1,081                       | 0    | 1,081 | 0    | 2,162                          | 0    | 0     | 0    | 0                              | 0    | 0     | 0    | 8     |
| 17:00-17:15               | 0                           | 0    | 0      | 0    | 0                           | 0    | 0     | 0    | 0                              | 0    | 0     | 0    | 0                              | 0    | 0     | 0    | 0     |
| 17:15-17:30               | 0                           | 0    | 0      | 0    | 0                           | 0    | 0     | 0    | 0                              | 0    | 0     | 0    | 0                              | 0    | 0     | 0    | 0     |
| 17:30-17:45               | 0                           | 0    | 0      | 0    | 0                           | 0    | 0     | 0    | 0                              | 0    | 0     | 0    | 0                              | 0    | 0     | 0    | 0     |
| 17:45-18:00               | 0                           | 0    | 0      | 0    | 0                           | 0    | 0     | 0    | 0                              | 0    | 0     | 0    | 0                              | 0    | 0     | 0    | 0     |

# Traffic Counts

2364 North 1450 East  
Lehi, UT 84043  
801.636.0891

## Intersection Turning Movement Summary

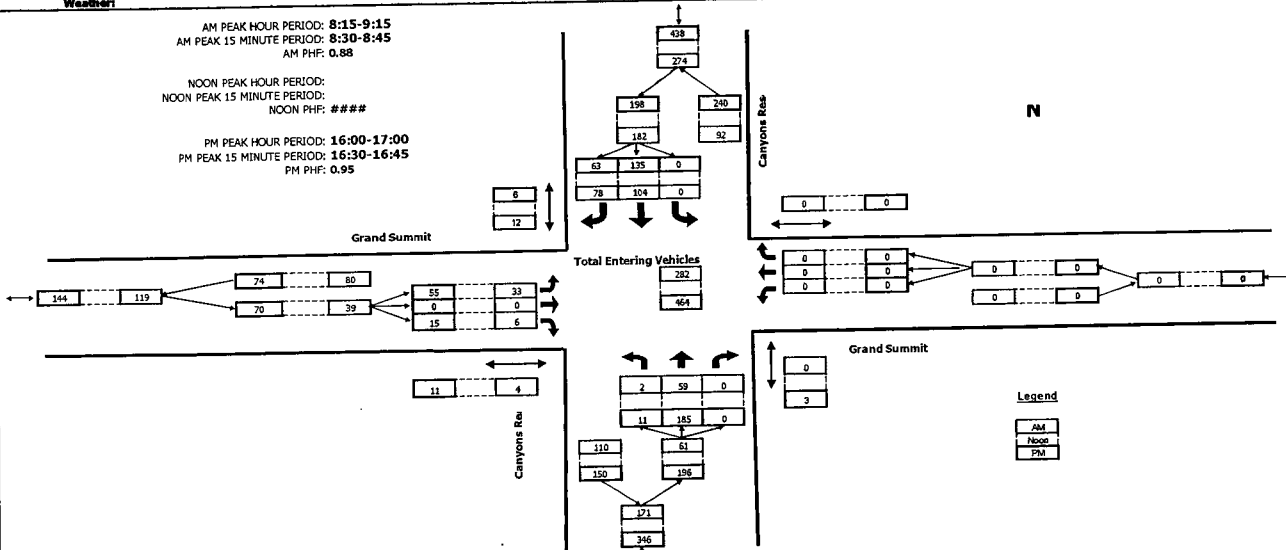
Intersection: Canyons Resort Drive / Grand Summit  
North/South: Canyons Resort Drive  
East/West: Grand Summit  
Jurisdiction: Summit County  
Project Title: Summit County - The Canyons TS  
Project No: UT16-878  
Weather:

Date: 4-2-16, Sat  
Day of Week Adjustment: 100.0%  
Month of Year Adjustment: 108.2%  
Adjustment Station #: 605  
Growth Rate: 0.0%  
Number of Years: 0

AM PEAK HOUR PERIOD: 8:15-9:15  
AM PEAK 15 MINUTE PERIOD: 8:30-8:45  
AM PHF: 0.88

NOON PEAK HOUR PERIOD:  
NOON PEAK 15 MINUTE PERIOD:  
NOON PHF: #####

PM PEAK HOUR PERIOD: 16:00-17:00  
PM PEAK 15 MINUTE PERIOD: 16:30-16:45  
PM PHF: 0.95



| RAW COUNTY SUMMARIES | Canyons Resort Drive Northbound |         |       |        | Canyons Resort Drive Southbound |        |        |        | Grand Summit Eastbound |      |        |        | Grand Summit 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                               | 10.1664 | 0     | 0      | 0                               | 34.196 | 8.3179 | 0      | 5.5453                 | 0    | 2.7726 | 0      | 0                      | 0    | 0     | 0    | 61.998151 |
| 8:15-8:30            | 0                               | 12.939  | 0     | 0      | 0                               | 39.741 | 13.863 | 5.5453 | 2.7726                 | 0    | 1.8484 | 0      | 0                      | 0    | 0     | 0    | 80.482439 |
| 8:30-8:45            | 0                               | 14.7874 | 0     | 0      | 0                               | 31.423 | 18.484 | 1.8484 | 14.787                 | 0    | 0      | 0      | 0                      | 0    | 0     | 0    | 61.998151 |
| 8:45-9:00            | 1                               | 7.39372 | 0     | 0      | 0                               | 16.636 | 24.03  | 0.9242 | 11.091                 | 0    | 1.8484 | 3.6969 | 0                      | 0    | 0     | 0    | 68.391866 |
| 9:00-9:15            | 0                               | 24.0296 | 0     | 0      | 0                               | 16.636 | 21.257 | 3.6969 | 4.6211                 | 0    | 1.8484 | 0      | 0                      | 0    | 0     | 0    | 59.301293 |
| 9:15-9:30            | 2                               | 11.0906 | 0     | 0      | 0                               | 17.56  | 12.939 | 1.8484 | 12.939                 | 0    | 2.7726 | 0      | 0                      | 0    | 0     | 0    | 68.619223 |
| 9:30-9:45            | 3                               | 21.2569 | 0     | 0      | 0                               | 30.499 | 5.5453 | 4.6211 | 4.6211                 | 0    | 3.6969 | 1.8484 | 0                      | 0    | 0     | 0    | 65.846580 |
| 9:45-10:00           | 3                               | 21.2569 | 0     | 0      | 0                               | 22.181 | 8.3179 | 2.7726 | 11.091                 | 0    | 0      | 0      | 0                      | 0    | 0     | 0    | 65.846580 |
| NOON PERIOD COUNTS   |                                 |         |       |        |                                 |        |        |        |                        |      |        |        |                        |      |       |      |           |
| Period               | A                               | B       | C     | D      | E                               | F      | G      | H      | I                      | J    | K      | L      | M                      | N    | O     | P    | TOTAL     |
| 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         |
| 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          | 1                               | 20.3327 | 0     | 0      | 0                               | 21.257 | 20.333 | 1.8484 | 18.484                 | 0    | 3.6969 | 0.9242 | 0                      | 0    | 0     | 0    | 85        |
| 15:15-15:30          | 5                               | 28.6506 | 0     | 0      | 0                               | 21.257 | 20.333 | 8.3179 | 16.636                 | 0    | 2.7726 | 0      | 0                      | 0    | 0     | 0    | 95        |
| 15:30-15:45          | 1                               | 32.3475 | 0     | 0      | 0                               | 18.484 | 13.863 | 0      | 9.2421                 | 0    | 4.6211 | 0.9242 | 0                      | 0    | 0     | 0    | 80        |
| 15:45-16:00          | 2                               | 36.9686 | 0     | 0      | 0                               | 31.423 | 18.484 | 0      | 9.2421                 | 0    | 4.6211 | 2.7726 | 0                      | 0    | 0     | 0    | 103       |
| 16:00-16:15          | 2                               | 34.1959 | 0     | 0      | 0                               | 36.044 | 20.333 | 4.6211 | 21.257                 | 0    | 2.7726 | 0.9242 | 0                      | 0    | 0     | 0    | 117       |
| 16:15-16:30          | 1                               | 49.9076 | 0     | 1.8484 | 0                               | 28.651 | 18.484 | 0      | 14.787                 | 0    | 1.8484 | 0      | 0                      | 0    | 0     | 0    | 115       |
| 16:30-16:45          | 2                               | 48.9834 | 0     | 0      | 0                               | 45.287 | 12.939 | 0.9242 | 9.2421                 | 0    | 3.6969 | 10.166 | 0                      | 0    | 0     | 0    | 122       |
| 16:45-17:00          | 6                               | 51.756  | 0     | 0.9242 | 0                               | 24.954 | 11.091 | 0      | 10.166                 | 0    | 6.4695 | 0      | 0                      | 0    | 0     | 0    | 110       |

# Traffic Counts

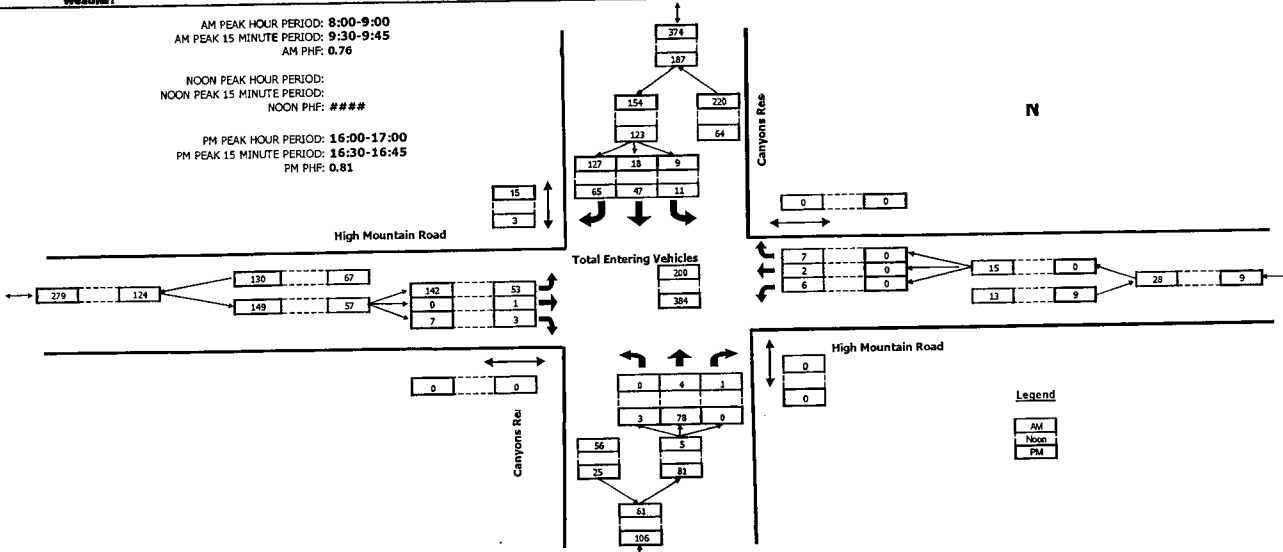
2364 North 1450 East  
Lehi, UT 84043  
801.636.0891

## Intersection Turning Movement Summary

Intersection: Canyons Resort Drive / High Mountain Road  
North/South: Canyons Resort Drive  
East/West: High Mountain Road  
Jurisdiction: Summit County  
Project Title: Summit County - The Canyons TS  
Project No: UT16-878  
Weather:

Date: 4-2-16, Sat  
Day of Week Adjustment: 100.0%  
Month of Year Adjustment: 108.2%  
Adjustment Station #: 605  
Growth Rate: 0.0%  
Number of Years: 0

AM PEAK HOUR PERIOD: 8:00-9:00  
AM PEAK 15 MINUTE PERIOD: 9:30-9:45  
AM PHF: 0.76  
  
NOON PEAK HOUR PERIOD:  
NOON PEAK 15 MINUTE PERIOD:  
NOON PHF: ###  
  
PM PEAK HOUR PERIOD: 16:00-17:00  
PM PEAK 15 MINUTE PERIOD: 16:30-16:45  
PM PHF: 0.81



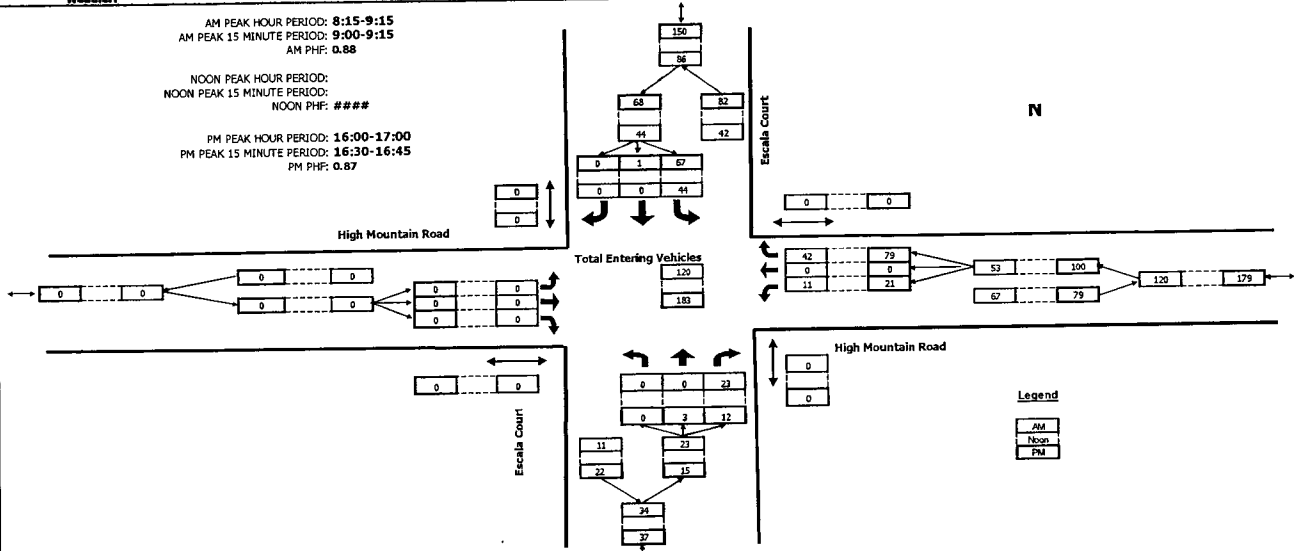
| RAW<br>COUNT<br>SUMMARIES | Canyons Resort Drive<br>Northbound |         |        |      | Canyons Resort Drive<br>Southbound |        |        |        | High Mountain Road<br>Eastbound |        |        |      | High Mountain Road<br>Westbound |        |        |      | TOTAL     |
|---------------------------|------------------------------------|---------|--------|------|------------------------------------|--------|--------|--------|---------------------------------|--------|--------|------|---------------------------------|--------|--------|------|-----------|
|                           | Left                               | Thru    | Right  | Peds | Left                               | Thru   | Right  | Peds   | Left                            | Thru   | Right  | Peds | Left                            | Thru   | Right  | Peds |           |
| AM PERIOD COUNTS          |                                    |         |        |      |                                    |        |        |        |                                 |        |        |      |                                 |        |        |      |           |
| Period                    | A                                  | B       | C      | D    | E                                  | F      | G      | H      | I                               | J      | K      | L    | M                               | N      | O      | P    | TOTAL     |
| 8:00-8:15                 | 0                                  | 0       | 0      | 0    | 5.5453                             | 7.3937 | 10.166 | 0      | 11.091                          | 0.9242 | 1.8484 | 0    | 5.5453                          | 1.8484 | 7.3937 | 0    | 51.756007 |
| 8:15-8:30                 | 0                                  | 1.84843 | 0.9242 | 0    | 2.7726                             | 22.181 | 20.333 | 0      | 14.787                          | 0      | 0.9242 | 0    | 0                               | 0      | 0      | 0    | 63.770794 |
| 8:30-8:45                 | 0                                  | 0.92421 | 0      | 0    | 1.8484                             | 10.166 | 19.409 | 1.8484 | 12.939                          | 0      | 0      | 0    | 0                               | 0      | 0      | 0    | 45.286506 |
| 8:45-9:00                 | 0                                  | 0.92421 | 0      | 0    | 0.9242                             | 7.3937 | 14.787 | 0.9242 | 13.863                          | 0      | 0      | 0    | 0                               | 0      | 0      | 0    | 37.892791 |
| 9:00-9:15                 | 0                                  | 0.92421 | 0      | 0    | 0.9242                             | 0.9242 | 16.636 | 0      | 20.333                          | 0      | 0      | 0    | 0                               | 0      | 0      | 0    | 39.24122  |
| 9:15-9:30                 | 1                                  | 2.77264 | 0      | 0    | 1.8484                             | 5.5453 | 11.091 | 3.6969 | 12.939                          | 0      | 1.8484 | 0    | 0                               | 0      | 0      | 0    | 65.770794 |
| 9:30-9:45                 | 2                                  | 3.69686 | 2.7726 | 0    | 3.6969                             | 7.3937 | 24.954 | 1.8484 | 20.333                          | 0      | 0.9242 | 0    | 0                               | 0      | 0      | 0    | 49.907578 |
| 9:45-10:00                | 0                                  | 3.69686 | 0      | 0    | 3.6969                             | 3.6969 | 16.636 | 1.8484 | 20.333                          | 0.9242 | 0.9242 | 0    | 0                               | 0      | 0      | 0    |           |
| NOON PERIOD COUNTS        |                                    |         |        |      |                                    |        |        |        |                                 |        |        |      |                                 |        |        |      |           |
| Period                    | A                                  | B       | C      | D    | E                                  | F      | G      | H      | I                               | J      | K      | L    | M                               | N      | O      | P    | TOTAL     |
| 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         |
| 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                                  | 2.77264 | 0      | 0    | 5.5453                             | 2.7726 | 25.878 | 0      | 22.181                          | 0      | 0      | 0    | 0                               | 0      | 0      | 0    | 59        |
| 15:15-15:30               | 1                                  | 6.4695  | 0      | 0    | 7.3937                             | 5.5453 | 20.333 | 5.5453 | 25.878                          | 0      | 0      | 0    | 0                               | 0      | 0      | 0    | 67        |
| 15:30-15:45               | 1                                  | 14.7874 | 0      | 0    | 0.9242                             | 5.5453 | 16.636 | 0      | 24.954                          | 0      | 0.9242 | 0    | 0                               | 0      | 0      | 0    | 65        |
| 15:45-16:00               | 0                                  | 12.939  | 0      | 0    | 0.9242                             | 6.4695 | 29.575 | 2.7726 | 21.257                          | 0      | 1.8484 | 0    | 0                               | 0      | 0      | 0    | 73        |
| 16:00-16:15               | 1                                  | 9.24214 | 0      | 0    | 2.7726                             | 3.6969 | 33.272 | 1.8484 | 27.726                          | 0      | 0.9242 | 0    | 0                               | 0      | 0      | 0    | 79        |
| 16:15-16:30               | 1                                  | 16.6359 | 0      | 0    | 3.6969                             | 8.3179 | 23.105 | 0.9242 | 37.893                          | 0      | 2.7726 | 0    | 0                               | 0      | 0      | 0    | 93        |
| 16:30-16:45               | 1                                  | 27.7264 | 0      | 0    | 0.9242                             | 3.6969 | 43.438 | 5.5453 | 39.741                          | 0      | 1.8484 | 0    | 0                               | 0      | 0      | 0    | 118       |
| 16:45-17:00               | 0                                  | 24.0296 | 0      | 0    | 1.8484                             | 2.7726 | 26.802 | 6.4695 | 36.969                          | 0      | 1.8484 | 0    | 0                               | 0      | 0      | 0    | 94        |

## Intersection Turning Movement Summary

Intersection: Escala Court / High Mountain Road  
North/South: Escala Court  
East/West: High Mountain Road  
Jurisdiction: Summit County  
Project Title: Summit County - The Canyons TS  
Project No: UT16-878  
Weather:

Date: 4-2-16, Sat  
Day of Week Adjustment: 100.0%  
Month of Year Adjustment: 106.2%  
Adjustment Station #: 605  
Growth Rate: 0.0%  
Number of Years: 0

AM PEAK HOUR PERIOD: 8:15-9:15  
AM PEAK 15 MINUTE PERIOD: 9:00-9:15  
AM PHF: 0.88  
  
NOON PEAK HOUR PERIOD:  
NOON PEAK 15 MINUTE PERIOD:  
NOON PHF: #####  
  
PM PEAK HOUR PERIOD: 16:00-17:00  
PM PEAK 15 MINUTE PERIOD: 16:30-16:45  
PM PHF: 0.87



| RAW COUNT SUMMARIES       | Escala Court Northbound |         |        |      | Escala Court Southbound |        |       |       | High Mountain Road Eastbound |      |       |      | High Mountain Road Westbound |      |        |      |
|---------------------------|-------------------------|---------|--------|------|-------------------------|--------|-------|-------|------------------------------|------|-------|------|------------------------------|------|--------|------|
|                           | Left                    | Thru    | Right  | Peds | Left                    | Thru   | Right | Peds  | Left                         | Thru | Right | Peds | Left                         | Thru | Right  | Peds |
| <b>AM PERIOD COUNTS</b>   |                         |         |        |      |                         |        |       |       |                              |      |       |      |                              |      |        |      |
| Period                    | A                       | B       | C      | D    | E                       | F      | G     | H     | I                            | J    | K     | L    | M                            | N    | O      | P    |
| 8:00-8:15                 | 0                       | 0       | 3,696  | 0    | 8,317                   | 0      | 0     | 0     | 1,848                        | 0    | 0     | 0    | 2,772                        | 0    | 7,393  | 0    |
| 8:15-8:30                 | 0                       | 0       | 4,621  | 0    | 11,091                  | 0      | 0     | 0     | 0                            | 0    | 0     | 0    | 2,772                        | 0    | 6,469  | 0    |
| 8:30-8:45                 | 0                       | 0       | 7,393  | 0    | 15,712                  | 0      | 0     | 0     | 0                            | 0    | 0     | 0    | 1,848                        | 0    | 9,242  | 0    |
| 8:45-9:00                 | 0                       | 0       | 4,621  | 0    | 6,469                   | 0      | 0     | 0     | 0                            | 0    | 0     | 0    | 3,696                        | 0    | 12,939 | 0    |
| 9:00-9:15                 | 0                       | 0       | 6,469  | 0    | 11,091                  | 0      | 0     | 0     | 0                            | 0    | 0     | 0    | 2,772                        | 0    | 7,393  | 0    |
| 9:15-9:30                 | 0                       | 0       | 3,696  | 0    | 6,469                   | 0      | 0     | 0     | 0                            | 0    | 0     | 0    | 4,621                        | 0    | 17,56  | 0    |
| 9:30-9:45                 | 0                       | 0       | 3,696  | 0    | 5,543                   | 0      | 0     | 0     | 0                            | 0    | 0     | 0    | 1,848                        | 0    | 11,091 | 0    |
| 9:45-10:00                | 0                       | 0       | 1,848  | 0    | 15,712                  | 0      | 0     | 0     | 0                            | 0    | 0     | 0    | 0                            | 0    | 0      | 0    |
| <b>NOON PERIOD COUNTS</b> |                         |         |        |      |                         |        |       |       |                              |      |       |      |                              |      |        |      |
| Period                    | A                       | B       | C      | D    | E                       | F      | G     | H     | I                            | J    | K     | L    | M                            | N    | O      | P    |
| 11:30-11:45               | 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    |
| 12:00-12:15               | 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    |
| 12:30-12:45               | 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    |
| 13:00-13:15               | 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    |
| <b>PM PERIOD COUNTS</b>   |                         |         |        |      |                         |        |       |       |                              |      |       |      |                              |      |        |      |
| Period                    | A                       | B       | C      | D    | E                       | F      | G     | H     | I                            | J    | K     | L    | M                            | N    | O      | P    |
| 15:00-15:15               | 0                       | 0.92421 | 0.9242 | 0    | 14,787                  | 0.9242 | 0     | 0     | 0                            | 0    | 0     | 0    | 4,621                        | 0    | 12,015 | 0    |
| 15:15-15:30               | 0                       | 0.92421 | 4,621  | 0    | 16,636                  | 0.9242 | 0     | 0     | 0                            | 0    | 0     | 0    | 0.9242                       | 0    | 7,393  | 0    |
| 15:30-15:45               | 0                       | 1,848   | 1,848  | 0    | 15,712                  | 0      | 0     | 1,848 | 0.9242                       | 0    | 0     | 0    | 1,848                        | 0    | 7,393  | 0    |
| 15:45-16:00               | 0                       | 2,772   | 4,621  | 0    | 20,333                  | 1,848  | 0     | 0     | 0                            | 0    | 0     | 0    | 2,772                        | 0    | 16,636 | 0    |
| 16:00-16:15               | 0                       | 0.92421 | 0.9242 | 0    | 11,091                  | 0      | 0     | 0     | 0                            | 0    | 0     | 0    | 2,772                        | 0    | 20,333 | 0    |
| 16:15-16:30               | 0                       | 0       | 0.9242 | 0    | 27,726                  | 0      | 0     | 0     | 0                            | 0    | 0     | 0    | 8,317                        | 0    | 22,181 | 0    |
| 16:30-16:45               | 0                       | 0.92421 | 5,543  | 0    | 15,712                  | 0      | 0     | 0     | 0                            | 0    | 0     | 0    | 7,393                        | 0    | 20,333 | 0    |
| 16:45-17:00               | 0                       | 0.92421 | 4,621  | 0    | 12,939                  | 0.9242 | 0     | 0     | 0                            | 0    | 0     | 0    | 0                            | 0    | 0      | 0    |

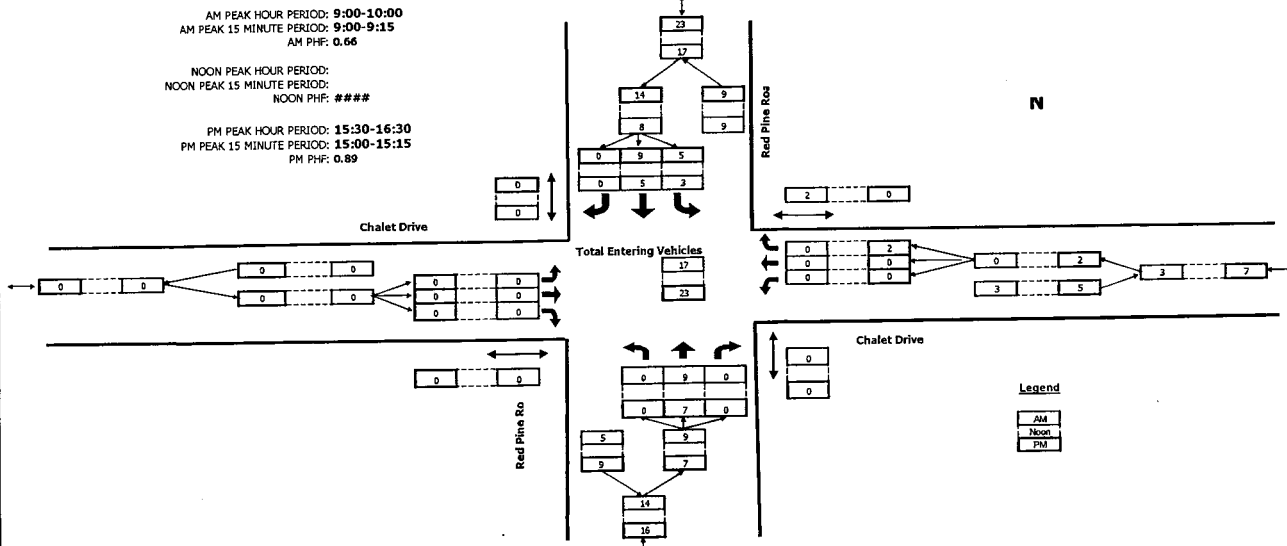
# TrafficCounts

2364 North 1450 East  
Lehi, UT 84043  
801.636.0891

## Intersection Turning Movement Summary

Intersection: Red Pine Road / Chalet Drive  
North/South: Red Pine Road  
East/West: Chalet Drive  
Jurisdiction: Summit County  
Project Title: Summit County - The Canyons T3  
Project No: UT16-878  
Weather:

Date: 4-2-16, Sat  
Day of Week Adjustment: 100.0%  
Month of Year Adjustment: 100.2%  
Adjustment Station #: 605  
Growth Rate: 0.0%  
Number of Years: 0



| RAW<br>COUNT<br>SUMMARIES | Red Pine Road<br>Northbound |         |       |        | Red Pine Road<br>Southbound |        |       |      | Chalet Drive<br>Eastbound |      |       |        | Chalet Drive<br>Westbound |      |        |        | TOTAL      |
|---------------------------|-----------------------------|---------|-------|--------|-----------------------------|--------|-------|------|---------------------------|------|-------|--------|---------------------------|------|--------|--------|------------|
|                           | Left                        | Thru    | Right | Peds   | Left                        | Thru   | Right | Peds | Left                      | Thru | Right | Peds   | Left                      | Thru | Right  | Peds   |            |
| AM PERIOD COUNTS          |                             |         |       |        |                             |        |       |      |                           |      |       |        |                           |      |        |        |            |
| Period                    | A                           | B       | C     | D      | E                           | F      | G     | H    | I                         | J    | K     | L      | M                         | N    | O      | P      | TOTAL      |
| 8:00-8:15                 | 0                           | 0.92421 | 0     | 0      | 0                           | 2.7726 | 0     | 0    | 0                         | 0    | 0     | 0      | 0                         | 0    | 0.9242 | 0      | 4.62107209 |
| 8:15-8:30                 | 0                           | 1.84843 | 0     | 0      | 0.9242                      | 0      | 0     | 0    | 0                         | 0    | 0     | 0      | 0                         | 0    | 0      | 0      | 2.77264325 |
| 8:30-8:45                 | 0                           | 3.69686 | 0     | 0.9242 | 0                           | 0      | 0     | 0    | 0                         | 0    | 0     | 0      | 2.7726                    | 0    | 0      | 0      | 3.69685767 |
| 8:45-9:00                 | 0                           | 0.92421 | 0     | 0      | 0.9242                      | 0.9242 | 0     | 0    | 0                         | 0    | 0     | 0      | 0                         | 0    | 0      | 3.6969 | 2.77264325 |
| 9:00-9:15                 | 0                           | 4.62107 | 0     | 0      | 1.8484                      | 0      | 0     | 0    | 0                         | 0    | 0     | 0      | 0                         | 0    | 0      | 0.9242 | 5.46590092 |
| 9:15-9:30                 | 0                           | 0.92421 | 0     | 0      | 0.9242                      | 0.9242 | 0     | 0    | 0                         | 0    | 0     | 0      | 0                         | 0    | 0      | 0      | 2.77264325 |
| 9:30-9:45                 | 0                           | 1.84843 | 0     | 0      | 0                           | 0      | 0     | 0    | 0                         | 0    | 0     | 0      | 0                         | 0    | 0      | 0      | 1.84842884 |
| 9:45-10:00                | 0                           | 1.84843 | 0     | 0      | 0                           | 3.6969 | 0     | 0    | 0                         | 0    | 0     | 0      | 0                         | 0    | 0      | 0      | 5.54528651 |
| NOON PERIOD COUNTS        |                             |         |       |        |                             |        |       |      |                           |      |       |        |                           |      |        |        |            |
| Period                    | A                           | B       | C     | D      | E                           | F      | G     | H    | I                         | J    | K     | L      | M                         | N    | O      | P      | TOTAL      |
| 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          |
| 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                           | 2.77264 | 0     | 0      | 1.8484                      | 1.8484 | 0     | 0    | 0                         | 0    | 0     | 0.9242 | 0                         | 0    | 0      | 1.8484 | 6          |
| 15:15-15:30               | 0                           | 0.92421 | 0     | 0.9242 | 0                           | 0      | 0     | 0    | 0                         | 0    | 0     | 0      | 0                         | 0    | 0      | 0      | 2          |
| 15:30-15:45               | 0                           | 1.84843 | 0     | 0      | 2.7726                      | 0.9242 | 0     | 0    | 0                         | 0    | 0     | 0      | 0                         | 0    | 0.9242 | 0      | 6          |
| 15:45-16:00               | 0                           | 2.77264 | 0     | 0      | 0.9242                      | 1.8484 | 0     | 0    | 0                         | 0    | 0     | 0      | 0                         | 0    | 0      | 0.9242 | 6          |
| 16:00-16:15               | 0                           | 1.84843 | 0     | 0      | 0.9242                      | 1.8484 | 0     | 0    | 0                         | 0    | 0     | 0      | 0                         | 0    | 0      | 0      | 6          |
| 16:15-16:30               | 0                           | 0.92421 | 0     | 0      | 0                           | 4.6211 | 0     | 0    | 0                         | 0    | 0     | 0      | 0                         | 0    | 0      | 4.6211 | 5          |
| 16:30-16:45               | 0                           | 3.69686 | 0     | 2.7726 | 0                           | 2.7726 | 0     | 0    | 0                         | 0    | 0     | 0      | 0                         | 0    | 0      | 0      | 5          |
| 16:45-17:00               | 0                           | 0.92421 | 0     | 0      | 0                           | 0.9242 | 0     | 0    | 0                         | 0    | 0     | 0      | 0                         | 0    | 0      | 0      | 2          |

# L2 Data Collection

L2DataCollection.com  
Idaho (208) 860-7554 Utah (801) 413-2993

Study: CANY0003A  
Intersection: Canyons Resort / Frostwood  
City: Canyons, Utah  
Control: Yields - RDBT

File Name : Canyons Resort & Frostwood  
Site Code : 00000000  
Start Date : 2/18/2017  
Page No : 1

## Groups Printed- General Traffic - Turns

| Start Time        | Frostwood Drive<br>From Northwest |      |      |      |            | Canyons Resort Drive<br>From Northeast |      |      |      |            | Frostwood Drive<br>From Southeast |      |      |      |            | Canyons Resort Drive<br>From Southwest |      |      |      |            | Int. Total |
|-------------------|-----------------------------------|------|------|------|------------|--|------|------|------|------------|-----------------------------------|------|------|------|------------|--|------|------|------|------------|------------|
|                   | Right                             | Thru | Left | Peds | App. Total | Right                                  | Thru | Left | Peds | App. Total | Right                             | Thru | Left | Peds | App. Total | Right                                  | Thru | Left | Peds | App. Total |            |
| 08:15 AM          | 5                                 | 2    | 9    | 0    | 16         | 7                                      | 105  | 46   | 8    | 166        | 6                                 | 3    | 6    | 3    | 18         | 20                                     | 31   | 3    | 0    | 54         | 254        |
| 08:30 AM          | 10                                | 4    | 6    | 0    | 20         | 10                                     | 67   | 69   | 2    | 148        | 12                                | 2    | 11   | 21   | 46         | 21                                     | 64   | 3    | 0    | 88         | 302        |
| 08:45 AM          | 5                                 | 3    | 5    | 0    | 13         | 4                                      | 86   | 74   | 1    | 165        | 14                                | 2    | 16   | 12   | 44         | 12                                     | 34   | 6    | 0    | 52         | 274        |
| Total             | 20                                | 9    | 20   | 0    | 49         | 21                                     | 258  | 189  | 11   | 479        | 32                                | 7    | 33   | 36   | 108        | 53                                     | 129  | 12   | 0    | 194        | 830        |
| 09:00 AM          | 5                                 | 5    | 9    | 0    | 19         | 8                                      | 62   | 66   | 9    | 145        | 15                                | 1    | 4    | 13   | 33         | 13                                     | 63   | 7    | 0    | 83         | 280        |
| 09:15 AM          | 4                                 | 2    | 6    | 0    | 12         | 13                                     | 45   | 42   | 3    | 103        | 11                                | 0    | 1    | 19   | 31         | 8                                      | 44   | 2    | 0    | 54         | 200        |
| 09:30 AM          | 6                                 | 6    | 14   | 0    | 26         | 14                                     | 55   | 53   | 0    | 122        | 10                                | 3    | 6    | 11   | 30         | 9                                      | 46   | 4    | 0    | 59         | 237        |
| 09:45 AM          | 1                                 | 2    | 9    | 0    | 12         | 14                                     | 39   | 54   | 3    | 110        | 16                                | 1    | 7    | 21   | 45         | 7                                      | 51   | 4    | 0    | 62         | 229        |
| Total             | 16                                | 15   | 38   | 0    | 69         | 49                                     | 201  | 215  | 15   | 480        | 52                                | 5    | 18   | 64   | 139        | 37                                     | 204  | 17   | 0    | 258        | 946        |
| 10:00 AM          | 5                                 | 3    | 10   | 0    | 18         | 7                                      | 56   | 48   | 3    | 114        | 16                                | 5    | 9    | 11   | 41         | 10                                     | 53   | 3    | 0    | 66         | 239        |
| Total             | 5                                 | 3    | 10   | 0    | 18         | 7                                      | 56   | 48   | 3    | 114        | 16                                | 5    | 9    | 11   | 41         | 10                                     | 53   | 3    | 0    | 66         | 239        |
| 03:30 PM          | 8                                 | 4    | 11   | 0    | 23         | 11                                     | 71   | 17   | 2    | 101        | 57                                | 1    | 12   | 11   | 81         | 12                                     | 105  | 4    | 0    | 121        | 326        |
| 03:45 PM          | 8                                 | 2    | 11   | 0    | 21         | 17                                     | 67   | 13   | 4    | 101        | 54                                | 2    | 10   | 14   | 80         | 12                                     | 102  | 5    | 0    | 119        | 321        |
| Total             | 16                                | 6    | 22   | 0    | 44         | 28                                     | 138  | 30   | 6    | 202        | 111                               | 3    | 22   | 25   | 161        | 24                                     | 207  | 9    | 0    | 240        | 647        |
| 04:00 PM          | 7                                 | 0    | 9    | 0    | 16         | 20                                     | 74   | 21   | 6    | 121        | 74                                | 5    | 14   | 20   | 113        | 16                                     | 83   | 4    | 0    | 103        | 353        |
| 04:15 PM          | 5                                 | 3    | 15   | 2    | 25         | 13                                     | 74   | 17   | 7    | 111        | 65                                | 3    | 15   | 11   | 94         | 10                                     | 114  | 4    | 0    | 128        | 358        |
| 04:30 PM          | 7                                 | 2    | 16   | 0    | 25         | 13                                     | 75   | 14   | 6    | 108        | 83                                | 6    | 13   | 28   | 130        | 13                                     | 137  | 4    | 0    | 154        | 417        |
| 04:45 PM          | 8                                 | 1    | 10   | 0    | 19         | 16                                     | 71   | 15   | 5    | 107        | 59                                | 3    | 5    | 19   | 86         | 12                                     | 134  | 7    | 0    | 153        | 365        |
| Total             | 27                                | 6    | 50   | 2    | 85         | 62                                     | 294  | 67   | 24   | 447        | 281                               | 17   | 47   | 78   | 423        | 51                                     | 468  | 19   | 0    | 538        | 1493       |
| 05:00 PM          | 6                                 | 2    | 18   | 3    | 29         | 10                                     | 86   | 10   | 3    | 109        | 32                                | 1    | 10   | 11   | 54         | 8                                      | 129  | 4    | 0    | 141        | 333        |
| 05:15 PM          | 3                                 | 0    | 25   | 0    | 28         | 19                                     | 61   | 9    | 1    | 90         | 33                                | 3    | 5    | 12   | 53         | 6                                      | 126  | 10   | 0    | 142        | 313        |
| Grand Total       | 93                                | 41   | 183  | 5    | 322        | 196                                    | 1094 | 568  | 63   | 1921       | 557                               | 41   | 144  | 237  | 979        | 189                                    | 1316 | 74   | 0    | 1579       | 4801       |
| Apprch %          | 28.9                              | 12.7 | 56.8 | 1.6  |            | 10.2                                   | 56.9 | 29.6 | 3.3  |            | 56.9                              | 4.2  | 14.7 | 24.2 |            | 12                                     | 83.3 | 4.7  | 0    |            |            |
| Total %           | 1.9                               | 0.9  | 3.8  | 0.1  | 6.7        | 4.1                                    | 22.8 | 11.8 | 1.3  | 40         | 11.6                              | 0.9  | 3    | 4.9  | 20.4       | 3.9                                    | 27.4 | 1.5  | 0    | 32.9       |            |
| General Traffic   | 93                                | 41   | 182  | 5    | 321        | 196                                    | 1094 | 564  | 63   | 1917       | 557                               | 41   | 140  | 237  | 975        | 189                                    | 1316 | 72   | 0    | 1577       | 4790       |
| % General Traffic | 100                               | 100  | 99.5 | 100  | 99.7       | 100                                    | 100  | 99.3 | 100  | 99.8       | 100                               | 100  | 97.2 | 100  | 99.6       | 100                                    | 100  | 97.3 | 0    | 99.9       | 99.8       |
| U-Turns           | 0                                 | 0    | 1    | 0    | 1          | 0                                      | 0    | 4    | 0    | 4          | 0                                 | 0    | 4    | 0    | 4          | 0                                      | 0    | 2    | 0    | 2          | 11         |
| % U-Turns         | 0                                 | 0    | 0.5  | 0    | 0.3        | 0                                      | 0    | 0.7  | 0    | 0.2        | 0                                 | 0    | 2.8  | 0    | 0.4        | 0                                      | 0    | 2.7  | 0    | 0.1        | 0.2        |

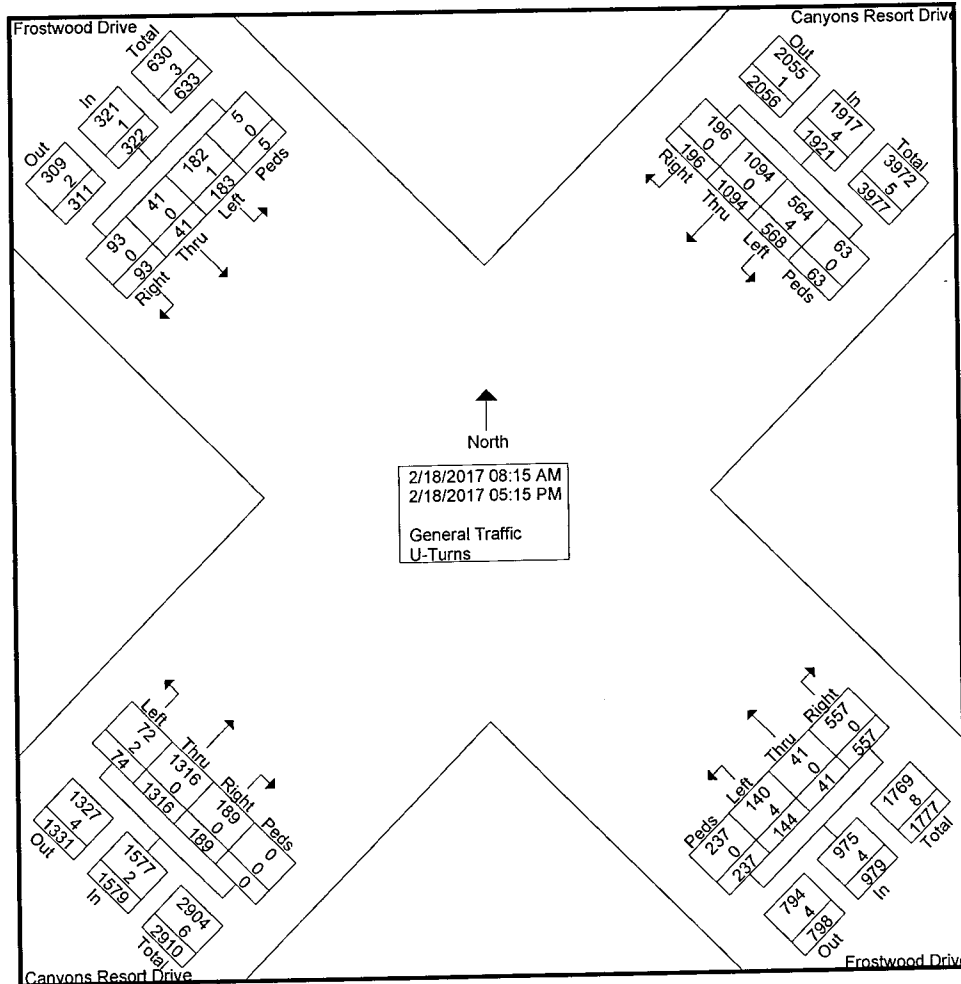


# L2 Data Collection

L2DataCollection.com  
Idaho (208) 860-7554 Utah (801) 413-2993

Study: CANY0003A  
Intersection: Canyons Resort / Frostwood  
City: Canyons, Utah  
Control: Yields - RDBT

File Name : Canyons Resort & Frostwood  
Site Code : 00000000  
Start Date : 2/18/2017  
Page No : 2



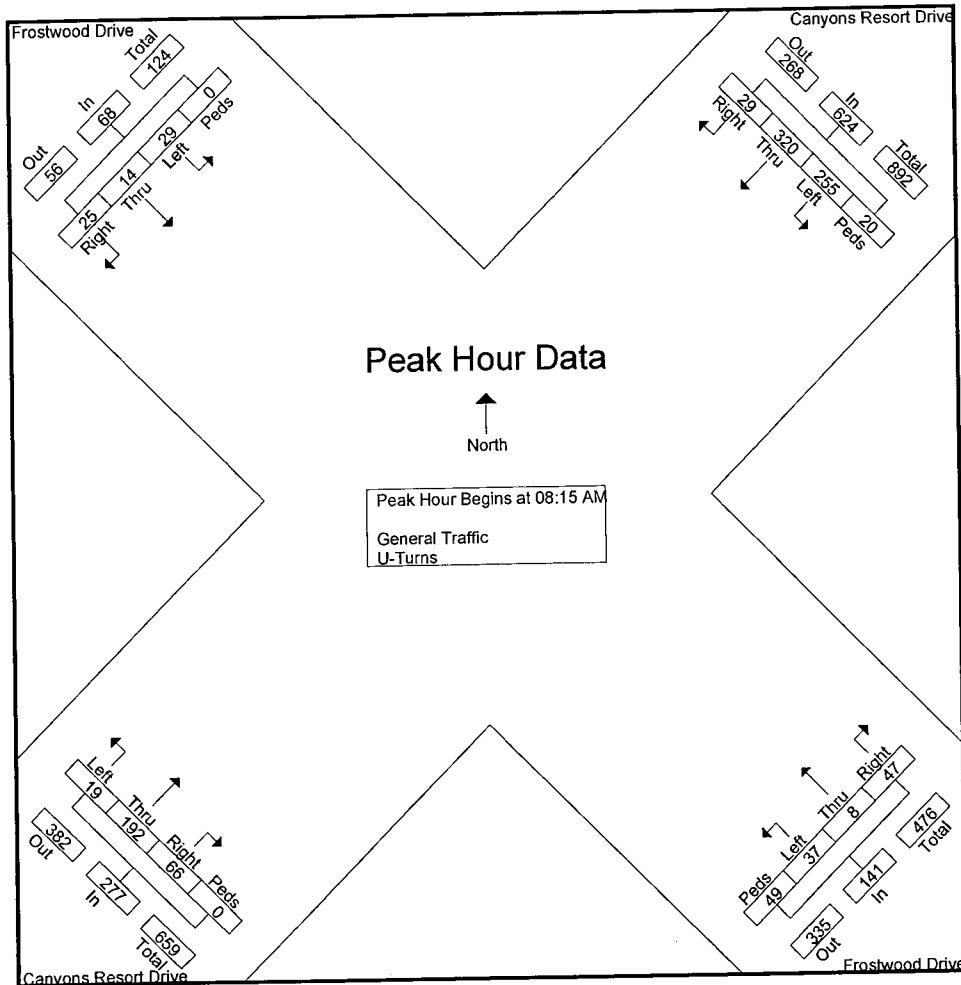
# L2 Data Collection

L2DataCollection.com  
Idaho (208) 860-7554 Utah (801) 413-2993

Study: CANY0003A  
Intersection: Canyons Resort / Frostwood  
City: Canyons, Utah  
Control: Yields - RDBT

File Name : Canyons Resort & Frostwood  
Site Code : 00000000  
Start Date : 2/18/2017  
Page No : 3

|  | Frostwood Drive<br>From Northwest |      |      |      |            | Canyons Resort Drive<br>From Northeast |      |      |      |            | Frostwood Drive<br>From Southeast |      |      |      |            | Canyons Resort Drive<br>From Southwest |      |      |      |            |            |
|--|-----------------------------------|------|------|------|------------|--|------|------|------|------------|-----------------------------------|------|------|------|------------|--|------|------|------|------------|------------|
| Start Time   | Right                             | Thru | Left | Peds | App. Total | Right                                  | Thru | Left | Peds | App. Total | Right                             | Thru | Left | Peds | App. Total | Right                                  | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 08:15 AM to 11:45 AM - Peak 1 of 1 |                                   |      |      |      |            |  |      |      |      |            |                                   |      |      |      |            |  |      |      |      |            |            |
| Peak Hour for Entire Intersection Begins at 08:15 AM       |                                   |      |      |      |            |  |      |      |      |            |                                   |      |      |      |            |  |      |      |      |            |            |
| 08:15 AM   | 5                                 | 2    | 9    | 0    | 16         | 7                                      | 105  | 46   | 8    | 166        | 6                                 | 3    | 6    | 3    | 18         | 20                                     | 31   | 3    | 0    | 54         | 254        |
| 08:30 AM   | 10                                | 4    | 6    | 0    | 20         | 10                                     | 67   | 69   | 2    | 148        | 12                                | 2    | 11   | 21   | 46         | 21                                     | 64   | 3    | 0    | 88         | 302        |
| 08:45 AM   | 5                                 | 3    | 5    | 0    | 13         | 4                                      | 86   | 74   | 1    | 165        | 14                                | 2    | 16   | 12   | 44         | 12                                     | 34   | 6    | 0    | 52         | 274        |
| 09:00 AM   | 5                                 | 5    | 9    | 0    | 19         | 8                                      | 62   | 66   | 9    | 145        | 15                                | 1    | 4    | 13   | 33         | 13                                     | 63   | 7    | 0    | 83         | 280        |
| Total Volume   | 25                                | 14   | 29   | 0    | 68         | 29                                     | 320  | 255  | 20   | 624        | 47                                | 8    | 37   | 49   | 141        | 66                                     | 192  | 19   | 0    | 277        | 1110       |
| % App. Total   | 36.8                              | 20.6 | 42.6 | 0    |            | 4.6                                    | 51.3 | 40.9 | 3.2  |            | 33.3                              | 5.7  | 26.2 | 34.8 |            | 23.8                                   | 69.3 | 6.9  | 0    |            |            |
| PHF  | .625                              | .700 | .806 | .000 | .850       | .725                                   | .762 | .861 | .556 | .940       | .783                              | .667 | .578 | .583 | .766       | .786                                   | .750 | .679 | .000 | .787       | .919       |



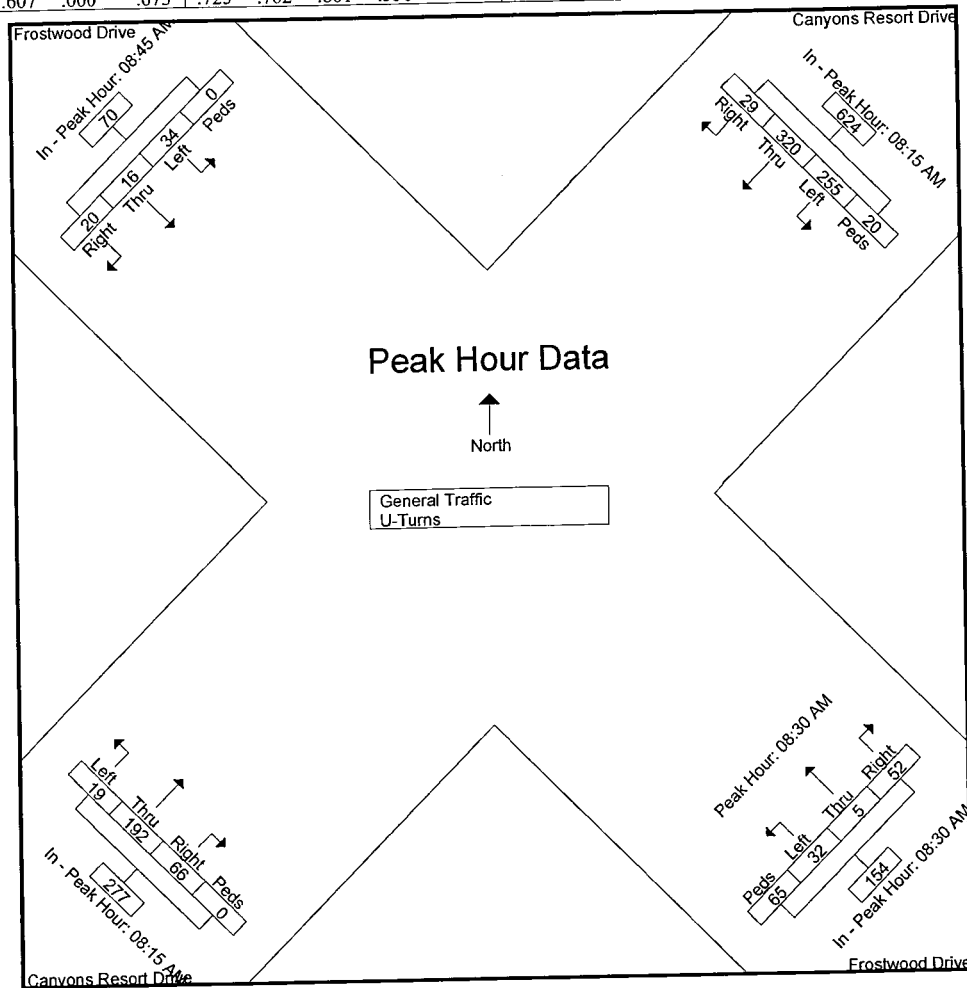
# L2 Data Collection

L2DataCollection.com  
Idaho (208) 860-7554 Utah (801) 413-2993

Study: CANY0003A  
Intersection: Canyons Resort / Frostwood  
City: Canyons, Utah  
Control: Yields - RDBT

File Name : Canyons Resort & Frostwood  
Site Code : 00000000  
Start Date : 2/18/2017  
Page No : 4

|  | Frostwood Drive<br>From Northwest |      |      |      |            | Canyons Resort Drive<br>From Northeast |      |      |      |            | Frostwood Drive<br>From Southeast |      |      |      |            | Canyons Resort Drive<br>From Southwest |      |      |      |            |            |
|--|-----------------------------------|------|------|------|------------|--|------|------|------|------------|-----------------------------------|------|------|------|------------|--|------|------|------|------------|------------|
| Start Time   | Right                             | Thru | Left | Peds | App. Total | Right                                  | Thru | Left | Peds | App. Total | Right                             | Thru | Left | Peds | App. Total | Right                                  | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 08:15 AM to 11:45 AM - Peak 1 of 1 |                                   |      |      |      |            |  |      |      |      |            |                                   |      |      |      |            |  |      |      |      |            |            |
| Peak Hour for Each Approach Begins at:                     |                                   |      |      |      |            |  |      |      |      |            |                                   |      |      |      |            |  |      |      |      |            |            |
|  | 08:45 AM                          |      |      |      |            | 08:15 AM                               |      |      |      |            | 08:30 AM                          |      |      |      |            | 08:15 AM                               |      |      |      |            |            |
| +0 mins.   | 5                                 | 3    | 5    | 0    | 13         | 7                                      | 105  | 46   | 8    | 166        | 12                                | 2    | 11   | 21   | 46         | 20                                     | 31   | 3    | 0    | 54         |            |
| +15 mins.  | 5                                 | 5    | 9    | 0    | 19         | 10                                     | 67   | 69   | 2    | 148        | 14                                | 2    | 16   | 12   | 44         | 21                                     | 64   | 3    | 0    | 88         |            |
| +30 mins.  | 4                                 | 2    | 6    | 0    | 12         | 4                                      | 86   | 74   | 1    | 165        | 15                                | 1    | 4    | 13   | 33         | 12                                     | 34   | 6    | 0    | 52         |            |
| +45 mins.  | 6                                 | 6    | 14   | 0    | 26         | 8                                      | 62   | 66   | 9    | 145        | 11                                | 0    | 1    | 19   | 31         | 13                                     | 63   | 7    | 0    | 83         |            |
| Total Volume   | 20                                | 16   | 34   | 0    | 70         | 29                                     | 320  | 255  | 20   | 624        | 52                                | 5    | 32   | 65   | 154        | 66                                     | 192  | 19   | 0    | 277        |            |
| % App. Total   | 28.6                              | 22.9 | 48.6 | 0    |            | 4.6                                    | 51.3 | 40.9 | 3.2  |            | 33.8                              | 3.2  | 20.8 | 42.2 |            | 23.8                                   | 69.3 | 6.9  | 0    |            |            |
| PHF  | .833                              | .667 | .607 | .000 | .673       | .725                                   | .762 | .861 | .556 | .940       | .867                              | .625 | .500 | .774 | .837       | .786                                   | .750 | .679 | .000 | .787       |            |



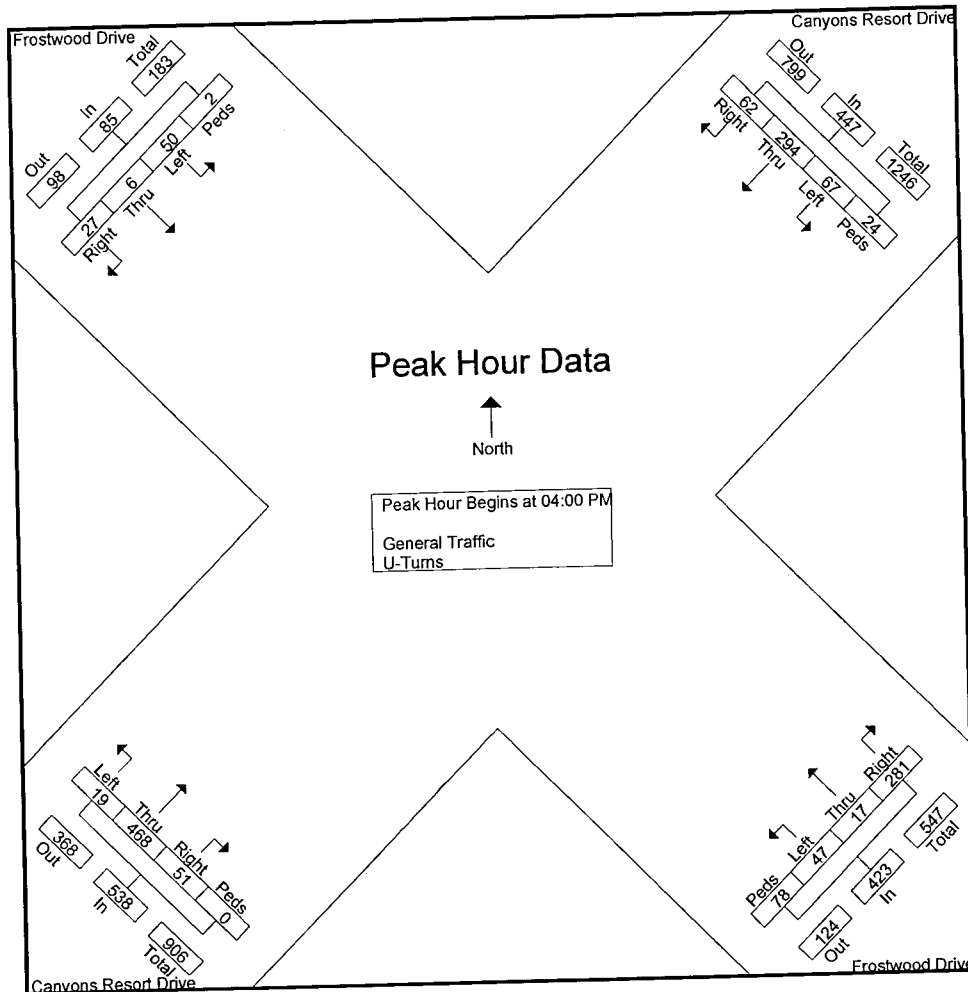
# L2 Data Collection

L2DataCollection.com  
Idaho (208) 860-7554 Utah (801) 413-2993

Study: CANY0003A  
Intersection: Canyons Resort / Frostwood  
City: Canyons, Utah  
Control: Yields - RDBT

File Name : Canyons Resort & Frostwood  
Site Code : 00000000  
Start Date : 2/18/2017  
Page No : 5

|  | Frostwood Drive<br>From Northwest |      |      |      |            | Canyons Resort Drive<br>From Northeast |      |      |      |            | Frostwood Drive<br>From Southeast |      |      |      |            | Canyons Resort Drive<br>From Southwest |      |      |      |            |            |
|--|-----------------------------------|------|------|------|------------|--|------|------|------|------------|-----------------------------------|------|------|------|------------|--|------|------|------|------------|------------|
| Start Time   | Right                             | Thru | Left | Peds | App. Total | Right                                  | Thru | Left | Peds | App. Total | Right                             | Thru | Left | Peds | App. Total | Right                                  | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 12:00 PM to 05:15 PM - Peak 1 of 1 |                                   |      |      |      |            |  |      |      |      |            |                                   |      |      |      |            |  |      |      |      |            |            |
| Peak Hour for Entire Intersection Begins at 04:00 PM       |                                   |      |      |      |            |  |      |      |      |            |                                   |      |      |      |            |  |      |      |      |            |            |
| 04:00 PM   | 7                                 | 0    | 9    | 0    | 16         | 20                                     | 74   | 21   | 6    | 121        | 74                                | 5    | 14   | 20   | 113        | 16                                     | 83   | 4    | 0    | 103        | 353        |
| 04:15 PM   | 5                                 | 3    | 15   | 2    | 25         | 13                                     | 74   | 17   | 7    | 111        | 65                                | 3    | 15   | 11   | 94         | 10                                     | 114  | 4    | 0    | 128        | 358        |
| 04:30 PM   | 7                                 | 2    | 16   | 0    | 25         | 13                                     | 75   | 14   | 6    | 108        | 83                                | 6    | 13   | 28   | 130        | 13                                     | 137  | 4    | 0    | 154        | 417        |
| 04:45 PM   | 8                                 | 1    | 10   | 0    | 19         | 16                                     | 71   | 15   | 5    | 107        | 59                                | 3    | 5    | 19   | 86         | 12                                     | 134  | 7    | 0    | 153        | 365        |
| Total Volume   | 27                                | 6    | 50   | 2    | 85         | 62                                     | 294  | 67   | 24   | 447        | 281                               | 17   | 47   | 78   | 423        | 51                                     | 468  | 19   | 0    | 538        | 1493       |
| % App. Total   | 31.8                              | 7.1  | 58.8 | 2.4  |            | 13.9                                   | 65.8 | 15   | 5.4  |            | 66.4                              | 4    | 11.1 | 18.4 |            | 9.5                                    | 87   | 3.5  | 0    |            |            |
| PHF  | .844                              | .500 | .781 | .250 | .850       | .775                                   | .980 | .798 | .857 | .924       | .846                              | .708 | .783 | .696 | .813       | .797                                   | .854 | .679 | .000 | .873       | .895       |



# L2 Data Collection

L2DataCollection.com  
Idaho (208) 860-7554 Utah (801) 413-2993

Study: CANY0003A  
Intersection: Canyons Resort / Frostwood  
City: Canyons, Utah  
Control: Yields - RDBT

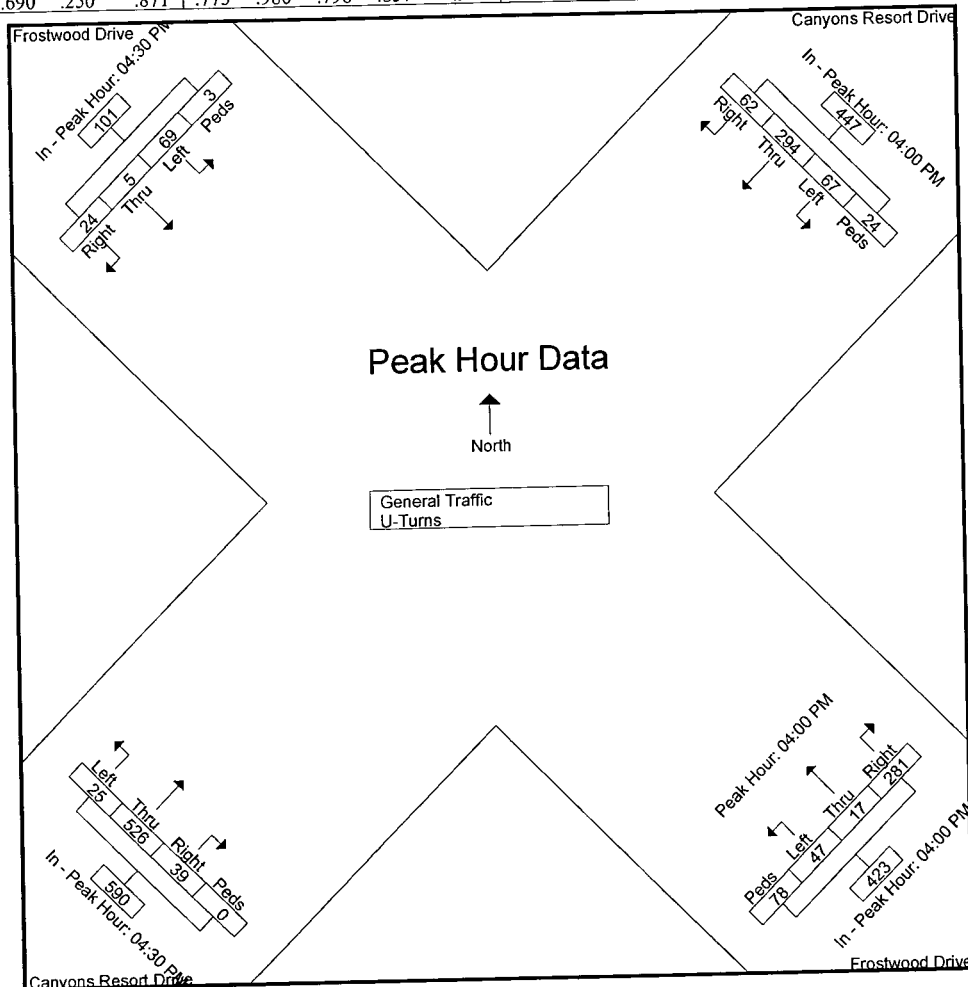
File Name : Canyons Resort & Frostwood  
Site Code : 00000000  
Start Date : 2/18/2017  
Page No : 6

|            | Frostwood Drive<br>From Northwest |      |      |      |            | Canyons Resort Drive<br>From Northeast |      |      |      |            | Frostwood Drive<br>From Southeast |      |      |      |            | Canyons Resort Drive<br>From Southwest |      |      |      |            |            |
|------------|-----------------------------------|------|------|------|------------|--|------|------|------|------------|-----------------------------------|------|------|------|------------|--|------|------|------|------------|------------|
| Start Time | Right                             | Thru | Left | Peds | App. Total | Right                                  | Thru | Left | Peds | App. Total | Right                             | Thru | Left | Peds | App. Total | Right                                  | Thru | Left | Peds | App. Total | Int. Total |

Peak Hour Analysis From 12:00 PM to 05:15 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

|              | 04:30 PM |      |      |      |      | 04:00 PM |      |      |      |      | 04:00 PM |      |      |      |      | 04:30 PM |      |      |      |      |
|--------------|----------|------|------|------|------|----------|------|------|------|------|----------|------|------|------|------|----------|------|------|------|------|
| +0 mins.     | 7        | 2    | 16   | 0    | 25   | 20       | 74   | 21   | 6    | 121  | 74       | 5    | 14   | 20   | 113  | 13       | 137  | 4    | 0    | 154  |
| +15 mins.    | 8        | 1    | 10   | 0    | 19   | 13       | 74   | 17   | 7    | 111  | 65       | 3    | 15   | 11   | 94   | 12       | 134  | 7    | 0    | 153  |
| +30 mins.    | 6        | 2    | 18   | 3    | 29   | 13       | 75   | 14   | 6    | 108  | 83       | 6    | 13   | 28   | 130  | 8        | 129  | 4    | 0    | 141  |
| +45 mins.    | 3        | 0    | 25   | 0    | 28   | 16       | 71   | 15   | 5    | 107  | 59       | 3    | 5    | 19   | 86   | 6        | 126  | 10   | 0    | 142  |
| Total Volume | 24       | 5    | 69   | 3    | 101  | 62       | 294  | 67   | 24   | 447  | 281      | 17   | 47   | 78   | 423  | 39       | 526  | 25   | 0    | 590  |
| % App. Total | 23.8     | 5    | 68.3 | 3    |      | 13.9     | 65.8 | 15   | 5.4  |      | 66.4     | 4    | 11.1 | 18.4 |      | 6.6      | 89.2 | 4.2  | 0    |      |
| PHF          | .750     | .625 | .690 | .250 | .871 | .775     | .980 | .798 | .857 | .924 | .846     | .708 | .783 | .696 | .813 | .750     | .960 | .625 | .000 | .958 |



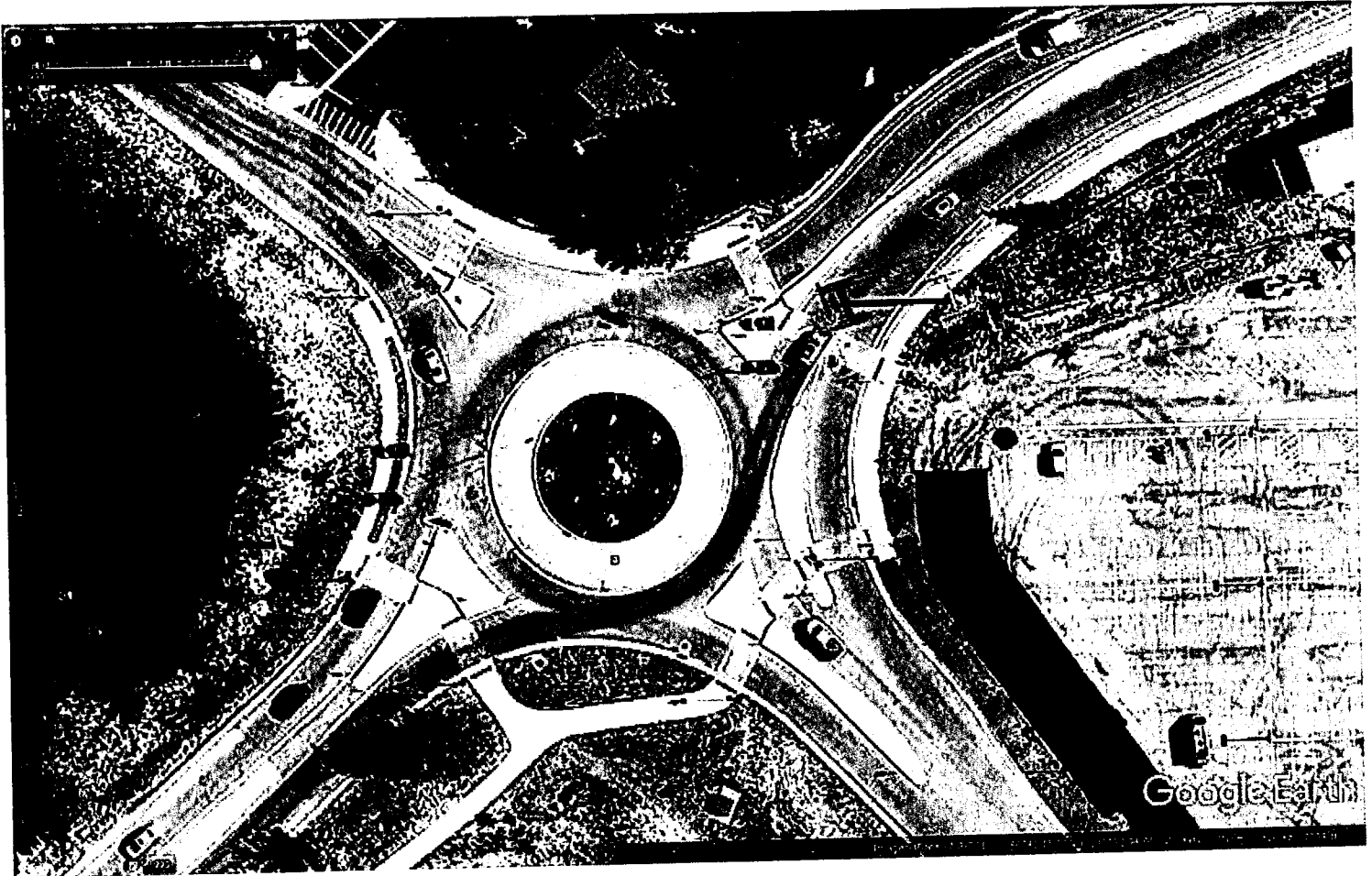
# L2 Data Collection

L2DataCollection.com  
Idaho (208) 860-7554 Utah (801) 413-2993

Study: CANY0003A  
Intersection: Canyons Resort / Frostwood  
City: Canyons, Utah  
Control: Yields - RDBT

File Name : Canyons Resort & Frostwood  
Site Code : 00000000  
Start Date : 2/18/2017  
Page No : 7

Image 1



# APPENDIX B

## Level of Service Results

## SimTraffic LOS Report

Project: Summit County - The Canyons TS  
Analysis Period: Existing (2017) Background  
Time Period: Saturday Peak Hour  
Project #: UT16-878

Intersection: SR-224 & Canyons Resort Drive/Park West Village  
Type: Signalized

| Approach | Movement | Demand Volume | Volume Served |     | Delay/Veh (sec) |     |
|----------|----------|---------------|---------------|-----|-----------------|-----|
|          |          |               | Avg           | %   | Avg             | LOS |
| NB       | L        | 199           | 201           | 101 | 74.3            | E   |
|          | T        | 1,001         | 989           | 99  | 19.3            | B   |
|          | R        | 13            | 13            | 102 | 6.2             | A   |
|          | Subtotal | 1,213         | 1,203         | 99  | 28.3            | C   |
| SB       | L        | 17            | 17            | 101 | 85.2            | F   |
|          | T        | 1,026         | 1,017         | 99  | 33.4            | C   |
|          | R        | 209           | 207           | 99  | 4.2             | A   |
|          | Subtotal | 1,252         | 1,241         | 99  | 29.2            | C   |
| EB       | L        | 651           | 659           | 101 | 62.2            | E   |
|          | T        | 6             | 7             | 117 | 41.5            | D   |
|          | R        | 114           | 116           | 102 | 14.5            | B   |
|          | Subtotal | 771           | 782           | 101 | 54.9            | D   |
| WB       | L        | 8             | 8             | 97  | 84.9            | F   |
|          | T        | 5             | 4             | 76  | 63.9            | E   |
|          | R        | 17            | 15            | 90  | 20.5            | C   |
|          | Subtotal | 30            | 27            | 90  | 46.0            | D   |
| Total    |          | 3,266         | 3,253         | 100 | 35.4            | D   |

Intersection: Bus / 7-Eleven East & Canyons Resort Drive  
Type: Unsignalized

| Approach | Movement | Demand Volume | Volume Served |     | Delay/Veh (sec) |     |
|----------|----------|---------------|---------------|-----|-----------------|-----|
|          |          |               | Avg           | %   | Avg             | LOS |
| NB       | L        | 1             | 0             | 0   |                 |     |
|          | R        | 32            | 34            | 105 | 9.8             | A   |
|          | Subtotal | 33            | 34            | 103 | 9.8             | A   |
| EB       | T        | 738           | 752           | 102 | 0.6             | A   |
|          | R        | 2             | 2             | 100 | 0.1             | A   |
|          | Subtotal | 740           | 754           | 102 | 0.6             | A   |
| WB       | L        | 12            | 10            | 82  | 8.9             | A   |
|          | T        | 401           | 404           | 101 | 4.6             | A   |
|          | Subtotal | 413           | 414           | 100 | 4.7             | A   |
| Total    |          | 1,187         | 1,202         | 101 | 2.3             | A   |



## SimTraffic LOS Report

Project: **Summit County - The Canyons TS**  
Analysis Period: **Existing (2017) Background**  
Time Period: **Saturday Peak Hour** Project #: **UT16-878**

Intersection: **Bus / 7-Eleven West & Canyons Resort Drive**  
Type: **Unsignalized**

| Approach     | Movement        | Demand Volume | Volume Served |            | Delay/Veh (sec) |          |
|--------------|-----------------|---------------|---------------|------------|-----------------|----------|
|              |                 |               | Avg           | %          | Avg             | LOS      |
| NB           | L               | 6             | 6             | 96         | 17.5            | C        |
|              | R               | 6             | 7             | 112        | 9.5             | A        |
|              | <b>Subtotal</b> | <b>12</b>     | <b>13</b>     | <b>108</b> | <b>13.2</b>     | <b>B</b> |
| EB           | T               | 734           | 747           | 102        | 0.8             | A        |
|              | R               | 24            | 24            | 100        | 0.3             | A        |
|              | <b>Subtotal</b> | <b>758</b>    | <b>771</b>    | <b>102</b> | <b>0.8</b>      | <b>A</b> |
| WB           | L               | 9             | 9             | 97         | 4.8             | A        |
|              | T               | 393           | 396           | 101        | 0.4             | A        |
|              | <b>Subtotal</b> | <b>402</b>    | <b>405</b>    | <b>101</b> | <b>0.5</b>      | <b>A</b> |
|              |                 |               |               |            |                 |          |
| <b>Total</b> |                 | <b>1,173</b>  | <b>1,189</b>  | <b>101</b> | <b>0.8</b>      | <b>A</b> |

Intersection: **Canyons Resort Drive & Aspen Drive**  
Type: **Unsignalized**

| Approach     | Movement        | Demand Volume | Volume Served |            | Delay/Veh (sec) |          |
|--------------|-----------------|---------------|---------------|------------|-----------------|----------|
|              |                 |               | Avg           | %          | Avg             | LOS      |
| SB           | L               | 3             | 3             | 100        | 17.8            | C        |
|              | R               | 1             | 1             | 100        | 3.4             | A        |
|              | <b>Subtotal</b> | <b>4</b>      | <b>4</b>      | <b>100</b> | <b>14.2</b>     | <b>B</b> |
| EB           | L               | 1             | 0             | 0          | 1.8             | A        |
|              | T               | 755           | 769           | 102        | 1.8             | A        |
|              | <b>Subtotal</b> | <b>756</b>    | <b>769</b>    | <b>102</b> | <b>1.8</b>      | <b>A</b> |
| WB           | T               | 396           | 399           | 101        | 0.5             | A        |
|              | R               | 4             | 5             | 125        | 0.2             | A        |
|              | <b>Subtotal</b> | <b>400</b>    | <b>404</b>    | <b>101</b> | <b>0.5</b>      | <b>A</b> |
|              |                 |               |               |            |                 |          |
| <b>Total</b> |                 | <b>1,160</b>  | <b>1,177</b>  | <b>101</b> | <b>1.4</b>      | <b>A</b> |

## SimTraffic LOS Report

Project: Summit County - The Canyons TS  
Analysis Period: Existing (2017) Background  
Time Period: Saturday Peak Hour  
Project #: UT16-878

Intersection: Canyons Resort Drive & Frostwood Drive  
Type: Roundabout

| Approach | Movement | Demand Volume | Volume Served |     | Delay/Veh (sec) |     |
|----------|----------|---------------|---------------|-----|-----------------|-----|
|          |          |               | Avg           | %   | Avg             | LOS |
| NW       | L        | 42            | 39            | 93  | 6.5             | A   |
|          | T        | 17            | 15            | 90  | 7.5             | A   |
|          | R        | 281           | 288           | 103 | 3.6             | A   |
|          | Subtotal | 340           | 342           | 101 | 4.1             | A   |
| SE       | L        | 50            | 50            | 100 | 3.3             | A   |
|          | T        | 6             | 6             | 96  | 4.0             | A   |
|          | R        | 24            | 26            | 108 | 3.1             | A   |
|          | Subtotal | 80            | 82            | 103 | 3.3             | A   |
| NE       | L        | 17            | 16            | 96  | 5.2             | A   |
|          | T        | 425           | 430           | 101 | 5.2             | A   |
|          | R        | 46            | 46            | 100 | 4.8             | A   |
|          | Subtotal | 488           | 492           | 101 | 5.2             | A   |
| SW       | L        | 67            | 66            | 99  | 4.9             | A   |
|          | T        | 268           | 274           | 102 | 5.2             | A   |
|          | R        | 62            | 62            | 100 | 4.6             | A   |
|          | Subtotal | 397           | 402           | 101 | 5.1             | A   |
| Total    |          | 1,303         | 1,318         | 101 | 4.8             | A   |

Intersection: Chalet Drive/Parking/Cedar Lane & Canyons Resort Drive  
Type: Unsignalized

| Approach | Movement | Demand Volume | Volume Served |     | Delay/Veh (sec) |     |
|----------|----------|---------------|---------------|-----|-----------------|-----|
|          |          |               | Avg           | %   | Avg             | LOS |
| NB       | L        | 5             | 5             | 95  | 11.7            | B   |
|          | R        | 40            | 41            | 103 | 5.9             | A   |
|          | Subtotal | 45            | 46            | 102 | 6.5             | A   |
| SB       | L        | 20            | 22            | 111 | 10.0            | A   |
|          | Subtotal | 20            | 22            | 110 | 10.0            | A   |
| EB       | L        | 5             | 4             | 76  | 2.8             | A   |
|          | T        | 428           | 430           | 101 | 0.4             | A   |
|          | Subtotal | 433           | 434           | 100 | 0.4             | A   |
| WB       | L        | 40            | 39            | 98  | 4.8             | A   |
|          | T        | 274           | 279           | 102 | 1.3             | A   |
|          | R        | 20            | 22            | 111 | 0.8             | A   |
|          | Subtotal | 334           | 340           | 102 | 1.7             | A   |
| Total    |          | 831           | 842           | 101 | 1.5             | A   |

## SimTraffic LOS Report

**Project:** Summit County - The Canyons TS  
**Analysis Period:** Existing (2017) Background  
**Time Period:** Saturday Peak Hour  
**Project #:** UT16-878

**Intersection:** Navajo Trail & Canyons Resort Drive  
**Type:** Unsignalized

| Approach     | Movement        | Demand Volume | Volume Served Avg | %          | Delay/Veh (sec) Avg | LOS      |
|--------------|-----------------|---------------|-------------------|------------|---------------------|----------|
| NB           | R               | 20            | 19                | 96         | 4.8                 | A        |
|              | <b>Subtotal</b> | <b>20</b>     | <b>19</b>         | <b>95</b>  | <b>4.8</b>          | <b>A</b> |
| EB           | T               | 413           | 416               | 101        | 0.6                 | A        |
|              | R               | 2             | 3                 | 150        | 0.6                 | A        |
|              | <b>Subtotal</b> | <b>415</b>    | <b>419</b>        | <b>101</b> | <b>0.6</b>          | <b>A</b> |
| WB           | T               | 278           | 284               | 102        | 0.1                 | A        |
|              | <b>Subtotal</b> | <b>278</b>    | <b>284</b>        | <b>102</b> | <b>0.1</b>          | <b>A</b> |
| <b>Total</b> |                 | <b>713</b>    | <b>722</b>        | <b>101</b> | <b>0.5</b>          | <b>A</b> |

**Intersection:** Canyons Resort Drive & Cedar Lane  
**Type:** Unsignalized

| Approach     | Movement        | Demand Volume | Volume Served Avg | %          | Delay/Veh (sec) Avg | LOS      |
|--------------|-----------------|---------------|-------------------|------------|---------------------|----------|
| SB           | L               | 10            | 10                | 98         | 8.8                 | A        |
|              | R               | 1             | 1                 | 100        | 3.7                 | A        |
|              | <b>Subtotal</b> | <b>11</b>     | <b>11</b>         | <b>100</b> | <b>8.3</b>          | <b>A</b> |
| EB           | L               | 5             | 5                 | 95         | 1.5                 | A        |
|              | T               | 406           | 410               | 101        | 0.2                 | A        |
|              | <b>Subtotal</b> | <b>411</b>    | <b>415</b>        | <b>101</b> | <b>0.2</b>          | <b>A</b> |
| WB           | T               | 268           | 272               | 101        | 0.4                 | A        |
|              | R               | 10            | 12                | 117        | 0.2                 | A        |
|              | <b>Subtotal</b> | <b>278</b>    | <b>284</b>        | <b>102</b> | <b>0.4</b>          | <b>A</b> |
| <b>Total</b> |                 | <b>700</b>    | <b>710</b>        | <b>101</b> | <b>0.4</b>          | <b>A</b> |

## SimTraffic LOS Report

**Project:** Summit County - The Canyons TS  
**Analysis Period:** Existing (2017) Background  
**Time Period:** Saturday Peak Hour  
**Project #:** UT16-878

**Intersection:** Red Pine Road & Canyons Resort Drive  
**Type:** Unsignalized

| Approach     | Movement        | Demand Volume | Volume Served Avg | %          | Delay/Veh (sec) Avg | LOS      |
|--------------|-----------------|---------------|-------------------|------------|---------------------|----------|
| NB           | L               | 1             | 1                 | 100        | 3.1                 | A        |
|              | T               | 9             | 11                | 119        | 0.0                 | A        |
|              | R               | 10            | 11                | 107        | 4.5                 | A        |
|              | <b>Subtotal</b> | <b>20</b>     | <b>23</b>         | <b>115</b> | <b>2.3</b>          | <b>A</b> |
| EB           | T               | 400           | 404               | 101        | 1.0                 | A        |
|              | R               | 10            | 11                | 107        | 0.7                 | A        |
|              | <b>Subtotal</b> | <b>410</b>    | <b>415</b>        | <b>101</b> | <b>1.0</b>          | <b>A</b> |
| WB           | L               | 35            | 37                | 105        | 2.2                 | A        |
|              | T               | 234           | 236               | 101        | 0.2                 | A        |
|              | <b>Subtotal</b> | <b>269</b>    | <b>273</b>        | <b>101</b> | <b>0.5</b>          | <b>A</b> |
|              |                 |               |                   |            |                     |          |
| <b>Total</b> |                 | <b>700</b>    | <b>711</b>        | <b>102</b> | <b>0.8</b>          | <b>A</b> |

**Intersection:** Red Pine Road & Chalet Drive  
**Type:** Unsignalized

| Approach     | Movement        | Demand Volume | Volume Served Avg | %          | Delay/Veh (sec) Avg | LOS      |
|--------------|-----------------|---------------|-------------------|------------|---------------------|----------|
| NB           | T               | 10            | 11                | 107        | 0.1                 | A        |
|              | <b>Subtotal</b> | <b>10</b>     | <b>11</b>         | <b>110</b> | <b>0.1</b>          | <b>A</b> |
| SB           | L               | 15            | 13                | 88         | 0.4                 | A        |
|              | T               | 31            | 34                | 111        | 0.1                 | A        |
|              | <b>Subtotal</b> | <b>46</b>     | <b>47</b>         | <b>102</b> | <b>0.2</b>          | <b>A</b> |
| WB           | R               | 10            | 12                | 117        | 1.9                 | A        |
|              | <b>Subtotal</b> | <b>10</b>     | <b>12</b>         | <b>120</b> | <b>1.9</b>          | <b>A</b> |
|              |                 |               |                   |            |                     |          |
| <b>Total</b> |                 | <b>66</b>     | <b>70</b>         | <b>106</b> | <b>0.5</b>          | <b>A</b> |

### SimTraffic LOS Report

**Project:** Summit County - The Canyons TS  
**Analysis Period:** Existing (2017) Background  
**Time Period:** Saturday Peak Hour  
**Project #:** UT16-878

**Intersection:** Canyons Resort Drive & Silverado  
**Type:** Unsignalized

| Approach | Movement | Demand Volume | Volume Served Avg | %   | Delay/Veh (sec) Avg | LOS |
|----------|----------|---------------|-------------------|-----|---------------------|-----|
| NB       | T        | 241           | 248               | 103 | 0.6                 | A   |
|          | Subtotal | 241           | 248               | 103 | 0.6                 | A   |
| SB       | L        | 25            | 24                | 96  | 2.6                 | A   |
|          | T        | 260           | 261               | 100 | 1.4                 | A   |
| WB       | Subtotal | 285           | 285               | 100 | 1.5                 | A   |
|          | R        | 20            | 18                | 91  | 3.1                 | A   |
|          | Subtotal | 20            | 18                | 90  | 3.1                 | A   |
|          |          |               |                   |     |                     |     |
| Total    |          | 546           | 551               | 101 | 1.1                 | A   |

**Intersection:** Canyons Resort Drive & Grand Summit Drive  
**Type:** Unsignalized

| Approach | Movement | Demand Volume | Volume Served Avg | %   | Delay/Veh (sec) Avg | LOS |
|----------|----------|---------------|-------------------|-----|---------------------|-----|
| NB       | L        | 20            | 19                | 96  | 2.7                 | A   |
|          | T        | 166           | 173               | 104 | 0.8                 | A   |
| SB       | Subtotal | 186           | 192               | 103 | 1.0                 | A   |
|          | T        | 145           | 139               | 96  | 1.1                 | A   |
| EB       | R        | 115           | 120               | 105 | 0.9                 | A   |
|          | Subtotal | 260           | 259               | 100 | 1.0                 | A   |
|          | L        | 75            | 76                | 101 | 5.6                 | A   |
|          | R        | 20            | 20                | 101 | 3.8                 | A   |
|          | Subtotal | 95            | 96                | 101 | 5.2                 | A   |
|          |          |               |                   |     |                     |     |
| Total    |          | 540           | 547               | 101 | 1.7                 | A   |

## SimTraffic LOS Report

**Project:** Summit County - The Canyons TS  
**Analysis Period:** Existing (2017) Background  
**Time Period:** Saturday Peak Hour  
**Project #:** UT16-878

**Intersection:** High Mountain Road & Canyons Resort Drive  
**Type:** Unsignalized

| Approach     | Movement        | Demand Volume | Volume Served |     | Delay/Veh (sec) |     |
|--------------|-----------------|---------------|---------------|-----|-----------------|-----|
|              |                 |               | Avg           | %   | Avg             | LOS |
| NW           | L               | 5             | 6             | 114 | 1.2             | A   |
|              | T               | 50            | 54            | 108 | 0.0             | A   |
|              | <b>Subtotal</b> | 55            | 60            | 109 | 0.1             | A   |
| SE           | T               | 20            | 18            | 91  | 1.1             | A   |
|              | R               | 145           | 142           | 98  | 0.8             | A   |
|              | <b>Subtotal</b> | 165           | 160           | 97  | 0.8             | A   |
| NE           | L               | 135           | 137           | 102 | 4.1             | A   |
|              | R               | 10            | 11            | 107 | 2.7             | A   |
|              | <b>Subtotal</b> | 145           | 148           | 102 | 4.0             | A   |
|              |                 |               |               |     |                 |     |
| <b>Total</b> |                 | 365           | 368           | 101 | 2.0             | A   |

**Intersection:** Escala Court & High Mountain Road & Canyons Resort Drive  
**Type:** Unsignalized

| Approach     | Movement        | Demand Volume | Volume Served |     | Delay/Veh (sec) |     |
|--------------|-----------------|---------------|---------------|-----|-----------------|-----|
|              |                 |               | Avg           | %   | Avg             | LOS |
| NB           | L               | 5             | 4             | 76  | 4.0             | A   |
|              | R               | 30            | 30            | 99  | 2.3             | A   |
|              | <b>Subtotal</b> | 35            | 34            | 97  | 2.5             | A   |
| WB           | L               | 45            | 42            | 93  | 1.4             | A   |
|              | T               | 40            | 46            | 114 | 0.6             | A   |
|              | R               | 65            | 61            | 94  | 0.9             | A   |
|              | <b>Subtotal</b> | 150           | 149           | 99  | 0.9             | A   |
| SE           | L               | 50            | 49            | 98  | 0.1             | A   |
|              | R               | 5             | 6             | 114 | 0.1             | A   |
|              | <b>Subtotal</b> | 55            | 55            | 100 | 0.1             | A   |
|              |                 |               |               |     |                 |     |
| <b>Total</b> |                 | 241           | 238           | 99  | 1.0             | A   |

## SimTraffic LOS Report

**Project:** Summit County - The Canyons TS  
**Analysis Period:** Existing (2017) Plus Project  
**Time Period:** Saturday Peak Hour  
**Project #:** UT16-878

**Intersection:** SR-224 & Canyons Resort Drive/Park West Village  
**Type:** Signalized

| Approach     | Movement | Demand<br>Volume | Volume Served |            | Delay/Veh (sec) |          |
|--------------|----------|------------------|---------------|------------|-----------------|----------|
|              |          |                  | Avg           | %          | Avg             | LOS      |
| NB           | L        | 403              | 385           | 96         | 132.8           | F        |
|              | T        | 1,001            | 984           | 98         | 25.5            | C        |
|              | R        | 13               | 14            | 110        | 9.5             | A        |
|              | Subtotal | 1,417            | 1,383         | 98         | 55.2            | E        |
| SB           | L        | 17               | 16            | 94         | 130.2           | F        |
|              | T        | 1,026            | 1,038         | 101        | 65.6            | E        |
|              | R        | 514              | 534           | 104        | 16.9            | B        |
|              | Subtotal | 1,557            | 1,588         | 102        | 49.9            | D        |
| EB           | L        | 931              | 915           | 98         | 67.0            | E        |
|              | T        | 6                | 6             | 100        | 41.1            | D        |
|              | R        | 234              | 235           | 101        | 18.8            | B        |
|              | Subtotal | 1,171            | 1,156         | 99         | 57.1            | E        |
| WB           | L        | 8                | 8             | 97         | 84.4            | F        |
|              | T        | 5                | 5             | 95         | 89.8            | F        |
|              | R        | 17               | 18            | 106        | 28.6            | C        |
|              | Subtotal | 30               | 31            | 103        | 52.9            | D        |
| <b>Total</b> |          | <b>4,175</b>     | <b>4,158</b>  | <b>100</b> | <b>54.2</b>     | <b>D</b> |

**Intersection:** Bus / 7-Eleven East & Canyons Resort Drive  
**Type:** Unsignalized

| Approach     | Movement | Demand<br>Volume | Volume Served |           | Delay/Veh (sec) |          |
|--------------|----------|------------------|---------------|-----------|-----------------|----------|
|              |          |                  | Avg           | %         | Avg             | LOS      |
| NB           | L        | 7                | 6             | 83        | 304.3           | F        |
|              | R        | 38               | 34            | 89        | 175.4           | F        |
|              | Subtotal | 45               | 40            | 89        | 194.7           | F        |
| EB           | T        | 1,132            | 1,121         | 99        | 1.8             | A        |
|              | Subtotal | 1,132            | 1,121         | 99        | 1.8             | A        |
| WB           | T        | 923              | 922           | 100       | 27.1            | D        |
|              | Subtotal | 923              | 922           | 100       | 27.1            | D        |
| <b>Total</b> |          | <b>2,100</b>     | <b>2,083</b>  | <b>99</b> | <b>17.3</b>     | <b>C</b> |

## SimTraffic LOS Report

**Project:** Summit County - The Canyons TS  
**Analysis Period:** Existing (2017) Plus Project  
**Time Period:** Saturday Peak Hour  
**Project #:** UT16-878

**Intersection:** Bus / 7-Eleven West & Canyons Resort Drive  
**Type:** Unsignalized

| Approach     | Movement        | Demand Volume | Volume Served |            | Delay/Veh (sec) |          |
|--------------|-----------------|---------------|---------------|------------|-----------------|----------|
|              |                 |               | Avg           | %          | Avg             | LOS      |
| EB           | T               | 1,132         | 1,121         | 99         | 3.3             | A        |
|              | R               | 26            | 26            | 99         | 2.0             | A        |
|              | <b>Subtotal</b> | <b>1,158</b>  | <b>1,147</b>  | <b>99</b>  | <b>3.3</b>      | <b>A</b> |
| WB           | L               | 21            | 20            | 95         | 26.7            | D        |
|              | T               | 908           | 906           | 100        | 5.1             | A        |
|              | <b>Subtotal</b> | <b>929</b>    | <b>926</b>    | <b>100</b> | <b>5.6</b>      | <b>A</b> |
|              |                 |               |               |            |                 |          |
|              |                 |               |               |            |                 |          |
| <b>Total</b> |                 | <b>2,088</b>  | <b>2,073</b>  | <b>99</b>  | <b>4.3</b>      | <b>A</b> |

**Intersection:** Canyons Resort Drive & Aspen Drive  
**Type:** Unsignalized

| Approach     | Movement        | Demand Volume | Volume Served |            | Delay/Veh (sec) |          |
|--------------|-----------------|---------------|---------------|------------|-----------------|----------|
|              |                 |               | Avg           | %          | Avg             | LOS      |
| SB           | L               | 3             | 3             | 100        | 193.1           | F        |
|              | R               | 1             | 2             | 200        | 125.9           | F        |
|              | <b>Subtotal</b> | <b>4</b>      | <b>5</b>      | <b>125</b> | <b>166.2</b>    | <b>F</b> |
| EB           | L               | 1             | 1             | 100        | 8.7             | A        |
|              | T               | 1,156         | 1,146         | 99         | 5.5             | A        |
|              | <b>Subtotal</b> | <b>1,157</b>  | <b>1,147</b>  | <b>99</b>  | <b>5.5</b>      | <b>A</b> |
| WB           | T               | 904           | 899           | 99         | 12.7            | B        |
|              | R               | 4             | 4             | 94         | 11.4            | B        |
|              | <b>Subtotal</b> | <b>908</b>    | <b>903</b>    | <b>99</b>  | <b>12.7</b>     | <b>B</b> |
|              |                 |               |               |            |                 |          |
| <b>Total</b> |                 | <b>2,069</b>  | <b>2,055</b>  | <b>99</b>  | <b>9.1</b>      | <b>A</b> |



## SimTraffic LOS Report

Project: Summit County - The Canyons TS  
Analysis Period: Existing (2017) Plus Project  
Time Period: Saturday Peak Hour  
Project #: UT16-878

Intersection: Canyons Resort Drive & Frostwood Drive  
Type: Roundabout

| Approach | Movement | Demand Volume | Volume Served |     | Delay/Veh (sec) |     |
|----------|----------|---------------|---------------|-----|-----------------|-----|
|          |          |               | Avg           | %   | Avg             | LOS |
| NW       | L        | 42            | 45            | 107 | 14.2            | B   |
|          | T        | 17            | 18            | 106 | 13.1            | B   |
|          | R        | 633           | 636           | 100 | 6.9             | A   |
|          | Subtotal | 692           | 699           | 101 | 7.5             | A   |
| SE       | L        | 117           | 115           | 98  | 5.9             | A   |
|          | T        | 6             | 6             | 96  | 5.6             | A   |
|          | R        | 24            | 26            | 107 | 6.0             | A   |
|          | Subtotal | 147           | 147           | 100 | 5.9             | A   |
| NE       | L        | 17            | 15            | 88  | 26.9            | D   |
|          | T        | 406           | 397           | 98  | 25.2            | D   |
|          | R        | 46            | 46            | 99  | 19.7            | C   |
|          | Subtotal | 469           | 458           | 98  | 24.7            | C   |
| SW       | L        | 347           | 350           | 101 | 27.1            | D   |
|          | T        | 399           | 388           | 97  | 27.3            | D   |
|          | R        | 160           | 158           | 99  | 26.6            | D   |
|          | Subtotal | 906           | 896           | 99  | 27.1            | D   |
| Total    |          | 2,215         | 2,200         | 99  | 19.0            | C   |

Intersection: Chalet Drive/Parking/Cedar Lane & Canyons Resort Drive  
Type: Unsignalized

| Approach | Movement | Demand Volume | Volume Served |    | Delay/Veh (sec) |     |
|----------|----------|---------------|---------------|----|-----------------|-----|
|          |          |               | Avg           | %  | Avg             | LOS |
| SB       | L        | 20            | 19            | 95 | 15.2            | C   |
|          | Subtotal | 20            | 19            | 95 | 15.2            | C   |
| EB       | L        | 5             | 4             | 76 | 3.4             | A   |
|          | T        | 449           | 440           | 98 | 0.7             | A   |
|          | Subtotal | 454           | 444           | 98 | 0.7             | A   |
| WB       | T        | 464           | 458           | 99 | 1.9             | A   |
|          | Subtotal | 464           | 458           | 99 | 1.9             | A   |
| Total    |          | 939           | 921           | 98 | 1.6             | A   |

## SimTraffic LOS Report

**Project:** Summit County - The Canyons TS  
**Analysis Period:** Existing (2017) Plus Project  
**Time Period:** Saturday Peak Hour  
**Project #:** UT16-878

**Intersection:** Navajo Trail & Canyons Resort Drive  
**Type:** Unsignalized

| Approach     | Movement        | Demand Volume | Volume Served |            | Delay/Veh (sec) |          |
|--------------|-----------------|---------------|---------------|------------|-----------------|----------|
|              |                 |               | Avg           | %          | Avg             | LOS      |
| NB           | R               | 20            | 24            | 120        | 5.6             | A        |
|              | <b>Subtotal</b> | <b>20</b>     | <b>24</b>     | <b>120</b> | <b>5.6</b>      | <b>A</b> |
| EB           | T               | 434           | 420           | 97         | 0.6             | A        |
|              | R               | 2             | 2             | 100        | 1.3             | A        |
|              | <b>Subtotal</b> | <b>436</b>    | <b>422</b>    | <b>97</b>  | <b>0.6</b>      | <b>A</b> |
| WB           | T               | 464           | 457           | 98         | 0.1             | A        |
|              | <b>Subtotal</b> | <b>464</b>    | <b>457</b>    | <b>98</b>  | <b>0.1</b>      | <b>A</b> |
|              |                 |               |               |            |                 |          |
| <b>Total</b> |                 | <b>920</b>    | <b>903</b>    | <b>98</b>  | <b>0.5</b>      | <b>A</b> |

**Intersection:** Canyons Resort Drive & Cedar Lane  
**Type:** Unsignalized

| Approach     | Movement        | Demand Volume | Volume Served |           | Delay/Veh (sec) |          |
|--------------|-----------------|---------------|---------------|-----------|-----------------|----------|
|              |                 |               | Avg           | %         | Avg             | LOS      |
| SB           | L               | 10            | 8             | 82        | 9.1             | A        |
|              | R               | 1             | 1             | 100       | 10.6            | B        |
|              | <b>Subtotal</b> | <b>11</b>     | <b>9</b>      | <b>82</b> | <b>9.3</b>      | <b>A</b> |
| EB           | L               | 5             | 4             | 76        | 2.0             | A        |
|              | T               | 427           | 416           | 97        | 0.4             | A        |
|              | <b>Subtotal</b> | <b>432</b>    | <b>420</b>    | <b>97</b> | <b>0.4</b>      | <b>A</b> |
| WB           | T               | 454           | 447           | 98        | 0.9             | A        |
|              | R               | 10            | 10            | 103       | 0.4             | A        |
|              | <b>Subtotal</b> | <b>464</b>    | <b>457</b>    | <b>98</b> | <b>0.9</b>      | <b>A</b> |
|              |                 |               |               |           |                 |          |
| <b>Total</b> |                 | <b>907</b>    | <b>886</b>    | <b>98</b> | <b>0.7</b>      | <b>A</b> |

## SimTraffic LOS Report

**Project:** Summit County - The Canyons TS  
**Analysis Period:** Existing (2017) Plus Project  
**Time Period:** Saturday Peak Hour  
**Project #:** UT16-878

**Intersection:** Red Pine Road & Canyons Resort Drive  
**Type:** Unsignalized

| Approach     | Movement        | Demand Volume | Volume Served Avg | %         | Delay/Veh (sec) Avg | LOS      |
|--------------|-----------------|---------------|-------------------|-----------|---------------------|----------|
| NB           | L               | 1             | 0                 | 0         |                     |          |
|              | T               | 4             | 4                 | 107       | 0.6                 | A        |
|              | R               | 245           | 242               | 99        | 5.9                 | A        |
|              | <b>Subtotal</b> | <b>250</b>    | <b>246</b>        | <b>98</b> | <b>5.8</b>          | <b>A</b> |
| EB           | T               | 189           | 181               | 96        | 1.1                 | A        |
|              | R               | 10            | 10                | 103       | 0.7                 | A        |
|              | <b>Subtotal</b> | <b>199</b>    | <b>191</b>        | <b>96</b> | <b>1.1</b>          | <b>A</b> |
| WB           | L               | 199           | 198               | 100       | 1.3                 | A        |
|              | T               | 256           | 249               | 97        | 0.1                 | A        |
|              | <b>Subtotal</b> | <b>455</b>    | <b>447</b>        | <b>98</b> | <b>0.6</b>          | <b>A</b> |
|              |                 |               |                   |           |                     |          |
| <b>Total</b> |                 | <b>904</b>    | <b>884</b>        | <b>98</b> | <b>2.2</b>          | <b>A</b> |

**Intersection:** Red Pine Road & RC 21  
**Type:** Unsignalized

| Approach     | Movement        | Demand Volume | Volume Served Avg | %          | Delay/Veh (sec) Avg | LOS      |
|--------------|-----------------|---------------|-------------------|------------|---------------------|----------|
| NB           | T               | 229           | 229               | 100        | 0.6                 | A        |
|              | <b>Subtotal</b> | <b>229</b>    | <b>229</b>        | <b>100</b> | <b>0.6</b>          | <b>A</b> |
| SB           | T               | 188           | 188               | 100        | 0.2                 | A        |
|              | R               | 24            | 22                | 92         | 0.2                 | A        |
|              | <b>Subtotal</b> | <b>212</b>    | <b>210</b>        | <b>99</b>  | <b>0.2</b>          | <b>A</b> |
| EB           | L               | 17            | 13                | 78         | 5.2                 | A        |
|              | <b>Subtotal</b> | <b>17</b>     | <b>13</b>         | <b>76</b>  | <b>5.2</b>          | <b>A</b> |
|              |                 |               |                   |            |                     |          |
| <b>Total</b> |                 | <b>458</b>    | <b>452</b>        | <b>99</b>  | <b>0.5</b>          | <b>A</b> |

## SimTraffic LOS Report

**Project:** Summit County - The Canyons TS  
**Analysis Period:** Existing (2017) Plus Project  
**Time Period:** Saturday Peak Hour  
**Project #:** UT16-878

**Intersection:** Red Pine Road & RC 20  
**Type:** Unsignalized

| Approach | Movement | Demand Volume | Volume Served |     | Delay/Veh (sec) |     |
|----------|----------|---------------|---------------|-----|-----------------|-----|
|          |          |               | Avg           | %   | Avg             | LOS |
| NB       | T        | 218           | 216           | 99  | 0.2             | A   |
|          | Subtotal | 218           | 216           | 99  | 0.2             | A   |
| SB       | T        | 163           | 162           | 99  | 0.4             | A   |
|          | R        | 23            | 23            | 100 | 0.4             | A   |
|          | Subtotal | 186           | 185           | 99  | 0.4             | A   |
| EB       | L        | 11            | 12            | 107 | 5.0             | A   |
|          | Subtotal | 11            | 12            | 109 | 5.0             | A   |
|          |          |               |               |     |                 |     |
| Total    |          | 416           | 413           | 99  | 0.5             | A   |

**Intersection:** Red Pine Road & RC 20/Chalet Drive  
**Type:** Unsignalized

| Approach | Movement | Demand Volume | Volume Served |     | Delay/Veh (sec) |     |
|----------|----------|---------------|---------------|-----|-----------------|-----|
|          |          |               | Avg           | %   | Avg             | LOS |
| NB       | T        | 191           | 190           | 99  | 0.2             | A   |
|          | Subtotal | 191           | 190           | 99  | 0.2             | A   |
| SB       | L        | 15            | 15            | 102 | 1.5             | A   |
|          | T        | 128           | 126           | 99  | 0.3             | A   |
|          | R        | 20            | 21            | 106 | 0.3             | A   |
|          | Subtotal | 163           | 162           | 99  | 0.4             | A   |
| EB       | L        | 17            | 17            | 101 | 4.3             | A   |
|          | Subtotal | 17            | 17            | 100 | 4.3             | A   |
| WB       | R        | 10            | 10            | 98  | 2.7             | A   |
|          | Subtotal | 10            | 10            | 100 | 2.7             | A   |
| Total    |          | 380           | 379           | 100 | 0.5             | A   |

## SimTraffic LOS Report

**Project:** Summit County - The Canyons TS  
**Analysis Period:** Existing (2017) Plus Project  
**Time Period:** Saturday Peak Hour  
**Project #:** UT16-878

**Intersection:** Red Pine Road & Canyons Resort Drive  
**Type:** Unsignalized

| Approach     | Movement        | Demand Volume | Volume Served |            | Delay/Veh (sec) |          |
|--------------|-----------------|---------------|---------------|------------|-----------------|----------|
|              |                 |               | Avg           | %          | Avg             | LOS      |
| NB           | T               | 1             | 2             | 200        | 0.0             | A        |
|              | R               | 30            | 29            | 97         | 2.8             | A        |
|              | <b>Subtotal</b> | <b>31</b>     | <b>31</b>     | <b>100</b> | <b>2.6</b>      | <b>A</b> |
| EB           | T               | 161           | 161           | 100        | 0.1             | A        |
|              | Subtotal        | 161           | 161           | 100        | 0.1             | A        |
| WB           | L               | 32            | 31            | 96         | 1.1             | A        |
|              | T               | 96            | 94            | 98         | 0.2             | A        |
|              | <b>Subtotal</b> | <b>128</b>    | <b>125</b>    | <b>98</b>  | <b>0.4</b>      | <b>A</b> |
| <b>Total</b> |                 | <b>320</b>    | <b>317</b>    | <b>99</b>  | <b>0.5</b>      | <b>A</b> |

**Intersection:** Canyons Resort Drive & RC 15  
**Type:** Unsignalized

| Approach     | Movement        | Demand Volume | Volume Served |           | Delay/Veh (sec) |          |
|--------------|-----------------|---------------|---------------|-----------|-----------------|----------|
|              |                 |               | Avg           | %         | Avg             | LOS      |
| NB           | T               | 196           | 189           | 96        | 0.3             | A        |
|              | Subtotal        | 196           | 189           | 96        | 0.3             | A        |
| SB           | T               | 246           | 238           | 97        | 0.6             | A        |
|              | R               | 14            | 14            | 102       | 0.4             | A        |
|              | <b>Subtotal</b> | <b>260</b>    | <b>252</b>    | <b>97</b> | <b>0.6</b>      | <b>A</b> |
| EB           | R               | 5             | 5             | 95        | 3.5             | A        |
|              | Subtotal        | 5             | 5             | 100       | 3.5             | A        |
| <b>Total</b> |                 | <b>462</b>    | <b>446</b>    | <b>97</b> | <b>0.5</b>      | <b>A</b> |

## SimTraffic LOS Report

**Project:** Summit County - The Canyons TS  
**Analysis Period:** Existing (2017) Plus Project  
**Time Period:** Saturday Peak Hour  
**Project #:** UT16-878

**Intersection:** Canyons Resort Drive & Silverado  
**Type:** Unsignalized

| Approach | Movement | Demand Volume | Volume Served |     | Delay/Veh (sec) |     |
|----------|----------|---------------|---------------|-----|-----------------|-----|
|          |          |               | Avg           | %   | Avg             | LOS |
| NB       | T        | 176           | 169           | 96  | 0.1             | A   |
|          | Subtotal | 176           | 169           | 96  | 0.1             | A   |
| SB       | L        | 25            | 25            | 100 | 1.5             | A   |
|          | T        | 224           | 216           | 96  | 0.5             | A   |
| WB       | Subtotal | 249           | 241           | 97  | 0.6             | A   |
|          | R        | 20            | 20            | 101 | 2.6             | A   |
|          | Subtotal | 20            | 20            | 100 | 2.6             | A   |
|          |          |               |               |     |                 |     |
| Total    |          | 445           | 430           | 97  | 0.5             | A   |

**Intersection:** Canyons Resort Drive & RC 14  
**Type:** Unsignalized

| Approach | Movement | Demand Volume | Volume Served |     | Delay/Veh (sec) |     |
|----------|----------|---------------|---------------|-----|-----------------|-----|
|          |          |               | Avg           | %   | Avg             | LOS |
| EB       | R        | 9             | 9             | 97  | 2.6             | A   |
|          | Subtotal | 9             | 9             | 100 | 2.6             | A   |
| NE       | T        | 176           | 169           | 96  | 0.1             | A   |
|          | Subtotal | 176           | 169           | 96  | 0.1             | A   |
| SW       | T        | 199           | 194           | 97  | 0.3             | A   |
|          | R        | 24            | 21            | 88  | 0.3             | A   |
|          | Subtotal | 223           | 215           | 96  | 0.3             | A   |
|          |          |               |               |     |                 |     |
| Total    |          | 408           | 393           | 96  | 0.3             | A   |

## SimTraffic LOS Report

**Project:** Summit County - The Canyons TS  
**Analysis Period:** Existing (2017) Plus Project  
**Time Period:** Saturday Peak Hour  
**Project #:** UT16-878

**Intersection:** Canyons Resort Drive & Grand Summit Drive  
**Type:** Unsignalized

| Approach     | Movement | Demand Volume | Volume Served |     | Delay/Veh (sec) |     |
|--------------|----------|---------------|---------------|-----|-----------------|-----|
|              |          |               | Avg           | %   | Avg             | LOS |
| NB           | L        | 26            | 25            | 96  | 1.5             | A   |
|              | T        | 176           | 169           | 96  | 0.2             | A   |
|              | Subtotal | 202           | 194           | 96  | 0.4             | A   |
| SB           | T        | 167           | 162           | 97  | 0.5             | A   |
|              | R        | 42            | 41            | 98  | 0.4             | A   |
|              | Subtotal | 209           | 203           | 97  | 0.5             | A   |
| EB           | R        | 146           | 146           | 100 | 3.5             | A   |
|              | Subtotal | 146           | 146           | 100 | 3.5             | A   |
|              |          |               |               |     |                 |     |
| <b>Total</b> |          | 557           | 543           | 98  | 1.2             | A   |

**Intersection:** High Mountain Road/RC 20 & Canyons Resort Drive  
**Type:** Roundabout

| Approach     | Movement | Demand Volume | Volume Served |     | Delay/Veh (sec) |     |
|--------------|----------|---------------|---------------|-----|-----------------|-----|
|              |          |               | Avg           | %   | Avg             | LOS |
| NW           | L        | 63            | 61            | 96  | 2.0             | A   |
|              | T        | 34            | 32            | 93  | 2.1             | A   |
|              | R        | 1             | 2             | 200 | 2.0             | A   |
|              | Subtotal | 98            | 95            | 97  | 2.0             | A   |
| SE           | L        | 3             | 3             | 100 | 1.3             | A   |
|              | T        | 122           | 118           | 97  | 2.0             | A   |
|              | R        | 143           | 141           | 98  | 1.8             | A   |
|              | Subtotal | 268           | 262           | 98  | 1.9             | A   |
| NE           | L        | 109           | 105           | 96  | 2.3             | A   |
|              | T        | 0             | 0             | 0   |                 |     |
|              | R        | 48            | 49            | 103 | 2.2             | A   |
|              | Subtotal | 157           | 154           | 98  | 2.3             | A   |
| SW           | R        | 1             | 0             | 0   |                 |     |
|              | Subtotal | 1             |               |     |                 |     |
| <b>Total</b> |          | 568           | 554           | 97  | 2.0             | A   |

## SimTraffic LOS Report

**Project:** Summit County - The Canyons TS  
**Analysis Period:** Existing (2017) Plus Project  
**Time Period:** Saturday Peak Hour  
**Project #:** UT16-878

**Intersection:** RC 16/RC 20 & Canyons Resort Drive  
**Type:** Unsignalized

| Approach     | Movement        | Demand Volume | Volume Served |     | Delay/Veh (sec) |     |
|--------------|-----------------|---------------|---------------|-----|-----------------|-----|
|              |                 |               | Avg           | %   | Avg             | LOS |
| NB           | L               | 10            | 10            | 98  | 3.9             | A   |
|              | R               | 4             | 5             | 125 | 2.5             | A   |
|              | <b>Subtotal</b> | 14            | 15            | 107 | 3.4             | A   |
| SB           | L               | 2             | 2             | 100 | 5.0             | A   |
|              | R               | 1             | 2             | 200 | 2.3             | A   |
|              | <b>Subtotal</b> | 3             | 4             | 133 | 3.7             | A   |
| EB           | L               | 2             | 2             | 100 | 1.1             | A   |
|              | T               | 155           | 154           | 99  | 0.3             | A   |
|              | R               | 13            | 12            | 91  | 0.2             | A   |
|              | <b>Subtotal</b> | 170           | 168           | 99  | 0.3             | A   |
| WB           | L               | 6             | 7             | 112 | 1.6             | A   |
|              | T               | 87            | 84            | 96  | 0.2             | A   |
|              | R               | 2             | 3             | 150 | 0.2             | A   |
|              | <b>Subtotal</b> | 95            | 94            | 99  | 0.3             | A   |
| <b>Total</b> |                 | 283           | 281           | 99  | 0.5             | A   |

**Intersection:** Escala Court & High Mountain Road  
**Type:** Unsignalized

| Approach     | Movement        | Demand Volume | Volume Served |     | Delay/Veh (sec) |     |
|--------------|-----------------|---------------|---------------|-----|-----------------|-----|
|              |                 |               | Avg           | %   | Avg             | LOS |
| SE           | L               | 83            | 80            | 96  | 4.5             | A   |
|              | R               | 5             | 6             | 114 | 3.3             | A   |
|              | <b>Subtotal</b> | 88            | 86            | 98  | 4.4             | A   |
| NE           | L               | 5             | 5             | 95  | 1.5             | A   |
|              | T               | 74            | 74            | 100 | 0.1             | A   |
|              | <b>Subtotal</b> | 79            | 79            | 100 | 0.2             | A   |
| SW           | T               | 112           | 110           | 98  | 0.3             | A   |
|              | R               | 94            | 92            | 98  | 0.3             | A   |
|              | <b>Subtotal</b> | 206           | 202           | 98  | 0.3             | A   |
| <b>Total</b> |                 | 374           | 367           | 98  | 1.2             | A   |



## SimTraffic LOS Report

**Project:** Summit County - The Canyons TS  
**Analysis Period:** Existing (2017) Plus Project  
**Time Period:** Saturday Peak Hour **Project #:** UT16-878

**Intersection:** RC 16 & Escala Court  
**Type:** Unsignalized

| Approach     | Movement        | Demand<br>Volume | Volume Served |            | Delay/Veh (sec) |          |
|--------------|-----------------|------------------|---------------|------------|-----------------|----------|
|              |                 |                  | Avg           | %          | Avg             | LOS      |
| NB           | R               | 16               | 18            | 114        | 2.3             | A        |
|              | <b>Subtotal</b> | <b>16</b>        | <b>18</b>     | <b>113</b> | <b>2.3</b>      | <b>A</b> |
| EB           | T               | 63               | 60            | 95         | 0.1             | A        |
|              | <b>Subtotal</b> | <b>63</b>        | <b>60</b>     | <b>95</b>  | <b>0.1</b>      | <b>A</b> |
| WB           | L               | 24               | 26            | 108        | 0.6             | A        |
|              | T               | 94               | 90            | 96         | 0.1             | A        |
|              | <b>Subtotal</b> | <b>118</b>       | <b>116</b>    | <b>98</b>  | <b>0.2</b>      | <b>A</b> |
|              |                 |                  |               |            |                 |          |
| <b>Total</b> |                 | <b>196</b>       | <b>194</b>    | <b>99</b>  | <b>0.4</b>      | <b>A</b> |

**Intersection:** Escala Court & RC 17/18  
**Type:** Unsignalized

| Approach     | Movement        | Demand<br>Volume | Volume Served |            | Delay/Veh (sec) |          |
|--------------|-----------------|------------------|---------------|------------|-----------------|----------|
|              |                 |                  | Avg           | %          | Avg             | LOS      |
| SB           | L               | 14               | 13            | 95         | 3.0             | A        |
|              | <b>Subtotal</b> | <b>14</b>        | <b>13</b>     | <b>93</b>  | <b>3.0</b>      | <b>A</b> |
| EB           | T               | 37               | 37            | 99         | 0.0             | A        |
|              | <b>Subtotal</b> | <b>37</b>        | <b>37</b>     | <b>100</b> | <b>0.0</b>      | <b>A</b> |
| WB           | T               | 74               | 72            | 97         | 0.0             | A        |
|              | R               | 19               | 18            | 96         | 0.0             | A        |
|              | <b>Subtotal</b> | <b>93</b>        | <b>90</b>     | <b>97</b>  | <b>0.0</b>      | <b>A</b> |
|              |                 |                  |               |            |                 |          |
| <b>Total</b> |                 | <b>144</b>       | <b>140</b>    | <b>97</b>  | <b>0.3</b>      | <b>A</b> |

## SimTraffic LOS Report

**Project:** Summit County - The Canyons TS  
**Analysis Period:** Existing (2017) Plus Project  
**Time Period:** Saturday Peak Hour  
**Project #:** UT16-878

**Intersection:** RC 17/18 & High Mountain Road  
**Type:** Unsignalized

| Approach | Movement | Demand Volume | Volume Served |    | Delay/Veh (sec) |     |
|----------|----------|---------------|---------------|----|-----------------|-----|
|          |          |               | Avg           | %  | Avg             | LOS |
| NW       | L        | 9             | 8             | 86 | 0.7             | A   |
|          | T        | 90            | 88            | 98 | 0.1             | A   |
|          | Subtotal | 99            | 96            | 97 | 0.2             | A   |
| SE       | T        | 81            | 79            | 98 | 0.2             | A   |
|          | Subtotal | 81            | 79            | 98 | 0.2             | A   |
| NE       | R        | 7             | 6             | 83 | 2.4             | A   |
|          | Subtotal | 7             | 6             | 86 | 2.4             | A   |
| Total    |          | 188           | 181           | 96 | 0.2             | A   |

**Intersection:** RC 17/18/22/ Sundial Court & High Mountain Road  
**Type:** Unsignalized

| Approach | Movement | Demand Volume | Volume Served |     | Delay/Veh (sec) |     |
|----------|----------|---------------|---------------|-----|-----------------|-----|
|          |          |               | Avg           | %   | Avg             | LOS |
| NB       | R        | 1             | 1             | 100 | 2.6             | A   |
|          | Subtotal | 1             | 1             | 100 | 2.6             | A   |
| EB       | T        | 81            | 79            | 98  | 0.1             | A   |
|          | Subtotal | 81            | 79            | 98  | 0.1             | A   |
| WB       | L        | 2             | 1             | 50  | 0.8             | A   |
|          | T        | 88            | 88            | 100 | 0.2             | A   |
|          | Subtotal | 90            | 89            | 99  | 0.2             | A   |
| Total    |          | 172           | 169           | 98  | 0.2             | A   |

## SimTraffic LOS Report

**Project:** Summit County - The Canyons TS  
**Analysis Period:** Existing (2017) Plus Project  
**Time Period:** Saturday Peak Hour **Project #:** UT16-878

**Intersection:** RC 22 & High Mountain Road  
**Type:** Unsignalized

| Approach     | Movement        | Demand Volume | Volume Served Avg | %          | Delay/Veh (sec) Avg | LOS      |
|--------------|-----------------|---------------|-------------------|------------|---------------------|----------|
| NB           | R               | 9             | 9                 | 97         | 2.4                 | A        |
|              | <b>Subtotal</b> | <b>9</b>      | <b>9</b>          | <b>100</b> | <b>2.4</b>          | <b>A</b> |
| NW           | L               | 13            | 12                | 91         | 0.7                 | A        |
|              | T               | 76            | 76                | 100        | 0.2                 | A        |
|              | Subtotal        | 89            | 88                | 99         | 0.3                 | A        |
| SE           | T               | 72            | 70                | 98         | 0.2                 | A        |
|              | Subtotal        | 72            | 70                | 97         | 0.2                 | A        |
|              |                 |               |                   |            |                     |          |
| <b>Total</b> |                 | <b>170</b>    | <b>167</b>        | <b>98</b>  | <b>0.3</b>          | <b>A</b> |

**Intersection:** Vintage E Street & High Mountain Road  
**Type:** Unsignalized

| Approach     | Movement        | Demand Volume | Volume Served Avg | %          | Delay/Veh (sec) Avg | LOS      |
|--------------|-----------------|---------------|-------------------|------------|---------------------|----------|
| NB           | R               | 28            | 26                | 93         | 2.5                 | A        |
|              | <b>Subtotal</b> | <b>28</b>     | <b>26</b>         | <b>93</b>  | <b>2.5</b>          | <b>A</b> |
| EB           | T               | 43            | 44                | 103        | 0.1                 | A        |
|              | Subtotal        | 43            | 44                | 102        | 0.1                 | A        |
| WB           | L               | 25            | 25                | 100        | 0.6                 | A        |
|              | T               | 50            | 51                | 102        | 0.3                 | A        |
|              | Subtotal        | 75            | 76                | 101        | 0.4                 | A        |
|              |                 |               |                   |            |                     |          |
| <b>Total</b> |                 | <b>146</b>    | <b>146</b>        | <b>100</b> | <b>0.7</b>          | <b>A</b> |

## SimTraffic LOS Report

**Project:** Summit County - The Canyons TS  
**Analysis Period:** Future (2030) Background  
**Time Period:** Saturday Peak Hour

**Project #:** UT16-878

**Intersection:** SR-224 & Canyons Resort Drive/Park West Village  
**Type:** Signalized

| Approach     | Movement | Demand Volume | Volume Served |           | Delay/Veh (sec) |          |
|--------------|----------|---------------|---------------|-----------|-----------------|----------|
|              |          |               | Avg           | %         | Avg             | LOS      |
| NB           | L        | 191           | 183           | 96        | 87.2            | F        |
|              | T        | 1,765         | 1,770         | 100       | 33.4            | C        |
|              | R        | 15            | 15            | 102       | 20.7            | C        |
|              | Subtotal | 1,971         | 1,968         | 100       | 38.3            | D        |
| SB           | L        | 20            | 18            | 91        | 130.3           | F        |
|              | T        | 1,810         | 1,721         | 95        | 83.9            | F        |
|              | R        | 214           | 195           | 91        | 16.1            | B        |
|              | Subtotal | 2,044         | 1,934         | 95        | 77.5            | E        |
| EB           | L        | 682           | 674           | 99        | 56.5            | E        |
|              | T        | 6             | 6             | 100       | 35.9            | D        |
|              | R        | 113           | 110           | 98        | 29.9            | C        |
|              | Subtotal | 801           | 790           | 99        | 52.6            | D        |
| WB           | L        | 10            | 9             | 88        | 72.7            | E        |
|              | T        | 5             | 5             | 95        | 82.3            | F        |
|              | R        | 20            | 21            | 106       | 44.4            | D        |
|              | Subtotal | 35            | 35            | 100       | 57.1            | E        |
| <b>Total</b> |          | <b>4,850</b>  | <b>4,727</b>  | <b>97</b> | <b>57.1</b>     | <b>E</b> |

**Intersection:** Bus / 7-Eleven East & Canyons Resort Drive  
**Type:** Unsignalized

| Approach     | Movement        | Demand Volume | Volume Served |            | Delay/Veh (sec) |          |
|--------------|-----------------|---------------|---------------|------------|-----------------|----------|
|              |                 |               | Avg           | %          | Avg             | LOS      |
| NB           | L               | 1             | 1             | 100        | 17.0            | C        |
|              | R               | 35            | 37            | 105        | 8.9             | A        |
|              | <b>Subtotal</b> | <b>36</b>     | <b>38</b>     | <b>106</b> | <b>9.1</b>      | <b>A</b> |
| EB           | T               | 766           | 757           | 99         | 0.5             | A        |
|              | R               | 5             | 5             | 95         | 0.1             | A        |
|              | Subtotal        | 771           | 762           | 99         | 0.5             | A        |
| WB           | L               | 15            | 13            | 88         | 9.7             | A        |
|              | T               | 395           | 371           | 94         | 4.5             | A        |
|              | Subtotal        | 410           | 384           | 94         | 4.7             | A        |
| <b>Total</b> |                 | <b>1,217</b>  | <b>1,184</b>  | <b>97</b>  | <b>2.1</b>      | <b>A</b> |

## SimTraffic LOS Report

**Project:** Summit County - The Canyons TS

**Analysis Period:** Future (2030) Background

**Time Period:** Saturday Peak Hour

**Project #:** UT16-878

**Intersection:** Bus / 7-Eleven West & Canyons Resort Drive  
**Type:** Unsignalized

| Approach     | Movement        | Demand Volume | Volume Served |           | Delay/Veh (sec) |          |
|--------------|-----------------|---------------|---------------|-----------|-----------------|----------|
|              |                 |               | Avg           | %         | Avg             | LOS      |
| NB           | L               | 5             | 5             | 95        | 12.4            | B        |
|              | R               | 10            | 9             | 88        | 8.7             | A        |
|              | <b>Subtotal</b> | <b>15</b>     | <b>14</b>     | <b>93</b> | <b>10.0</b>     | <b>A</b> |
| EB           | T               | 760           | 752           | 99        | 0.8             | A        |
|              | R               | 25            | 25            | 100       | 0.3             | A        |
|              | <b>Subtotal</b> | <b>785</b>    | <b>777</b>    | <b>99</b> | <b>0.8</b>      | <b>A</b> |
| WB           | L               | 10            | 11            | 107       | 7.4             | A        |
|              | T               | 387           | 363           | 94        | 0.5             | A        |
|              | <b>Subtotal</b> | <b>397</b>    | <b>374</b>    | <b>94</b> | <b>0.7</b>      | <b>A</b> |
|              |                 |               |               |           |                 |          |
| <b>Total</b> |                 | <b>1,198</b>  | <b>1,165</b>  | <b>97</b> | <b>0.9</b>      | <b>A</b> |

**Intersection:** Canyons Resort Drive & Aspen Drive  
**Type:** Unsignalized

| Approach     | Movement        | Demand Volume | Volume Served |            | Delay/Veh (sec) |          |
|--------------|-----------------|---------------|---------------|------------|-----------------|----------|
|              |                 |               | Avg           | %          | Avg             | LOS      |
| SB           | L               | 5             | 5             | 95         | 12.1            | B        |
|              | R               | 1             | 1             | 100        | 4.4             | A        |
|              | <b>Subtotal</b> | <b>6</b>      | <b>6</b>      | <b>100</b> | <b>10.8</b>     | <b>B</b> |
| EB           | L               | 1             | 0             | 0          | 1.8             | A        |
|              | T               | 781           | 774           | 99         | 1.8             | A        |
|              | <b>Subtotal</b> | <b>782</b>    | <b>774</b>    | <b>99</b>  | <b>1.8</b>      | <b>A</b> |
| WB           | T               | 386           | 363           | 94         | 0.5             | A        |
|              | R               | 5             | 5             | 95         | 0.3             | A        |
|              | <b>Subtotal</b> | <b>391</b>    | <b>368</b>    | <b>94</b>  | <b>0.5</b>      | <b>A</b> |
|              |                 |               |               |            |                 |          |
| <b>Total</b> |                 | <b>1,180</b>  | <b>1,148</b>  | <b>97</b>  | <b>1.5</b>      | <b>A</b> |

## SimTraffic LOS Report

**Project:** Summit County - The Canyons TS  
**Analysis Period:** Future (2030) Background  
**Time Period:** Saturday Peak Hour  
**Project #:** UT16-878

**Intersection:** Canyons Resort Drive & Frostwood Drive  
**Type:** Roundabout

| Approach     | Movement | Demand Volume | Volume Served |     | Delay/Veh (sec) |     |
|--------------|----------|---------------|---------------|-----|-----------------|-----|
|              |          |               | Avg           | %   | Avg             | LOS |
| NW           | L        | 48            | 49            | 102 | 7.2             | A   |
|              | T        | 20            | 17            | 86  | 8.1             | A   |
|              | R        | 300           | 298           | 99  | 3.8             | A   |
|              | Subtotal | 368           | 364           | 99  | 4.5             | A   |
| SE           | L        | 60            | 56            | 93  | 3.5             | A   |
|              | T        | 5             | 7             | 133 | 3.5             | A   |
|              | R        | 30            | 31            | 102 | 3.0             | A   |
|              | Subtotal | 95            | 94            | 99  | 3.3             | A   |
| NE           | L        | 17            | 17            | 101 | 4.3             | A   |
|              | T        | 422           | 421           | 100 | 4.8             | A   |
|              | R        | 50            | 50            | 100 | 4.7             | A   |
|              | Subtotal | 489           | 488           | 100 | 4.8             | A   |
| SW           | L        | 70            | 64            | 91  | 4.2             | A   |
|              | T        | 256           | 243           | 95  | 5.0             | A   |
|              | R        | 62            | 59            | 96  | 4.6             | A   |
|              | Subtotal | 388           | 366           | 94  | 4.8             | A   |
| <b>Total</b> |          | 1,339         | 1,312         | 98  | 4.6             | A   |

**Intersection:** Chalet Drive/Parking/Cedar Lane & Canyons Resort Drive  
**Type:** Unsignalized

| Approach     | Movement        | Demand Volume | Volume Served |           | Delay/Veh (sec) |          |
|--------------|-----------------|---------------|---------------|-----------|-----------------|----------|
|              |                 |               | Avg           | %         | Avg             | LOS      |
| NB           | L               | 5             | 4             | 76        | 13.0            | B        |
|              | R               | 40            | 40            | 101       | 6.0             | A        |
|              | Subtotal        | 45            | 44            | 98        | 6.6             | A        |
| SB           | L               | 20            | 19            | 96        | 10.5            | B        |
|              | <b>Subtotal</b> | <b>20</b>     | <b>19</b>     | <b>95</b> | <b>10.5</b>     | <b>B</b> |
| EB           | L               | 5             | 5             | 95        | 2.2             | A        |
|              | T               | 428           | 429           | 100       | 0.4             | A        |
|              | Subtotal        | 433           | 434           | 100       | 0.4             | A        |
| WB           | L               | 40            | 40            | 101       | 4.4             | A        |
|              | T               | 274           | 263           | 96        | 1.3             | A        |
|              | R               | 20            | 20            | 101       | 0.7             | A        |
|              | Subtotal        | 334           | 323           | 97        | 1.6             | A        |
| <b>Total</b> |                 | 832           | 820           | 99        | 1.5             | A        |

## SimTraffic LOS Report

**Project:** Summit County - The Canyons TS  
**Analysis Period:** Future (2030) Background  
**Time Period:** Saturday Peak Hour  
**Project #:** UT16-878

**Intersection:** Navajo Trail & Canyons Resort Drive  
**Type:** Unsignalized

| Approach     | Movement        | Demand<br>Volume | Volume Served |            | Delay/Veh (sec) |          |
|--------------|-----------------|------------------|---------------|------------|-----------------|----------|
|              |                 |                  | Avg           | %          | Avg             | LOS      |
| NB           | R               | 20               | 20            | 101        | 4.5             | A        |
|              | <b>Subtotal</b> | <b>20</b>        | <b>20</b>     | <b>100</b> | <b>4.5</b>      | <b>A</b> |
| EB           | T               | 413              | 415           | 100        | 0.6             | A        |
|              | R               | 2                | 2             | 100        | 0.7             | A        |
|              | <b>Subtotal</b> | <b>415</b>       | <b>417</b>    | <b>100</b> | <b>0.6</b>      | <b>A</b> |
| WB           | T               | 278              | 266           | 96         | 0.1             | A        |
|              | <b>Subtotal</b> | <b>278</b>       | <b>266</b>    | <b>96</b>  | <b>0.1</b>      | <b>A</b> |
|              |                 |                  |               |            |                 |          |
| <b>Total</b> |                 | <b>713</b>       | <b>703</b>    | <b>99</b>  | <b>0.5</b>      | <b>A</b> |

**Intersection:** Canyons Resort Drive & Cedar Lane  
**Type:** Unsignalized

| Approach     | Movement        | Demand<br>Volume | Volume Served |            | Delay/Veh (sec) |          |
|--------------|-----------------|------------------|---------------|------------|-----------------|----------|
|              |                 |                  | Avg           | %          | Avg             | LOS      |
| SB           | L               | 10               | 9             | 88         | 8.7             | A        |
|              | R               | 1                | 2             | 200        | 2.7             | A        |
|              | <b>Subtotal</b> | <b>11</b>        | <b>11</b>     | <b>100</b> | <b>7.6</b>      | <b>A</b> |
| EB           | L               | 5                | 4             | 76         | 1.9             | A        |
|              | T               | 406              | 409           | 101        | 0.3             | A        |
|              | <b>Subtotal</b> | <b>411</b>       | <b>413</b>    | <b>100</b> | <b>0.3</b>      | <b>A</b> |
| WB           | T               | 268              | 256           | 96         | 0.3             | A        |
|              | R               | 10               | 10            | 98         | 0.4             | A        |
|              | <b>Subtotal</b> | <b>278</b>       | <b>266</b>    | <b>96</b>  | <b>0.3</b>      | <b>A</b> |
|              |                 |                  |               |            |                 |          |
| <b>Total</b> |                 | <b>700</b>       | <b>690</b>    | <b>99</b>  | <b>0.4</b>      | <b>A</b> |

## SimTraffic LOS Report

**Project:** Summit County - The Canyons TS  
**Analysis Period:** Future (2030) Background  
**Time Period:** Saturday Peak Hour  
**Project #:** UT16-878

**Intersection:** Red Pine Road & Canyons Resort Drive  
**Type:** Unsignalized

| Approach     | Movement        | Demand Volume | Volume Served |            | Delay/Veh (sec) |          |
|--------------|-----------------|---------------|---------------|------------|-----------------|----------|
|              |                 |               | Avg           | %          | Avg             | LOS      |
| NB           | L               | 1             | 1             | 100        | 6.3             | A        |
|              | T               | 9             | 10            | 108        | 0.0             | A        |
|              | R               | 10            | 10            | 98         | 5.5             | A        |
|              | <b>Subtotal</b> | <b>20</b>     | <b>21</b>     | <b>105</b> | <b>2.9</b>      | <b>A</b> |
| EB           | T               | 400           | 403           | 101        | 1.1             | A        |
|              | R               | 10            | 10            | 98         | 0.9             | A        |
|              | <b>Subtotal</b> | <b>410</b>    | <b>413</b>    | <b>101</b> | <b>1.1</b>      | <b>A</b> |
| WB           | L               | 35            | 30            | 85         | 2.7             | A        |
|              | T               | 234           | 228           | 98         | 0.1             | A        |
|              | <b>Subtotal</b> | <b>269</b>    | <b>258</b>    | <b>96</b>  | <b>0.4</b>      | <b>A</b> |
|              |                 |               |               |            |                 |          |
| <b>Total</b> |                 | <b>700</b>    | <b>692</b>    | <b>99</b>  | <b>0.9</b>      | <b>A</b> |

**Intersection:** Red Pine Road & Chalet Drive  
**Type:** Unsignalized

| Approach     | Movement        | Demand Volume | Volume Served |            | Delay/Veh (sec) |          |
|--------------|-----------------|---------------|---------------|------------|-----------------|----------|
|              |                 |               | Avg           | %          | Avg             | LOS      |
| NB           | T               | 10            | 10            | 98         | 0.0             | A        |
|              | <b>Subtotal</b> | <b>10</b>     | <b>10</b>     | <b>100</b> | <b>0.0</b>      | <b>A</b> |
| SB           | L               | 15            | 14            | 95         | 0.4             | A        |
|              | T               | 31            | 26            | 85         | 0.1             | A        |
|              | <b>Subtotal</b> | <b>46</b>     | <b>40</b>     | <b>87</b>  | <b>0.2</b>      | <b>A</b> |
| WB           | R               | 10            | 11            | 107        | 2.1             | A        |
|              | <b>Subtotal</b> | <b>10</b>     | <b>11</b>     | <b>110</b> | <b>2.1</b>      | <b>A</b> |
|              |                 |               |               |            |                 |          |
| <b>Total</b> |                 | <b>66</b>     | <b>61</b>     | <b>92</b>  | <b>0.5</b>      | <b>A</b> |



## SimTraffic LOS Report

**Project:** Summit County - The Canyons TS  
**Analysis Period:** Future (2030) Background  
**Time Period:** Saturday Peak Hour  
**Project #:** UT16-878

**Intersection:** Canyons Resort Drive & Silverado  
**Type:** Unsignalized

| Approach | Movement | Demand<br>Volume | Volume Served |     | Delay/Veh (sec) |     |
|----------|----------|------------------|---------------|-----|-----------------|-----|
|          |          |                  | Avg           | %   | Avg             | LOS |
| NB       | T        | 241              | 243           | 101 | 0.5             | A   |
|          | Subtotal | 241              | 243           | 101 | 0.5             | A   |
| SB       | L        | 25               | 23            | 92  | 2.3             | A   |
|          | T        | 260              | 254           | 98  | 1.4             | A   |
| WB       | Subtotal | 285              | 277           | 97  | 1.5             | A   |
|          | R        | 20               | 20            | 101 | 3.3             | A   |
|          | Subtotal | 20               | 20            | 100 | 3.3             | A   |
|          |          |                  |               |     |                 |     |
| Total    |          | 546              | 540           | 99  | 1.1             | A   |

**Intersection:** Canyons Resort Drive & Grand Summit Drive  
**Type:** Unsignalized

| Approach | Movement | Demand<br>Volume | Volume Served |     | Delay/Veh (sec) |     |
|----------|----------|------------------|---------------|-----|-----------------|-----|
|          |          |                  | Avg           | %   | Avg             | LOS |
| NB       | L        | 20               | 18            | 91  | 2.5             | A   |
|          | T        | 166              | 165           | 100 | 0.8             | A   |
| SB       | Subtotal | 186              | 183           | 98  | 1.0             | A   |
|          | T        | 145              | 145           | 100 | 1.1             | A   |
| EB       | R        | 115              | 108           | 94  | 1.0             | A   |
|          | Subtotal | 260              | 253           | 97  | 1.1             | A   |
|          | L        | 75               | 77            | 103 | 5.6             | A   |
|          | R        | 20               | 18            | 91  | 3.9             | A   |
|          | Subtotal | 95               | 95            | 100 | 5.3             | A   |
|          |          |                  |               |     |                 |     |
| Total    |          | 540              | 531           | 98  | 1.8             | A   |

## SimTraffic LOS Report

**Project:** Summit County - The Canyons TS  
**Analysis Period:** Future (2030) Background  
**Time Period:** Saturday Peak Hour  
**Project #:** UT16-878

**Intersection:** High Mountain Road & Canyons Resort Drive  
**Type:** Unsignalized

| Approach     | Movement        | Demand Volume | Volume Served |           | Delay/Veh (sec) |          |
|--------------|-----------------|---------------|---------------|-----------|-----------------|----------|
|              |                 |               | Avg           | %         | Avg             | LOS      |
| NW           | L               | 5             | 5             | 95        | 0.9             | A        |
|              | T               | 50            | 54            | 108       | 0.0             | A        |
|              | <b>Subtotal</b> | 55            | 59            | 107       | 0.1             | A        |
| SE           | T               | 20            | 20            | 101       | 1.0             | A        |
|              | R               | 145           | 143           | 99        | 0.8             | A        |
|              | <b>Subtotal</b> | 165           | 163           | 99        | 0.8             | A        |
| NE           | L               | 135           | 128           | 95        | 4.0             | A        |
|              | R               | 10            | 9             | 88        | 3.4             | A        |
|              | <b>Subtotal</b> | <b>145</b>    | <b>137</b>    | <b>94</b> | <b>4.0</b>      | <b>A</b> |
|              |                 |               |               |           |                 |          |
| <b>Total</b> |                 | 365           | 359           | 98        | 1.9             | A        |

**Intersection:** Escala Court & High Mountain Road & Canyons Resort Drive  
**Type:** Unsignalized

| Approach     | Movement        | Demand Volume | Volume Served |           | Delay/Veh (sec) |          |
|--------------|-----------------|---------------|---------------|-----------|-----------------|----------|
|              |                 |               | Avg           | %         | Avg             | LOS      |
| NB           | L               | 5             | 5             | 95        | 4.2             | A        |
|              | R               | 30            | 28            | 93        | 2.2             | A        |
|              | <b>Subtotal</b> | <b>35</b>     | <b>33</b>     | <b>94</b> | <b>2.5</b>      | <b>A</b> |
| WB           | L               | 45            | 43            | 96        | 1.4             | A        |
|              | T               | 40            | 42            | 104       | 0.6             | A        |
|              | R               | 65            | 65            | 100       | 0.9             | A        |
|              | <b>Subtotal</b> | 150           | 150           | 100       | 1.0             | A        |
| SE           | L               | 50            | 48            | 96        | 0.1             | A        |
|              | R               | 5             | 6             | 114       | 0.0             | A        |
|              | <b>Subtotal</b> | 55            | 54            | 98        | 0.1             | A        |
|              |                 |               |               |           |                 |          |
| <b>Total</b> |                 | 241           | 237           | 98        | 1.0             | A        |

## SimTraffic LOS Report

**Project:** Summit County - The Canyons TS  
**Analysis Period:** Future (2030) Plus Project  
**Time Period:** Saturday Peak Hour  
**Project #:** UT16-878

**Intersection:** SR-224 & Canyons Resort Drive/Park West Village  
**Type:** Signalized

| Approach     | Movement | Demand Volume | Volume Served |           | Delay/Veh (sec) |          |
|--------------|----------|---------------|---------------|-----------|-----------------|----------|
|              |          |               | Avg           | %         | Avg             | LOS      |
| NB           | L        | 367           | 360           | 98        | 113.6           | F        |
|              | T        | 1,765         | 1,721         | 98        | 59.1            | E        |
|              | R        | 15            | 14            | 95        | 35.7            | D        |
|              | Subtotal | 2,147         | 2,095         | 98        | 68.3            | E        |
| SB           | L        | 20            | 13            | 65        | 206.2           | F        |
|              | T        | 1,810         | 1,199         | 66        | 161.4           | F        |
|              | R        | 478           | 316           | 66        | 29.5            | C        |
|              | Subtotal | 2,308         | 1,528         | 66        | 134.5           | F        |
| EB           | L        | 924           | 932           | 101       | 56.6            | E        |
|              | T        | 6             | 7             | 112       | 39.5            | D        |
|              | R        | 217           | 211           | 97        | 18.4            | B        |
|              | Subtotal | 1,147         | 1,150         | 100       | 49.5            | D        |
| WB           | L        | 10            | 10            | 103       | 74.5            | E        |
|              | T        | 5             | 5             | 95        | 84.1            | F        |
|              | R        | 20            | 24            | 120       | 59.8            | E        |
|              | Subtotal | 35            | 39            | 111       | 66.7            | E        |
| <b>Total</b> |          | <b>5,637</b>  | <b>4,812</b>  | <b>85</b> | <b>85.5</b>     | <b>F</b> |

**Intersection:** Bus / 7-Eleven East & Canyons Resort Drive  
**Type:** Unsignalized

| Approach     | Movement        | Demand Volume | Volume Served |            | Delay/Veh (sec) |          |
|--------------|-----------------|---------------|---------------|------------|-----------------|----------|
|              |                 |               | Avg           | %          | Avg             | LOS      |
| NB           | L               | 6             | 5             | 80         | 67.4            | F        |
|              | R               | 45            | 48            | 106        | 10.1            | B        |
|              | <b>Subtotal</b> | <b>51</b>     | <b>53</b>     | <b>104</b> | <b>15.5</b>     | <b>C</b> |
| EB           | T               | 1,101         | 1,093         | 99         | 1.2             | A        |
|              | Subtotal        | 1,101         | 1,093         | 99         | 1.2             | A        |
| WB           | T               | 850           | 683           | 80         | 6.5             | A        |
|              | Subtotal        | 850           | 683           | 80         | 6.5             | A        |
| <b>Total</b> |                 | <b>2,002</b>  | <b>1,829</b>  | <b>91</b>  | <b>3.6</b>      | <b>A</b> |

## SimTraffic LOS Report

**Project:** Summit County - The Canyons TS  
**Analysis Period:** Future (2030) Plus Project  
**Time Period:** Saturday Peak Hour  
**Project #:** UT16-878

**Intersection:** Bus / 7-Eleven West & Canyons Resort Drive  
**Type:** Unsignalized

| Approach     | Movement        | Demand Volume | Volume Served Avg | %          | Delay/Veh (sec) Avg | LOS      |
|--------------|-----------------|---------------|-------------------|------------|---------------------|----------|
| <b>EB</b>    | T               | 1,102         | 1,096             | 99         | 2.1                 | A        |
|              | R               | 30            | 31                | 104        | 1.4                 | A        |
|              | <b>Subtotal</b> | <b>1,132</b>  | <b>1,127</b>      | <b>100</b> | <b>2.1</b>          | <b>A</b> |
| <b>WB</b>    | L               | 25            | 20                | 79         | 19.0                | C        |
|              | T               | 831           | 669               | 81         | 0.6                 | A        |
|              | <b>Subtotal</b> | <b>856</b>    | <b>689</b>        | <b>80</b>  | <b>1.1</b>          | <b>A</b> |
|              |                 |               |                   |            |                     |          |
|              |                 |               |                   |            |                     |          |
| <b>Total</b> |                 | <b>1,988</b>  | <b>1,816</b>      | <b>91</b>  | <b>1.7</b>          | <b>A</b> |

**Intersection:** Canyons Resort Drive & Aspen Drive  
**Type:** Unsignalized

| Approach     | Movement        | Demand Volume | Volume Served Avg | %          | Delay/Veh (sec) Avg | LOS      |
|--------------|-----------------|---------------|-------------------|------------|---------------------|----------|
| <b>SB</b>    | L               | 5             | 5                 | 95         | 117.4               | F        |
|              | R               | 1             | 1                 | 100        | 42.8                | E        |
|              | <b>Subtotal</b> | <b>6</b>      | <b>6</b>          | <b>100</b> | <b>105.0</b>        | <b>F</b> |
| <b>EB</b>    | L               | 1             | 1                 | 100        | 5.8                 | A        |
|              | T               | 1,127         | 1,122             | 100        | 3.6                 | A        |
|              | <b>Subtotal</b> | <b>1,128</b>  | <b>1,123</b>      | <b>100</b> | <b>3.6</b>          | <b>A</b> |
| <b>WB</b>    | T               | 826           | 667               | 81         | 0.9                 | A        |
|              | R               | 5             | 4                 | 76         | 0.5                 | A        |
|              | <b>Subtotal</b> | <b>831</b>    | <b>671</b>        | <b>81</b>  | <b>0.9</b>          | <b>A</b> |
|              |                 |               |                   |            |                     |          |
| <b>Total</b> |                 | <b>1,965</b>  | <b>1,800</b>      | <b>92</b>  | <b>2.9</b>          | <b>A</b> |

## SimTraffic LOS Report

**Project:** Summit County - The Canyons TS  
**Analysis Period:** Future (2030) Plus Project  
**Time Period:** Saturday Peak Hour  
**Project #:** UT16-878

**Intersection:** Canyons Resort Drive & Frostwood Drive  
**Type:** Roundabout

| Approach     | Movement | Demand Volume | Volume Served |     | Delay/Veh (sec) |     |
|--------------|----------|---------------|---------------|-----|-----------------|-----|
|              |          |               | Avg           | %   | Avg             | LOS |
| NW           | L        | 50            | 45            | 90  | 9.3             | A   |
|              | T        | 20            | 20            | 100 | 9.8             | A   |
|              | R        | 688           | 689           | 100 | 6.2             | A   |
|              | Subtotal | 758           | 754           | 99  | 6.5             | A   |
| SE           | L        | 118           | 125           | 106 | 5.5             | A   |
|              | T        | 5             | 5             | 95  | 5.2             | A   |
|              | R        | 30            | 31            | 104 | 5.2             | A   |
|              | Subtotal | 153           | 161           | 105 | 5.4             | A   |
| NE           | L        | 20            | 19            | 95  | 6.8             | A   |
|              | T        | 322           | 309           | 96  | 7.7             | A   |
|              | R        | 50            | 50            | 101 | 7.8             | A   |
|              | Subtotal | 392           | 378           | 96  | 7.7             | A   |
| SW           | L        | 253           | 209           | 83  | 7.6             | A   |
|              | T        | 427           | 343           | 80  | 8.0             | A   |
|              | R        | 147           | 121           | 82  | 7.5             | A   |
|              | Subtotal | 827           | 673           | 81  | 7.8             | A   |
| <b>Total</b> |          | 2,130         | 1,966         | 92  | 7.1             | A   |

**Intersection:** Chalet Drive/Parking/Cedar Lane & Canyons Resort Drive  
**Type:** Unsignalized

| Approach | Movement        | Demand Volume | Volume Served |            | Delay/Veh (sec) |          |
|----------|-----------------|---------------|---------------|------------|-----------------|----------|
|          |                 |               | Avg           | %          | Avg             | LOS      |
| NB       | L               | 2             | 2             | 100        | 10.9            | B        |
|          | R               | 15            | 17            | 115        | 4.2             | A        |
|          | Subtotal        | 17            | 19            | 112        | 4.9             | A        |
| SB       | L               | 5             | 5             | 95         | 12.8            | B        |
|          | <b>Subtotal</b> | <b>5</b>      | <b>5</b>      | <b>100</b> | <b>12.8</b>     | <b>B</b> |
| EB       | L               | 5             | 5             | 95         | 1.7             | A        |
|          | T               | 371           | 356           | 96         | 0.3             | A        |
|          | R               | 1             | 1             | 100        | 0.0             | A        |
| WB       | Subtotal        | 377           | 362           | 96         | 0.3             | A        |
|          | T               | 498           | 411           | 83         | 1.4             | A        |
|          | R               | 10            | 9             | 92         | 1.0             | A        |
| WB       | Subtotal        | 508           | 420           | 83         | 1.4             | A        |
|          | <b>Total</b>    | <b>907</b>    | <b>806</b>    | <b>89</b>  | <b>1.1</b>      | <b>A</b> |

## SimTraffic LOS Report

Project: **Summit County - The Canyons TS**  
Analysis Period: *Future (2030) Plus Project*  
Time Period: *Saturday Peak Hour* Project #: **UT16-878**

Intersection: **Navajo Trail & Canyons Resort Drive**  
Type: **Unsignalized**

| Approach     | Movement        | Demand Volume | Volume Served Avg | %          | Delay/Veh (sec) Avg | LOS      |
|--------------|-----------------|---------------|-------------------|------------|---------------------|----------|
| <b>NB</b>    | R               | 5             | 5                 | 95         | 4.7                 | A        |
|              | <b>Subtotal</b> | <b>5</b>      | <b>5</b>          | <b>100</b> | <b>4.7</b>          | <b>A</b> |
| EB           | T               | 372           | 357               | 96         | 0.3                 | A        |
|              | Subtotal        | 372           | 357               | 96         | 0.3                 | A        |
| WB           | T               | 499           | 412               | 83         | 0.1                 | A        |
|              | Subtotal        | 499           | 412               | 83         | 0.1                 | A        |
|              |                 |               |                   |            |                     |          |
| <b>Total</b> |                 | <b>876</b>    | <b>774</b>        | <b>88</b>  | <b>0.2</b>          | <b>A</b> |

Intersection: **Canyons Resort Drive & Cedar Lane**  
Type: **Unsignalized**

| Approach     | Movement        | Demand Volume | Volume Served Avg | %          | Delay/Veh (sec) Avg | LOS      |
|--------------|-----------------|---------------|-------------------|------------|---------------------|----------|
| <b>SB</b>    | L               | 1             | 1                 | 100        | 5.1                 | A        |
|              | R               | 1             | 1                 | 100        | 6.8                 | A        |
|              | <b>Subtotal</b> | <b>2</b>      | <b>2</b>          | <b>100</b> | <b>6.0</b>          | <b>A</b> |
| EB           | L               | 5             | 4                 | 76         | 3.3                 | A        |
|              | T               | 371           | 356               | 96         | 0.3                 | A        |
|              | Subtotal        | 376           | 360               | 96         | 0.3                 | A        |
| WB           | T               | 498           | 410               | 82         | 0.8                 | A        |
|              | R               | 1             | 1                 | 100        | 0.6                 | A        |
|              | Subtotal        | 499           | 411               | 82         | 0.8                 | A        |
|              |                 |               |                   |            |                     |          |
| <b>Total</b> |                 | <b>877</b>    | <b>773</b>        | <b>88</b>  | <b>0.6</b>          | <b>A</b> |

## SimTraffic LOS Report

Project: **Summit County - The Canyons TS**  
Analysis Period: *Future (2030) Plus Project*  
Time Period: *Saturday Peak Hour* Project #: **UT16-878**

Intersection: **Red Pine Road & Canyons Resort Drive**  
Type: **Unsignalized**

| Approach     | Movement        | Demand Volume | Volume Served Avg | %         | Delay/Veh (sec) Avg | LOS      |
|--------------|-----------------|---------------|-------------------|-----------|---------------------|----------|
| <b>NB</b>    | L               | 1             | 1                 | 100       | 6.3                 | A        |
|              | T               | 2             | 2                 | 89        | 0.2                 | A        |
|              | R               | 209           | 202               | 97        | 5.3                 | A        |
|              | <b>Subtotal</b> | <b>212</b>    | <b>205</b>        | <b>97</b> | <b>5.3</b>          | <b>A</b> |
| <b>EB</b>    | T               | 169           | 160               | 95        | 1.0                 | A        |
|              | R               | 10            | 8                 | 82        | 0.6                 | A        |
|              | <b>Subtotal</b> | <b>179</b>    | <b>168</b>        | <b>94</b> | <b>1.0</b>          | <b>A</b> |
| <b>WB</b>    | L               | 170           | 136               | 80        | 1.3                 | A        |
|              | T               | 329           | 275               | 84        | 0.2                 | A        |
|              | <b>Subtotal</b> | <b>499</b>    | <b>411</b>        | <b>82</b> | <b>0.6</b>          | <b>A</b> |
|              |                 |               |                   |           |                     |          |
| <b>Total</b> |                 | <b>891</b>    | <b>784</b>        | <b>88</b> | <b>1.9</b>          | <b>A</b> |

Intersection: **Red Pine Road & RC 21**  
Type: **Unsignalized**

| Approach     | Movement        | Demand Volume | Volume Served Avg | %          | Delay/Veh (sec) Avg | LOS      |
|--------------|-----------------|---------------|-------------------|------------|---------------------|----------|
| <b>NB</b>    | T               | 195           | 188               | 96         | 0.5                 | A        |
|              | <b>Subtotal</b> | <b>195</b>    | <b>188</b>        | <b>96</b>  | <b>0.5</b>          | <b>A</b> |
| <b>SB</b>    | T               | 162           | 131               | 81         | 0.2                 | A        |
|              | R               | 21            | 16                | 77         | 0.2                 | A        |
|              | <b>Subtotal</b> | <b>183</b>    | <b>147</b>        | <b>80</b>  | <b>0.2</b>          | <b>A</b> |
| <b>EB</b>    | L               | 15            | 15                | 102        | 4.0                 | A        |
|              | <b>Subtotal</b> | <b>15</b>     | <b>15</b>         | <b>100</b> | <b>4.0</b>          | <b>A</b> |
|              |                 |               |                   |            |                     |          |
| <b>Total</b> |                 | <b>392</b>    | <b>350</b>        | <b>89</b>  | <b>0.5</b>          | <b>A</b> |

## SimTraffic LOS Report

**Project:** Summit County - The Canyons TS  
**Analysis Period:** Future (2030) Plus Project  
**Time Period:** Saturday Peak Hour  
**Project #:** UT16-878

**Intersection:** Red Pine Road & RC 20  
**Type:** Unsignalized

| Approach | Movement | Demand Volume | Volume Served Avg | %   | Delay/Veh (sec) Avg | LOS |
|----------|----------|---------------|-------------------|-----|---------------------|-----|
| NB       | T        | 187           | 179               | 96  | 0.2                 | A   |
|          | Subtotal | 187           | 179               | 96  | 0.2                 | A   |
| SB       | T        | 139           | 112               | 80  | 0.4                 | A   |
|          | R        | 20            | 17                | 86  | 0.2                 | A   |
| EB       | Subtotal | 159           | 129               | 81  | 0.4                 | A   |
|          | L        | 9             | 9                 | 97  | 3.8                 | A   |
| EB       | Subtotal | 9             | 9                 | 100 | 3.8                 | A   |
|          |          |               |                   |     |                     |     |
| Total    |          | 355           | 317               | 89  | 0.4                 | A   |

**Intersection:** Red Pine Road & RC 20/Chalet Drive  
**Type:** Unsignalized

| Approach | Movement | Demand Volume | Volume Served Avg | %   | Delay/Veh (sec) Avg | LOS |
|----------|----------|---------------|-------------------|-----|---------------------|-----|
| NB       | T        | 167           | 158               | 95  | 0.1                 | A   |
|          | Subtotal | 167           | 158               | 95  | 0.1                 | A   |
| SB       | L        | 5             | 3                 | 57  | 1.2                 | A   |
|          | T        | 118           | 96                | 81  | 0.3                 | A   |
| SB       | R        | 17            | 14                | 84  | 0.1                 | A   |
|          | Subtotal | 140           | 113               | 81  | 0.3                 | A   |
| EB       | L        | 15            | 15                | 102 | 4.2                 | A   |
|          | Subtotal | 15            | 15                | 100 | 4.2                 | A   |
| WB       | R        | 5             | 6                 | 114 | 2.9                 | A   |
|          | Subtotal | 5             | 6                 | 120 | 2.9                 | A   |
| Total    |          | 327           | 292               | 89  | 0.5                 | A   |



## SimTraffic LOS Report

**Project:** Summit County - The Canyons TS  
**Analysis Period:** Future (2030) Plus Project  
**Time Period:** Saturday Peak Hour

**Project #:** UT16-878

**Intersection:** Red Pine Road & Canyons Resort Drive  
**Type:** Unsignalized

| Approach     | Movement        | Demand<br>Volume | Volume Served |           | Delay/Veh (sec) |          |
|--------------|-----------------|------------------|---------------|-----------|-----------------|----------|
|              |                 |                  | Avg           | %         | Avg             | LOS      |
| NB           | T               | 1                | 2             | 200       | 0.0             | A        |
|              | R               | 27               | 25            | 93        | 2.7             | A        |
|              | <b>Subtotal</b> | <b>28</b>        | <b>27</b>     | <b>96</b> | <b>2.5</b>      | <b>A</b> |
| EB           | T               | 139              | 132           | 95        | 0.1             | A        |
|              | <b>Subtotal</b> | <b>139</b>       | <b>132</b>    | <b>95</b> | <b>0.1</b>      | <b>A</b> |
| WB           | L               | 35               | 28            | 79        | 1.0             | A        |
|              | T               | 83               | 68            | 82        | 0.2             | A        |
|              | <b>Subtotal</b> | <b>118</b>       | <b>96</b>     | <b>81</b> | <b>0.4</b>      | <b>A</b> |
| <b>Total</b> |                 | <b>285</b>       | <b>255</b>    | <b>89</b> | <b>0.5</b>      | <b>A</b> |

**Intersection:** Canyons Resort Drive & RC 15  
**Type:** Unsignalized

| Approach     | Movement        | Demand<br>Volume | Volume Served |            | Delay/Veh (sec) |          |
|--------------|-----------------|------------------|---------------|------------|-----------------|----------|
|              |                 |                  | Avg           | %          | Avg             | LOS      |
| NB           | T               | 177              | 165           | 93         | 0.2             | A        |
|              | <b>Subtotal</b> | <b>177</b>       | <b>165</b>    | <b>93</b>  | <b>0.2</b>      | <b>A</b> |
| SB           | T               | 322              | 267           | 83         | 0.7             | A        |
|              | R               | 12               | 11            | 90         | 0.8             | A        |
|              | <b>Subtotal</b> | <b>334</b>       | <b>278</b>    | <b>83</b>  | <b>0.7</b>      | <b>A</b> |
| EB           | R               | 4                | 5             | 125        | 3.2             | A        |
|              | <b>Subtotal</b> | <b>4</b>         | <b>5</b>      | <b>125</b> | <b>3.2</b>      | <b>A</b> |
| <b>Total</b> |                 | <b>515</b>       | <b>448</b>    | <b>87</b>  | <b>0.6</b>      | <b>A</b> |

## SimTraffic LOS Report

**Project:** Summit County - The Canyons TS

**Analysis Period:** Future (2030) Plus Project

**Time Period:** Saturday Peak Hour

**Project #:** UT16-878

**Intersection:** Canyons Resort Drive & Silverado

**Type:** Unsignalized

| Approach     | Movement | Demand<br>Volume | Volume Served<br>Avg | %   | Delay/Veh (sec)<br>Avg | LOS |
|--------------|----------|------------------|----------------------|-----|------------------------|-----|
| NB           | T        | 157              | 143                  | 91  | 0.1                    | A   |
|              | Subtotal | 157              | 143                  | 91  | 0.1                    | A   |
| SB           | L        | 25               | 20                   | 80  | 1.3                    | A   |
|              | T        | 297              | 249                  | 84  | 0.5                    | A   |
| WB           | Subtotal | 322              | 269                  | 84  | 0.6                    | A   |
|              | R        | 20               | 22                   | 111 | 2.6                    | A   |
|              | Subtotal | 20               | 22                   | 110 | 2.6                    | A   |
|              |          |                  |                      |     |                        |     |
| <b>Total</b> |          | 498              | 434                  | 87  | 0.5                    | A   |

**Intersection:** Canyons Resort Drive & RC 14

**Type:** Unsignalized

| Approach     | Movement | Demand<br>Volume | Volume Served<br>Avg | %   | Delay/Veh (sec)<br>Avg | LOS |
|--------------|----------|------------------|----------------------|-----|------------------------|-----|
| EB           | R        | 8                | 8                    | 97  | 2.3                    | A   |
|              | Subtotal | 8                | 8                    | 100 | 2.3                    | A   |
| NE           | T        | 157              | 143                  | 91  | 0.1                    | A   |
|              | Subtotal | 157              | 143                  | 91  | 0.1                    | A   |
| SW           | T        | 278              | 230                  | 83  | 0.4                    | A   |
|              | R        | 20               | 20                   | 101 | 0.3                    | A   |
|              | Subtotal | 298              | 250                  | 84  | 0.4                    | A   |
|              |          |                  |                      |     |                        |     |
| <b>Total</b> |          | 463              | 401                  | 87  | 0.3                    | A   |

## SimTraffic LOS Report

**Project:** Summit County - The Canyons TS  
**Analysis Period:** Future (2030) Plus Project  
**Time Period:** Saturday Peak Hour **Project #:** UT16-878

**Intersection:** Canyons Resort Drive & Grand Summit Drive  
**Type:** Unsignalized

| Approach     | Movement | Demand Volume | Volume Served |    | Delay/Veh (sec) |     |
|--------------|----------|---------------|---------------|----|-----------------|-----|
|              |          |               | Avg           | %  | Avg             | LOS |
| NB           | L        | 21            | 19            | 92 | 1.7             | A   |
|              | T        | 157           | 143           | 91 | 0.2             | A   |
|              | Subtotal | 178           | 162           | 91 | 0.4             | A   |
| SB           | T        | 134           | 108           | 80 | 0.7             | A   |
|              | R        | 152           | 130           | 86 | 0.5             | A   |
|              | Subtotal | 286           | 238           | 83 | 0.6             | A   |
| <b>EB</b>    | R        | 139           | 137           | 99 | 3.4             | A   |
|              | Subtotal | 139           | 137           | 99 | 3.4             | A   |
|              |          |               |               |    |                 |     |
| <b>Total</b> |          | 603           | 537           | 89 | 1.2             | A   |

**Intersection:** High Mountain Road/RC 20 & Canyons Resort Drive  
**Type:** Roundabout

| Approach     | Movement | Demand Volume | Volume Served |     | Delay/Veh (sec) |     |
|--------------|----------|---------------|---------------|-----|-----------------|-----|
|              |          |               | Avg           | %   | Avg             | LOS |
| NW           | L        | 53            | 42            | 79  | 1.7             | A   |
|              | T        | 32            | 28            | 88  | 2.1             | A   |
|              | R        | 1             | 1             | 100 | 0.9             | A   |
|              | Subtotal | 86            | 71            | 83  | 1.8             | A   |
| SE           | L        | 3             | 3             | 100 | 1.6             | A   |
|              | T        | 106           | 95            | 90  | 1.8             | A   |
|              | R        | 126           | 113           | 90  | 1.5             | A   |
|              | Subtotal | 235           | 211           | 90  | 1.6             | A   |
| NE           | L        | 96            | 89            | 93  | 2.0             | A   |
|              | T        | 2             | 1             | 67  | 0.7             | A   |
|              | R        | 41            | 43            | 106 | 1.7             | A   |
|              | Subtotal | 139           | 133           | 96  | 1.9             | A   |
| SW           | R        | 2             | 2             | 100 | 1.4             | A   |
|              | Subtotal | 2             | 2             | 100 | 1.4             | A   |
| <b>Total</b> |          | 498           | 451           | 91  | 1.7             | A   |

## SimTraffic LOS Report

**Project:** Summit County - The Canyons TS  
**Analysis Period:** Future (2030) Plus Project  
**Time Period:** Saturday Peak Hour **Project #:** UT16-878

**Intersection:** RC 16/RC 20 & Canyons Resort Drive  
**Type:** Unsignalized

| Approach     | Movement        | Demand<br>Volume | Volume Served<br>Avg | %          | Delay/Veh (sec)<br>Avg | LOS      |
|--------------|-----------------|------------------|----------------------|------------|------------------------|----------|
| NB           | L               | 9                | 9                    | 97         | 3.8                    | A        |
|              | R               | 3                | 4                    | 133        | 2.6                    | A        |
|              | <b>Subtotal</b> | <b>12</b>        | <b>13</b>            | <b>108</b> | <b>3.4</b>             | <b>A</b> |
| SB           | L               | 2                | 2                    | 100        | 2.6                    | A        |
|              | R               | 1                | 1                    | 100        | 2.8                    | A        |
|              | <b>Subtotal</b> | <b>3</b>         | <b>3</b>             | <b>100</b> | <b>2.7</b>             | <b>A</b> |
| EB           | L               | 2                | 2                    | 100        | 0.5                    | A        |
|              | T               | 134              | 126                  | 94         | 0.2                    | A        |
|              | R               | 11               | 11                   | 98         | 0.2                    | A        |
|              | <b>Subtotal</b> | <b>147</b>       | <b>139</b>           | <b>95</b>  | <b>0.2</b>             | <b>A</b> |
| WB           | L               | 5                | 4                    | 76         | 0.7                    | A        |
|              | T               | 76               | 62                   | 82         | 0.1                    | A        |
|              | R               | 2                | 2                    | 100        | 0.1                    | A        |
|              | <b>Subtotal</b> | <b>83</b>        | <b>68</b>            | <b>82</b>  | <b>0.1</b>             | <b>A</b> |
| <b>Total</b> |                 | <b>246</b>       | <b>223</b>           | <b>91</b>  | <b>0.4</b>             | <b>A</b> |

**Intersection:** Escala Court & High Mountain Road  
**Type:** Unsignalized

| Approach     | Movement        | Demand<br>Volume | Volume Served<br>Avg | %          | Delay/Veh (sec)<br>Avg | LOS      |
|--------------|-----------------|------------------|----------------------|------------|------------------------|----------|
| SE           | L               | 72               | 72                   | 100        | 3.7                    | A        |
|              | T               | 0                | 0                    | 0          |                        |          |
|              | R               | 4                | 5                    | 125        | 2.6                    | A        |
|              | <b>Subtotal</b> | <b>76</b>        | <b>77</b>            | <b>101</b> | <b>3.6</b>             | <b>A</b> |
| NE           | L               | 5                | 5                    | 95         | 1.1                    | A        |
|              | T               | 65               | 61                   | 93         | 0.1                    | A        |
|              | <b>Subtotal</b> | <b>70</b>        | <b>66</b>            | <b>94</b>  | <b>0.2</b>             | <b>A</b> |
| SW           | T               | 98               | 84                   | 86         | 0.3                    | A        |
|              | R               | 82               | 73                   | 89         | 0.2                    | A        |
|              | <b>Subtotal</b> | <b>180</b>       | <b>157</b>           | <b>87</b>  | <b>0.3</b>             | <b>A</b> |
| <b>Total</b> |                 | <b>326</b>       | <b>300</b>           | <b>92</b>  | <b>1.1</b>             | <b>A</b> |

## SimTraffic LOS Report

**Project:** Summit County - The Canyons TS  
**Analysis Period:** Future (2030) Plus Project  
**Time Period:** Saturday Peak Hour

**Project #:** UT16-878

**Intersection:** RC 16 & Escala Court  
**Type:** Unsignalized

| Approach     | Movement        | Demand Volume | Volume Served Avg | %         | Delay/Veh (sec) Avg | LOS      |
|--------------|-----------------|---------------|-------------------|-----------|---------------------|----------|
| NB           | R               | 13            | 11                | 83        | 2.2                 | A        |
|              | <b>Subtotal</b> | <b>13</b>     | <b>11</b>         | <b>83</b> | <b>2.2</b>          | <b>A</b> |
| EB           | T               | 57            | 55                | 96        | 0.2                 | A        |
|              | <b>Subtotal</b> | <b>57</b>     | <b>55</b>         | <b>96</b> | <b>0.2</b>          | <b>A</b> |
| WB           | L               | 20            | 18                | 91        | 0.5                 | A        |
|              | T               | 81            | 69                | 85        | 0.1                 | A        |
|              | <b>Subtotal</b> | <b>101</b>    | <b>87</b>         | <b>86</b> | <b>0.2</b>          | <b>A</b> |
|              |                 |               |                   |           |                     |          |
| <b>Total</b> |                 | <b>171</b>    | <b>153</b>        | <b>89</b> | <b>0.3</b>          | <b>A</b> |

**Intersection:** Escala Court & RC 17/18  
**Type:** Unsignalized

| Approach     | Movement        | Demand Volume | Volume Served Avg | %          | Delay/Veh (sec) Avg | LOS      |
|--------------|-----------------|---------------|-------------------|------------|---------------------|----------|
| SB           | L               | 12            | 13                | 106        | 2.9                 | A        |
|              | <b>Subtotal</b> | <b>12</b>     | <b>13</b>         | <b>108</b> | <b>2.9</b>          | <b>A</b> |
| EB           | T               | 35            | 34                | 96         | 0.0                 | A        |
|              | <b>Subtotal</b> | <b>35</b>     | <b>34</b>         | <b>97</b>  | <b>0.0</b>          | <b>A</b> |
| WB           | T               | 65            | 55                | 84         | 0.1                 | A        |
|              | R               | 16            | 14                | 89         | 0.1                 | A        |
|              | <b>Subtotal</b> | <b>81</b>     | <b>69</b>         | <b>85</b>  | <b>0.1</b>          | <b>A</b> |
|              |                 |               |                   |            |                     |          |
| <b>Total</b> |                 | <b>128</b>    | <b>116</b>        | <b>90</b>  | <b>0.4</b>          | <b>A</b> |

## SimTraffic LOS Report

Project: Summit County - The Canyons TS  
Analysis Period: Future (2030) Plus Project  
Time Period: Saturday Peak Hour Project #: UT16-878

Intersection: RC 17/18 & High Mountain Road  
Type: Unsignalized

| Approach | Movement | Demand Volume | Volume Served Avg | %   | Delay/Veh (sec) Avg | LOS |
|----------|----------|---------------|-------------------|-----|---------------------|-----|
| NW       | L        | 9             | 8                 | 86  | 0.5                 | A   |
|          | T        | 78            | 70                | 90  | 0.1                 | A   |
|          | Subtotal | 87            | 78                | 90  | 0.1                 | A   |
| SE       | T        | 70            | 71                | 102 | 0.1                 | A   |
|          | Subtotal | 70            | 71                | 101 | 0.1                 | A   |
| NE       | R        | 6             | 6                 | 96  | 2.2                 | A   |
|          | Subtotal | 6             | 6                 | 100 | 2.2                 | A   |
|          |          |               |                   |     |                     |     |
| Total    |          | 163           | 155               | 95  | 0.2                 | A   |

Intersection: RC 17/18/22/ Sundial Court & High Mountain Road  
Type: Unsignalized

| Approach | Movement | Demand Volume | Volume Served Avg | %   | Delay/Veh (sec) Avg | LOS |
|----------|----------|---------------|-------------------|-----|---------------------|-----|
| NB       | R        | 1             | 1                 | 100 | 1.4                 | A   |
|          | Subtotal | 1             | 1                 | 100 | 1.4                 | A   |
| EB       | T        | 70            | 72                | 103 | 0.1                 | A   |
|          | Subtotal | 70            | 72                | 103 | 0.1                 | A   |
| WB       | L        | 2             | 1                 | 50  | 0.5                 | A   |
|          | T        | 77            | 70                | 91  | 0.1                 | A   |
|          | Subtotal | 79            | 71                | 90  | 0.1                 | A   |
|          |          |               |                   |     |                     |     |
| Total    |          | 150           | 144               | 96  | 0.1                 | A   |

## SimTraffic LOS Report

**Project:** Summit County - The Canyons TS  
**Analysis Period:** Future (2030) Plus Project  
**Time Period:** Saturday Peak Hour **Project #:** UT16-878

**Intersection:** RC 22 & High Mountain Road  
**Type:** Unsignalized

| Approach     | Movement        | Demand Volume | Volume Served |            | Delay/Veh (sec) | LOS      |
|--------------|-----------------|---------------|---------------|------------|-----------------|----------|
|              |                 |               | Avg           | %          | Avg             |          |
| NB           | R               | 8             | 8             | 97         | 2.3             | A        |
|              | <b>Subtotal</b> | <b>8</b>      | <b>8</b>      | <b>100</b> | <b>2.3</b>      | <b>A</b> |
| NW           | L               | 11            | 9             | 80         | 1.0             | A        |
|              | T               | 66            | 60            | 92         | 0.1             | A        |
|              | <b>Subtotal</b> | <b>77</b>     | <b>69</b>     | <b>90</b>  | <b>0.2</b>      | <b>A</b> |
| SE           | T               | 62            | 64            | 104        | 0.1             | A        |
|              | <b>Subtotal</b> | <b>62</b>     | <b>64</b>     | <b>103</b> | <b>0.1</b>      | <b>A</b> |
|              |                 |               |               |            |                 |          |
| <b>Total</b> |                 | <b>146</b>    | <b>141</b>    | <b>96</b>  | <b>0.3</b>      | <b>A</b> |

**Intersection:** Vintage E Street & High Mountain Road  
**Type:** Unsignalized

| Approach     | Movement        | Demand Volume | Volume Served |            | Delay/Veh (sec) | LOS      |
|--------------|-----------------|---------------|---------------|------------|-----------------|----------|
|              |                 |               | Avg           | %          | Avg             |          |
| NB           | R               | 24            | 25            | 104        | 2.5             | A        |
|              | <b>Subtotal</b> | <b>24</b>     | <b>25</b>     | <b>104</b> | <b>2.5</b>      | <b>A</b> |
| EB           | T               | 37            | 39            | 105        | 0.1             | A        |
|              | <b>Subtotal</b> | <b>37</b>     | <b>39</b>     | <b>105</b> | <b>0.1</b>      | <b>A</b> |
| WB           | L               | 22            | 19            | 87         | 0.6             | A        |
|              | T               | 44            | 40            | 92         | 0.2             | A        |
|              | <b>Subtotal</b> | <b>66</b>     | <b>59</b>     | <b>89</b>  | <b>0.3</b>      | <b>A</b> |
|              |                 |               |               |            |                 |          |
| <b>Total</b> |                 | <b>126</b>    | <b>123</b>    | <b>97</b>  | <b>0.7</b>      | <b>A</b> |

## SimTraffic LOS Report

**Project:** Summit County - The Canyons TS  
**Analysis Period:** Existing (2017) Plus Project (with Red Pine Village)  
**Time Period:** Saturday Peak Hour **Project #:** UT16-878

**Intersection:** SR-224 & Canyons Resort Drive/Park West Village  
**Type:** Signalized

| Approach     | Movement | Demand Volume | Volume Served |     | Delay/Veh (sec) |     |
|--------------|----------|---------------|---------------|-----|-----------------|-----|
|              |          |               | Avg           | %   | Avg             | LOS |
| NB           | L        | 515           | 298           | 58  | 486.7           | F   |
|              | T        | 1,001         | 616           | 62  | 36.1            | D   |
|              | R        | 13            | 7             | 55  | 11.4            | B   |
|              | Subtotal | 1,529         | 921           | 60  | 181.7           | F   |
| SB           | L        | 17            | 16            | 94  | 178.7           | F   |
|              | T        | 1,026         | 998           | 97  | 125.3           | F   |
|              | R        | 657           | 634           | 97  | 63.6            | E   |
|              | Subtotal | 1,700         | 1,648         | 97  | 102.1           | F   |
| EB           | L        | 1,073         | 1,021         | 95  | 57.8            | E   |
|              | T        | 6             | 6             | 100 | 46.1            | D   |
|              | R        | 269           | 252           | 94  | 16.8            | B   |
|              | Subtotal | 1,348         | 1,279         | 95  | 49.7            | D   |
| WB           | L        | 8             | 7             | 85  | 74.7            | E   |
|              | T        | 5             | 5             | 95  | 106.9           | F   |
|              | R        | 17            | 19            | 112 | 30.8            | C   |
|              | Subtotal | 30            | 31            | 103 | 53.0            | D   |
| <b>Total</b> |          | 4,607         | 3,879         | 84  | 108.4           | F   |

**Intersection:** Bus / 7-Eleven East & Canyons Resort Drive  
**Type:** Unsignalized

| Approach     | Movement | Demand Volume | Volume Served |    | Delay/Veh (sec) |     |
|--------------|----------|---------------|---------------|----|-----------------|-----|
|              |          |               | Avg           | %  | Avg             | LOS |
| NB           | L        | 7             | 3             | 41 | 1635.4          | F   |
|              | R        | 38            | 11            | 29 | 1014.7          | F   |
|              | Subtotal | 45            | 14            | 31 | 1147.7          | F   |
| EB           | T        | 1,309         | 1,264         | 97 | 1.5             | A   |
|              | Subtotal | 1,309         | 1,264         | 97 | 1.5             | A   |
| WB           | T        | 1,177         | 937           | 80 | 53.3            | F   |
|              | Subtotal | 1,177         | 937           | 80 | 53.3            | F   |
| <b>Total</b> |          | 2,531         | 2,215         | 88 | 35.3            | E   |



## SimTraffic LOS Report

**Project:** Summit County - The Canyons TS  
**Analysis Period:** Existing (2017) Plus Project (with Red Pine Village)  
**Time Period:** Saturday Peak Hour Project #: UT16-878

**Intersection:** Bus / 7-Eleven West & Canyons Resort Drive  
**Type:** Unsignalized

| Approach     | Movement        | Demand<br>Volume | Volume Served |           | Delay/Veh (sec) |          |
|--------------|-----------------|------------------|---------------|-----------|-----------------|----------|
|              |                 |                  | Avg           | %         | Avg             | LOS      |
| EB           | T               | 1,310            | 1,265         | 97        | 2.5             | A        |
|              | R               | 26               | 28            | 107       | 1.7             | A        |
|              | <b>Subtotal</b> | <b>1,336</b>     | <b>1,293</b>  | <b>97</b> | <b>2.5</b>      | <b>A</b> |
| WB           | L               | 21               | 18            | 86        | 32.9            | D        |
|              | T               | 1,163            | 922           | 79        | 8.5             | A        |
|              | <b>Subtotal</b> | <b>1,184</b>     | <b>940</b>    | <b>79</b> | <b>9.0</b>      | <b>A</b> |
|              |                 |                  |               |           |                 |          |
|              |                 |                  |               |           |                 |          |
| <b>Total</b> |                 | <b>2,520</b>     | <b>2,233</b>  | <b>89</b> | <b>5.2</b>      | <b>A</b> |

**Intersection:** Canyons Resort Drive & Aspen Drive  
**Type:** Unsignalized

| Approach     | Movement        | Demand<br>Volume | Volume Served |           | Delay/Veh (sec) |          |
|--------------|-----------------|------------------|---------------|-----------|-----------------|----------|
|              |                 |                  | Avg           | %         | Avg             | LOS      |
| SB           | L               | 3                | 2             | 67        | 195.0           | F        |
|              | R               | 1                | 1             | 100       | 307.2           | F        |
|              | <b>Subtotal</b> | <b>4</b>         | <b>3</b>      | <b>75</b> | <b>232.4</b>    | <b>F</b> |
| EB           | L               | 1                | 1             | 100       | 5.1             | A        |
|              | T               | 1,332            | 1,292         | 97        | 4.5             | A        |
|              | <b>Subtotal</b> | <b>1,333</b>     | <b>1,293</b>  | <b>97</b> | <b>4.5</b>      | <b>A</b> |
| WB           | T               | 1,159            | 918           | 79        | 19.6            | C        |
|              | R               | 4                | 4             | 94        | 16.5            | C        |
|              | <b>Subtotal</b> | <b>1,163</b>     | <b>922</b>    | <b>79</b> | <b>19.6</b>     | <b>C</b> |
|              |                 |                  |               |           |                 |          |
| <b>Total</b> |                 | <b>2,501</b>     | <b>2,218</b>  | <b>89</b> | <b>11.0</b>     | <b>B</b> |

## SimTraffic LOS Report

**Project:** Summit County - The Canyons TS  
**Analysis Period:** Existing (2017) Plus Project (with Red Pine Village)  
**Time Period:** Saturday Peak Hour Project #: UT16-878

**Intersection:** Canyons Resort Drive & Frostwood Drive  
**Type:** Roundabout

| Approach     | Movement | Demand Volume | Volume Served |           | Delay/Veh (sec) |          |
|--------------|----------|---------------|---------------|-----------|-----------------|----------|
|              |          |               | Avg           | %         | Avg             | LOS      |
| NW           | L        | 42            | 45            | 107       | 12.7            | B        |
|              | T        | 17            | 19            | 112       | 14.3            | B        |
|              | R        | 633           | 641           | 101       | 4.8             | A        |
|              | Subtotal | 692           | 705           | 102       | 5.6             | A        |
| SE           | L        | 117           | 117           | 100       | 7.1             | A        |
|              | T        | 6             | 6             | 96        | 7.8             | A        |
|              | R        | 24            | 22            | 91        | 6.7             | A        |
|              | Subtotal | 147           | 145           | 99        | 7.1             | A        |
| NE           | L        | 17            | 15            | 88        | 49.2            | E        |
|              | T        | 583           | 539           | 92        | 55.4            | F        |
|              | R        | 46            | 49            | 106       | 53.3            | F        |
|              | Subtotal | 646           | 603           | 93        | 55.1            | F        |
| SW           | L        | 347           | 277           | 80        | 33.4            | D        |
|              | T        | 654           | 510           | 78        | 34.5            | D        |
|              | R        | 160           | 130           | 81        | 33.7            | D        |
|              | Subtotal | 1,161         | 917           | 79        | 34.1            | D        |
| <b>Total</b> |          | <b>2,646</b>  | <b>2,370</b>  | <b>90</b> | <b>29.4</b>     | <b>D</b> |

**Intersection:** Chalet Drive/Parking/Cedar Lane & Canyons Resort Drive  
**Type:** Unsignalized

| Approach     | Movement        | Demand Volume | Volume Served |           | Delay/Veh (sec) |          |
|--------------|-----------------|---------------|---------------|-----------|-----------------|----------|
|              |                 |               | Avg           | %         | Avg             | LOS      |
| <b>SB</b>    | L               | 20            | 19            | 95        | 87.8            | F        |
|              | <b>Subtotal</b> | <b>20</b>     | <b>19</b>     | <b>95</b> | <b>87.8</b>     | <b>F</b> |
| EB           | L               | 5             | 4             | 76        | 5.4             | A        |
|              | T               | 626           | 587           | 94        | 2.9             | A        |
| WB           | Subtotal        | 631           | 591           | 94        | 2.9             | A        |
|              | T               | 720           | 579           | 80        | 2.2             | A        |
|              | Subtotal        | 720           | 579           | 80        | 2.2             | A        |
| <b>Total</b> |                 | <b>1,372</b>  | <b>1,189</b>  | <b>87</b> | <b>4.0</b>      | <b>A</b> |

### SimTraffic LOS Report

**Project:** Summit County - The Canyons TS  
**Analysis Period:** Existing (2017) Plus Project (with Red Pine Village)  
**Time Period:** Saturday Peak Hour Project #: UT16-878

**Intersection:** Navajo Trail & Canyons Resort Drive  
**Type:** Unsignalized

| Approach     | Movement        | Demand Volume | Volume Served |            | Delay/Veh (sec) |          |
|--------------|-----------------|---------------|---------------|------------|-----------------|----------|
|              |                 |               | Avg           | %          | Avg             | LOS      |
| <b>NB</b>    | R               | 20            | 22            | 110        | 26.1            | D        |
|              | <b>Subtotal</b> | <b>20</b>     | <b>22</b>     | <b>110</b> | <b>26.1</b>     | <b>D</b> |
| <b>EB</b>    | T               | 611           | 571           | 93         | 4.4             | A        |
|              | R               | 2             | 2             | 100        | 0.6             | A        |
|              | <b>Subtotal</b> | <b>613</b>    | <b>573</b>    | <b>93</b>  | <b>4.4</b>      | <b>A</b> |
| <b>WB</b>    | T               | 719           | 577           | 80         | 0.1             | A        |
|              | <b>Subtotal</b> | <b>719</b>    | <b>577</b>    | <b>80</b>  | <b>0.1</b>      | <b>A</b> |
|              |                 |               |               |            |                 |          |
| <b>Total</b> |                 | <b>1,352</b>  | <b>1,172</b>  | <b>87</b>  | <b>2.7</b>      | <b>A</b> |

**Intersection:** Canyons Resort Drive & Cedar Lane  
**Type:** Unsignalized

| Approach     | Movement        | Demand Volume | Volume Served |           | Delay/Veh (sec) |          |
|--------------|-----------------|---------------|---------------|-----------|-----------------|----------|
|              |                 |               | Avg           | %         | Avg             | LOS      |
| <b>SB</b>    | L               | 10            | 8             | 82        | 17.5            | C        |
|              | R               | 1             | 1             | 100       | 7.3             | A        |
|              | <b>Subtotal</b> | <b>11</b>     | <b>9</b>      | <b>82</b> | <b>16.4</b>     | <b>C</b> |
| <b>EB</b>    | L               | 5             | 4             | 76        | 2.7             | A        |
|              | T               | 604           | 566           | 94        | 0.6             | A        |
|              | <b>Subtotal</b> | <b>609</b>    | <b>570</b>    | <b>94</b> | <b>0.6</b>      | <b>A</b> |
| <b>WB</b>    | T               | 710           | 570           | 80        | 1.2             | A        |
|              | R               | 10            | 8             | 82        | 0.8             | A        |
|              | <b>Subtotal</b> | <b>720</b>    | <b>578</b>    | <b>80</b> | <b>1.2</b>      | <b>A</b> |
|              |                 |               |               |           |                 |          |
| <b>Total</b> |                 | <b>1,340</b>  | <b>1,157</b>  | <b>86</b> | <b>1.0</b>      | <b>A</b> |

## SimTraffic LOS Report

**Project:** Summit County - The Canyons TS  
**Analysis Period:** Existing (2017) Plus Project (with Red Pine Village)  
**Time Period:** Saturday Peak Hour Project #: UT16-878

**Intersection:** Red Pine Road & Canyons Resort Drive  
**Type:** Unsignalized

| Approach     | Movement        | Demand Volume | Volume Served |           | Delay/Veh (sec) |          |
|--------------|-----------------|---------------|---------------|-----------|-----------------|----------|
|              |                 |               | Avg           | %         | Avg             | LOS      |
| NB           | L               | 1             | 1             | 100       | 9.3             | A        |
|              | T               | 4             | 5             | 111       | 0.4             | A        |
|              | R               | 298           | 270           | 91        | 16.9            | C        |
|              | <b>Subtotal</b> | <b>303</b>    | <b>276</b>    | <b>91</b> | <b>16.6</b>     | <b>C</b> |
| EB           | T               | 314           | 304           | 97        | 2.2             | A        |
|              | R               | 10            | 10            | 103       | 1.1             | A        |
|              | <b>Subtotal</b> | <b>324</b>    | <b>314</b>    | <b>97</b> | <b>2.2</b>      | <b>A</b> |
| WB           | L               | 275           | 219           | 80        | 1.9             | A        |
|              | T               | 436           | 352           | 81        | 0.2             | A        |
|              | <b>Subtotal</b> | <b>711</b>    | <b>571</b>    | <b>80</b> | <b>0.9</b>      | <b>A</b> |
| <b>Total</b> |                 | <b>1,338</b>  | <b>1,161</b>  | <b>87</b> | <b>5.0</b>      | <b>A</b> |

**Intersection:** Red Pine Road & RC 21  
**Type:** Unsignalized

| Approach     | Movement        | Demand Volume | Volume Served |            | Delay/Veh (sec) |          |
|--------------|-----------------|---------------|---------------|------------|-----------------|----------|
|              |                 |               | Avg           | %          | Avg             | LOS      |
| NB           | T               | 282           | 254           | 90         | 2.1             | A        |
|              | <b>Subtotal</b> | <b>282</b>    | <b>254</b>    | <b>90</b>  | <b>2.1</b>      | <b>A</b> |
| SB           | T               | 265           | 210           | 79         | 0.3             | A        |
|              | R               | 24            | 21            | 88         | 0.2             | A        |
|              | <b>Subtotal</b> | <b>289</b>    | <b>231</b>    | <b>80</b>  | <b>0.3</b>      | <b>A</b> |
| EB           | L               | 17            | 17            | 101        | 7.5             | A        |
|              | <b>Subtotal</b> | <b>17</b>     | <b>17</b>     | <b>100</b> | <b>7.5</b>      | <b>A</b> |
| <b>Total</b> |                 | <b>588</b>    | <b>502</b>    | <b>85</b>  | <b>1.5</b>      | <b>A</b> |

## SimTraffic LOS Report

**Project:** Summit County - The Canyons TS  
**Analysis Period:** Existing (2017) Plus Project (with Red Pine Village)  
**Time Period:** Saturday Peak Hour Project #: UT16-878

**Intersection:** Red Pine Road & RC 20  
**Type:** Unsignalized

| Approach | Movement | Demand Volume | Volume Served |    | Delay/Veh (sec) | LOS |
|----------|----------|---------------|---------------|----|-----------------|-----|
|          |          |               | Avg           | %  | Avg             |     |
| NB       | T        | 271           | 245           | 90 | 0.3             | A   |
|          | Subtotal | 271           | 245           | 90 | 0.3             | A   |
| SB       | T        | 238           | 187           | 79 | 0.4             | A   |
|          | R        | 23            | 21            | 91 | 0.5             | A   |
|          | Subtotal | 261           | 208           | 80 | 0.4             | A   |
| EB       | L        | 11            | 10            | 89 | 4.9             | A   |
|          | Subtotal | 11            | 10            | 91 | 4.9             | A   |
| Total    |          | 543           | 463           | 85 | 0.4             | A   |

**Intersection:** Red Pine Road & RC 20/Chalet Drive  
**Type:** Unsignalized

| Approach | Movement | Demand Volume | Volume Served |     | Delay/Veh (sec) | LOS |
|----------|----------|---------------|---------------|-----|-----------------|-----|
|          |          |               | Avg           | %   | Avg             |     |
| NB       | T        | 244           | 220           | 90  | 0.2             | A   |
|          | Subtotal | 244           | 220           | 90  | 0.2             | A   |
| SB       | L        | 15            | 11            | 75  | 1.7             | A   |
|          | T        | 204           | 160           | 79  | 0.3             | A   |
|          | R        | 20            | 16            | 81  | 0.2             | A   |
|          | Subtotal | 239           | 187           | 78  | 0.4             | A   |
| EB       | L        | 17            | 16            | 96  | 4.8             | A   |
|          | Subtotal | 17            | 16            | 94  | 4.8             | A   |
| WB       | R        | 10            | 11            | 107 | 2.9             | A   |
|          | Subtotal | 10            | 11            | 110 | 2.9             | A   |
| Total    |          | 509           | 434           | 85  | 0.5             | A   |

## SimTraffic LOS Report

**Project:** Summit County - The Canyons TS  
**Analysis Period:** Existing (2017) Plus Project (with Red Pine Village)  
**Time Period:** Saturday Peak Hour Project #: UT16-878

**Intersection:** Red Pine Road & Canyons Resort Drive  
**Type:** Unsignalized

| Approach     | Movement        | Demand<br>Volume | Volume Served |           | Delay/Veh (sec) |          |
|--------------|-----------------|------------------|---------------|-----------|-----------------|----------|
|              |                 |                  | Avg           | %         | Avg             | LOS      |
| NB           | T               | 1                | 2             | 200       | 0.0             | A        |
|              | R               | 30               | 28            | 93        | 2.9             | A        |
|              | <b>Subtotal</b> | <b>31</b>        | <b>30</b>     | <b>97</b> | <b>2.7</b>      | <b>A</b> |
| EB           | T               | 214              | 192           | 90        | 0.1             | A        |
|              | Subtotal        | 214              | 192           | 90        | 0.1             | A        |
| WB           | L               | 32               | 24            | 74        | 1.3             | A        |
|              | T               | 171              | 136           | 79        | 0.3             | A        |
|              | <b>Subtotal</b> | <b>203</b>       | <b>160</b>    | <b>79</b> | <b>0.5</b>      | <b>A</b> |
| <b>Total</b> |                 | <b>448</b>       | <b>382</b>    | <b>85</b> | <b>0.4</b>      | <b>A</b> |

**Intersection:** Canyons Resort Drive & RC 15  
**Type:** Unsignalized

| Approach     | Movement        | Demand<br>Volume | Volume Served |            | Delay/Veh (sec) |          |
|--------------|-----------------|------------------|---------------|------------|-----------------|----------|
|              |                 |                  | Avg           | %          | Avg             | LOS      |
| NB           | T               | 320              | 311           | 97         | 0.5             | A        |
|              | Subtotal        | 320              | 311           | 97         | 0.5             | A        |
| SB           | T               | 427              | 345           | 81         | 0.8             | A        |
|              | R               | 14               | 12            | 87         | 0.6             | A        |
|              | <b>Subtotal</b> | <b>441</b>       | <b>357</b>    | <b>81</b>  | <b>0.8</b>      | <b>A</b> |
| EB           | R               | 5                | 5             | 95         | 3.1             | A        |
|              | <b>Subtotal</b> | <b>5</b>         | <b>5</b>      | <b>100</b> | <b>3.1</b>      | <b>A</b> |
| <b>Total</b> |                 | <b>766</b>       | <b>673</b>    | <b>88</b>  | <b>0.6</b>      | <b>A</b> |

## SimTraffic LOS Report

**Project:** Summit County - The Canyons TS  
**Analysis Period:** Existing (2017) Plus Project (with Red Pine Village)  
**Time Period:** Saturday Peak Hour Project #: UT16-878

**Intersection:** Canyons Resort Drive & Silverado  
**Type:** Unsignalized

| Approach | Movement | Demand Volume | Volume Served |     | Delay/Veh (sec) |     |
|----------|----------|---------------|---------------|-----|-----------------|-----|
|          |          |               | Avg           | %   | Avg             | LOS |
| NB       | T        | 300           | 289           | 96  | 0.2             | A   |
|          | Subtotal | 300           | 289           | 96  | 0.2             | A   |
| SB       | L        | 25            | 20            | 80  | 2.3             | A   |
|          | T        | 402           | 326           | 81  | 0.7             | A   |
|          | Subtotal | 427           | 346           | 81  | 0.8             | A   |
| WB       | R        | 20            | 21            | 106 | 3.4             | A   |
|          | Subtotal | 20            | 21            | 105 | 3.4             | A   |
|          |          |               |               |     |                 |     |
| Total    |          | 747           | 656           | 88  | 0.6             | A   |

**Intersection:** Canyons Resort Drive & RC 14  
**Type:** Unsignalized

| Approach | Movement | Demand Volume | Volume Served |    | Delay/Veh (sec) |     |
|----------|----------|---------------|---------------|----|-----------------|-----|
|          |          |               | Avg           | %  | Avg             | LOS |
| EB       | R        | 9             | 8             | 86 | 3.8             | A   |
|          | Subtotal | 9             | 8             | 89 | 3.8             | A   |
| NE       | T        | 300           | 289           | 96 | 0.2             | A   |
|          | Subtotal | 300           | 289           | 96 | 0.2             | A   |
| SW       | T        | 379           | 306           | 81 | 0.4             | A   |
|          | R        | 24            | 20            | 83 | 0.3             | A   |
|          | Subtotal | 403           | 326           | 81 | 0.4             | A   |
|          |          |               |               |    |                 |     |
| Total    |          | 712           | 623           | 88 | 0.4             | A   |

## SimTraffic LOS Report

**Project:** Summit County - The Canyons TS  
**Analysis Period:** Existing (2017) Plus Project (with Red Pine Village)  
**Time Period:** Saturday Peak Hour Project #: UT16-878

**Intersection:** Canyons Resort Drive & Grand Summit Drive  
**Type:** Unsignalized

| Approach | Movement | Demand Volume | Volume Served |     | Delay/Veh (sec) |     |
|----------|----------|---------------|---------------|-----|-----------------|-----|
|          |          |               | Avg           | %   | Avg             | LOS |
| NB       | L        | 26            | 24            | 92  | 2.3             | A   |
|          | T        | 301           | 291           | 97  | 0.3             | A   |
|          | Subtotal | 327           | 315           | 96  | 0.5             | A   |
| SB       | T        | 346           | 284           | 82  | 0.6             | A   |
|          | R        | 42            | 31            | 74  | 0.5             | A   |
|          | Subtotal | 388           | 315           | 81  | 0.6             | A   |
| EB       | R        | 146           | 146           | 100 | 4.5             | A   |
|          | Subtotal | 146           | 146           | 100 | 4.5             | A   |
|          |          |               |               |     |                 |     |
| Total    |          | 862           | 776           | 90  | 1.3             | A   |

**Intersection:** High Mountain Road/RC 20 & Canyons Resort Drive  
**Type:** Roundabout

| Approach | Movement | Demand Volume | Volume Served |     | Delay/Veh (sec) |     |
|----------|----------|---------------|---------------|-----|-----------------|-----|
|          |          |               | Avg           | %   | Avg             | LOS |
| NW       | L        | 139           | 112           | 81  | 3.8             | A   |
|          | T        | 35            | 29            | 83  | 4.1             | A   |
|          | R        | 1             | 1             | 100 | 3.4             | A   |
|          | Subtotal | 175           | 142           | 81  | 3.9             | A   |
| SE       | L        | 3             | 2             | 67  | 2.9             | A   |
|          | T        | 122           | 106           | 87  | 3.4             | A   |
|          | R        | 322           | 283           | 88  | 2.9             | A   |
|          | Subtotal | 447           | 391           | 87  | 3.0             | A   |
| NE       | L        | 233           | 233           | 100 | 3.5             | A   |
|          | T        | 0             | 0             | 0   |                 |     |
|          | R        | 101           | 96            | 95  | 3.8             | A   |
|          | Subtotal | 334           | 329           | 99  | 3.6             | A   |
| SW       | R        | 1             | 1             | 100 | 2.0             | A   |
|          | Subtotal | 1             | 1             | 100 | 2.0             | A   |
| Total    |          | 1,001         | 901           | 90  | 3.4             | A   |



## SimTraffic LOS Report

**Project:** Summit County - The Canyons TS  
**Analysis Period:** Existing (2017) Plus Project (with Red Pine Village)  
**Time Period:** Saturday Peak Hour Project #: UT16-878

**Intersection:** RC 16/RC 20 & Canyons Resort Drive  
**Type:** Unsignalized

| Approach     | Movement        | Demand Volume | Volume Served |            | Delay/Veh (sec) |          |
|--------------|-----------------|---------------|---------------|------------|-----------------|----------|
|              |                 |               | Avg           | %          | Avg             | LOS      |
| NB           | L               | 10            | 10            | 98         | 5.3             | A        |
|              | R               | 4             | 3             | 75         | 2.8             | A        |
|              | <b>Subtotal</b> | <b>14</b>     | <b>13</b>     | <b>93</b>  | <b>4.7</b>      | <b>A</b> |
| SB           | L               | 2             | 2             | 100        | 2.7             | A        |
|              | R               | 1             | 1             | 100        | 3.4             | A        |
|              | <b>Subtotal</b> | <b>3</b>      | <b>3</b>      | <b>100</b> | <b>2.9</b>      | <b>A</b> |
| EB           | L               | 2             | 1             | 50         | 0.9             | A        |
|              | T               | 208           | 187           | 90         | 0.4             | A        |
|              | R               | 13            | 14            | 106        | 0.3             | A        |
|              | <b>Subtotal</b> | <b>223</b>    | <b>202</b>    | <b>91</b>  | <b>0.4</b>      | <b>A</b> |
| WB           | L               | 6             | 6             | 96         | 1.5             | A        |
|              | T               | 163           | 129           | 79         | 0.2             | A        |
|              | R               | 2             | 2             | 100        | 0.2             | A        |
|              | <b>Subtotal</b> | <b>171</b>    | <b>137</b>    | <b>80</b>  | <b>0.3</b>      | <b>A</b> |
| <b>Total</b> |                 | <b>412</b>    | <b>355</b>    | <b>86</b>  | <b>0.5</b>      | <b>A</b> |

**Intersection:** Escala Court & High Mountain Road  
**Type:** Unsignalized

| Approach     | Movement        | Demand Volume | Volume Served |            | Delay/Veh (sec) |          |
|--------------|-----------------|---------------|---------------|------------|-----------------|----------|
|              |                 |               | Avg           | %          | Avg             | LOS      |
| SE           | L               | 260           | 254           | 98         | 6.3             | A        |
|              | R               | 5             | 6             | 114        | 5.4             | A        |
|              | <b>Subtotal</b> | <b>265</b>    | <b>260</b>    | <b>98</b>  | <b>6.3</b>      | <b>A</b> |
| NE           | L               | 5             | 4             | 76         | 2.8             | A        |
|              | T               | 74            | 76            | 103        | 0.1             | A        |
|              | <b>Subtotal</b> | <b>79</b>     | <b>80</b>     | <b>101</b> | <b>0.2</b>      | <b>A</b> |
| SW           | T               | 112           | 95            | 85         | 0.7             | A        |
|              | R               | 349           | 299           | 86         | 0.6             | A        |
|              | <b>Subtotal</b> | <b>461</b>    | <b>394</b>    | <b>85</b>  | <b>0.6</b>      | <b>A</b> |
| <b>Total</b> |                 | <b>805</b>    | <b>734</b>    | <b>91</b>  | <b>2.6</b>      | <b>A</b> |

### SimTraffic LOS Report

**Project:** Summit County - The Canyons TS  
**Analysis Period:** Existing (2017) Plus Project (with Red Pine Village)  
**Time Period:** Saturday Peak Hour **Project #:** UT16-878

**Intersection:** RC 16 & Escala Court  
**Type:** Unsignalized

| Approach     | Movement        | Demand Volume | Volume Served Avg | %          | Delay/Veh (sec) Avg | LOS      |
|--------------|-----------------|---------------|-------------------|------------|---------------------|----------|
| NB           | R               | 16            | 16                | 102        | 2.4                 | A        |
|              | <b>Subtotal</b> | <b>16</b>     | <b>16</b>         | <b>100</b> | <b>2.4</b>          | <b>A</b> |
| EB           | T               | 63            | 63                | 100        | 0.2                 | A        |
|              | <b>Subtotal</b> | <b>63</b>     | <b>63</b>         | <b>100</b> | <b>0.2</b>          | <b>A</b> |
| WB           | L               | 24            | 21                | 88         | 0.7                 | A        |
|              | T               | 94            | 81                | 87         | 0.2                 | A        |
|              | <b>Subtotal</b> | <b>118</b>    | <b>102</b>        | <b>86</b>  | <b>0.3</b>          | <b>A</b> |
|              |                 |               |                   |            |                     |          |
| <b>Total</b> |                 | <b>196</b>    | <b>181</b>        | <b>92</b>  | <b>0.4</b>          | <b>A</b> |

**Intersection:** Escala Court & RC 17/18  
**Type:** Unsignalized

| Approach     | Movement        | Demand Volume | Volume Served Avg | %          | Delay/Veh (sec) Avg | LOS      |
|--------------|-----------------|---------------|-------------------|------------|---------------------|----------|
| SB           | L               | 14            | 13                | 95         | 3.0                 | A        |
|              | <b>Subtotal</b> | <b>14</b>     | <b>13</b>         | <b>93</b>  | <b>3.0</b>          | <b>A</b> |
| EB           | T               | 37            | 38                | 102        | 0.0                 | A        |
|              | <b>Subtotal</b> | <b>37</b>     | <b>38</b>         | <b>103</b> | <b>0.0</b>          | <b>A</b> |
| WB           | T               | 74            | 65                | 87         | 0.1                 | A        |
|              | R               | 19            | 16                | 85         | 0.1                 | A        |
|              | <b>Subtotal</b> | <b>93</b>     | <b>81</b>         | <b>87</b>  | <b>0.1</b>          | <b>A</b> |
|              |                 |               |                   |            |                     |          |
| <b>Total</b> |                 | <b>144</b>    | <b>132</b>        | <b>92</b>  | <b>0.4</b>          | <b>A</b> |

## SimTraffic LOS Report

**Project:** Summit County - The Canyons TS  
**Analysis Period:** Existing (2017) Plus Project (with Red Pine Village)  
**Time Period:** Saturday Peak Hour Project #: UT16-878

**Intersection:** RC 17/18 & High Mountain Road  
**Type:** Unsignalized

| Approach     | Movement        | Demand<br>Volume | Volume Served |           | Delay/Veh (sec) |          |
|--------------|-----------------|------------------|---------------|-----------|-----------------|----------|
|              |                 |                  | Avg           | %         | Avg             | LOS      |
| NW           | L               | 9                | 9             | 97        | 1.6             | A        |
|              | T               | 345              | 293           | 85        | 0.2             | A        |
|              | <b>Subtotal</b> | <b>354</b>       | <b>302</b>    | <b>85</b> | <b>0.2</b>      | <b>A</b> |
| SE           | T               | 258              | 253           | 98        | 0.7             | A        |
|              | <b>Subtotal</b> | <b>258</b>       | <b>253</b>    | <b>98</b> | <b>0.7</b>      | <b>A</b> |
| NE           | R               | 7                | 6             | 83        | 3.6             | A        |
|              | <b>Subtotal</b> | <b>7</b>         | <b>6</b>      | <b>86</b> | <b>3.6</b>      | <b>A</b> |
|              |                 |                  |               |           |                 |          |
| <b>Total</b> |                 | <b>619</b>       | <b>561</b>    | <b>91</b> | <b>0.5</b>      | <b>A</b> |

**Intersection:** RC 17/18/22/ Sundial Court & High Mountain Road  
**Type:** Unsignalized

| Approach     | Movement        | Demand<br>Volume | Volume Served |            | Delay/Veh (sec) |          |
|--------------|-----------------|------------------|---------------|------------|-----------------|----------|
|              |                 |                  | Avg           | %          | Avg             | LOS      |
| NB           | R               | 1                | 1             | 100        | 3.7             | A        |
|              | <b>Subtotal</b> | <b>1</b>         | <b>1</b>      | <b>100</b> | <b>3.7</b>      | <b>A</b> |
| EB           | T               | 258              | 254           | 99         | 0.5             | A        |
|              | <b>Subtotal</b> | <b>258</b>       | <b>254</b>    | <b>98</b>  | <b>0.5</b>      | <b>A</b> |
| WB           | L               | 2                | 2             | 100        | 1.7             | A        |
|              | T               | 343              | 292           | 85         | 0.5             | A        |
|              | <b>Subtotal</b> | <b>345</b>       | <b>294</b>    | <b>85</b>  | <b>0.5</b>      | <b>A</b> |
|              |                 |                  |               |            |                 |          |
| <b>Total</b> |                 | <b>603</b>       | <b>549</b>    | <b>91</b>  | <b>0.5</b>      | <b>A</b> |

## SimTraffic LOS Report

**Project:** Summit County - The Canyons TS  
**Analysis Period:** Existing (2017) Plus Project (with Red Pine Village)  
**Time Period:** Saturday Peak Hour Project #: UT16-878

**Intersection:** RC 22 & High Mountain Road  
**Type:** Unsignalized

| Approach     | Movement        | Demand Volume | Volume Served |           | Delay/Veh (sec) | LOS      |
|--------------|-----------------|---------------|---------------|-----------|-----------------|----------|
|              |                 |               | Avg           | %         | Avg             |          |
| <b>NB</b>    | R               | 9             | 8             | 86        | 3.4             | A        |
|              | <b>Subtotal</b> | <b>9</b>      | <b>8</b>      | <b>89</b> | <b>3.4</b>      | <b>A</b> |
| NW           | L               | 13            | 10            | 75        | 2.4             | A        |
|              | T               | 331           | 283           | 85        | 0.6             | A        |
|              | <b>Subtotal</b> | <b>344</b>    | <b>293</b>    | <b>85</b> | <b>0.7</b>      | <b>A</b> |
| SE           | T               | 248           | 245           | 99        | 0.7             | A        |
|              | <b>Subtotal</b> | <b>248</b>    | <b>245</b>    | <b>99</b> | <b>0.7</b>      | <b>A</b> |
| <b>Total</b> |                 | <b>602</b>    | <b>546</b>    | <b>91</b> | <b>0.7</b>      | <b>A</b> |

**Intersection:** Vintage E Street & High Mountain Road  
**Type:** Unsignalized

| Approach     | Movement        | Demand Volume | Volume Served |            | Delay/Veh (sec) | LOS      |
|--------------|-----------------|---------------|---------------|------------|-----------------|----------|
|              |                 |               | Avg           | %          | Avg             |          |
| <b>NB</b>    | R               | 28            | 29            | 104        | 3.1             | A        |
|              | <b>Subtotal</b> | <b>28</b>     | <b>29</b>     | <b>104</b> | <b>3.1</b>      | <b>A</b> |
| EB           | T               | 220           | 216           | 98         | 0.5             | A        |
|              | <b>Subtotal</b> | <b>220</b>    | <b>216</b>    | <b>98</b>  | <b>0.5</b>      | <b>A</b> |
| WB           | L               | 25            | 21            | 84         | 1.6             | A        |
|              | T               | 306           | 261           | 85         | 0.8             | A        |
|              | <b>Subtotal</b> | <b>331</b>    | <b>282</b>    | <b>85</b>  | <b>0.9</b>      | <b>A</b> |
| <b>Total</b> |                 | <b>578</b>    | <b>527</b>    | <b>91</b>  | <b>0.9</b>      | <b>A</b> |

## SimTraffic LOS Report

**Project:** Summit County - The Canyons TS  
**Analysis Period:** Future (2030) Plus Project (with Red Pine Village)  
**Time Period:** Saturday Peak Hour Project #: UT16-878

**Intersection:** SR-224 & Canyons Resort Drive/Park West Village  
**Type:** Signalized

| Approach     | Movement | Demand Volume | Volume Served |     | Delay/Veh (sec) |     |
|--------------|----------|---------------|---------------|-----|-----------------|-----|
|              |          |               | Avg           | %   | Avg             | LOS |
| NB           | L        | 463           | 451           | 97  | 116.3           | F   |
|              | T        | 1,765         | 1,773         | 100 | 29.8            | C   |
|              | R        | 15            | 14            | 95  | 17.9            | B   |
|              | Subtotal | 2,243         | 2,238         | 100 | 47.2            | D   |
| SB           | L        | 20            | 18            | 90  | 163.0           | F   |
|              | T        | 1,810         | 1,698         | 94  | 78.5            | E   |
|              | R        | 603           | 574           | 95  | 20.2            | C   |
|              | Subtotal | 2,433         | 2,290         | 94  | 64.6            | E   |
| EB           | L        | 1,047         | 999           | 95  | 134.9           | F   |
|              | T        | 5             | 5             | 95  | 61.0            | E   |
|              | R        | 248           | 246           | 99  | 44.3            | D   |
|              | Subtotal | 1,300         | 1,250         | 96  | 116.8           | F   |
| WB           | L        | 10            | 9             | 92  | 74.7            | E   |
|              | T        | 5             | 5             | 95  | 99.0            | F   |
|              | R        | 20            | 22            | 110 | 17.5            | B   |
|              | Subtotal | 35            | 36            | 103 | 43.1            | D   |
| <b>Total</b> |          | 6,011         | 5,814         | 97  | 69.5            | E   |

**Intersection:** Bus / 7-Eleven East & Canyons Resort Drive  
**Type:** Unsignalized

| Approach     | Movement        | Demand Volume | Volume Served |           | Delay/Veh (sec) |          |
|--------------|-----------------|---------------|---------------|-----------|-----------------|----------|
|              |                 |               | Avg           | %         | Avg             | LOS      |
| <b>NB</b>    | L               | 6             | 5             | 80        | 222.1           | F        |
|              | R               | 45            | 40            | 88        | 181.5           | F        |
|              | <b>Subtotal</b> | <b>51</b>     | <b>45</b>     | <b>88</b> | <b>186.0</b>    | <b>F</b> |
| EB           | T               | 1,255         | 1,238         | 99        | 8.4             | A        |
|              | Subtotal        | 1,255         | 1,238         | 99        | 8.4             | A        |
| WB           | T               | 1,071         | 1,029         | 96        | 7.0             | A        |
|              | Subtotal        | 1,071         | 1,029         | 96        | 7.0             | A        |
| <b>Total</b> |                 | 2,378         | 2,312         | 97        | 11.7            | B        |

## SimTraffic LOS Report

**Project:** Summit County - The Canyons TS  
**Analysis Period:** Future (2030) Plus Project (with Red Pine Village)  
**Time Period:** Saturday Peak Hour Project #: UT16-878

**Intersection:** Bus / 7-Eleven West & Canyons Resort Drive  
**Type:** Unsignalized

| Approach     | Movement        | Demand<br>Volume | Volume Served |           | Delay/Veh (sec) |          |
|--------------|-----------------|------------------|---------------|-----------|-----------------|----------|
|              |                 |                  | Avg           | %         | Avg             | LOS      |
| EB           | T               | 1,256            | 1,243         | 99        | 13.1            | B        |
|              | R               | 30               | 33            | 111       | 11.4            | B        |
|              | <b>Subtotal</b> | <b>1,286</b>     | <b>1,276</b>  | <b>99</b> | <b>13.1</b>     | <b>B</b> |
| WB           | L               | 25               | 22            | 87        | 17.6            | C        |
|              | T               | 1,052            | 1,013         | 96        | 0.8             | A        |
|              | <b>Subtotal</b> | <b>1,077</b>     | <b>1,035</b>  | <b>96</b> | <b>1.2</b>      | <b>A</b> |
|              |                 |                  |               |           |                 |          |
|              |                 |                  |               |           |                 |          |
| <b>Total</b> |                 | <b>2,364</b>     | <b>2,311</b>  | <b>98</b> | <b>7.7</b>      | <b>A</b> |

**Intersection:** Canyons Resort Drive & Aspen Drive  
**Type:** Unsignalized

| Approach     | Movement        | Demand<br>Volume | Volume Served |            | Delay/Veh (sec) |          |
|--------------|-----------------|------------------|---------------|------------|-----------------|----------|
|              |                 |                  | Avg           | %          | Avg             | LOS      |
| SB           | L               | 5                | 5             | 95         | 454.6           | F        |
|              | R               | 1                | 1             | 100        | 197.1           | F        |
|              | <b>Subtotal</b> | <b>6</b>         | <b>6</b>      | <b>100</b> | <b>411.7</b>    | <b>F</b> |
| EB           | L               | 1                | 1             | 100        | 48.0            | E        |
|              | T               | 1,280            | 1,275         | 100        | 13.2            | B        |
|              | <b>Subtotal</b> | <b>1,281</b>     | <b>1,276</b>  | <b>100</b> | <b>13.2</b>     | <b>B</b> |
| WB           | T               | 1,047            | 1,009         | 96         | 1.2             | A        |
|              | R               | 5                | 5             | 95         | 1.0             | A        |
|              | <b>Subtotal</b> | <b>1,052</b>     | <b>1,014</b>  | <b>96</b>  | <b>1.2</b>      | <b>A</b> |
|              |                 |                  |               |            |                 |          |
| <b>Total</b> |                 | <b>2,340</b>     | <b>2,296</b>  | <b>98</b>  | <b>9.2</b>      | <b>A</b> |

## SimTraffic LOS Report

**Project:** Summit County - The Canyons TS  
**Analysis Period:** Future (2030) Plus Project (with Red Pine Village)  
**Time Period:** Saturday Peak Hour Project #: UT16-878

**Intersection:** Canyons Resort Drive & Frostwood Drive  
**Type:** Roundabout

| Approach     | Movement | Demand Volume | Volume Served |           | Delay/Veh (sec) |          |
|--------------|----------|---------------|---------------|-----------|-----------------|----------|
|              |          |               | Avg           | %         | Avg             | LOS      |
| NW           | L        | 50            | 50            | 101       | 14.6            | B        |
|              | T        | 20            | 21            | 105       | 13.5            | B        |
|              | R        | 688           | 687           | 100       | 12.8            | B        |
|              | Subtotal | 758           | 758           | 100       | 12.9            | B        |
| SE           | L        | 118           | 124           | 105       | 10.1            | B        |
|              | T        | 5             | 4             | 76        | 12.8            | B        |
|              | R        | 30            | 32            | 108       | 10.0            | A        |
|              | Subtotal | 153           | 160           | 105       | 10.1            | B        |
| NE           | L        | 20            | 19            | 95        | 22.2            | C        |
|              | T        | 476           | 467           | 98        | 26.1            | D        |
|              | R        | 50            | 48            | 96        | 22.6            | C        |
|              | Subtotal | 546           | 534           | 98        | 25.6            | D        |
| SW           | L        | 253           | 237           | 94        | 3.4             | A        |
|              | T        | 648           | 629           | 97        | 5.7             | A        |
|              | R        | 147           | 144           | 98        | 5.4             | A        |
|              | Subtotal | 1,048         | 1,010         | 96        | 5.1             | A        |
| <b>Total</b> |          | <b>2,504</b>  | <b>2,462</b>  | <b>98</b> | <b>12.3</b>     | <b>B</b> |

**Intersection:** Chalet Drive/Parking/Cedar Lane & Canyons Resort Drive  
**Type:** Unsignalized

| Approach     | Movement        | Demand Volume | Volume Served |            | Delay/Veh (sec) |          |
|--------------|-----------------|---------------|---------------|------------|-----------------|----------|
|              |                 |               | Avg           | %          | Avg             | LOS      |
| NB           | L               | 2             | 2             | 100        | 16.1            | C        |
|              | R               | 15            | 14            | 95         | 20.8            | C        |
|              | Subtotal        | 17            | 16            | 94         | 20.2            | C        |
| SB           | L               | 5             | 6             | 114        | 38.6            | E        |
|              | <b>Subtotal</b> | <b>5</b>      | <b>6</b>      | <b>120</b> | <b>38.6</b>     | <b>E</b> |
| EB           | L               | 5             | 6             | 114        | 11.8            | B        |
|              | T               | 526           | 518           | 99         | 1.6             | A        |
|              | R               | 1             | 1             | 100        | 0.5             | A        |
|              | Subtotal        | 532           | 525           | 99         | 1.7             | A        |
| WB           | T               | 718           | 700           | 97         | 2.1             | A        |
|              | R               | 10            | 10            | 103        | 1.3             | A        |
|              | Subtotal        | 728           | 710           | 98         | 2.1             | A        |
| <b>Total</b> |                 | <b>1,282</b>  | <b>1,257</b>  | <b>98</b>  | <b>2.3</b>      | <b>A</b> |

## SimTraffic LOS Report

Project: Summit County - The Canyons TS  
Analysis Period: Future (2030) Plus Project (with Red Pine Village)  
Time Period: Saturday Peak Hour Project #: UT16-878

Intersection: Navajo Trail & Canyons Resort Drive  
Type: Unsignalized

| Approach     | Movement        | Demand Volume | Volume Served Avg | %          | Delay/Veh (sec) Avg | LOS      |
|--------------|-----------------|---------------|-------------------|------------|---------------------|----------|
| NB           | R               | 5             | 5                 | 95         | 57.9                | F        |
|              | <b>Subtotal</b> | <b>5</b>      | <b>5</b>          | <b>100</b> | <b>57.9</b>         | <b>F</b> |
| EB           | T               | 526           | 522               | 99         | 1.9                 | A        |
|              | <b>Subtotal</b> | <b>526</b>    | <b>522</b>        | <b>99</b>  | <b>1.9</b>          | <b>A</b> |
| WB           | T               | 720           | 702               | 98         | 0.4                 | A        |
|              | <b>Subtotal</b> | <b>720</b>    | <b>702</b>        | <b>98</b>  | <b>0.4</b>          | <b>A</b> |
|              |                 |               |                   |            |                     |          |
| <b>Total</b> |                 | <b>1,252</b>  | <b>1,229</b>      | <b>98</b>  | <b>1.2</b>          | <b>A</b> |

Intersection: Canyons Resort Drive & Cedar Lane  
Type: Unsignalized

| Approach     | Movement        | Demand Volume | Volume Served Avg | %          | Delay/Veh (sec) Avg | LOS      |
|--------------|-----------------|---------------|-------------------|------------|---------------------|----------|
| SB           | L               | 1             | 1                 | 100        | 6.3                 | A        |
|              | R               | 1             | 1                 | 100        | 12.9                | B        |
|              | <b>Subtotal</b> | <b>2</b>      | <b>2</b>          | <b>100</b> | <b>9.6</b>          | <b>A</b> |
| EB           | L               | 5             | 4                 | 76         | 5.2                 | A        |
|              | T               | 526           | 520               | 99         | 0.5                 | A        |
|              | <b>Subtotal</b> | <b>531</b>    | <b>524</b>        | <b>99</b>  | <b>0.5</b>          | <b>A</b> |
| WB           | T               | 719           | 699               | 97         | 2.4                 | A        |
|              | R               | 1             | 2                 | 200        | 2.6                 | A        |
|              | <b>Subtotal</b> | <b>720</b>    | <b>701</b>        | <b>97</b>  | <b>2.4</b>          | <b>A</b> |
|              |                 |               |                   |            |                     |          |
| <b>Total</b> |                 | <b>1,253</b>  | <b>1,227</b>      | <b>98</b>  | <b>1.6</b>          | <b>A</b> |



## SimTraffic LOS Report

**Project:** Summit County - The Canyons TS  
**Analysis Period:** Future (2030) Plus Project (with Red Pine Village)  
**Time Period:** Saturday Peak Hour Project #: UT16-878

**Intersection:** Red Pine Road & Canyons Resort Drive  
**Type:** Unsignalized

| Approach     | Movement        | Demand Volume | Volume Served Avg | %         | Delay/Veh (sec) Avg | LOS      |
|--------------|-----------------|---------------|-------------------|-----------|---------------------|----------|
| NB           | L               | 1             | 0                 | 0         |                     |          |
|              | T               | 3             | 3                 | 100       | 0.6                 | A        |
|              | R               | 255           | 252               | 99        | 10.8                | B        |
|              | <b>Subtotal</b> | <b>259</b>    | <b>255</b>        | <b>98</b> | <b>10.7</b>         | <b>B</b> |
| EB           | T               | 279           | 276               | 99        | 1.9                 | A        |
|              | R               | 10            | 10                | 103       | 0.8                 | A        |
|              | <b>Subtotal</b> | <b>289</b>    | <b>286</b>        | <b>99</b> | <b>1.9</b>          | <b>A</b> |
| WB           | L               | 236           | 230               | 98        | 1.9                 | A        |
|              | T               | 485           | 471               | 97        | 0.2                 | A        |
|              | <b>Subtotal</b> | <b>721</b>    | <b>701</b>        | <b>97</b> | <b>0.8</b>          | <b>A</b> |
| <b>Total</b> |                 | <b>1,268</b>  | <b>1,242</b>      | <b>98</b> | <b>3.1</b>          | <b>A</b> |

**Intersection:** Red Pine Road & RC 21  
**Type:** Unsignalized

| Approach     | Movement        | Demand Volume | Volume Served Avg | %         | Delay/Veh (sec) Avg | LOS      |
|--------------|-----------------|---------------|-------------------|-----------|---------------------|----------|
| NB           | T               | 242           | 240               | 99        | 0.7                 | A        |
|              | <b>Subtotal</b> | <b>242</b>    | <b>240</b>        | <b>99</b> | <b>0.7</b>          | <b>A</b> |
| SB           | T               | 228           | 224               | 98        | 0.3                 | A        |
|              | R               | 21            | 20                | 96        | 0.2                 | A        |
| EB           | <b>Subtotal</b> | <b>249</b>    | <b>244</b>        | <b>98</b> | <b>0.3</b>          | <b>A</b> |
|              | L               | 15            | 14                | 95        | 6.4                 | A        |
| EB           | <b>Subtotal</b> | <b>15</b>     | <b>14</b>         | <b>93</b> | <b>6.4</b>          | <b>A</b> |
| <b>Total</b> |                 | <b>506</b>    | <b>498</b>        | <b>98</b> | <b>0.7</b>          | <b>A</b> |

## SimTraffic LOS Report

**Project:** Summit County - The Canyons TS  
**Analysis Period:** Future (2030) Plus Project (with Red Pine Village)  
**Time Period:** Saturday Peak Hour Project #: UT16-878

**Intersection:** Red Pine Road & RC 20  
**Type:** Unsignalized

| Approach | Movement | Demand Volume | Volume Served |     | Delay/Veh (sec) |     |
|----------|----------|---------------|---------------|-----|-----------------|-----|
|          |          |               | Avg           | %   | Avg             | LOS |
| NB       | T        | 232           | 232           | 100 | 0.2             | A   |
|          | Subtotal | 232           | 232           | 100 | 0.2             | A   |
| SB       | T        | 206           | 201           | 98  | 0.5             | A   |
|          | R        | 20            | 19            | 96  | 0.3             | A   |
|          | Subtotal | 226           | 220           | 97  | 0.5             | A   |
| EB       | L        | 9             | 9             | 97  | 4.8             | A   |
|          | Subtotal | 9             | 9             | 100 | 4.8             | A   |
|          |          |               |               |     |                 |     |
| Total    |          | 466           | 461           | 99  | 0.4             | A   |

**Intersection:** Red Pine Road & RC 20/Chalet Drive  
**Type:** Unsignalized

| Approach | Movement | Demand Volume | Volume Served |     | Delay/Veh (sec) |     |
|----------|----------|---------------|---------------|-----|-----------------|-----|
|          |          |               | Avg           | %   | Avg             | LOS |
| NB       | T        | 213           | 213           | 100 | 0.2             | A   |
|          | Subtotal | 213           | 213           | 100 | 0.2             | A   |
| SB       | L        | 5             | 5             | 95  | 1.5             | A   |
|          | T        | 183           | 179           | 98  | 0.4             | A   |
|          | R        | 17            | 16            | 96  | 0.2             | A   |
|          | Subtotal | 205           | 200           | 98  | 0.4             | A   |
| EB       | L        | 15            | 14            | 95  | 4.5             | A   |
|          | Subtotal | 15            | 14            | 93  | 4.5             | A   |
| WB       | R        | 5             | 6             | 114 | 3.2             | A   |
|          | Subtotal | 5             | 6             | 120 | 3.2             | A   |
| Total    |          | 438           | 433           | 99  | 0.5             | A   |

## SimTraffic LOS Report

**Project:** Summit County - The Canyons TS  
**Analysis Period:** Future (2030) Plus Project (with Red Pine Village)  
**Time Period:** Saturday Peak Hour Project #: UT16-878

**Intersection:** Red Pine Road & Canyons Resort Drive  
**Type:** Unsignalized

| Approach     | Movement        | Demand Volume | Volume Served Avg | %          | Delay/Veh (sec) Avg | LOS      |
|--------------|-----------------|---------------|-------------------|------------|---------------------|----------|
| NB           | T               | 1             | 2                 | 200        | 0.2                 | A        |
|              | R               | 27            | 27                | 100        | 3.0                 | A        |
|              | <b>Subtotal</b> | <b>28</b>     | <b>29</b>         | <b>104</b> | <b>2.8</b>          | <b>A</b> |
| EB           | T               | 186           | 187               | 101        | 0.1                 | A        |
|              | <b>Subtotal</b> | <b>186</b>    | <b>187</b>        | <b>101</b> | <b>0.1</b>          | <b>A</b> |
| WB           | L               | 35            | 35                | 99         | 1.2                 | A        |
|              | T               | 148           | 144               | 97         | 0.4                 | A        |
|              | <b>Subtotal</b> | <b>183</b>    | <b>179</b>        | <b>98</b>  | <b>0.6</b>          | <b>A</b> |
|              |                 |               |                   |            |                     |          |
| <b>Total</b> |                 | <b>397</b>    | <b>395</b>        | <b>99</b>  | <b>0.5</b>          | <b>A</b> |

**Intersection:** Canyons Resort Drive & RC 15  
**Type:** Unsignalized

| Approach     | Movement        | Demand Volume | Volume Served Avg | %         | Delay/Veh (sec) Avg | LOS      |
|--------------|-----------------|---------------|-------------------|-----------|---------------------|----------|
| NB           | T               | 285           | 283               | 99        | 0.5                 | A        |
|              | <b>Subtotal</b> | <b>285</b>    | <b>283</b>        | <b>99</b> | <b>0.5</b>          | <b>A</b> |
| SB           | T               | 479           | 464               | 97        | 1.1                 | A        |
|              | R               | 12            | 13                | 106       | 1.1                 | A        |
|              | <b>Subtotal</b> | <b>491</b>    | <b>477</b>        | <b>97</b> | <b>1.1</b>          | <b>A</b> |
| EB           | R               | 4             | 3                 | 75        | 5.8                 | A        |
|              | <b>Subtotal</b> | <b>4</b>      | <b>3</b>          | <b>75</b> | <b>5.8</b>          | <b>A</b> |
|              |                 |               |                   |           |                     |          |
| <b>Total</b> |                 | <b>780</b>    | <b>763</b>        | <b>98</b> | <b>0.9</b>          | <b>A</b> |

### SimTraffic LOS Report

**Project:** Summit County - The Canyons TS  
**Analysis Period:** Future (2030) Plus Project (with Red Pine Village)  
**Time Period:** Saturday Peak Hour **Project #:** UT16-878

**Intersection:** Canyons Resort Drive & Silverado  
**Type:** Unsignalized

| Approach | Movement | Demand Volume | Volume Served |     | Delay/Veh (sec) |     |
|----------|----------|---------------|---------------|-----|-----------------|-----|
|          |          |               | Avg           | %   | Avg             | LOS |
| NB       | T        | 265           | 264           | 100 | 0.2             | A   |
|          | Subtotal | 265           | 264           | 100 | 0.2             | A   |
| SB       | L        | 25            | 23            | 92  | 2.5             | A   |
|          | T        | 452           | 437           | 97  | 0.9             | A   |
| WB       | Subtotal | 477           | 460           | 96  | 1.0             | A   |
|          | R        | 20            | 19            | 96  | 3.0             | A   |
| WB       | Subtotal | 20            | 19            | 95  | 3.0             | A   |
|          |          |               |               |     |                 |     |
| Total    |          | 761           | 743           | 98  | 0.8             | A   |

**Intersection:** Canyons Resort Drive & RC 14  
**Type:** Unsignalized

| Approach | Movement | Demand Volume | Volume Served |     | Delay/Veh (sec) |     |
|----------|----------|---------------|---------------|-----|-----------------|-----|
|          |          |               | Avg           | %   | Avg             | LOS |
| EB       | R        | 8             | 7             | 85  | 4.6             | A   |
|          | Subtotal | 8             | 7             | 88  | 4.6             | A   |
| NE       | T        | 265           | 264           | 100 | 0.2             | A   |
|          | Subtotal | 265           | 264           | 100 | 0.2             | A   |
| SW       | T        | 433           | 417           | 96  | 0.6             | A   |
|          | R        | 20            | 21            | 106 | 0.4             | A   |
| SW       | Subtotal | 453           | 438           | 97  | 0.6             | A   |
|          |          |               |               |     |                 |     |
| Total    |          | 726           | 709           | 98  | 0.5             | A   |

## SimTraffic LOS Report

**Project:** Summit County - The Canyons TS  
**Analysis Period:** Future (2030) Plus Project (with Red Pine Village)  
**Time Period:** Saturday Peak Hour Project #: UT16-878

**Intersection:** Canyons Resort Drive & Grand Summit Drive  
**Type:** Unsignalized

| Approach | Movement | Demand Volume | Volume Served |     | Delay/Veh (sec) |     |
|----------|----------|---------------|---------------|-----|-----------------|-----|
|          |          |               | Avg           | %   | Avg             | LOS |
| NB       | L        | 21            | 21            | 101 | 3.3             | A   |
|          | T        | 265           | 266           | 100 | 0.3             | A   |
|          | Subtotal | 286           | 287           | 100 | 0.5             | A   |
| SB       | T        | 290           | 281           | 97  | 1.0             | A   |
|          | R        | 152           | 143           | 94  | 0.9             | A   |
|          | Subtotal | 442           | 424           | 96  | 1.0             | A   |
| EB       | R        | 139           | 143           | 103 | 4.8             | A   |
|          | Subtotal | 139           | 143           | 103 | 4.8             | A   |
|          |          |               |               |     |                 |     |
| Total    |          | 866           | 854           | 99  | 1.5             | A   |

**Intersection:** High Mountain Road/RC 20 & Canyons Resort Drive  
**Type:** Roundabout

| Approach | Movement | Demand Volume | Volume Served |     | Delay/Veh (sec) |     |
|----------|----------|---------------|---------------|-----|-----------------|-----|
|          |          |               | Avg           | %   | Avg             | LOS |
| NW       | L        | 119           | 114           | 96  | 3.6             | A   |
|          | T        | 32            | 33            | 105 | 3.6             | A   |
|          | R        | 1             | 1             | 100 | 6.1             | A   |
|          | Subtotal | 152           | 148           | 97  | 3.6             | A   |
| SE       | L        | 3             | 3             | 100 | 3.3             | A   |
|          | T        | 106           | 107           | 101 | 3.6             | A   |
|          | R        | 281           | 274           | 97  | 3.3             | A   |
|          | Subtotal | 390           | 384           | 98  | 3.4             | A   |
| NE       | L        | 204           | 206           | 101 | 3.3             | A   |
|          | T        | 2             | 1             | 67  | 0.7             | A   |
|          | R        | 87            | 86            | 99  | 3.5             | A   |
|          | Subtotal | 293           | 293           | 100 | 3.3             | A   |
| SW       | R        | 2             | 2             | 100 | 3.1             | A   |
|          | Subtotal | 2             | 2             | 100 | 3.1             | A   |
| Total    |          | 874           | 863           | 99  | 3.4             | A   |

## SimTraffic LOS Report

**Project:** Summit County - The Canyons TS  
**Analysis Period:** Future (2030) Plus Project (with Red Pine Village)  
**Time Period:** Saturday Peak Hour Project #: UT16-878

**Intersection:** RC 16/RC 20 & Canyons Resort Drive  
**Type:** Unsignalized

| Approach     | Movement        | Demand<br>Volume | Volume Served |            | Delay/Veh (sec) |          |
|--------------|-----------------|------------------|---------------|------------|-----------------|----------|
|              |                 |                  | Avg           | %          | Avg             | LOS      |
| NB           | L               | 9                | 9             | 97         | 4.8             | A        |
|              | R               | 3                | 3             | 100        | 2.8             | A        |
|              | <b>Subtotal</b> | <b>12</b>        | <b>12</b>     | <b>100</b> | <b>4.3</b>      | <b>A</b> |
| SB           | L               | 2                | 2             | 100        | 2.9             | A        |
|              | R               | 1                | 1             | 100        | 3.4             | A        |
|              | <b>Subtotal</b> | <b>3</b>         | <b>3</b>      | <b>100</b> | <b>3.1</b>      | <b>A</b> |
| EB           | L               | 2                | 1             | 50         | 1.1             | A        |
|              | T               | 181              | 183           | 101        | 0.4             | A        |
|              | R               | 11               | 11            | 98         | 0.3             | A        |
|              | <b>Subtotal</b> | <b>194</b>       | <b>195</b>    | <b>101</b> | <b>0.4</b>      | <b>A</b> |
| WB           | L               | 5                | 4             | 76         | 0.9             | A        |
|              | T               | 141              | 138           | 98         | 0.3             | A        |
|              | R               | 2                | 2             | 100        | 0.1             | A        |
|              | <b>Subtotal</b> | <b>148</b>       | <b>144</b>    | <b>97</b>  | <b>0.3</b>      | <b>A</b> |
| <b>Total</b> |                 | <b>358</b>       | <b>354</b>    | <b>99</b>  | <b>0.5</b>      | <b>A</b> |

**Intersection:** Escala Court & High Mountain Road  
**Type:** Unsignalized

| Approach     | Movement        | Demand<br>Volume | Volume Served |            | Delay/Veh (sec) |          |
|--------------|-----------------|------------------|---------------|------------|-----------------|----------|
|              |                 |                  | Avg           | %          | Avg             | LOS      |
| SE           | L               | 226              | 227           | 100        | 6.2             | A        |
|              | T               | 0                | 0             | 0          |                 |          |
|              | R               | 4                | 4             | 100        | 5.2             | A        |
|              | <b>Subtotal</b> | <b>230</b>       | <b>231</b>    | <b>100</b> | <b>6.2</b>      | <b>A</b> |
| NE           | L               | 5                | 4             | 76         | 4.4             | A        |
|              | T               | 65               | 65            | 100        | 0.1             | A        |
|              | <b>Subtotal</b> | <b>70</b>        | <b>69</b>     | <b>99</b>  | <b>0.3</b>      | <b>A</b> |
| SW           | T               | 98               | 95            | 97         | 0.8             | A        |
|              | R               | 303              | 294           | 97         | 0.6             | A        |
|              | <b>Subtotal</b> | <b>401</b>       | <b>389</b>    | <b>97</b>  | <b>0.6</b>      | <b>A</b> |
| <b>Total</b> |                 | <b>702</b>       | <b>689</b>    | <b>98</b>  | <b>2.5</b>      | <b>A</b> |

## SimTraffic LOS Report

**Project:** Summit County - The Canyons TS  
**Analysis Period:** Future (2030) Plus Project (with Red Pine Village)  
**Time Period:** Saturday Peak Hour **Project #:** UT16-878

**Intersection:** RC 16 & Escala Court  
**Type:** Unsignalized

| Approach     | Movement        | Demand<br>Volume | Volume Served<br>Avg | %          | Delay/Veh (sec)<br>Avg | LOS      |
|--------------|-----------------|------------------|----------------------|------------|------------------------|----------|
| NB           | R               | 13               | 13                   | 98         | 2.2                    | A        |
|              | <b>Subtotal</b> | <b>13</b>        | <b>13</b>            | <b>100</b> | <b>2.2</b>             | <b>A</b> |
| EB           | T               | 57               | 56                   | 98         | 0.2                    | A        |
|              | <b>Subtotal</b> | <b>57</b>        | <b>56</b>            | <b>98</b>  | <b>0.2</b>             | <b>A</b> |
| WB           | L               | 20               | 20                   | 101        | 0.7                    | A        |
|              | T               | 81               | 77                   | 95         | 0.2                    | A        |
|              | <b>Subtotal</b> | <b>101</b>       | <b>97</b>            | <b>96</b>  | <b>0.3</b>             | <b>A</b> |
|              |                 |                  |                      |            |                        |          |
| <b>Total</b> |                 | <b>171</b>       | <b>166</b>           | <b>97</b>  | <b>0.4</b>             | <b>A</b> |

**Intersection:** Escala Court & RC 17/18  
**Type:** Unsignalized

| Approach     | Movement        | Demand<br>Volume | Volume Served<br>Avg | %          | Delay/Veh (sec)<br>Avg | LOS      |
|--------------|-----------------|------------------|----------------------|------------|------------------------|----------|
| SB           | L               | 12               | 13                   | 106        | 3.2                    | A        |
|              | <b>Subtotal</b> | <b>12</b>        | <b>13</b>            | <b>108</b> | <b>3.2</b>             | <b>A</b> |
| EB           | T               | 35               | 33                   | 94         | 0.0                    | A        |
|              | <b>Subtotal</b> | <b>35</b>        | <b>33</b>            | <b>94</b>  | <b>0.0</b>             | <b>A</b> |
| WB           | T               | 65               | 61                   | 93         | 0.1                    | A        |
|              | R               | 16               | 16                   | 102        | 0.0                    | A        |
|              | <b>Subtotal</b> | <b>81</b>        | <b>77</b>            | <b>95</b>  | <b>0.1</b>             | <b>A</b> |
|              |                 |                  |                      |            |                        |          |
| <b>Total</b> |                 | <b>128</b>       | <b>123</b>           | <b>96</b>  | <b>0.4</b>             | <b>A</b> |

## SimTraffic LOS Report

**Project:** Summit County - The Canyons TS  
**Analysis Period:** Future (2030) Plus Project (with Red Pine Village)  
**Time Period:** Saturday Peak Hour **Project #:** UT16-878

**Intersection:** RC 17/18 & High Mountain Road  
**Type:** Unsignalized

| Approach     | Movement        | Demand Volume | Volume Served |            | Delay/Veh (sec) |          |
|--------------|-----------------|---------------|---------------|------------|-----------------|----------|
|              |                 |               | Avg           | %          | Avg             | LOS      |
| NW           | L               | 9             | 9             | 97         | 1.1             | A        |
|              | T               | 299           | 289           | 97         | 0.2             | A        |
|              | <b>Subtotal</b> | <b>308</b>    | <b>298</b>    | <b>97</b>  | <b>0.2</b>      | <b>A</b> |
| SE           | T               | 224           | 226           | 101        | 0.7             | A        |
|              | <b>Subtotal</b> | <b>224</b>    | <b>226</b>    | <b>101</b> | <b>0.7</b>      | <b>A</b> |
| NE           | R               | 6             | 5             | 80         | 2.4             | A        |
|              | <b>Subtotal</b> | <b>6</b>      | <b>5</b>      | <b>83</b>  | <b>2.4</b>      | <b>A</b> |
|              |                 |               |               |            |                 |          |
| <b>Total</b> |                 | <b>539</b>    | <b>529</b>    | <b>98</b>  | <b>0.4</b>      | <b>A</b> |

**Intersection:** RC 17/18/22/ Sundial Court & High Mountain Road  
**Type:** Unsignalized

| Approach     | Movement        | Demand Volume | Volume Served |            | Delay/Veh (sec) |          |
|--------------|-----------------|---------------|---------------|------------|-----------------|----------|
|              |                 |               | Avg           | %          | Avg             | LOS      |
| NB           | R               | 1             | 1             | 100        | 1.6             | A        |
|              | <b>Subtotal</b> | <b>1</b>      | <b>1</b>      | <b>100</b> | <b>1.6</b>      | <b>A</b> |
| EB           | T               | 223           | 226           | 101        | 0.5             | A        |
|              | <b>Subtotal</b> | <b>223</b>    | <b>226</b>    | <b>101</b> | <b>0.5</b>      | <b>A</b> |
| WB           | L               | 2             | 1             | 50         | 1.4             | A        |
|              | T               | 297           | 288           | 97         | 0.5             | A        |
|              | <b>Subtotal</b> | <b>299</b>    | <b>289</b>    | <b>97</b>  | <b>0.5</b>      | <b>A</b> |
|              |                 |               |               |            |                 |          |
| <b>Total</b> |                 | <b>523</b>    | <b>516</b>    | <b>99</b>  | <b>0.5</b>      | <b>A</b> |



## SimTraffic LOS Report

**Project:** Summit County - The Canyons TS  
**Analysis Period:** Future (2030) Plus Project (with Red Pine Village)  
**Time Period:** Saturday Peak Hour Project #: UT16-878

**Intersection:** RC 22 & High Mountain Road  
**Type:** Unsignalized

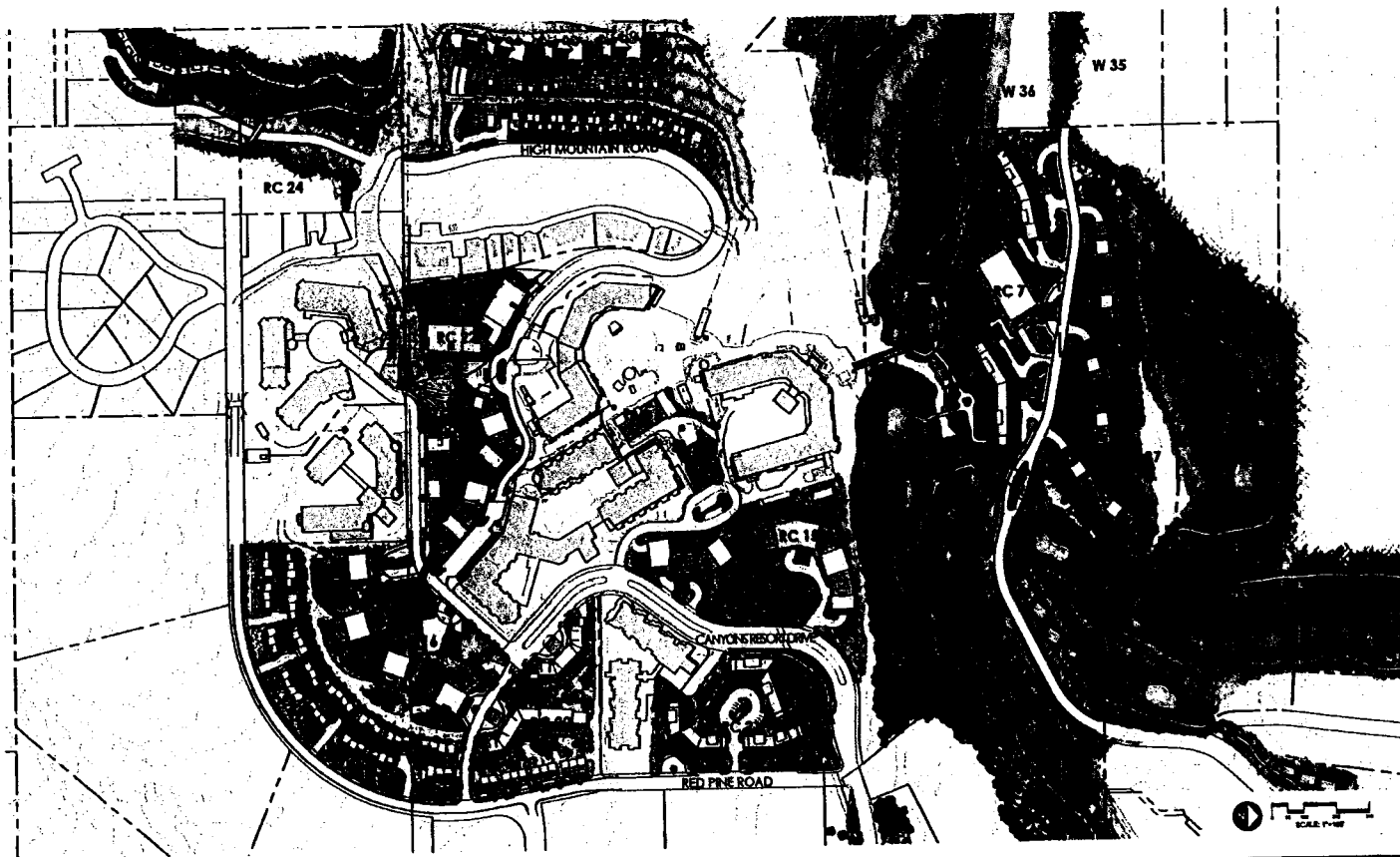
| Approach     | Movement        | Demand<br>Volume | Volume Served |            | Delay/Veh (sec) |          |
|--------------|-----------------|------------------|---------------|------------|-----------------|----------|
|              |                 |                  | Avg           | %          | Avg             | LOS      |
| NB           | R               | 8                | 8             | 97         | 3.2             | A        |
|              | <b>Subtotal</b> | <b>8</b>         | <b>8</b>      | <b>100</b> | <b>3.2</b>      | <b>A</b> |
| NW           | L               | 11               | 9             | 80         | 1.9             | A        |
|              | T               | 286              | 280           | 98         | 0.6             | A        |
|              | Subtotal        | 297              | 289           | 97         | 0.6             | A        |
| SE           | T               | 215              | 218           | 101        | 0.6             | A        |
|              | Subtotal        | 215              | 218           | 101        | 0.6             | A        |
|              |                 |                  |               |            |                 |          |
| <b>Total</b> |                 | 520              | 515           | 99         | 0.7             | A        |

**Intersection:** Vintage E Street & High Mountain Road  
**Type:** Unsignalized

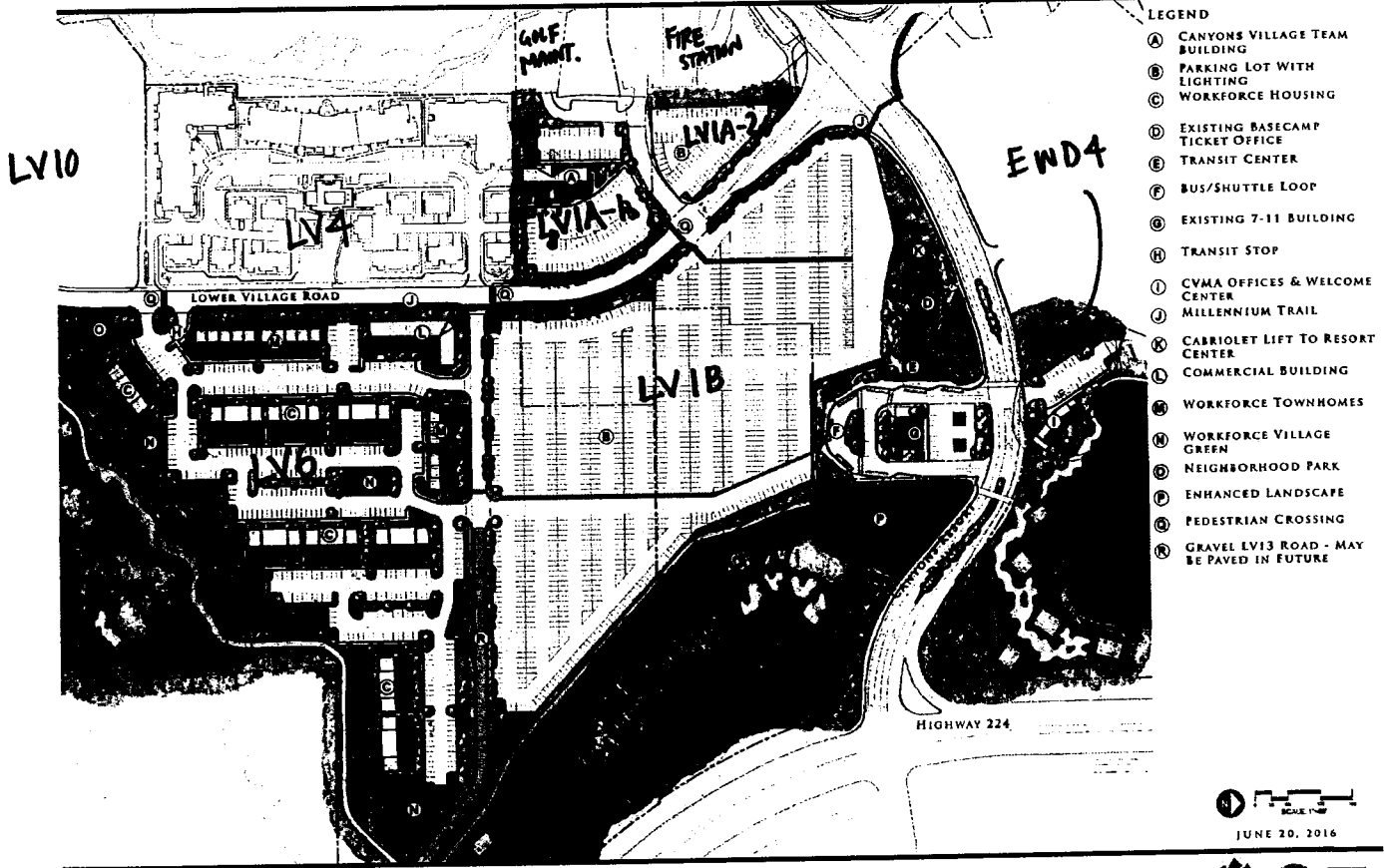
| Approach     | Movement        | Demand<br>Volume | Volume Served |            | Delay/Veh (sec) |          |
|--------------|-----------------|------------------|---------------|------------|-----------------|----------|
|              |                 |                  | Avg           | %          | Avg             | LOS      |
| NB           | R               | 24               | 25            | 104        | 3.0             | A        |
|              | <b>Subtotal</b> | <b>24</b>        | <b>25</b>     | <b>104</b> | <b>3.0</b>      | <b>A</b> |
| EB           | T               | 191              | 193           | 101        | 0.5             | A        |
|              | Subtotal        | 191              | 193           | 101        | 0.5             | A        |
| WB           | L               | 22               | 21            | 97         | 1.6             | A        |
|              | T               | 265              | 260           | 98         | 0.8             | A        |
|              | Subtotal        | 287              | 281           | 98         | 0.9             | A        |
|              |                 |                  |               |            |                 |          |
| <b>Total</b> |                 | 502              | 499           | 100        | 0.8             | A        |

# APPENDIX C

## Site Plan



# LOWER VILLAGE MASTER PLAN



TCFC - CANYONS  
MASTER PLAN



# **APPENDIX D**

## **95<sup>th</sup> Percentile Queue Length Reports**

**SimTraffic Queuing Report**  
**Project: Summit County - The Canyons TS**  
**Time Period: Saturday Peak Hour**  
**90<sup>th</sup> Percentile Queue Length (feet)**

**HALES ENGINEERING**  
LANDSCAPE ARCHITECTURE

**Project #: UT16-078**

| Intersection   | Time Period                | EB  |    |    |     | NB  |     |    |    | NE |     |     |    | NW |    |    |     | SB  |    |    |    | SE |     |     |    | SW |    |    |     | WB |    |  |  |
|--|----------------------------|-----|----|----|-----|-----|-----|----|----|----|-----|-----|----|----|----|----|-----|-----|----|----|----|----|-----|-----|----|----|----|----|-----|----|----|--|--|
|  |                            | L   | LR | LT | LTR | T   | TR  | L  | LR | LT | LTR | T   | TR | L  | LR | LT | LTR | T   | TR | L  | LR | LT | LTR | T   | TR | L  | LR | LT | LTR | T  | TR |  |  |
| Bus 77-Elleven East & Canyons Resort Drive               | Existing (2017) Background | --  | -- | -- | --  | 41  | --  | 48 | -- | -- | --  | --  | -- | -- | -- | -- | --  | --  | -- | -- | -- | -- | --  | --  | 25 | -- | 24 | -- | --  | -- | -- |  |  |
| Bus 77-Elleven West & Canyons Resort Drive               | Existing (2017) Background | --  | -- | -- | --  | 58  | --  | 38 | -- | -- | --  | --  | -- | -- | -- | -- | --  | --  | -- | -- | -- | -- | --  | --  | 24 | -- | 33 | -- | --  | -- | -- |  |  |
| Canyons Resort Drive & Aspen Drive                       | Existing (2017) Background | 3   | -- | -- | --  | 23  | --  | -- | -- | -- | --  | --  | -- | -- | -- | -- | 21  | --  | -- | -- | -- | -- | --  | --  | -- | -- | -- | -- | --  | -- | -- |  |  |
| Canyons Resort Drive & Cedar Lane                        | Existing (2017) Background | --  | -- | 14 | --  | --  | --  | -- | -- | -- | --  | --  | -- | -- | -- | -- | --  | --  | 48 | -- | -- | -- | --  | 127 | -- | -- | -- | -- | --  | -- | -- |  |  |
| Canyons Resort Drive & Frostwood Drive                   | Existing (2017) Background | --  | -- | -- | --  | --  | --  | -- | -- | -- | --  | 121 | 44 | 77 | -- | -- | --  | --  | 20 | -- | -- | -- | --  | --  | -- | -- | -- | -- | --  | -- | -- |  |  |
| Canyons Resort Drive & Grand Summit Drive                | Existing (2017) Background | --  | -- | 67 | --  | --  | --  | -- | 38 | -- | --  | --  | -- | -- | -- | -- | --  | 43  | -- | -- | -- | -- | --  | --  | -- | -- | 40 | -- | --  | -- | -- |  |  |
| Canyons Resort Drive & Silverado                         | Existing (2017) Background | --  | -- | -- | --  | --  | --  | -- | -- | -- | --  | --  | -- | -- | -- | -- | --  | --  | -- | -- | -- | -- | --  | --  | -- | -- | 40 | -- | --  | -- | -- |  |  |
| Chalet Drive/Parking/Cedar Lane & Canyons Resort Drive   | Existing (2017) Background | --  | -- | 24 | --  | --  | --  | -- | 54 | -- | --  | --  | -- | -- | -- | -- | --  | --  | -- | 11 | -- | -- | --  | --  | -- | -- | 7  | -- | --  | -- | -- |  |  |
| Escala Court & High Mountain Road & Canyons Resort Drive | Existing (2017) Background | --  | -- | -- | --  | --  | --  | 45 | -- | -- | --  | --  | -- | -- | -- | -- | --  | --  | -- | -- | -- | -- | --  | --  | -- | -- | -- | -- | --  | -- | -- |  |  |
| High Mountain Road & Canyons Resort Drive                | Existing (2017) Background | --  | -- | -- | --  | --  | --  | -- | -- | -- | --  | 67  | 12 | -- | -- | -- | --  | --  | 9  | -- | -- | -- | --  | --  | -- | -- | -- | -- | --  | -- | -- |  |  |
| Nirajo Trail & Canyons Resort Drive                      | Existing (2017) Background | --  | -- | -- | --  | 16  | --  | -- | -- | 39 | --  | --  | -- | -- | -- | -- | --  | --  | -- | -- | -- | -- | --  | --  | -- | -- | 38 | -- | --  | -- | -- |  |  |
| Red Pine Road & Canyons Resort Drive                     | Existing (2017) Background | --  | -- | -- | --  | 12  | --  | 30 | -- | -- | --  | --  | -- | -- | -- | -- | --  | --  | -- | -- | -- | -- | --  | --  | -- | -- | 28 | -- | --  | -- | -- |  |  |
| Red Pine Road & Chalet Drive                             | Existing (2017) Background | --  | -- | -- | --  | --  | --  | -- | -- | -- | --  | --  | -- | -- | -- | -- | --  | --  | -- | -- | -- | -- | --  | --  | -- | -- | -- | -- | --  | -- | -- |  |  |
| SR-224 & Canyons Resort Drive/Park West Village          | Existing (2017) Background | 398 | -- | -- | --  | 192 | 292 | -- | -- | 59 | 323 | --  | -- | 78 | -- | -- | 12  | 445 | -- | -- | -- | -- | 30  | --  | -- | -- | -- | -- | --  | -- | 38 |  |  |

| Intersection   | Time Period                  | EB  |    |    |     | NB  |     |     |    | NE    |    |     |    | NW  |     |     |     | SB |     |     |    | SE |    |    |    | SW  |    |    |    | WB |     |    |     |    |
|--|------------------------------|-----|----|----|-----|-----|-----|-----|----|-------|----|-----|----|-----|-----|-----|-----|----|-----|-----|----|----|----|----|----|-----|----|----|----|----|-----|----|-----|----|
|  |                              | L   | LR | LT | LTR | R   | T   | TR  | L  | LR    | LT | LTR | R  | T   | TR  | L   | LR  | LT | LTR | R   | T  | TR | L  | LR | LT | LTR | R  | T  | TR | L  | LR  | LT | LTR | R  |
| Bus 77-Eleven East & Canyons Resort Drive              | Existing (2017) Plus Project | --  | -- | -- | --  | 108 | --  | --  | -- | 187   | -- | --  | -- | --  | --  | --  | --  | -- | --  | --  | -- | -- | -- | -- | -- | --  | -- | -- | -- | -- | --  | -- | 642 | -- |
| Bus 77-Eleven West & Canyons Resort Drive              | Existing (2017) Plus Project | --  | -- | -- | --  | --  | --  | 192 | -- | --    | -- | --  | -- | --  | --  | --  | --  | -- | --  | --  | -- | -- | -- | -- | -- | --  | -- | -- | -- | -- | --  | -- | 137 | -- |
| Canyons Resort Drive & Aspen Drive                     | Existing (2017) Plus Project | 8   | -- | -- | --  | 242 | --  | --  | -- | --    | -- | --  | -- | --  | --  | --  | --  | 30 | --  | --  | -- | -- | -- | -- | -- | --  | -- | -- | -- | -- | 264 | -- |     |    |
| Canyons Resort Drive & Cedar Lane                      | Existing (2017) Plus Project | --  | -- | 19 | --  | --  | --  | --  | -- | --    | -- | --  | -- | --  | --  | --  | --  | 31 | --  | --  | -- | -- | -- | -- | -- | --  | -- | -- | -- | -- | --  | 74 | --  |    |
| Canyons Resort Drive & Frostdwood Drive                | Existing (2017) Plus Project | --  | -- | -- | --  | --  | --  | --  | -- | --    | -- | --  | -- | 341 | 209 | 146 | --  | -- | --  | --  | -- | -- | 15 | -- | 72 | 362 | -- | -- | -- | -- | --  | -- | --  |    |
| Canyons Resort Drive & Grand Summit Drive              | Existing (2017) Plus Project | --  | 70 | -- | --  | --  | --  | --  | -- | 36    | -- | --  | -- | --  | --  | --  | --  | -- | --  | --  | -- | -- | -- | -- | -- | --  | -- | -- | -- | -- | --  | -- | --  |    |
| Canyons Resort Drive & RC 14                           | Existing (2017) Plus Project | --  | -- | -- | --  | 32  | --  | --  | -- | --    | -- | --  | -- | --  | --  | --  | --  | -- | --  | --  | -- | -- | -- | -- | -- | --  | -- | -- | -- | -- | --  | -- | --  |    |
| Canyons Resort Drive & RC 15                           | Existing (2017) Plus Project | --  | -- | -- | --  | 23  | --  | --  | -- | --    | -- | --  | -- | --  | --  | --  | --  | 34 | --  | --  | -- | -- | -- | -- | -- | --  | -- | -- | -- | 36 | --  | -- | --  |    |
| Canyons Resort Drive & Silverado                       | Existing (2017) Plus Project | --  | -- | -- | --  | --  | --  | --  | -- | 2     | -- | --  | -- | --  | --  | --  | --  | -- | --  | --  | -- | -- | -- | -- | -- | --  | -- | -- | -- | -- | --  | -- | --  | -- |
| Chalet Drive/Parking/Cedar Lane & Canyons Resort Drive | Existing (2017) Plus Project | --  | -- | 41 | --  | --  | --  | --  | -- | --    | -- | --  | 13 | --  | --  | --  | 43  | -- | --  | --  | -- | -- | 66 | -- | 2  | --  | -- | -- | -- | -- | --  | -- | --  | -- |
| Escala Court & High Mountain Road                      | Existing (2017) Plus Project | --  | -- | -- | --  | --  | --  | --  | -- | --    | -- | --  | -- | --  | --  | --  | 34  | -- | --  | --  | -- | -- | -- | -- | -- | --  | -- | -- | -- | -- | --  | -- | --  |    |
| Escala Court & RC 17/18                                | Existing (2017) Plus Project | --  | -- | -- | --  | --  | --  | --  | -- | --    | -- | --  | -- | 64  | 53  | --  | --  | -- | --  | --  | -- | -- | 79 | -- | -- | --  | -- | -- | -- | -- | --  | -- | --  |    |
| High Mountain Road/RC 20 & Canyons Resort Drive        | Existing (2017) Plus Project | --  | -- | -- | --  | --  | --  | --  | -- | --    | -- | --  | -- | --  | --  | --  | --  | -- | --  | --  | -- | -- | -- | -- | -- | --  | -- | -- | -- | -- | --  | -- | --  |    |
| Navajo Trail & Canyons Resort Drive                    | Existing (2017) Plus Project | --  | -- | -- | --  | 30  | --  | --  | 42 | --    | -- | --  | -- | --  | --  | --  | --  | -- | --  | --  | -- | -- | -- | -- | -- | --  | -- | -- | -- | 15 | --  | -- | --  |    |
| RC 16 & Escala Court                                   | Existing (2017) Plus Project | --  | -- | -- | --  | --  | --  | 38  | -- | --    | -- | --  | -- | --  | --  | --  | --  | 20 | --  | --  | -- | -- | -- | -- | -- | --  | -- | -- | -- | 18 | --  | -- | --  |    |
| RC 16/RC 20 & Canyons Resort Drive                     | Existing (2017) Plus Project | --  | -- | 6  | --  | --  | --  | 36  | -- | --    | -- | 25  | 7  | --  | --  | --  | --  | -- | --  | --  | -- | -- | -- | -- | -- | --  | -- | -- | -- | -- | --  | -- | --  |    |
| RC 17/18 & High Mountain Road                          | Existing (2017) Plus Project | --  | -- | -- | --  | --  | --  | --  | -- | --    | -- | --  | -- | --  | --  | --  | --  | -- | --  | --  | -- | -- | -- | -- | -- | --  | -- | -- | -- | 6  | --  | -- | --  |    |
| RC 17/18/22/Sundell Court & High Mountain Road         | Existing (2017) Plus Project | --  | -- | -- | --  | --  | --  | --  | 28 | --    | -- | --  | 11 | --  | --  | --  | --  | -- | --  | --  | -- | -- | -- | -- | -- | --  | -- | -- | 51 | 28 | --  | -- | --  |    |
| RC 22 & High Mountain Road                             | Existing (2017) Plus Project | --  | -- | -- | --  | --  | --  | 51  | 37 | 50    | -- | 94  | -- | --  | --  | --  | --  | -- | --  | --  | -- | -- | -- | -- | -- | --  | -- | -- | -- | -- | --  | -- | --  |    |
| Red Pine Road & Canyons Resort Drive                   | Existing (2017) Plus Project | --  | -- | 32 | --  | --  | --  | --  | -- | --    | -- | --  | -- | --  | --  | --  | --  | 25 | --  | --  | -- | -- | -- | -- | -- | --  | -- | -- | -- | 29 | --  | -- | --  |    |
| Red Pine Road & RC 20                                  | Existing (2017) Plus Project | --  | -- | 35 | --  | --  | --  | --  | -- | --    | -- | --  | -- | --  | --  | --  | --  | -- | --  | --  | -- | -- | -- | -- | -- | --  | -- | -- | -- | -- | --  | -- | --  |    |
| Red Pine Road & RC 20/Chalet Drive                     | Existing (2017) Plus Project | --  | -- | 35 | --  | --  | --  | --  | -- | --    | -- | --  | -- | --  | --  | --  | --  | -- | --  | --  | -- | -- | -- | -- | -- | --  | -- | -- | -- | -- | --  | -- | --  |    |
| Red Pine Road & RC 21                                  | Existing (2017) Plus Project | --  | -- | 35 | --  | --  | --  | --  | -- | --    | -- | --  | -- | --  | --  | --  | --  | -- | --  | --  | -- | -- | -- | -- | -- | --  | -- | -- | -- | -- | --  | -- | --  |    |
| SR 224 & Canyons Resort Drive/Park West Village        | Existing (2017) Plus Project | 508 | -- | -- | --  | 418 | 431 | --  | 73 | 1,047 | -- | --  | -- | --  | --  | --  | 157 | -- | 461 | 698 | -- | -- | -- | 29 | -- | --  | -- | 14 | -- | -- | 44  | -- | --  |    |
| Village E Street & High Mountain Road                  | Existing (2017) Plus Project | --  | -- | -- | --  | --  | --  | 43  | -- | --    | -- | --  | -- | --  | --  | --  | --  | -- | --  | --  | -- | -- | -- | -- | -- | --  | -- | -- | -- | -- | --  | -- | --  |    |

**SimTraffic Queueing Report**  
 Project: Summit County - The Canyons TS  
 Time Period: Saturday Peak Hour  
 95th Percentile Queue Length (feet)

**HALEN ENGINEERING**  
 Providing transportation solutions  
 Project #: UT16-078

| Intersection  | Time Period              | EB  |    |    |     |     | NB  |    |    |    |     | SB  |    |     |    |    | WB  |       |    |     |    |
|---|--------------------------|-----|----|----|-----|-----|-----|----|----|----|-----|-----|----|-----|----|----|-----|-------|----|-----|----|
|   |                          | L   | LR | LT | LTR | T   | TR  | L  | LR | LT | LTR | T   | TR | L   | LR | LT | LTR | T     | TR | L   | TR |
| Bus 7-Eleven East & Canyons Resort Drive                    | Future (2030) Background | --  | -- | -- | --  | 28  | --  | 50 | -- | -- | --  | --  | -- | --  | -- | -- | --  | 30    | -- | 36  | -- |
| Bus 7-Eleven West & Canyons Resort Drive                    | Future (2030) Background | --  | -- | -- | --  | 55  | --  | 37 | -- | -- | --  | --  | -- | --  | -- | -- | --  | 26    | -- | 46  | -- |
| Canyons Resort Drive & Aspen Drive                          | Future (2030) Background | 4   | -- | -- | --  | 20  | --  | -- | -- | -- | --  | --  | -- | 24  | -- | -- | --  | --    | -- | --  | 6  |
| Canyons Resort Drive & Cedar Lane                           | Future (2030) Background | --  | -- | 17 | --  | --  | --  | -- | -- | -- | --  | 103 | 53 | 65  | -- | -- | --  | 50    | -- | 112 | -- |
| Canyons Resort Drive & Froshwood Drive                      | Future (2030) Background | --  | -- | -- | --  | --  | --  | -- | -- | -- | --  | --  | -- | --  | -- | 15 | --  | --    | -- | --  | 42 |
| Canyons Resort Drive & Grand Summit Drive                   | Future (2030) Background | --  | 70 | -- | --  | --  | --  | 35 | -- | -- | --  | --  | -- | 45  | -- | -- | --  | --    | -- | 37  | 0  |
| Canyons Resort Drive & Silverado                            | Future (2030) Background | --  | -- | -- | --  | --  | --  | -- | -- | -- | --  | --  | -- | 42  | -- | -- | --  | --    | -- | --  | 12 |
| Chalet Drive/Parking Center Lane & Canyons Resort Drive     | Future (2030) Background | --  | -- | -- | 23  | --  | --  | -- | -- | 55 | --  | --  | -- | --  | -- | -- | 7   | --    | -- | --  | -- |
| Escalante Court & High Mountain Road & Canyons Resort Drive | Future (2030) Background | --  | -- | -- | --  | --  | --  | 45 | -- | -- | --  | 66  | 10 | --  | -- | -- | --  | 11    | -- | --  | -- |
| High Mountain Road & Canyons Resort Drive                   | Future (2030) Background | --  | -- | -- | --  | --  | --  | -- | -- | -- | --  | --  | -- | --  | -- | -- | --  | --    | -- | 38  | -- |
| Navajo Trail & Canyons Resort Drive                         | Future (2030) Background | --  | -- | -- | --  | 4   | --  | -- | -- | 39 | --  | --  | -- | --  | -- | -- | --  | --    | -- | --  | -- |
| Red Pine Road & Canyons Resort Drive                        | Future (2030) Background | --  | -- | -- | --  | 22  | --  | 29 | -- | -- | --  | --  | -- | 3   | -- | -- | --  | --    | -- | 28  | -- |
| Red Pine Road & Chalet Drive                                | Future (2030) Background | --  | -- | -- | --  | --  | --  | -- | -- | -- | --  | --  | -- | --  | -- | -- | --  | --    | -- | 29  | 54 |
| SR-224 & Canyons Resort Drive/Park West Village             | Future (2030) Background | 365 | -- | -- | --  | 134 | 358 | -- | -- | 81 | 762 | --  | -- | 122 | -- | -- | 938 | 1,051 | -- | --  | -- |



**SimTraffic Queuing Report**  
**Project: Summit County - The Canyons TS**  
**Time Period: Saturday Peak Hour**  
**95<sup>th</sup> Percentile Queue Length (feet)**

**HALES ENGINEERING**  
Summit County Transportation Solutions  
**Project #: UT16-078**

| Intersection   | Time Period                | EB  |    |    |     |     |     | NB  |    |    |    |       |    | NE |    |    |    |    |     | NW |    |    |    |    |    | SB  |    |    |    |    |    | SE |     |    |    |    |    | SW |    |     |    |    |    | WS |    |    |    |    |    |    |    |    |    |    |    |    |    |    |
|--|----------------------------|-----|----|----|-----|-----|-----|-----|----|----|----|-------|----|----|----|----|----|----|-----|----|----|----|----|----|----|-----|----|----|----|----|----|----|-----|----|----|----|----|----|----|-----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|
|  |                            | L   | LR | LT | LTR | R   | T   | TR  | L  | LR | LT | LTR   | R  | T  | TR | L  | LR | LT | LTR | R  | T  | TR | L  | LR | LT | LTR | R  | T  | TR | L  | LR | LT | LTR | R  | T  | TR | L  | LR | LT | LTR | R  | T  | TR |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |
| Bus / 7-Eleven East & Canyons Resort Drive             | Future (2030) Plus Project | --  | -- | -- | --  | 68  | --  | --  | -- | 59 | -- | --    | -- | -- | -- | -- | -- | -- | --  | -- | -- | -- | -- | -- | -- | --  | -- | -- | -- | -- | -- | -- | --  | -- | -- | -- | -- | -- | -- | --  | -- | -- | -- | -- | -- | -- | -- | 29 | -- | -- | -- | -- | -- |    |    |    |    |    |
| Bus / 7-Eleven West & Canyons Resort Drive             | Future (2030) Plus Project | --  | -- | -- | --  | --  | 147 | --  | -- | -- | -- | --    | -- | -- | -- | -- | -- | -- | --  | -- | -- | -- | -- | -- | -- | --  | -- | -- | -- | -- | -- | -- | --  | -- | -- | -- | -- | -- | -- | --  | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | 52 | -- | -- | -- | -- | -- |    |    |
| Canyons Resort Drive & Aspen Drive                     | Future (2030) Plus Project | 6   | -- | -- | --  | 137 | --  | --  | -- | -- | -- | --    | -- | -- | -- | -- | -- | -- | --  | -- | -- | -- | -- | -- | -- | --  | -- | -- | -- | -- | -- | -- | --  | -- | -- | -- | -- | -- | -- | --  | -- | -- | -- | -- | -- | -- | -- | -- | -- | 42 | -- | -- | -- | -- | -- |    |    |    |
| Canyons Resort Drive & Cedar Lane                      | Future (2030) Plus Project | --  | -- | 15 | --  | --  | --  | --  | -- | -- | -- | --    | -- | -- | -- | -- | -- | -- | --  | -- | -- | -- | -- | -- | -- | --  | -- | -- | -- | -- | -- | -- | --  | -- | -- | -- | -- | -- | -- | --  | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | 68 | -- | -- | -- | -- | -- |    |    |
| Canyons Resort Drive & Foothill Drive                  | Future (2030) Plus Project | --  | -- | -- | --  | --  | --  | --  | -- | -- | -- | --    | -- | -- | -- | -- | -- | -- | --  | -- | -- | -- | -- | -- | -- | --  | -- | -- | -- | -- | -- | -- | --  | -- | -- | -- | -- | -- | -- | --  | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- |    |    |
| Canyons Resort Drive & Grand Summit Drive              | Future (2030) Plus Project | --  | 70 | -- | --  | --  | --  | --  | -- | 29 | -- | --    | -- | -- | -- | -- | -- | -- | --  | -- | -- | -- | -- | -- | -- | --  | -- | -- | -- | -- | -- | -- | --  | -- | -- | -- | -- | -- | -- | --  | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- |    |    |
| Canyons Resort Drive & RC 14                           | Future (2030) Plus Project | --  | -- | -- | --  | 26  | --  | --  | -- | -- | -- | --    | -- | -- | -- | -- | -- | -- | --  | -- | -- | -- | -- | -- | -- | --  | -- | -- | -- | -- | -- | -- | --  | -- | -- | -- | -- | -- | -- | --  | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- |    |    |
| Canyons Resort Drive & RC 15                           | Future (2030) Plus Project | --  | -- | -- | --  | 22  | --  | --  | -- | -- | -- | --    | -- | -- | -- | -- | -- | -- | --  | -- | -- | -- | -- | -- | -- | --  | -- | -- | -- | -- | -- | -- | --  | -- | -- | -- | -- | -- | -- | --  | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- |    |
| Canyons Resort Drive & Silverado                       | Future (2030) Plus Project | --  | -- | -- | --  | --  | --  | --  | -- | -- | -- | --    | 2  | -- | -- | -- | -- | -- | --  | -- | -- | -- | -- | -- | -- | --  | -- | -- | -- | -- | -- | -- | --  | -- | -- | -- | -- | -- | -- | --  | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- |    |
| Chalet Drive/Parking/Order Lane & Canyons Resort Drive | Future (2030) Plus Project | --  | -- | -- | --  | 23  | --  | --  | -- | -- | 40 | --    | -- | -- | -- | -- | -- | -- | --  | -- | -- | -- | -- | -- | -- | --  | -- | -- | -- | -- | -- | -- | --  | -- | -- | -- | -- | -- | -- | --  | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- |    |
| Escala Court & High Mountain Road                      | Future (2030) Plus Project | --  | -- | -- | --  | --  | --  | --  | -- | -- | -- | --    | 11 | -- | -- | -- | -- | -- | --  | -- | -- | -- | -- | -- | -- | --  | -- | -- | -- | -- | -- | -- | --  | -- | -- | -- | -- | -- | -- | --  | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- |    |
| Escala Court & RC 17/18                                | Future (2030) Plus Project | --  | -- | -- | --  | --  | --  | --  | -- | -- | -- | --    | -- | -- | -- | -- | -- | -- | --  | -- | -- | -- | -- | -- | -- | --  | -- | -- | -- | -- | -- | -- | --  | -- | -- | -- | -- | -- | -- | --  | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| High Mountain Road/RC 20 & Canyons Resort Drive        | Future (2030) Plus Project | --  | -- | -- | --  | --  | --  | --  | -- | -- | -- | --    | -- | -- | -- | -- | -- | -- | --  | -- | -- | -- | -- | -- | -- | --  | -- | -- | -- | -- | -- | -- | --  | -- | -- | -- | -- | -- | -- | --  | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| Navajo Trail & Canyons Resort Drive                    | Future (2030) Plus Project | --  | -- | -- | --  | 9   | --  | --  | -- | -- | -- | 23    | -- | -- | -- | -- | -- | -- | --  | -- | -- | -- | -- | -- | -- | --  | -- | -- | -- | -- | -- | -- | --  | -- | -- | -- | -- | -- | -- | --  | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| RC 16 & Escala Court                                   | Future (2030) Plus Project | --  | -- | -- | --  | --  | 33  | --  | -- | -- | 34 | --    | -- | -- | -- | -- | -- | -- | --  | -- | -- | -- | -- | -- | -- | --  | -- | -- | -- | -- | -- | -- | --  | -- | -- | -- | -- | -- | -- | --  | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| RC 16/RC 20 & Canyons Resort Drive                     | Future (2030) Plus Project | --  | -- | -- | --  | --  | --  | --  | -- | -- | -- | --    | -- | -- | -- | -- | -- | -- | --  | -- | -- | -- | -- | -- | -- | --  | -- | -- | -- | -- | -- | -- | --  | -- | -- | -- | -- | -- | -- | --  | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| RC 17/18 & High Mountain Road                          | Future (2030) Plus Project | --  | -- | -- | --  | --  | --  | --  | -- | -- | -- | --    | 24 | -- | -- | -- | -- | -- | --  | -- | -- | -- | -- | -- | -- | --  | -- | -- | -- | -- | -- | -- | --  | -- | -- | -- | -- | -- | -- | --  | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| RC 17/18/22/Sundial Court & High Mountain Road         | Future (2030) Plus Project | --  | -- | -- | --  | --  | --  | --  | -- | -- | 7  | --    | -- | -- | -- | -- | -- | -- | --  | -- | -- | -- | -- | -- | -- | --  | -- | -- | -- | -- | -- | -- | --  | -- | -- | -- | -- | -- | -- | --  | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| RC 22 & High Mountain Road                             | Future (2030) Plus Project | --  | -- | -- | --  | --  | --  | --  | -- | -- | -- | --    | -- | -- | -- | -- | -- | -- | --  | -- | -- | -- | -- | -- | -- | --  | -- | -- | -- | -- | -- | -- | --  | -- | -- | -- | -- | -- | -- | --  | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| Red Pine Road & Canyons Resort Drive                   | Future (2030) Plus Project | --  | -- | -- | --  | --  | 25  | 32  | 46 | -- | -- | 68    | -- | -- | -- | -- | -- | -- | --  | -- | -- | -- | -- | -- | -- | --  | -- | -- | -- | -- | -- | -- | --  | -- | -- | -- | -- | -- | -- | --  | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- |    |
| Red Pine Road & RC 20                                  | Future (2030) Plus Project | --  | 29 | -- | --  | --  | --  | --  | -- | -- | -- | --    | -- | -- | -- | -- | -- | -- | --  | -- | -- | -- | -- | -- | -- | --  | -- | -- | -- | -- | -- | -- | --  | -- | -- | -- | -- | -- | -- | --  | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| Red Pine Road & RC 20/Chalet Drive                     | Future (2030) Plus Project | --  | -- | 35 | --  | --  | --  | --  | -- | -- | -- | --    | -- | -- | -- | -- | -- | -- | --  | -- | -- | -- | -- | -- | -- | --  | -- | -- | -- | -- | -- | -- | --  | -- | -- | -- | -- | -- | -- | --  | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| Red Pine Road & RC 21                                  | Future (2030) Plus Project | --  | 37 | -- | --  | --  | --  | --  | -- | -- | -- | --    | -- | -- | -- | -- | -- | -- | --  | -- | -- | -- | -- | -- | -- | --  | -- | -- | -- | -- | -- | -- | --  | -- | -- | -- | -- | -- | -- | --  | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| SR 224 & Canyons Resort Drive/Park West Village        | Future (2030) Plus Project | 485 | -- | -- | --  | --  | 329 | 433 | -- | -- | 74 | 1,368 | -- | -- | -- | -- | -- | -- | --  | -- | -- | -- | -- | -- | -- | --  | -- | -- | -- | -- | -- | -- | --  | -- | -- | -- | -- | -- | -- | --  | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- |    |
| Vintage E Street & High Mountain Road                  | Future (2030) Plus Project | --  | -- | -- | --  | --  | --  | 41  | -- | -- | -- | --    | -- | -- | -- | -- | -- | -- | --  | -- | -- | -- | -- | -- | -- | --  | -- | -- | -- | -- | -- | -- | --  | -- | -- | -- | -- | -- | -- | --  | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- |

**SimTraffic Queueing Report**  
**Project: Summit County - The Canyons T5**  
**Time Period: Saturday Peak Hour**  
**30° Percentile Queue Length (ft)**

**HALES ENGINEERING**  
**Transportation Engineering Solutions**

Project #: UT16-076

| Pavement Queue Length (feet) |  | EB |  |  |  |    |  |  |  |    |  |  |  |    |  |  |  | NB  |  |  |  |    |  |  |  |     |  |  |  |    |  |  |  | NE |  |  |  |    |  |  |  |    |  |  |  |    |  |  |  | NW |  |  |  |    |  |  |  |    |  |  |  |    |  |  |  | SB |  |  |  |    |  |  |  |    |  |  |  |    |  |  |  | SE |  |  |  |    |  |  |  |    |  |  |  |    |  |  |  | SW |  |  |  |    |  |  |  |    |  |  |  |    |  |  |  | V/S |  |  |  |    |  |  |  |    |  |  |  |    |  |  |  |    |  |  |  |    |  |  |  |    |  |  |  |    |  |  |  |    |  |  |  |    |  |  |  |    |  |  |  |    |  |  |  |    |  |  |  |    |  |  |  |    |  |  |  |    |  |  |  |    |  |  |  |    |  |  |  |    |  |  |  |    |  |  |  |    |  |  |  |    |  |  |  |    |  |  |  |    |  |  |  |    |  |  |  |    |  |  |  |    |  |  |  |    |  |  |  |    |  |  |  |    |  |  |  |    |  |  |  |    |  |  |  |    |  |  |  |    |  |  |  |    |  |  |  |    |  |  |  |    |  |  |  |    |  |  |  |    |  |  |  |    |  |  |  |    |  |  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| Link |  | Direction |  | Future (2035) Peak Project (with Red Pine Village) |  | E1 |  | E2 |  | E3 |  | E4 |  | E5 |  | E6 |  | E7 |  | E8 |  | E9 |  | E10 |  | E11 |  | E12 |  | E13 |  | E14 |  | E15 |  | E16 |  | E17 |  | E18 |  | E19 |  | E20 |  | E21 |  | E22 |  | E23 |  | E24 |  | E25 |  | E26 |  | E27 |  | E28 |  | E29 |  | E30 |  | E31 |  | E32 |  | E33 |  | E34 |  | E35 |  | E36 |  | E37 |  | E38 |  | E39 |  | E40 |  | E41 |  | E42 |  | E43 |  | E44 |  | E45 |  | E46 |  | E47 |  | E48 |  | E49 |  | E50 |  | E51 |  | E52 |  | E53 |  | E54 |  | E55 |  | E56 |  | E57 |  | E58 |  | E59 |  | E60 |  | E61 |  | E62 |  | E63 |  | E64 |  | E65 |  | E66 |  | E67 |  | E68 |  | E69 |  | E70 |  | E71 |  | E72 |  | E73 |  | E74 |  | E75 |  | E76 |  | E77 |  | E78 |  | E79 |  | E80 |  | E81 |  | E82 |  | E83 |  | E84 |  | E85 |  | E86 |  | E87 |  | E88 |  | E89 |  | E90 |  | E91 |  | E92 |  | E93 |  | E94 |  | E95 |  | E96 |  | E97 |  | E98 |  | E99 |  | E100 |  | E101 |  | E102 |  | E103 |  | E104 |  | E105 |  | E106 |  | E107 |  | E108 |  | E109 |  | E110 |  | E111 |  | E112 |  | E113 |  | E114 |  | E115 |  | E116 |  | E117 |  | E118 |  | E119 |  | E120 |  | E121 |  | E122 |  | E123 |  | E124 |  | E125 |  | E126 |  | E127 |  | E128 |  | E129 |  | E130 |  | E131 |  | E132 |  | E133 |  | E134 |  | E135 |  | E136 |  | E137 |  | E138 |  | E139 |  | E140 |  | E141 |  | E142 |  | E143 |  | E144 |  | E145 |  | E146 |  | E147 |  | E148 |  | E149 |  | E150 |  | E151 |  | E152 |  | E153 |  | E154 |  | E155 |  | E156 |  | E157 |  | E158 |  | E159 |  | E160 |  | E161 |  | E162 |  | E163 |  | E164 |  | E165 |  | E166 |  | E167 |  | E168 |  | E169 |  | E170 |  | E171 |  | E172 |  | E173 |  | E174 |  | E175 |  | E176 |  | E177 |  | E178 |  | E179 |  | E180 |  | E181 |  | E182 |  | E183 |  | E184 |  | E185 |  | E186 |  | E187 |  | E188 |  | E189 |  | E190 |  | E191 |  | E192 |  | E193 |  | E194 |  | E195 |  | E196 |  | E197 |  | E198 |  | E199 |  | E200 |  | E201 |  | E202 |  | E203 |  | E204 |  | E205 |  | E206 |  | E207 |  | E208 |  | E209 |  | E210 |  | E211 |  | E212 |  | E213 |  | E214 |  | E215 |  | E216 |  | E217 |  | E218 |  | E219 |  | E220 |  | E221 |  | E222 |  | E223 |  | E224 |  | E225 |  | E226 |  | E227 |  | E228 |  | E229 |  | E230 |  | E231 |  | E232 |  | E233 |  | E234 |  | E235 |  | E236 |  | E237 |  | E238 |  | E239 |  | E240 |  | E241 |  | E242 |  | E243 |  | E244 |  | E245 |  | E246 |  | E247 |  | E248 |  | E249 |  | E250 |  | E251 |  | E252 |  | E253 |  | E254 |  | E255 |  | E256 |  | E257 |  | E258 |  | E259 |  | E260 |  | E261 |  | E262 |  | E263 |  | E264 |  | E265 |  | E266 |  | E267 |  | E268 |  | E269 |  | E270 |  | E271 |  | E272 |  | E273 |  | E274 |  | E275 |  | E276 |  | E277 |  | E278 |  | E279 |  | E280 |  | E281 |  | E282 |  | E283 |  | E284 |  | E285 |  |
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# **APPENDIX E**

## **Trip Generation Tables**

**Table 2**  
**Summit County - The Canyons TS**  
**Trip Generation (Existing Development)**

| Saturday Peak Hour                     |   | Number of | Unit                | Trip       | %        | %       | Trips    | Trips   | Mixed-Use        | CVMA      | Net Trips | Net Trips | Total Sat Pk Hr |
|--|---|-----------|---------------------|------------|----------|---------|----------|---------|------------------|-----------|-----------|-----------|-----------------|
| Land Use                               |   | Units     | Type                | Generation | Entering | Exiting | Entering | Exiting | Internal Capture | Reduction | Entering  | Exiting   | Trips           |
| Grand Summit Hotel                     | Resort Hotel (330)                      | 183       | Occupied Rooms      | 102        | 59%      | 41%     | 60       | 42      | 0%               | 16%       | 51        | 35        | 86              |
|  | Specialty Retail Center (826)           | 116,405   | 1,000 Sq. Ft. GLA   | 462        | 50%      | 50%     | 231      | 231     | 95%              | 16%       | 10        | 10        | 20              |
| Sundial Lodge                          | Resort Hotel (330)                      | 128       | Occupied Rooms      | 72         | 59%      | 41%     | 42       | 30      | 0%               | 16%       | 36        | 25        | 60              |
|  | Specialty Retail Center (826)           | 44,373    | 1,000 Sq. Ft. GLA   | 176        | 50%      | 50%     | 88       | 88      | 95%              | 16%       | 4         | 4         | 8               |
| Westgate Resort                        | Resort Hotel (330)                      | 247       | Occupied Rooms      | 136        | 59%      | 41%     | 80       | 56      | 0%               | 16%       | 67        | 47        | 114             |
|  | Specialty Retail Center (826)           | 33,216    | 1,000 Sq. Ft. GLA   | 132        | 50%      | 50%     | 66       | 66      | 95%              | 16%       | 3         | 3         | 6               |
| Escala                                 | Resort Hotel (330)                      | 158       | Occupied Rooms      | 88         | 59%      | 41%     | 52       | 36      | 0%               | 16%       | 44        | 30        | 74              |
|  | Specialty Retail Center (826)           | 18,079    | 1,000 Sq. Ft. GLA   | 72         | 50%      | 50%     | 36       | 36      | 95%              | 16%       | 2         | 2         | 4               |
| Sunrise at Escala                      | Resort Hotel (330)                      | 71        | Occupied Rooms      | 40         | 59%      | 41%     | 24       | 16      | 0%               | 16%       | 20        | 14        | 34              |
|  | Specialty Retail Center (826)           | 3.5       | 1,000 Sq. Ft. GLA   | 14         | 50%      | 50%     | 7        | 7       | 95%              | 16%       | 0         | 0         | 0               |
| Silverado                              | Resort Hotel (330)                      | 83        | Occupied Rooms      | 46         | 59%      | 41%     | 27       | 19      | 0%               | 16%       | 23        | 16        | 39              |
|  | Specialty Retail Center (826)           | 7,005     | 1,000 Sq. Ft. GLA   | 28         | 50%      | 50%     | 14       | 14      | 95%              | 16%       | 1         | 1         | 2               |
| Vintage                                | Residential Condominium/Townhouse (230) | 15        | Occ. Dwelling Units | 48         | 54%      | 46%     | 26       | 22      | 0%               | 0%        | 26        | 22        | 48              |
| Red Pine Road                          | Single-Family Detached Housing (210)    | 21        | Occ. Dwelling Units | 28         | 54%      | 46%     | 15       | 13      | 0%               | 0%        | 15        | 13        | 28              |
| Project Total Saturday Peak Hour Trips |   |           |                     |            |          |         | 769      | 675     |                  |           | 301       | 222       | 523             |

1. The trip generation rates shown in this table are based on the 2010 Census of the County of Summit.

SOURCE: Hahn Engineering, August 2017.

Table 4  
Summit County - The Canyons Resort TS  
Trip Generation (Future Development)

| Saturday Peak Hour                                       |   | Number of Units | Unit Type           | Trip Generation | % Entering | % Exiting | Trips Entering | Trips Exiting | Mixed-Use Internal Capture | CVWA Reduction | Net Trips Entering | Net Trips Exiting | Total Sat Pk Hr Trips |
|--|---|-----------------|---------------------|-----------------|------------|-----------|----------------|---------------|----------------------------|----------------|--------------------|-------------------|-----------------------|
| Land Use <sup>1</sup>                                    |   |                 |                     |                 |            |           |                |               |                            |                |                    |                   |                       |
| RC 25  | Residential Condominium/Townhouse (230) | 54              | Occ. Dwelling Units | 60              | 54%        | 46%       | 32             | 28            | 0%                         | 16%            | 27                 | 24                | 51                    |
| RC 24  | Residential Condominium/Townhouse (230) | 21              | Occ. Dwelling Units | 50              | 54%        | 46%       | 27             | 23            | 0%                         | 16%            | 23                 | 19                | 42                    |
| RC 22  | Resort Hotel (330)                      | 52              | Occupied Rooms      | 32              | 59%        | 41%       | 19             | 13            | 0%                         | 16%            | 16                 | 11                | 27                    |
| RC 5   | Residential Condominium/Townhouse (230) | 8               | Occ. Dwelling Units | 46              | 54%        | 46%       | 25             | 21            | 0%                         | 16%            | 21                 | 18                | 39                    |
| RC 5   | Specialty Retail Center (826)           | 20,564          | 1,000 Sq. Ft. GLA   | 82              | 50%        | 50%       | 41             | 41            | 95%                        | 16%            | 2                  | 2                 | 4                     |
| RC 17/18   | Specialty Retail Center (826)           | 38.44           | 1,000 Sq. Ft. GLA   | 152             | 50%        | 50%       | 76             | 76            | 95%                        | 16%            | 3                  | 3                 | 6                     |
| RC 17/18   | Resort Hotel (330)                      | 88              | Occupied Rooms      | 54              | 59%        | 41%       | 32             | 22            | 0%                         | 16%            | 27                 | 19                | 45                    |
| RC 16 A  | Resort Hotel (330)                      | 142             | Occupied Rooms      | 88              | 59%        | 41%       | 52             | 36            | 0%                         | 16%            | 44                 | 30                | 74                    |
| RC 16 B  | Residential Condominium/Townhouse (230) | 39              | Occ. Dwelling Units | 54              | 59%        | 41%       | 29             | 25            | 0%                         | 16%            | 24                 | 21                | 45                    |
| RC 16 A  | Specialty Retail Center (826)           | 20              | 1,000 Sq. Ft. GLA   | 80              | 50%        | 50%       | 40             | 40            | 95%                        | 16%            | 2                  | 2                 | 4                     |
| RC 20 A  | Resort Hotel (330)                      | 119             | Occupied Rooms      | 74              | 59%        | 41%       | 44             | 30            | 0%                         | 16%            | 37                 | 25                | 62                    |
| RC 20 A  | Specialty Retail Center (826)           | 10              | 1,000 Sq. Ft. GLA   | 40              | 50%        | 50%       | 20             | 20            | 95%                        | 16%            | 1                  | 1                 | 2                     |
| RC 20 B  | Residential Condominium/Townhouse (230) | 11              | Occ. Dwelling Units | 46              | 54%        | 46%       | 25             | 21            | 0%                         | 16%            | 21                 | 18                | 39                    |
| RC 14  | Resort Hotel (330)                      | 128             | Occupied Rooms      | 80              | 59%        | 41%       | 47             | 33            | 0%                         | 16%            | 40                 | 28                | 67                    |
| RC 15  | Resort Hotel (330)                      | 81              | Occupied Rooms      | 50              | 59%        | 41%       | 30             | 21            | 0%                         | 16%            | 25                 | 17                | 42                    |
| RC 21  | Resort Hotel (330)                      | 85              | Occupied Rooms      | 52              | 59%        | 41%       | 31             | 21            | 0%                         | 16%            | 26                 | 18                | 44                    |
| W37  | Residential Condominium/Townhouse (230) | 41              | Occ. Dwelling Units | 56              | 54%        | 46%       | 30             | 26            | 0%                         | 16%            | 25                 | 22                | 47                    |
| RC 2   | Specialty Retail Center (826)           | 14              | 1,000 Sq. Ft. GLA   | 56              | 50%        | 50%       | 28             | 28            | 95%                        | 16%            | 1                  | 1                 | 2                     |
| RC 6   | Specialty Retail Center (826)           | 25              | 1,000 Sq. Ft. GLA   | 100             | 50%        | 50%       | 50             | 50            | 95%                        | 16%            | 2                  | 2                 | 4                     |
| RC 7   | Resort Hotel (330)                      | 102             | Occupied Rooms      | 64              | 59%        | 41%       | 38             | 26            | 0%                         | 16%            | 32                 | 22                | 54                    |
| RC 7   | Specialty Retail Center (826)           | 37.6            | 1,000 Sq. Ft. GLA   | 150             | 50%        | 50%       | 75             | 75            | 95%                        | 16%            | 3                  | 3                 | 6                     |
| RC 7   | Resort Hotel (330)                      | 119             | Occupied Rooms      | 74              | 59%        | 41%       | 44             | 30            | 0%                         | 16%            | 37                 | 25                | 62                    |
| RC 7   | Specialty Retail Center (826)           | 49.8            | 1,000 Sq. Ft. GLA   | 198             | 50%        | 50%       | 99             | 99            | 95%                        | 16%            | 4                  | 4                 | 8                     |
| W35  | Single-Family Detached Housing (210)    | 30              | Occ. Dwelling Units | 36              | 54%        | 46%       | 19             | 17            | 0%                         | 16%            | 16                 | 14                | 30                    |
| LV 10  | Residential Condominium/Townhouse (230) | 26              | Occ. Dwelling Units | 52              | 59%        | 41%       | 28             | 24            | 0%                         | 16%            | 24                 | 20                | 44                    |
| LV 4   | Resort Hotel (330)                      | 82              | Occupied Rooms      | 52              | 59%        | 41%       | 31             | 21            | 0%                         | 16%            | 26                 | 18                | 44                    |
| LV 6   | Specialty Retail Center (826)           | 25              | 1,000 Sq. Ft. GLA   | 100             | 50%        | 50%       | 50             | 50            | 0%                         | 16%            | 42                 | 42                | 84                    |
| Project Total Saturday Peak Hour Trips                   |   |                 |                     |                 |            |           | 1,060          | 918           |                            |                | 549                | 429               | 978                   |
| Saturday Peak Hour (with future reductions) <sup>2</sup> |   |                 |                     |                 |            |           |                |               |                            |                |                    |                   |                       |
| RC 25  | Residential Condominium/Townhouse (230) | 54              | Occ. Dwelling Units | 60              | 54%        | 46%       | 32             | 28            | 0%                         | 27%            | 23                 | 20                | 43                    |
| RC 24  | Residential Condominium/Townhouse (230) | 21              | Occ. Dwelling Units | 50              | 54%        | 46%       | 27             | 23            | 0%                         | 27%            | 20                 | 17                | 37                    |
| RC 22  | Resort Hotel (330)                      | 52              | Occupied Rooms      | 32              | 59%        | 41%       | 19             | 13            | 0%                         | 27%            | 14                 | 10                | 23                    |
| RC 5   | Residential Condominium/Townhouse (230) | 8               | Occ. Dwelling Units | 46              | 54%        | 46%       | 25             | 21            | 0%                         | 27%            | 18                 | 15                | 33                    |
| RC 5   | Specialty Retail Center (826)           | 20,564          | 1,000 Sq. Ft. GLA   | 82              | 50%        | 50%       | 41             | 41            | 95%                        | 27%            | 1                  | 1                 | 2                     |
| RC 17/18   | Specialty Retail Center (826)           | 38.44           | 1,000 Sq. Ft. GLA   | 152             | 50%        | 50%       | 76             | 76            | 95%                        | 27%            | 3                  | 3                 | 6                     |
| RC 17/18   | Resort Hotel (330)                      | 88              | Occupied Rooms      | 54              | 59%        | 41%       | 32             | 22            | 0%                         | 27%            | 23                 | 16                | 39                    |
| RC 16 A  | Resort Hotel (330)                      | 142             | Occupied Rooms      | 88              | 59%        | 41%       | 52             | 36            | 0%                         | 27%            | 38                 | 26                | 64                    |
| RC 16 B  | Residential Condominium/Townhouse (230) | 39              | Occ. Dwelling Units | 54              | 54%        | 46%       | 29             | 25            | 0%                         | 27%            | 21                 | 18                | 39                    |
| RC 16 A  | Specialty Retail Center (826)           | 20              | 1,000 Sq. Ft. GLA   | 80              | 50%        | 50%       | 40             | 40            | 95%                        | 27%            | 1                  | 1                 | 2                     |
| RC 20 A  | Resort Hotel (330)                      | 119             | Occupied Rooms      | 74              | 59%        | 41%       | 44             | 30            | 0%                         | 27%            | 32                 | 22                | 54                    |
| RC 20 A  | Specialty Retail Center (826)           | 10              | 1,000 Sq. Ft. GLA   | 40              | 50%        | 50%       | 20             | 20            | 95%                        | 27%            | 1                  | 1                 | 2                     |
| RC 20 B  | Residential Condominium/Townhouse (230) | 11              | Occ. Dwelling Units | 46              | 54%        | 46%       | 25             | 21            | 0%                         | 27%            | 18                 | 15                | 33                    |
| RC 14  | Resort Hotel (330)                      | 128             | Occupied Rooms      | 80              | 59%        | 41%       | 47             | 33            | 0%                         | 27%            | 34                 | 24                | 58                    |
| RC 15  | Resort Hotel (330)                      | 81              | Occupied Rooms      | 50              | 59%        | 41%       | 30             | 21            | 0%                         | 27%            | 22                 | 15                | 37                    |
| RC 21  | Resort Hotel (330)                      | 85              | Occupied Rooms      | 52              | 59%        | 41%       | 31             | 21            | 0%                         | 27%            | 22                 | 16                | 38                    |
| W37  | Residential Condominium/Townhouse (230) | 41              | Occ. Dwelling Units | 56              | 54%        | 46%       | 30             | 26            | 0%                         | 27%            | 22                 | 19                | 41                    |
| RC 2   | Specialty Retail Center (826)           | 14              | 1,000 Sq. Ft. GLA   | 56              | 50%        | 50%       | 28             | 28            | 95%                        | 27%            | 1                  | 1                 | 2                     |
| RC 6   | Specialty Retail Center (826)           | 25              | 1,000 Sq. Ft. GLA   | 100             | 50%        | 50%       | 50             | 50            | 95%                        | 27%            | 2                  | 2                 | 4                     |
| RC 7   | Resort Hotel (330)                      | 102             | Occupied Rooms      | 64              | 59%        | 41%       | 38             | 26            | 0%                         | 27%            | 28                 | 19                | 47                    |
| RC 7   | Specialty Retail Center (826)           | 37.6            | 1,000 Sq. Ft. GLA   | 150             | 50%        | 50%       | 75             | 75            | 95%                        | 27%            | 3                  | 3                 | 6                     |
| RC 7   | Resort Hotel (330)                      | 119             | Occupied Rooms      | 74              | 59%        | 41%       | 44             | 30            | 0%                         | 27%            | 32                 | 22                | 54                    |
| RC 7   | Specialty Retail Center (826)           | 49.8            | 1,000 Sq. Ft. GLA   | 198             | 50%        | 50%       | 99             | 99            | 95%                        | 27%            | 4                  | 4                 | 8                     |
| W35  | Single-Family Detached Housing (210)    | 30              | Occ. Dwelling Units | 36              | 54%        | 46%       | 19             | 17            | 0%                         | 27%            | 14                 | 12                | 26                    |
| LV 10  | Residential Condominium/Townhouse (230) | 26              | Occ. Dwelling Units | 52              | 59%        | 41%       | 28             | 24            | 0%                         | 27%            | 20                 | 18                | 38                    |
| LV 4   | Resort Hotel (330)                      | 82              | Occupied Rooms      | 52              | 59%        | 41%       | 31             | 21            | 0%                         | 27%            | 22                 | 16                | 38                    |
| LV 6   | Specialty Retail Center (826)           | 25              | 1,000 Sq. Ft. GLA   | 100             | 50%        | 50%       | 50             | 50            | 0%                         | 27%            | 37                 | 37                | 74                    |
| Project Total Saturday Peak Hour Trips                   |   |                 |                     |                 |            |           | 1,060          | 918           |                            |                | 475                | 372               | 847                   |

<sup>1</sup> Land Use Categories are based on the National Land Use Classification System (NLUSCS).

SOURCE: Hays Engineering, November 2017

| Saturday Peak Hour                     |   | Number of Units | Unit Type           | Trip Generation | % Entering | % Exiting | Trips Entering | Trips Exiting | Mixed Use Internal Capture | Off-MA Reduction | Net Trips Entering | Net Trips Exiting | Total Sat Peak Hr Trips |
|--|---|-----------------|---------------------|-----------------|------------|-----------|----------------|---------------|----------------------------|------------------|--------------------|-------------------|-------------------------|
| Red Pine Village                       | Resort Hotel (330)                      | 935             | Occupied Rooms      | 514             | 59%        | 41%       | 303            | 211           | 0%                         | 16%              | 255                | 177               | 432                     |
| RC 25                                  | Residential Condominium/Townhouse (230) | 54              | Occ. Dwelling Units | 60              | 54%        | 46%       | 32             | 28            | 0%                         | 16%              | 27                 | 24                | 51                      |
| RC 24                                  | Residential Condominium/Townhouse (230) | 21              | Occ. Dwelling Units | 50              | 54%        | 46%       | 27             | 23            | 0%                         | 16%              | 23                 | 19                | 42                      |
| RC 22                                  | Resort Hotel (330)                      | 52              | Occupied Rooms      | 30              | 59%        | 41%       | 18             | 12            | 0%                         | 16%              | 15                 | 10                | 25                      |
| RC 5                                   | Residential Condominium/Townhouse (230) | 7.65            | Occ. Dwelling Units | 46              | 54%        | 46%       | 25             | 21            | 0%                         | 16%              | 21                 | 18                | 39                      |
| RC 17/18                               | Specialty Retail Center (826)           | 20,564          | 1,000 Sq. Ft. GLA   | 82              | 50%        | 50%       | 41             | 41            | 95%                        | 16%              | 3                  | 3                 | 6                       |
| RC 17/18                               | Specialty Retail Center (826)           | 38.44           | 1,000 Sq. Ft. GLA   | 152             | 50%        | 50%       | 76             | 76            | 95%                        | 16%              | 25                 | 17                | 42                      |
| RC 17/18                               | Resort Hotel (330)                      | 88              | Occupied Rooms      | 50              | 59%        | 41%       | 30             | 21            | 0%                         | 16%              | 39                 | 27                | 66                      |
| RC 16 A                                | Resort Hotel (330)                      | 142             | Occupied Rooms      | 78              | 59%        | 41%       | 46             | 32            | 0%                         | 16%              | 24                 | 21                | 45                      |
| RC 16 B                                | Residential Condominium/Townhouse (230) | 39              | Occ. Dwelling Units | 54              | 54%        | 46%       | 29             | 25            | 0%                         | 16%              | 1                  | 1                 | 2                       |
| RC 16 A                                | Specialty Retail Center (826)           | 15              | 1,000 Sq. Ft. GLA   | 60              | 50%        | 50%       | 30             | 30            | 95%                        | 16%              | 33                 | 23                | 55                      |
| RC 20 A                                | Resort Hotel (330)                      | 119             | Occupied Rooms      | 66              | 59%        | 41%       | 39             | 27            | 0%                         | 16%              | 1                  | 1                 | 2                       |
| RC 20 A                                | Specialty Retail Center (826)           | 10              | 1,000 Sq. Ft. GLA   | 40              | 50%        | 50%       | 20             | 20            | 95%                        | 16%              | 21                 | 18                | 39                      |
| RC 20 B                                | Residential Condominium/Townhouse (230) | 11              | Occ. Dwelling Units | 46              | 54%        | 46%       | 25             | 21            | 0%                         | 16%              | 36                 | 25                | 60                      |
| RC 14                                  | Resort Hotel (330)                      | 128             | Occupied Rooms      | 72              | 59%        | 41%       | 42             | 30            | 0%                         | 16%              | 23                 | 16                | 39                      |
| RC 15                                  | Resort Hotel (330)                      | 81              | Occupied Rooms      | 48              | 59%        | 41%       | 27             | 19            | 0%                         | 16%              | 24                 | 17                | 40                      |
| RC 21                                  | Resort Hotel (330)                      | 85              | Occupied Rooms      | 48              | 59%        | 41%       | 28             | 20            | 0%                         | 16%              | 25                 | 22                | 47                      |
| W37                                    | Residential Condominium/Townhouse (230) | 41              | Occ. Dwelling Units | 56              | 54%        | 46%       | 30             | 26            | 0%                         | 16%              | 1                  | 1                 | 2                       |
| RC 2                                   | Specialty Retail Center (826)           | 14              | 1,000 Sq. Ft. GLA   | 56              | 50%        | 50%       | 28             | 28            | 95%                        | 16%              | 2                  | 2                 | 4                       |
| RC 6                                   | Specialty Retail Center (826)           | 25              | 1,000 Sq. Ft. GLA   | 100             | 50%        | 50%       | 50             | 50            | 95%                        | 16%              | 28                 | 19                | 47                      |
| RC 7                                   | Resort Hotel (330)                      | 102             | Occupied Rooms      | 56              | 59%        | 41%       | 33             | 23            | 0%                         | 16%              | 3                  | 3                 | 6                       |
| RC 7                                   | Specialty Retail Center (826)           | 37.8            | 1,000 Sq. Ft. GLA   | 150             | 50%        | 50%       | 75             | 75            | 95%                        | 16%              | 33                 | 23                | 55                      |
| RC 7                                   | Resort Hotel (330)                      | 119             | Occupied Rooms      | 66              | 59%        | 41%       | 39             | 27            | 0%                         | 16%              | 4                  | 4                 | 8                       |
| RC 7                                   | Specialty Retail Center (826)           | 50              | 1,000 Sq. Ft. GLA   | 198             | 50%        | 50%       | 99             | 99            | 95%                        | 16%              | 16                 | 14                | 30                      |
| W35                                    | Single-Family Detached Housing (210)    | 30              | Occ. Dwelling Units | 36              | 54%        | 46%       | 19             | 17            | 0%                         | 16%              | 24                 | 20                | 44                      |
| LV 10                                  | Residential Condominium/Townhouse (230) | 26              | Occ. Dwelling Units | 52              | 54%        | 46%       | 28             | 24            | 0%                         | 16%              | 23                 | 16                | 39                      |
| LV 4                                   | Resort Hotel (330)                      | 82              | Occupied Rooms      | 46              | 59%        | 41%       | 27             | 19            | 0%                         | 16%              | 42                 | 42                | 84                      |
| LV 6                                   | Specialty Retail Center (826)           | 25              | 1,000 Sq. Ft. GLA   | 100             | 50%        | 50%       | 50             | 50            | 0%                         | 16%              | 772                | 584               | 1,356                   |
| Project Total Saturday Peak Hour Trips |   |                 |                     |                 |            |           | 1,317          | 1,093         |                            |                  |                    |                   |                         |

| Saturday Peak Hour                     |   | Number of Units | Unit Type           | Trip Generation | % Entering | % Exiting | Trips Entering | Trips Exiting | Mixed Use Internal Capture | Off-MA Reduction | Net Trips Entering | Net Trips Exiting | Total Sat Peak Hr Trips |
|--|---|-----------------|---------------------|-----------------|------------|-----------|----------------|---------------|----------------------------|------------------|--------------------|-------------------|-------------------------|
| Red Pine Village                       | Resort Hotel (330)                      | 935             | Occupied Rooms      | 514             | 59%        | 41%       | 303            | 211           | 0%                         | 27%              | 221                | 154               | 375                     |
| RC 25                                  | Residential Condominium/Townhouse (230) | 54              | Occ. Dwelling Units | 60              | 54%        | 46%       | 32             | 28            | 0%                         | 27%              | 23                 | 20                | 43                      |
| RC 24                                  | Residential Condominium/Townhouse (230) | 21              | Occ. Dwelling Units | 50              | 54%        | 46%       | 27             | 23            | 0%                         | 27%              | 20                 | 17                | 37                      |
| RC 22                                  | Resort Hotel (330)                      | 52              | Occupied Rooms      | 30              | 59%        | 41%       | 18             | 12            | 0%                         | 27%              | 13                 | 9                 | 22                      |
| RC 5                                   | Residential Condominium/Townhouse (230) | 7.65            | Occ. Dwelling Units | 46              | 54%        | 46%       | 25             | 21            | 0%                         | 27%              | 18                 | 15                | 33                      |
| RC 17/18                               | Specialty Retail Center (826)           | 20,564          | 1,000 Sq. Ft. GLA   | 82              | 50%        | 50%       | 41             | 41            | 95%                        | 27%              | 1                  | 1                 | 2                       |
| RC 17/18                               | Specialty Retail Center (826)           | 38.44           | 1,000 Sq. Ft. GLA   | 152             | 50%        | 50%       | 76             | 76            | 95%                        | 27%              | 3                  | 3                 | 6                       |
| RC 17/18                               | Resort Hotel (330)                      | 88              | Occupied Rooms      | 50              | 59%        | 41%       | 30             | 21            | 0%                         | 27%              | 22                 | 15                | 37                      |
| RC 16 A                                | Resort Hotel (330)                      | 142             | Occupied Rooms      | 78              | 59%        | 41%       | 46             | 32            | 0%                         | 27%              | 34                 | 23                | 57                      |
| RC 16 B                                | Residential Condominium/Townhouse (230) | 39              | Occ. Dwelling Units | 54              | 54%        | 46%       | 29             | 25            | 0%                         | 27%              | 1                  | 1                 | 2                       |
| RC 16 A                                | Specialty Retail Center (826)           | 15              | 1,000 Sq. Ft. GLA   | 60              | 50%        | 50%       | 30             | 30            | 95%                        | 27%              | 28                 | 20                | 48                      |
| RC 20 A                                | Resort Hotel (330)                      | 119             | Occupied Rooms      | 66              | 59%        | 41%       | 39             | 27            | 0%                         | 27%              | 1                  | 1                 | 2                       |
| RC 20 A                                | Specialty Retail Center (826)           | 10              | 1,000 Sq. Ft. GLA   | 40              | 50%        | 50%       | 20             | 20            | 95%                        | 27%              | 18                 | 15                | 33                      |
| RC 20 B                                | Residential Condominium/Townhouse (230) | 11              | Occ. Dwelling Units | 46              | 54%        | 46%       | 25             | 21            | 0%                         | 27%              | 31                 | 22                | 53                      |
| RC 14                                  | Resort Hotel (330)                      | 128             | Occupied Rooms      | 72              | 59%        | 41%       | 42             | 30            | 0%                         | 27%              | 20                 | 14                | 34                      |
| RC 15                                  | Resort Hotel (330)                      | 81              | Occupied Rooms      | 48              | 59%        | 41%       | 27             | 19            | 0%                         | 27%              | 21                 | 14                | 35                      |
| RC 21                                  | Resort Hotel (330)                      | 85              | Occupied Rooms      | 48              | 59%        | 41%       | 28             | 20            | 0%                         | 27%              | 22                 | 19                | 41                      |
| W37                                    | Residential Condominium/Townhouse (230) | 41              | Occ. Dwelling Units | 56              | 54%        | 46%       | 30             | 26            | 0%                         | 27%              | 1                  | 1                 | 2                       |
| RC 2                                   | Specialty Retail Center (826)           | 14              | 1,000 Sq. Ft. GLA   | 56              | 50%        | 50%       | 28             | 28            | 95%                        | 27%              | 1                  | 1                 | 2                       |
| RC 6                                   | Specialty Retail Center (826)           | 25              | 1,000 Sq. Ft. GLA   | 100             | 50%        | 50%       | 50             | 50            | 95%                        | 27%              | 2                  | 2                 | 4                       |
| RC 7                                   | Resort Hotel (330)                      | 102             | Occupied Rooms      | 56              | 59%        | 41%       | 33             | 23            | 0%                         | 27%              | 24                 | 17                | 41                      |
| RC 7                                   | Specialty Retail Center (826)           | 37.8            | 1,000 Sq. Ft. GLA   | 150             | 50%        | 50%       | 75             | 75            | 95%                        | 27%              | 3                  | 3                 | 5                       |
| RC 7                                   | Resort Hotel (330)                      | 119             | Occupied Rooms      | 66              | 59%        | 41%       | 39             | 27            | 0%                         | 27%              | 28                 | 20                | 48                      |
| RC 7                                   | Specialty Retail Center (826)           | 50              | 1,000 Sq. Ft. GLA   | 198             | 50%        | 50%       | 99             | 99            | 95%                        | 27%              | 4                  | 4                 | 7                       |
| RC 7                                   | Single-Family Detached Housing (210)    | 30              | Occ. Dwelling Units | 36              | 54%        | 46%       | 19             | 17            | 0%                         | 27%              | 14                 | 12                | 26                      |
| LV 10                                  | Residential Condominium/Townhouse (230) | 26              | Occ. Dwelling Units | 52              | 54%        | 46%       | 28             | 24            | 0%                         | 27%              | 20                 | 18                | 38                      |
| LV 4                                   | Resort Hotel (330)                      | 82              | Occupied Rooms      | 46              | 59%        | 41%       | 27             | 19            | 0%                         | 27%              | 20                 | 14                | 34                      |
| LV 6                                   | Specialty Retail Center (826)           | 25              | 1,000 Sq. Ft. GLA   | 100             | 50%        | 50%       | 50             | 50            | 0%                         | 27%              | 37                 | 37                | 74                      |
| Project Total Saturday Peak Hour Trips |   |                 |                     |                 |            |           | 1,317          | 1,093         |                            |                  | 670                | 507               | 1,177                   |

Prepared by: [Redacted]  
 SOURCE: [Redacted]

**EXHIBIT C  
TO  
AMENDMENT TO AMENDED AND RESTATED  
DEVELOPMENT AGREEMENT**

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*[Site Specific Guidelines]*



## Canyons Master Plan Amendment

### Proposed Resort Core Site Specific Guidelines for Parcel RC5

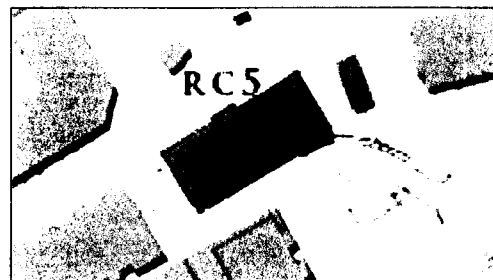
|                                     |   |
|-------------------------------------|---|
| Site:                               | RC5   |
| Parcel Use:                         | Residential Multi-Family/Commercial/Retail/Support/<br>Skier Services |
| Site Area:                          | 11,000 SF   |
| Gross Building Area (SF):           | 48,089  |
| Commercial Area (SF):               | 20,564  |
| Residential/Multi-Family Area (SF): | 27,525 R/MF   |
| Maximum Building Height (ASL):      | 6,973'  |

#### Applicable Guidelines:

- The Canyons SPA
- The Canyons Village Management Association's (CVMA) Design Guidelines

#### Design Approvals Required:

- CVMA Design Review Committee
- Summit County Planning Department
- Snyderville Basin Planning Commission



#### General Intent:

1. Parcel RC5 is conceptually comprised of one building that when developed will serve as a significant entry portal to the Forum. This development is situated centrally within the Resort Core and will fill the void between the existing Westgate, Cabriolet Terminal and Grand Summit Lodge projects. The building is proposed to be serviced from an access road on the downhill side, off the road to the Grand Summit Lodge. For connectivity, the building is conceptually planned to include weather-protected escalators to move the public between the transit drop off below and the Forum (offsetting the 22'± elevation change) above.
2. The parking level is designed to supply parking for the building and short-term public parking to support the resort ski operations (such as ski school). The concept is to allow a portion of the front row spaces to be drive-through spaces eliminating the need to back out of the spaces into the structure's drive aisle when exiting the structure (efficient loading and unloading). This accommodation will support the much needed drop-off for guests bringing their children to ski school.
3. On the Forum Level, assumed to be Level 3, the use is limited to commercial/retail/support/skier services and/or ski operations functions extending the 'Village' experience. The upper levels are intended to be residential multi-family.
4. It is important the developer/architect is familiar with the Canyons Master Plan and Design Guidelines.

*The Canyons Village Master Plan sets forth the overarching design principals and parcel by parcel site plans intended to generate the finest possible four season experiences for the residents and guests of Canyons Village as a whole. The parcel specific design goals outlined in these guidelines are intended to generate clarity and a more consistent interpretation of the Canyons Village Master Plan for the benefit of developers, architects, the CVMA / DRC and Snyderville Basin Planning Commission. These guidelines are intended to positively influence, but not dictate the final design result.*

### Setbacks, Buffers:

1. The minimum building setback is 20' from the centerline of the Forum Road/Walkway.
2. The minimum distance between RC5 and Westgate buildings is 20'.
3. The minimum distance between RC5 and the Cabriolet terminal is 40' from the centerline of the lift easement.

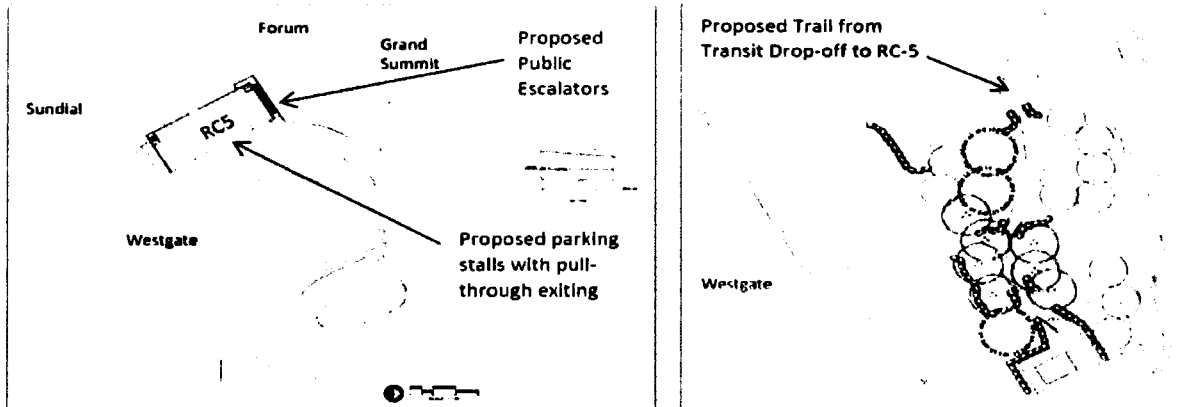
### Building Heights and Massing:

1. Building forms should be modulated and facades articulated through the use of materials, color, plane changes and varied roof lines. This encourages 'village' variety and intimacy and reduces effective mass and scale.
2. Upper residential multi-family floors should be set back over retail and public areas so as to buffer privacy and provide for snow management as per the Design Guidelines.
3. On this site because of topography and steep slopes, the downhill and sides of the parking level will be exposed and/or above grade. When exposed these areas must be treated with the same style and materials as the rest of the building. This parking level is designed as a pull-through.

### Linkages:

|                |  |
|----------------|--|
| Ski Trail      | 1. As located on the Forum Plaza, this is a ski-in and walk out property. The Gondola and Orange Bubble Express are steps away.  |
| Pedestrian     | <ol style="list-style-type: none"> <li>1. As located on the Forum Plaza, the pedestrian linkage is conveniently outside of the front door of this development.</li> <li>2. Public access by way of a potential weather-protected escalator attached to the future building would serve as a key portal from the transit drop-off to the Forum. See illustrations below.</li> </ol> |
| Vehicular      | <ol style="list-style-type: none"> <li>1. Access to the parcel is from Grand Summit Drive.</li> <li>2. Public parking spaces for short-term drop-off to ski school within the garage should be accommodated in the development of RC5.</li> </ol>  |
| Public Transit | 1. The bus/shuttle stop located on Grand Summit Drive is the closest stop to RC5.  |

*The Canyons Village Master Plan sets forth the overarching design principals and parcel by parcel site plans intended to generate the finest possible four season experiences for the residents and guests of Canyons Village as a whole. The parcel specific design goals outlined in these guidelines are intended to generate clarity and a more consistent interpretation of the Canyons Village Master Plan for the benefit of developers, architects, the CVMA / DRC and Snyderville Basin Planning Commission. These guidelines are intended to positively influence, but not dictate the final design result.*



### Other Design Criteria:

1. Commercial frontage should be varied, include overhangs, and should animate the pedestrian plaza.
  - a. Special attention should be paid to storefronts, terraces, signage, lighting, landscape and hardscape.
  - b. Streetscape elements should consider seating opportunities along the Forum edge.

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## Canyons Master Plan Amendment

### Proposed Resort Core Site Specific Guidelines for Parcel RC7

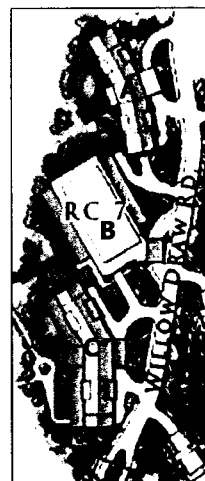
|                                       |  |                   |                    |
|---------------------------------------|--|-------------------|--------------------|
| <b>Site:</b>                          | <b>RC7</b>   |                   |                    |
| <b>Parcel Use:</b>                    | <b>Hotel/Lodging/Commercial/Retail/Support/Conference Center</b> |                   |                    |
| <b>Site Area:</b>                     | <b>272,250 SF</b>  |                   |                    |
|                                       | <b>Building A</b>  | <b>Building B</b> | <b>Building C</b>  |
| <b>Gross Building Area (SF):</b>      | <b>202,937</b>   | <b>48,171</b>     | <b>304,378</b>     |
| <b>Commercial Area (SF):</b>          | <b>37,625</b>  | <b>48,171</b>     | <b>49,875</b>      |
| <b>Accommodation Area (SF):</b>       | <b>165,312 H/L</b>   | <b>--</b>         | <b>254,503 H/L</b> |
| <b>Maximum Building Height (ASL):</b> | <b>7,067'</b>  | <b>6,950'</b>     | <b>7,016'</b>      |

#### Applicable Guidelines:

- The Canyons SPA
- The Canyons Village Management Association's (CVMA) Design Guidelines

#### Design Approvals Required:

- CVMA Design Review Committee
- Summit County Planning Department
- Snyderville Basin Planning Commission



#### General Intent:

1. Parcel RC7 conceptually contains three projects, two major hotel/lodging sites and a site reserved for a future conference/community center use. The conference/community site can accommodate up to 48,171 square feet of meeting space and approximately 250 underground parking spaces. With the natural grade differences across the parcel, the conference/community center creates an open buffer between the two hotel/lodging buildings. Its location will greatly assist in the creation of a successful (and perhaps branded) hospitality product. Both of the hotel/lodging buildings could be connected directly to the conference/community center or the conference center could be combined into the hotel(s). The conference/community center is a SPA obligation and as such, must be integrated into the development.
2. The lower of the buildings (RC7-C) is immediately adjacent to the first and eighteenth holes of the Canyons Golf Course and represents a unique opportunity to support the golf course with food and beverage, golf shop, and parking. This location could also create the arrival point for the golf course.
3. It is important the developer/architect is familiar with the Canyons Master Plan and Design Guidelines.

#### Setbacks, Buffers:

1. The minimum building setback shall be 10 ft. from all plat boundaries but cannot encroach 150' from the centerline of the adjacent golf hole.

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### Building Heights and Massing:

1. Building forms should be modulated and facades articulated through the use of materials, color, plane changes and varied roof lines.
2. Upper hotel/lodging floors should be set back over retail and public areas so as to buffer privacy and provide for snow management as per the Design Guidelines.
3. Parking must be placed underground where possible, with the exception of drop off and short term parking at entrances. On this site because of topography and steep slopes, the downhill and sides of the parking levels may be exposed and/or above grade. When exposed these areas must be treated with the same style and materials as the rest of the building as approved by the DRC. Any portion of the above grade parking area, because of topography and steep slope, is treated as if it were underground - meaning square footage for parking, elevator core, mechanical, storage, back of house and service areas do not count against Max Gross Building area.

### Linkages:

|                |   |
|----------------|---|
| Ski Trail      | 1. A ski back trail should be added that will run along the northern edge of Hole #1 of the Canyons Resort Golf Course serving the entire RC7 site.   |
| Pedestrian     | <ol style="list-style-type: none"> <li>1. A proposed pedestrian bridge should link the site to the Forum. The site's natural grade is elevation-challenged so the linkage should be determined from the Forum's landing elevation holding a maximum 3% slope for comfortable walkability to the future landing elevation on RC7.</li> <li>2. A 5' sidewalk along the future extension of Willow Draw Road should service the site.</li> </ol> |
| Vehicular      | 1. Access to the parcel is from the future extension of Willow Draw Road.   |
| Public Transit | 1. A bus/shuttle stop should be installed along Willow Draw Road.   |

### Other Design Criteria:

1. Commercial/Retail/Support frontage should be varied, include overhangs, and should animate the pedestrian plaza.
  - a. Special attention should be paid to storefronts, terraces, signage, lighting, landscape and hardscape.
  - b. Streetscape elements should consider seating opportunities.

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## Canyons Master Plan Amendment

### Proposed Resort Core Site Specific Guidelines for Parcel RC14

**Site:** RC14  
**Parcel Use:** Hotel/Lodging  
**Site Area:** 66,650 SF

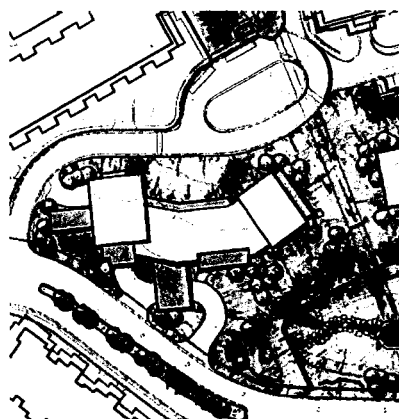
**Gross Building Area (SF):** 73,554  
**Commercial Area (SF):** --  
**Accommodation Area (SF):** 73,554 H/L  
**Maximum Building Height (ASL):** 6,925'

#### Applicable Guidelines:

- The Canyons SPA
- The Canyons Village Management Association's (CVMA) Design Guidelines

#### Design Approvals Required:

- CVMA Design Review Committee
- Summit County Planning Department
- Snyderville Basin Planning Commission

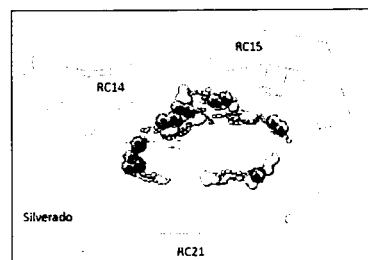


#### General Intent:

1. RC14 and the adjacent RC15 are important sites as they form the entrance to the Resort Core. The primary goal for these two sites is to create a strong sense of arrival for the Canyons Village. By locating the major access points directly off Canyons Resort Drive, the lobby, porte-cochere/arrival court and the type of landscaping that is usually associated with building entries will create a much better sense of arrival to the resort generally and to the property specifically.
2. In the foreground of the parcel is a detention basin with a steep slope as its backdrop. This slope is very visible from Canyons Resort Drive and the bottom of the basin is visible from the Cabriolet and from the properties that will be built on RC14 and RC15.

Conceptual improvements to this detention basin should include stepping the slope and adding landscape and trees so the visual impact of the detention basin's slope can be reduced. The bottom of the basin should be modified to hold some water with landscaped edges to resemble a small alpine pond.

3. As the building on RC14 sits on a sloped site, the uphill side is exposed to pedestrians walking to/from the Village and the downhill side is the visual arrival by car. Two entrances are proposed to access a parking garage from different levels.



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### Setbacks, Buffers:

1. The minimum building setback shall be 10 ft. from all plat boundaries.
2. There is a building setback from the Cabriolet along the north property line of 43.75' as depicted on the RC14 & RC15 Subdivision Plat.

### Building Heights and Massing:

1. Orientation to arrival from Canyons Resort Drive is important and using the slope to hide the below grade parking structure are the two key principals when laying out this building.
2. Parking must be placed underground where possible, with the exception of drop off and short term parking at entrances. On this site because of topography and steep slopes, the downhill and sides of the parking levels may be exposed and/or above grade. When exposed these areas must be treated with the same style and materials as the rest of the building as approved by the CVMA Design Review Committee. Any portion of the above grade parking area, because of topography and steep slope, is treated as if it were underground - meaning square footage for parking, elevator core, mechanical, storage, back of house and service areas do not count against Max Gross Building area.

### Linkages:

|                |   |
|----------------|---|
| Ski Trail      | <ol style="list-style-type: none"> <li>1. A ski back trail currently exists on the north side of RC15.</li> <li>2. The closest ski portal is walkable via the proposed trail and escalators at RC5 at the western boundary along Grand Summit Drive.</li> </ol> |
| Pedestrian     | <ol style="list-style-type: none"> <li>1. Existing sidewalks along Grand Summit Drive shall be maintained.</li> <li>2. New sidewalks will connect RC14 and RC15 to the Forum.</li> </ol>  |
| Vehicular      | <ol style="list-style-type: none"> <li>1. Primary access to the parcel is from Canyons Resort Drive.</li> <li>2. Secondary access should be from Grand Summit Drive.</li> </ol>   |
| Public Transit | <ol style="list-style-type: none"> <li>1. A bus/shuttle stop should be installed along the west side of Canyons Resort Drive with an existing stop on Grand Summit Drive.</li> </ol>  |

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## Canyons Master Plan Amendment

### Proposed Resort Core Site Specific Guidelines for Parcel RC15

**Site:** RC15  
**Parcel Use:** Hotel/Lodging  
**Site Area:** 109,770 SF

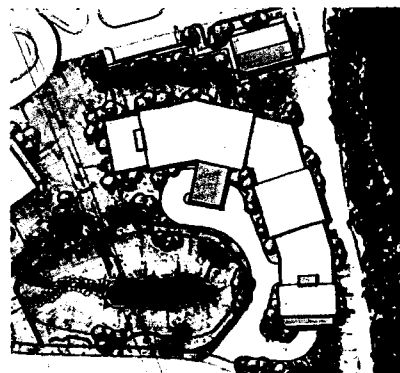
**Gross Building Area (SF):** 166,941  
**Commercial Area (SF):** --  
**Accommodation Area (SF):** 166,941 H/L  
**Maximum Building Height (ASL):** 6,931'

#### Applicable Guidelines:

- The Canyons SPA
- The Canyons Village Management Association's (CVMA) Design Guidelines

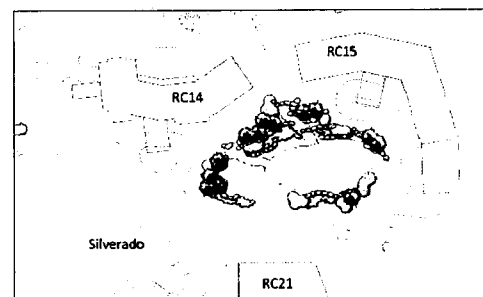
#### Design Approvals Required:

- CVMA Design Review Committee
- Summit County Planning Department
- Snyderville Basin Planning Commission



#### General Intent:

1. RC15 and the adjacent RC14 are important sites as they form the entrance to the Resort Core. The primary goal for these two sites is to create a strong sense of arrival for the Canyons Village. By locating the access points directly off Canyons Resort Drive, the lobby, porte-cochere arrival court and the type of landscaping that is usually associated the building entries will create a much better sense of arrival to the resort generally and to the property specifically.
2. In the foreground of the parcel is a detention basin with a steep bank as its backdrop. This bank is very visible from Canyons Resort Drive and the bottom of the basin is visible from the Cabriolet and from the properties that will be built on RC15 and RC14. Conceptual improvements to this detention basin should include stepping the banks and adding landscape and trees so the visual impact of the detention basin's bank can be reduced. The bottom of the basin should be modified to hold some water with landscaped edges to resemble a small alpine pond.
3. As the building on RC15 sits on a sloped site, the uphill side is exposed to pedestrians walking to/from the Village and the downhill side is where best to address the arrival by car. This entrance is a great opportunity to welcome guests and architecturally create a sense of a more walkable and inviting experience.
4. This parcel's upper (west) boundary is common to the resort's Ski Patrol and Clinic Operations.



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### Setbacks, Buffers:

1. The minimum building setback shall be 10 ft. from all plat boundaries.
2. There is a building setback from the Cabriolet along the south property line of 43.75' as depicted on the RC14 & RC15 Subdivision Plat.

### Building Heights and Massing:

1. Orientation to arrival from Canyons Resort Drive is important and using the slope to bury the below grade parking are the two key principals when laying out this building.
2. Building should step up from Canyons Resort Drive to the access road to Grand Summit Lodge.
3. Parking must be placed underground where possible, with the exception of drop off and short term parking at entrances. On this site because of topography and steep slopes, the downhill and sides of the parking levels may be exposed and/or above grade. When exposed these areas must be treated with the same style and materials as the rest of the building as approved by the CVMA Design Review Committee. Any portion of the above grade parking area, because of topography and steep slope, is treated as if it were underground - meaning square footage for parking, elevator core, mechanical, storage, back of house and service areas do not count against Max Gross Building area.

### Linkages:

|                |   |
|----------------|---|
| Ski Trail      | <ol style="list-style-type: none"> <li>1. A ski back trail currently exists on the north side of the property.</li> <li>2. The closest ski portal is walkable via the proposed trail and escalators at RC5 at the western boundary along Grand Summit Drive.</li> </ol> |
| Pedestrian     | <ol style="list-style-type: none"> <li>1. Existing sidewalks along Grand Summit Drive shall be maintained.</li> <li>2. New sidewalks should connect RC14 and RC15 to the Forum.</li> </ol>  |
| Vehicular      | <ol style="list-style-type: none"> <li>1. Access to the parcel is from Canyons Resort Drive.</li> <li>2. Driveway access should be from Canyons Resort Drive.</li> </ol>  |
| Public Transit | <ol style="list-style-type: none"> <li>1. A bus/shuttle stop should be installed along the west side of Canyons Resort Drive with an existing stop on Grand Summit Drive.</li> </ol>  |

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## Canyons Master Plan Amendment

### Proposed Resort Core Site Specific Guidelines for Parcel RC16-A

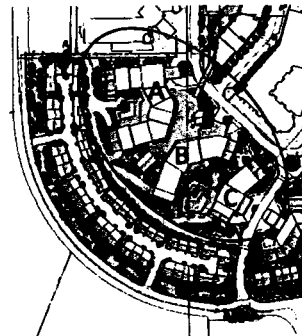
|                                       |  |                   |                   |
|---------------------------------------|--|-------------------|-------------------|
| <b>Site:</b>                          | <b>RC16-A</b>                                  |                   |                   |
| <b>Parcel Use:</b>                    | <b>Hotel/Lodging/Commercial/Retail/Support</b> |                   |                   |
| <b>Site Area:</b>                     | <b>223,000 SF</b>                              |                   |                   |
|                                       | <b>Building A</b>                              | <b>Building B</b> | <b>Building C</b> |
| <b>Gross Building Area (SF):</b>      | <b>159,588</b>                                 | <b>102,941</b>    | <b>77,506</b>     |
| <b>Commercial Area (SF):</b>          | <b>10,000</b>                                  | <b>10,000</b>     | <b>-</b>          |
| <b>Accommodation Area (SF):</b>       | <b>149,588 H/L</b>                             | <b>92,941 H/L</b> | <b>77,506 H/L</b> |
| <b>Maximum Building Height (ASL):</b> | <b>6,991'</b>                                  | <b>6,977'</b>     | <b>6,964'</b>     |

#### Applicable Guidelines:

- The Canyons SPA
- The Canyons Village Management Association's (CVMA) Design Guidelines

#### Design Approvals Required:

- CVMA Design Review Committee
- Summit County Planning Department
- Snyderville Basin Planning Commission



#### General Intent:

1. As the largest development parcel in the Resort Core, RC16 offers a unique opportunity to create a variety of product types and sizes. The parcel size also allows for a transition of scale between the existing residential to the south and the taller buildings in the Resort Core. A public plaza is formed on the junction of the two buildings that form RC16 A and has been sized such that it can be an events plaza with limited commercial/retail/support store fronts on the plaza. This plaza is at approximately an elevation of 6,914' and the skier plaza described in RC17 is at approximately an elevation of 6,923. RC16 A is connected to the new shopping street formed by RC17 by a pedestrian bridge crossing over the road that services the Hilton and Hyatt properties. This creates an almost level (2-3%) 650 foot walk from RC16 A to the Sunrise Lift at the west end of RC17. In order to facilitate better vehicular and pedestrian circulation within the Resort Core, Canyons Resort Drive should be extended to Red Pine Road. One building on RC16 A and on RC20 will front this street extension helping to complete the streetscape within the Resort Core.

#### Setbacks, Buffers:

1. The minimum building setback shall be 10 ft. from all plat boundaries.

#### Building Heights and Massing:

1. Building forms should be modulated and facades articulated through the use of materials, color, plane changes and varied roof lines. This encourages 'village' variety and intimacy and reduces effective mass and scale.

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2. Upper Hotel/Lodging floors should be set back over retail and public areas so as to buffer privacy and provide for snow management as per the guidelines.
3. The plaza level shall have a commercial/retail/support precinct with a variety of retail shops, entertainment venues and/or anchor restaurants, all open to the public. This retail environment will serve as a key resort attraction and shall link to the future retail plaza on RC17 via the pedestrian bridge.
4. Parking must be placed underground where possible, with the exception of drop off and short term parking at entrances. On this site because of topography and steep slopes, the downhill and sides of the parking levels may be exposed and/or above grade. When exposed these areas must be treated with the same style and materials as the rest of the building as approved by the DRC. Any portion of the above grade parking area, because of topography and steep slope, is treated as if it were underground - meaning square footage for parking, elevator core, mechanical, storage, back of house and service areas do not count against Max Gross Building area.

#### Linkages:

|                |   |
|----------------|---|
| Ski Trail      | <ol style="list-style-type: none"> <li>1. A ski back trail currently exists behind the Hilton and Hyatt properties. The trail will be extended to the bottom of RC16 A &amp; B allowing guests to ski back to their units. This 24' wide ski trail and 8' wide soft trail will be designed for winter and summer use.               <ol style="list-style-type: none"> <li>a. The property is ski-back with easy access to the ski lift via the new commercial plaza located on RC17.</li> <li>b. Connection to the plaza for RC16 B from the shared ski trail should be incorporated for easy plaza access. This trail will be used as a pedestrian trail outside of ski season and will be maintained as a connection to the plaza and new village retail.</li> </ol> </li> </ol> |
| Pedestrian     | <ol style="list-style-type: none"> <li>1. The plaza level should hold the following height at pedestrian bridge crossing (across High Mountain Road) at approximately 6,914'.</li> <li>2. Sidewalk widths along High Mountain Road should be a minimum of 6'.</li> </ol>  |
| Vehicular      | <ol style="list-style-type: none"> <li>1. Access to the parcel is from High Mountain Road and the future extension of Canyons Resort Drive.</li> </ol>  |
| Public Transit | <ol style="list-style-type: none"> <li>1. A bus/shuttle stop should be installed along High Mountain Road.</li> </ol>   |

#### Other Design Criteria:

1. Retail frontage should be varied, include overhangs, and should animate the pedestrian plaza.
  - a. Special attention should be paid to storefronts, terraces, signage, lighting, landscape and hardscape.
  - b. Streetscape elements should consider seating opportunities along the plaza.

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## Canyons Master Plan Amendment

### Proposed Resort Core Site Specific Guidelines for Parcel RC16-B

**Site:** RC16-B  
**Parcel Use:** Residential Multi-Family  
**Site Area:** 155,500 SF

**Gross Building Area (SF):** 106,000  
**Commercial Area (SF):** --  
**Accommodation Area (SF):** 106,000 R/MF  
**Maximum Building Height (ASL):** Varied (2 stories for 50' setback-3 stories for 95' setback)

#### Applicable Guidelines:

- The Canyons SPA
- The Canyons Village Management Association's (CVMA) Design Guidelines

#### Design Approvals Required:

- CVMA Design Review Committee
- Summit County Planning Department
- Snyderville Basin Planning Commission



#### General Intent:

1. As the largest development parcel in the Resort Core, RC16 A & B offers a unique opportunity to create a variety of product types and sizes. The parcel size also allows for a transition of scale between the existing low-rise residential to the south and east, and the taller buildings in the Resort Core. RC16 B is designated as the portion of the site for residential/multi-family. Access to the future public plaza located on RC16 A should be coordinated with the development planning between A & B parcels of RC16.

#### Setbacks, Buffers:

1. A 50-ft. setback from the Red Pine Road right-of-way, within which no building may occur. This buffer should be landscaped and its design may include additional storm water detention. The landscaping should continue into the right-of-way to the back of the curb of the existing Red Pine Road. Landscaping adjacent to Red Pine Road should be low profile and be able to accommodate snow storage.
2. A further setback of 50-ft. within which buildings cannot exceed a maximum height of two stories.
3. A further setback of 95-ft within which buildings cannot exceed a maximum of height of three stories.
4. All other setbacks shall be 10 ft. from the plat boundaries.
5. No more than two entrances directly from the Red Pine Road right-of-way are permitted.

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**Building Heights and Massing:**

Building forms should be modulated and facades articulated through the use of materials, color, plane changes and varied roof lines. This encourages 'village' variety and intimacy and reduces effective mass and scale and will create a buffer between the higher density parcels of the Resort Core from the rural neighborhoods to the east.

**Linkages:**

|                |  |
|----------------|--|
| Ski Trail      | <ol style="list-style-type: none"><li>1. A 24' ski back trail should be extended along the boundary of RC16 A &amp; B and should terminate at the extension of Canyons Resort Drive.</li><li>2. The closest ski portal is walkable via the proposed public plaza to be built on RC-16 A and connecting to RC 17 where the new Sunrise Lift will be located. Walking distance is approximately 850' <math>\pm</math>.</li></ol> |
| Pedestrian     | <ol style="list-style-type: none"><li>1. A new trail connection linking RC16 B to RC16 A's retail plaza would support pedestrian circulation all the way to the Forum at a consistent elevation change of less than 3% (retail plaza to Forum).</li><li>2. Sidewalk widths along the future extension of Canyons Resort Drive should be 6'.</li></ol>  |
| Vehicular      | <ol style="list-style-type: none"><li>1. Access to the parcel is from Canyons Resort Drive and Red Pine Road.</li><li>2. Driveway access should be from Canyons Resort Drive or Red Pine Road.</li></ol>   |
| Public Transit | <ol style="list-style-type: none"><li>1. A bus/shuttle stop should be installed along the south side of Canyons Resort Drive at the intersection with Red Pine Road.</li></ol>   |

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## Canyons Master Plan Amendment

### Proposed Resort Core Site Specific Guidelines for Parcel RC17

**Site:** RC17  
**Parcel Use:** Hotel/Lodging/Commercial/Retail/Support/Skier Services  
**Site Area:** 91,500 SF

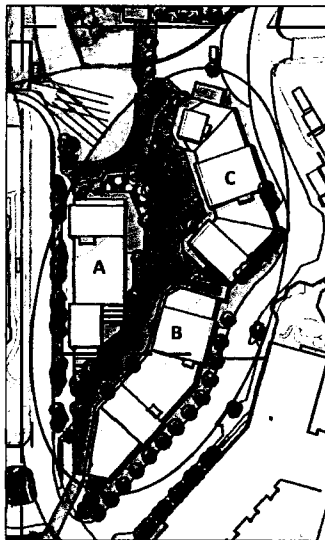
|                                       | Building A        | Building B        | Building C        |
|---------------------------------------|-------------------|-------------------|-------------------|
| <b>Gross Building Area (SF):</b>      | <b>72,054</b>     | <b>110,102</b>    | <b>84,959</b>     |
| <b>Commercial Area (SF):</b>          | <b>12,618</b>     | <b>15,697</b>     | <b>10,125</b>     |
| <b>Accommodation Area (SF):</b>       | <b>59,436 H/L</b> | <b>94,405 H/L</b> | <b>74,834 H/L</b> |
| <b>Maximum Building Height (ASL):</b> | <b>6,998'</b>     | <b>6,998'</b>     | <b>6,998'</b>     |

#### Applicable Guidelines:

- The Canyons SPA
- The Canyons Village Management Association's (CVMA) Design Guidelines

#### Design Approvals Required:

- CVMA Design Review Committee
- Summit County Planning Department
- Snyderville Basin Planning Commission



#### General Intent:

1. Parcel RC17 is conceptually comprised of three buildings that may form a single development. This development is situated centrally within the Resort Core and completes the link between the existing southern edge and the northern edge of the Resort Core. Additionally, it has been designed to link the future development of the eastern edge making this parcel's development vital to success of the overall resort core experience. As conceptually designed, RC17's buildings form an extended Resort Core featuring a skier plaza, added retail and restaurant opportunities, a new vehicular drop-off, and 133+ parking stalls reserved for public parking. As a natural people magnet, the skier lift and the commercial plaza provide an engaging setting for day and evening attractions. It's the festive neighborhood where events and traditions will be celebrated. It is important the developer/architect is familiar with the Canyons Master Plan and Design Guidelines.
2. This development is planned as a significant extension of the commercial village and plaza network for the resort.

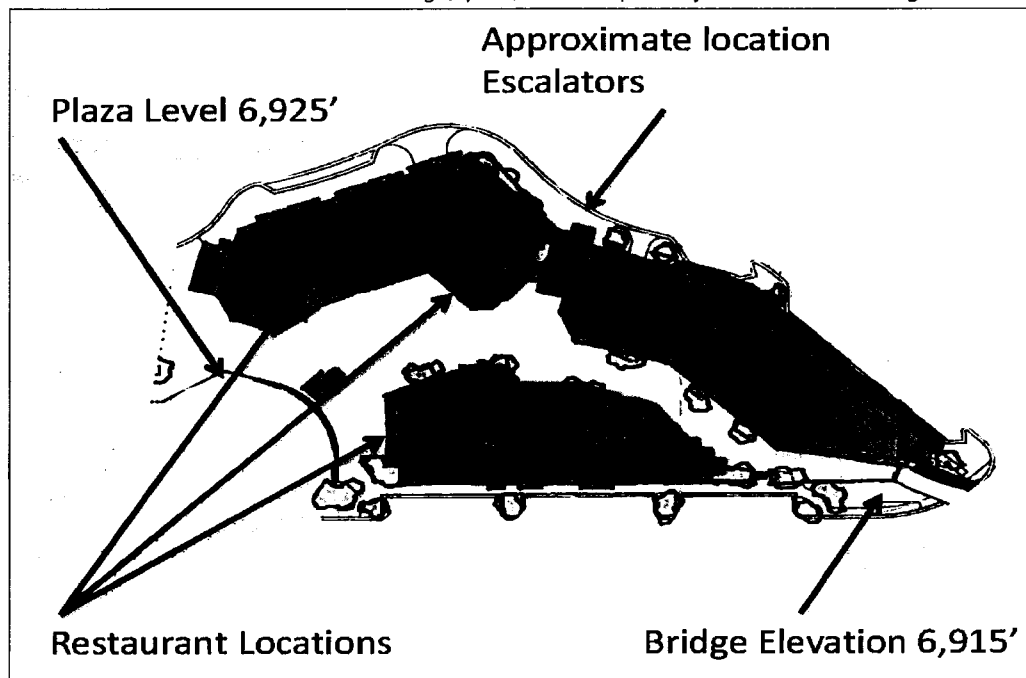
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### Setbacks, Buffers:

1. The minimum building setback shall be 10 ft. along the existing High Mountain Road (south side) and 5 ft. from all other plat boundaries.

### Building Heights and Massing:

1. The plaza level should maintain finish elevations at the ski lift of approximately 6,925' and at the pedestrian bridge crossing (High Mountain Road) of approximately 6,915'.
2. Building forms should be modulated and facades articulated through the use of materials, color, plane changes and varied roof lines. This encourages 'village' variety and intimacy and reduces effective mass and scale.
3. Upper hotel/lodging floors should be set back over retail and public areas so as to buffer privacy and provide for snow management as per the CVMA Design Guidelines.
4. The plaza level should have a retail precinct with a variety of retail shops and anchor restaurants, all open to the public. This retail environment would serve as a key resort attraction. Specific programming within the site are as follows:
  - a. Anchor restaurants should be located in three primary locations as illustrated below. Solar orientation for winter outdoor dining (après) was the primary driver for selecting the locations.



- b. The opening between the proposed buildings of A & C should be maintained in such a way that allows for solar penetration as deep into the plaza as possible.
5. The skier plaza at western edge is designed to support a new Sunrise Ski Lift and its operation.

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6. Parking must be placed underground where possible, with the exception of drop off and short term parking at entrances. On this site because of topography and steep slopes, the downhill and sides of the parking levels may be exposed and/or above grade. When exposed these areas must be treated with the same style and materials as the rest of the building as approved by the DRC. Any portion of the above grade parking area, because of topography and steep slope, is treated as if it were underground - meaning square footage for parking, elevator core, mechanical, storage, back of house and service areas do not count against Max Gross Building area.

### Linkages:

The site is characterized by various public/pedestrian key routes and backbone linkages that impact the development. As noted, the Master Plan has created pedestrian, vehicular, bike and trail links that impact this development. It is important that RC17 facilitate these links and turn them into featured streetscape and commercial opportunities.

|                |  |
|----------------|--|
| Ski Trail      | <ol style="list-style-type: none"> <li>1. The retreat ski trail is via the skier plaza along the southern boundary.</li> <li>2. Located at the western edge, the Sunrise Lift will provide easy access to/from RC17.</li> </ol>  |
| Pedestrian     | <ol style="list-style-type: none"> <li>1. As a significant extension of the commercial village and plaza network for the resort, the elevated plaza should hold these two key grades: 1) 6915' at the pedestrian bridge landing across High Mountain Road and 2) 6925' at the plaza edge closest to the Sunrise Lift.</li> <li>2. The Forum link is via a proposed public escalator from RC17's retail plaza to align with the village opening between Westgate and Sundial.</li> <li>3. Pedestrian circulation through the Sundial Porte-cochere is at grade.</li> <li>4. RC16 should be linked via a pedestrian bridge crossing over High Mountain Rd. to/from RC17.</li> <li>5. A minimum of <b>133 public</b> parking spaces must be incorporated into the development.</li> </ol> |
| Vehicular      | <ol style="list-style-type: none"> <li>1. Access to the parcel is from the future location of High Mountain Road.</li> <li>2. The development shares a vehicular drop-off common with the building located on RC22.</li> </ol>   |
| Public Transit | <ol style="list-style-type: none"> <li>1. A bus/shuttle stop should be at the drop-off between RC17 and RC22.</li> </ol>   |

### Other Design Criteria:

1. A prominent building feature signaling the new retail plaza access is proposed to be located across the opening from Westgate and Sundial. From the Forum, pedestrians should be drawn to this portal by a prominent feature like a clock tower or architectural elements. This circulation is critical to the success of the overall village experience.
2. Retail frontage should be varied, include overhangs, and should animate the pedestrian plaza.
  - a. Special attention should be paid to storefronts, terraces, signage, lighting, landscape and hardscape.
  - b. Streetscape elements should consider seating opportunities along the plaza.

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## Canyons Master Plan Amendment

### Proposed Resort Core Site Specific Guidelines for Parcel RC20A & RC20B

|                                       |  |                         |                        |
|---------------------------------------|--|-------------------------|------------------------|
| <b>Site:</b>                          | <b>RC20A &amp; RC20B</b>   |                         |                        |
| <b>Parcel Use:</b>                    | <b>Hotel/Lodging/Residential Multi-Family/<br/>Commercial/Retail/Support</b> |                         |                        |
| <b>Site Area:</b>                     | <b>180,000 SF</b>  |                         |                        |
|                                       | <b>RC20A Building A</b>  | <b>RC20A Building B</b> | <b>RC20B</b>           |
| <b>Gross Building Area (SF):</b>      | <b>75,623</b>  | <b>96,054</b>           | <b>32,398</b>          |
| <b>Commercial Area (SF):</b>          | <b>5,000</b>   | <b>5,000</b>            | <b>--</b>              |
| <b>Accommodation Area (SF):</b>       | <b>70,623 H/L</b>  | <b>91,054 H/L</b>       | <b>32,398 R/MF</b>     |
| <b>Maximum Building Height (ASL):</b> | <b>6,931'</b>  | <b>6,931'</b>           | <b>6,920' - 6,913'</b> |

#### Applicable Guidelines:

- The Canyons SPA
- The Canyons Village Management Association's (CVMA) Design Guidelines

#### Design Approvals Required:

- CVMA Design Review Committee
- Summit County Planning Department
- Snyderville Basin Planning Commission



#### General Intent:

1. The development proposed on RC20 has been separated into three development sites. Two of the conceptual buildings are planned as hotel/lodging buildings while the development on the lower portion of the site (RC20B) is reserved for multi-family residential development with lower heights to complement the adjacent residential to the east.

#### Setbacks, Buffers:

1. The minimum setback from Red Pine Road shall be 35' from road right-of-way. This buffer is for separation between the higher density of the Resort Core and its neighboring rural developments and may include landscaping designed to include additional storm water detention.
2. All other setbacks shall be 10 ft. from the remaining plat boundaries.

#### Building Heights and Massing:

1. The residential multi-family development identified as 'RC20B' should have two limits on building height. The portion of the project that is limited to 6,913' ASL should be limited to the first building closest to the northern boundary. See circled area above. It then rises to 6,920' ASL moving toward the south end.

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2. Parking must be placed underground where possible, with the exception of drop off and short term parking at entrances. On this site because of topography and steep slopes, the downhill and sides of the parking levels may be exposed and/or above grade. When exposed these areas must be treated with the same style and materials as the rest of the building as approved by the DRC. Any portion of the above grade parking area, because of topography and steep slope, is treated as if it were underground - meaning square footage for parking, elevator core, mechanical, storage, back of house and service areas do not count against Max Gross Building area.

#### Linkages:

|                |  |
|----------------|--|
| Ski Trail      | <ol style="list-style-type: none"> <li>1. The Retreat Ski Trail located at the mid-point of RC16 should be extended terminating across the street from RC-20. Access should be coordinated.</li> <li>2. The closest ski portal is the Sunrise Lift.</li> </ol> |
| Pedestrian     | <ol style="list-style-type: none"> <li>1. Sidewalk currently existing along Canyons Resort Drive should be maintained as well as the future extension of Canyons Resort Drive.</li> </ol>  |
| Vehicular      | <ol style="list-style-type: none"> <li>1. Access to the parcel is from Canyons Resort Drive and Red Pine Road.</li> <li>2. Driveway access should be from Canyons Resort Drive for RC20A and Red Pine Road for RC20B.</li> </ol>                               |
| Public Transit | <ol style="list-style-type: none"> <li>1. A bus/shuttle stop should be installed along Canyons Resort Drive with a possible secondary stop on Red Pine Road.</li> </ol>  |

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## Canyons Master Plan Amendment

### Proposed Resort Core Site Specific Guidelines for Parcel RC21

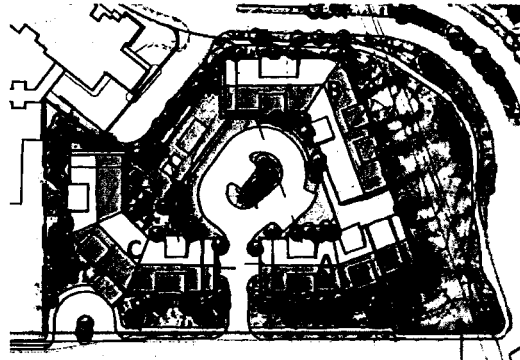
|                                       |                      |                   |                   |
|---------------------------------------|----------------------|-------------------|-------------------|
| <b>Site:</b>                          | <b>RC21</b>          |                   |                   |
| <b>Parcel Use:</b>                    | <b>Hotel/Lodging</b> |                   |                   |
| <b>Site Area:</b>                     | <b>239,000 SF</b>    |                   |                   |
|                                       | <b>Building A</b>    | <b>Building B</b> | <b>Building C</b> |
| <b>Gross Building Area (SF):</b>      | <b>47,900</b>        | <b>69,400</b>     | <b>58,700</b>     |
| <b>Commercial Area (SF):</b>          | --                   | --                | --                |
| <b>Accommodation Area (SF):</b>       | <b>47,900 H/L</b>    | <b>69,400 H/L</b> | <b>58,700 H/L</b> |
| <b>Maximum Building Height (ASL):</b> | <b>6,875'</b>        | <b>6,886'</b>     | <b>6,881'</b>     |

#### Applicable Guidelines:

- The Canyons SPA
- The Canyons Village Management Association's (CVMA) Design Guidelines

#### Design Approvals Required:

- CVMA Design Review Committee
- Summit County Planning Department
- Snyderville Basin Planning Commission



#### General Intent:

1. RC21 is located at the entrance to the Resort Core. A primary sidewalk linking Lower Village with Resort Core along Canyons Resort Drive is to be improved when RC21 is developed to include new landscaping and trees to signal the transition to the Resort Core. These improvements should extend along the northwestern boundary of the parcel. The concept master plan shows the hotel/lodge's primary drive access off of Red Pine Road which allows access to the "front door" and the parking structure to be at grade if elected by the developer of the parcel. Access could also be provided from Canyons Resort Drive through the common entry way with Silverado.

#### Setbacks, Buffers:

1. The minimum setback is from Red Pine Road shall be 50' from the road right-of-way.
2. The cabriolet travels across the northern edge of the parcel. Minimum height clearances are 5' from the bottom of the cabriolet car to the nearest obstacle. Pools and amenity space can be located within the cabriolet easement as long as the clearances and other miscellaneous requirements are met. All related easements, clearances and requirements should be verified with a ski lift expert or UDOT at the time of development as adjustments to these stated measurements may occur from time to time. There is a building setback from the Cabriolet as depicted on the RC 21 Subdivision Plat.
3. All other setbacks shall be 10 ft. from the remaining plat boundaries.

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4. Parking must be placed underground where possible, with the exception of drop off and short term parking at entrances. On this site because of topography and steep slopes, the downhill and sides of the parking levels may be exposed and/or above grade. When exposed these areas must be treated with the same style and materials as the rest of the building as approved by the DRC. Any portion of the above grade parking area, because of topography and steep slope, is treated as if it were underground - meaning square footage for parking, elevator core, mechanical, storage, back of house and service areas do not count against Max Gross Building area.

**Linkages:**

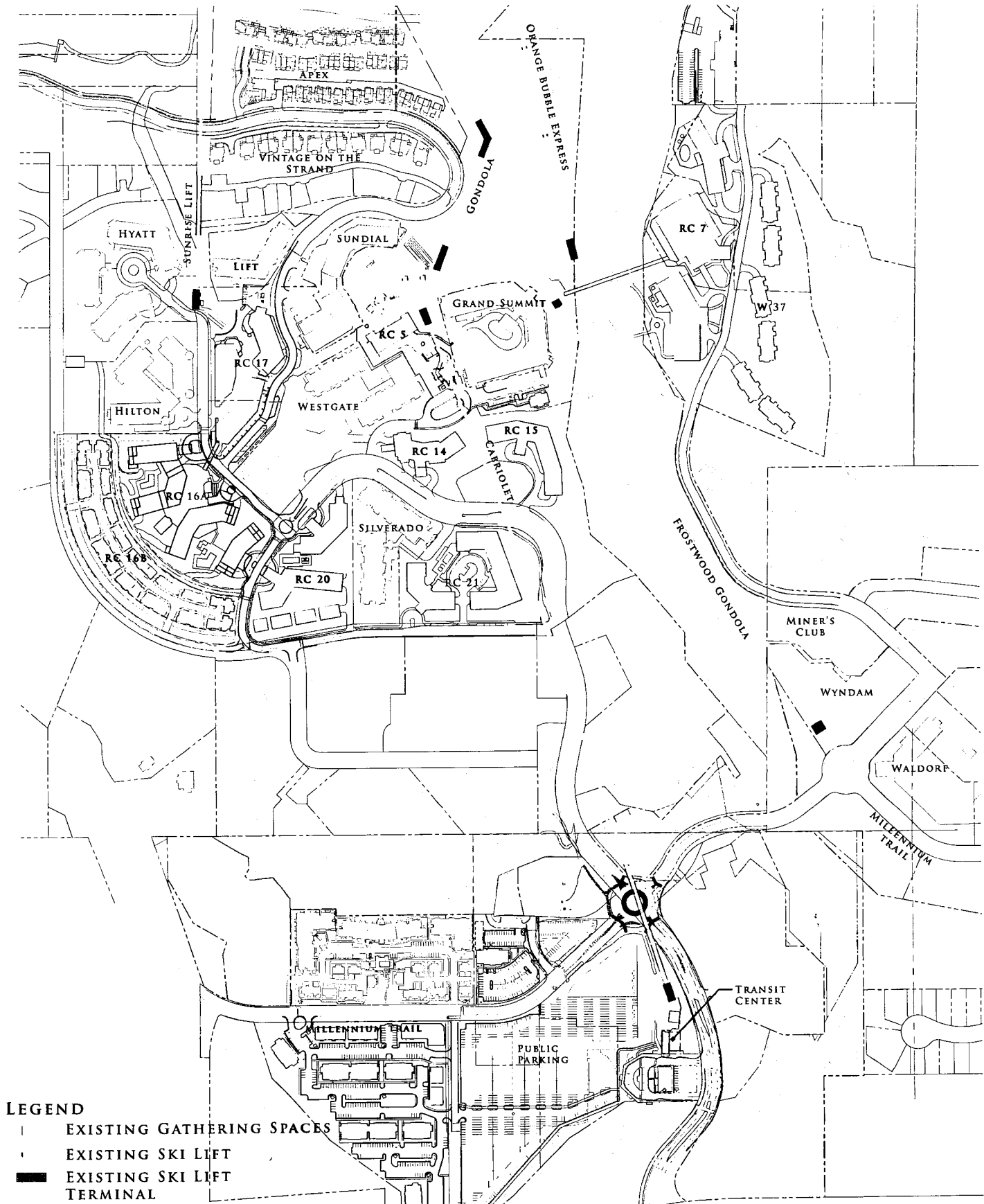
|                |  |
|----------------|--|
| Ski Trail      | <ol style="list-style-type: none"><li>1. The closest ski portal is via the proposed escalators at RC5 along Grand Summit Drive.</li><li>2. The ski back trail north of RC15 should be extended to Canyons Resort Drive across from RC21.</li></ol> |
| Pedestrian     | <ol style="list-style-type: none"><li>1. Sidewalk currently existing along Canyons Resort Drive should be maintained.</li></ol>  |
| Vehicular      | <ol style="list-style-type: none"><li>1. Access to the parcel is from Red Pine Road and potentially from Canyons Resort Drive.</li><li>2. Driveway access should be from Canyons Resort Drive or Red Pine Road.</li></ol>                          |
| Public Transit | <ol style="list-style-type: none"><li>1. A bus/shuttle stop should be installed along the west side of Canyons Resort Drive with a secondary stop on Red Pine Road.</li></ol>  |

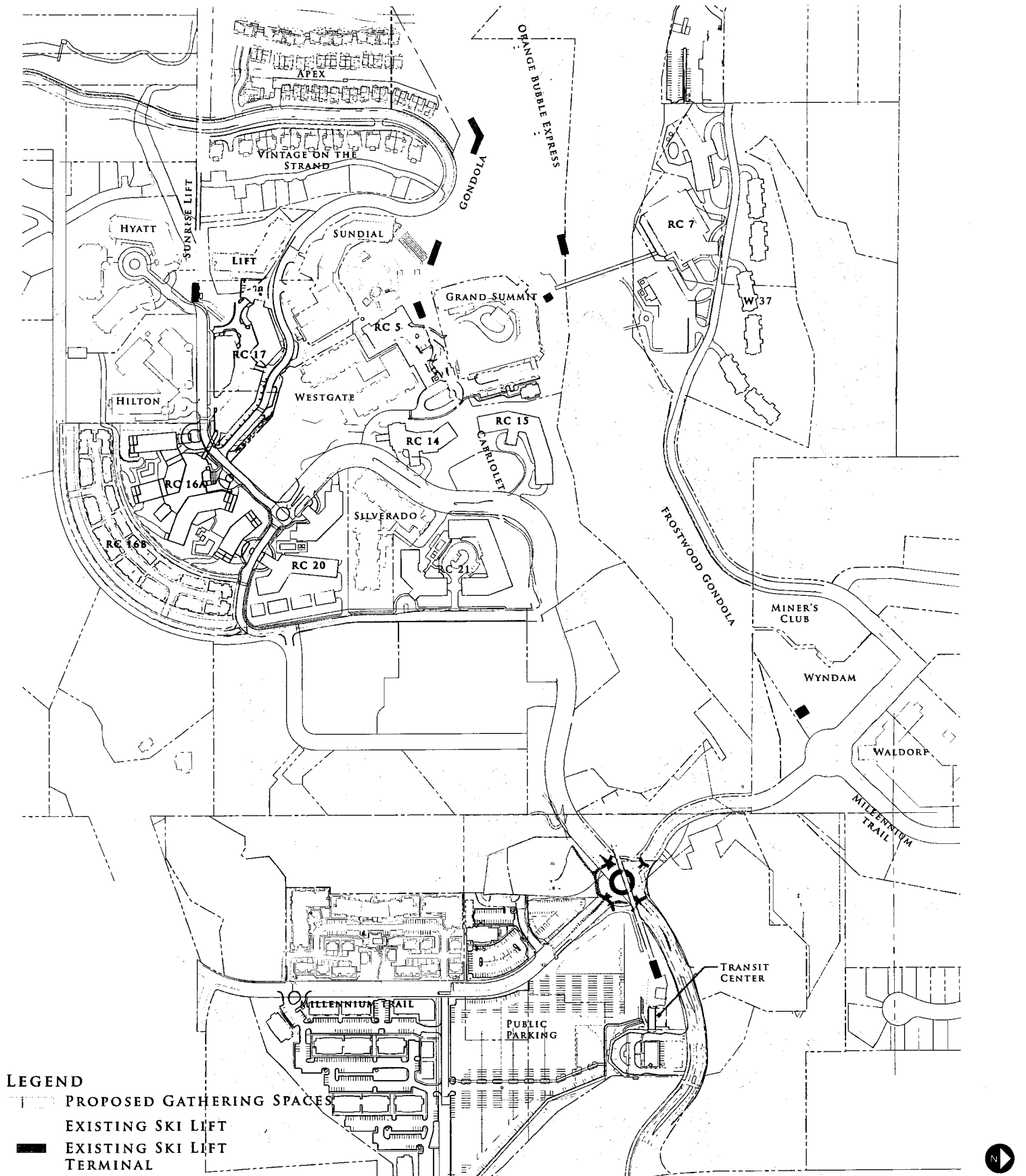
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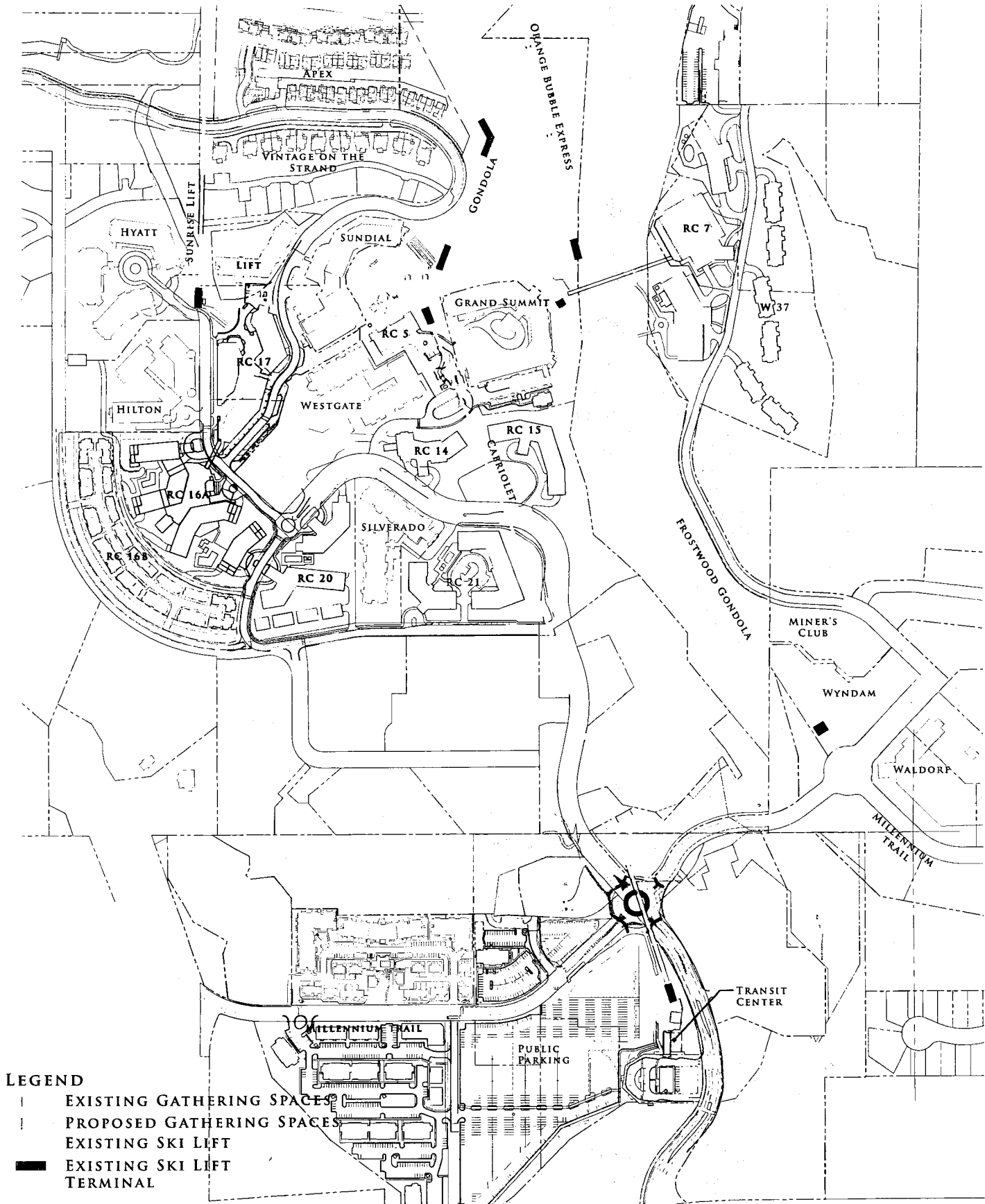
**EXHIBIT D  
TO  
AMENDMENT TO AMENDED AND RESTATED  
DEVELOPMENT AGREEMENT**

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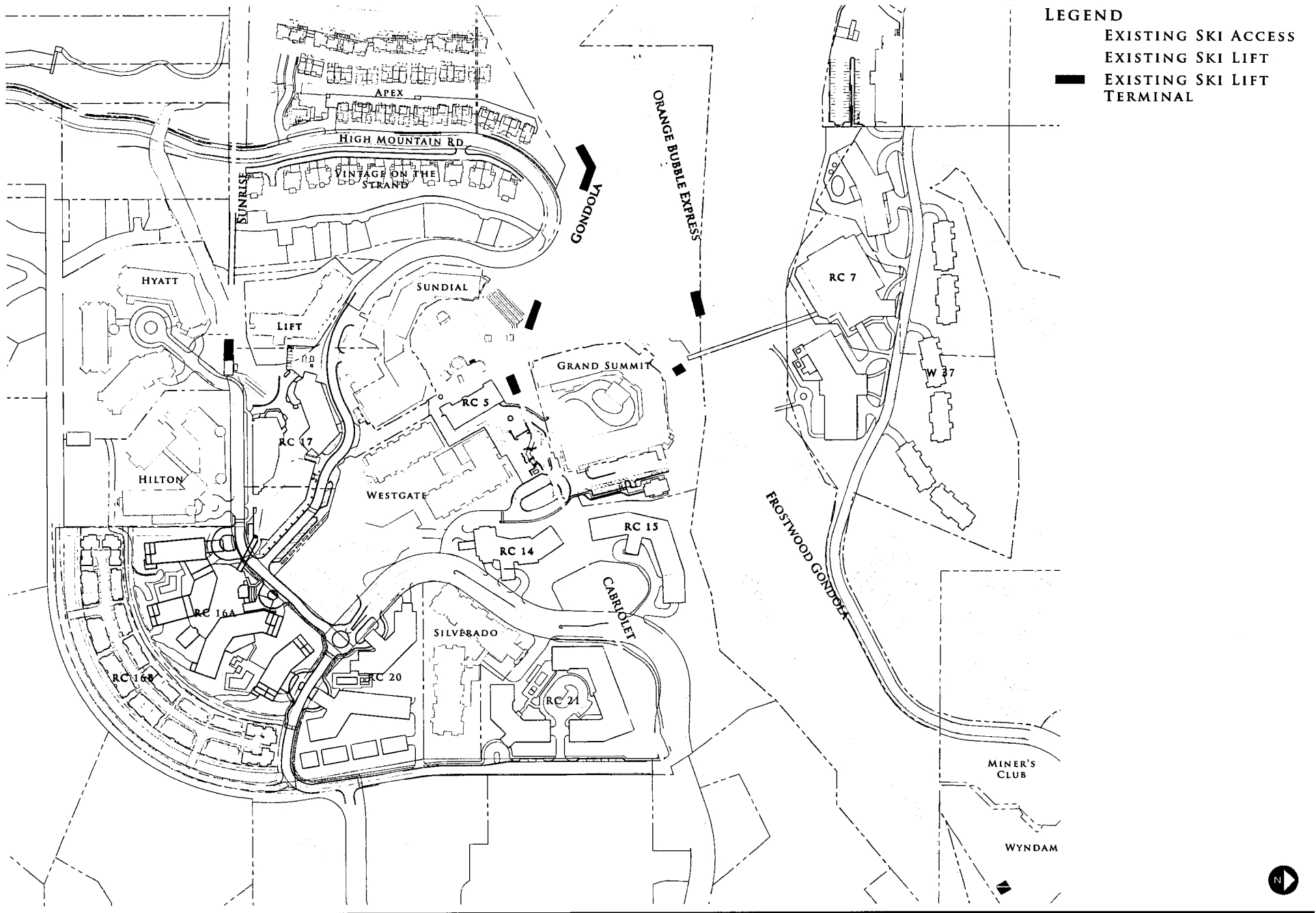
*[Connectivity Study]*

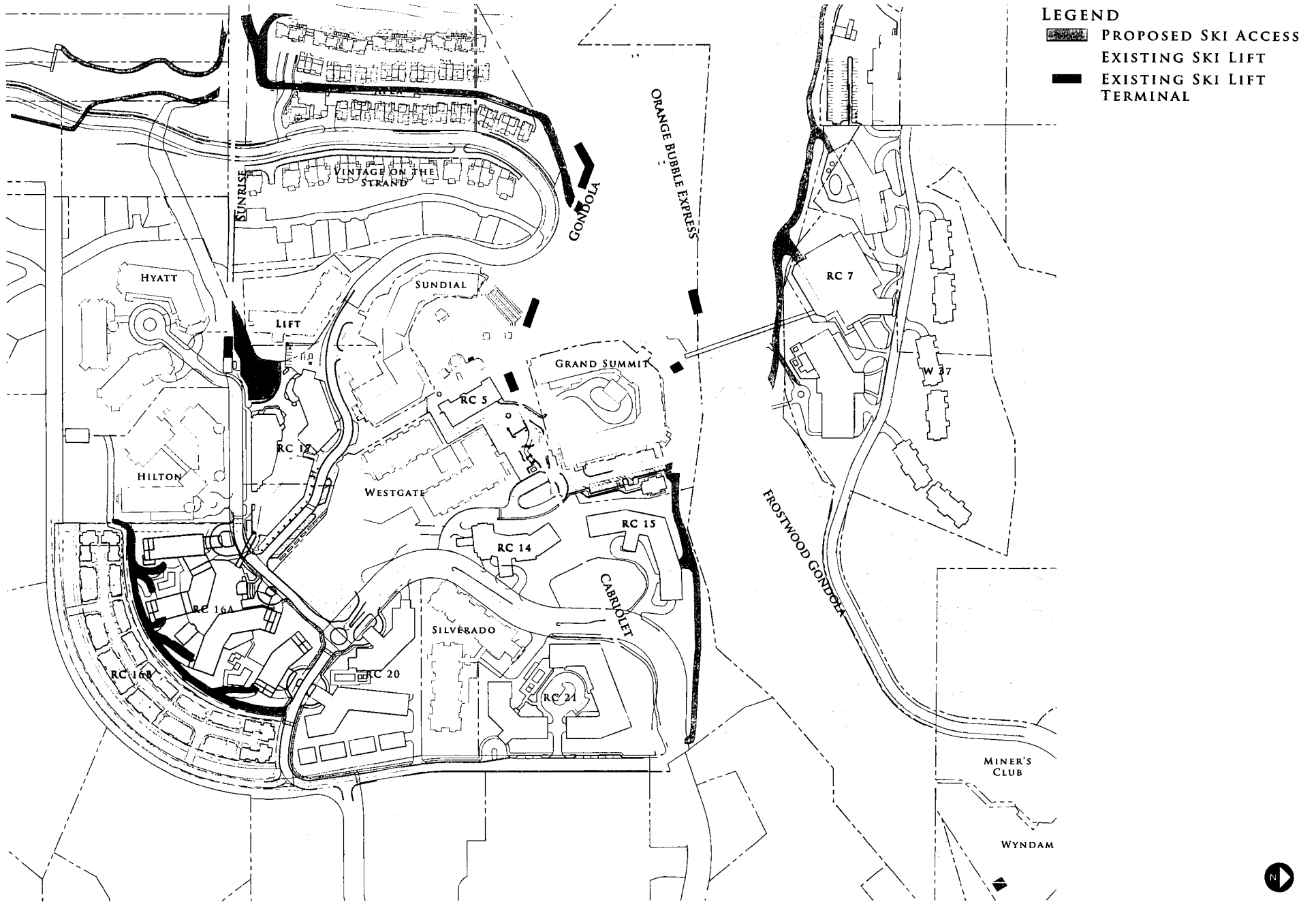


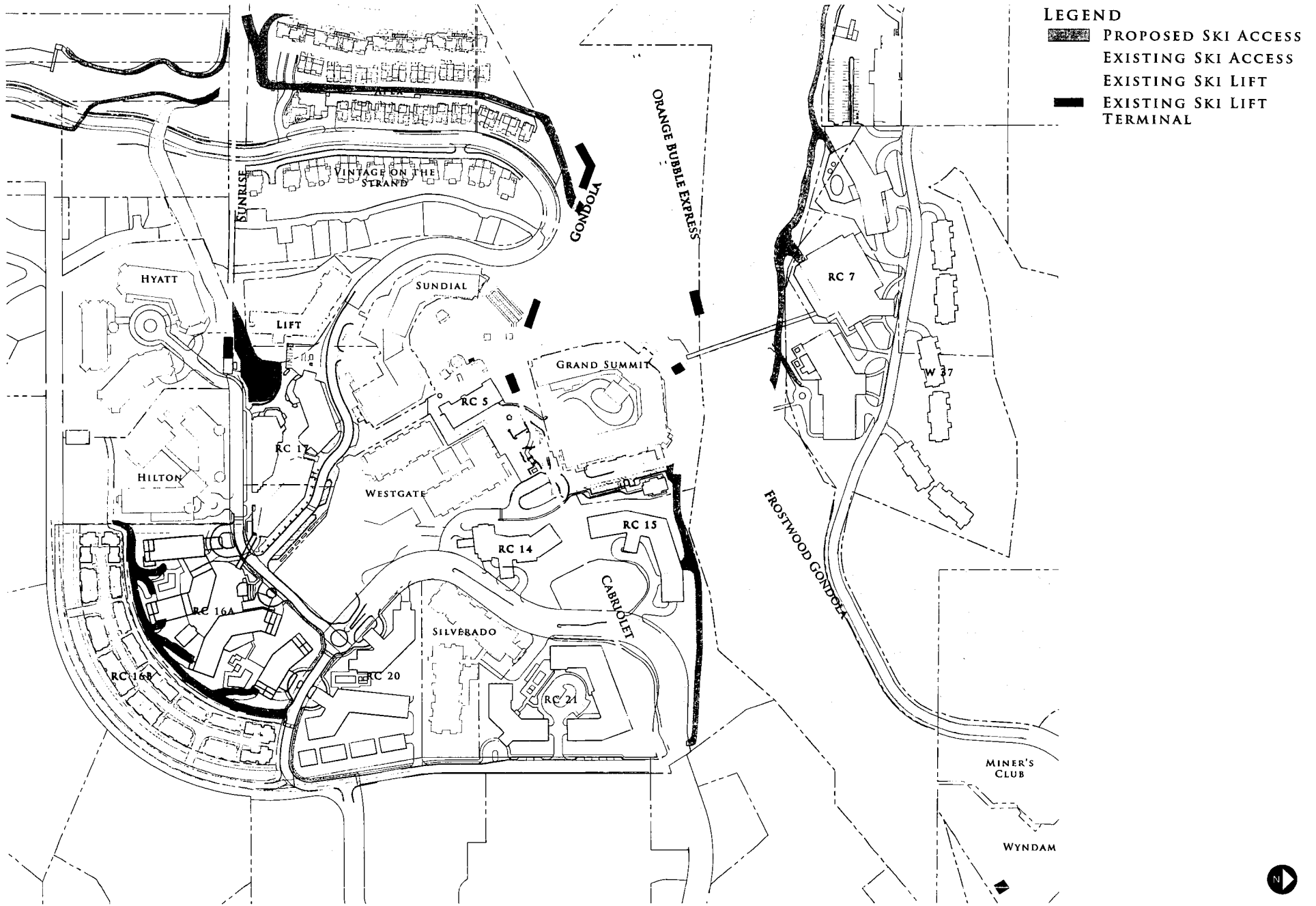






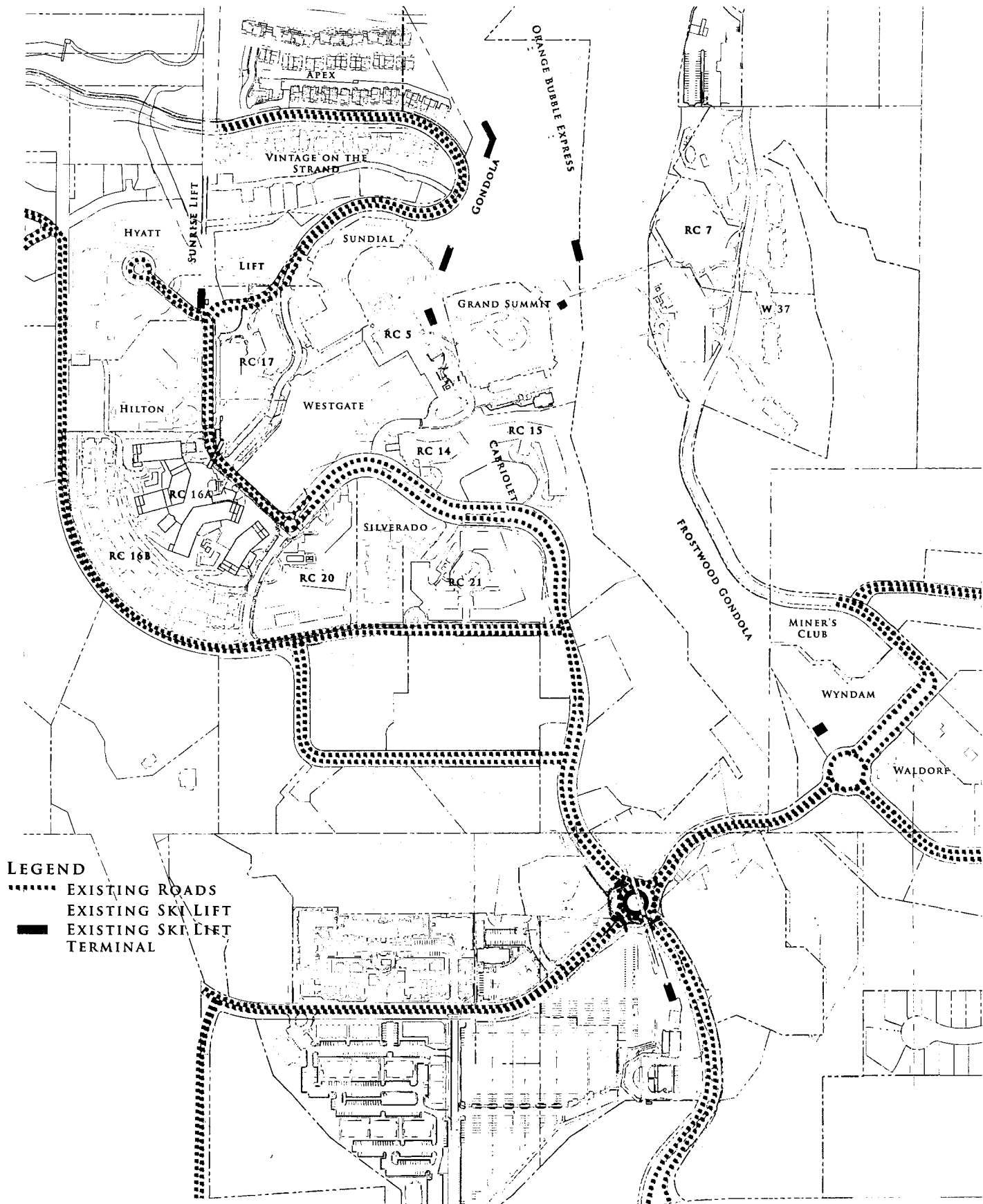






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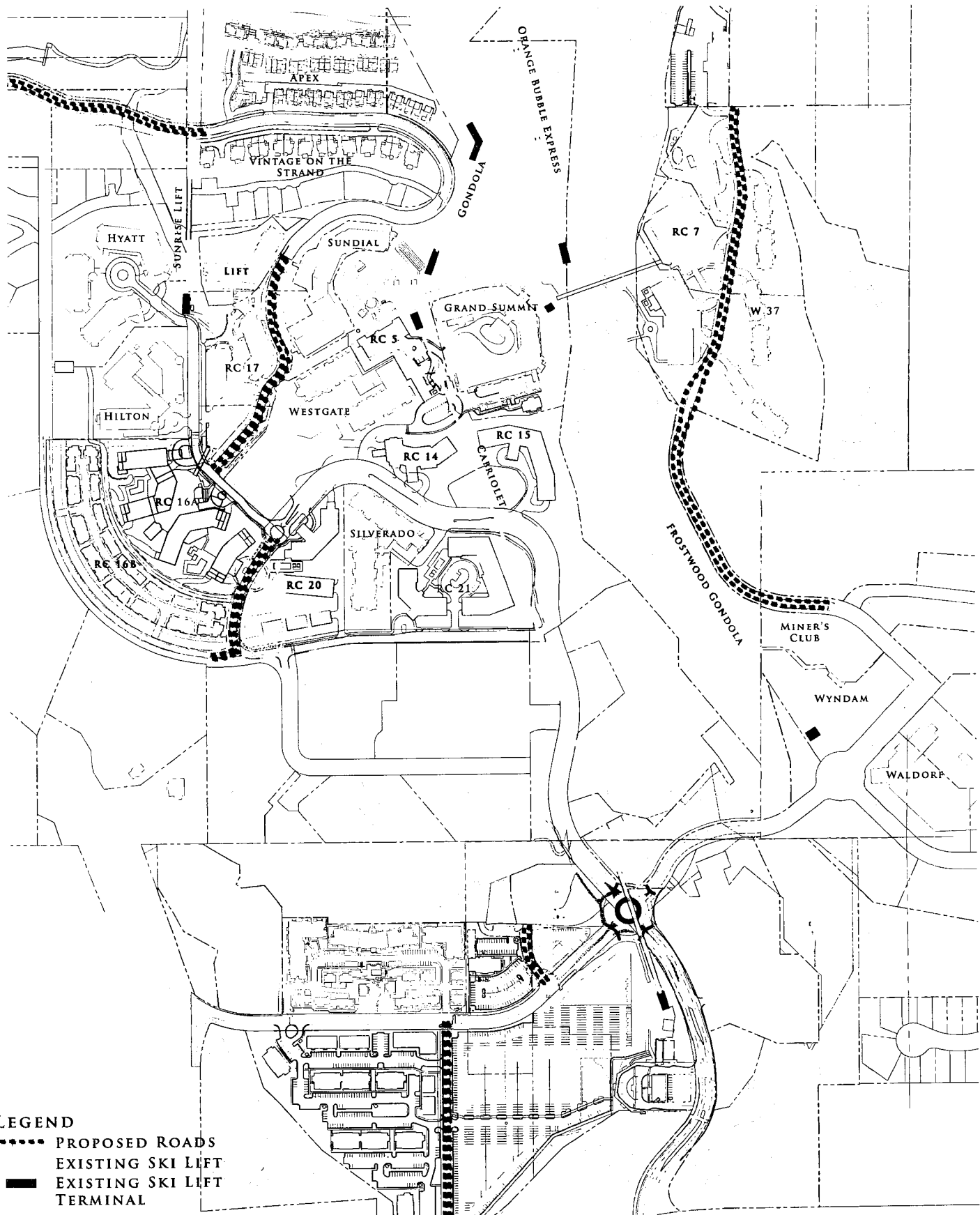
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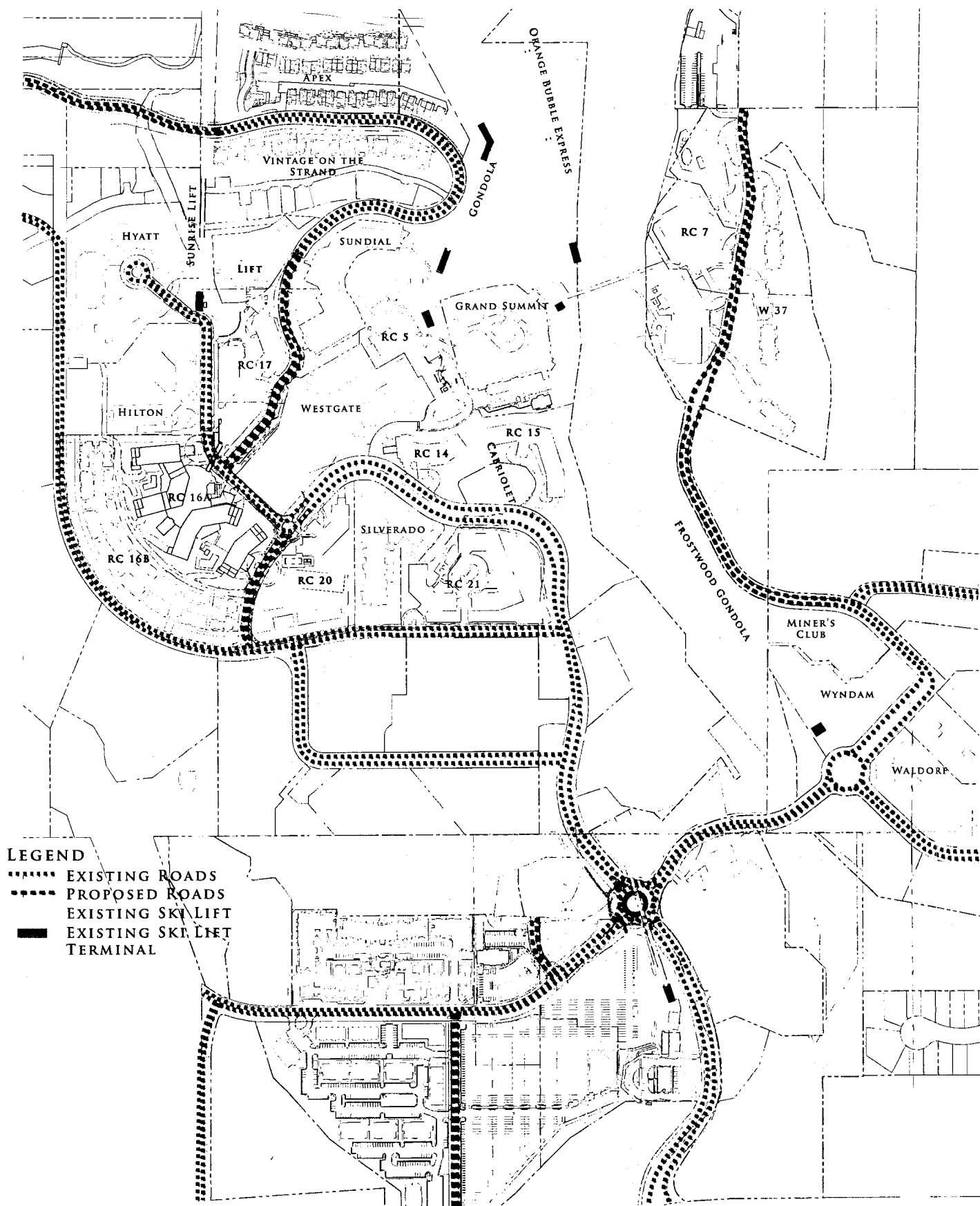
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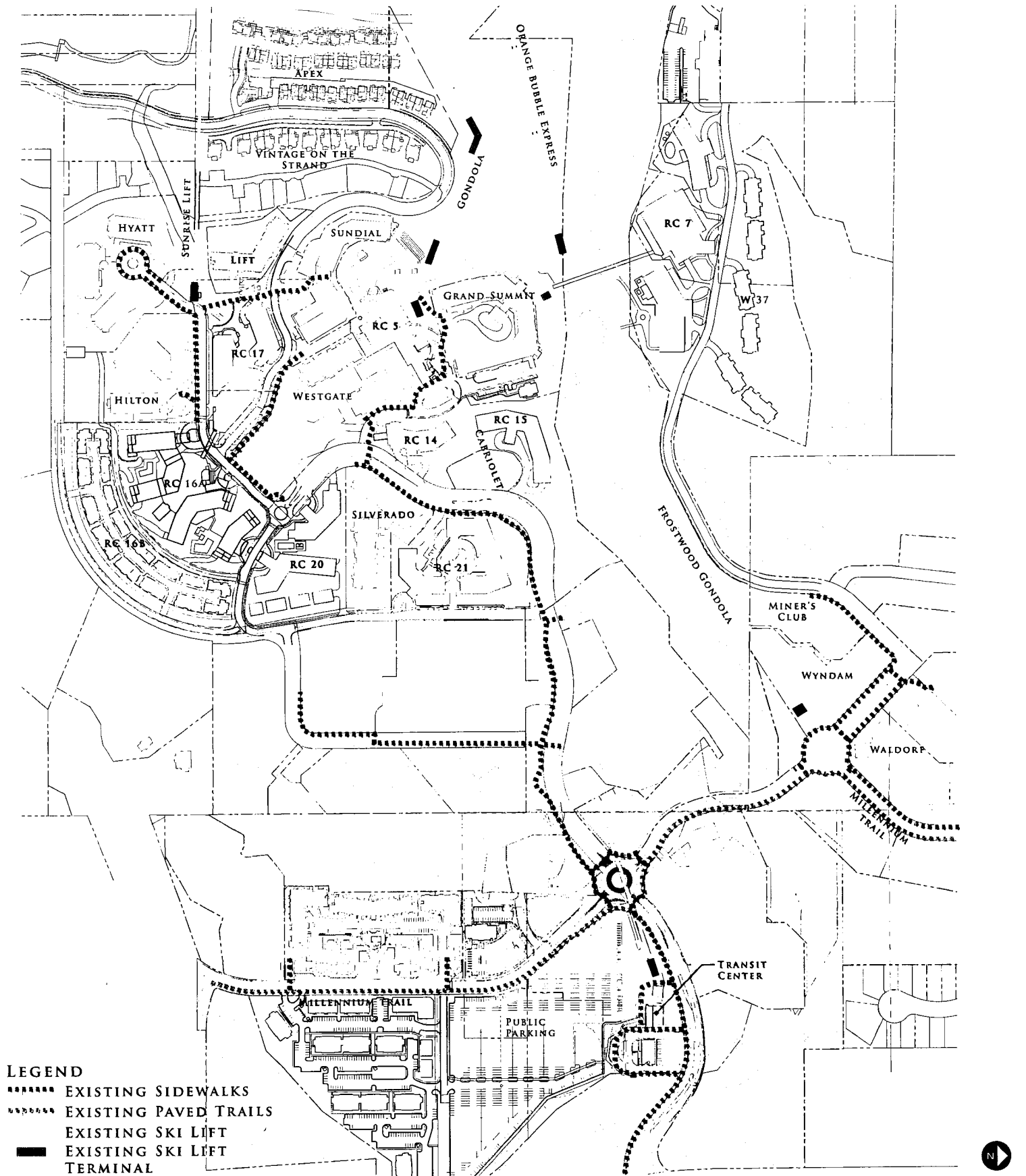
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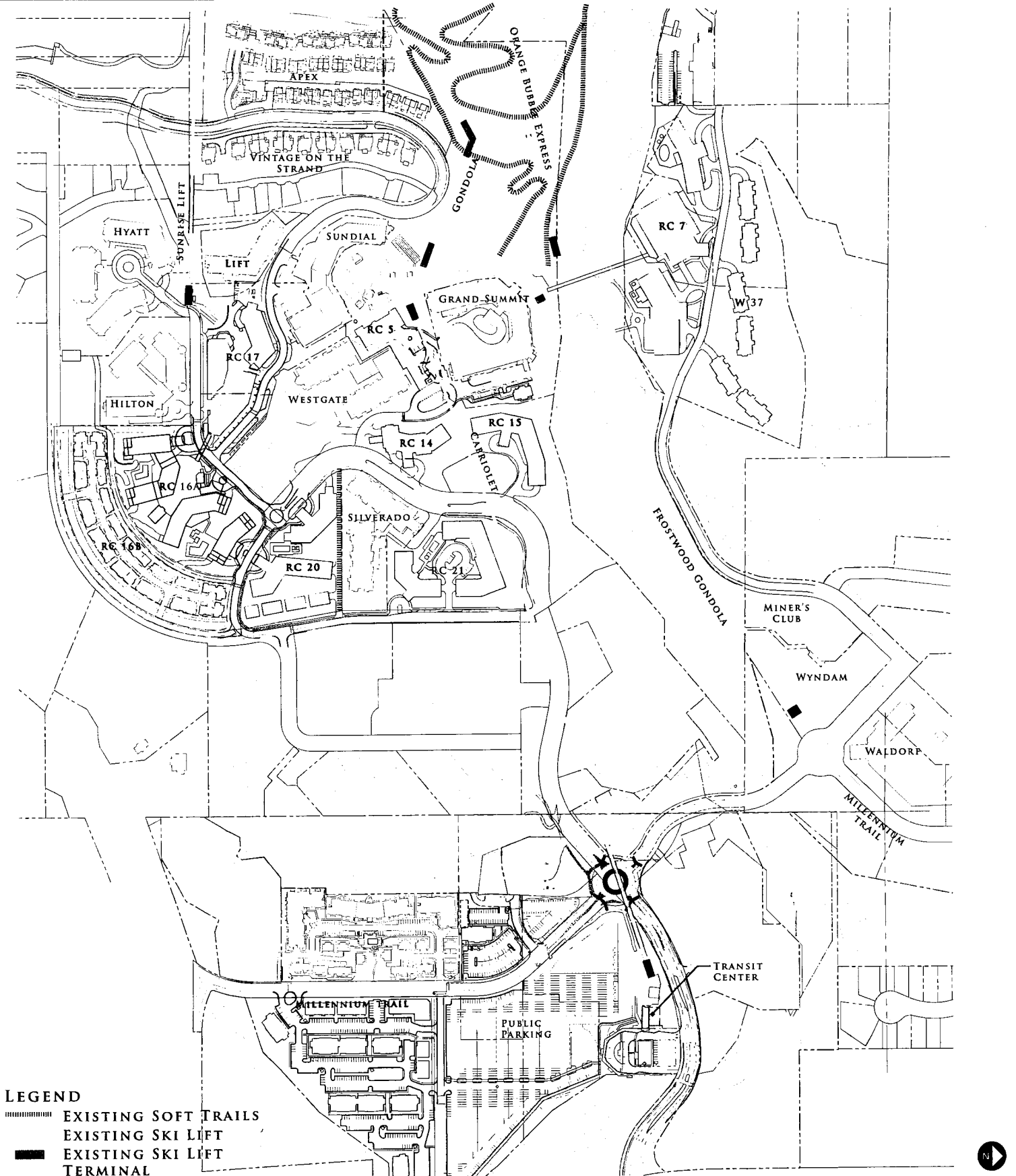


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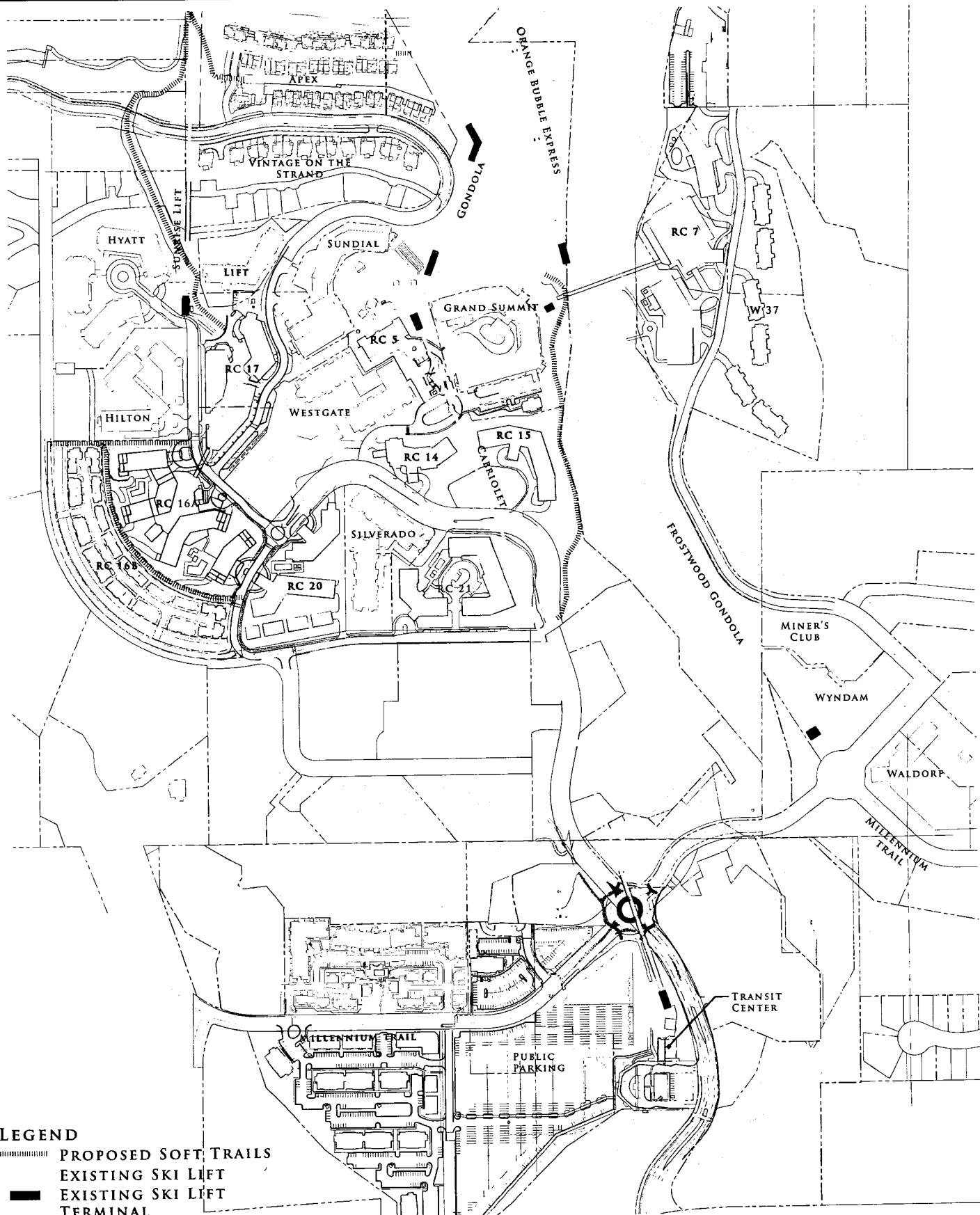






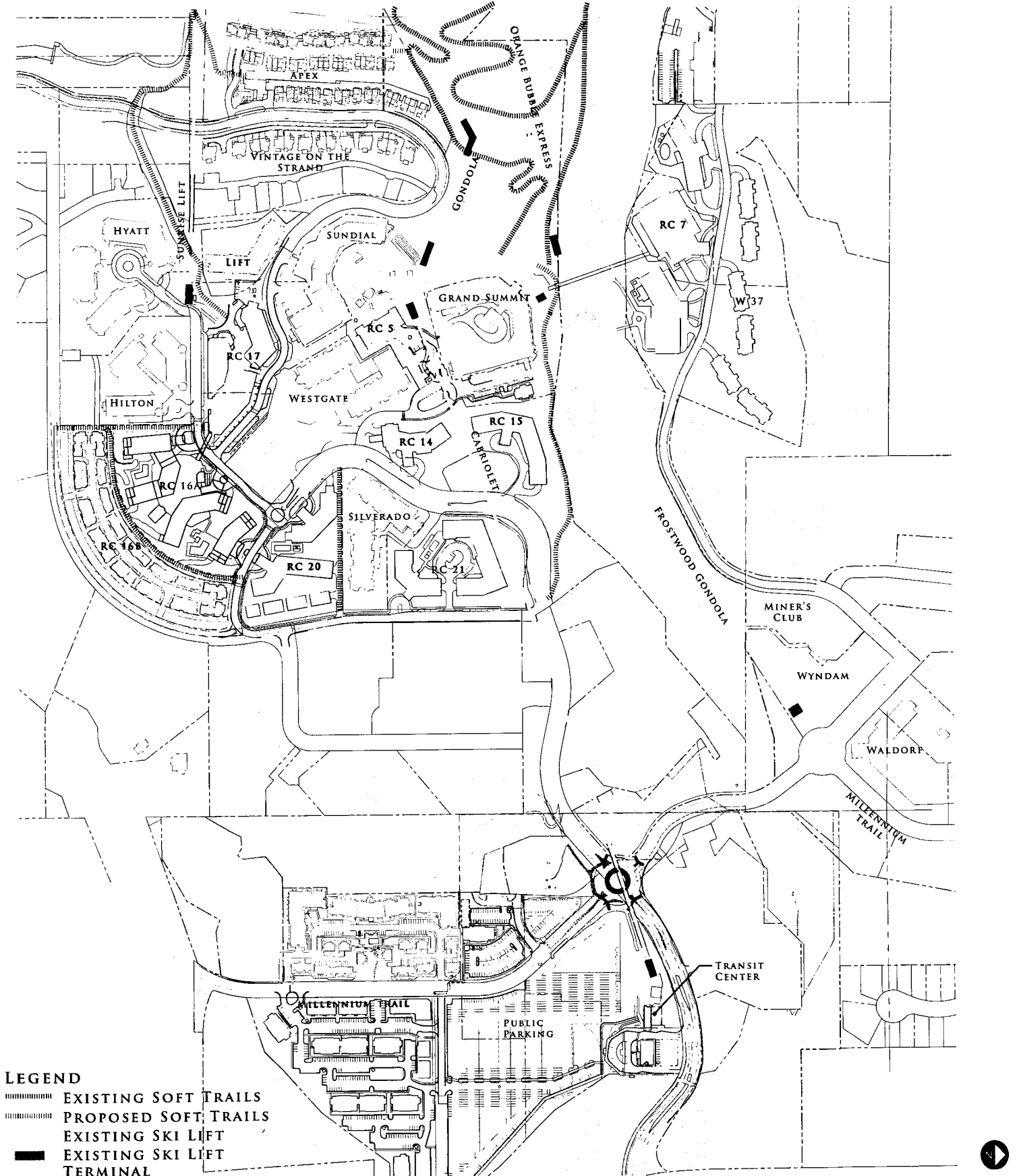






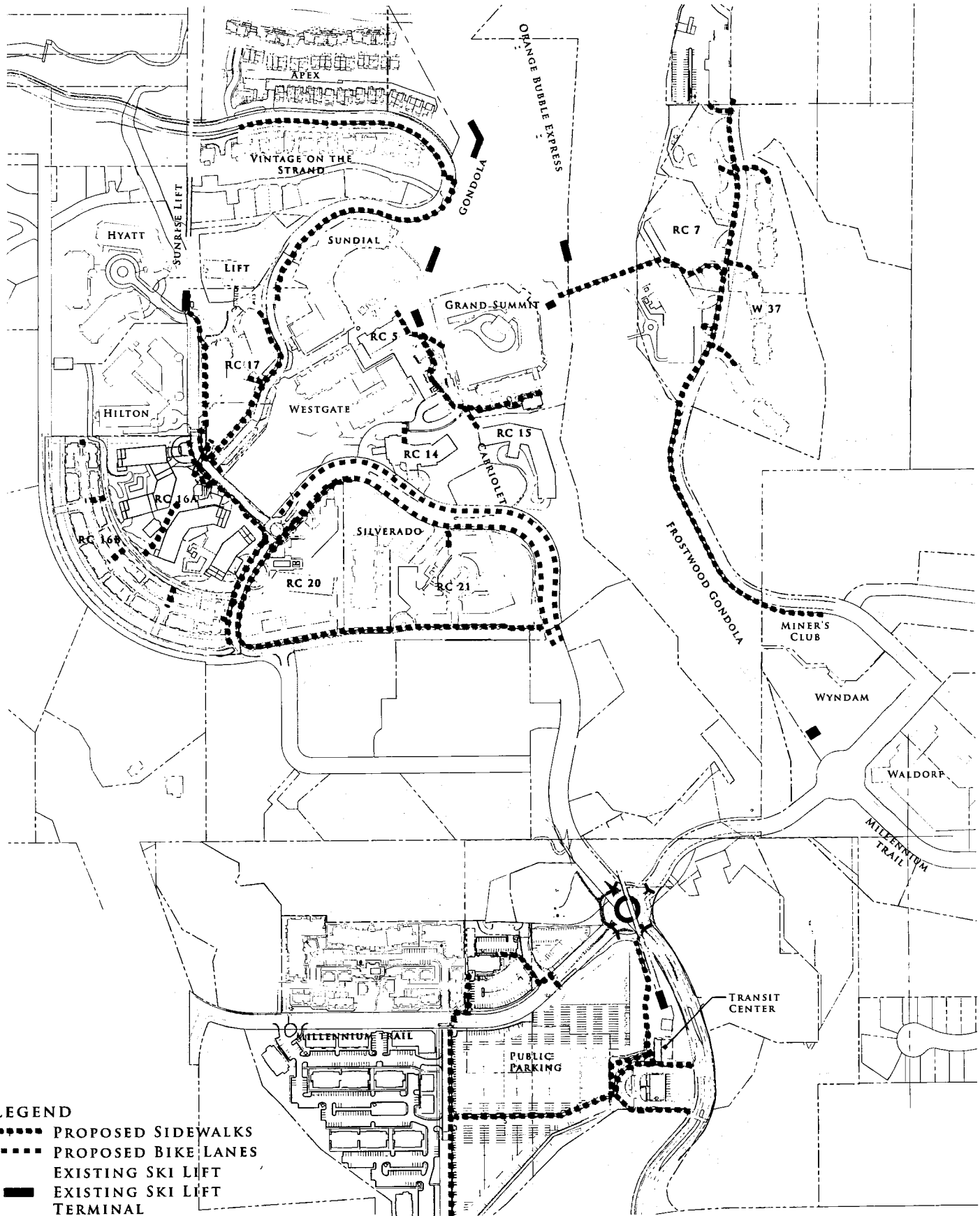
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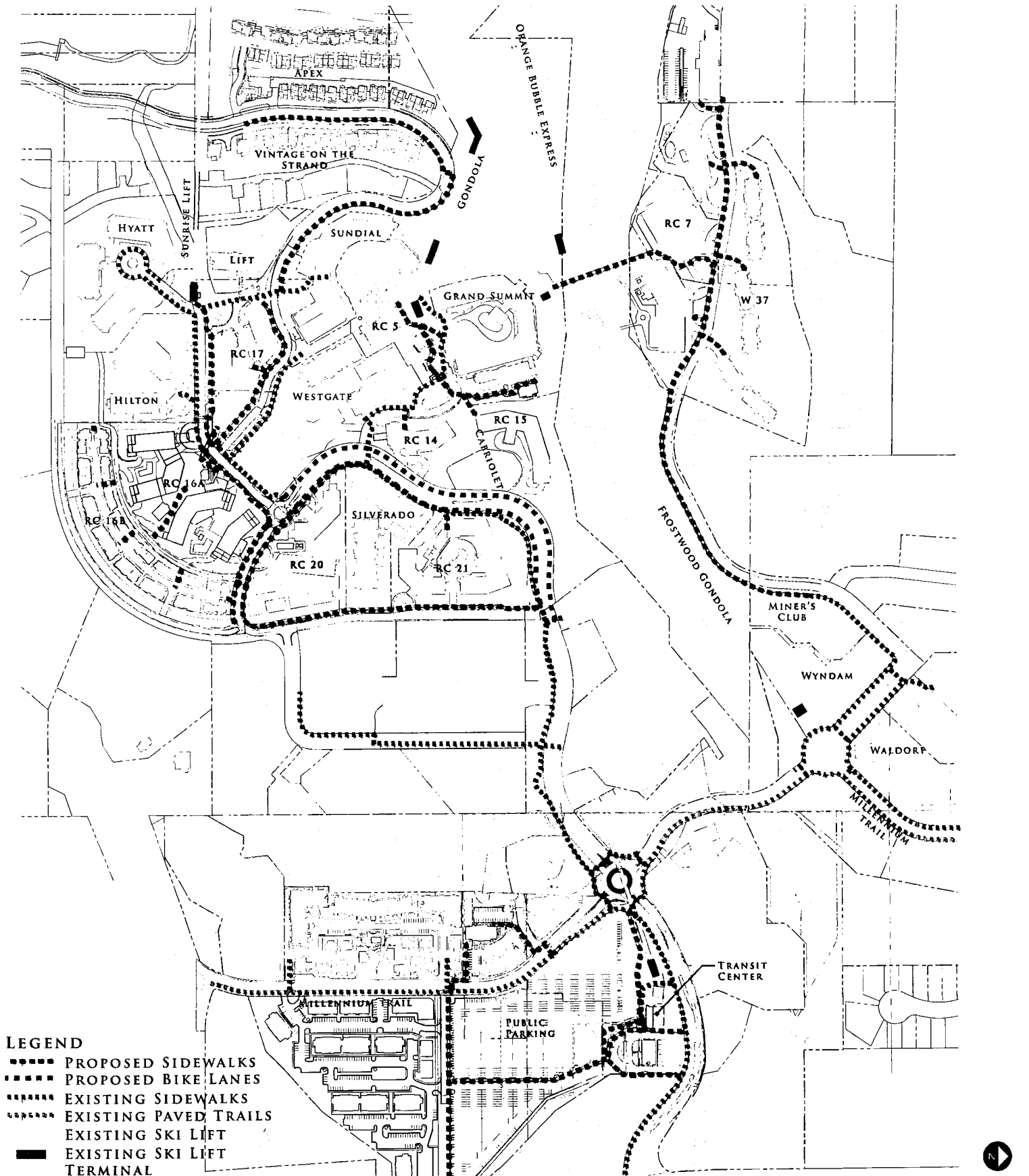


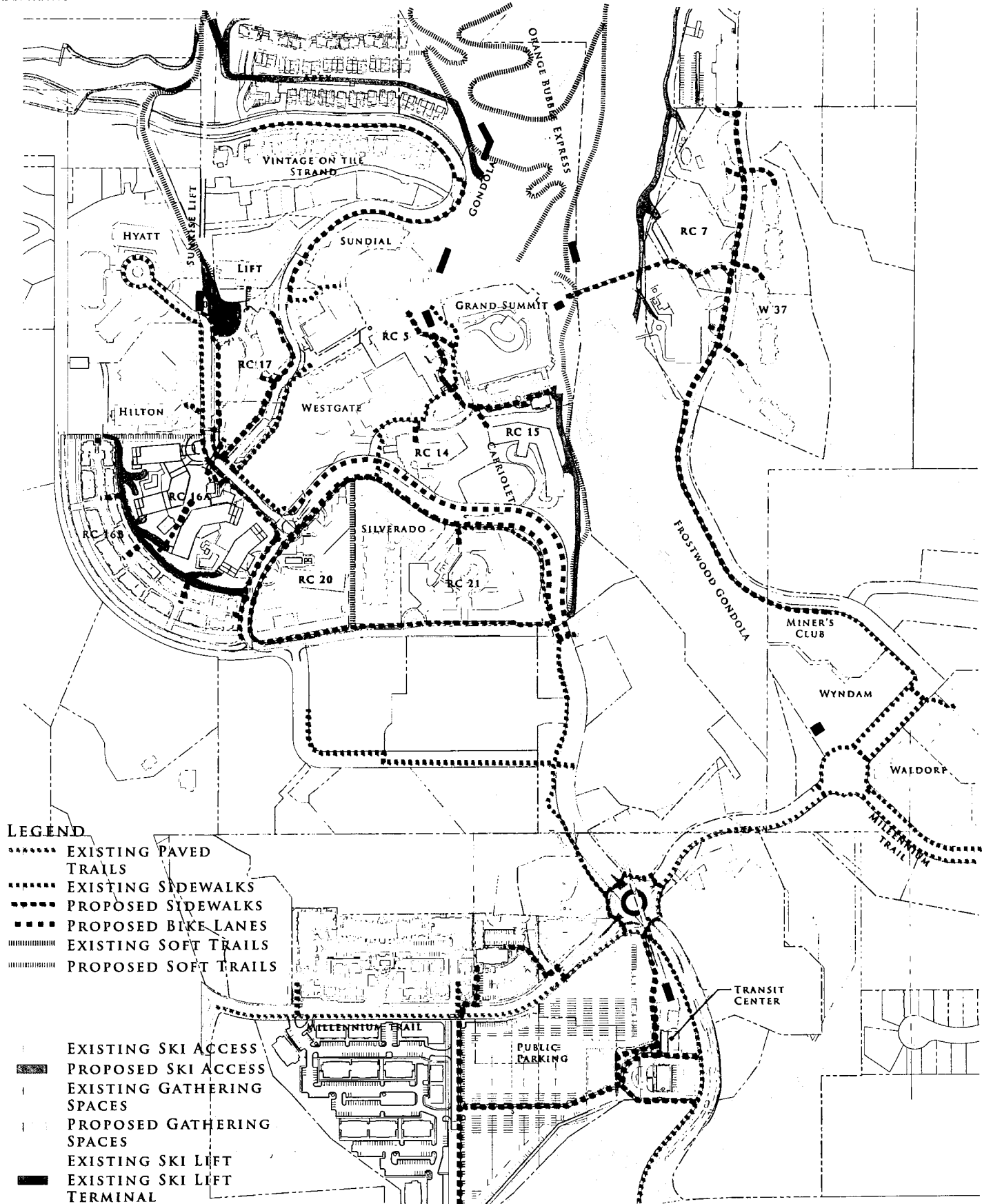


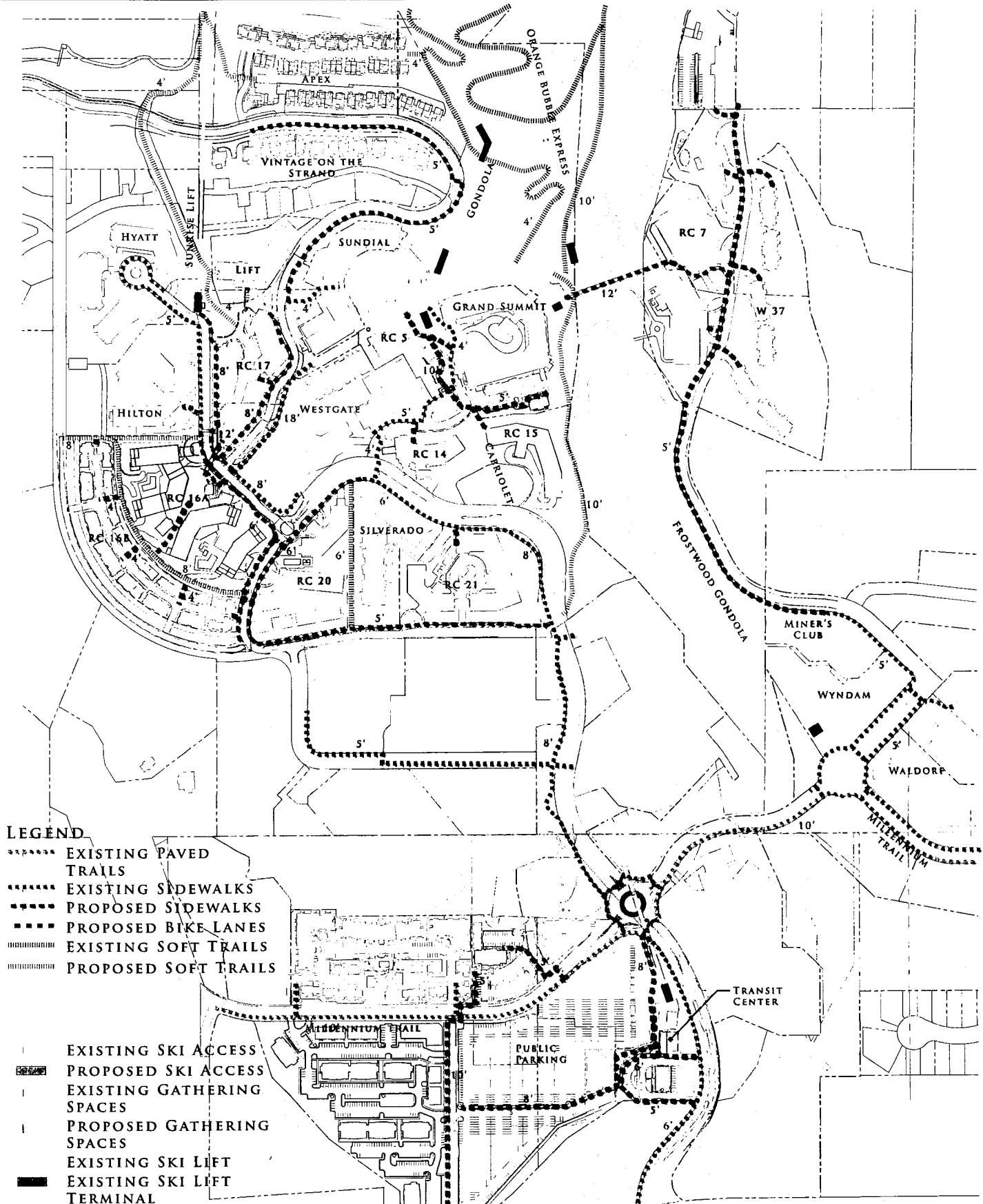
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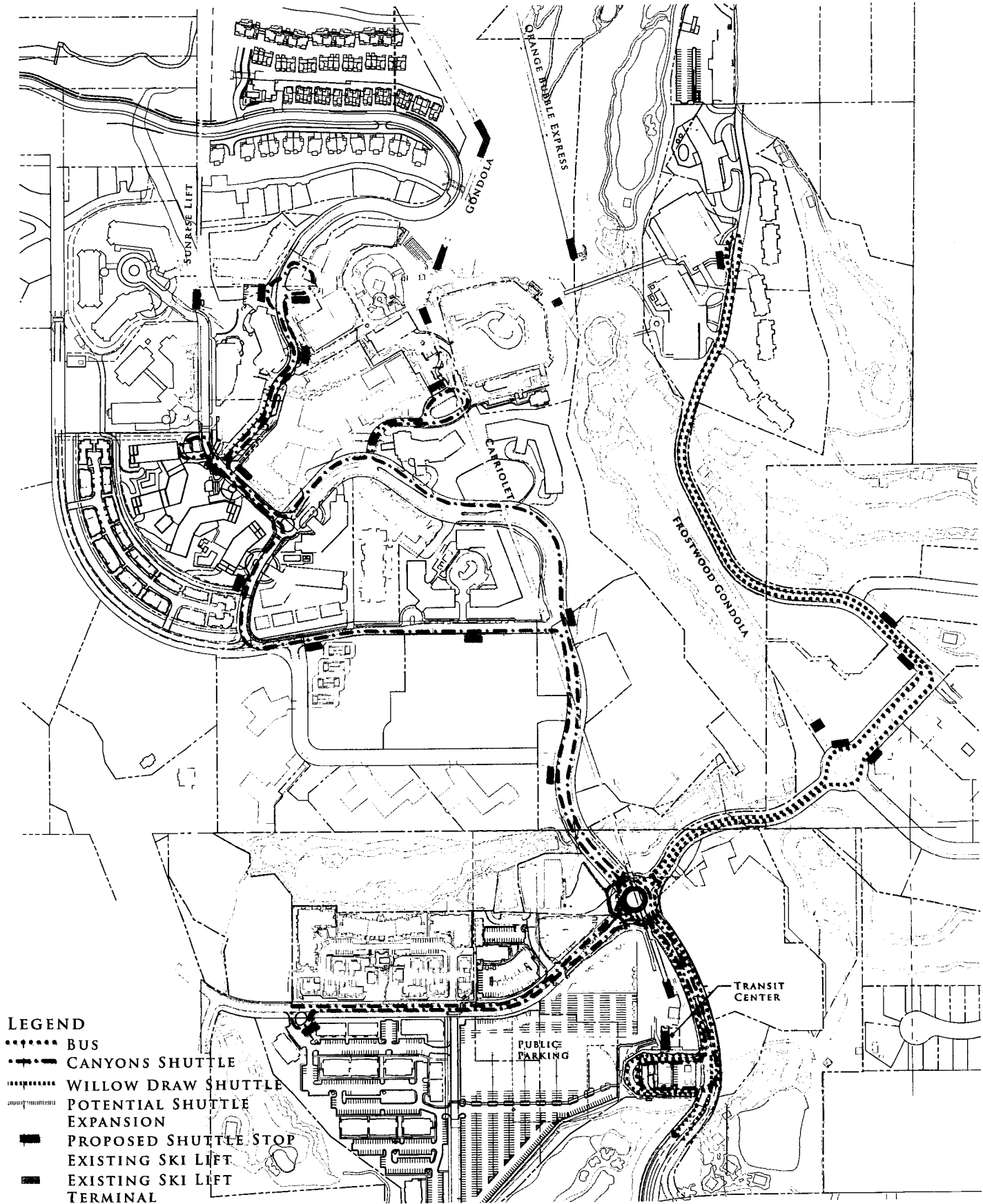












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