

ENTRY NO. 01207340

07/27/2023 11:37:12 AM B: 2788 P: 0340

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RHONDA FRANCIS, SUMMIT COUNTY RECORDER

FEE 0.00 BY PARK CITY MUNICIPAL CORP



WHEN RECORDED, MAIL TO:

City Recorder
Park City Municipal Corporation
P.O. Box 1480
Park City, Utah 84060

FEE EXEMPT

UTAH CODE ANNOTATED § 63J-1-505

**DEVELOPMENT AGREEMENT
FOR THE HOMESTAKE AFFORDABLE MASTER PLANNED DEVELOPMENT
(AMPD),
LOCATED AT 1875 HOMESTAKE ROAD, PARK CITY,
SUMMIT COUNTY, UTAH**

This Development Agreement (this "Agreement") is entered into as of this 25th day of July, 2023 by **JF EngineHouse Developer, LLC**, a Utah limited liability company ("Developer"), as the developer of certain real property located in Park City, Summit County, Utah, on which Developer proposes the development of a project known as the Homestake Affordable Master Planned Development, and by Park City Municipal Corporation, a municipality and political subdivision of the State of Utah ("Park City"), by and through its City Council.

RECITALS

A. Developer is the private development partner of Park City-owned land comprised of a 1.86-acre Lot in the General Commercial Zoning District located at 1875 Homestake Road in Park City, Summit County, Utah, the legal description of which is attached hereto as Exhibit A, and incorporated herein by this reference (the "Property"), for which Developer has obtained Affordable Master Planned Development approval, pursuant to Application Number PL-22-05288, and Conditional Use Permit approval pursuant to Application Number PL-22-05300, for the development known as Homestake Affordable Master Planned Development (the "Project"), as more fully described in and subject to the Findings of Fact, Conclusions of Law, and Conditions of Approval adopted by the Planning Commission on October 26, 2022, and as set forth in the Approval Letter from Park City dated December 23, 2022, a copy of which is attached hereto as Exhibit B and incorporated herein by this reference (collectively referred to herein as the "AMPD and CUP Approval Letter").

B. Whereas the Developer subsequently provided an additional report titled "Electromagnetic Fields Report and Additional Information in relation to Homestake Affordable Housing Site" as Exhibit C to the March 9, 2023, City Council Staff Report.

C. The AMPD and CUP Approval Letter requires that Park City and Developer shall execute a Lease Agreement pertaining to the Property (the "Ground Lease") between Park City, as the Landlord, and Developer, as the Tenant.

D. Park City requires development agreements under the requirements of the Park City Land Management Code ("LMC") for all Master Planned Developments.

E. Developer is willing to design and develop the Project in a manner that is in harmony with and intended to promote the long-range policies, goals and objectives of the Park City General Plan, and to address other issues as more fully set forth below.

F. Park City, acting pursuant to its authority under Utah Code Ann. Section 10-9a-101, *et seq.*, and in furtherance of its land use policies, goals, objectives, ordinances, resolutions, and regulations, has made certain determinations with respect to the proposed Project, and, in the exercise of its legislative discretion, has elected to approve this Agreement.

Now, therefore, in consideration of the mutual covenants, conditions, and considerations as more fully set forth below, Developer and Park City hereby agree as follows:

1. Property

The Homestake Affordable Master Planned Development Property (AMPD) is a 1.86-acre Lot in the General Commercial Zoning District at 1875 Homestake Road in the Bonanza Park neighborhood, which the General Plan identifies as a mixed-use neighborhood where locals live and work.

2. Project Conditions

2.1 The AMPD and CUP Approval Letter dated December 23, 2022, as approved by the Planning Commission on October 26, 2022, is attached hereto as Exhibit B, and is incorporated herein as the Project, subject to any changes detailed herein. Developer hereby agrees to fulfill in good faith all conditions of approval set forth in the AMPD and CUP Approval Letter.

2.2 In connection with Developer's application to Park City for Affordable Master Planned Development approval and Conditional Use Permit approval for the Project, Developer submitted to the Planning Commission certain reports, plans and drawings. Attached to this Agreement and incorporated herein by this reference are copies of the following reports, plans and drawings that were submitted by Developer to Park City:

Exhibit C – Parking Management Plan

Exhibit D – Hales Engineering Traffic Impact Study

Exhibit E – Snow Storage Plan

Exhibit F – Limited Soil Sampling Investigation Summary Report

Exhibit G – Mine Hazards Report

Exhibit H – Above-Ground Historic Structures Review

Exhibit I – Existing Conditions Survey

Exhibit J – Updated Architectural Exhibits, dated October 14, 2022

Exhibit K – Building Height

2.3 As required by Finding of Fact 39 on page 12 of the AMPD and CUP Approval Letter, Developer obtained an updated EMF Survey on December 13, 2022, attached hereto as Attachment 1 to Exhibit B, AMPD and CUP Approval Letter.

2.4 Unless waived by the City Council or reimbursed to Developer by Park City in accordance with applicable criteria, Developer and its successors agree to pay the then current impact fees imposed and as uniformly established by the Park City Municipal Code at the time of permit application, whether or not state statutes regarding such fees are amended in the future. Any such future amendments to state statutes regarding such fees shall not affect any impact fee waiver or impact fee reimbursement obligations of Park City approved by the City Council.

2.5 Developer and any successors agree that the following are required to be entered into and approved by Park City prior to the issuance of any building permits for the Project: (a) a construction mitigation plan, (b) utility plans, (c) a storm water run-off and drainage plan, and (d) a water efficient landscape and irrigation plan showing storm water facilities and snow storage areas. The performance by Developer of its obligation as the Tenant under the Ground Lease shall constitute the performance by Developer of an affordable housing plan approved by Park City with respect to the Project.

2.6 Developer shall be responsible for compliance with all requirements and conditions of the Snyderville Basin Water Reclamation District prior to the issuance of any building permits for the Project.

2.7 The Ground Lease shall describe the disclosures that have been made by Park City to Developer regarding the environmental condition of the Property and regarding Park City's and Developer's obligations pertaining to environmental remediation, covenants and environmental indemnity with respect to the Property. Developer with respect to its obligations, and Park City, with respect to its obligations, shall comply with all such covenants and obligations pertaining to environmental issues as shall be set forth in the Ground Lease.

3. Developer and Park City Obligations.

Developer shall fulfill the Conditions of Approval in Exhibit B. Unless otherwise specified in the Ground Lease, if the City does not proceed and complete the improvements contemplated in Paragraph 17 of Exhibit B, then Developer and the City shall file an amendment to the AMPD to address Circulation, Trails and Traffic Mitigation.

4. Vested Rights and Reserved Legislative Powers

4.1 Vested Rights. Subject to the provisions of this Agreement, Developer shall have the right to develop and construct the Project in accordance with the uses, densities, intensities, and general configuration of development approved by this Agreement, subject to compliance by Developer with the other applicable ordinances and regulations of Park City.

4.2 Reserved Legislative Powers. Developer acknowledges that Park City is restricted in its authority to limit its police power by contract and that the limitations, reservations and exceptions set forth herein are intended to reserve to Park City all of its police power that cannot be so limited. Notwithstanding the retained power of Park City to enact such legislation under the

police powers, such legislation shall only be applied to modify the existing land use and zoning regulations which are applicable to the Project under the terms of this Agreement based upon policies, facts and circumstances meeting the compelling, countervailing public interest exception to the vested rights doctrine in the State of Utah. Any such proposed legislative changes affecting the Project and the terms and conditions of this Agreement applicable to the Project shall be of general application to all development activity in Park City; and, unless Park City declares an emergency, Developer shall be entitled to the required notice and an opportunity to be heard with respect to any such proposed change and its applicability to the Project under the compelling, countervailing public interest exception to the vested rights doctrine.

5. Successors and Assigns

5.1 Binding Effect. This Agreement shall be binding on the successors and assigns of Developer in the ownership or development of any portion of the Project.

5.2 Assignment. Neither this Agreement nor any of the provisions, terms or conditions hereof can be assigned to any other party, individual or entity without assigning the rights as well as the responsibilities under this Agreement and without the prior written consent of Park City, which consent shall not be unreasonably withheld. Any such request for assignment may be made by letter addressed to Park City, and the prior written consent of Park City may also be evidenced by letter from Park City to Developer or its successors or assigns. This restriction on assignment is not intended to prohibit or impede the sale or sublease of parcels of fully or partially improved or unimproved land within the Project by Developer prior to construction of buildings or improvements on the parcels, with Developer retaining all rights and responsibilities under this Agreement.

6. Phasing and Form of Ownership

6.1 Project Phasing. The Project shall be constructed in a single phase. Consequently, there is no need for a Project phasing plan.

6.2 Form of Ownership Anticipated for the Project. The Project will consist of up to 123-units, and 80% of the units are proposed to be deed restricted for affordable housing, and 20% of the units are proposed to be market rate, in accordance with the terms of the Ground Lease.

7. Water

Developer acknowledges that water development fees will be collected by Park City in the same manner and in the same comparative amounts as with other developments within the municipal boundaries and that impact fees so collected will not be refunded to Developer or to individual building permit applicants developing within the Project. Any impact fee waiver or adjustment shall be separately considered by the appropriate official(s) in accordance with the applicable criteria.

8. Affordable Housing

As required by the Conditions of Approval numbers 26-27 of the AMPD and CUP Approval Letter, an Affordable Housing Plan for the Project, as set forth in the Ground Lease,

shall be approved by the Park City Housing Authority prior to the execution of the Ground Lease and prior to the issuance of any building permits for units within the Project, and deed restrictions pertaining to the Affordable Housing Plan shall be recorded. As required by Park City Land Management Code Section 15-6.1-13, as a condition precedent to receiving a certificate of occupancy for any market rate unit within the Project, Park City shall be provided with proof of compliance with the approved Affordable Housing Plan and the AMPD and CUP Approval Letter. Additionally, Developer shall be obligated to submit to Park City an annual compliance report, as amended from time to time by Park City or its designee, verifying compliance by Developer with its obligations under the Ground Lease.

9. Physical Mine Hazards

9.1 Developer caused to be prepared a certain mine hazards report (the “Mine Hazards Report”), copies of which are attached hereto as Exhibit G. The Mine Hazards Report reveals that there are no features which meet the definition of a mine hazard per the Municipal Code of Park City Section 11-20-2. Park City and Developer shall comply with their respective obligations as shall be set forth in the Ground Lease.

9.2 AMPD and CUP Approval Letter Condition of Approval 23 requires Developer to comply with federal and state regulations, as well as with Municipal Code of Park City Chapter 11-15 Park City Landscaping And Maintenance Of Soil Cover and to work with Park City’s Environmental Regulatory Program Manager to ensure compliance prior to building permit issuance.

10. Historic Structures

During Park City’s mining era, 1875 Homestake Road was an old railroad yard and stockyard. On July 5, 2022, Commonwealth Heritage Group completed the Above-Ground Historic Structures Review for the Property at 1875 Homestake Road in Park City, Summit County, Utah report, attached hereto as Exhibit H. The report provides research and assessment within the Project area regarding buildings, structures, objects, or sites designated or eligible for designation on the National Register of Historic Places, including review of literature at the Utah State Historic Preservation Office. The report concludes that historic and aerial imagery indicates above-ground resources were constructed after 1975 and that “[n]o effects on historic above-ground properties are anticipated as a result of the proposed Project activities.”

11. General Terms and Conditions

11.1 Term of Agreement. Construction, as defined by the International Building Code, is required to commence within two (2) years of the date of execution of this Agreement. After construction commences, the Homestake Affordable Master Planned Development and this Agreement shall continue in force and effect until all obligations hereto have been satisfied. The Affordable Master Planned Development approval and Conditional Use Permit approval for the Project, as set forth in the AMPD and CUP Approval Letter, shall remain valid so long as construction is proceeding in accordance with the terms of this Agreement and the Ground Lease.

11.2 Agreement to Run With the Land. This Agreement shall be recorded against the Property, as described in Exhibit A attached hereto, and shall be deemed to run with the land and

shall be binding on all successors and assigns of Developer in the ownership or development of any portion of the Property.

11.3 No Joint Venture, Partnership or Third Party Rights. This Agreement does not create any joint venture, partnership, undertaking or business arrangement between the parties hereto, nor any rights or benefits to third parties.

11.4 Integration. This Agreement contains the entire agreement with respect to the subject matter hereof and integrates all prior conversations, discussions or understandings of whatever kind or nature and may only be modified by a subsequent writing duly executed by the parties hereto.

11.5 Severability. If any part or provision of this Agreement shall be determined to be unconstitutional, invalid or unenforceable by a court of competent jurisdiction, then such a decision shall not affect any other part or provision of this Agreement, except that specific provision determined to be unconstitutional, invalid or unenforceable. If any condition, covenant or other provision of this Agreement shall be deemed invalid due its scope or breadth, such provision shall be deemed valid to the extent of the scope or breadth permitted by law.

11.6 Attorneys' Fees. If this Agreement or any of the Exhibits hereto are breached, the party at fault agrees to pay the attorneys' fees and all costs of enforcement of the non-breaching party.

11.7 Minor Administrative Modification. Minor administrative modification may occur to the AMPD and CUP Approval Letter and/or to the Affordable Master Planned Development approval or to the Conditional Use Permit approval without revision of this Agreement. A minor modification to an approved Affordable Master Planned Development is a modification that satisfies the definition of a "minor modification" as set forth in Section 15-6.1-5E.1 of the LMC.

12. Notices

All notices required to be given hereunder shall be in writing and shall be addressed as follows, or as either party may subsequently designate by written notice to the other. All notices shall be delivered by electronic mail (e-mail), by certified or registered U.S. Mail, postage prepaid, return receipt requested, by a recognized overnight delivery service which maintains delivery records, or by hand-delivery and shall be deemed effective: (i) if sent by email, when sent, provided the sender does not receive a message of non-delivery, and provided that the email is sent with an automatic response of receipt or the receiver acknowledges receipt of the email or the sender sends, concurrently with the email a conforming copy thereof deposited for delivery by the U.S. Postal Service; (ii) five (5) calendar days after deposit with the U.S. Postal, Service, (iii) one (1) calendar day after deposit with a recognized overnight delivery service; or (iv) upon receipt by hand-delivery:

Developer:

JF EngineHouse Developer, LLC
1216 West Legacy Crossing Blvd., Suite 150
Centerville, UT 84014
Attention: Ryan Davis
Email: ryan.davis@jfisherco.com

To Park City:

Park City Municipal Corporation
445 Marsac Avenue
P.O. Box 1480
Park City, UT 84060
Attn: City Attorney

Email: PCMCAttorney@parkcity.org

The rest of this page is left intentionally blank.

13. List of Exhibits

Exhibit A – Legal Description

Exhibit B – AMPD and CUP Final Action Letter

Exhibit C – Parking Management Plan

Exhibit D – Hales Engineering Traffic Impact Study

Exhibit E – Snow Storage Plan

Exhibit F – Limited Soil Sampling Investigation Summary Report

Exhibit G – Mine Hazards Report

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Exhibit I – Existing Conditions Survey

Exhibit J – Updated Architectural Exhibits, dated October 14, 2022

Exhibit K – Building Height

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IN WITNESS WHEREOF, this Agreement has been executed by Developer by persons duly authorized to execute the same and by the City of Park City, acting by and through its City Council as of the 25 day of July, 2023.

PARK CITY MUNICIPAL CORPORATION

By: [Signature]
Mayor

ATTEST:

By: [Signature]
City Recorder



APPROVED AS TO FORM:

[Signature]
Margaret Plante, City Attorney
MARK HARRINGTON, SENIOR CITY ATTORNEY

DEVELOPER:

JF ENGINEHOUSE DEVELOPER, LLC,
a Utah limited liability company

By: JF DEVELOPMENT GROUP, LLC,
a Utah limited liability company
Its: Manager

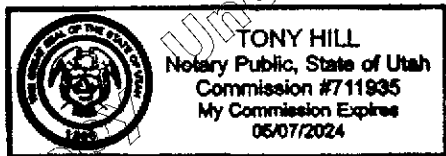
By: J. FISHER COMPANIES, LLC,
a Utah limited liability company
Its: Manager

By: [Signature]
Name: Owen Fisher
Title: Manager

STATE OF UTAH)
COUNTY OF DAVIS)

ss.

On this 11 day of JULY, 2023, personally appeared before me Owen Fisher, whose identity is personally known to me/proved to me on the basis of satisfactory evidence and who by me duly sworn/affirmed, did say that he executed the foregoing Agreement in his capacity as the Manager of J. Fisher Companies, LLC, a Utah limited liability company, which is the Manager of JF Development Group, LLC, a Utah limited liability company, which is the Manager of JF EngineHouse Developer, LLC, a Utah limited liability company.



Tony Hill

Notary Public
Residing at: KAYSVILLE, UTAH

EXHIBIT A

LEGAL DESCRIPTION OF THE PROPERTY

Lot B, THE YARD SUBDIVISION – FIRST AMENDED, according to the official plat recorded April 28, 2017, as Entry No. 1068309 in the Summit County Recorder's Office.

YARD-B-1A-X

EXHIBIT B

AMPD AND CUP APPROVAL LETTER

B-1



Planning Department

December 23, 2022

Park City Municipal Corporation
J Fisher Companies
1875 Homestake Drive

CC: Peter Tomai and Rory Murphy

NOTICE OF PLANNING COMMISSION ACTION

Description

Address: 1875 Homestake Road

Zoning District: General Commercial

Application: Affordable Master Planned Development (AMPD)
Multi-Unit Dwelling Conditional Use Permit (CUP)

Project Number: PL-22-05288 and PL-22-05300

Action: APPROVED WITH CONDITIONS (See Below)

Date of Final Action: October 26, 2022

Project Summary: The Applicant proposes a 123-unit Affordable Master Planned Development (AMPD) and Multi-Unit Dwelling Conditional Use Permit (CUP) at 1875 Homestake Road on a 1.86-acre Lot in the General Commercial Zoning District and Bonanza Park Neighborhood on a 1.86-acre lot. 80% of the units are proposed to be deed restricted for affordable housing and 20% of the units are proposed to be market rate.

Action Taken

On October 26, 2022, the Planning Commission conducted a public hearing and approved the Homestake AMPD and CUP according to the following findings of fact, conclusions of law, and conditions of approval:

Findings of Fact

1. 1875 Homestake Road is the triangular-shaped Lot B of The Yard Subdivision – First Amended, a 1.86-acre Lot in the General Commercial Zoning District.



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- 2. 1875 Homestake Road is in the Bonanza Park neighborhood, which the General Plan identifies as a mixed-use neighborhood where locals live and work. According to the General Plan, “[t]he overriding goal for this neighborhood is to create new housing opportunities while maintaining the existing affordable housing units.” The General Plan also encourages Multi-Unit Dwellings to direct higher density to this area to provide life-cycle housing opportunities, including starter and step-down housing.
- 3. The Applicant proposes a 123-unit Multi-Unit Dwelling with 80% deed-restricted affordable units and 20% market-rate units as follows:

Unit Type	Affordable	Market Rate	Total
One Bedroom	23	5	28
Two Bedroom	71	17	88
Three Bedroom	5	2	7
TOTAL	99	24	123

Affordable Master Planned Development

- 4. On February 25, 2021, the City Council adopted Ordinance No. 2021-10, enacting a new Land Management Code (LMC) Chapter to establish Affordable Master Planned Developments (AMPDs) to incentivize the development of affordable housing through increased height, and reduced setbacks, height, and parking.
- 5. The purpose of AMPDs is to:
 - a. Incentivize public, private, and public-private development of Affordable Units for the workforce of Park City;
 - b. Create developments that include market-rate and Affordable Units and increase housing opportunities that are affordable to a wide range of incomes;
 - c. Increase Building Height and Density and decrease parking requirements for Affordable Units if impacts to the community are mitigated;
 - d. Ensure neighborhood Compatibility; and
 - e. Encourage mixed-use, walkable, and sustainable development and redevelopment that provides innovative and energy-efficient design, including innovative alternatives to reduce impacts of the automobile on the community.



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6. **Affordability** – AMPDs must contain at least ten Residential Unit Equivalents (RUEs) (20,000 square feet). AMPDs must contain at least 50% of the RUEs as deed-restricted affordable units. The Applicant proposes 80% affordable units and 20% market-rate units with 82,270 square feet (41.1 RUEs) for affordable units and 20,210 square feet (10.1 RUEs) for market rate.

7. **Interior Amenities** – Affordable units may differ from market-rate units with regard to interior amenities and Gross Floor Area provided that:

- a. These differences, excluding differences related to size, are not apparent in the general exterior appearances of the market-rate units within the AMPD.
- b. These differences do not include insulation, windows, heating systems, and other features related to the energy efficiency of the AMPD.

8. **Setbacks** – The LMC defines Setback as “[a] line parallel to a Property Line (or a Right-of-Way, platted Street, existing curb or edge of a Street, whichever line may extend furthest into the lot) at a distance established by the Zoning District. Between this line and the corresponding Property Line, no Structure or portion thereof shall be permitted, erected, constructed, or placed unless specifically allowed by the Zoning District”. For properties two acres or less, the minimum Setback around the exterior of an AMPD is the zone-required Setback. The Setback requirements for the General Commercial Zoning District are outlined in LMC § 15-2.18-3 as follows:

- Front Setback: 20 feet minimum for all Buildings and Uses, Setback may be reduced to 10 feet, provided all on-Site parking is at the rear of the property or underground
- Rear Setback: 10 feet minimum
- Side Setback: 10 feet minimum

9. Because of the Lot’s unusual configuration, the Planning Director issued a determination for the Lot’s Setbacks on March 16, 2022, pursuant to LMC § 15-4-17 *Setback Requirements for Unusual Lot Configurations*. The determination letter states:

- a. *The six unique property lines that make up Lot B of The Yard Subdivision – First Amended fronts both Homestake Road on the west and the platted Munchkin Road Right-of-Way dedication on the north creating an unusual triangular-shaped Lot configuration... “[d]evelopment on Corner Lots shall have two (2) front Setbacks, unless otherwise an exception by this Code. The Rear Yard will be the side of the Property opposite the driveway*



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Access from the Street. If it is not clear which boundary should border the Rear Yard, the Planning Director may specify which is the Rear Yard.”

10. The Applicant is not requesting a reduction to the required Setbacks.

11. **Building Height** – AMPD Building Height must comply with the underlying Zoning District for the perimeter Building Façade planes. The Building Height for the General Commercial Zoning District is 35 feet from Existing Grade. LMC § 15-6.18(A) establishes a Building Height increase to 45 feet from Existing Grade for AMPDs when the following criteria are met:

- a. **Stepback** – The Building includes a ten-foot stepback on all perimeter Building Façade planes from the underlying Zoning District Building Height to the 45-foot Building Height. The Applicant achieves the 10-foot stepback and proposes roof overhangs into this stepback.
- b. **Infrastructure** – Infrastructure is in place or can be updated to meet the increased demand. The Park City Water Department verified infrastructure is planned to be updated to accommodate the 45-foot Building Height. The Water Department will be replacing and upsizing the line in Homestake Road to connect it to a higher-pressure zone near Kearns Boulevard, with construction beginning in 2023. On September 1, 2022, the Snyderville Basin Water Reclamation District (SBWRD) submitted a letter stating SBWRD can provide wastewater service to the project.
- c. **Façade Variation** – The Building complies with the Building Façade variation requirements. LMC § 15-15-1 defines Building Façade as, “[t]he exterior of a Building located above ground and generally visible from public points-of-view.” AMPDs that exceed 120 feet in length on any Façade must provide a prominent shift in the mass of the Building at least for each 120-foot interval, resulting in a change in function or scale reflected through façade alignment or Building Height variation for at least 15 horizontal feet. The proposed Building Façades exceeds 120 feet in length and achieves variation in façade for at least 15 horizontal feet.

12. **Building Height Exceptions** – LMC § 15-6.1-8(B) outlines when AMPD Building Height may exceed 45 feet:

- a. Antennas, chimneys, flues, vents, and similar Structures may extend up to five feet (5') above the highest point of the Building to comply with International Building Code requirements.
- b. Water towers, mechanical equipment, and Solar Energy Systems, when enclosed or Screened, may extend up to five feet above the 45-foot Building Height. The Applicant’s mechanical equipment is 45.5 feet above Final Grade.
- c. Elevator Penthouses may extend up to eight feet above the 45-foot Building Height. The Elevator Penthouse is 51.5 feet above Final Grade.



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13. The Applicant's fog analysis and Roof Over Existing Topography exhibits dated September 2, 2022 and attached to the October 26, 2022 staff report as Exhibit F demonstrate compliance with Building Height regulations from Existing Grade. Final building plans shall substantially comply with the September 2, 2022 fog analysis and Roof Over Existing Topography exhibits.

14. **Site Planning** – The Homestake AMPD clusters the Multi-Unit Dwelling in a V shape that opens to Homestake Road. The Multi-Unit Dwelling is clustered along the Substation property line and the Ironhorse Commercial Park Subdivision. The current use is a paved parking lot. There is Significant Vegetation along Homestake Road, which is in the public right-of-way and will be removed with Homestake Road is extended with a 12-foot multi-use path for pedestrians and cyclists. The Applicant proposes new landscaping for the public plaza area.

15. **Grading** – The existing use is a paved parking area on a relatively flat lot. The proposed parking is in an underground parking area, which will require large retaining structures. However, the final project will achieve a similar Final Grade to Existing Grade.

16. **Open Space** – LMC § 15-6.1-10(A) requires 20% Open Space and "On-Site amenities, such as playgrounds, trails, recreation facilities, bus shelters, and significant landscaping are encouraged. Open Space may not be used for Streets, roads, or Parking Areas." LMC § 15-15-1 defines *Open Space, Landscaped* as "Landscaped Areas, which may include local government facilities, necessary public improvements, and playground equipment, recreation amenities, public landscaped and hard-scaped plazas, and public pedestrian amenities, but excluding Buildings or Structures."

The Homestake AMPD is on a 1.86-acre lot, totaling 80,846 square feet. The landscaped Open Space area includes maple, Colorado spruce, and spring snow crabapple trees with shrubs and a grass/play area. The Homestake AMPD also proposes a public hardscaped plaza area with raised planters, achieving 29.5% open space for the site.

17. **Trails and Multi-Modal Pathways** – Road, pathway, and sidewalk improvements and connectivity are budgeted and planned for the Bonanza Park area, including

- a. **Homestake Road** – Improvements to Homestake Road, including the addition of a 12-foot multi-use pedestrian and bike pathway, are budgeted and approved. Construction is planned to begin in the spring of 2024.



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- b. **Woodbine Way** – Improvements to Woodbine Way include converting it to a one-way southbound road and constructing sidewalks and on-street parking. Construction is budgeted and approved and is scheduled to begin in the spring of 2025.
- c. **Munchkin Road** – The expansion of Munchkin Road across what is now the Recycle Utah Center is budgeted and approved and is scheduled to begin in the spring of 2025, improving pedestrian and bicyclist east-west connectivity.
- d. **Snow Creek Tunnel** – The Walking and Biking Liaison Committee (WALC) recommended a grade-separated active transportation facility to accommodate pedestrian and bicyclist north-south crossing from the Snow Creek neighborhood across Kearns Boulevard into the Bonanza Park neighborhood. In 2021, the City Council directed staff to conduct a feasibility study of a potential project. On May 12, 2022, the City Council reviewed options that include an underpass or and favored an underpass. Funds for the project were allocated in FY23 and the project is slated to begin in the spring of 2025.

These improvements will enhance local access to the Rail Trail, Poison Creek Trail, and pathways and trails that run north of S.R. 248 alongside the east and west of S.R. 224.

- 18. **Internal Circulation** – In addition to pedestrian, bicyclist, and vehicle circulation improvements outlined above for the Bonanza Park neighborhood, the Homestake AMPD is centrally located in the Bonanza Park neighborhood and the project proposes enhanced pedestrian and bicyclist connectivity in an area with many transit options.
- 19. **Landscaping** – Because of the existing conditions of the property, there is very little Significant Vegetation. The LMC defines Significant Vegetation as “large trees six inches in diameter or greater measured four and one-half feet above the ground, groves of smaller trees, or clumps of oak and maple covering an Area 50 square feet or more measured at the drip line.” Currently, mature trees line the public Right-of-Way along Homestake Road. These trees will be removed when the City expands Homestake Road with a 12-foot multi-use pathway. The Applicant proposes to introduce new vegetation onto the site and provides open space beyond what is required in the code, achieving 29.6% open space.
- 20. **Lighting** – Outdoor lighting must be fully shielded with bulbs that are 3,000 degrees Kelvin or less.



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21. Sensitive Land Compliance – 1875 Homestake Road is not in the Sensitive Land Overlay. The site is not on a steep slope, near a Ridge Line Area, near wetlands or streams, or within a wildlife protection area.

22. Child Care – The Homestake AMPD is in the General Commercial Zoning District and Child Care Centers, defined in LMC § 15-15-1 as a structure or building, including outside play areas, used for the provision of childcare for more than four children for less than 24 hours per day, meeting all State requirements for childcare that is not also the primary residence of the care provider, is an allowed use.

23. Incorporates Best Planning Practices for Sustainable Development – The City's adopted ambitious climate and energy targets are to be net-zero carbon and running on 100% renewable electricity by 2022 for municipal operations and by 2030 community-wide. As a result, the Applicant worked with the Sustainability Department regarding net-zero development standards. The Applicant proposes the strategies outlined in their September 6, 2022, Sustainability Report, including:

- a. Walkability and multi-modal connectivity to basic life amenities supported through bike storage, electric bicycle stations
- b. Electric Vehicle Charging Stations for residents
- c. Building orientation to maximize passive solar strategies with the majority of units and building facades oriented primarily in the north-south direction with passive heating in the cooler months and shade in the warmer months
- d. Building design that meets the International Energy Conservation Code (IECC) 2021 standards, which exceed adopted energy codes in Utah

24. Addresses and Mitigates Physical Mine Hazards – LMC § 15-6.1-11(L)

requires AMPD Applicants to submit a map and list of all known Physical Mine Hazards on the property and a Physical Mine Hazard mitigation plan. Municipal Code of Park City Section 11-20-2(G) defines Physical Mine Hazards as “any open mine shaft, mine tunnel, horizontal opening, adit, or other mine related opening that extends more than five feet into the ground. The following are not Physical Mine Hazards:

- a. above ground structures;
- b. vertical opening where the Chief Building Official has made a written determination that due to the physical characteristics of an opening it does not present a potential health or safety concern; or
- c. sites previously the object of mitigation so long as mitigation has not failed.”



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On June 8, 2022, Blue Ledge Consulting, LLC completed the *Mine Hazards on Homestake Affordable Housing Site* report. The report concludes “there are no features which meet the definition of a mine hazard as per Section 11-20-2.

However, the abundance of mill tailings in the Prospector subdivision do warrant further study of the Homestake parcel and mitigation if proven to be required.

Lead and other metals can prove to be hazardous if exposures occur under the right circumstances.”

25. Addresses and Mitigates Historic Mine Waste – LMC § 15-6.1-11(M) requires AMPD Applicants with projects in the Park City Soils Ordinance Boundary to submit a soil remediation mitigation plan, indicating areas of hazardous soils and proposed methods of remediation and/or removal subject to the requirements and regulations of Municipal Code of Park City Chapter 11-15. Municipal Code of Park City Section 11-15-1 identifies the Soils Ordinance Boundary for Park City, that establishes additional requirements for landscaping and topsoil. 1875 Homestake Drive is in the Soils Ordinance Boundary and the project includes construction of an underground parking garage. Municipal Code of Park City Chapter 11-15 outlines requirements regarding disposal or removal of area soil, dust control, topsoil coverage, and landscaping.

On September 13, 2022, Stantec completed a *Limited Soil Sampling Investigation Summary Report for Homestake Parcel*. The report found lead concentrations in excess of the City’s Soil Ordinance in seven of 17 testing sites, which will require management and disposal by a facility permitted by the Utah Department of Environmental Quality.

26. Addresses Historic Structures and Sites on the Property – During Park City’s mining era, 1875 Homestake Road was an old railroad yard and stockyard. On July 5, 2022, Commonwealth Heritage Group completed the *Above-Ground Historic Structures Review for the Property at 1875 Homestake Road in Park City, Summit County, Utah* report (Exhibit J). The report provides research and assessment within the project area regarding buildings, structures, objects, or sites designated or eligible for designation on the National Register of Historic Places, including review of literature at the Utah State Historic Preservation Office. The report concludes that historic aerial imagery indicates above-ground resources were constructed after 1975 and “[n]o effects on historic above-ground properties are anticipated as a result of the proposed Project activities.

27. Addresses and Mitigates Traffic – On August 16, 2022, the Applicant submitted a Traffic Impact Study (TIS) prepared by Hales Engineering (“Hales



PARK CITY

Planning Department

Study"). The City hired Wall Consultant Group (WCG) to review and provide input to Hales on the study. Hales Engineering worked to update the TIS to address WCG and City input and submitted an updated TIS. WCG submitted a Technical Memorandum stating the updated TIS addressed WCG's comments ("WCG Memo"). The Hales Study recommends the following mitigations:

- **Munchkin Road Expansion** – extending Munchkin to connect Bonanza Drive and Homestake Road is budgeted and planned. This extension will mitigate significant queuing and delays.
- **Homestake Road/Park Avenue** – restrict to right-in right-out only and reroute traffic to new Munchkin Road connection between Homestake Road and Bonanza Drive.

28. The Hales Study recommends the following Transportation Management Strategies:

- a. Car-sharing program with two dedicated car share parking spaces
- b. 15 visitor bicycle stalls
- c. An additional 30 covered and secured parking for bikes beyond what is otherwise required
- d. Charging for e-bikes
- e. Bike maintenance room
- f. On-site e-bike station

29. **General Plan Review** – 1875 Homestake Road is in the Bonanza Park neighborhood, which the General Plan identifies as a mixed-use neighborhood where locals live and work. According to the General Plan, "[t]he overriding goal for this neighborhood is to create new housing opportunities while maintaining the existing affordable housing units." The General Plan also encourages multifamily residential uses to direct higher density to this area to provide life-cycle housing opportunities, including starter and step-down housing. The location of the mixed-income Multi-Unit Dwelling will provide long-term rental units in the Bonanza Park neighborhood with many amenities within walking and biking distance, including a grocery store, a pharmacy, and restaurants, cafes, and bars. The project is within ¼ mile of several transit stops that provide service to Old Town and the resort areas. Additionally, the Poison Creek Trail provides a paved pathway separated from vehicle traffic that connects the Bonanza Park neighborhood to Old Town.

Conditional Use Permit

30. **Size and location of the Site** – The Homestake AMPD is proposed to be located on a 1.86-acre site. This lot size is smaller than adjacent properties. The



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property to the north, 1251 Kearns Boulevard, is 2.31 acres. The Homestake Condos to the west are on a 3.2-acre lot. The Claimjumper Condos to the west are on a 3.2-acre lot. The Ironhorse Park Commercial Subdivision is 2.2 acres. The Substation parcel is 0.84 acres.

The General Plan encourages multifamily residential uses to the Bonanza Park neighborhood to direct higher density to this area to provide life-cycle housing opportunities, including starter and step-down housing. The location of the Homestake AMPD is within ¼ mile of several transit stops, and within walking distance to a grocery store, pharmacy, and restaurants and services.

Additionally, the site provides access to the nearby Rail Trail and Poison Creek Trail. Improvements to Homestake and Munchkin Roads will establish better connectivity in the area.

31. Location and amount of off-Street parking – LMC § 15-6.1-9 requires an AMPD to comply with LMC Chapter 15-3, *Off-Street Parking*, unless the Planning Commission grants reduced parking based on a parking and traffic study and parking demand mitigation. The Applicant proposes satisfying parking demands on site and does not request reduced parking. LMC § 15-3-6(A) requires parking for Multi-Unit Dwellings based on unit square footage as follows:

Unit Size	Required Parking	Proposed Project	Project Requirement
Less than 1,000 SF	1 per Unit	116	116
1,000 SF – 2,000 SF	1.5 per Unit	7	11
2,000 SF or greater	2 per Unit	0	0
			TOTAL 127

32. The project proposes 140 parking spaces with 128 underground and 12 at grade. LMC § 15-3-11 requires conduit for future installation of 20 Electric Vehicle Charging Stations, and two Electric Vehicle Charging Station installations with the first being a dual-port that meets ADA standards.



Planning Department

33. The Applicant submitted a Parking Management Plan for the Homestake AMPD and proposes the following:

- a. A high-speed remote-controlled gate at the entrance to the parking structure
- b. Camera installations in the parking structure for remote monitoring 24/7 by the management company
- c. Security patrol service to patrol the property and parking structure
- d. Use of parking permits/stickers for all vehicles authorized to park in the parking structure; cars without stickers will be towed at the owner's expense
- e. Numbered parking stalls – residents will be granted at least one parking space in the parking structure
- f. Two parking spaces will be reserved for property management
- g. The annual operating budget will include an allowance to sweep and clean the parking area on a semi-annual basis

34. Fencing, Screening, and landscaping to separate the Use from adjoining Uses – The Applicant proposes installing an 8- to 10-foot-high wall and art installation to separate the AMPD and the Substation. No fencing is proposed on the southern property line or along Homestake Road. Screening is proposed for rooftop mechanical equipment.

35. Building mass, bulk, and orientation, and the location of Buildings on the Site; including orientation to Buildings on adjoining Lots – AMPDs exceed the building mass and bulk of other properties to incentivize the development of affordable housing. The AMPD code requires a 10-foot setback on all building perimeters to decrease the impact of height on adjacent properties.

36. Physical design and Compatibility with surrounding Structures in mass, scale, style, design, and architectural detailing – Bonanza Park area is in the General Commercial Zoning District, which allows for Building Height up to 35 feet from Existing Grade. To incentivize development of affordable units, the AMPD code allows Applicants to achieve a 45-foot Building Height if certain criteria are met. The adjacent properties are not built to the 35-foot allowance in the General Commercial Zoning District and most properties contain one to two-story developments. However, as the area is redeveloped and density and Building Height is maximized on adjacent properties, the Homestake AMPD, while achieving a total of 45 feet, will be more aligned with future developments that achieve the 35-foot height.

37. Noise, vibration, odors, steam, or other mechanical factors that might affect people and Property Off-Site – The plans as submitted do not indicate issues of vibration, odors, steam, or other mechanical factors that might affect



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people and Property Off-site. Most mechanical equipment will be located on the rooftop. This equipment is required to be screened to avoid noise or vibration.

38. Expected Ownership and management of the project as primary residences, Condominiums, time interval Ownership, Nightly Rental, or commercial tenancies, how the form of Ownership affects taxing entities –

No condominium plat for individual unit ownership is proposed for the AMPD and the units are planned to be long-term rentals. LMC § 15-6.1-2(D) prohibits Nightly Rentals and Timeshares for market-rate and affordable units within an AMPD.

Additional Considerations

39. Substation – On August 23, 2022, EMF Utah, LLC, completed a Magnetic Field Survey completed by Brent Rotondi, EMF Specialist. EMF Utah, LLC took ground-level measurements for the locations indicated as A, B, and C, and then took ground-level measurements and measurements at ten, twenty, and thirty feet above ground for locations D, E, F, G, H, I, J, K, and L. The survey provides measurements in milligauss per location ranging from 13.1 to less than one, as well as readings in volts per meter, ranging from 6 to 449. The survey description notes that the survey readings are a snapshot in time and are not predictive of what the readings will be at any point in the future or indicative of what the readings were in the past, and also that they make no claims regarding the health and safety of a survey site based on EMF levels measured. They advise clients to read health and safety documentation provided by federal, state, county, and city environmental safety divisions, along with third-party environmental and technical organizations before making a determination regarding the health and safety risk of the survey site. In addition to the survey, the Applicant submitted a document from and the National Cancer Institute *Electromagnetic Fields and Cancer* and an Iowa State University *Electromagnetic Fields Factsheet*. The Applicant revised the survey and submitted a baseline summary showing electric and magnetic measurements for each identified point of measurement, including the distances on October 28, 2022. The Applicant submitted a revised and updated EMF survey on December 13, 2022.

The Applicant proposes modifications to the wall along the Substation property with the possibility of an art installation to separate the uses. The Applicant proposes a board-form concrete wall with a minimum height of 8 feet with a



Planning Department

mural that could include painted scenes ranging from one with mountains and forests, to abstract art, to an interpretive industrial look, to a historical train.

Public Notice

- 40. The Applicant conduct outreach and that the Applicant host neighborhood meetings prior to applying for an Affordable Master Planned Development. Between February 2022 and June 2022, the Applicant held outreach meetings with public.
- 41. On August 8, 2022, staff mailed courtesy notices to property owners within 300 feet of the Site. On August 10, 2022, staff posted physical notice to the site. The *Park Record* published notice on August 10, 2022. Staff published notice to the City Website and the Utah Public Notice website on August 19, 2022.
- 42. Staff mailed additional courtesy notices to surrounding property owners on October 10, 2022 and posted updated notices to the property on October 11, 2022.

Public Meetings

- 43. On July 27, 2022, the Planning Commission held a work session for an initial, high-level review of the Applicant's project.
- 44. On August 24, 2022, the Planning Commission visited 1875 Homestake Drive to visualize the Homestake AMPD Building Footprint and Building Height, and to review future road improvements in the vicinity.
- 45. On September 28, 2022, the Planning Commission reviewed the project and conducted a public hearing.
- 46. On October 26, 2022, the Planning Commission reviewed the project and conducted a public hearing.

Conclusions of Law

Conditional Use Permit

- 1. The Conditional Use Permit complies with the requirements of the Land Management Code, as conditioned.
- 2. The use will be compatible with surrounding structures in use, scale, mass, and circulation.
- 3. The effects of any differences in use or scale have been mitigated through careful planning.



Planning Department

Affordable Master Planned Development

4. Provides at least 50% Affordable Units;
5. Complies with requirements of the Land Management Code;
6. Meets the minimum requirements of this Chapter;
7. Provides meaningful Open Space for residents and the public;
8. Strengthens and enhances the resort character of Park City;
9. Compliments the natural features on the Site and preserves significant features or vegetation to the extent possible;
10. Meets the Sensitive Lands requirements of the Land Management Code and is designed to place Development on the most developable land and least visually obtrusive portions of the Site;
11. Promotes the Use of non-vehicular forms of transportation through design and by providing trail and pathway connections;
12. Was noticed and the Planning Commission held a public hearing in accordance with this Chapter;
13. Incorporates best planning practices for sustainable development, including water conservation measures and energy-efficient design and construction, per the Residential and Commercial Energy and Green Building program and codes adopted by the Park City Building Department in effect at the time of the Application, and includes Energy Star qualified products for appliances;
14. Addresses and mitigates Physical Mine Hazards according to accepted City regulations and policies;
15. Addresses and mitigates Historic Mine Waster and complies with the requirements of the Park City Soils Boundary Ordinance;
16. Addresses Historic Structures and Sites on the Property, according to accepted City regulations and policies, and any applicable Historic Preservation Plan;
17. Addresses and mitigates traffic;
18. Addresses and mitigates parking reductions and parking management.

Conditions of Approval

1. A Construction Mitigation Plan (CMP) shall be submitted and approved by the City for compliance with the Municipal Code, as a condition precedent to issuance of any grading or building permits. The CMP shall be updated as necessary to identify impacts and propose reasonable mitigation of these impacts on the site, neighborhood, and community due to construction of this project. The CMP shall include information about specific construction phasing, traffic, parking, service and delivery, stockpiling of materials and staging of work, work hours, noise control, temporary lighting, trash management and recycling,

PARK CITY**Planning Department**

mud and dust control, construction signs, temporary road and/or trail closures, limits of disturbance, fencing, protection of existing vegetation, erosion control, storm-water management, and other items as may be required by the Building Department.

2. The immediate neighborhood and community at large shall be provided notice at least 24 hours in advance of construction work impacting private driveways, street closures, and interruption of utility service.
3. A storm-water run-off and drainage plan shall be submitted with the building plans and approved prior to issuance of any building permits. The plan shall follow Park City's Storm Water Management Plan and the project shall implement storm-water Best Management Practices. Post development drainage shall not exceed development drainage conditions and special consideration shall be made to protect any wetlands delineated on and adjacent to the site.
4. The project is over 1.0 acres and will be required to meet the requirements of Park City's municipal separate storm sewer system (MS4) storm-water program.
5. Final utility plans shall be submitted with the building permit.
6. Dry utility infrastructure must be located on the property and shown on the building plans prior to building permit issuance to ensure that utility companies verify the area provided for their facilities are viable and that exposed meters and boxes can be screened with landscaping.
7. Approval of this AMPD shall expire two years from the date of Development Agreement execution unless construction, as defined by the International Building Code, has commenced on the project.
8. The Park City Fire District requires the Applicant to install "no parking" signs for the fire line prior to issuance of any Certificate of Occupancy.
9. The final building plans shall comply with LMC § 15-5-5 *Architectural Design Guidelines*.
10. The Applicant shall submit roof overhang details showing compliance with the two-foot roof overhang within the 10-foot stepback for the project.
11. The applicant must submit a Line Extension Agreement (LEA) for the on-site and off-site sewer main line construction. All items required under the LEA must be completed prior to submitting a building permit. These include the following:
 - a. SBWRD approval of the LEA
 - b. Payment of required engineering services fees
 - c. Granting of required easements
 - d. SBWRD approval of on-site and off-site sewer main line construction drawings



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12. Building Façade Variation may not exceed 35 feet in Building Height and may not include architectural features or façade changes that encroach into the 10-foot setback.
13. The Applicant shall provide a minimum of 800 square feet for internal and secure bike storage for approximately 50 bikes on site in the underground parking area. The internal and secure bike storage area shall provide charging available for e-bikes. The Applicant shall also provide a bike repair amenity space for residents. The Applicant shall install 15 outdoor bike racks for residents and guests. The bike racks must be medium security racks in which both the bike frame and wheels may be locked by the user. The spaces must be designed to prevent damage to the bike and to facilitate easy and secure storage without interference from or to adjacent bikes. Bike racks or lockers must be anchored and of solid construction, resistant to rust, corrosion, hammers, and saws. Bike racks must be compatible in design and function with the surrounding building and street furniture. Bike facilities must be located in convenient, highly-visible, active, well-lit areas and shall not interfere with pedestrian movements and snow storage.
14. The Applicant agrees to allow a Summit County Bike Share location on the site, subject to Park City Transportation Department and Engineering Department and Summit County approval.
15. The Applicant shall install high-speed remote-controlled gate at the entrance to the parking structure prior to any unit Certificate of Occupancy issuance.
16. Prior to any unit Certificate of Occupancy issuance, the Applicant shall install sufficient cameras in the underground parking structure for remote monitoring 24/7 by the management company.
17. The Applicant shall ensure daily security patrol service to patrol the property and parking structure.
18. The Applicant shall ensure use of parking permits/stickers for all vehicles authorized to park in the parking structure; cars without stickers will be towed at the owner's expense.
19. The Applicant shall number parking stalls. Each unit will be designated one underground parking space. The total number of vehicles granted a parking permit/sticker authorization to park in the underground parking structure shall not exceed the available number of underground stalls. Upon termination of a rental lease, tenants must turn in their parking permit.
20. Two parking spaces shall be reserved for property management.



21. The annual operating budget for the project shall include an allowance to sweep and clean the parking area on a semi-annual basis.
22. Conduit for a minimum of 40% of the underground parking spaces for the future installation Electric Vehicle Charging Stations that meet the requirements of LMC § 15-3-11 shall be completed prior to Certificate of Occupancy issuance. Two Electric Vehicle Charging Station installations with the first being a dual-port that meets ADA standards shall be provided in the underground parking area for use by tenants prior to Certificate of Occupancy issuance.
23. The Applicant shall comply with federal and state regulations, as well as with Municipal Code of Park City Chapter 11-15 *Park City Landscaping And Maintenance Of Soil Cover* and shall work with the City's Environmental Regulatory Program Manager to ensure compliance prior to building permit issuance.
24. If project Construction, as defined by the International Building Code, does not commence within two years of Development Agreement execution.
25. The Applicant shall submit a draft Development Agreement to the Planning Department by April 26, 2023. The Development Agreement shall meet the requirements of LMC § 15-6.1-5, be reviewed and ratified by the Planning Commission, and be recorded with the county prior to building permit issuance.
26. The deed restrictions shall conform with the deed restriction requirements outlined in the Park City Affordable Housing Resolution in effect at the time of a complete Affordable Master Planned Development Application submission, or as otherwise determined by the Park City Housing Authority.
27. The deed restriction shall continue in full force and effect for a period not less than forty (40) years. Upon expiration of the initial forty (40) year term, or any subsequent term, the City shall have six (6) months in which to determine, based on an independent market study, that the Affordable Units within the Affordable Master Planned Development are no longer necessary to satisfy the affordable or workforce housing needs of the City. The City Council or its successor shall make the final determination of such continuing need, and if the City makes no such determination, the deed restrictions shall automatically renew for one or more additional consecutive ten (10) year terms.
28. The property owner of an affordable unit within the Homestake AMPD shall submit to the City an annual compliance report verifying deed restriction compliance.



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29. The Applicant will make two surface parking spaces available as part of a Transportation Demand Management strategy for a car-sharing service should such service become available in the area or for limited timed use for ride-sharing service parking.

30. The Applicant committed to the following:

- a. Walkability and multi-modal connectivity to basic life amenities supported through bike storage, electric bicycle stations
- b. Electric Vehicle Charging Stations for residents
- c. Building orientation to maximize passive solar strategies with the majority of units and building facades oriented primarily in the north-south direction with passive heating in the cooler months and shade in the warmer months
- d. Building design that meets the International Energy Conservation Code (IECC) 2021 standards, which exceed adopted energy codes in Utah.

31. Trash and recycling facilities shall be enclosed and fully shielded and shall comply with the requirements of LMC § 15-5-5 and 15-6.1-11. At the building permit stage, the Site plan shall include adequate Areas for trash and recycling containers and shall include an adequate circulation area for pick-up vehicles. Convenient pedestrian Access shall be provided within the Affordable Master Planned Development to the trash and recycling containers. No Site plan with a Commercial Development or Multi-Unit Dwelling shall be approved unless there is a mandatory recycling program, which may include Recycling Facilities for the Site. The Recycling Facilities shall be identified on the Site plan to accommodate for materials generated by the tenants, residents, users, operators, or owners of such Master Planned Development. Such Recycling Facilities shall include, but are not limited to, glass, paper, plastic, cans, cardboard or other household or commercially generated recyclable and scrap materials. Centralized trash and recycling containers shall be located in a completely enclosed Structure with a pedestrian door and a truck door or gate. The enclosed Structure shall be designed with materials that are compatible with the principal Structures in the Affordable Master Planned Development and shall be constructed of masonry, steel, or other substantial materials. The Structure shall be large enough to accommodate a trash container and at least two recycling containers to provide for the option of dual-stream recycling.

32. Service and delivery areas shall be kept separate from pedestrian areas.

33. The Applicant shall install a minimum 8-foot-high wall along the Substation and



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an art mural. The project area between the building façade and the wall shall include outdoor lighting that complies with the City's Dark Sky Code in LMC § 15-5-5(J).

34. Nightly Rentals, Fractional Ownership, and Timeshares are prohibited for market-rate and affordable units within an AMPD.

If you have questions or concerns regarding this Final Action Letter, please call 435-615-5060 or email planning@parkcity.org.

Sincerely,

DocuSigned by:

Sarah Hall

045DB479C2AA42D

Sarah Hall, Planning Commission Chair Pro Tem

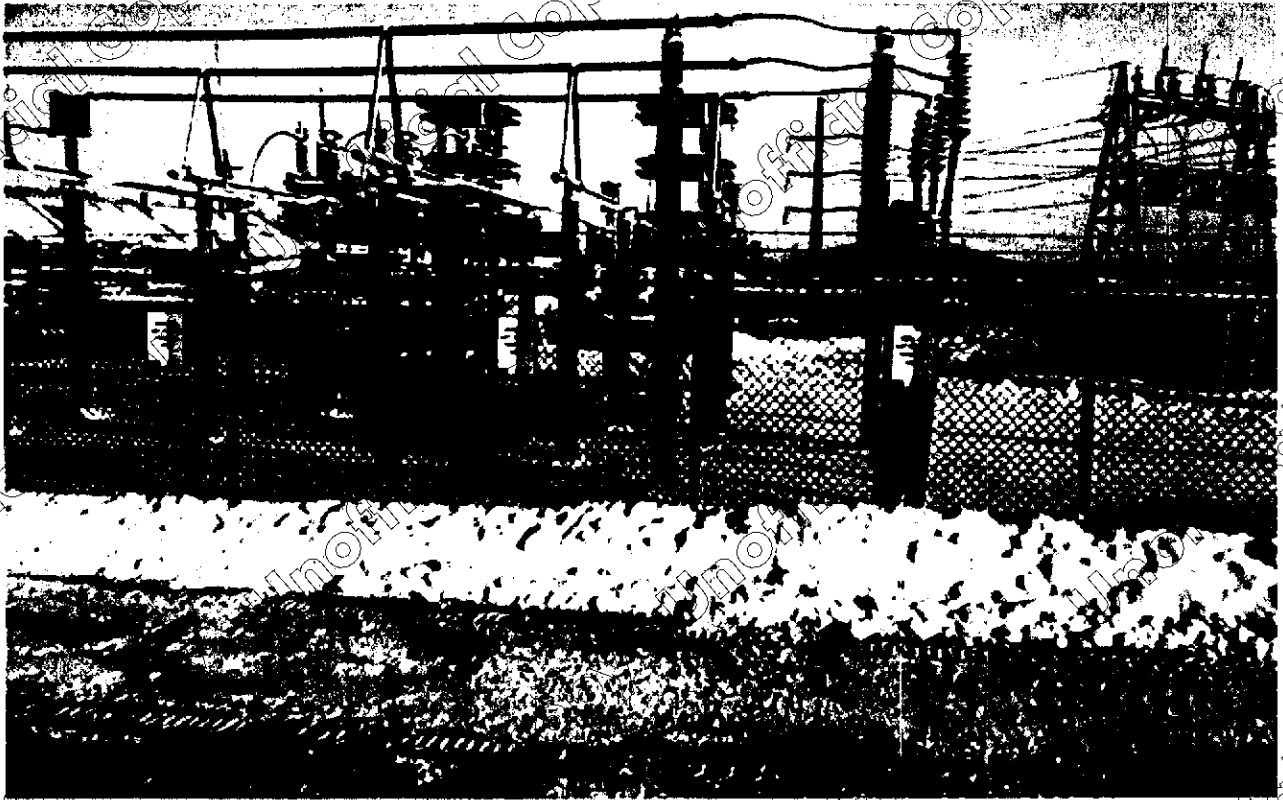
CC: Spencer Cawley and Rebecca Ward, project planners



EMF UTAH, LLC

DECEMBER 17, 2022 1675 HOMESTAKE RD.

ELECTRIC FIELD SURVEY



SURVEY PERFORMED BY:
BRENT ROTONDI, EMRS./BBEC

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ABOUT EMF UTAH



ABOUT EMF UTAH

Established in 2018, EMF UTAH is dedicated to helping Utahns measure and understand the sources of EMFs in their homes and places of business.

While we primarily service the state of Utah, we have performed EMF surveys in Oregon, Idaho, and California, as well.

Learn more about us at emfutah.com

MEASURING EQUIPMENT

The survey was performed with the Gigahertz Solutions - NFA1000 EMF meter.

More information can be found at gigahertz-solutions.com

SURVEY DESCRIPTION

EMF UTAH was contacted by Rory Murphy to perform a follow-up electric field survey of 48 specific points in the parking lot at 1875 Homestake Rd. The main concern of the client was the electrical power substation adjacent to the property's parking lot.

EMF UTAH took electric field measurements at twelve indicated distances from the the fence line closest to the electrical substation. These distances were measured and marked on the ground by the client.

In addition to ground level readings (with the assistance of an articulating boom lift), we took electric field readings from close approximations of 10', 20', and 30' heights above the twelve marked locations.

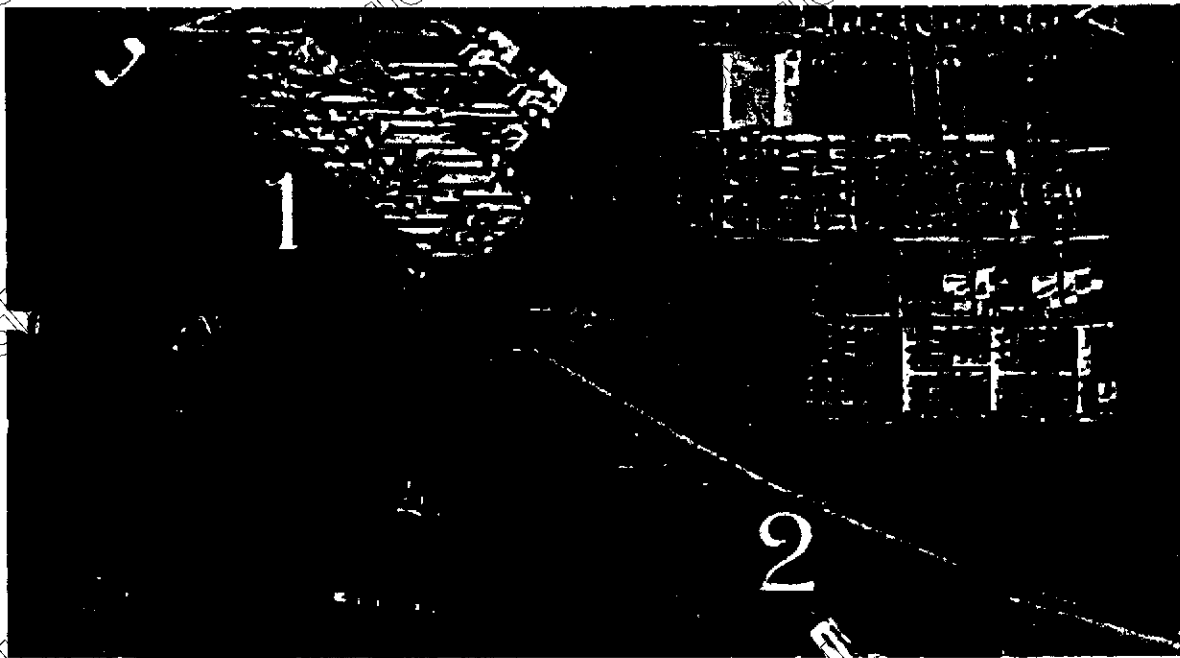
These heights were measured by a client representative assisting from the boom lift.

IMPORTANT

01 - These electric field survey readings are a snapshot in time and aren't predictive of what the readings will be at any point in the future or indicative of what the readings were in the past. These can and do change for a variety of reasons.

02 - EMF UTAH LLC and its employees make no claims regarding the health & safety (current, past or future) of a survey site based on EMF levels measured. Clients are advised to read the current health and safety documentation provided by federal, state, county and city environmental safety divisions, along with 3rd party environmental and technical organizations before making their own determination regarding the health and safety risk of the survey site.





ELECTRIC FIELD SURVEY OVERVIEW

The yellow numbers above indicate the two approximate areas where electric field testing occurred.

On pages 4 & 8 are two images that have letters in white and numbers marked in yellow.

The white markings indicate the approximate survey sites where measurements were taken. The yellow markings indicate the approximate distance from the fence line for each survey site.

As mentioned, the survey measurements were taken at close approximations of the following:

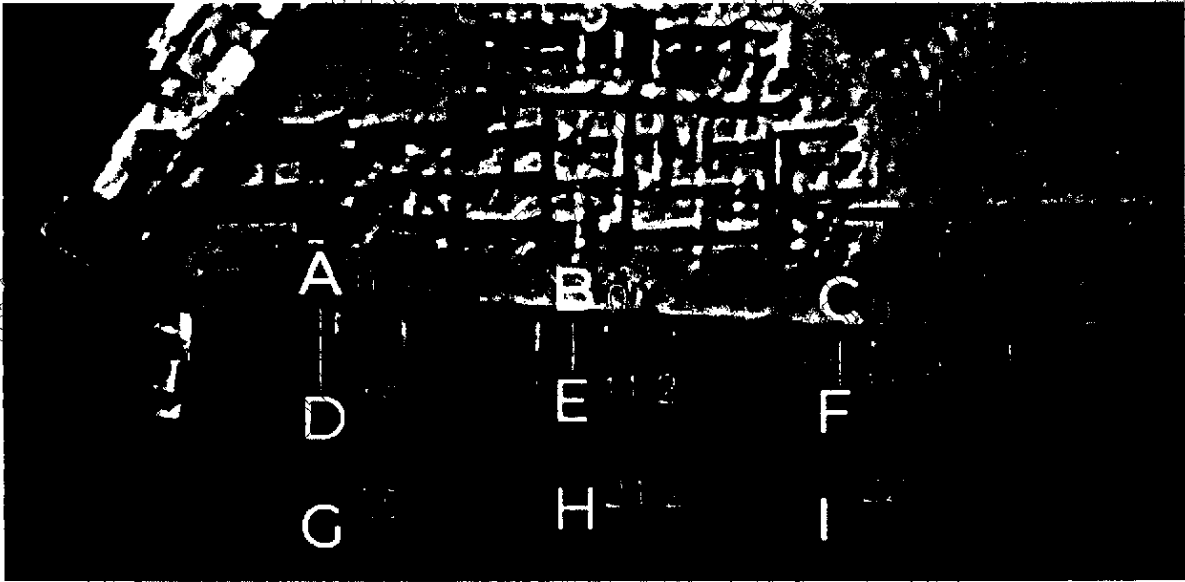
- Ground level
- 10' above ground
- 20' above ground
- 30' above ground

Locations J, K, and L had snow pack due to recent heavy snow and plowing. We did our best to estimate the elevations at these survey spots.

The heights of these elevated measurements were achieved with the assistance of a boom lift.

The following measurement data is presented for each survey location and for each available height.

All measurements are in volts per meter or v/m.



ELECTRIC FIELD SURVEY LOCATION # 1

THESE ARE THE APPROXIMATE LOCATIONS OF THE FIRST 9 POINTS WHERE READINGS WERE TAKEN ON THE PROPERTY

LOCATION A

GROUND
READINGS IN VOLTS PER METER **47.2**

10' HIGH
READINGS IN VOLTS PER METER **414**

20' HIGH
READINGS IN VOLTS PER METER **531.7**

30' HIGH
READINGS IN VOLTS PER METER **267.1**

04

LOCATION B

GROUND

READINGS IN VOLTS PER METER

175.6

10' HIGH

READINGS IN VOLTS PER METER

1999 + METER LIMIT REACHED

20' HIGH

READINGS IN VOLTS PER METER

1999 + METER LIMIT REACHED

30' HIGH

READINGS IN VOLTS PER METER

1084

LOCATION C

GROUND

READINGS IN VOLTS PER METER

87.3

10' HIGH

READINGS IN VOLTS PER METER

1007

20' HIGH

READINGS IN VOLTS PER METER

1468

30' HIGH

READINGS IN VOLTS PER METER

662

05

LOCATION D

GROUND

READINGS IN VOLTS PER METER

130.6

10' HIGH

READINGS IN VOLTS PER METER

249.1

20' HIGH

READINGS IN VOLTS PER METER

348.3

30' HIGH

READINGS IN VOLTS PER METER

259.4

LOCATION E

GROUND

READINGS IN VOLTS PER METER

323.1

10' HIGH

READINGS IN VOLTS PER METER

519

20' HIGH

READINGS IN VOLTS PER METER

1045

30' HIGH

READINGS IN VOLTS PER METER

849.2

LOCATION F

GROUND

READINGS IN VOLTS PER METER

197.6

10' HIGH

READINGS IN VOLTS PER METER

296.5

20' HIGH

READINGS IN VOLTS PER METER

418.2

30' HIGH

READINGS IN VOLTS PER METER

337.3

LOCATION G

GROUND

READINGS IN VOLTS PER METER

81.2

10' HIGH

READINGS IN VOLTS PER METER

85.6

20' HIGH

READINGS IN VOLTS PER METER

107.3

30' HIGH

READINGS IN VOLTS PER METER

58.3

07

LOCATION H

GROUND
READINGS IN VOLTS PER METER

173.5

10' HIGH
READINGS IN VOLTS PER METER

246.1

20' HIGH
READINGS IN VOLTS PER METER

413.4

30' HIGH
READINGS IN VOLTS PER METER

308.2

LOCATION I

GROUND
READINGS IN VOLTS PER METER

117.3

10' HIGH
READINGS IN VOLTS PER METER

204.3

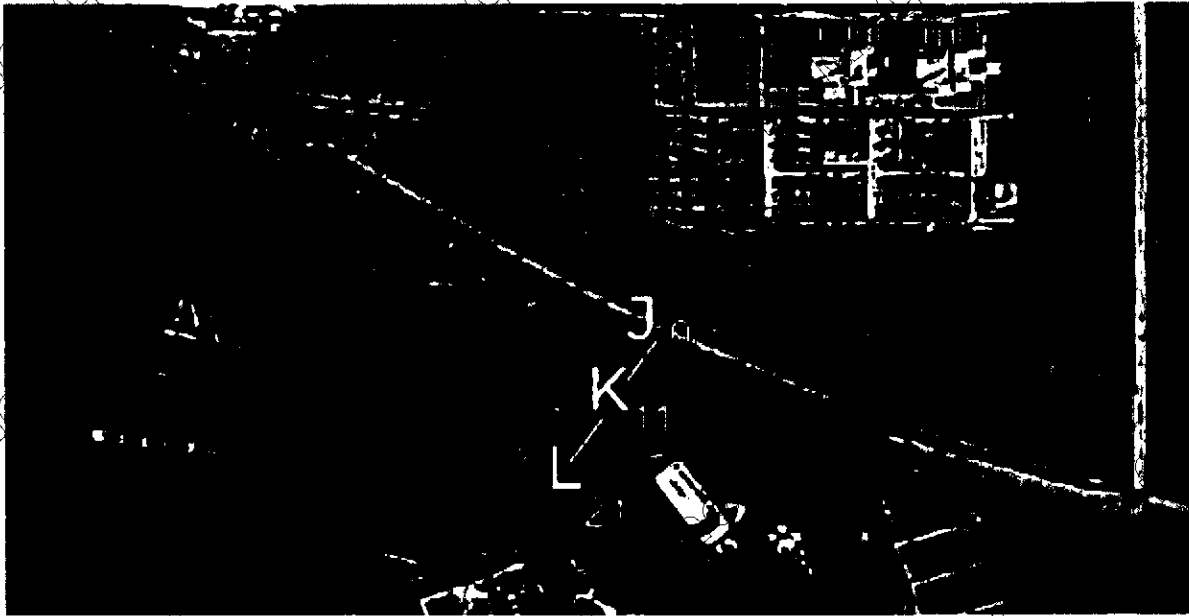
20' HIGH
READINGS IN VOLTS PER METER

419.7

30' HIGH
READINGS IN VOLTS PER METER

76.2

08



ELECTRIC FIELD SURVEY LOCATION #2

THESE ARE THE APPROXIMATE LOCATIONS OF THE FINAL 3 POINTS WHERE READINGS WERE TAKEN ON THE PROPERTY

LOCATION 3

GROUND
READINGS IN VOLTS PER METER

1.5

10' HIGH
READINGS IN VOLTS PER METER

49.6

20' HIGH
READINGS IN VOLTS PER METER

50.5

30' HIGH
READINGS IN VOLTS PER METER

64.7

09

LOCATION K

GROUND
READINGS IN VOLTS PER METER **11.3**

10' HIGH
READINGS IN VOLTS PER METER **27.2**

20' HIGH
READINGS IN VOLTS PER METER **39.3**

30' HIGH
READINGS IN VOLTS PER METER **42.1**

LOCATION L

GROUND
READINGS IN VOLTS PER METER **9.7**

10' HIGH
READINGS IN VOLTS PER METER **24.2**

20' HIGH
READINGS IN VOLTS PER METER **33.2**

30' HIGH
READINGS IN VOLTS PER METER **43.6**

EXHIBIT C

PARKING MANAGEMENT PLAN



OLIVE WEST

**PARKING MANAGEMENT PLAN
HOMESTAKE – PARK CITY, UT**

Based on the current concept plans for the Homestake property, we would propose implementing the following parking recommendations and management plan:

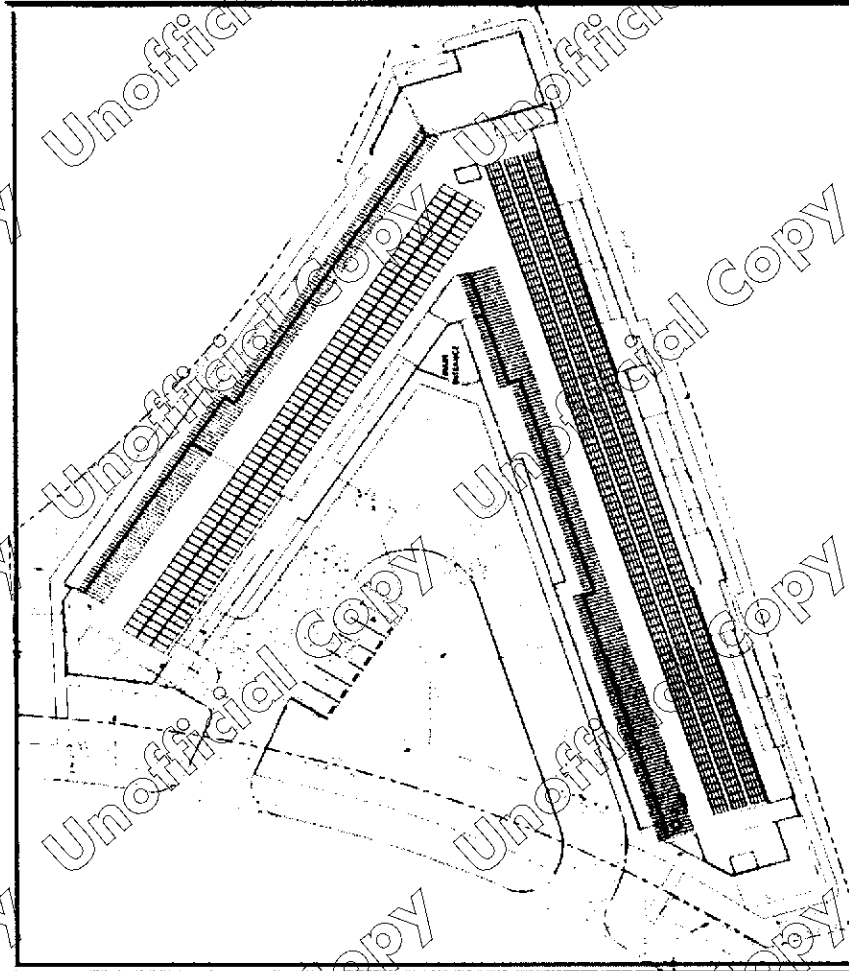
- Use of a high-speed remote-controlled gate at the entrance to the parking structure. This will control access to the parking garage and the property. This will also offer an additional level of security for residents and personal property.
 - We use a parking access control system that is Bluetooth enabled. This allows the residents to use their phone to open the garage door. This also allows management to grant and revoke parking privileges remotely.
- Use of strategically positioned cameras in the parking structure. This will allow for remote monitoring of the parking area 24/7 by the management company.
- Engagement of a courtesy / security patrol service to patrol the property and parking structure several times a night.
- Use of parking permits / stickers for all vehicles authorized to be parked in the parking structure. Cars without stickers will be towed at the owner's expense.
- All parking stalls will be numbered, and it is anticipated that all residents will be granted at least one parking space in the parking structure.
- It is also anticipated that the property management company will have two parking spaces dedicated for the property manager and staff.
- The annual operating budget will include an allowance to sweep and clean the parking area on a semi-annual basis.

EXHIBIT D

HALES ENGINEERING TRAFFIC IMPACT STUDY

Homestake

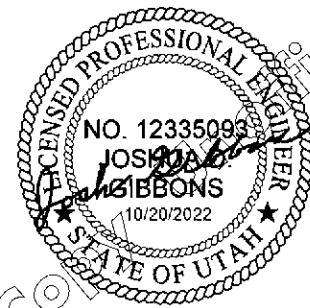
Traffic Impact Study



Park City, Utah

October 20, 2022

UT22-2234



EXECUTIVE SUMMARY

This study addresses the traffic impacts associated with the proposed Homestake development located in Park City, Utah. The Homestake development is located southeast of Homestake Road between Kearns Boulevard (SR-248) and Park Avenue (SR-224).

The purpose of this traffic impact study is to analyze traffic operations at key intersections for existing (2022), future (2027), and future (2040) conditions with and without the proposed project and to recommend mitigation measures as needed. The peak hour level of service (LOS) results are shown in Table ES-1. Recommended storage lengths are shown in Table ES-2.

Table ES-1: Peak Hour Level of Service Results

Intersection	Level of Service													
	Existing (2022)						Future (2027)				Future (2040)			
	Background			Plus Project			Background		Plus Project		Background		Plus Project	
	AM	AM MIT	PM	PM MIT	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
1 Bonanza Drive / Kearns Boulevard	C	C	B	C	C	C	C	D	D	D	E	F	E	F
2 Homestake Road / Kearns Boulevard	a	a	b	b	a	b	a	b	a	b	a	b	b	b
3 Kearns Boulevard / Park Avenue	B	B	B	B	B	B	B	C	B	B	B	C	B	C
4 Homestake Road / Park Avenue	b	a	f	e	a	e	a	e	a	e	a	f	a	e
5 Deer Valley Drive / Park Avenue	C	C	D	D	C	D	C	D	C	D	C	E	C	E
6 Project Access / Homestake Road	-	-	-	-	a	a	-	-	a	a	-	-	a	a

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

2. BG = Background (without project traffic); PP = Plus Project (with project traffic); MIT = Mitigated Scenario.

Source: Hales Engineering, October 2022.

Table ES-2: Recommended Storage Length

Intersection	Recommended Storage Lengths (feet)															
	Northbound				Southbound				Eastbound				Westbound			
	LT		RT		LT		RT		LT		RT		LT		RT	
	E	P	E	P	E	P	E	P	E	P	E	P	E	P	E	P
1 Bonanza Drive / Kearns Boulevard	125	200	125	*	125	-	100	-	250	-	-	-	250	*	-	-
3 Kearns Boulevard / Park Avenue	-	-	50	200	200	375	-	-	-	-	-	-	250	-	-	-
5 Deer Valley Drive / Park Avenue	150	250	-	-	125	*	-	-	225	*	-	-	150	200	-	-

1. Storage lengths are based on 2040 85th percentile queue lengths and do not include required deceleration / taper distances.

2. E = Existing storage length (approximate), if applicable; P = proposed storage length for new turn lanes or changes to existing turn lanes, if applicable.

* denotes a turn lane with significant queues that far exceeds the current storage.

Source: Hales Engineering, October 2022.

SUMMARY OF KEY FINDINGS & RECOMMENDATIONS

The background and plus project assumptions, findings, and mitigations are listed below. All improvements listed are needed in a background conditions (without the addition of the project). The project is anticipated to add minimal traffic to the roadway network and will not result in any further mitigations beyond the background improvements which are not associated with the project. The project related traffic will fit into the planned Homestake Roadway cross section.

Project Conditions

- The development will consist of 123 units of multifamily residential
- The project is anticipated to generate approximately 505 weekday daily trips, including 40 trips in the morning peak hour, and 45 trips in the evening peak hour
- A 5% transit reduction and a 5% internal capture reduction were applied to align with surrounding land uses and the project's/Park City's commitment to travel demand management (TDM) strategies
- No additional auxiliary lanes are needed or recommended for the project access

2022	Background	Plus Project
Assumptions	<ul style="list-style-type: none"> • None 	<ul style="list-style-type: none"> • 2022 background mitigations assumed with left-turn project trips being re-routed from Homestake Road / Park Avenue
Findings	<ul style="list-style-type: none"> • Poor LOS at: <ul style="list-style-type: none"> ○ Homestake Road / Park Avenue (PM) • Significant 95th percentile queues at: <ul style="list-style-type: none"> ○ Bonanza Drive / Kearns Boulevard (EB/NB) ○ Park Avenue / Kearns Boulevard (NB) ○ Deer Valley Drive / Park Avenue (WB) 	<ul style="list-style-type: none"> • Poor LOS at: <ul style="list-style-type: none"> ○ Homestake Road / Park Avenue (PM) • Significant 95th percentile queues continue
Mitigations	<ul style="list-style-type: none"> • Homestake Road / Park Avenue: <ul style="list-style-type: none"> ○ Restrict to right-in right-out only and reroute traffic to new Munchkin Road connection between Homestake Road and Bonanza Drive 	<ul style="list-style-type: none"> • None

2027	Background	Plus Project
Assumptions	<ul style="list-style-type: none"> • Previous mitigations 	<ul style="list-style-type: none"> • Previous mitigations
Findings	<ul style="list-style-type: none"> • Poor LOS at: <ul style="list-style-type: none"> ○ Homestake Road / Park Avenue (PM) • Significant 95th percentile queues continue 	<ul style="list-style-type: none"> • Poor LOS at: <ul style="list-style-type: none"> ○ Homestake Road / Park Avenue (PM) • Significant 95th percentile queues continue

2040	Background	Plus Project
Assumptions	<ul style="list-style-type: none"> • Previous mitigations 	<ul style="list-style-type: none"> • Previous mitigations
Findings	<ul style="list-style-type: none"> • Poor LOS at: <ul style="list-style-type: none"> ○ Bonanza Drive / Kearns Blvd (AM/PM) ○ Homestake Road / Park Avenue (PM) ○ Deer Valley Drive / Park Avenue (PM) • Significant 95th percentile queues continue 	<ul style="list-style-type: none"> • Poor LOS at: <ul style="list-style-type: none"> ○ Bonanza Drive / Kearns Blvd (AM/PM) ○ Homestake Road / Park Avenue (PM) ○ Deer Valley Drive / Park Avenue (PM) • Significant 95th percentile queues continue

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I. INTRODUCTION

A. Purpose

This study addresses the traffic impacts associated with the proposed Homestake development located in Park City, Utah. The proposed project is located southeast of Homestake Road between Kearns Boulevard (SR-248) and Park Avenue (SR-224). Figure 1 shows a vicinity map of the proposed development.

The purpose of this traffic impact study is to analyze traffic operations at key intersections for existing (2022), future (2027), and future (2040) conditions with and without the proposed project and to recommend mitigation measures as needed.

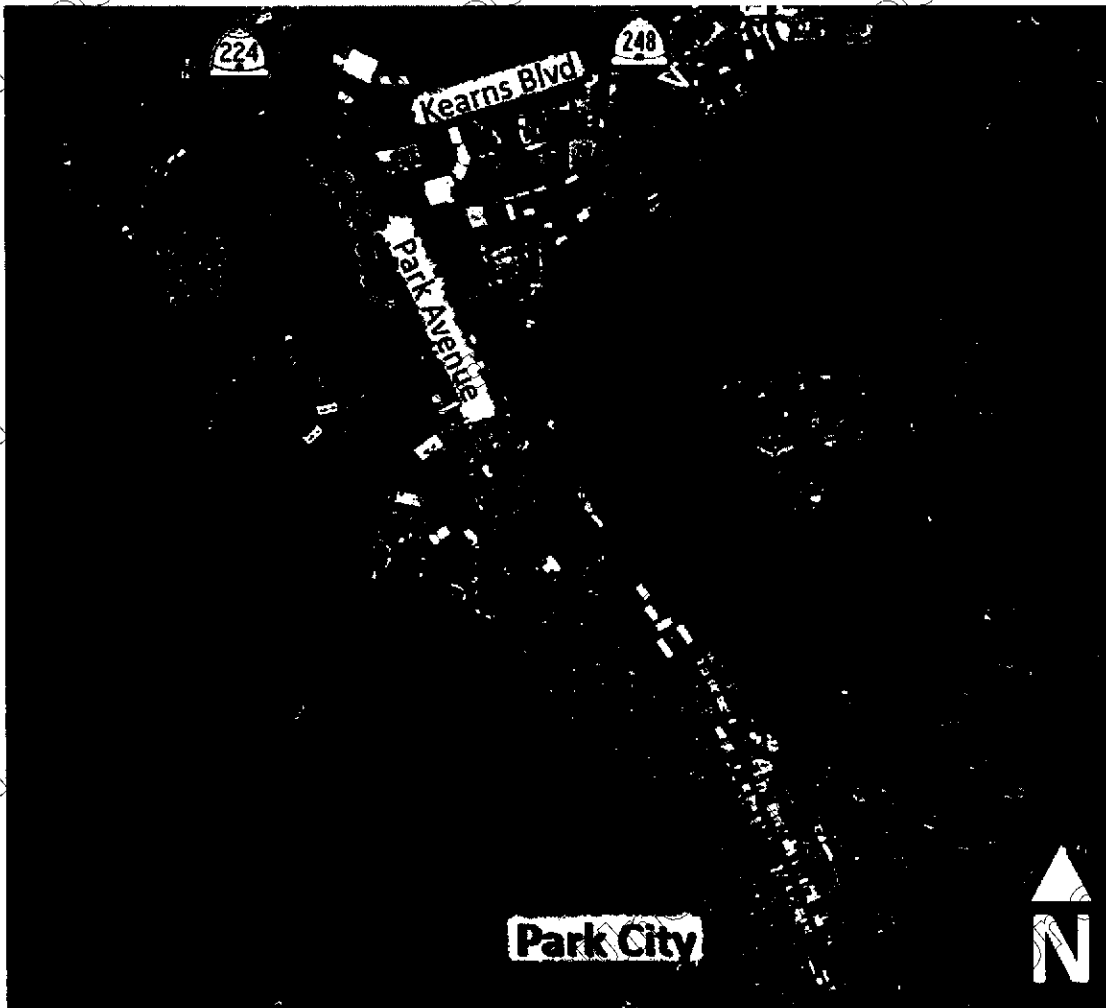


Figure 1: Vicinity map showing the project location in Park City, Utah

B. Scope

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

- Bonanza Drive & Monitor Drive / Kearns Boulevard (SR-248)
- Homestake Road / Kearns Boulevard (SR-248)
- Kearns Boulevard (SR-248) / Park Avenue (SR-224)
- Homestake Road / Park Avenue (SR-224)
- Deer Valley Drive (SR-224) & Empire Avenue / Park Avenue (SR-224)
- Project Accesses / Homestake Road

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), 7th Edition, 2022 methodology was used in this study to remain consistent with “state-of-the-practice” professional standards. This methodology has different quantitative evaluations for signalized and unsignalized intersections. For signalized, roundabout, and all-way stop-controlled (AWSC) intersections, the LOS is provided for the overall intersection (weighted average of all approach delays). For all other unsignalized intersections, LOS is reported based on the worst movement.

Using Synchro/SimTraffic software, which follow the HCM methodology, the peak hour LOS was computed for each study intersection. Multiple runs of SimTraffic were used to provide a statistical evaluation of the interaction between the intersections. The detailed LOS reports are provided in Appendix C. Hales Engineering also calculated the 95th percentile queue lengths for the study intersections using SimTraffic. The detailed queue length reports are provided in Appendix D.

D. Level of Service Standards

For the purposes of this study, a minimum acceptable intersection performance for each of the study intersections was set at LOS D. If levels of service E or F conditions exist, an explanation and/or mitigation measures will be presented. A LOS D threshold is consistent with “state-of-the-practice” traffic engineering principles for urbanized areas.

Table 1: Level of Service Description

LOS	Description of Traffic Conditions	Average Delay (seconds/vehicle)	
		Signalized Intersections	Unsignalized Intersections
A	Free Flow / Insignificant Delay 	≤ 10	≤ 10
B	Stable Operations / Minimum Delays 	> 10 to 20	> 10 to 15
C	Stable Operations / Acceptable Delays 	> 20 to 35	> 15 to 25
D	Approaching Unstable Flows / Tolerable Delays 	> 35 to 55	> 25 to 35
E	Unstable Operations / Significant Delays 	> 55 to 80	> 35 to 50
F	Forced Flows / Unpredictable Flows / Excessive Delays 	> 80	> 50

Source: Hales Engineering Descriptions, based on the *Highway Capacity Manual (HCM)*, 7th Edition, 2022 Methodology (Transportation Research Board)

II. EXISTING (2022) BACKGROUND CONDITIONS

A. Purpose

The purpose of the background analysis is to study the intersections and roadways during the peak travel periods of the day with background traffic and geometric conditions. Through this analysis, background traffic operational deficiencies can be identified, and potential mitigation measures recommended. This analysis provides a baseline condition that may be compared to the build conditions to identify the impacts of the development.

B. Roadway System

The primary roadways that will provide access to the project site are described below:

Kearns Boulevard (SR-248) – is a state-maintained roadway (classified by UDOT access management standards as a “Community – Rural Importance” facility, or access category 7 roadway). The roadway has two travel lanes in each direction with a center two-way left-turn lane. As identified and controlled by UDOT, this roadway has minimum signalized intersection spacing of one-quarter mile (1,320 feet), minimum unsignalized street spacing of 300 feet, and minimum driveway spacing of 150 feet. The posted speed limit is 35 mph in the study area.

Park Avenue (SR-224) – is a state-maintained roadway (classified by UDOT access management standards as a “Community – Rural Importance” facility, or access category 7 roadway). The roadway has two travel lanes in each direction with a center two-way left-turn lane. As identified and controlled by UDOT, this roadway has minimum signalized intersection spacing of one-quarter mile (1,320 feet), minimum unsignalized street spacing of 300 feet, and minimum driveway spacing of 150 feet. The posted speed limit is 40 mph in the study area.

Homestake Road – is a city-maintained roadway that is not classified by the Park City Transportation Management Plan (2011) and is assumed to be a local road. There is one travel lane in each direction with no pavement markings and parking allowed on the northwest side of the roadway. The speed limit is 25mph through the study area.

C. Traffic Volumes

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

- Bonanza Drive & Monitor Drive / Kearns Boulevard (SR-248)
- Homestake Road / Kearns Boulevard (SR-248)
- Kearns Boulevard (SR-248) / Park Avenue (SR-224)
- Homestake Road / Park Avenue (SR-224)
- Deer Valley Drive (SR-224) & Empire Avenue / Park Avenue (SR-224)

The counts were performed on Saturday, January 29, 2022. The morning peak hour was determined to be between 8:45 and 9:45 a.m., and the evening peak hour was determined to be between 4:00 and 5:00 p.m. The evening peak hour volumes were approximately 64% higher than the morning peak hour volumes. Detailed count data are included in Appendix B.

Hales Engineering did not make seasonal adjustments to the observed traffic volumes. Monthly traffic volume data, obtained from nearby UDOT automatic traffic recorders (ATR) on SR-224 (ATR #605) and SR-248 (ATR #606) showed that in recent years, traffic volumes in January have been equal to approximately 105% of average traffic volumes. Therefore, the observed traffic volumes were left unadjusted.

The traffic counts were collected during the COVID-19 pandemic when traffic volumes may have been slightly reduced. According to the UDOT Automatic Traffic Signal Performance Measures (ATSPM) website and from previous collected counts at these intersections (pre-social distancing), the traffic volumes on January 29, 2022, were higher than pre-pandemic levels. Therefore, no adjustment was made.

Anticipated trip generation from the Yarrow project, located on the southeast corner of the Kearns Boulevard / Park Avenue intersection, were added onto background traffic volumes. Figure 2 shows the existing peak hour volumes as well as intersection geometry at the study intersections.

D. Level of Service Analysis

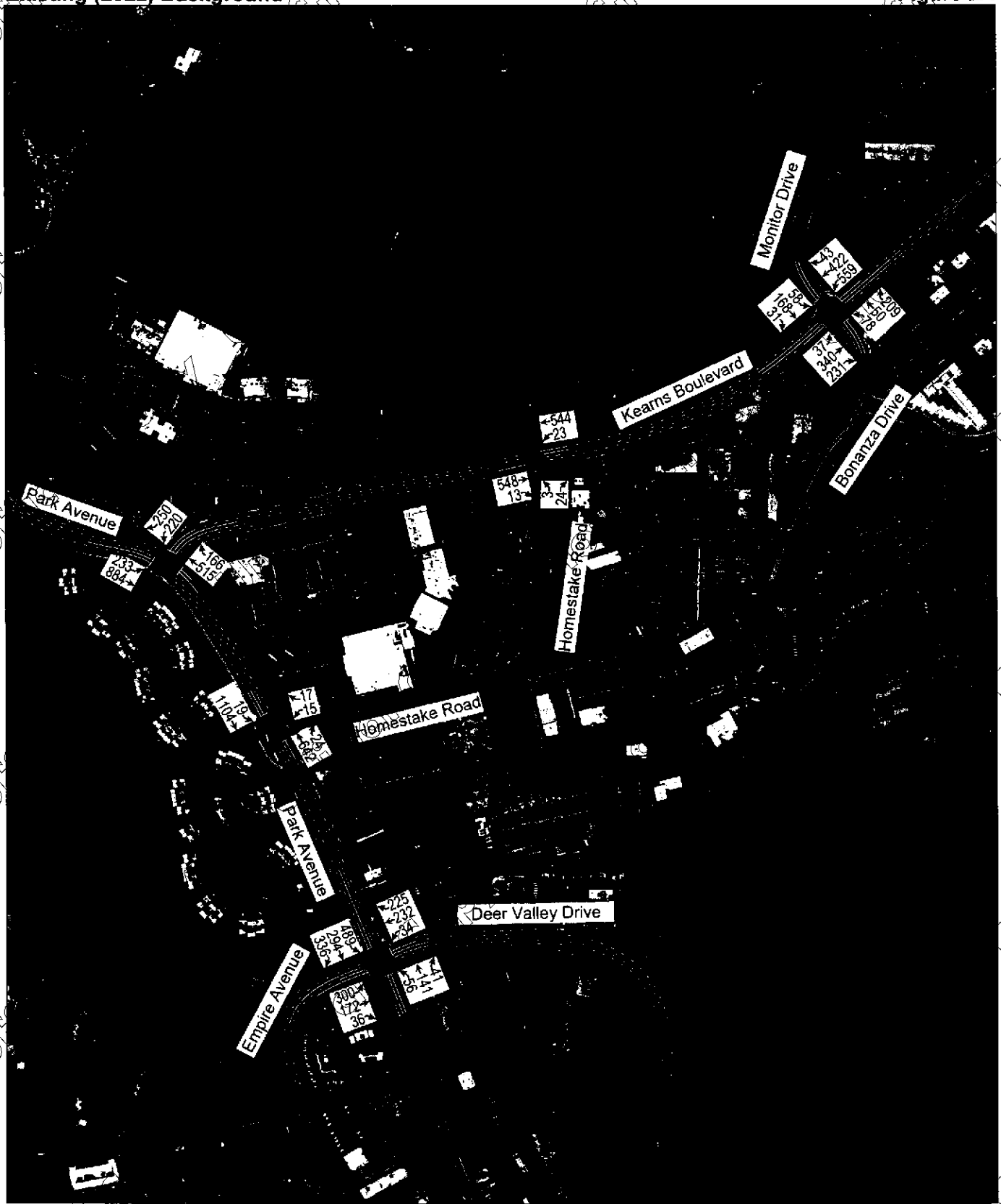
Hales Engineering determined that the Homestake Road / Park Avenue intersection is currently operating at a poor level of service during the evening peak hour, as shown in Table 2.

E. Queuing Analysis

Hales Engineering calculated the 95th percentile queue lengths for each of the study intersections. Significant 95th percentile queue lengths are summarized as follows:

- Bonanza Drive / Kearns Boulevard:
 - Southwest-bound: 600 feet (AM)
 - Northwest-bound: 750 feet (PM)
- Deer Valley Drive / Park Avenue:
 - Southbound: 525 feet (PM)
 - Westbound: 900 feet (PM)
- Homestake Road / Park Avenue:
 - Westbound: 150 feet (PM)

There is also 425 feet of queuing anticipated on the northbound approach for the HAWK signal near the Homestake Road / Park Avenue intersection during the evening peak hour, which negatively impacts the Homestake Road / Park Avenue intersection.



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Table 2: Existing (2022) Background Peak Hour LOS

Intersection		LOS (Sec. Delay / Veh.) / Movement ¹	
Description	Control	Morning Peak	Evening Peak
Bonanza Drive / Kearns Boulevard	Signal	C (23.4)	B (19.7)
Homestake Road / Kearns Boulevard	NB Stop	a (7.9) / NBL	b (10.5) / NBL
Kearns Boulevard / Park Avenue	Signal	B (11.7)	B (17.1)
Homestake Road / Park Avenue	WB Stop	b (14.3) / SBL	f (>50) / WBL
Deer Valley Drive / Park Avenue	Signal	C (21.9)	D (46.0)

1. Movement indicated for unsignalized intersections where delay and LOS represents worst movement. SBL = Southbound left movement, etc.
2. Uppercase LOS used for signalized, roundabout, and AWSC intersections. Lowercase LOS used for all other unsignalized intersections.

Source: Hales Engineering, October 2022

F. Mitigation Measures

To reduce the significant queuing and delays, the following mitigation measures are recommended:

- Per Park City, a future connection of Munchkin Road will be made between Homestake Road and Bonanza Drive. Along with this improvement, the Homestake Road / Park Avenue intersection would be limited to right-in / right-out movements only. Vehicles would then reroute to the new Munchkin Road intersection to turn south on Bonanza Drive.

There are no recommendations for the Bonanza Drive / Kearns Boulevard intersection. After discussions with the city, widening any of the roadways to incorporate dual left-turn lanes or channelized right-turn lanes is not a feasible option. Instead, the city would like to implement more robust travel demand reduction strategies in the city. These may include more transit ridership, better bike facilities, and car sharing. The travel demand reduction strategies being pursued by the project are discussed in the next chapter.

An analysis with these mitigation recommendations (including re-routing left-turns away from the Homestake Road / Park Avenue intersection) was analyzed and the LOS results are shown in Table 3. The mitigation measures change the calculated significant 95th percentile queue lengths as follows:

- Bonanza Drive / Kearns Boulevard:
 - Southwest-bound: 825 feet (AM)
 - Northwest-bound: 500 feet (PM)
- Homestake Road / Park Avenue:
 - Westbound: 75 feet (PM)
- Deer Valley Drive / Park Avenue:
 - Southbound: 500 feet (PM)
 - Westbound: 800 feet (PM)

As shown, the Homestake Road / Park Avenue intersection is still anticipated to operate at a poor LOS. This is primarily due to the westbound right-turn vehicles having to find acceptable gaps in the traffic stream as well as in between pedestrians crossing the signalized crosswalk near Homestake Road. The average delay is much lower than the previous left-turn delay, however. These results serve as a baseline condition for the impact analysis of the proposed development during existing (2022) conditions.

Table 3: Existing (2022) Background Peak Hour LOS (Mitigated)

Intersection		LOS (Sec. Delay / Veh.) / Movement ¹	
Description	Control	Morning Peak	Evening Peak
Bonanza Drive / Kearns Boulevard	Signal	C (29.3)	C (24.6)
Homestake Road / Kearns Boulevard	NB Stop	a (8.0) / NBL	b (10.8) / NBL
Kearns Boulevard / Park Avenue	Signal	B (11.2)	B (18.4)
Homestake Road / Park Avenue	WB Stop	a (6.8) / WBR	e (43.3) / WBR
Deer Valley Drive / Park Avenue	Signal	C (23.6)	D (46.0)

1. Movement indicated for unsignalized intersections where delay and LOS represents worst movement. SBL = Southbound left movement, etc.
2. Uppercase LOS used for signalized, roundabout, and AWSC intersections. Lowercase LOS used for all other unsignalized intersections.

Source: Hales Engineering, October 2022

III. PROJECT CONDITIONS

A. Purpose

The project conditions discussion explains the type and intensity of development. This provides the basis for trip generation, distribution, and assignment of project trips to the surrounding study intersections defined in Chapter I.

B. Project Description

The proposed Homestake development is located southeast of Homestake Road between Kearns Boulevard (SR-248) and Park Avenue (SR-224). The development will consist of a multifamily housing structure containing 123 units. A concept plan for the proposed development is provided in Appendix A.

C. Trip Generation

Trip generation for the development was calculated using trip generation rates published in the Institute of Transportation Engineers (ITE), *Trip Generation*, 11th Edition, 2021. Since there is minimal Saturday data available, weekday data was used to remain conservative in the analysis. Due to the proximity to grocery stores, dining establishments, other retail, and the bus/shuttle/electric bike station 1,000 feet to the west, a 5% internal capture reduction and a 5% transit reduction was applied. These reductions align with Park City's goals of travel demand reductions and multimodal emphasis. The resulting trip generation for the proposed project is included in Table 4.

The total trip generation for the development is as follows:

- Daily Trips: 505
- Morning Peak Hour Trips: 40
- Evening Peak Hour Trips: 45

Table 4: Trip Generation

Trip Generation												
Park City - Homestake Avengers												
Land Use ¹	# of Units	Unit Type	Trip Generation				Reductions		New Trips			
			Total	% In	% Out	In	Out	Internal Capture	Transit	In	Out	Total
Weekday Daily												
Multifamily Housing (Mid-Rise) (221)	123	DU	560	50%	50%	280	280	5%	5%	252	253	505
TOTAL			560			280	280			252	253	505
AM Peak Hour												
Multifamily Housing (Mid-Rise) (221)	123	DU	44	23%	77%	10	34	5%	5%	9	31	40
TOTAL			44			10	34			9	31	40
PM Peak Hour												
Multifamily Housing (Mid-Rise) (221)	123	DU	50	51%	39%	31	19	5%	5%	28	17	45
TOTAL			50			31	19			28	17	45

1. See ITE Trip Generation, 11th Edition, 2021, Table 2.1.1.1, 2.1.1.2, 2.1.1.3, 2.1.1.4, 2.1.1.5, 2.1.1.6, 2.1.1.7, 2.1.1.8, 2.1.1.9, 2.1.1.10, 2.1.1.11, 2.1.1.12, 2.1.1.13, 2.1.1.14, 2.1.1.15, 2.1.1.16, 2.1.1.17, 2.1.1.18, 2.1.1.19, 2.1.1.20, 2.1.1.21, 2.1.1.22, 2.1.1.23, 2.1.1.24, 2.1.1.25, 2.1.1.26, 2.1.1.27, 2.1.1.28, 2.1.1.29, 2.1.1.30, 2.1.1.31, 2.1.1.32, 2.1.1.33, 2.1.1.34, 2.1.1.35, 2.1.1.36, 2.1.1.37, 2.1.1.38, 2.1.1.39, 2.1.1.40, 2.1.1.41, 2.1.1.42, 2.1.1.43, 2.1.1.44, 2.1.1.45, 2.1.1.46, 2.1.1.47, 2.1.1.48, 2.1.1.49, 2.1.1.50, 2.1.1.51, 2.1.1.52, 2.1.1.53, 2.1.1.54, 2.1.1.55, 2.1.1.56, 2.1.1.57, 2.1.1.58, 2.1.1.59, 2.1.1.60, 2.1.1.61, 2.1.1.62, 2.1.1.63, 2.1.1.64, 2.1.1.65, 2.1.1.66, 2.1.1.67, 2.1.1.68, 2.1.1.69, 2.1.1.70, 2.1.1.71, 2.1.1.72, 2.1.1.73, 2.1.1.74, 2.1.1.75, 2.1.1.76, 2.1.1.77, 2.1.1.78, 2.1.1.79, 2.1.1.80, 2.1.1.81, 2.1.1.82, 2.1.1.83, 2.1.1.84, 2.1.1.85, 2.1.1.86, 2.1.1.87, 2.1.1.88, 2.1.1.89, 2.1.1.90, 2.1.1.91, 2.1.1.92, 2.1.1.93, 2.1.1.94, 2.1.1.95, 2.1.1.96, 2.1.1.97, 2.1.1.98, 2.1.1.99, 2.1.1.100.

D. Trip Distribution and Assignment

Project traffic is assigned to the roadway network based on the type of trip and the proximity of project access points to major streets, high population densities, and regional trip attractions. Existing travel patterns observed during data collection also provide helpful guidance to establishing these distribution percentages, especially near the site. The resulting distribution of project generated trips is shown in Table 5.

Table 5: Trip Distribution

Direction	% To/From Project
North	30%
South	35%
East	35%

These trip distribution assumptions were used to assign the peak hour generated traffic at the study intersections to create trip assignment for the proposed development. Trip assignment for the development is shown in Figure 3.

E. Access

The proposed access for the site will be gained at the following locations (see also concept plan in Appendix A):

Homestake Road:

- The north access will be located opposite of the parking lot access on the west side of the street, which is approximately 460 feet south of the Homestake Road / Kearns Boulevard intersection. It will access the project on the east side of Homestake Road. It is anticipated that the access will be stop-controlled. The north access will be the primary entrance into the underground parking structure
- The south access will be located opposite of the Claim Jumper residential development access on the west side of the street, which is approximately 625 feet south of the Homestake Road / Kearns Boulevard intersection. The two accesses will be approximately 150 feet apart. The south access will enter the project on the east side of Homestake Road and is assumed to be emergency access only.

F. Auxiliary Lane Requirements

Deceleration (ingress) lanes are generally needed when there are at least 50 right-turn vehicles or 25 left-turn vehicles in an hour. These guidelines were used for the City roadways in the study area. Based on these guidelines and the anticipated project traffic, no auxiliary lanes are recommended for the project access.





G. Transportation Demand Management Strategies

Park City emphasizes the importance of transportation demand management strategies in the area in order to reduce vehicles on the road and encourage other modes of transportation. Other than those previously mentioned (proximity to transit stops and commercial areas), the following strategies are being implemented by the project to reduce travel demand:

- Car sharing program with two dedicated car share parking spaces
- Visitor bicycle stalls (15)
- An additional 30 covered and secured bike parking stalls above the requirement
 - Charging available for e-bikes
- Bike maintenance room
- On-site e-bike station

There are Park City plans to construct a multi-use path along Homestake Road and the future Munchkin Road connection in order to increase safety for multimodal transportation in the area.

IV. EXISTING (2022) PLUS PROJECT CONDITIONS

A. Purpose

The purpose of the existing (2022) plus project analysis is to study the intersections and roadways during the peak travel periods of the day for existing background traffic and geometric conditions plus the net trips generated by the proposed development. This scenario provides valuable insight into the potential impacts of the proposed project on background traffic conditions.

B. Traffic Volumes

Hales Engineering added the project trips discussed in Chapter III to the existing (2022) background traffic volumes to predict turning movement volumes for existing (2022) plus project conditions. Due to the left-turn restriction at the Homestake Road / Park Avenue intersection, westbound left-turn vehicles assigned from the project were re-routed to the Munchkin Road connection to travel south on Bonanza Drive. Southbound left-turn vehicles assigned to the Homestake Road / Park Avenue intersection were re-routed to Kearns Boulevard. Existing (2022) plus project peak hour turning movement volumes are shown in Figure 4.

C. Level of Service Analysis

Hales Engineering determined that the Homestake Road / Park Avenue intersections is anticipated to continue operating at a poor level of service during the evening peak hour, as shown in Table 6.

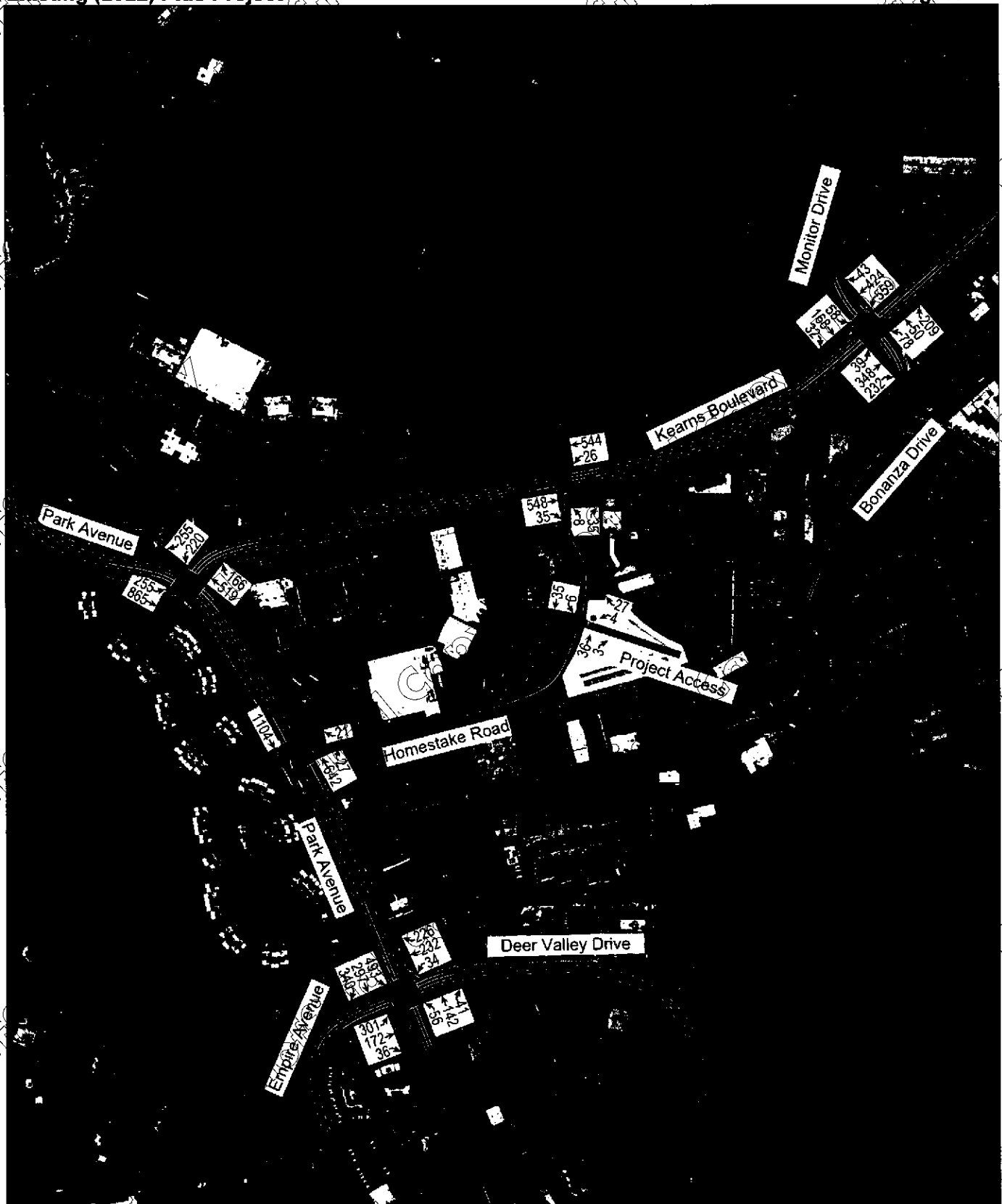
D. Queuing Analysis

Hales Engineering calculated the 95th percentile queue lengths for each of the study intersections. Significant 95th percentile queue lengths are summarized as follows:

- Homestake Road / Park Avenue:
 - Westbound: 100 feet (PM)
- Deer Valley Drive / Park Avenue:
 - Westbound: 775 feet (PM)
- Bonanza Drive / Kearns Boulevard:
 - Southwest-bound: 825 feet (AM)
 - Northwest-bound: 525 feet (PM)
- Kearns Boulevard / Park Avenue:
 - Northbound: 900 feet (PM)

E. Mitigation Measures

No further mitigation measures are recommended beyond those mentioned in the existing (2022) background conditions. Even with left-turn restrictions, the westbound right-turn movement at the Homestake Road / Park Avenue intersection will experience unacceptable delays during peak hours, though the magnitude of the delay is much less than the left-turn delay in existing conditions.



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Table 6: Existing (2022) Plus Project Peak Hour LOS

Intersection		LOS (Sec. Delay / Veh.) / Movement ¹	
Description	Control	Morning Peak	Evening Peak
Bonanza Drive / Kearns Boulevard	Signal	C (27.8)	C (24.7)
Homestake Road / Kearns Boulevard	NB Stop	a (9.1) / NBL	b (10.2) / NBL
Kearns Boulevard / Park Avenue	Signal	B (11.4)	B (18.4)
Homestake Road / Park Avenue	WB Stop	a (4.4) / NBR	e (38.9) / WBR
Deer Valley Drive / Park Avenue	Signal	C (24.0)	D (47.2)
Project Access / Homestake Road	WB Stop	a (4.8) / WBL	a (7.0) / WBL

1. Movement indicated for unsignalized intersections where delay and LOS represents worst movement. SBL = Southbound left movement, etc.
2. Uppercase LOS used for signalized, roundabout, and AWSG intersections. Lowercase LOS used for all other unsignalized intersections.

Source: Hales Engineering, October 2022

V. FUTURE (2027) BACKGROUND CONDITIONS

A. Purpose

The purpose of the future (2027) background analysis is to study the intersections and roadways during the peak travel periods of the day for future background traffic and geometric conditions. Through this analysis, future background traffic operational deficiencies can be identified, and potential mitigation measures recommended.

B. Roadway Network

According to the Park City Transportation Management Plan (2011), there are no projects planned before 2027 in the study area. Therefore, no changes were made to the roadway network for the future (2027) analysis. Previous mitigations were assumed in this scenario.

C. Traffic Volumes

Hales Engineering obtained future (2027) forecasted volumes from the Summit/Wasatch County travel demand model. The travel demand model projects approximately a 0.75-1.25% annual growth rate for the area. Peak period turning movement counts were estimated using National Cooperative Highway Research Program (NCHRP) 255 methodologies which utilize existing peak period turn volumes and future average weekday daily traffic (AWDT) volumes to project the future turn volumes at the major intersections. Future (2027) peak hour turning movement volumes are shown in Figure 5.

D. Level of Service Analysis

Hales Engineering determined that the Homestake Road / Park Avenue intersection is anticipated to continue to operate at a poor level of service during the evening peak hour, as shown in Table 7. These results serve as a baseline condition for the impact analysis of the proposed development for future (2027) conditions.

E. Queuing Analysis

Hales Engineering calculated the 95th percentile queue lengths for each of the study intersections. Significant 95th percentile queue lengths are summarized as follows:

- Bonanza Drive / Kearns Boulevard:
 - Southwest-bound: 1,000 feet (PM)
 - Northwest-bound: >1,000 feet (PM)
- Deer Valley Drive / Park Avenue:
 - Westbound: 625 feet (PM)
 - Eastbound: 550 feet (PM)
- Kearns Boulevard / Park Avenue:
 - Northbound: >1,000 feet (PM)





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Table 7: Future (2027) Background Peak Hour LOS

Intersection		LOS (Sec. Delay / Veh.) / Movement ¹	
Description	Control	Morning Peak	Evening Peak
Bonanza Drive / Kearns Boulevard	Signal	C (32.7)	D (44.8)
Homestake Road / Kearns Boulevard	NB Stop	a (8.5) / NBL	b (11.9) / NBL
Kearns Boulevard / Park Avenue	Signal	B (11.7)	C (20.3)
Homestake Road / Park Avenue	WB Stop	a (4.5) / WBR	e (49.7) / WBR
Deer Valley Drive / Park Avenue	Signal	C (23.7)	D (52.7)

1. Movement indicated for unsignalized intersections where delay and LOS represents worst movement. SBL = Southbound left movement, etc.
2. Uppercase LOS used for signalized, roundabout, and AWSC intersections. Lowercase LOS used for all other unsignalized intersections.

Source: Hales Engineering, October 2022

F. Mitigation Measures

No further mitigation measures are recommended to improve the Homestake Road / Park Avenue intersection. Vehicles will either be given courtesy gaps or will likely learn to reroute when undue delays and queues are observed. Even with left-turn restrictions, the westbound right-turn movement at the Homestake Road / Park Avenue intersection will experience unacceptable delays during peak hours, though the magnitude of the delay is much less than the left-turn delay in existing conditions.

VI. FUTURE (2027) PLUS PROJECT CONDITIONS

A. Purpose

The purpose of the future (2027) plus project analysis is to study the intersections and roadways during the peak travel periods of the day for future background traffic and geometric conditions plus the net trips generated by the proposed development. This scenario provides valuable insight into the potential impacts of the proposed project on future background traffic conditions.

B. Traffic Volumes

Hales Engineering added the project trips discussed in Chapter III to the future (2027) background traffic volumes to predict turning movement volumes for future (2027) plus project conditions. Due to the left-turn restriction at the Homestake Road / Park Avenue intersection, westbound left-turn vehicles assigned from the project were re-routed to the Munchkin Road connection to travel south on Bonanza Drive. Southbound left-turn vehicles assigned to the Homestake Road / Park Avenue intersection were re-routed to Kearns Boulevard. Future (2027) plus project peak hour turning movement volumes are shown in Figure 6. Previous mitigations were assumed in this scenario.

C. Level of Service Analysis

Hales Engineering determined that the Homestake Road / Park Avenue intersection is anticipated to continue operating at a poor level of service during the peak hour in future (2027) plus project conditions, as shown in Table 8.

D. Queuing Analysis

Hales Engineering calculated the 95th percentile queue lengths for each of the study intersections. Significant 95th percentile queue lengths are summarized as follows:

- Deer Valley Drive / Park Avenue:
 - Southbound: 500 feet (PM)
 - Westbound: 650 feet (PM)
 - Eastbound: 650 feet (PM)
- Bonanza Drive / Kearns Boulevard:
 - Southwest-bound: >1,000 feet (AM & PM)
 - Northwest-bound: >1,000 feet (PM)
- Kearns Boulevard / Park Avenue:
 - Northbound: >1,000 feet (PM)

E. Mitigation Measures

No further mitigation measures are recommended above those already mentioned in previous chapters. Vehicles will be given courtesy gaps or learn to reroute if undue delays and queues are experienced from access points being blocked by downstream signal queues. Even with left-turn restrictions, the westbound right-turn movement at the Homestake Road / Park Avenue intersection will experience unacceptable delays during peak hours, though the magnitude of the delay is much less than the left-turn delay in existing conditions.



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Table 8: Future (2027) Plus Project Peak Hour LOS

Intersection		LOS (Sec. Delay / Veh.) / Movement ¹	
Description	Control	Morning Peak	Evening Peak
Bonanza Drive / Kearns Boulevard	Signal	D (36.6)	D (45.4)
Homestake Road / Kearns Boulevard	NB Stop	a (9.5) / NBL	b (10.5) / NBL
Kearns Boulevard / Park Avenue	Signal	B (11.7)	B (20.0)
Homestake Road / Park Avenue	WB Stop	a (7.5) / WBR	e (49.1) / WBR
Deer Valley Drive / Park Avenue	Signal	C (24.3)	D (54.3)
Project Access / Homestake Road	WB Stop	a (4.9) / WBL	a (8.2) / WBL

1. Movement indicated for unsignalized intersections where delay and LOS represents worst movement. SBL = Southbound left movement, etc.
2. Uppercase LOS used for signalized, roundabout, and AWSC intersections. Lowercase LOS used for all other unsignalized intersections.

Source: Hales Engineering, October 2022

VII. FUTURE (2040) BACKGROUND CONDITIONS

A. Purpose

The purpose of the future (2040) background analysis is to study the intersections and roadways during the peak travel periods of the day for future background traffic and geometric conditions. Through this analysis, future background traffic operational deficiencies can be identified, and potential mitigation measures recommended.

B. Roadway Network

According to the Park City Transportation Management Plan (2011), there are no projects planned before 2040 in the study area. Therefore, no changes were made to the roadway network for the future (2040) analysis. Previous mitigations were assumed in this scenario.

C. Traffic Volumes

Hales Engineering obtained future (2040) forecasted volumes from the Summit/Wasatch County travel demand model. The travel demand model projects approximately a 0.75-1.25% annual growth rate for the area. Peak period turning movement counts were estimated using NCHRP 255 methodologies which utilize existing peak period turn volumes and future AWDT volumes to project the future turn volumes at the major intersections. Future (2040) background peak hour turning movement volumes are shown in Figure 7.

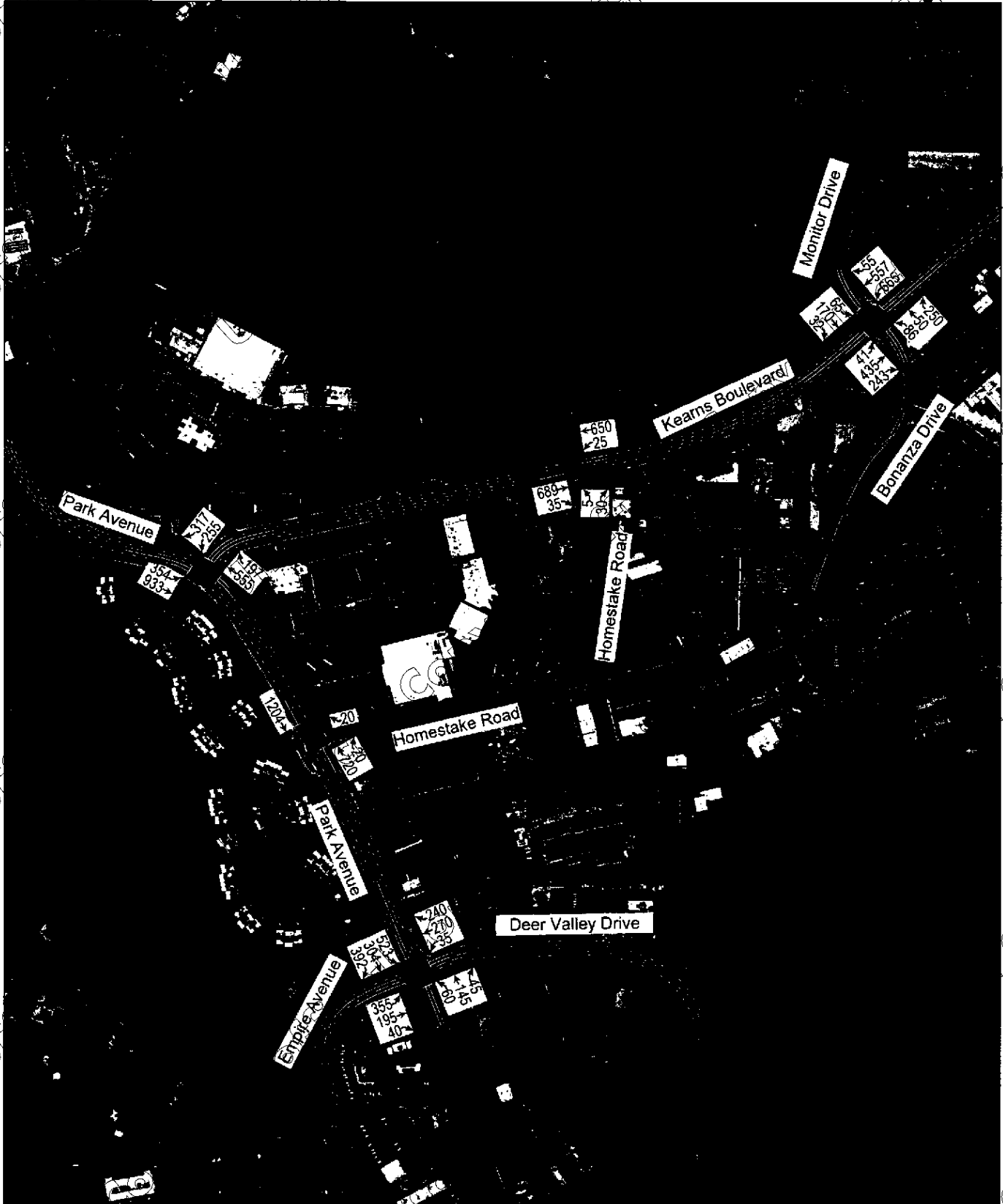
D. Level of Service Analysis

Hales Engineering determined that the Bonanza Drive / Kearns Boulevard, Homestake Road / Park Avenue, and Deer Valley Drive / Park Avenue intersections are anticipated to operate at a poor level of service during the evening peak hour, as shown in Table 9.

E. Queuing Analysis

Hales Engineering calculated the 95th percentile queue lengths for each of the study intersections. Significant 95th percentile queue lengths are summarized as follows:

- Deer Valley Drive / Park Avenue:
 - Northbound: 575 feet (PM)
 - Southbound: 575 feet (PM)
 - Westbound: >1,000 feet (PM)
 - Eastbound: >1,000 feet (PM)
- Bonanza Drive / Kearns Boulevard:
 - Southwest-bound: >1,000 feet (AM & PM)
 - Northwest-bound: >1,000 feet (PM)
- Kearns Boulevard / Park Avenue:
 - Northbound: >1,000 feet (PM)



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Table 9: Future (2040) Background Peak Hour LOS

Intersection		LOS (Sec. Delay / Veh.) / Movement ¹	
Description	Control	Morning Peak	Evening Peak
Bonanza Drive / Kearns Boulevard	Signal	E (77.3)	F (>80)
Homestake Road / Kearns Boulevard	NB Stop	a (7.6) / NBL	b (13.6) / NBL
Kearns Boulevard / Park Avenue	Signal	B (12.6)	C (27.7)
Homestake Road / Park Avenue	WB Stop	a (5.7) / WBR	f (>50) / WBR
Deer Valley Drive / Park Avenue	Signal	C (25.7)	E (63.9)

1. Movement indicated for unsignalized intersections where delay and LOS represents worst movement. SBL = Southbound left movement, etc.
2. Uppercase LOS used for signalized, roundabout, and AWSC intersections. Lowercase LOS used for all other unsignalized intersections.

Source: Hales Engineering, October 2022

F. Mitigation Measures

Park City favors innovative multimodal strategies to reduce travel demand. If these strategies are pursued and successful, the need for mitigations may be unnecessary. However, as projected in the travel demand model future traffic volumes are significant, and as such innovative mitigation measures will be needed to keep traffic flows moving in the area between Kearns Boulevard and Deer Valley Drive.

To accomplish this, the City may need to consider roadway widening to accommodate dual southbound left-turn lanes and a westbound channelized right-turn lane at Deer Valley Drive / Park Avenue. As an alternative to widening the roadway, it may be beneficial to pursue a one-way loop in the area along Deer Valley Drive, Bonanza Drive, Kearns Boulevard, and Park Avenue. No analysis was performed for these major mitigation measures as they are not part of current Park City goals.

Even with left-turn restrictions, the westbound right-turn movement at the Homestake Road / Park Avenue intersection will experience unacceptable delays during peak hours, though the magnitude of the delay is much less than the left-turn delay in existing conditions.

VIII. FUTURE (2040) PLUS PROJECT CONDITIONS

A. Purpose

The purpose of the future (2040) plus project analysis is to study the intersections and roadways during the peak travel periods of the day for future background traffic and geometric conditions plus the net trips generated by the proposed development. This scenario provides valuable insight into the potential impacts of the proposed project on future background traffic conditions.

B. Traffic Volumes

Hales Engineering added the project trips discussed in Chapter III to the future (2040) background traffic volumes to predict turning movement volumes for future (2040) plus project conditions. Due to the left-turn restriction at the Homestake Road / Park Avenue intersection, westbound left-turn vehicles assigned from the project were re-routed to the Munchkin Road connection to travel south on Bonanza Drive. Southbound left-turn vehicles assigned to the Homestake Road / Park Avenue intersection were re-routed to Kearns Boulevard. Future (2040) plus project peak hour turning movement volumes are shown in Figure 8. Previous mitigations were assumed in this scenario.

C. Level of Service Analysis

Hales Engineering determined that the Bonanza Drive / Kearns Boulevard, Homestake Road / Park Avenue, and Deer Valley Drive / Park Avenue intersections are anticipated to continue operating at a poor level of service during the evening peak hour in future (2040) plus project conditions, as shown in Table 10.

D. Queuing Analysis

Hales Engineering calculated the 95th percentile queue lengths for each of the study intersections. Significant 95th percentile queue lengths are summarized as follows:

- Deer Valley Drive / Park Avenue:
 - Northbound: 525 feet (PM)
 - Southbound: 550 feet (PM)
 - Westbound: >1,000 feet (PM)
 - Eastbound: >1,000 feet (PM)
- Bonanza Drive / Kearns Boulevard:
 - Southwest-bound: >1,000 feet (AM & PM)
 - Northwest-bound: >1,000 feet (PM)
- Kearns Boulevard / Park Avenue:
 - Northbound: >1,000 feet (PM)



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Table 10: Future (2040) Plus Project Peak Hour LOS

Intersection		LOS (Sec. Delay / Veh.) / Movement ¹	
Description	Control	Morning Peak	Evening Peak
Bonanza Drive / Kearns Boulevard	Signal	E (65.9)	F (>80)
Homestake Road / Kearns Boulevard	NB Stop	b (10.5) / NBL	b (13.3) / NBL
Kearns Boulevard / Park Avenue	Signal	B (12.6)	C (28.4)
Homestake Road / Park Avenue	WB Stop	a (5.3) / WBR	e (46.1) / WBR
Deer Valley Drive / Park Avenue	Signal	C (26.2)	E (65.2)
Project Access / Homestake Road	WB Stop	a (6.3) / WBL	a (7.2) / WBL

1. Movement indicated for unsignalized intersections where delay and LOS represents worst movement. SBL = Southbound left movement, etc.
2. Uppercase LOS used for signalized, roundabout, and AW/S/C intersections. Lowercase LOS used for all other unsignalized intersections.

Source: Hales Engineering, October 2022

E. Mitigation Measures

No further mitigation measures are recommended for the Homestake Road / Park Avenue or Deer Valley Drive / Park Avenue intersections other than those listed in previous chapters. Vehicles will learn to reroute during peak times when undue delay or queues are experienced. Even with left-turn restrictions, the westbound right-turn movement at the Homestake Road / Park Avenue intersection will experience unacceptable delays during peak hours, though the magnitude of the delay is much less than the left-turn delay in existing conditions.

F. Recommended Storage Lengths

Hales Engineering determined recommended storage lengths based on the 95th percentile queue lengths given in the future (2040) plus project scenario. These storage lengths do not include the taper length. Recommended storage lengths for the study intersections are shown in Table 11. Intersections shown include new intersections and existing intersections that have recommended storage length changes, either due to background growth or project generated traffic. Storage lengths for turn lanes with significant queueing were not included.

Table 11: Recommended Storage Lengths

Intersection	Recommended Storage Lengths (feet)															
	Northbound				Southbound				Eastbound				Westbound			
	LT		RT		LT		RT		LT		RT		LT		RT	
	E	P	E	P	E	P	E	P	E	P	E	P	E	P	E	P
1 Bonanza Drive / Kearns Boulevard	125	200	125	*	125	-	100	-	250	-	-	-	250	*	-	-
3 Kearns Boulevard / Park Avenue	-	-	50	200	200	375	-	-	-	-	-	-	250	-	-	-
5 Deer Valley Drive / Park Avenue	150	250	-	-	125	*	-	-	225	*	-	-	150	200	-	-

1. Storage lengths are based on 2040 85th percentile queue lengths and do not include required deceleration / taper distances.
 2. E = Existing storage length (approximate) if applicable. P = proposed storage length for new turn lanes or changes to existing turn lanes, if applicable.
 * denotes a turn lane with split-park queues that far exceeds the current storage.
 Source: Hales Engineering, October 2022

APPENDIX A

Site Plan

WOM

PLANNING
MPD/ CUP
REVIEW ONLY
NOT FOR CONST.

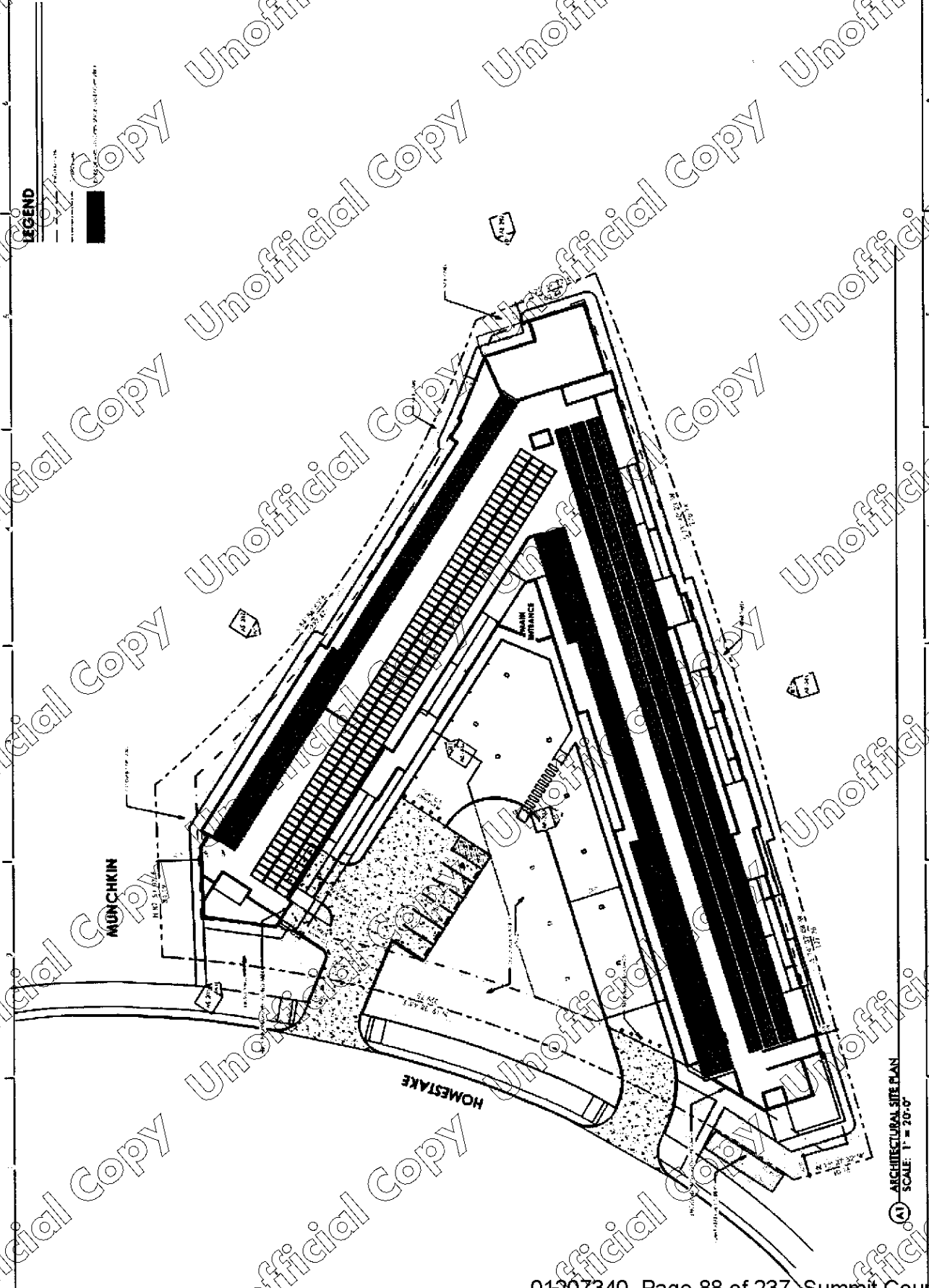
MECHANICAL
ELECTRICAL
PLUMBING
GENERAL CONTRACTOR

HOMESTAKE MPD
AFFORDABLE HOUSING
1875 HOMESTAKE ROAD
FORK CITY, UTAH

PROJECT #
DATE
SCALE
DRAWN BY
CHECKED BY

AS-101

ARCHITECTURAL SITE
PLAN



LEGEND



ARCHITECTURAL SITE PLAN
SCALE: 1" = 20'-0"

APPENDIX B

Turning Movement Counts

Traffic Counts

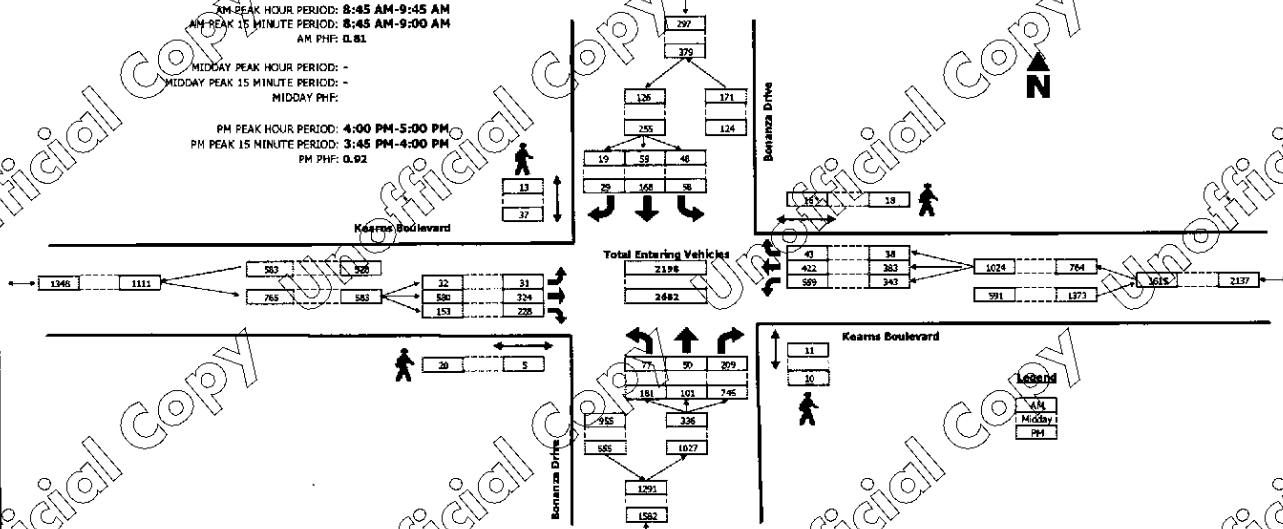
2364 North 1450 East
Lehi, UT 84043
801.636.0891

Intersection Turning Movement Summary

Intersection: Bonanza Drive / Keams Boulevard
North/South: Bonanza Drive
East/West: Keams Boulevard
Jurisdiction: Park City
Project Title: Yarrow
Project No: UT22-2092
Weather: Clear

Date: 1-29-22, Sat
Days of Week Adjustment: 100.0%
Month of Year Adjustment: 100.0%
Adjustment Station #: 000
Snowfall Rate: 0.0%
Number of Years: 0

AM PEAK HOUR PERIOD: 8:45 AM-9:45 AM
AM PEAK 15 MINUTE PERIOD: 8:45 AM-9:00 AM
AM PHF: 0.81
MIDDAY PEAK HOUR PERIOD: -
MIDDAY PEAK 15 MINUTE PERIOD: -
MIDDAY PHF: -
PM PEAK HOUR PERIOD: 4:00 PM-5:00 PM
PM PEAK 15 MINUTE PERIOD: 3:45 PM-4:00 PM
PM PHF: 0.92



RAW COUNT SUMMARIES	Bonanza Drive Northbound				Bonanza Drive Southbound				Keams Boulevard Eastbound				Keams Boulevard Westbound				TOTAL
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
AM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
8:00 - 8:15	14	32	18	0	11	21	8	0	5	45	26	0	152	163	8	0	483
8:15 - 8:30	14	9	18	0	10	56	8	0	1	43	69	0	171	129	9	4	537
8:30 - 8:45	16	8	32	3	10	64	4	0	4	43	76	0	173	125	6	0	561
8:45 - 9:00	20	15	57	0	23	89	8	2	10	112	74	0	135	124	12	0	679
9:00 - 9:15	15	15	47	8	11	27	10	7	10	66	67	0	153	161	8	3	531
9:15 - 9:30	25	11	57	3	14	27	9	12	3	76	52	3	142	107	7	1	530
9:30 - 9:45	16	9	48	0	10	25	7	21	6	78	35	2	129	90	16	12	458
9:45 - 10:00	18	13	57	0	12	27	11	4	7	88	39	1	126	91	12	10	501
MIDDAY PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
9:00 - 9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 - 9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 - 9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 - 10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 - 10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 - 10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 - 10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 - 11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 - 11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 - 11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 - 11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00 - 13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15 - 13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30 - 13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45 - 14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00 - 14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15 - 14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30 - 14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45 - 15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00 - 15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15 - 15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30 - 15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45 - 16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
15:00 - 15:15	39	27	131	1	12	15	5	0	6	125	44	0	78	96	11	0	589
15:15 - 15:30	45	27	141	2	1	30	3	1	11	130	34	5	104	92	7	0	527
15:30 - 15:45	55	22	188	5	10	21	5	0	4	148	36	1	110	95	9	0	704
15:45 - 16:00	49	31	178	0	19	15	8	3	5	169	37	0	99	108	8	0	730
16:00 - 16:15	57	37	191	0	19	19	2	5	13	127	42	7	98	88	10	0	689
16:15 - 16:30	29	22	201	0	18	13	8	0	9	142	35	3	88	93	5	0	644
16:30 - 16:45	44	22	173	0	19	14	6	4	8	159	47	4	103	80	9	9	702
16:45 - 17:00	51	20	180	0	13	13	1	4	2	152	29	6	79	84	8	6	647

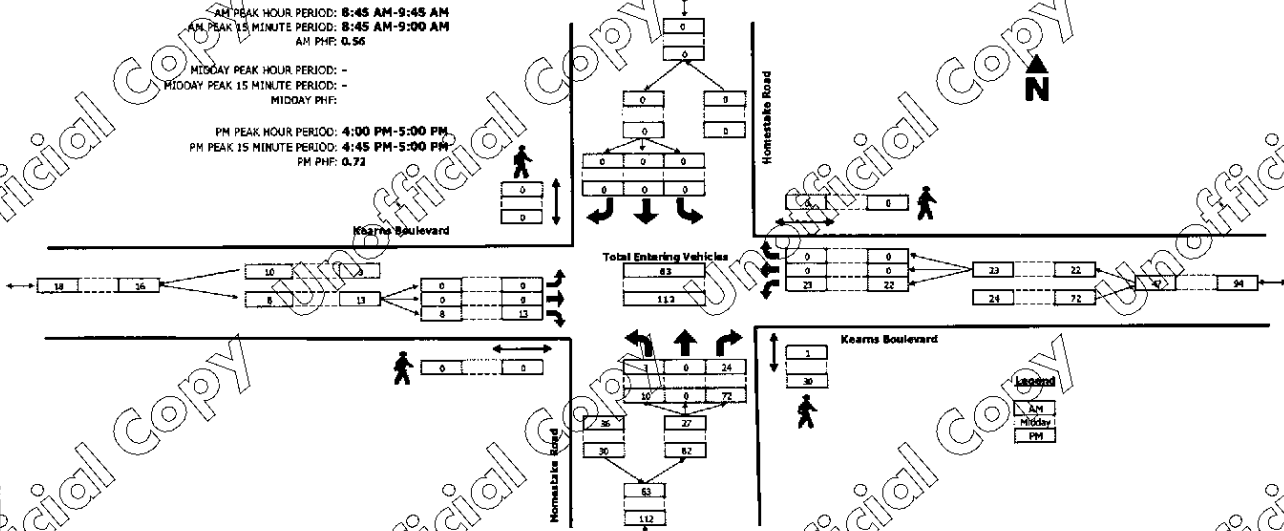
TrafficCounts

2384 North 1450 East
Lehi, UT 84043
801.836.0891

Intersection Turning Movement Summary

Intersection: Homestead Road / Kearns Boulevard
North/South: Homestead Road
East/West: Kearns Boulevard
Jurisdiction: Park City
Project Title: Various
Project No: 18723-2092
Worksheet: Clear

Date: 1-29-12, Sat
Day of Week Adjustment: 100.0%
Month of Year Adjustment: 100.0%
Adjustment Station #: 000
Growth Rate: 0.0%
Number of Years: 0



RAW COUNT SUMMARIZER	Homestead Road Northbound				Homestead Road Southbound				Kearns Boulevard Eastbound				Kearns Boulevard Westbound				TOTAL
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
AM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
8:00 - 8:15	1	0	0	5	0	0	0	0	0	0	0	0	0	4	0	0	10
8:15 - 8:30	2	0	0	4	2	0	0	0	0	0	3	0	0	0	0	0	9
8:30 - 8:45	0	0	0	3	0	0	0	0	0	0	4	0	0	0	0	0	11
8:45 - 9:00	1	0	0	7	0	0	0	0	0	0	5	0	0	4	0	0	28
9:00 - 9:15	0	0	0	3	0	0	0	0	0	0	2	0	0	0	0	0	9
9:15 - 9:30	1	0	0	4	0	0	0	0	0	0	3	0	0	0	0	0	8
9:30 - 9:45	1	0	0	10	1	0	0	0	0	0	2	0	0	5	0	0	18
9:45 - 10:00	1	0	0	11	1	0	0	0	0	0	1	0	0	4	0	0	17
MIDDAY PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
9:00 - 9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 - 9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 - 9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 - 10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 - 10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 - 10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 - 10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 - 11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 - 11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 - 11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 - 11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00 - 13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15 - 13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30 - 13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45 - 14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00 - 14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15 - 14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30 - 14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45 - 15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00 - 15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15 - 15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30 - 15:45	1	0	0	0	0	0	0	0	0	0	4	0	0	3	0	0	17
15:45 - 16:00	1	0	0	18	0	0	0	0	0	0	0	0	0	7	0	0	26
16:00 - 16:15	2	0	0	15	0	0	0	0	0	0	2	0	0	6	0	0	25
16:15 - 16:30	2	0	0	15	0	0	0	0	0	0	2	0	0	6	0	0	25
16:30 - 16:45	1	0	0	12	0	0	0	0	0	0	4	0	0	6	0	0	23
16:45 - 17:00	5	0	0	30	0	0	0	0	0	0	0	0	0	4	0	0	39
PM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
15:00 - 15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15 - 15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30 - 15:45	1	0	0	0	0	0	0	0	0	0	4	0	0	3	0	0	17
15:45 - 16:00	1	0	0	18	0	0	0	0	0	0	0	0	0	7	0	0	26
16:00 - 16:15	2	0	0	15	0	0	0	0	0	0	2	0	0	6	0	0	25
16:15 - 16:30	2	0	0	15	0	0	0	0	0	0	2	0	0	6	0	0	25
16:30 - 16:45	1	0	0	12	0	0	0	0	0	0	4	0	0	6	0	0	23
16:45 - 17:00	5	0	0	30	0	0	0	0	0	0	0	0	0	4	0	0	39

Traffic Counts

2364 North 1450 East
Lehi, UT 84043
801.636.0891

Intersection Turning Movement Summary

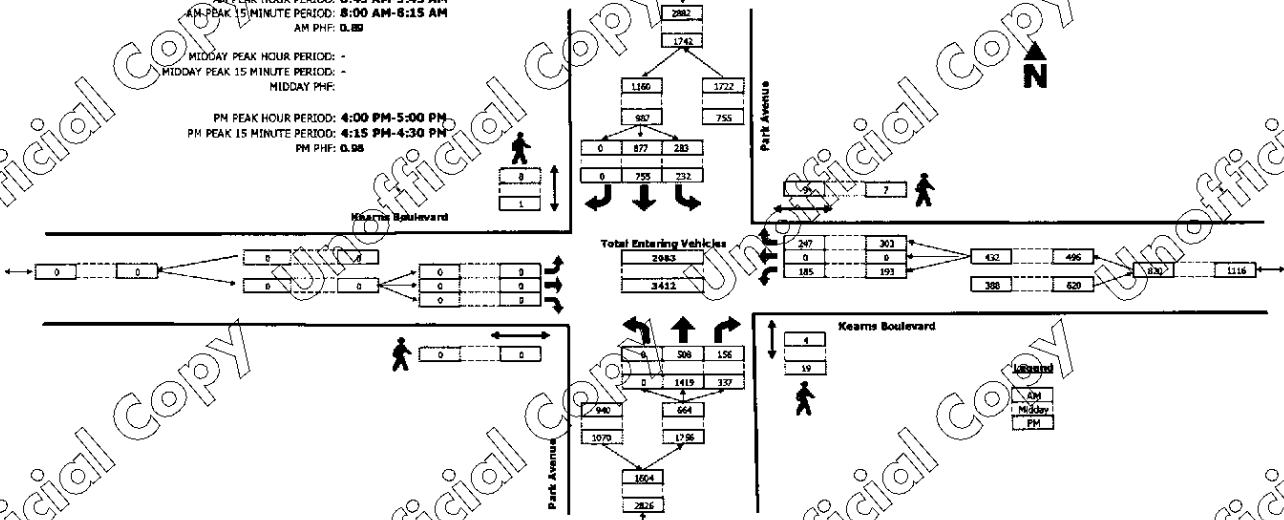
Intersection: Park Avenue / Kearns Boulevard
North/South: Park Avenue
East/West: Kearns Boulevard
Jurisdiction: Park City
Project Title: Yarrow
Project No: UT23-2092
Weather: Clear

Date: 1-26-22, Sat
Day of Week Adjustment: 100.0%
Month of Year Adjustment: 100.0%
Adjustment Station #: 006
Growth Rate: 0.0%
Number of Years: 0

AM PEAK HOUR PERIOD: 8:45 AM-9:45 AM
AM PEAK 15 MINUTE PERIOD: 8:00 AM-8:15 AM
AM PHF: 0.88

MIDDAY PEAK HOUR PERIOD: -
MIDDAY PEAK 15 MINUTE PERIOD: -
MIDDAY PHF: -

PM PEAK HOUR PERIOD: 4:00 PM-5:00 PM
PM PEAK 15 MINUTE PERIOD: 4:15 PM-4:30 PM
PM PHF: 0.88



RAW COUNT SUMMARIES	Park Avenue Northbound				Park Avenue Southbound				Kearns Boulevard Eastbound				Kearns Boulevard Westbound				TOTAL
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
AM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
8:00 - 8:15	0	84	15	1	30	294	0	3	0	0	0	0	110	0	51	0	584
8:15 - 8:30	0	73	25	0	40	117	0	0	0	0	0	0	78	0	64	2	397
8:30 - 8:45	0	98	21	0	27	157	0	3	0	0	0	0	29	0	64	0	446
8:45 - 9:00	0	128	47	0	61	190	0	1	0	0	0	0	20	0	67	0	563
9:00 - 9:15	0	128	29	2	54	203	0	0	0	0	0	0	52	0	62	3	528
9:15 - 9:30	0	126	44	1	63	169	0	0	0	0	0	0	34	0	61	1	497
9:30 - 9:45	0	126	36	1	54	193	0	0	0	0	0	0	29	0	57	5	495
9:45 - 10:00	0	144	51	3	59	196	0	0	0	0	0	0	37	0	55	3	552
MIDDAY PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
9:00 - 9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 - 9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 - 9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 - 10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 - 10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 - 10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 - 10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 - 11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 - 11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 - 11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 - 11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00 - 13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15 - 13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30 - 13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45 - 14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00 - 14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15 - 14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30 - 14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45 - 15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00 - 15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15 - 15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30 - 15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45 - 16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00 - 16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15 - 16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30 - 16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45 - 17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
15:00 - 15:15	0	312	64	6	75	210	0	1	0	0	0	0	45	0	71	0	777
15:15 - 15:30	0	343	80	1	73	239	0	0	0	0	0	0	60	0	61	0	834
15:30 - 15:45	0	326	84	1	83	240	0	3	0	0	0	0	56	0	70	0	860
15:45 - 16:00	0	323	97	5	74	205	0	3	0	0	0	0	43	0	81	0	823
16:00 - 16:15	0	343	78	7	72	212	0	2	0	0	0	0	46	0	80	0	838
16:15 - 16:30	0	363	96	2	76	213	0	3	0	0	0	0	44	0	80	0	867
16:30 - 16:45	0	325	83	5	70	236	0	0	0	0	0	0	56	0	70	1	846
16:45 - 17:00	0	388	70	5	85	216	0	3	0	0	0	0	47	0	79	4	861

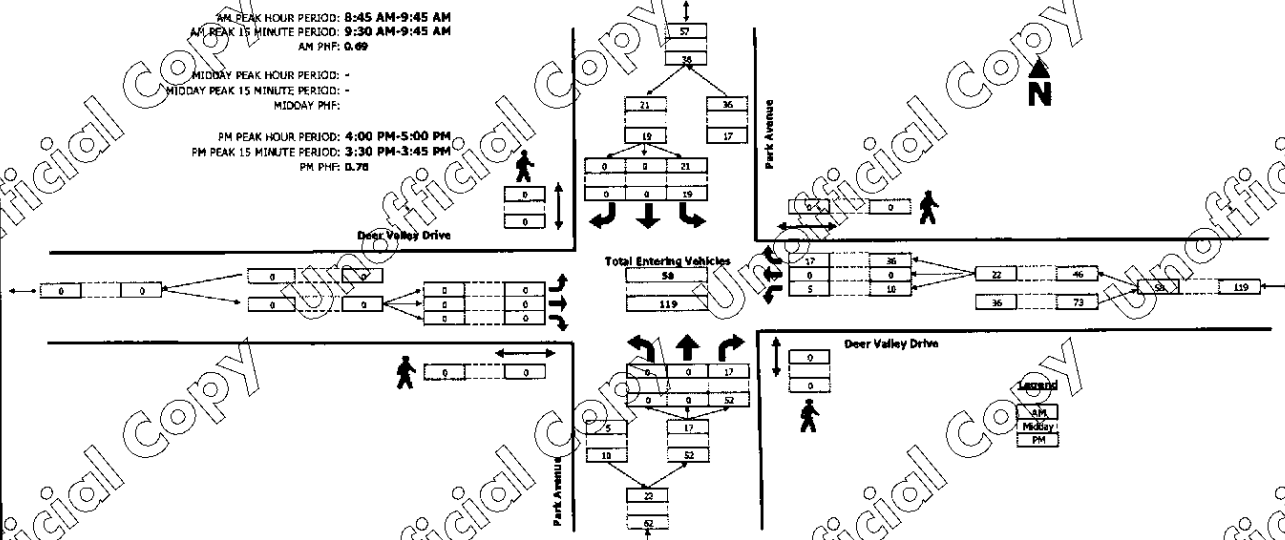
TrafficCounts

2364 North 1450 East
 Lehi, UT 84043
 801.636.0991

Intersection Turning Movement Summary

Intersection: Park Avenue / Deer Valley Drive
 North/South: Park Avenue
 East/West: Deer Valley Drive
 Jurisdiction: Park City
 Project Title: Yarrow
 Project No: UT22-2092
 Weather: Clear

Date: 1-20-22, Sat
 Day of Week Adjustment: 100.0%
 Month of Year Adjustment: 100.0%
 Adjustment Station #: 805
 Growth Rate: 0.0%
 Number of Years: 5



RAW COUNTY SUBURBAN	Park Avenue Northbound				Park Avenue Southbound				Deer Valley Drive Eastbound				Deer Valley Drive Westbound				TOTAL
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
AM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
8:00 - 8:15	0	0	3	0	1	0	0	0	0	0	0	0	2	0	1	0	7
8:15 - 8:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
8:30 - 8:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	4	0	6
8:45 - 9:00	0	0	4	0	2	0	0	0	0	0	0	0	1	0	6	0	13
9:00 - 9:15	0	0	1	0	3	0	0	0	0	0	0	0	1	0	3	0	10
9:15 - 9:30	0	0	4	0	5	0	0	0	0	0	0	0	2	0	3	0	14
9:30 - 9:45	0	0	6	0	9	0	0	0	0	0	0	0	1	0	5	0	21
9:45 - 10:00	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	4
MIDDAY PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
9:00 - 9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 - 9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 - 9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 - 10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 - 10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 - 10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 - 10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 - 11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 - 11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 - 11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 - 11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00 - 13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15 - 13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30 - 13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45 - 14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00 - 14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15 - 14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30 - 14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45 - 15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00 - 15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15 - 15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30 - 15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45 - 16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00 - 16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15 - 16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30 - 16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45 - 17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
15:00 - 15:15	0	0	11	0	13	0	0	0	0	0	0	0	2	0	5	0	31
15:15 - 15:30	0	0	7	0	8	0	0	0	0	0	0	0	5	0	1	0	21
15:30 - 15:45	0	0	15	0	2	0	0	0	0	0	0	0	4	0	13	0	39
15:45 - 16:00	0	0	12	0	10	0	0	0	0	0	0	0	1	0	7	0	30
16:00 - 16:15	0	0	10	0	5	0	0	0	0	0	0	0	2	0	3	0	26
16:15 - 16:30	0	0	11	0	11	0	0	0	0	0	0	0	4	0	2	0	29
16:30 - 16:45	0	0	16	0	14	0	0	0	0	0	0	0	1	0	10	0	31
16:45 - 17:00	0	0	15	0	8	0	0	0	0	0	0	0	3	0	2	0	33

Traffic Counts

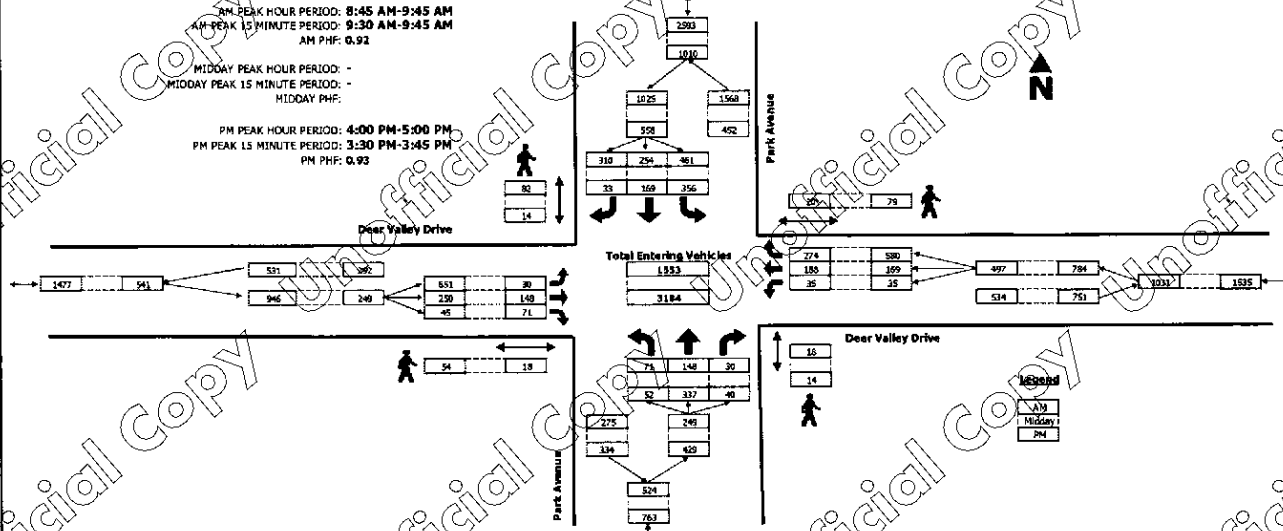
2364 North 1450 East
 Lay, UT 84043
 801.636.0891

Intersection Turning Movement Summary

Intersections: Park Avenue / Deer Valley Drive
 North/South Park Avenue
 East/West Deer Valley Drive
 Jurisdiction: Park City
 Project Title: Yarrow
 Project No: UT22-2092
 Weather: Clear

Date: 1-28-22, Sat
 Day of Week Adjustment: 100.0%
 Month of Year Adjustment: 100.0%
 Adjustment Station #: 405
 Growth Rate: 0.0%
 Number of Years: 0

AM PEAK HOUR PERIOD: 8:45 AM-9:45 AM
 AM PEAK 15 MINUTE PERIOD: 9:30 AM-9:45 AM
 AM PHF: 0.92
 MIDDAY PEAK HOUR PERIOD: -
 MIDDAY PEAK 15 MINUTE PERIOD: -
 MIDDAY PHF: -
 PM PEAK HOUR PERIOD: 4:00 PM-5:00 PM
 PM PEAK 15 MINUTE PERIOD: 3:30 PM-3:45 PM
 PM PHF: 0.93



RAW COUNT SUMMARIES	Park Avenue Northbound				Park Avenue Southbound				Deer Valley Drive Eastbound				Deer Valley Drive Westbound				TOTAL
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
AM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
8:00 - 8:15	13	21	1	1	43	24	6	1	4	21	13	1	6	80	42	3	277
8:15 - 8:30	22	19	6	0	41	32	3	0	6	19	22	0	6	87	64	1	327
8:30 - 8:45	16	34	4	2	83	32	2	7	4	34	16	2	23	42	35	5	325
8:45 - 9:00	23	34	12	6	90	36	11	5	12	34	23	6	13	45	65	2	398
9:00 - 9:15	13	33	3	4	68	54	10	3	8	33	13	4	5	49	77	7	371
9:15 - 9:30	17	42	2	1	69	33	5	3	2	42	17	1	10	53	69	4	361
9:30 - 9:45	18	39	8	7	129	46	7	4	8	39	18	7	7	41	63	7	423
9:45 - 10:00	12	35	15	9	76	50	16	7	3	35	12	9	7	24	72	5	379
MIDDAY PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
9:00 - 9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 - 9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 - 9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 - 10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 - 10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 - 10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 - 10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 - 11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 - 11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 - 11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 - 11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00 - 13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15 - 13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30 - 13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45 - 14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00 - 14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15 - 14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30 - 14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45 - 15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00 - 15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15 - 15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30 - 15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45 - 16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00 - 16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15 - 16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30 - 16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45 - 17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
15:00 - 15:15	13	99	13	7	105	40	86	20	146	65	17	2	9	43	145	16	781
15:15 - 15:30	11	89	11	4	128	57	70	14	167	61	10	7	14	42	159	12	829
15:30 - 15:45	17	79	11	9	125	75	91	14	190	65	6	5	14	37	152	8	856
15:45 - 16:00	15	96	9	9	118	78	95	18	143	57	17	1	10	55	150	20	843
16:00 - 16:15	12	85	10	2	117	69	77	13	143	64	8	9	10	52	159	19	796
16:15 - 16:30	14	68	10	8	124	63	89	25	176	51	16	13	10	47	153	10	821
16:30 - 16:45	10	94	11	3	121	55	62	11	177	81	13	6	8	62	129	16	778
16:45 - 17:00	16	90	9	2	119	67	82	31	155	54	8	26	7	36	145	22	789

APPENDIX C

LOS Results

SimTraffic LOS Report

Project: Park City Homestake Avengers TIS
Analysis Period: Existing (2022) Background
Time Period: Morning Peak Hour **Project #:** UT22-2234

Intersection: Kearns Boulevard & Bonanza Drive/Monitor Drive
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	L	78	76	97	40.2	D
	T	50	50	100	27.8	C
	R	209	209	100	3.9	A
	Subtotal	337	335	99	15.7	B
SE	L	58	57	98	34.1	C
	T	168	160	95	32.3	C
	R	31	34	109	6.5	A
	Subtotal	257	251	98	29.2	C
NE	L	37	35	95	32.4	C
	T	340	330	97	33.0	C
	R	231	239	104	28.7	C
	Subtotal	608	604	99	31.3	C
SW	L	559	577	103	29.0	C
	T	422	424	100	8.7	A
	R	43	46	108	5.4	A
	Subtotal	1,024	1,047	102	19.7	B
Total		2,226	2,237	100	23.4	C

Intersection: Homestake Road & Kearns Boulevard
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	3	2	67	7.9	A
	R	24	25	104	5.2	A
	Subtotal	27	27	100	5.4	A
EB	T	548	543	99	0.4	A
	R	13	14	110	0.2	A
	Subtotal	561	557	99	0.4	A
WB	L	23	19	83	6.9	A
	T	544	549	101	1.9	A
	Subtotal	567	568	100	2.1	A
Total		1,155	1,152	100	1.3	A

SimTraffic LOS Report

Project: Park City Homestake Avengers TIS
Analysis Period: Existing (2022) Background
Time Period: Morning Peak Hour **Project #:** UT22-2234

Intersection: Park Avenue & Kearns Boulevard
Type: Signalized

Approach	Movement	Demand	Volume Served		Delay/Veh (sec)	
		Volume	Avg	%	Avg	LOS
NW	T	515	508	99	17.2	B
	R	166	162	98	6.2	A
	Subtotal	681	670	98	14.5	B
SE	L	233	238	102	12.1	B
	T	884	872	99	5.4	A
	Subtotal	1,117	1,110	99	6.8	A
SW	L	220	215	98	36.5	D
	T	77	79	103	0.6	A
	R	250	256	102	7.5	A
	Subtotal	547	550	101	17.8	B
Total		2,346	2,330	99	11.7	B

Intersection: Park Avenue & Homestake Road
Type: Unsignalized

Approach	Movement	Demand	Volume Served		Delay/Veh (sec)	
		Volume	Avg	%	Avg	LOS
NB	T	642	636	99	2.0	A
	R	24	23	96	2.0	A
	Subtotal	666	658	99	2.0	A
SB	L	19	18	96	14.3	B
	T	1,104	1,087	98	4.1	A
	Subtotal	1,123	1,105	98	4.3	A
WB	L	15	14	95	9.5	A
	R	17	15	90	4.5	A
	Subtotal	32	29	91	6.9	A
Total		1,821	1,792	98	3.5	A

SimTraffic LOS Report

Project: Park City Homestake Avengers TIS
Analysis Period: Existing (2022) Background
Time Period: Morning Peak Hour **Project #:** UT22-2234

Intersection: Park Avenue & Empire Avenue/Deer Valley Drive
Type: Signalized

Approach	Movement	Demand	Volume Served		Delay/Veh (sec)	
		Volume	Avg	%	Avg	LOS
NB	L	56	58	103	28.4	C
	T	141	139	99	29.5	C
	R	41	43	106	10.8	B
	Subtotal	238	240	101	25.9	C
SB	L	489	476	97	30.4	C
	T	294	289	98	15.9	B
	R	336	338	101	4.3	A
	Subtotal	1,119	1,103	99	18.6	B
EB	L	300	292	97	33.5	C
	T	172	171	99	23.9	C
	R	36	37	102	16.5	B
	Subtotal	508	500	98	29.0	C
WB	L	34	31	91	40.7	D
	T	232	228	98	32.1	C
	R	225	225	100	5.4	A
	Subtotal	491	484	99	26.2	C
Total		2,357	2,327	99	21.9	C

SimTraffic LOS Report

Project: Park City Homestake Avengers TIS
Analysis Period: Existing (2022) Background
Time Period: Evening Peak Hour
Project #: UT22-2234

Intersection: Kearns Boulevard & Bonanza Drive/Monitor Drive
Type: Signalized

Approach	Movement	Demand	Volume Served		Delay/Veh (sec)	
		Volume	Avg	%	Avg	LOS
NW	L	184	185	100	31.3	C
	T	101	102	101	26.6	C
	R	745	740	99	21.5	C
	Subtotal	1,030	1,027	100	23.8	C
SE	L	48	47	97	37.2	D
	T	59	59	100	27.8	C
	R	25	24	95	6.0	A
	Subtotal	132	130	98	27.2	C
NE	L	36	34	94	21.2	C
	T	658	649	99	18.8	B
	R	155	155	100	17.6	B
	Subtotal	849	838	99	18.7	B
SW	L	343	346	101	22.6	C
	T	394	388	99	7.3	A
	R	38	39	102	5.0	A
	Subtotal	775	773	100	14.0	B
Total		2,788	2,768	99	19.7	B

Intersection: Homestake Road & Kearns Boulevard
Type: Unsignalized

Approach	Movement	Demand	Volume Served		Delay/Veh (sec)	
		Volume	Avg	%	Avg	LOS
NB	L	10	9	90	10.5	B
	R	72	70	97	7.2	A
	Subtotal	82	79	96	7.6	A
EB	T	777	768	99	0.4	A
	R	8	8	100	0.1	A
	Subtotal	785	776	99	0.4	A
WB	L	22	21	95	7.5	A
	T	610	607	100	1.8	A
	Subtotal	632	628	99	2.0	A
Total		1,500	1,483	99	1.5	A

SimTraffic LOS Report

Project: Park City Homestake Avengers TIS
Analysis Period: Existing (2022) Background
Time Period: Evening Peak Hour **Project #:** UT22-2234

Intersection: Park Avenue & Kearns Boulevard
Type: Signalized

Approach	Movement	Demand	Volume Served		Delay/Veh (sec)	
		Volume	Avg	%	Avg	LOS
NW	T	1,428	1,428	100	17.2	B
	R	350	355	101	13.4	B
	Subtotal	1,778	1,783	100	16.4	B
SE	L	301	294	98	35.5	D
	T	861	873	101	4.9	A
	Subtotal	1,162	1,167	100	12.6	B
SW	L	193	194	100	51.4	D
	R	121	125	104	0.8	A
	Subtotal	306	298	97	23.0	C
	Subtotal	620	617	100	27.4	C
Total		3,560	3,567	100	17.1	B

Intersection: Park Avenue & Homestake Road
Type: Unsignalized

Approach	Movement	Demand	Volume Served		Delay/Veh (sec)	
		Volume	Avg	%	Avg	LOS
NB	T	1,726	1,733	100	5.2	A
	R	72	70	97	4.1	A
	Subtotal	1,798	1,803	100	5.2	A
SB	L	21	22	105	49.9	E
	T	1,047	1,058	101	5.9	A
	Subtotal	1,068	1,080	101	6.8	A
WB	L	17	15	88	137.7	F
	R	36	37	102	80.1	F
	Subtotal	53	52	98	96.7	F
Total		2,919	2,935	101	7.4	A

SimTraffic LOS Report

Project: Park City Homestake Avengers TIS
Analysis Period: Existing (2022) Background
Time Period: Evening Peak Hour **Project #:** UT22-2234

Intersection: Park Avenue & Empire Avenue/Deer Valley Drive
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	63	61	96	49.3	D
	T	407	408	100	61.3	E
	R	41	41	99	44.6	D
	Subtotal	511	510	100	58.5	E
SB	L	471	474	101	49.9	D
	T	269	280	104	26.9	C
	R	324	326	101	4.6	A
	Subtotal	1,064	1,080	102	30.3	C
EB	L	706	714	101	55.8	E
	T	246	241	98	37.9	D
	R	44	47	106	30.2	C
	Subtotal	996	1,002	101	50.3	D
WB	L	46	46	99	73.6	E
	T	181	186	103	65.0	E
	R	685	680	99	47.9	D
	Subtotal	912	912	100	52.7	D
Total		3,484	3,504	101	46.0	D

SimTraffic LOS Report

Project: Park City Homestake Avengers TIS
Analysis Period: Existing (2022) Background (Mitigated)
Time Period: Morning Peak Hour **Project #:** UT22-2234

Intersection: Kearns Boulevard & Bonanza Drive/Monitor Drive
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	L	78	75	96	39.9	D
	T	50	50	100	28.3	C
	R	209	206	99	3.7	A
	Subtotal	337	331	98	15.6	B
SE	L	58	56	96	35.0	C
	T	168	166	99	32.9	C
	R	31	33	106	6.5	A
	Subtotal	257	255	99	29.9	C
NE	L	37	38	103	34.8	C
	T	340	337	99	34.2	C
	R	231	232	101	28.5	C
	Subtotal	608	607	100	32.1	C
SW	L	559	568	102	50.8	D
	T	422	423	100	9.3	A
	R	43	48	112	6.1	A
	Subtotal	1,024	1,039	101	31.8	C
Total		2,226	2,232	100	29.3	C

Intersection: Homestake Road & Kearns Boulevard
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	3	3	100	8.0	A
	R	24	28	117	5.0	A
	Subtotal	27	31	115	5.3	A
EB	T	548	545	99	0.5	A
	R	32	32	99	0.1	A
	Subtotal	580	577	99	0.5	A
WB	L	23	22	96	6.5	A
	T	544	542	100	1.8	A
	Subtotal	567	564	99	2.0	A
Total		1,174	1,172	100	1.3	A

SimTraffic LOS Report

Project: Park City Homestake Avengers TIS
Analysis Period: Existing (2022) Background (Mitigated)
Time Period: Morning Peak Hour **Project #:** UT22-2234

Intersection: Park Avenue & Kearns Boulevard
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	T	515	503	98	15.0	B
	R	166	166	100	5.9	A
	Subtotal	681	669	98	12.7	B
SE	L	252	248	98	12.1	B
	T	865	875	101	5.3	A
	Subtotal	1,117	1,123	101	6.8	A
SW	L	220	216	98	36.9	D
	T	77	80	104	0.6	A
	R	250	249	100	7.4	A
	Subtotal	547	545	100	18.1	B
Total		2,346	2,337	100	11.2	B

Intersection: Park Avenue & Homestake Road
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	642	630	98	4.1	A
	R	24	22	92	2.9	A
	Subtotal	666	652	98	4.1	A
SB	T	1,104	1,110	101	3.8	A
	Subtotal	1,104	1,110	101	3.8	A
WB	R	17	16	96	6.8	A
	Subtotal	17	16	94	6.8	A
Total		1,787	1,778	99	4.0	A

SimTraffic LOS Report

Project: Park City Homestake Avengers TIS
Analysis Period: Existing (2022) Background (Mitigated)
Time Period: Morning Peak Hour **Project #:** UT22-2234

Intersection: Park Avenue & Empire Avenue/Deer Valley Drive
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	56	57	101	33.1	C
	T	141	140	99	33.3	C
	R	41	40	98	14.4	B
	Subtotal	238	237	100	30.1	C
SB	L	489	496	101	25.9	C
	T	294	284	97	16.1	B
	R	336	346	103	4.4	A
	Subtotal	1,119	1,126	101	16.8	B
EB	L	300	290	97	40.3	D
	T	172	182	106	28.8	C
	R	36	36	99	19.9	B
	Subtotal	508	508	100	34.7	C
WB	L	34	32	93	48.5	D
	T	232	238	103	39.0	D
	R	225	222	99	5.2	A
	Subtotal	491	492	100	24.4	C
Total		2,356	2,363	100	23.6	C

SimTraffic LOS Report

Project: Park City Homestake Avengers TIS
Analysis Period: Existing (2022) Background (Mitigated)
Time Period: Evening Peak Hour **Project #:** UT22-2234

Intersection: Kearns Boulevard & Bonanza Drive/Monitor Drive
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	L	184	186	101	30.0	C
	T	101	99	98	25.1	C
	R	745	735	99	15.6	B
	Subtotal	1,030	1,020	99	19.1	B
SE	L	48	47	97	42.5	D
	T	59	54	91	29.8	C
	R	25	25	99	6.7	A
	Subtotal	132	126	96	30.0	C
NE	L	36	36	99	24.5	C
	T	658	643	98	21.0	C
	R	155	158	102	19.7	B
	Subtotal	849	837	99	20.9	C
SW	L	343	347	101	68.3	E
	T	394	391	99	7.5	A
	R	38	37	97	5.7	A
	Subtotal	775	775	100	34.6	C
Total		2,788	2,758	99	24.6	C

Intersection: Homestake Road & Kearns Boulevard
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	10	9	90	10.8	B
	R	72	72	100	7.2	A
	Subtotal	82	81	99	7.6	A
EB	T	777	762	98	0.4	A
	R	29	33	113	0.1	A
	Subtotal	806	795	99	0.4	A
WB	L	22	24	109	8.2	A
	T	610	609	100	1.9	A
	Subtotal	632	633	100	2.1	A
Total		1,521	1,509	99	1.5	A

SimTraffic LOS Report

Project: Park City Homestake Avengers TIS
Analysis Period: Existing (2022) Background (Mitigated)
Time Period: Evening Peak Hour **Project #:** UT22-2234

Intersection: Park Avenue & Kearns Boulevard
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	T	1,428	1,430	100	19.0	B
	R	350	344	98	15.0	B
	Subtotal	1,778	1,774	100	18.2	B
SE	L	322	320	99	36.7	D
	T	840	841	100	4.8	A
	Subtotal	1,162	1,161	100	13.6	B
SW	L	193	188	97	50.5	D
	T	121	122	101	1.0	A
	R	306	307	100	24.6	C
Subtotal	620	617	100	27.8	C	
Total		3,560	3,552	100	18.4	B

Intersection: Park Avenue & Homestake Road
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	1,726	1,713	99	12.5	B
	R	72	72	100	11.9	B
	Subtotal	1,798	1,785	99	12.5	B
SB	T	1,047	1,042	100	5.6	A
	Subtotal	1,047	1,042	100	5.6	A
	R	36	36	99	43.3	E
WB	Subtotal	36	36	100	43.3	E
	Total	2,881	2,863	99	10.3	B

SimTraffic LOS Report

Project: Park City Homestake Avengers TIS
Analysis Period: Existing (2022) Background (Mitigated)
Time Period: Evening Peak Hour **Project #:** UT22-2234

Intersection: Park Avenue & Empire Avenue/Deer Valley Drive
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	63	62	98	53.6	D
	T	407	396	97	69.0	E
	R	41	42	102	54.1	D
	Subtotal	511	500	98	65.8	E
SB	L	471	471	100	44.0	D
	T	269	265	99	25.7	C
	R	324	327	101	5.4	A
	Subtotal	1,064	1,063	100	27.6	C
EB	L	706	694	98	58.3	E
	T	246	246	100	41.4	D
	R	44	43	97	35.9	D
	Subtotal	996	983	99	53.1	D
WB	L	46	41	89	81.3	F
	T	181	178	98	67.7	E
	R	685	691	101	41.5	D
	Subtotal	912	910	100	48.4	D
Total		3,484	3,456	99	46.0	D

SimTraffic LOS Report

Project: Park City Homestake Avengers TIS
Analysis Period: Existing (2022) Plus Project
Time Period: Morning Peak Hour **Project #:** UT22-2234

Intersection: Kearns Boulevard & Bonanza Drive/Monitor Drive
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	L	78	76	97	38.8	D
	T	50	47	94	32.0	C
	R	209	208	100	3.8	A
	Subtotal	337	331	98	15.8	B
SE	L	58	55	94	34.8	C
	T	168	164	98	34.8	C
	R	32	33	102	6.5	A
	Subtotal	258	252	98	31.1	C
NE	L	39	40	103	34.7	C
	T	348	352	101	34.5	C
	R	232	227	98	28.9	C
	Subtotal	619	619	100	32.5	C
SW	L	559	560	100	44.3	D
	T	424	418	99	8.5	A
	R	43	45	105	5.9	A
	Subtotal	1,026	1,023	100	28.0	C
Total		2,240	2,225	99	27.8	C

Intersection: Homestake Road & Kearns Boulevard
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	8	7	85	9.1	A
	T	20	18	91	0.3	A
	R	35	34	96	5.8	A
	Subtotal	63	59	94	4.5	A
EB	T	548	552	101	0.5	A
	R	36	36	102	0.1	A
	Subtotal	583	588	101	0.5	A
WB	L	26	26	100	6.5	A
	T	544	534	98	1.8	A
	Subtotal	570	560	98	2.0	A
Total		1,216	1,207	99	1.4	A

SimTraffic LOS Report

Project: Park City Homestake Avengers TIS
Analysis Period: Existing (2022) Plus Project
Time Period: Morning Peak Hour **Project #:** UT22-2234

Intersection: Park Avenue & Kearns Boulevard
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	T	519	522	101	15.7	B
	R	166	170	102	6.3	A
	Subtotal	685	692	101	13.4	B
SE	L	255	260	102	12.5	B
	T	865	868	100	5.2	A
	Subtotal	1,120	1,128	101	6.9	A
SW	L	220	214	97	37.0	D
	T	78	79	102	0.5	A
	R	255	251	99	7.7	A
Subtotal	553	544	98	18.2	B	
Total		2,357	2,364	100	11.4	B

Intersection: Park Avenue & Homestake Road
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	643	650	101	4.5	A
	R	27	27	100	4.4	A
	Subtotal	670	677	101	4.5	A
SB	T	1,104	1,102	100	4.2	A
	Subtotal	1,104	1,102	100	4.2	A
WB	T	18	19	104	0.1	A
	R	21	20	95	4.3	A
	Subtotal	39	39	100	2.3	A
Total		1,814	1,818	100	4.3	A

SimTraffic LOS Report

Project: Park City Homestake Avengers TIS
Analysis Period: Existing (2022) Plus Project
Time Period: Morning Peak Hour **Project #:** UT22-2234

Intersection: Park Avenue & Empire Avenue/Deer Valley Drive
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	56	54	96	35.5	D
	T	142	142	100	35.0	C
	R	41	44	108	13.6	B
	Subtotal	239	240	100	31.2	C
SB	L	493	494	100	26.3	C
	T	297	293	99	16.7	B
	R	340	340	100	4.5	A
	Subtotal	1,130	1,127	100	17.2	B
EB	L	301	305	101	41.4	D
	T	172	170	99	29.0	C
	R	36	36	99	19.8	B
	Subtotal	509	511	100	35.8	D
WB	L	34	33	96	46.9	D
	T	232	238	103	37.5	D
	R	226	226	100	5.3	A
	Subtotal	492	497	101	23.5	C
Total		2,371	2,375	100	24.0	C

Intersection: Homestake Road & Project Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	36	33	91	0.2	A
	R	3	3	100	0.0	A
	Subtotal	39	36	92	0.2	A
SB	L	6	6	96	2.8	A
	T	55	55	100	0.4	A
	Subtotal	61	61	100	0.6	A
WB	L	4	4	100	4.8	A
	R	27	27	100	4.0	A
	Subtotal	31	31	100	4.1	A
Total		132	128	97	1.3	A

SimTraffic LOS Report

Project: Park City Homestake Avengers TIS
Analysis Period: Existing (2022) Plus Project
Time Period: Evening Peak Hour **Project #:** UT22-2234

Intersection: Kearns Boulevard & Bonanza Drive/Monitor Drive
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	L	185	183	99	31.4	C
	T	101	98	97	25.2	C
	R	745	737	99	15.6	B
	Subtotal	1,031	1,018	99	19.4	B
SE	L	48	50	104	37.0	D
	T	59	59	100	30.6	C
	R	27	27	99	6.7	A
	Subtotal	134	136	101	28.2	C
NE	L	37	37	99	23.9	C
	T	662	659	100	21.7	C
	R	156	149	96	20.0	B
	Subtotal	855	845	99	21.5	C
SW	L	343	344	100	67.6	E
	T	401	403	101	7.9	A
	R	38	37	97	5.8	A
	Subtotal	782	784	100	34.0	C
Total		2,803	2,783	99	24.7	C

Intersection: Homestake Road & Kearns Boulevard
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	13	13	100	10.2	B
	T	11	12	109	0.2	A
	R	78	79	102	7.6	A
	Subtotal	102	104	102	7.1	A
EB	T	777	768	99	0.4	A
	R	37	38	102	0.1	A
	Subtotal	814	806	99	0.4	A
WB	L	32	30	93	8.0	A
	T	610	611	100	1.9	A
	Subtotal	642	641	100	2.2	A
Total		1,558	1,551	100	1.6	A

SimTraffic LOS Report

Project: Park City Homestake Avengers TIS
Analysis Period: Existing (2022) Plus Project
Time Period: Evening Peak Hour **Project #:** UT22-2234

Intersection: Park Avenue & Kearns Boulevard
Type: Signalized

Approach	Movement	Demand	Volume Served		Delay/Veh (sec)	
		Volume	Avg	%	Avg	LOS
NW	T	1,430	1,432	100	19.0	B
	R	350	348	99	14.6	B
	Subtotal	1,780	1,780	100	18.1	B
SE	L	330	329	100	36.7	D
	T	840	832	99	4.7	A
	Subtotal	1,170	1,161	99	13.8	B
SW	L	193	194	100	49.7	D
	T	121	123	102	0.8	A
	R	309	302	98	24.2	C
	Subtotal	623	619	99	27.5	C
Total		3,573	3,560	100	18.4	B

Intersection: Park Avenue & Homestake Road
Type: Unsignalized

Approach	Movement	Demand	Volume Served		Delay/Veh (sec)	
		Volume	Avg	%	Avg	LOS
NB	T	1,726	1,724	100	12.1	B
	R	82	82	100	11.8	B
	Subtotal	1,808	1,806	100	12.1	B
SB	T	1,047	1,038	99	5.3	A
	Subtotal	1,047	1,038	99	5.3	A
	R	38	40	105	38.9	E
WB	Subtotal	38	40	105	38.9	E
	Total	2,894	2,884	100	10.1	B

SimTraffic LOS Report

Project: Park City Homestake Avengers TIS
Analysis Period: Existing (2022) Plus Project
Time Period: Evening Peak Hour **Project #:** UT22-2234

Intersection: Park Avenue & Empire Avenue/Deer Valley Drive
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	63	66	104	49.7	D
	T	409	409	100	67.6	E
	R	41	39	95	51.2	D
	Subtotal	513	514	100	64.1	E
SB	L	473	472	100	45.1	D
	T	271	262	97	26.9	C
	R	326	326	100	5.0	A
	Subtotal	1,070	1,060	99	28.3	C
EB	L	710	718	101	61.3	E
	T	246	256	104	42.5	D
	R	44	45	102	34.0	C
	Subtotal	1,000	1,019	102	55.4	E
WB	L	46	44	95	84.6	F
	T	181	182	100	69.0	E
	R	689	681	99	42.9	D
	Subtotal	916	907	99	50.2	D
Total		3,500	3,500	100	47.2	D

Intersection: Homestake Road & Project Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	87	87	100	0.3	A
	R	10	12	120	0.3	A
	Subtotal	97	99	102	0.3	A
SB	L	18	17	94	3.0	A
	T	52	52	101	0.5	A
	Subtotal	70	69	99	1.1	A
WB	L	2	1	50	7.0	A
	R	15	16	107	4.3	A
	Subtotal	17	17	100	4.5	A
Total		183	185	101	1.0	A

SimTraffic LOS Report

Project: Park City Homestake TIS
Analysis Period: Future (2027) Background
Time Period: Morning Peak Hour **Project #:** UT22-2234

Intersection: Kearns Boulevard & Bonanza Drive/Monitor Drive
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	L	81	80	98	43.5	D
	T	50	52	104	34.7	C
	R	225	231	103	6.4	A
	Subtotal	356	363	102	18.6	B
SE	L	60	61	101	36.2	D
	T	170	167	98	34.1	C
	R	32	33	102	6.8	A
	Subtotal	262	261	100	31.1	C
NE	L	41	34	83	34.6	C
	T	361	366	101	34.8	C
	R	238	244	103	30.1	C
	Subtotal	640	644	101	33.0	C
SW	L	580	584	101	58.7	E
	T	477	478	100	13.6	B
	R	45	48	107	10.1	B
	Subtotal	1,102	1,110	101	37.2	D
Total		2,360	2,378	101	32.7	C

Intersection: Homestake Road & Kearns Boulevard
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	5	5	95	8.5	A
	R	30	32	106	5.3	A
	Subtotal	35	37	106	5.7	A
EB	T	609	614	101	0.5	A
	R	35	36	102	0.1	A
	Subtotal	644	650	101	0.5	A
WB	L	25	24	96	6.9	A
	T	565	566	100	2.2	A
	Subtotal	590	590	100	2.4	A
Total		1,270	1,277	101	1.5	A

SimTraffic LOS Report

Project: Park City Homestake TIS
Analysis Period: Future (2027) Background
Time Period: Morning Peak Hour
Project #: UT22-2234

Intersection: Park Avenue & Kearns Boulevard
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	T	526	529	101	15.9	B
	R	187	191	102	6.3	A
	Subtotal	713	720	101	13.4	B
SE	L	284	285	100	13.1	B
	T	898	897	100	5.7	A
	Subtotal	1,182	1,182	100	7.5	A
SW	L	225	223	99	36.7	D
	T	84	84	101	0.7	A
	R	262	264	101	8.2	A
Subtotal	571	571	100	18.2	B	
Total		2,464	2,473	100	11.7	B

Intersection: Park Avenue & Homestake Road
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	681	687	101	4.0	A
	R	20	19	96	4.2	A
	Subtotal	701	706	101	4.0	A
SB	T	1,139	1,140	100	3.8	A
	Subtotal	1,139	1,140	100	3.8	A
	WB	R	20	21	105	4.5
Subtotal		20	21	105	4.5	A
Total		1,860	1,867	100	3.9	A

SimTraffic LOS Report

Project: Park City Homestake TIS
Analysis Period: Future (2027) Background
Time Period: Morning Peak Hour **Project #:** UT22-2234

Intersection: Park Avenue & Empire Avenue/Deer Valley Drive
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	60	63	105	34.3	C
	T	145	146	101	35.6	D
	R	45	52	116	14.3	B
	Subtotal	250	261	104	31.0	C
SB	L	503	496	99	25.6	C
	T	295	301	102	16.7	B
	R	357	360	101	4.2	A
	Subtotal	1,155	1,157	100	16.6	B
EB	L	315	316	100	41.3	D
	T	180	182	101	28.6	C
	R	40	39	98	22.4	C
	Subtotal	535	537	100	35.6	D
WB	L	35	34	96	45.3	D
	T	240	239	100	38.3	D
	R	240	245	102	5.7	A
	Subtotal	515	518	101	23.3	C
Total		2,455	2,473	101	23.7	C

SimTraffic LOS Report

Project: Park City Homestake TIS
Analysis Period: Future (2027) Background
Time Period: Evening Peak Hour **Project #:** UT22-2234

Intersection: Kearns Boulevard & Bonanza Drive/Monitor Drive
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	L	188	189	100	50.0	D
	T	105	104	99	44.1	D
	R	790	797	101	37.2	D
	Subtotal	1,083	1,090	101	40.1	D
SE	L	50	49	98	39.7	D
	T	60	58	96	31.0	C
	R	26	30	114	7.0	A
	Subtotal	136	137	101	28.9	C
NE	L	39	39	99	23.5	C
	T	690	700	101	24.7	C
	R	157	160	102	21.2	C
	Subtotal	886	899	101	24.0	C
SW	L	360	354	98	154.1	F
	T	449	438	98	13.9	B
	R	40	44	109	9.8	A
	Subtotal	849	836	98	73.1	E
Total		2,956	2,962	100	44.8	D

Intersection: Homestake Road & Kearns Boulevard
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	10	9	90	11.9	B
	R	80	80	100	7.2	A
	Subtotal	90	89	99	7.7	A
EB	T	806	823	102	0.4	A
	R	35	34	96	0.1	A
	Subtotal	841	857	102	0.4	A
WB	L	25	25	99	8.0	A
	T	638	632	99	2.0	A
	Subtotal	663	657	99	2.2	A
Total		1,595	1,603	101	7.6	A

SimTraffic LOS Report

Project: Park City Homestake TIS
Analysis Period: Future (2027) Background
Time Period: Evening Peak Hour **Project #:** UT22-2234

Intersection: Park Avenue & Kearns Boulevard
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	T	1,479	1,469	99	22.0	C
	R	355	366	103	17.7	B
	Subtotal	1,834	1,835	100	21.1	C
SE	L	331	341	103	39.0	D
	T	861	848	98	4.9	A
	Subtotal	1,192	1,189	100	14.7	B
SW	L	200	201	100	50.2	D
	T	123	123	100	1.1	A
	R	325	317	97	24.4	C
	Subtotal	648	641	99	28.0	C
Total		3,675	3,665	100	20.3	C

Intersection: Park Avenue & Homestake Road
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	1,793	1,803	101	14.4	B
	R	55	57	103	13.5	B
	Subtotal	1,848	1,860	101	14.4	B
SB	T	1,064	1,052	99	5.6	A
	Subtotal	1,064	1,052	99	5.6	A
WB	R	40	37	92	49.7	E
	Subtotal	40	37	93	49.7	E
Total		2,953	2,949	100	11.7	B

SimTraffic LOS Report

Project: Park City Homestake TIS
Analysis Period: Future (2027) Background
Time Period: Evening Peak Hour **Project #:** UT22-2234

Intersection: Park Avenue & Empire Avenue/Deer Valley Drive
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	65	64	98	52.5	D
	T	415	416	100	77.2	E
	R	45	47	104	61.4	E
	Subtotal	525	527	100	72.8	E
SB	L	479	476	99	43.6	D
	T	273	268	98	27.1	C
	R	334	327	98	5.4	A
	Subtotal	1,086	1,071	99	27.8	C
EB	L	736	743	101	74.1	E
	T	255	253	99	47.9	D
	R	45	48	106	41.1	D
	Subtotal	1,036	1,044	101	66.2	E
WB	L	50	50	100	90.2	F
	T	190	188	99	79.9	E
	R	697	702	101	45.3	D
	Subtotal	937	940	100	54.6	D
Total		3,585	3,582	100	52.7	D

SimTraffic LOS Report

Project: Park City Homestake TIS
Analysis Period: Future (2027) Plus Project
Time Period: Morning Peak Hour **Project #:** UT22-2234

Intersection: Kearns Boulevard & Bonanza Drive/Monitor Drive
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	L	81	81	100	41.9	D
	T	50	54	108	30.6	C
	R	225	225	100	5.8	A
	Subtotal	356	360	101	17.6	B
SE	L	60	55	91	38.9	D
	T	170	174	102	35.7	D
	R	33	32	96	7.2	A
	Subtotal	263	261	99	32.9	C
NE	L	43	40	94	34.9	C
	T	368	368	100	36.6	D
	R	239	240	100	32.5	C
	Subtotal	650	648	100	35.0	C
SW	L	580	581	100	71.9	E
	T	479	478	100	13.9	B
	R	45	44	98	10.5	B
	Subtotal	1,104	1,103	100	44.3	D
Total		2,374	2,372	100	36.6	D

Intersection: Homestake Road & Kearns Boulevard
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	10	10	98	9.5	A
	T	21	21	100	0.4	A
	R	41	44	108	5.8	A
	Subtotal	72	75	104	4.8	A
EB	T	609	605	99	0.5	A
	R	38	39	103	0.2	A
	Subtotal	647	644	100	0.5	A
WB	L	28	27	96	7.0	A
	T	565	564	100	2.2	A
	Subtotal	593	591	100	2.4	A
Total		1,312	1,310	100	1.8	A

SimTraffic LOS Report

Project: Park City Homestake TIS
Analysis Period: Future (2027) Plus Project
Time Period: Morning Peak Hour
Project #: UT22-2234

Intersection: Park Avenue & Kearns Boulevard
Type: Signalized

Approach	Movement	Demand	Volume Served		Delay/Veh (sec)	
		Volume	Avg	%	Avg	LOS
NW	T	530	525	99	16.1	B
	R	187	189	101	6.6	A
	Subtotal	717	714	100	13.6	B
SE	L	287	281	98	13.6	B
	T	898	894	100	5.7	A
	Subtotal	1,185	1,175	99	7.6	A
SW	L	225	228	101	35.6	D
	T	83	88	106	0.7	A
	R	267	259	97	7.6	A
Subtotal	575	575	100	17.6	B	
Total		2,476	2,464	99	11.7	B

Intersection: Park Avenue & Homestake Road
Type: Unsignalized

Approach	Movement	Demand	Volume Served		Delay/Veh (sec)	
		Volume	Avg	%	Avg	LOS
NB	T	681	683	100	4.5	A
	R	23	24	104	3.3	A
	Subtotal	704	707	100	4.5	A
SB	T	1,139	1,139	100	4.1	A
	Subtotal	1,139	1,139	100	4.1	A
	WB	T	20	19	95	0.0
R		24	23	96	7.5	A
Subtotal		44	42	95	4.1	A
Total		1,886	1,888	100	4.2	A

SimTraffic LOS Report

Project: Park City Homestake TIS
Analysis Period: Future (2027) Plus Project
Time Period: Morning Peak Hour **Project #:** UT22-2234

Intersection: Park Avenue & Empire Avenue/Deer Valley Drive
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	60	63	105	34.1	C
	T	146	150	103	36.7	D
	R	45	47	104	14.3	B
	Subtotal	251	260	104	32.0	C
SB	L	507	499	98	26.6	C
	T	297	290	98	17.0	B
	R	361	372	103	4.3	A
	Subtotal	1,165	1,161	100	17.1	B
EB	L	316	311	98	40.9	D
	T	180	174	97	28.5	C
	R	40	43	108	20.1	C
	Subtotal	536	528	99	35.1	D
WB	L	35	36	102	51.2	D
	T	240	250	104	40.5	D
	R	241	245	102	5.6	A
	Subtotal	516	531	103	25.1	C
Total		2,469	2,480	100	24.3	C

Intersection: Homestake Road & Project Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	45	46	102	0.3	A
	R	3	4	133	0.1	A
	Subtotal	48	50	104	0.3	A
SB	L	6	5	80	2.5	A
	T	60	61	103	0.4	A
	Subtotal	66	66	100	0.6	A
WB	L	4	4	100	4.9	A
	R	27	29	107	4.1	A
	Subtotal	31	33	106	4.2	A
Total		145	149	103	1.3	A

SimTraffic LOS Report

Project: Park City Homestake TIS
Analysis Period: Future (2027) Plus Project
Time Period: Evening Peak Hour **Project #:** UT22-2234

Intersection: Kearns Boulevard & Bonanza Drive/Monitor Drive
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	L	189	185	98	49.5	D
	T	105	105	100	46.9	D
	R	790	791	100	36.2	D
	Subtotal	1,084	1,081	100	39.5	D
SE	L	50	49	98	39.0	D
	T	60	60	100	31.3	C
	R	28	31	110	6.8	A
	Subtotal	138	140	101	28.6	C
NE	L	40	39	97	24.1	C
	T	694	702	101	25.0	C
	R	158	154	97	22.1	C
	Subtotal	892	895	100	24.5	C
SW	L	360	346	96	160.7	F
	T	456	458	100	14.2	B
	R	40	42	104	9.5	A
	Subtotal	856	846	99	73.9	E
Total		2,972	2,962	100	45.4	D

Intersection: Homestake Road & Kearns Boulevard
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	13	11	85	10.5	B
	T	18	18	100	0.2	A
	R	86	83	97	7.6	A
	Subtotal	117	112	96	6.7	A
EB	T	806	812	101	0.5	A
	R	43	44	102	0.1	A
	Subtotal	849	856	101	0.5	A
WB	L	35	34	96	9.3	A
	T	639	643	101	2.1	A
	Subtotal	674	677	100	2.5	A
Total		1,640	1,645	100	7.7	A

SimTraffic LOS Report

Project: Park City Homestake TIS
Analysis Period: Future (2027) Plus Project
Time Period: Evening Peak Hour
Project #: UT22-2234

Intersection: Park Avenue & Kearns Boulevard
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	T	1,481	1,464	99	21.4	C
	R	355	359	101	16.7	B
	Subtotal	1,836	1,823	99	20.5	C
SE	L	339	350	103	37.9	D
	T	861	858	100	4.9	A
	Subtotal	1,200	1,208	101	14.5	B
SW	L	200	196	98	50.7	D
	R	123	121	99	1.1	A
	Subtotal	328	339	103	25.8	C
	Subtotal	651	656	101	28.7	C
Total		3,688	3,687	100	20.0	B

Intersection: Park Avenue & Homestake Road
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	1,793	1,790	100	13.0	B
	R	65	65	100	12.4	B
	Subtotal	1,858	1,855	100	13.0	B
SB	T	1,064	1,057	99	5.6	A
	Subtotal	1,064	1,057	99	5.6	A
	T	10	11	110	0.0	A
WB	R	42	41	97	49.1	E
	Subtotal	52	52	100	38.7	E
	Total	2,975	2,964	100	10.8	B

SimTraffic LOS Report

Project: Park City Homestake TIS
Analysis Period: Future (2027) Plus Project
Time Period: Evening Peak Hour **Project #:** UT22-2234

Intersection: Park Avenue & Empire Avenue/Deer Valley Drive
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	65	63	97	57.3	E
	T	417	415	100	73.4	E
	R	45	48	106	58.4	E
	Subtotal	527	526	100	70.1	E
SB	L	481	476	99	45.0	D
	T	275	267	97	26.9	C
	R	336	338	101	5.0	A
	Subtotal	1,092	1,081	99	28.0	C
EB	L	740	754	102	85.4	F
	T	255	258	101	48.9	D
	R	45	47	104	39.9	D
	Subtotal	1,040	1,059	102	74.5	E
WB	L	50	48	96	85.2	F
	T	190	184	97	72.9	E
	R	701	690	98	44.7	D
	Subtotal	941	922	98	52.4	D
Total		3,601	3,588	100	54.3	D

Intersection: Homestake Road & Project Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	102	99	97	0.2	A
	R	10	9	90	0.3	A
	Subtotal	112	108	96	0.2	A
SB	L	18	17	94	3.0	A
	T	62	62	101	0.7	A
	Subtotal	80	79	99	1.2	A
WB	L	2	1	50	8.2	A
	R	15	13	87	4.2	A
	Subtotal	17	14	82	4.5	A
Total		208	201	97	0.9	A

SimTraffic LOS Report

Project: Park City Homestake Avengers TIS
Analysis Period: Future (2040) Background
Time Period: Morning Peak Hour **Project #:** UT22-2234

Intersection: Kearns Boulevard & Bonanza Drive/Monitor Drive
Type: Signalized

Approach	Movement	Demand	Volume Served		Delay/Veh (sec)	
		Volume	Avg	%	Avg	LOS
NW	L	86	90	105	44.0	D
	T	50	51	102	36.3	D
	R	250	251	100	6.5	A
	Subtotal	386	392	102	19.0	B
SE	L	65	70	108	39.2	D
	T	170	176	104	41.1	D
	R	32	36	112	8.0	A
	Subtotal	267	282	106	36.4	D
NE	L	41	38	93	36.6	D
	T	436	438	101	39.5	D
	R	243	246	101	34.9	C
	Subtotal	720	722	100	37.8	D
SW	L	665	606	91	205.4	F
	T	557	553	99	39.3	D
	R	55	61	110	27.0	C
	Subtotal	1,277	1,220	96	121.2	F
Total		2,650	2,616	99	77.3	E

Intersection: Homestake Road & Kearns Boulevard
Type: Unsignalized

Approach	Movement	Demand	Volume Served		Delay/Veh (sec)	
		Volume	Avg	%	Avg	LOS
NB	L	5	6	114	7.6	A
	R	30	31	102	5.9	A
	Subtotal	35	37	106	6.2	A
EB	T	689	685	99	0.5	A
	R	35	38	108	0.2	A
	Subtotal	724	723	100	0.5	A
WB	L	25	22	88	7.4	A
	T	651	658	101	2.4	A
	Subtotal	676	680	101	2.6	A
Total		1,436	1,440	100	1.6	A

SimTraffic LOS Report

Project: Park City Homestake Avengers TIS
Analysis Period: Future (2040) Background
Time Period: Morning Peak Hour **Project #:** UT22-2234

Intersection: Park Avenue & Kearns Boulevard
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	T	555	553	100	16.5	B
	R	197	196	99	7.5	A
	Subtotal	752	749	100	14.1	B
SE	L	354	354	100	15.6	B
	T	933	922	99	5.9	A
	Subtotal	1,287	1,276	99	8.6	A
SW	L	255	250	98	36.4	D
	T	83	83	100	0.9	A
	R	317	324	102	9.3	A
	Subtotal	655	657	100	18.6	B
Total		2,694	2,682	100	12.6	B

Intersection: Park Avenue & Homestake Road
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	721	719	100	4.7	A
	R	20	22	111	4.6	A
	Subtotal	741	741	100	4.7	A
SB	T	1,204	1,190	99	4.2	A
	Subtotal	1,204	1,190	99	4.2	A
WB	R	20	19	95	5.7	A
	Subtotal	20	19	95	5.7	A
Total		1,964	1,950	99	4.4	A

SimTraffic LOS Report

Project: Park City Homestake Avengers TIS
Analysis Period: Future (2040) Background
Time Period: Morning Peak Hour **Project #:** UT22-2234

Intersection: Park Avenue & Empire Avenue/Deer Valley Drive
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	60	57	95	35.3	D
	T	145	151	104	38.3	D
	R	45	46	102	16.7	B
	Subtotal	250	254	102	33.7	C
SB	L	523	511	98	28.6	C
	T	304	306	101	18.4	B
	R	392	388	99	4.7	A
	Subtotal	1,219	1,205	99	18.3	B
EB	L	355	348	98	42.6	D
	T	195	193	99	28.3	C
	R	40	38	96	22.0	C
	Subtotal	590	579	98	36.5	D
WB	L	35	32	91	53.1	D
	T	270	273	101	40.9	D
	R	240	241	100	6.2	A
	Subtotal	545	546	100	26.3	C
Total		2,604	2,584	99	25.7	C

SimTraffic LOS Report

Project: Park City Homestake Avengers TIS
Analysis Period: Future (2040) Background
Time Period: Evening Peak Hour **Project #:** UT22-2234

Intersection: Kearns Boulevard & Bonanza Drive/Monitor Drive
Type: Signalized

Approach	Movement	Demand	Volume Served		Delay/Veh (sec)	
		Volume	Avg	%	Avg	LOS
NW	L	188	180	96	115.8	F
	T	105	106	101	113.9	F
	R	885	858	97	104.6	F
	Subtotal	1,178	1,144	97	107.2	F
SE	L	55	54	98	40.2	D
	T	60	65	108	33.5	C
	R	26	27	103	7.3	A
	Subtotal	141	146	104	31.1	C
NE	L	39	38	97	24.0	C
	T	780	766	98	25.6	C
	R	162	162	100	21.9	C
	Subtotal	981	966	98	24.9	C
SW	L	415	359	87	392.3	F
	T	519	514	99	39.0	D
	R	40	43	107	18.0	B
	Subtotal	974	916	94	176.5	F
Total		3,275	3,172	97	105.3	F

Intersection: Homestake Road & Kearns Boulevard
Type: Unsignalized

Approach	Movement	Demand	Volume Served		Delay/Veh (sec)	
		Volume	Avg	%	Avg	LOS
NB	L	10	9	90	13.6	B
	R	80	83	104	8.4	A
	Subtotal	90	92	102	8.9	A
EB	T	961	882	98	0.5	A
	R	35	36	102	0.1	A
	Subtotal	936	918	98	0.5	A
WB	L	25	24	95	9.2	A
	T	708	696	98	2.2	A
	Subtotal	733	720	98	2.4	A
Total		1,759	1,730	98	1.7	A

SimTraffic LOS Report

Project: Park City Homestake Avengers TIS
Analysis Period: Future (2040) Background
Time Period: Evening Peak Hour **Project #:** UT22-2234

Intersection: Park Avenue & Kearns Boulevard
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	T	1,554	1,532	99	35.6	D
	R	400	392	98	28.6	C
	Subtotal	1,954	1,924	98	34.2	C
SE	L	381	383	101	42.8	D
	T	916	919	100	5.6	A
	Subtotal	1,297	1,302	100	16.5	B
SW	L	220	216	98	51.3	D
	T	123	120	98	1.5	A
	R	375	373	100	27.3	C
Subtotal	718	709	99	30.2	C	
Total		3,968	3,935	99	27.7	C

Intersection: Park Avenue & Homestake Road
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	1,913	1,895	99	22.2	C
	R	55	52	94	21.4	C
	Subtotal	1,968	1,947	99	22.2	C
SB	T	1,139	1,138	100	5.5	A
	Subtotal	1,139	1,138	100	5.5	A
	R	40	39	97	64.3	F
WB	Subtotal	40	39	98	64.3	F
	Total	3,148	3,124	99	16.7	C

SimTraffic LOS Report

Project: Park City Homestake Avengers TIS
Analysis Period: Future (2040) Background
Time Period: Evening Peak Hour **Project #:** UT22-2234

Intersection: Park Avenue & Empire Avenue/Deer Valley Drive
Type: Signalized

Approach	Movement	Demand	Volume Served		Delay/Veh (sec)	
		Volume	Avg	%	Avg	LOS
NB	L	70	67	95	63.2	E
	T	415	420	101	91.4	F
	R	45	48	106	75.8	E
	Subtotal	530	535	101	86.5	F
SB	L	509	510	100	50.3	D
	T	273	263	96	27.2	C
	R	379	381	101	5.4	A
	Subtotal	1,161	1,154	99	30.2	C
EB	L	821	802	98	97.4	F
	T	280	282	101	52.9	D
	R	45	42	93	47.9	D
	Subtotal	1,146	1,126	98	84.4	F
WB	L	50	52	103	96.5	F
	T	205	200	97	94.5	F
	R	732	740	101	57.4	E
	Subtotal	987	992	101	66.9	E
Total		3,925	3,807	100	63.9	E

SimTraffic LOS Report

Project: Park City Homestake Avengers TIS
Analysis Period: Future (2040) Plus Project
Time Period: Morning Peak Hour
Project #: UT22-2234

Intersection: Kearns Boulevard & Bonanza Drive/Monitor Drive
Type: Signalized

Approach	Movement	Demand	Volume Served		Delay/Veh (sec)	
		Volume	Avg	%	Avg	LOS
NW	L	86	81	94	46.0	D
	T	50	49	98	34.1	C
	R	250	245	98	6.7	A
	Subtotal	386	375	97	18.8	B
SE	L	65	58	90	41.3	D
	T	170	170	100	38.1	D
	R	33	33	99	8.3	A
	Subtotal	268	261	97	35.0	C
NE	L	43	40	94	35.4	D
	T	443	445	100	38.6	D
	R	244	245	100	35.2	D
	Subtotal	730	730	100	37.3	D
SW	L	665	627	94	167.7	F
	T	559	556	99	31.2	C
	R	55	56	101	19.3	B
	Subtotal	1,279	1,238	97	99.8	F
Total		2,664	2,604	98	65.9	E

Intersection: Homestake Road & Kearns Boulevard
Type: Unsignalized

Approach	Movement	Demand	Volume Served		Delay/Veh (sec)	
		Volume	Avg	%	Avg	LOS
NB	L	10	9	88	10.5	B
	T	21	22	105	0.3	A
	R	41	42	103	6.6	A
	Subtotal	72	73	101	5.2	A
EB	T	689	688	100	0.5	A
	R	38	38	101	0.1	A
	Subtotal	727	726	100	0.5	A
WB	L	28	27	96	7.1	A
	T	651	644	99	2.2	A
	Subtotal	679	671	99	2.4	A
Total		1,478	1,470	99	1.6	A

SimTraffic LOS Report

Project: Park City Homestake Avengers TIS
Analysis Period: Future (2040) Plus Project
Time Period: Morning Peak Hour **Project #:** UT22-2234

Intersection: Park Avenue & Kearns Boulevard
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	T	559	565	101	16.0	B
	R	197	197	100	7.1	A
	Subtotal	756	762	101	13.7	B
SE	L	357	359	101	15.7	B
	T	933	939	101	6.0	A
	Subtotal	1,290	1,298	101	8.7	A
SW	L	255	250	98	36.5	D
	T	83	82	99	0.9	A
	R	322	317	98	10.0	A
Subtotal	660	649	98	19.1	B	
Total		2,706	2,709	100	12.6	B

Intersection: Park Avenue & Homestake Road
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	720	730	101	4.8	A
	R	23	24	104	3.8	A
	Subtotal	743	754	101	4.8	A
SB	T	1,204	1,203	100	4.2	A
	Subtotal	1,204	1,203	100	4.2	A
	T	20	21	106	0.0	A
WB	R	24	20	83	5.3	A
	Subtotal	44	41	93	2.6	A
	Total	1,991	1,998	100	4.4	A

SimTraffic LOS Report

Project: Park City Homestake Avengers TIS
Analysis Period: Future (2040) Plus Project
Time Period: Morning Peak Hour **Project #:** UT22-2234

Intersection: Park Avenue & Empire Avenue/Deer Valley Drive
Type: Signalized

Approach	Movement	Demand	Volume Served		Delay/Veh (sec)	
		Volume	Avg	%	Avg	LOS
NB	L	60	59	98	36.6	D
	T	146	145	99	40.0	D
	R	45	45	100	17.5	B
	Subtotal	251	249	99	35.1	D
SB	L	527	529	100	29.5	C
	T	307	302	98	18.3	B
	R	396	402	101	4.7	A
	Subtotal	1,230	1,233	100	18.7	B
EB	L	356	364	102	44.1	D
	T	195	188	96	28.2	C
	R	40	39	98	21.5	C
	Subtotal	591	591	100	37.6	D
WB	L	35	35	99	53.2	D
	T	270	264	98	41.4	D
	R	241	242	100	5.8	A
	Subtotal	546	541	99	26.2	C
Total		2,618	2,614	100	26.2	C

Intersection: Homestake Road & Project Access
Type: Unsignalized

Approach	Movement	Demand	Volume Served		Delay/Veh (sec)	
		Volume	Avg	%	Avg	LOS
NB	T	45	46	102	0.3	A
	R	3	3	100	0.1	A
	Subtotal	48	49	102	0.3	A
SB	L	6	6	96	2.6	A
	T	60	58	97	0.5	A
	Subtotal	66	64	97	0.7	A
WB	L	4	2	50	6.3	A
	R	27	27	100	4.0	A
	Subtotal	31	29	94	4.2	A
Total		145	142	98	1.3	A

SimTraffic LOS Report

Project: Park City Homestake Avengers TIS
Analysis Period: Future (2040) Plus Project
Time Period: Evening Peak Hour **Project #:** UT22-2234

Intersection: Kearns Boulevard & Bonanza Drive/Monitor Drive
Type: Signalized

Approach	Movement	Demand	Volume Served		Delay/Veh (sec)	
		Volume	Avg	%	Avg	LOS
NW	L	189	185	98	113.3	F
	T	105	97	93	110.0	F
	R	885	846	96	101.0	F
	Subtotal	1,179	1,128	96	103.8	F
SE	L	55	57	103	42.9	D
	T	60	59	98	32.3	C
	R	28	28	99	8.2	A
	Subtotal	143	144	101	31.8	C
NE	L	40	40	99	24.3	C
	T	785	793	101	25.4	C
	R	163	163	100	22.5	C
	Subtotal	988	996	101	24.9	C
SW	L	415	345	83	454.1	F
	T	526	512	97	56.7	E
	R	40	38	94	30.8	C
	Subtotal	981	895	91	208.8	F
Total		3,292	3,163	96	114.5	F

Intersection: Homestake Road & Kearns Boulevard
Type: Unsignalized

Approach	Movement	Demand	Volume Served		Delay/Veh (sec)	
		Volume	Avg	%	Avg	LOS
NB	L	13	14	108	13.3	B
	T	18	18	100	0.2	A
	R	86	86	100	8.7	A
	Subtotal	117	118	101	7.9	A
EB	T	901	907	101	0.5	A
	R	43	44	102	0.2	A
	Subtotal	944	951	101	0.5	A
WB	L	35	31	88	10.6	B
	T	709	696	98	2.3	A
	Subtotal	744	727	98	2.7	A
Total		1,805	1,796	100	1.9	A

SimTraffic LOS Report

Project: Park City Homestake Avengers TIS
Analysis Period: Future (2040) Plus Project
Time Period: Evening Peak Hour
Project #: UT22-2234

Intersection: Park Avenue & Kearns Boulevard
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	T	1,556	1,532	98	36.6	D
	R	400	390	98	29.2	C
	Subtotal	1,956	1,922	98	35.1	C
SE	L	389	400	103	44.1	D
	T	916	933	102	5.6	A
	Subtotal	1,305	1,333	102	17.2	B
SW	L	220	212	96	52.4	D
	T	123	123	100	1.5	A
	R	378	375	99	28.2	C
Subtotal	721	710	98	30.8	C	
Total		3,981	3,965	100	28.4	C

Intersection: Park Avenue & Homestake Road
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	1,913	1,884	98	22.8	C
	R	65	65	100	22.7	C
	Subtotal	1,978	1,949	99	22.8	C
SB	T	1,139	1,148	101	5.6	A
	Subtotal	1,139	1,148	101	5.6	A
	T	10	11	110	0.1	A
WB	R	42	43	102	46.1	E
	Subtotal	52	54	104	36.7	E
	Total	3,170	3,151	99	16.8	C

SimTraffic LOS Report

Project: Park City Homestake Avengers TIS
Analysis Period: Future (2040) Plus Project
Time Period: Evening Peak Hour **Project #:** UT22-2234

Intersection: Park Avenue & Empire Avenue/Deer Valley Drive
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	70	72	102	59.4	E
	T	417	419	100	89.4	F
	R	45	46	102	71.9	E
	Subtotal	532	537	101	83.9	F
SB	L	511	513	100	49.3	D
	T	275	279	101	30.7	C
	R	381	387	102	5.9	A
	Subtotal	1,167	1,179	101	30.7	C
EB	L	825	798	97	102.3	F
	T	280	279	100	56.5	E
	R	45	44	97	51.0	D
	Subtotal	1,150	1,121	97	88.9	F
WB	L	50	48	96	97.6	F
	T	205	205	100	95.7	F
	R	736	740	101	58.1	E
	Subtotal	991	993	100	67.8	E
Total		3,841	3,830	100	65.2	E

Intersection: Homestake Road & Project Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	102	100	98	0.2	A
	R	10	11	110	0.2	A
	Subtotal	112	111	99	0.2	A
SB	L	18	15	83	3.0	A
	T	62	62	101	0.6	A
	Subtotal	80	77	96	1.1	A
WB	L	2	1	50	7.2	A
	R	15	17	113	4.1	A
	Subtotal	17	18	106	4.3	A
Total		208	206	99	0.9	A

APPENDIX D

95th Percentile Queue Length Reports

Sim Traffic Queuing Report

Project: Park City Homestake-Avengers TIS

Analysis: Existing (2022) Background

Time Period: Morning Peak Hour

95th Percentile Queue Length (feet) - Rounded Up to Nearest Multiple of 25 ft



Project #: UT22-2234

Intersection	NB		NE		NW		SB		SE		SW		EB		WB			
	L	LR	TR	L	T	TR	L	R	T	LR	T	TR	L	TR	L	LR	TR	
01: Kearns Boulevard & Bonanza Drive/Monitor Drive				75	225	275	125	100	100	125	75	175	500	275	175			
02: Homestake Road & Kearns Boulevard	50									125	125	150	125			50		
03: Park Avenue & Kearns Boulevard					150	200												
04: Park Avenue & Homestake Road								200										
05: Park Avenue & Empire Avenue/Deer Valley Drive	100		100	150	108		400	100	225				150	175	75	50	100	225

Sim Traffic Queuing Report

Project: Park City Homestake Avengers TIS

Analysis: Existing (2022) Background

Time Period: Evening Peak Hour

95th Percentile Queue Length (feet) - Rounded Up to Nearest Multiple of 25 ft

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Innovative transportation solutions

Project #: UT22-2234

Intersection	NB		NE		NW		SB		SE		SW		EB		WB		
	L	LR	T	TR	L	LR	T	TR	L	LR	T	TR	L	LR	T	TR	
01: Kearns Boulevard & Bonanza Drive/Monitor Drive	75		75	200	250	175	750	525		75	50	100	225	100	100		50
02: Homestake Road & Kearns Boulevard																	
03: Park Avenue & Kearns Boulevard						200	475		75	225		175	175	225			
04: Park Avenue & Homestake Road									525	125	325						
05: Park Avenue & Empire Avenue/Deer Valley Drive	150		425	425	300	325	300						400	350	150	150	900

Sim Traffic Queuing Report
 Project: Park City HomeStake Avalanches (IS)
 Analysis: Existing (2022) Base (Round Mitigation)
 Time Period: Morning Peak (10:00 AM - 11:00 AM)
 Scenario: Queueing (Unsignal) - Roundabout (New) - Sample 1 of 2

HALVES ENGINEERING
 Innovative transportation solutions
 1000 N. 1000 E. Suite 200
 Provo, UT 84601
 Phone: 801.734.2224

Intersection	NB		NE		NW		SB		SE		SW		EB		WB	
	L	R	L	R	L	R	L	R	L	R	L	R	L	R	L	R
01: Kearns Boulevard & Bonanza Drive/Monitor Drive	50		75	200	275	125	100	100	125	50	175	550	925	275		50
02: Homestake Road & Kearns Boulevard									150		175	150	100			
03: Park Avenue & Kearns Boulevard								175								
04: Park Avenue & Homestake Road		100	125					175								
05: Park Avenue & Empire Avenue/Deer Valley Drive	100						375	100	225					175	200	100
																250

SimTraffic - Modeling Report
Project: Park City Homestake Ave/Deer Valley
Analysis: Existing (2022) Background (Mitigated)
Time Period: Evening Peak Hour
95th Percentile Queue Length (feet): Roundabout (Yes) Multiple Phases (No) 127

HALES ENGINEERING
 Innovative transportation solutions
 1270 S. State St. Suite 100
 Salt Lake City, UT 84143
 Phone: 801.466.1111
 Email: info@haleseng.com

Intersection	NB		NE		NW		SB		SE		SW		EB		WB	
	L	R	L	R	L	R	L	R	L	R	L	R	L	R	L	R
01: Kearns Boulevard & Bonanza Drive/Monitor Drive	75		75	225	250	225	500			100	50	40	425	200		
02: Homestake Road & Kearns Boulevard						200	950			275	175	150	250		50	
03: Park Avenue & Kearns Boulevard								200								
04: Park Avenue & Homestake Road								500	125	275						
05: Park Avenue & Empire Avenue/Deer Valley Drive	200												425	350	150	800
																300

Sim Traffic Queueing Report
Project: Park City Home Stake Avengers TIS
Analysis: Existing, Future
Table: Queueing Report
95th Percentile Queue Length (Feet) - Round Up to Nearest Multiple of 50 ft

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 Project #: UT22-2234

Intersection	NB		NE		NW		SB		SE		SW		EB		WB	
	L	R	L	R	L	R	L	R	L	R	L	R	L	R	L	R
01: Kearns Boulevard & Bonanza Drive/Monitor Drive	50		75	225	275	125	100	100	125	75	200	825	475	250		50
02: Homestake Road & Kearns Boulevard						150	200		150	150	150	125				
03: Park Avenue & Kearns Boulevard									175							
04: Park Avenue & Homestake Road						100	150									
05: Park Avenue & Empire Avenue/Deer Valley Drive						125	125		100	225			175	200	100	100
06: Homestake Road & Project Access	100															50

Sim Traffic Queuing Report
Project: Park City Homestake Avengers TIS
 Analysis: Existing (2022) Plus Project
 Time Period: Evening Peak Hour
 95th Percentile Queue Length (feet) rounded up to Nearest Multiple of 5 ft
HALES ENGINEERING
 innovative transportation solutions
 Project #: UT22-2234

Intersection	NB		NE		NW		SB		SE		SW		EB		WB		
	L	R	T	R	L	R	T	L	T	R	L	R	T	L	T	R	
01: Kearns Boulevard & Bonanza Drive/Monitor Drive	75		75	225	250	175	275	525		100	50	100	675	300	200		50
02: Homestake Road & Kearns Boulevard										275		175	175	225			
03: Park Avenue & Kearns Boulevard						200	900		200								100
04: Park Avenue & Homestake Road									475		125	300		450			775
05: Park Avenue & Empire Avenue/Deer Valley Drive	225		350	400	400	325											300
06: Homestake Road & Project Access																	50

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 innovative transportation solutions

Sim Traffic Queuing Report
 Project: Park City Homestake TIS
 Analysis: Future (2027) Background
 Time Period: Morning Peak Hour
 95% Percentiles Queue Length (feet) - Routed Up for Nearside Mounting

Project #: UT22-2234

Intersection	NB		NE		NW		SB		SE		SW		EB		WB	
	L	R	L	R	L	R	L	R	L	R	L	R	L	R	L	R
01: Kearns Boulevard & Bonanza Drive/Monitor Drive	50		75	225	300	125	100	100	125	75	175	525	600	250		50
02: Homestake Road & Kearns Boulevard						125	200		150	175	150	125				
03: Park Avenue & Kearns Boulevard								175								
04: Park Avenue & Homestake Road						100	125									
05: Park Avenue & Empire Avenue/Deer Valley Drive	100		125	125		375	100	225				175	200	100	125	250



Intersection	NB		NE		NW		SB		SE		SW		EB		WB		
	L	R	L	R	L	R	L	R	L	R	L	R	L	R	L	R	
01: Kearns Boulevard & Bonanza Drive/Monitor Drive	75		75	250	275	175	275	1,000		100	50	100	575	975	500		
02: Homestake Road & Kearns Boulevard																	50
03: Park Avenue & Kearns Boulevard									300				175	175	250		
04: Park Avenue & Homestake Road								200									
05: Park Avenue & Empire Avenue/Deer Valley Drive	225		425	450		475	325		200				475	125	275	550	450
																	200
																	825
																	350

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Similarity Queuing Report
 Project: Park City Homestake Mills
 Analysis: Interchange/Queue Project
 Time: 3000
 367 Park Avenue, Suite 100, Park City, UT 84302
 Project: 0122-2234

Intersection	NB		NE		NW		SB		SE		SW		EB		WB	
	L	R	L	R	L	R	L	R	L	R	L	R	L	R	L	R
01: Kearns Boulevard & Bonanza Drive/Monitor Drive	50		75	225	300	125	100	100	125	75	200	550	875	500		
02: Homestake Road & Kearns Boulevard									150	175	150	125		50		
03: Park Avenue & Kearns Boulevard																
04: Park Avenue & Homestake Road								175								
05: Park Avenue & Empire Avenue/Deer Valley Drive	100	125	125	125			375	125	200				175	200	125	50
06: Homestake Road & Project Access	100															

Sim Traffic Queueing Report
Project: Park City Homecare
Analysis: PM Peak (06:00-09:00) PM Peak (3:00-6:00)
Time Period: Evening Peak Hours
 eg. Parkville, Queen's Canyon, (see rounded up) Nearest Multiple

HALES ENGINEERING
 Innovative transportation solutions
 Project #: UT22-2234

Intersection	NB		NE		NW		SB		SE		SW		EB		WB				
	L	TR	L	TR	L	TR	L	TR	L	TR	L	TR	L	TR	L	TR			
01: Kearns Boulevard & Bohanza Drive/Monitor Drive	75		75	250	275	175	275	1,000		100	50	100	575		500				
02: Homestake Road & Kearns Boulevard									300				175	150	250		50		
03: Park Avenue & Kearns Boulevard					200	550		200											
04: Park Avenue & Homestake Road								500	125	350									
05: Park Avenue & Empire Avenue/Deer Valley Drive	225		400	425	425	325													
06: Homestake Road & Project Access														650		500	175	75	
																50		650	300

Intersection	NB		NE		NW		SB		SE		SW		EB		WB		
	L	R	L	R	L	R	L	R	L	R	L	R	L	R	L	R	
01: Kearns Boulevard & Bohanza Drive/Monitor Drive	50		75	275	325	125	100	100		175	75	200	175		2,650	2,525	
02: Homestake Road & Kearns Boulevard							150	225		200		175	150				50
03: Park Avenue & Kearns Boulevard																	
04: Park Avenue & Homestake Road																	
05: Park Avenue & Empire Avenue/Deer Valley Drive	100		125	150					175								
			125	125			400	125	225						200		225
																	125
																	300

Sim Traffic Queuing Report
HALES ENGINEERING
 Innovative transportation solutions
 Project: Park City Homestake Avengers TIS
 Analysis: Future (2040) Background
 Time Period: Evening Peak Hour
 95th Percentile Queue Length (feet) - Rounded Up to Nearest Multiple of 5 ft
 Project #: UT22-2234

Intersection	NB		NE		NW		SB		SE		SW		EB		WB		
	L	R	L	R	L	R	L	R	L	R	L	R	L	R	L	R	
01: Kearns Boulevard & Bohanza Drive/Monitor Drive	75		75	275	300	175	250	2,350	100	50	100	550	2,500	2,075			
02: Homestake Road & Kearns Boulevard									350	200	175	325			50		
03: Park Avenue & Kearns Boulevard						200	725										
04: Park Avenue & Homestake Road																	100
05: Park Avenue & Empire Avenue/Deer Valley Drive			275			575	350	200	150	450			725	525	200	650	375

Project: Park City Homestake Avengers TIS
 Analysis: Future (2040) Plus Project
 Time Period: Morning Peak Hour
 96th Percentile Queue Length (feet) - Rounded Up to Nearest Multiple of 25 ft

Intersection	NB		NE		NW		SB		SE		SW		EB		WB	
	L	LR	T	TR	L	LR	T	TR	L	LR	T	TR	L	LR	T	TR
01: Kearns Boulevard & Bohanza Drive/Monitor Drive	50		75	275	325	125	100	100	150	75	200	550	2,075	2,000		
02: Homestake Road & Kearns Boulevard									200			175	175		50	
03: Park Avenue & Kearns Boulevard						150	225	200								
04: Park Avenue & Homestake Road								200								
05: Park Avenue & Empire Avenue/Deer Valley Drive	100		125	125		400	125	225						200	125	100
06: Homestake Road & Project Access															50	

Intersection	NB		NE		NW		SB		SE		SW		EB		WB		
	L	LR	T	TR	L	LR	T	TR	L	LR	T	TR	L	LR	T	TR	
01: Kearns Boulevard & Bonanza Drive/Monitor Drive			75	275	300	200	250	2,350				2,775	2,825				
02: Homestake Road & Kearns Boulevard	75					200	750			100	550				50		
03: Park Avenue & Kearns Boulevard									375	225	175	325					
04: Park Avenue & Homestake Road								200									
05: Park Avenue & Empire Avenue/Deep Valley Drive	250							550	150	400							
06: Homestake Road & Project Access													775		525	225	100
																	675
																	425

EXHIBIT E
SNOW STORAGE PLAN

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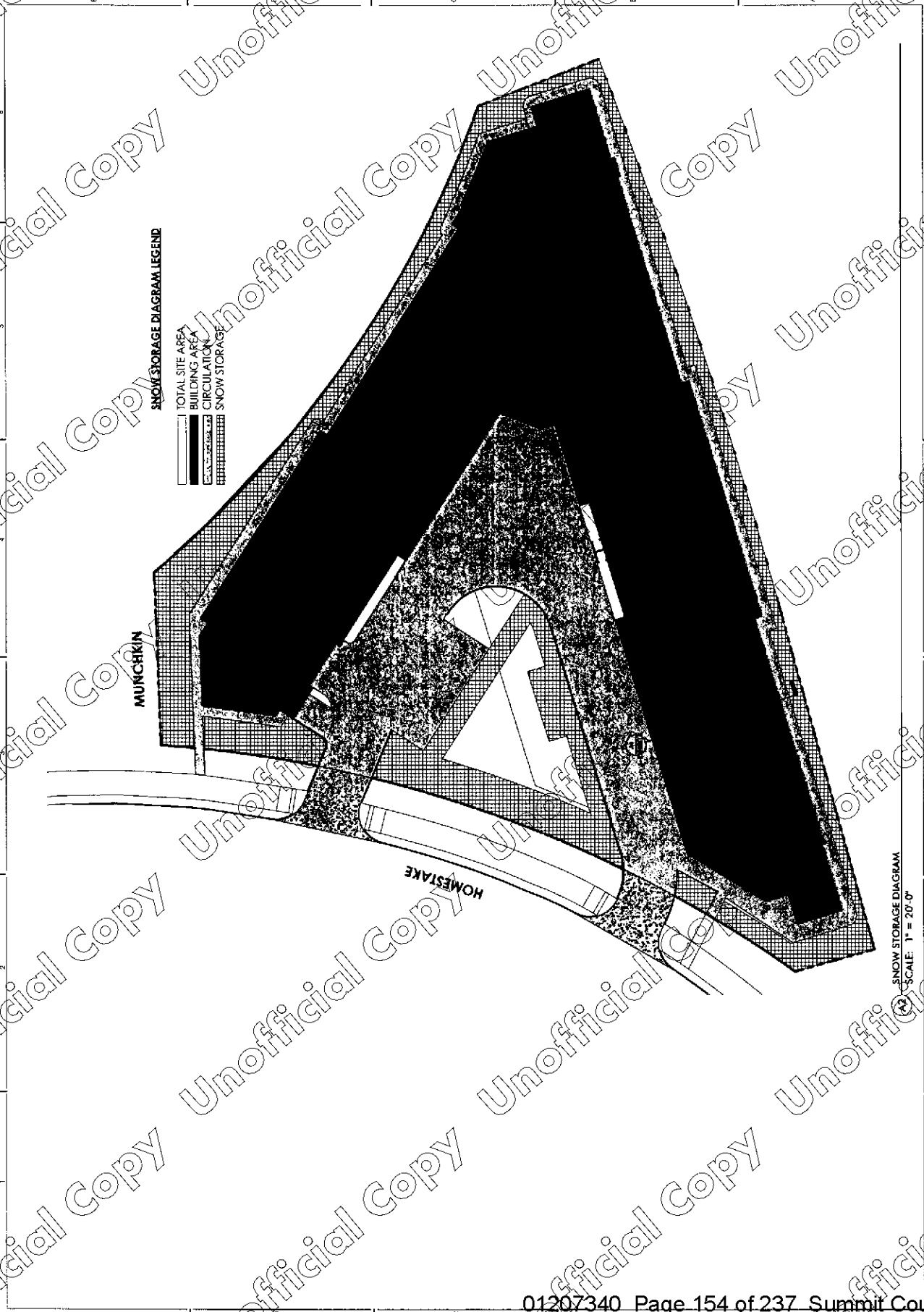
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SNOW STORAGE DIAGRAM LEGEND

- [Hatched Box] TOTAL SITE AREA
- [Solid Black Box] BUILDING AREA
- [Cross-hatched Box] CIRCULATION
- [Dotted Box] SNOW STORAGE

SNOW STORAGE DIAGRAM
SCALE: 1" = 20'-0"

SNOW STORAGE DIAGRAM
EXHIBIT F

PROJECT # 21005
ISSUE DATE: 02/2022
ISSUE: 154
M&P: CUP APPROACH
REVISIONS:
1875 Homestake Road
Park City, Utah
AFFORDABLE HOUSING
HOMESTAKE MPD

CIVIL: TASHMAN
STRUCTURAL: PVP INC
MECHANICAL: PVP INC
ELECTRICAL: PVP INC
PLUMBING: PVP INC
LANDSCAPE: PVP INC
INTERIOR: PVP INC

NOT FOR CONST.
REVIEW ONLY
MPD/CUP
PLANNING

W&M

EXHIBIT F

LIMITED SOIL SAMPLING INVESTIGATION SUMMARY REPORT

**LIMITED SOIL SAMPLING INVESTIGATION
SUMMARY REPORT FOR HOMESTAKE PARCEL**

Tax Assessor Parcel #YARD-B-1X, Lot B (1.86-acres)

Summit County, Utah



Prepared for:
J Fisher Companies
1216 W Legacy Crossing Blvd #300
Centerville, UT 84014

Prepared by:
Stantec Consulting Services Inc.
2890 East Cottonwood Parkway, Suite 300
Salt Lake City UT 84121-7283

Project No.: 203722755

September 13, 2022

Sign-off Sheet and Signature of Environmental Professional

This document was prepared by Stantec Consulting Services Inc. ("Stantec") for the account of J Fisher Companies. The material in it reflects Stantec's professional judgment in light of the scope, schedule and other limitations stated in the document and in the contract between Stantec and the Client. The opinions in the document are based on conditions and information existing at the time the document was published and do not take into account any subsequent changes. In preparing the document, Stantec did not verify information supplied to it by others. Any use which a third party makes of this document is the responsibility of such third party. Such third party agrees that Stantec shall not be responsible for costs or damages of any kind, if any, suffered by it or any other third party as a result of decisions made or actions taken based on this document.

Prepared by:



John G. Russell, III, CPG
Utah PG #5216074-2250
Sr. Hydrogeologist, Environmental Risk Manager

Reviewed By:



Cameron Cordner
Hydrogeological Scientist



Sign-off Sheet and Signature of Environmental Professional

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LIMITED SOIL SAMPLING INVESTIGATION SUMMARY REPORT HOMESTAKE PARCEL

September 13, 2022
INTRODUCTION

1.0 INTRODUCTION

On behalf of J. Fisher Companies ("Client"), and in accordance with Stantec Consulting Services Inc.'s ("Stantec") July 8, 2022 *Proposal and Cost Estimate*, Stantec conducted a limited topsoil and subsurface soil investigation of the Homestake parcel located at 1875 Homestake Road in Park City, Summit County, Utah ("Property"). The intent of the investigation was to investigate if and to what degree, soils might be impacted by heavy metals at specific locations where the Client is considering redevelopment activities, including proposed construction of abovegrade residences and underground parking structures. This report presents a summary of field activities and analytical results associated with the investigation.

The limited soil investigation was conducted in response to the Client's and Stantec's review of historical *Phase I Environmental Site Assessment (ESA) Reports* (Terracon, 2016 and 2017), a *Limited Site Investigation Report* (Terracon, 2016), and a more recent *Site Assessment Report* (Blue Ledge Consulting, LLC, 2021), documents prepared on behalf of the Park City Municipal Corporation (PCMC) and shared with the Client. The 2016 and 2017 investigations included the Property and off-site lands located immediately north of the Property, which extended from the generalized northern Property boundary to Kearns Boulevard (a distance of approximately 400 feet).

The 2016 investigation included field-screening of soils at eight soil test borings to 20 to 25 feet below grade, utilizing a portable x-ray fluorescence (XRF) analyzer to screen for metals and a portable photoionization detector (PID) to screen for volatile organic compound (VOC) constituents. The 2016 XRF study identified localized Property topsoil and near-surface soil (generally within the upper two feet of the ground surface) that contained lead concentrations in excess of PCMC's *Soil Ordinance* screening level for lead at occupied properties (200 milligrams per kilogram (mg/kg); i.e., parts per million (ppm)). Reportedly, all other metal XRF concentrations were deemed representative of typical background metal concentrations. Field-screening of soils using the PID indicated no qualitative signs of VOCs.

This 2022 limited soil investigation, conducted on August 22, 2022, included the collection of topsoil and subsurface soil samples and field-screening for metals using an XRF analyzer, with select soil samples being submitted for quantitative laboratory analysis of the eight Resource Conservation and Recovery Act (RCRA) Metals by Method EPA 6010B/C/D (mercury: EPA 7471A). Stantec, the Client, and PCMC representatives agreed on the sampling locations in advance of the investigation, as outlined and proposed within Stantec's July 8, 2022 *Proposal* in accordance with United States Environmental Protection Agency (US EPA) *Method 6200. Field Portable X-Ray Fluorescence Spectrometry for the Determination of Elemental Concentrations in Soil and Sediment*. The XRF field results were used in part to identify which soil samples were analyzed by the laboratory.

The 2022 site and soil test boring locations are identified on Figures 1 and 2, respectively herein. Metal results and sampling depths of particular interest are presented on Figure 3. A copy of the



Project No.: 203722755/05-Reports/deliv/2022/ LtdSoil Sampling SumRept

**LIMITED SOIL SAMPLING INVESTIGATION SUMMARY REPORT
HOMESTAKE PARCEL**

September 13, 2022
INTRODUCTION

laboratory Quality Assurance/Quality Control (QA/QC) Level III result report is attached as
Appendix A



LIMITED SOIL SAMPLING INVESTIGATION SUMMARY REPORT HOMESTAKE PARCEL

September 13, 2022
SOIL SAMPLING ACTIVITIES

2.0 SOIL SAMPLING ACTIVITIES

In advance of field drilling activities, Stantec spray-painted the proposed boring locations for easy reference when locating buried utilities. Stantec coordinated a private ground-penetrating radar (GPR) utility locate by GPRS, LLC (GPRS) of Salt Lake City, Utah and a public utility locate by Blue Stakes Utility Locators of Utah (Blue Stakes). GPRS and Blue Stakes did not identify any buried utilities within 10 feet of any proposed soil test boring location.

2.1 SOIL SAMPLING PROTOCOL

On August 22, 2022, a Stantec geologist observed the drilling and sampling of 17 soil test borings by Direct Push Services, LLC of Salt Lake City, Utah, utilizing direct-push technology (reference Figure 2). Each soil test boring was drilled and sampled using a GeoProbe™ direct-push drill rig, equipped with an approximate 3.25-inch (3.25-in.) diameter, steel drive-point that was pushed hydraulically into the subsurface. Soil samples were collected continuously within new disposable, 5-foot long, clear-acrylic, sampling tubes for easy visual inspection and sample collection.

Stantec observed that the land surface was covered by an approximate 4-inch thick, asphalt-paved surface. There appeared to be a thin layer of imported or other roadbase material located between the bottom of the asphalt cover and underlying soil material, although at some borings it was difficult to differentiate between possible imported material and underlying soils. During soil sampling, Stantec screened soil samples for qualitative signs (visual and olfactory observations) of potential contamination. Stantec did not observe any qualitative signs of potential contamination at any of the borings.

At ten of the shallow topsoil sampling boreholes noted on Figure 2 (borings HS-2, -4, -6, -8, -10, -12, -14, -15, -16, and HS-17), Stantec used a portable XRF analyzer to screen soils in approximate six-inch vertical intervals within the upper, approximate 1.5 feet (i.e., 3-in., 9-in., 15-in. depths beneath the bottom of the asphalt pavement, etc.) of soils located immediately beneath the asphalt-paved surface. At the seven deep soil test boreholes (borings HS-1, -3, -5, -7, -9, -11, and HS-13), Stantec used the XRF to screen soils in approximate 2.5-ft. intervals within the upper, approximate 20 feet (i.e., 3-in., 2.5-ft., 5-ft., 7.5-ft., 10-ft., 12.5-ft., 15-ft., 17.5-ft., and 20-ft.) of soils beneath the asphalt pavement. Stantec's uppermost soil sample collected beneath the asphalt-paved, parking lot was collected of material that appeared to represent uppermost natural soil (i.e., not asphalt material or underlying roadbase, etc.).

Subsurface soils were comprised of a heterogeneous mix of unsaturated, varying brown/tan to gray, medium- to coarse-grained sand, gravel, and pebbles within a silt-rich matrix, as well as a few interspersed, small fragments of highly-weathered, red sandstone. At each of the seven 20-ft. deep borings, Stantec observed clay- to silt-rich soils at depths between 15 to 20 feet, including increasing moisture content with increasing depth.



**LIMITED SOIL SAMPLING INVESTIGATION SUMMARY REPORT
HOMESTAKE PARCEL**

September 13, 2022
SOIL SAMPLING ACTIVITIES

All soil samples were screened in the field for 11 of the 13 Priority Pollutant Metals using a hand-held, XRF analyzer (i.e., Niton™ XL2 GOLDD analyzer). Prior to analyzing samples, the calibration of the XRF analyzer was checked using a RCRA 500 standard and a blank standard (pure silica sand). Beryllium is too light for analysis by typical hand-held, XRF analyzers, and the Niton XRF did not screen for Thallium. Neither metal is anticipated to be of environmental concern, related to the Property or nearby, surrounding lands, based on Stantec's extensive experience sampling and analyzing several hundred soil samples throughout the region during the past several years. The XRF Limit of Detection (LOD) differed for each metal, typically between 5 to 10 ppm.

Stantec's field geologist extended the X-ray detector end of the XRF analyzer atop each sample to measure the outer, exposed surface of soil, in general accordance with the XRF analyzing protocol detailed within US EPA Method 6200. All XRF readings were logged within the XRF analyzer and then downloaded subsequently onto a Stantec computer for archiving.

Stantec reviewed the XRF results in terms of criteria outlined within Stantec's July 8, 2022 Proposal, including at least one soil representative of each of the highest, moderate, and lowest lead concentrations and 12 additional samples that exhibited some of the highest lead or other metal concentrations, to help select which specific soil samples would be analyzed quantitatively by the laboratory. In some instances, Stantec collected samples for laboratory analysis which represented sampling intervals that were either overlying or underlying soils that exhibited slightly elevated lead or other metal XRF concentrations.

As outlined within Stantec's Proposal, a total of 15 soil samples were collected within laboratory-provided sample containers for quantitative analysis of the eight Resource Conservation and Recovery Act (RCRA) metals by Method EPA 6010B/C/D (Mercury by EPA 7471A). Stantec's field geologist utilized nitrile gloves during soil sample collection and XRF screening. Following sample collection, each container was labeled as to sample location, date, and analysis and then hand-delivered to Chemtech-Ford Laboratories of Salt Lake City, Utah, a Utah-certified, analytical laboratory. Strict Chain-of-Custody (CoC) and Quality Assurance/Quality Control (QA/QC) protocol were administered throughout the sampling program and delivery of samples to the laboratory.

Following sampling activities, each borehole was backfill-abandoned with bentonite pellets, from the bottom of each borehole, progressing upward and including an asphalt-patch material emplaced within the upper approximate 1- to 1.5 feet, flush to grade. Stantec inspected the backfilled boreholes on the evening of August 22 and the morning of August 23, 2002 to verify that all borings' asphalt backfill had cured flush with the existing asphalt-paved land surface.



**LIMITED SOIL SAMPLING INVESTIGATION SUMMARY REPORT
HOMESTAKE PARCEL**

September 13, 2022
SOIL SAMPLING ACTIVITIES

2.2 SOIL ANALYTICAL RESULTS

Attached Table 1 presents a summary of Stantec's XRF field-screening results, while attached Table 2 presents a comparative analysis of XRF and laboratory results. A copy of the analytical report is presented as Appendix A herein.

In consideration of the heterogeneous nature of the lithologic characteristics of the soil materials (sand, gravel, pebbles, rock fragments, etc.), it is not surprising that XRF field-screening results and analytical laboratory results may differ. However, in general, Stantec's review of XRF and laboratory results indicate reasonable correlation between the data. Stantec's review of the XRF and laboratory results indicates that all but seven soil samples exhibited metal concentrations deemed representative of natural background metal concentrations – based on Stantec's extensive experience sampling and analyzing several hundred soil samples throughout the region during the past several years.

- Seven soil samples exhibited a lead concentration in excess of the PCMC's Soil Ordinance screening level of 200 ppm.

<u>Sample</u>	<u>Depth (below asphalt)</u>	<u>XRF Lead (ppm)*</u>	<u>Lab Lead (ppm)</u>
HS-1-2.5	2.5 feet	592	531
HS-2-1	9-inches	541	193 (less than 200 ppm)
HS-3-2.5	2.5 feet	471	668
HS-5-2.5	2.5 feet	6,686	11,000
HS-6-1.5	15-inches	589	1,730
HS-16-1	9-inches	413	374
HS-17-1	9-inches	440	572

* ppm – milligrams per kilogram, aka, parts per million

XRF and laboratory lead concentrations in all other soil samples are deemed by Stantec to represent typical background lead concentrations. The US EPA Risk-Based Screening Level (RSL) for lead, deemed protective of residential land use, is 400 ppm. The RSL for lead under industrial land use scenarios is 800 ppm. Aside from lead and arsenic, no other metal concentration in any soil sample exceeded a corollary RSL deemed protective of residential land use.

It is well-documented throughout Utah that natural background concentrations of arsenic almost always exceed the US EPA's residential RSL for arsenic of 0.68 ppm, which is based on national, generic exposure factors. Stantec's review of the analytical data indicates that there were only three soil samples that exhibited what Stantec believes to be representative of arsenic concentrations in excess of natural background conditions, namely laboratory samples: HS-5-2.5 (arsenic at 260 ppm); HS-6-1.5 (79.2 ppm); and HS-17-1 (61 ppm). As listed above, each of the three samples also exhibited elevated lead concentrations. All other XRF and laboratory arsenic concentrations are deemed representative of typical, natural background arsenic concentrations.



**LIMITED SOIL SAMPLING INVESTIGATION SUMMARY REPORT
HOMESTAKE PARCEL**

September 13, 2022
SUMMARY OBSERVATIONS AND CONCLUSIONS

3.0 SUMMARY OBSERVATIONS AND CONCLUSIONS

This limited soil sampling investigation provided a timely and cost-effective means by which soil beneath the asphalt-paved, land surface were investigated for heavy metal presence. The intent of the investigation was not to fully delineate potential metal contamination at the property but provide data to help estimate potential presence and generalized concentrations of metals within near-surface and subsurface soils beneath the property.

The XRF and laboratory results should be reviewed in light of corollary boring locations and soil sampling depths for extrapolation of subsurface soil conditions and lateral and vertical metal concentrations laterally between the different soil test borings and vertically within individual soil boreholes. Since individual XRF and laboratory samples were collected at specific sampling depths within each individual soil test boring (every 6-inches at shallow borings and at 2.5-ft. intervals at the 20-ft. deep borings), the results should be used to estimate metal concentrations across the property in adjacent, overlying, and/or underlying soils that were not XRF field-screened or laboratory-analyzed.

At the time of investigation, the property was covered by an approximate, 4-inch thick, asphalt-paved, vehicle parking lot. Subsurface soils were comprised of a heterogeneous mix of unsaturated, varying brown/tan to gray, medium- to coarse-grained sand, gravel, and pebbles within a silt-rich matrix, as well as a few interspersed, small fragments of highly-weathered, red sandstone. At each of the seven 20-ft. deep borings, Stantec observed clay- to silt-rich soils between 15 to 20 feet, including increasing moisture content with increasing depth to borehole completion depths of 20 feet below grade. Stantec estimated that the depth to the water table may approximate 20 or more feet below grade.

Topsoil and near-surface soil sampling across the property indicated that at least the upper six inches of soil beneath the bottom of the approximate four inch thick, asphalt parking lot appear to contain metal concentrations representative of typical, natural background metal concentrations. The results suggest the possibility that, under future potential land redevelopment activities which may include removal of the asphalt pavement, the upper six inches of soil (if exposed to the natural elements but not disturbed) may pose little to no risk to human health as regards heavy metal concentrations in topsoil.

For instance, as long as the upper six inches of soil is not penetrated, it is possible that movement of pedestrians, vehicles, and/or equipment across exposed property topsoil may pose no unacceptable risk to human health and the environment. Since the upper six inches of soil appear to reflect natural background conditions and metal concentrations, risk associated with potential direct physical contact (dermal exposure) and/or air dispersion of soil/particulate matter (inhalation and/or ingestion exposure) appears to be of little to no significant risk as regards metal concentrations in the soil. For instance, as long as the upper six inches of soil is not penetrated, it may be possible to mobilize vehicles, construction trailers, and earth-moving



**LIMITED SOIL SAMPLING INVESTIGATION SUMMARY REPORT
HOMESTAKE PARCEL**

September 13, 2022
SUMMARY OBSERVATIONS AND CONCLUSIONS

equipment onto the property in preparation for future land redevelopment with little to no risk to human health and the environment as regards metal concentrations in topsoil.

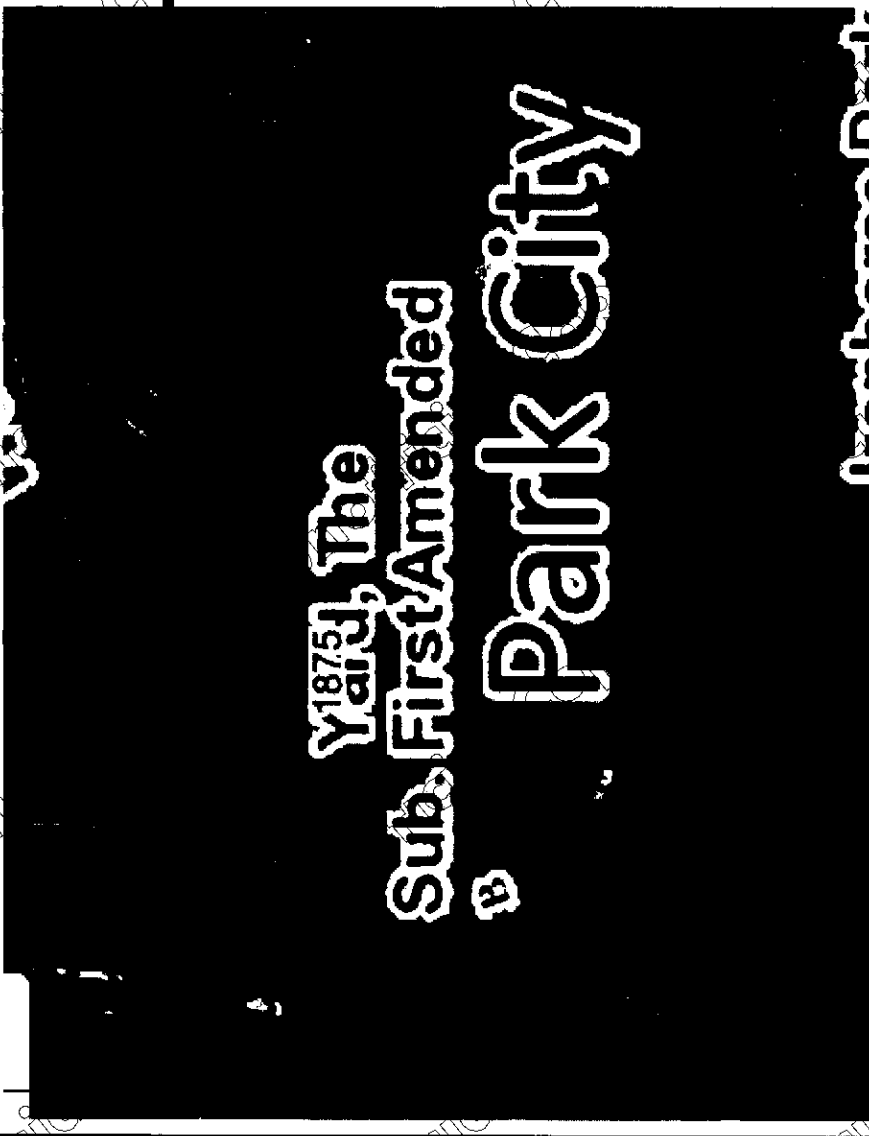
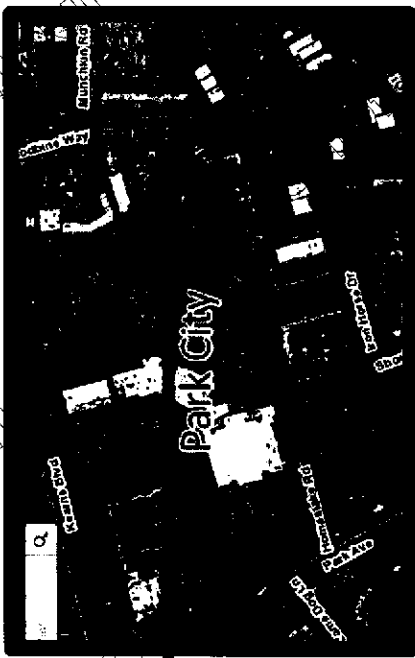
However, if the upper six inches of soil at the property is penetrated during future land redevelopment activities, thereby exposing underlying, subsurface soil to the natural atmosphere, there are localized subsurface soils that may pose unacceptable risk to human health. As identified on Figure 3, three soil samples contained lead concentrations in excess of 200 ppm at a depth of nine inches below the bottom of the asphalt, namely samples HS-2-1, HS-16-1, and HS-17-1. The next deepest depth at which an elevated lead concentration was identified in any boring was at 15 inches beneath the bottom of the asphalt parking lot at lone boring HS-6. The next depth at which an elevated lead concentration was identified was at 2.5-ft. beneath the bottom of the asphalt parking lot at borings HS-1, HS-3, and HS-5. Subsurface soils at deeper depths at borings HS-1, -3, -5, -7, -9, -11, and HS-13 appeared to reflect typical, natural background metal concentrations, which are anticipated to pose little to no risk to human health and the environment as regards metal concentrations.



**LIMITED SOIL SAMPLING INVESTIGATION SUMMARY REPORT
HOMESTAKE PARCEL**

Figure 1 General Property Location Map





**Y18751, The
Sub. First Amended
B Park City**

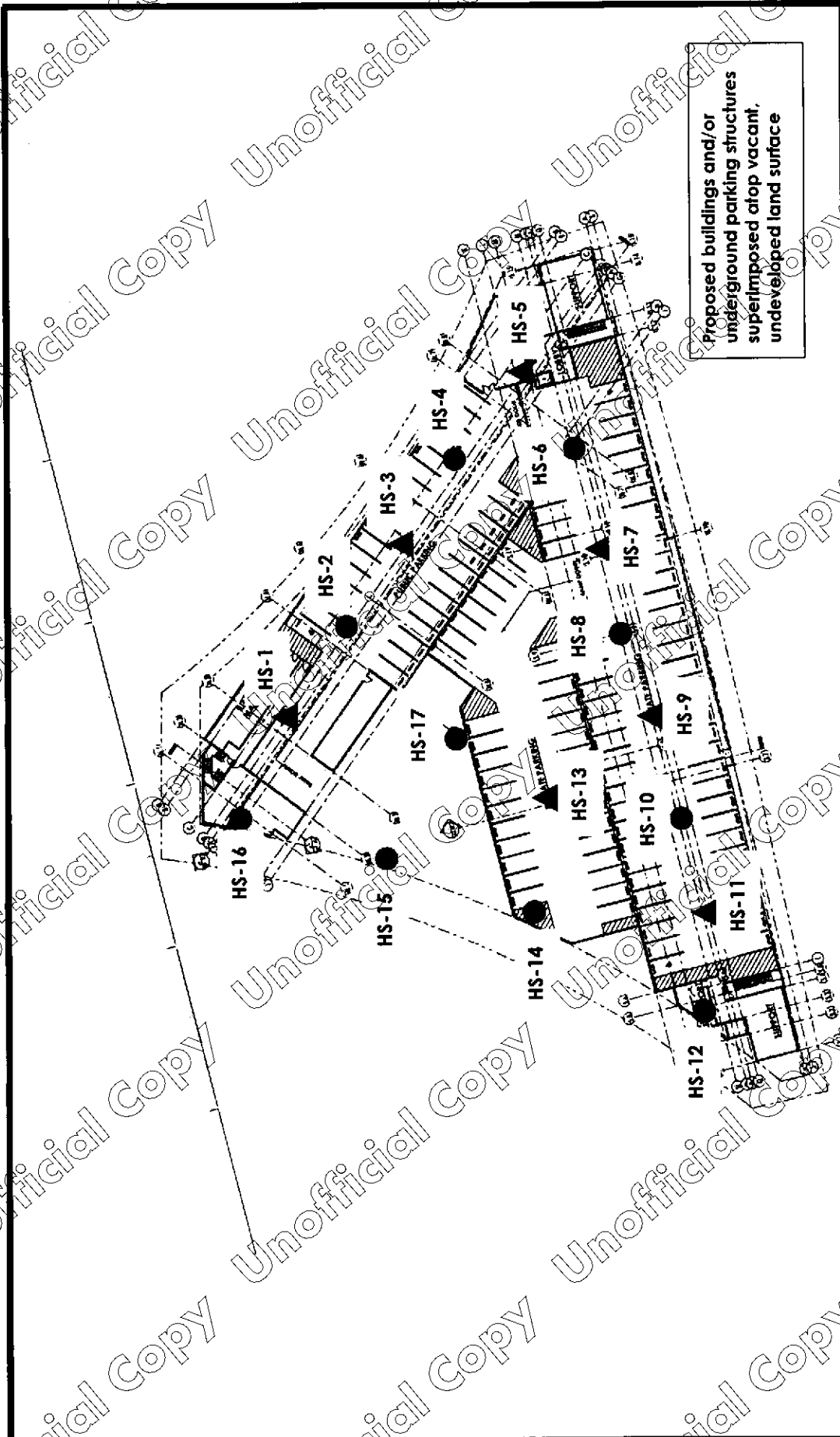
INSET

<p>SUMMIT COUNTY TAX ASSESSOR OFFICE RECORDS</p> <p>Parcel # YARD-B-1AM-X; Lot B (~ 1.86-acres)</p>		<p>INSET SCALE Feet</p>	<p>Stantec</p>	<p>PCMC-Homestake Project</p>
<p>UTAH</p>		<p>725 State Section 9 Summit County UT Q1AD 1983 UIM Zone 12H</p>	<p>Figure 1 General Property Location Aerial Map</p>	
<p>DRAWN BY: J.P.</p>	<p>1ST REVIEW: CC</p>	<p>2ND REVIEW: SS</p>	<p>PROJECT NO: 203722755</p>	
<p>DATE: 8/23/2009</p>		<p>DISCLAIMER: Stantec assumes no responsibility for data supplied in digital or hard copy format. The recipient accepts full responsibility for verifying the accuracy and completeness of the data. The recipient releases Stantec, its officers, employees, consultants and agents from any and all claims arising in any way from the content or provision of the data.</p>		

**LIMITED SOIL SAMPLING INVESTIGATION SUMMARY REPORT
HOMESTAKE PARCEL**

Figure 2 Soil Test Boring Location Map





Proposed buildings and/or underground parking structures superimposed atop vacant, undeveloped land surface

Stantec		PCMC-Homestake Project	
		Figure 2 Soil Test Boring Locations	
		TYPICAL 100 feet 125-63E Section 9 Summit County UT GNAD 1983 UTM Zone 12N	
SUMMIT COUNTY TAX ASSESSOR OFFICE RECORDS Parcel # YARD-B-1AM-X; Lot B (~ 1.86-acres)		DRAWN BY: JCB 1ST REVIEW: CC 2ND REVIEW: SS DATE: 8/23/2022 PROJECT NO: 20372755	
● HS - Topsoil (0 to 18 inches) Boring ▲ HS - Subsurface Soil (20-ft depth) Boring			

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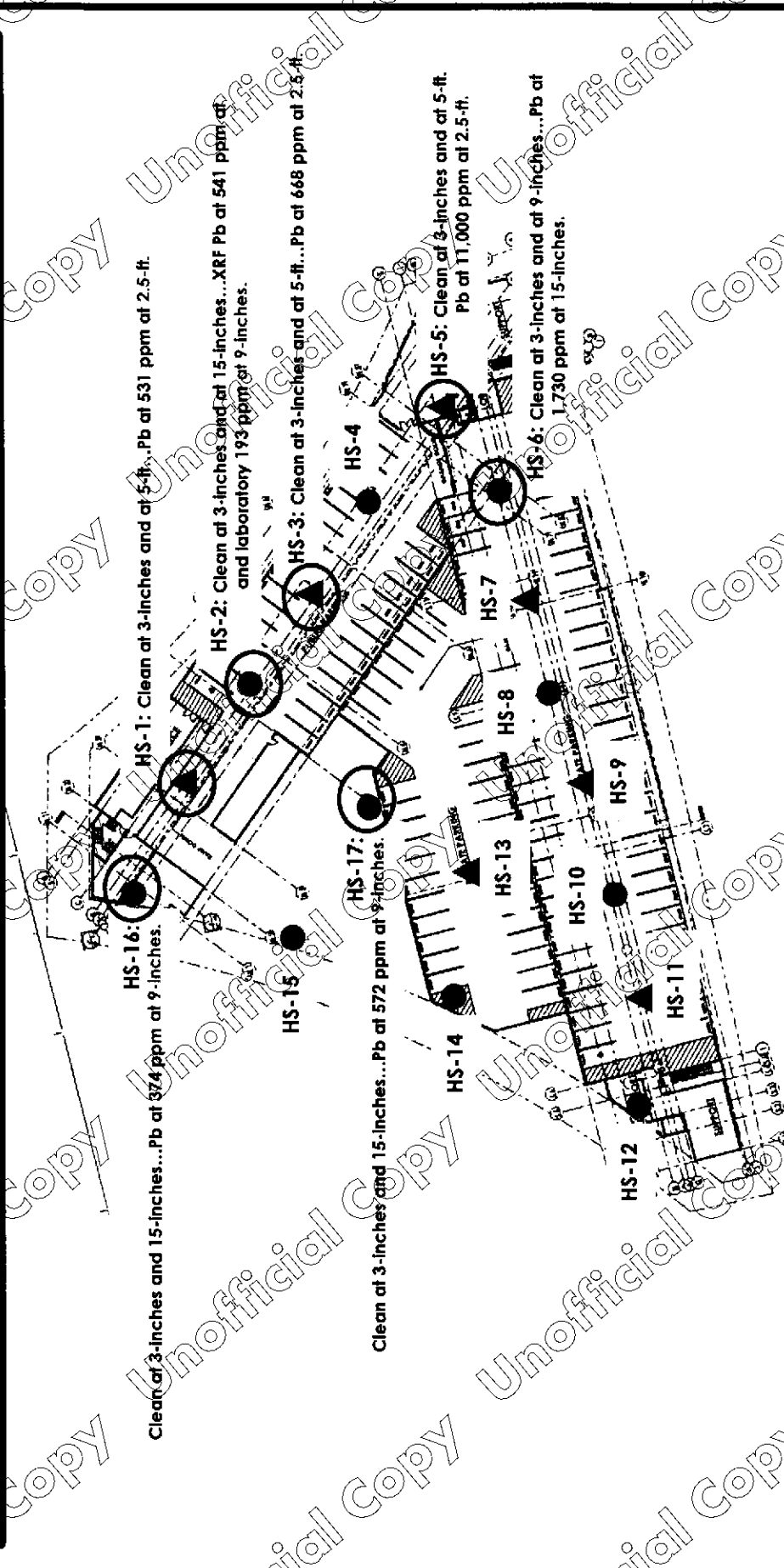
**LIMITED SOIL SAMPLING INVESTIGATION SUMMARY REPORT
HOMESTAKE PARCEL**

Figure 3 Laboratory Analytical Results



Only those samples with Lead (Pb) laboratory concentrations in excess of PCMC's Soil Ordinance screening level for lead of 200 ppm are noted herein.

All other samples are "clean."
 Depths are below the asphalt-paved, land surface.



		PCMC-Homestake Project	
		Figure 3 Laboratory Results	
SUMMIT COUNTY TAX ASSESSOR OFFICE RECORDS Parcel # YARD-B-1A(W)-X; Lot B (~ 1.86-acres)		T33-14-15 Section 9 Summit County UT (BAD 1985 UIM Zone 12N)	
DRAWN BY: CC	1ST REVIEW: CC	2ND REVIEW: SS	PROJECT NO: 203722755
DATE: 9/17/2022		DATE: 9/17/2022	
HS - Topsoil (0 to 18 inches) Boring: clean at 3-, 9-, & 15-inches...except where noted.		HS - Subsurface Soil (20-ft. depth) Boring: clean at 3-inches and 2.5-, 5-, 7.5-, 10-, 12.5-, 15-, 17.5- and 20-feet...except where noted.	

Disclaimer: Stantec assumes no responsibility for data supplied in electronic format. The recipient accepts full responsibility for verifying the accuracy and completeness of the data. The recipient releases Stantec, its officers, employees, consultants and agents from any and all claims arising in any way from the content or provision of the data.

**LIMITED SOIL SAMPLING INVESTIGATION SUMMARY REPORT
HOMESTAKE PARCEL**

TABLE 1 XRF FIELD-SCREENING RESULTS



TABLE 1. XRF FIELD-SCREENING RESULTS

**Homestake Property
Park City, Utah**

SAMPLE	Sb**	Cd	Ag	Pb, Lead	Se	As	Hg	Zn	Cu	Ni	Cr
HS-1 (3-inches) *	23.04	13	8.55	< LOD ***	< LOD	6.54	< LOD	32.21	16.92	< LOD	126.1
HS-1-2.5 (2.5-ft.)	21.65	14.47	< LOD	592.28	< LOD	46.82	< LOD	2137.7	78.55	< LOD	< LOD
HS-1-5 (5-ft.)	33.35	12.17	11.34	31.98	< LOD	12.57	< LOD	236.32	< LOD	< LOD	< LOD
HS-1-7.5 (7.5-ft.)	23.75	< LOD	< LOD	30.46	< LOD	13.42	< LOD	129.11	< LOD	< LOD	< LOD
HS-1-10 (10-ft.)	40.81	13.92	14.7	107.61	< LOD	20.52	< LOD	164.04	37.57	37.93	< LOD
HS-1-12.5 (12.5-ft.)	26.2	11.19	9.81	54.2	< LOD	8.92	< LOD	206.64	18.55	< LOD	< LOD
HS-1-15 (15-ft.)	32.3	9	8.44	52.28	< LOD	15.58	< LOD	142.17	24.7	32.05	< LOD
HS-1-17.5 (17.5-ft.)	33.04	11.71	< LOD	30.3	< LOD	14.85	< LOD	136.31	< LOD	< LOD	< LOD
HS-1-20 (20-ft.)	42.67	12.66	12.35	27.13	< LOD	26.67	< LOD	267.41	19.02	< LOD	< LOD
HS-2-0.5 (3-inches)	38.8	< LOD	10.17	< LOD	< LOD	6.53	< LOD	41.82	25.52	< LOD	< LOD
HS-2-1 (9-inches)	46.22	32.65	< LOD	541.15	< LOD	< LOD	< LOD	924.75	63.18	< LOD	< LOD
HS-2-1.5 (15-inches)	< LOD	< LOD	< LOD	29.15	< LOD	11.92	< LOD	762.45	25.07	< LOD	< LOD
HS-3 (3-inches)	42.27	18.55	9.51	14.7	< LOD	< LOD	< LOD	39.29	24	28.09	< LOD
HS-3-2.5 (2.5-ft.)	20.19	< LOD	< LOD	471.96	< LOD	21.03	< LOD	1291.6	59.39	< LOD	< LOD
HS-3-5 (5-ft.)	35.96	15.83	9.87	38.53	< LOD	16.17	< LOD	132.41	20.59	33.51	< LOD
HS-3-7.5 (7.5-ft.)	28.97	< LOD	< LOD	55.54	< LOD	23.76	< LOD	140.63	20.46	< LOD	< LOD
HS-3-10 (10-ft.)	18.73	< LOD	< LOD	58.95	< LOD	16.18	< LOD	165.13	19.35	< LOD	< LOD
HS-3-12.5 (12.5-ft.)	23.31	< LOD	< LOD	28.82	< LOD	12.8	< LOD	76.62	16.13	< LOD	87.55
HS-3-15 (15-ft.)	31.63	8.6	< LOD	20.57	< LOD	8.69	< LOD	107.53	54.85	38.58	< LOD
HS-3-17.5 (17.5-ft.)	< LOD	< LOD	< LOD	20.89	< LOD	12.68	< LOD	93.65	34.37	< LOD	< LOD
HS-3-20 (20-ft.)	22.79	< LOD	< LOD	45.45	< LOD	14.25	< LOD	115.74	33.13	36.95	115.2
HS-4-0.5 (3-inches)	< LOD	< LOD	< LOD	< LOD	< LOD	7.7	< LOD	29.82	17.82	< LOD	< LOD
HS-4-1 (9-inches)	33.11	8.53	8.73	16.16	< LOD	5.62	< LOD	75.19	348.6	< LOD	< LOD
HS-4-1.5 (15-inches)	< LOD	< LOD	< LOD	34.16	< LOD	17.33	< LOD	186.45	35.69	< LOD	< LOD
HS-5 (3-inches)	< LOD	< LOD	< LOD	< LOD	< LOD	12.84	< LOD	47.58	27.97	< LOD	< LOD
HS-5-2.5 (2.5-ft.)	253.4	13.57	64.52	6686.27	< LOD	107.5	9.7	3821.3	399.7	< LOD	< LOD
HS-5-5 (5-ft.)	< LOD	< LOD	< LOD	79.86	< LOD	24.65	< LOD	2974.5	21.37	39.69	< LOD
HS-5-7.5 (7.5-ft.)	< LOD	9.99	< LOD	64.51	< LOD	23.07	< LOD	1306.2	22.37	29.25	< LOD
HS-5-10 (10-ft.)	34.67	13.64	13.56	< LOD	< LOD	9.74	< LOD	236.09	< LOD	< LOD	< LOD
HS-5-12.5 (12.5-ft.)	< LOD	< LOD	< LOD	69	< LOD	17.95	< LOD	243.84	26	29.21	< LOD
HS-5-15 (15-ft.)	16.61	< LOD	< LOD	50.03	< LOD	21.34	< LOD	186.81	25.31	< LOD	< LOD
HS-5-17.5 (17.5-ft.)	20.35	< LOD	< LOD	44.34	< LOD	26.82	< LOD	185.92	33.31	23.17	109.7
HS-5-20 (20-ft.)	21.96	< LOD	8.49	24.36	< LOD	12.74	< LOD	135.66	18.04	< LOD	< LOD
HS-6-0.5 (3-inches)	< LOD	< LOD	< LOD	< LOD	< LOD	9.6	< LOD	66.56	33.09	< LOD	< LOD
HS-6-1 (9-inches)	54.06	15.05	8.92	61.93	< LOD	< LOD	< LOD	217.57	22.4	< LOD	< LOD
HS-6-1.5 (15-inches)	44.73	9.29	< LOD	589.75	< LOD	< LOD	< LOD	1212.5	60.28	< LOD	< LOD
HS-7 (3-inches)	21.31	< LOD	8.98	< LOD	< LOD	12.57	< LOD	39.2	25.08	< LOD	< LOD
HS-7-2.5 (2.5-ft.)	20.56	< LOD	< LOD	81.15	< LOD	17.1	< LOD	192.88	23.65	< LOD	< LOD
HS-7-5 (5-ft.)	57.24	15.74	9.32	41.31	< LOD	27.83	6.46	245.83	21.04	40.77	< LOD
HS-7-7.5 (7.5-ft.)	17.54	< LOD	< LOD	46.93	< LOD	17.11	< LOD	132.98	26.35	< LOD	< LOD

TABLE 1. XRF FIELD-SCREENING RESULTS

**Homestake Property
Park City, Utah**

SAMPLE	Sb	Cd	Ag	Pb, Lead	Se	As, Arsenic	Hg	Zn	Cu	Ni	Cr
HS-7-10 (10-ft.)	< LOD	< LOD	< LOD	63.86	< LOD	18.7	< LOD	156.09	22.5	24.62	< LOD
HS-7-12.5 (12.5-ft.)	< LOD	< LOD	< LOD	23.93	< LOD	13.63	< LOD	116.09	15.49	25.9	< LOD
HS-7-15 (15-ft.)	48.97	16.06	13.04	40.1	< LOD	13.69	< LOD	110.31	27.52	< LOD	< LOD
HS-7-17.5 (17.5-ft.)	21.81	< LOD	< LOD	73.61	< LOD	19.71	< LOD	144.61	39.94	36.57	< LOD
HS-7-20 (20-ft.)	< LOD	< LOD	< LOD	16.58	< LOD	14.46	< LOD	136.53	25.25	< LOD	< LOD
HS-8-0.5 (3-inches)	52.92	14.38	15.22	< LOD	< LOD	10.45	< LOD	54.77	37.53	< LOD	< LOD
HS-8-1 (9-inches)	52.67	13.51	15.31	14.47	< LOD	8.73	< LOD	48.37	30.63	< LOD	< LOD
HS-8-1.5 (15-inches)	17.05	< LOD	< LOD	170.29	< LOD	13.49	< LOD	529.19	128.3	26.71	< LOD
HS-9 (3-inches)	32.56	< LOD	< LOD	13.1	< LOD	6.9	< LOD	41.07	34.47	< LOD	138.8
HS-9-2.5 (2.5-ft.)	35.36	11.86	9.44	46.82	< LOD	14.55	< LOD	130.96	21.05	< LOD	< LOD
HS-9-5 (5-ft.)	27.11	10.88	7.41	26.46	< LOD	16.65	< LOD	171.12	20.06	< LOD	< LOD
HS-9-7.5 (7.5-ft.)	20.88	12.19	9.41	38.2	< LOD	20.82	< LOD	96.66	22.42	< LOD	< LOD
HS-9-10 (10-ft.)	39.61	10.63	11.56	90.56	< LOD	25.22	< LOD	168.88	27.73	29.83	< LOD
HS-9-12.5 (12.5-ft.)	35.23	13.47	10.21	43.89	< LOD	19.55	< LOD	140.59	25.78	< LOD	< LOD
HS-9-15 (15-ft.)	43.76	16.76	13.43	19.68	< LOD	13.03	< LOD	91.86	14.86	< LOD	< LOD
HS-9-17.5 (17.5-ft.)	20.03	< LOD	6.85	31.3	< LOD	13.88	< LOD	105.82	27.43	30.96	113.8
HS-9-20 (20-ft.)	26.53	< LOD	< LOD	27.24	< LOD	16.28	< LOD	96.26	13.94	< LOD	97.37
HS-10-0.5 (3-inches)	38.08	14.23	18.23	< LOD	< LOD	13.28	< LOD	61.91	< LOD	< LOD	< LOD
HS-10-1 (9-inches)	36.89	13.25	7.32	9.36	< LOD	7.8	< LOD	43.31	32.23	< LOD	< LOD
HS-10-1.5 (15-inches)	< LOD	< LOD	< LOD	6.37	< LOD	8.24	< LOD	44.14	22.71	< LOD	< LOD
HS-11 (3-inches)	34.36	10.34	8.39	< LOD	< LOD	7.33	< LOD	46.8	43.74	31.99	< LOD
HS-11-2.5 (2.5-ft.)	15	< LOD	< LOD	13.96	< LOD	6.92	< LOD	69.04	34.34	< LOD	115.9
HS-11-5 (5-ft.)	29.85	< LOD	< LOD	65.89	< LOD	14.97	< LOD	166.22	15.54	< LOD	< LOD
HS-11-7.5 (7.5-ft.)	26.75	< LOD	< LOD	32.61	< LOD	16.1	< LOD	141.66	< LOD	40.01	102
HS-11-10 (10-ft.)	24.3	< LOD	< LOD	78.62	< LOD	24.87	< LOD	134.28	18.75	< LOD	< LOD
HS-11-12.5 (12.5-ft.)	44.91	11.74	12.21	70.2	< LOD	15.53	< LOD	89.84	16.86	< LOD	122.3
HS-11-15 (15-ft.)	21.79	8.3	< LOD	50.82	< LOD	13.68	< LOD	179.39	19.68	< LOD	< LOD
HS-11-17.5 (17.5-ft.)	31.57	10.1	9.76	77.62	< LOD	15.18	< LOD	121.89	24.78	< LOD	< LOD
HS-11-20 (20-ft.)	36.11	11.51	7.71	18.74	< LOD	19.11	< LOD	211.89	12.79	< LOD	< LOD
HS-12-0.5 (3-inches)	69.23	23.33	24.12	12.04	< LOD	7.94	< LOD	51.07	< LOD	< LOD	< LOD
HS-12-1 (9-inches)	25.61	< LOD	< LOD	75.42	< LOD	21.29	< LOD	285.43	32.04	< LOD	< LOD
HS-12-1.5 (15-inches)	31.71	8.99	< LOD	130.33	< LOD	23.12	< LOD	310.82	40.39	< LOD	< LOD
HS-13 (3-inches)	39.3	14.54	15.46	12.32	< LOD	< LOD	< LOD	40.6	42.95	< LOD	< LOD
HS-13-2.5 (2.5-ft.)	36.47	12.6	8.5	32.92	< LOD	14.94	< LOD	98.46	44.87	< LOD	< LOD
HS-13-5 (5-ft.)	26.72	< LOD	12.46	< LOD	< LOD	11.74	< LOD	70.08	< LOD	< LOD	< LOD
HS-13-7.5 (7.5-ft.)	38.85	11.16	11.17	84.01	< LOD	20.48	< LOD	150	25.38	31.91	< LOD
HS-13-10 (10-ft.)	13.74	< LOD	< LOD	99.94	< LOD	18.88	< LOD	177.36	31.54	< LOD	< LOD
HS-13-12.5 (12.5-ft.)	< LOD	< LOD	< LOD	51.04	< LOD	17.76	< LOD	114.38	13.97	< LOD	< LOD
HS-13-15 (15-ft.)	< LOD	< LOD	< LOD	29.86	< LOD	9.31	< LOD	121.19	18.21	24.18	< LOD
HS-13-17.5 (17.5-ft.)	25.54	< LOD	< LOD	20.77	< LOD	13.56	< LOD	156.75	82.27	< LOD	< LOD

TABLE 1. XRF FIELD-SCREENING RESULTS

**Homestake Property
Park City, Utah**

SAMPLE	Sb	Cd	Ag	Pb	Se	As	Hg	Zn	Cu	Ni	Cr
HS-13-20 (20-ft.)	< LOD	< LOD	< LOD	< LOD	< LOD	< LOD	< LOD	51.58	< LOD	< LOD	< LOD
HS-14-0.5 (3-inches)	46.73	13.22	11.77	< LOD	< LOD	10.62	< LOD	52.66	52.66	31.9	119.1
HS-14-1 (9-inches)	57.28	14.39	18.53	28.15	< LOD	< LOD	< LOD	309.36	34.77	< LOD	< LOD
HS-14-1.5 (15-inches)	35.52	< LOD	16.79	17.52	< LOD	16.13	< LOD	66.2	< LOD	< LOD	< LOD
HS-15-0.5 (3-inches)	48.09	21.05	13.46	6.69	< LOD	7.54	< LOD	31.17	30.39	23.89	< LOD
HS-15-1 (9-inches)	50	< LOD	< LOD	52.43	< LOD	< LOD	< LOD	91.71	38.92	< LOD	< LOD
HS-15-1.5 (1.5-ft.)	< LOD	< LOD	< LOD	44.7	< LOD	14.85	< LOD	133.65	21.33	< LOD	< LOD
HS-16-0.5 (3-inches)	23.86	< LOD	< LOD	< LOD	< LOD	13.06	< LOD	45.19	35.91	< LOD	< LOD
HS-16-1 (9-inches)	52.13	10.67	11.11	413.5	< LOD	25.12	< LOD	527.18	75.52	28.41	< LOD
HS-16-1.5 (15-inches)	< LOD	< LOD	< LOD	32.21	< LOD	12.05	< LOD	162.76	26.89	< LOD	< LOD
HS-17-0.5 (3-inches)	24.24	12.54	7.72	13.9	< LOD	9.48	< LOD	71.41	31.15	< LOD	< LOD
HS-17-1 (9-inches)	< LOD	< LOD	< LOD	440.1	< LOD	27	< LOD	787.58	64.76	< LOD	< LOD
HS-17-1.5 (15-inches)	38.89	19.68	7.97	141.06	< LOD	< LOD	< LOD	319.6	28.98	< LOD	< LOD

All Results in milligrams per kilogram (mg/kg), i.e., parts per million-ppm.

* Depth beneath the approximate 4-inch thick, asphalt-paved, land surface.

Sb**: Antimony

Cd: Cadmium

Ag: Silver

Pb: Lead

Se: Selenium

As: Arsenic

Hg: Mercury

Zn: Zinc

Cu: Copper

Ni: Nickel

Cr: Chromium

< LOD ***: Less than Limit of Detection (all LOD < corollary US EPA Risk-Based Screening Levels [RSLs]).

Emboldened Lead (Pb) XRF Field Results exceed PCMC Soils Ordinance screening level of 200 ppm for occupied properties.

**LIMITED SOIL SAMPLING INVESTIGATION SUMMARY REPORT
HOMESTAKE PARCEL**

TABLE 2 COMPARATIVE ANALYSIS OF XRF AND LABORATORY ANALYTICAL RESULTS



**TABLE 2. XRF and Laboratory Comparative Analysis
Homestake Property
Park City, Utah**

SAMPLE	Cd * XRF	Cd lab	Ag XRF	Ag lab	Pb XRF	Pb lab	Se XRF	Se lab	As XRF	As lab	Hg XRF	Hg lab	Cr XRF	Cr lab
HS-1	13	0.319 J	8.55	<0.479	<LOD**	15.2	<LOD	<4.79	6.54	5.35 J	<LOD	0.02 J	126.1	13.7
HS-1-2.5	14.47	17.60	<LOD	3.54	592.28	531.00	<LOD	<12.7	46.82	25 J	<LOD	1.24	<LOD	20.7
HS-2-1	32.65	8.20	<LOD	1.7	541.15	193.00	<LOD	<3.52	<LOD	11.7	<LOD	1.04	<LOD	12.7
HS-3-2.5	<LOD	11.7	<LOD	4.58	471.96	668.00	<LOD	<13.3	21.03	32.30	<LOD	0.73	<LOD	21.1
HS-5	<LOD	0.171 J	<LOD	0.152 J	<LOD	30.2	<LOD	<3.28	12.84	8.35	<LOD	0.02 J	<LOD	6.92
HS-5-2.5	13.57	39.30	64.52	45.10	6686.27	11000.00	<LOD	<10.4	107.5	260.0	9.7	2.7	<LOD	12.2
HS-5-5	<LOD	12.1	<LOD	0.646 J	79.86	81.10	<LOD	<5.38	24.65	17.80	<LOD	0.48	<LOD	19.8
HS-5-7.5	9.99	17.20	<LOD	0.672 J	64.51	73.70	<LOD	<5.42	23.07	45.10	<LOD	0.5	<LOD	21.6
HS-6-1	15.05	9.42	8.92	1.64 J	61.93	179.00	<LOD	<16.4	<LOD	14 J	<LOD	0.03	<LOD	19.3
HS-6-1.5	9.29	21.20	<LOD	12.9	589.75	1730.00	<LOD	<10.8	<LOD	79.2	<LOD	0.98	<LOD	21.9
HS-7-5	15.74	1.85 J	9.32	<1.12	41.31	32.40	<LOD	<11.2	27.83	30.10	6.46	0.05	<LOD	21.7
HS-11-10	<LOD	0.977 J	<LOD	0.448 J	78.62	107.00	<LOD	<3.39	24.87	24.10	<LOD	0.04	<LOD	21.4
HS-12-0.5	23.33	0.168 J	24.12	0.285	12.04	7.26	<LOD	<2.85	7.94	3.89 J	<LOD	0.03	<LOD	8.5
HS-16-1	10.67	3.42	11.11	3.01	413.5	374.0	<LOD	<2.94	25.12	14.90	<LOD	0.77	<LOD	10.7
HS-17-1	<LOD	9.28	<LOD	3.6	440.1	572.0	<LOD	<15.1	27	63	<LOD	1.51	<LOD	20.8

All Results in milligrams per kilogram (mg/kg); i.e., parts per million-ppm.

Cd*: Cadmium

Ag: Silver

Pb: Lead

Se: Selenium

As: Arsenic

Hg: Mercury

Cr: Chromium

< LOD **: Less than XRF Limit of Detection (all LOD < corollary US EPA Risk-Based Screening Levels [RSLs]).

J = Detected but below the Reporting Limit; therefore, result is an estimated concentration.

Emboldened Lead (Pb) Results exceed PCMC Soils Ordinance screening level of 200 ppm for occupied properties.

**LIMITED SOIL SAMPLING INVESTIGATION SUMMARY REPORT
HOMESTAKE PARCEL**

APPENDIX A

A Copy of Chemtech-Ford Laboratories' Soil Result Report





9/6/2022

Work Order: 22H2269
Project: Homestake

Stantec Consulting Inc.
Attn: John Russell
2890 East Cottonwood Parkway, Suite 300
Salt Lake City, UT 84121

Client Service Contact: 801.262.7299

The analyses presented on this report were performed in accordance with the National Environmental Laboratory Accreditation Program (NELAP) unless noted in the comments, flags, or case narrative. If the report is to be used for regulatory compliance, it should be presented in its entirety, and not be altered.



Approved By:

Mark Broadhead, Project Manager



CHEMTECH-FORD
LABORATORIES

Stantec Consulting Inc.

Project: Homestake

Project Manager: John Russell

<u>Laboratory ID</u>	<u>Sample Name</u>
22H2269-01	HS-1
22H2269-02	HS-1-2.5
22H2269-03	HS-2-1
22H2269-04	HS-3-2.5
22H2269-05	HS-5
22H2269-06	HS-5-2.5
22H2269-07	HS-5-5
22H2269-08	HS-5-7.5
22H2269-09	HS-6-1
22H2269-10	HS-6-1.5
22H2269-11	HS-7-5
22H2269-12	HS-11-10
22H2269-13	HS-12-0.5
22H2269-14	HS-16-1
22H2269-15	HS-17-1

Work Order Report Narrative

Sample Preparation

All samples were prepared within method specified holding times. No preparation issues were noted.

Method Blanks

All blank values were within method acceptance criteria. No blank values exceeded the minimum reporting limit for any analysis in this work order.

Laboratory Control Samples

All laboratory control samples were within method acceptance criteria.

Method Spikes

All method spike recoveries were within method acceptance criteria, except as noted by qualifying flags.

Method Spike Duplicates

All method spike duplicates were within method acceptance criteria, except as noted by qualifying flags.

Corrective Actions

There are no corrective actions associated with this work order.

Project Name: **Homestake**

www.ChemtechFord.com

CtF WO#: **22H2269**



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Sandy, UT 84070

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Certificate of Analysis

Stantec Consulting Inc.
John Russell
2890 East Cottonwood Parkway, Suite 300
Salt Lake City, UT 84121

PO#: 203722755
Receipt: 8/23/22 15:18 @ 2.7 °C
Date Reported: 9/6/2022
Project Name: Homestake

Sample ID: HS-1

Matrix: Solid

Lab ID: 22H2269-01

Date Sampled: 8/22/22 0:00

Sampled By: Cameron Cordner

	Result	Units	Minimum Reporting Limit	Method	Preparation Date/Time	Analysis Date/Time	Flag(s)
Inorganic							
Total Solids	99.1	%	0.1	EPA 8000C	8/24/22	8/25/22	
Metals							
Arsenic, Total	5.35	mg/kg dry	0.58	EPA 6010B/C/D	8/23/22	8/25/22	J
Barium, Total	54.5	mg/kg dry	0.479	EPA 6010B/C/D	8/23/22	8/25/22	
Cadmium, Total	0.319	mg/kg dry	0.479	EPA 6010B/C/D	8/23/22	8/25/22	J
Chromium, Total	13.7	mg/kg dry	0.479	EPA 6010B/C/D	8/23/22	8/25/22	
Lead, Total	15.2	mg/kg dry	4.79	EPA 6010B/C/D	8/23/22	8/25/22	
Mercury, Total	0.02	mg/kg dry	0.03	EPA 7471A	8/26/22	8/29/22	J
Selenium, Total	ND	mg/kg dry	4.79	EPA 6010B/C/D	8/23/22	8/25/22	
Silver, Total	ND	mg/kg dry	0.479	EPA 6010B/C/D	8/23/22	8/25/22	



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Receipt: 8/23/22 15:18 @ 2.7 °C

Date Reported: 9/6/2022

Project Name: Homestake

Sample ID: HS-1-2.5

Matrix: Solid

Lab ID: 22H2269-02

Date Sampled: 8/22/22 0:00

Sampled By: Cameron Cordner

	Result	Units	Minimum Reporting Limit	Method	Preparation Date/Time	Analysis Date/Time	Flag(s)
Inorganic							
Total Solids	86.4	%	0.1	EPA 8000C	8/24/22	8/25/22	
Metals							
Arsenic, Total	25.0	mg/kg dry	25.4	EPA 6010B/C/D	8/23/22	8/25/22	J
Barium, Total	177	mg/kg dry	1.27	EPA 6010B/C/D	8/23/22	8/25/22	
Cadmium, Total	17.6	mg/kg dry	1.27	EPA 6010B/C/D	8/23/22	8/25/22	
Chromium, Total	20.7	mg/kg dry	1.27	EPA 6010B/C/D	8/23/22	8/25/22	
Lead, Total	531	mg/kg dry	12.7	EPA 6010B/C/D	8/23/22	8/25/22	
Mercury, Total	1.24	mg/kg dry	0.02	EPA 7471A	8/25/22	8/29/22	
Selenium, Total	ND	mg/kg dry	12.7	EPA 6010B/C/D	8/23/22	8/25/22	
Silver, Total	3.54	mg/kg dry	1.27	EPA 6010B/C/D	8/23/22	8/25/22	



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PO#: **203722755**
Receipt: **8/23/22 15:18 @ 2.7 °C**
Date Reported: **9/6/2022**
Project Name: **Homestake**

Sample ID: **HS-2-1**

Matrix: **Solid**

Lab ID: **22H2269-03**

Date Sampled: **8/22/22 0:00**

Sampled By: **Cameron Cordner**

	<u>Result</u>	<u>Units</u>	<u>Minimum Reporting Limit</u>	<u>Method</u>	<u>Preparation Date/Time</u>	<u>Analysis Date/Time</u>	<u>Flag(s)</u>
Inorganic							
Total Solids	92.4	%	0.1	EPA 8000C	8/24/22	8/25/22	
Metals							
Arsenic, Total	11.7	mg/kg dry	0.04	EPA 6010B/C/D	8/23/22	8/25/22	
Barium, Total	87.3	mg/kg dry	0.352	EPA 6010B/C/D	8/23/22	8/25/22	
Cadmium, Total	5.20	mg/kg dry	0.352	EPA 6010B/C/D	8/23/22	8/25/22	
Chromium, Total	12.7	mg/kg dry	0.352	EPA 6010B/C/D	8/23/22	8/25/22	
Lead, Total	193	mg/kg dry	3.52	EPA 6010B/C/D	8/23/22	8/25/22	
Mercury, Total	1.04	mg/kg dry	0.02	EPA 7471A	8/25/22	8/29/22	
Selenium, Total	ND	mg/kg dry	3.52	EPA 6010B/C/D	8/23/22	8/25/22	
Silver, Total	1.70	mg/kg dry	0.352	EPA 6010B/C/D	8/23/22	8/25/22	



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PO#: 203722755
Receipt: 8/23/22 15:18 @ 2.7 °C
Date Reported: 9/6/2022
Project Name: Homestake

Sample ID: HS-3-2.5

Matrix: Solid

Lab ID: 22H2269-04

Date Sampled: 8/22/22 0:00

Sampled By: Cameron Cordner

	Result	Units	Minimum Reporting Limit	Method	Preparation Date/Time	Analysis Date/Time	Flag(s)
Inorganic							
Total Solids	84.8	%	0.1	EPA 8000C	8/24/22	8/25/22	
Metals							
Arsenic, Total	32.3	mg/kg dry	1.33	EPA 6010B/C/D	8/23/22	8/25/22	
Barium, Total	175	mg/kg dry	1.33	EPA 6010B/C/D	8/23/22	8/25/22	
Cadmium, Total	11.7	mg/kg dry	1.33	EPA 6010B/C/D	8/23/22	8/25/22	
Chromium, Total	21.1	mg/kg dry	1.33	EPA 6010B/C/D	8/23/22	8/25/22	
Lead, Total	668	mg/kg dry	13.3	EPA 6010B/C/D	8/23/22	8/25/22	
Mercury, Total	0.73	mg/kg dry	0.03	EPA 7471A	8/25/22	8/29/22	
Selenium, Total	ND	mg/kg dry	13.3	EPA 6010B/C/D	8/23/22	8/25/22	
Silver, Total	4.58	mg/kg dry	1.33	EPA 6010B/C/D	8/23/22	8/25/22	



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PO#: **203722755**
Receipt: **8/23/22 15:18 @ 2.7 °C**
Date Reported: **9/6/2022**
Project Name: **Homestake**

Sample ID: **HS-5**

Matrix: **Solid**

Lab ID: **22H2269-05**

Date Sampled: **8/22/22 0:00**

Sampled By: **Cameron Cordner**

	<u>Result</u>	<u>Units</u>	<u>Minimum Reporting Limit</u>	<u>Method</u>	<u>Preparation Date/Time</u>	<u>Analysis Date/Time</u>	<u>Flag(s)</u>
Inorganic							
Total Solids	99.5	%	0.1	EPA 8000C	8/24/22	8/25/22	
Metals							
Arsenic, Total	8.35	mg/kg dry	0.56	EPA 6010B/C/D	8/23/22	8/25/22	
Barium, Total	31.3	mg/kg dry	0.328	EPA 6010B/C/D	8/23/22	8/25/22	
Cadmium, Total	0.171	mg/kg dry	0.656	EPA 6010B/C/D	8/23/22	8/25/22	
Chromium, Total	6.92	mg/kg dry	0.328	EPA 6010B/C/D	8/23/22	8/25/22	
Lead, Total	30.2	mg/kg dry	3.28	EPA 6010B/C/D	8/23/22	8/25/22	
Mercury, Total	0.020	mg/kg dry	0.03	EPA 7471A	8/25/22	8/29/22	J
Selenium, Total	ND	mg/kg dry	3.28	EPA 6010B/C/D	8/23/22	8/25/22	
Silver, Total	0.152	mg/kg dry	0.328	EPA 6010B/C/D	8/23/22	8/25/22	J



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PO#: 203722755
Receipt: 8/23/22 15:18 @ 2.7 °C
Date Reported: 9/6/2022
Project Name: Homestake

Sample ID: HS-5-2.5

Matrix: Solid

Lab ID: 22H2269-06

Date Sampled: 8/22/22 0:00

Sampled By: Cameron Cordner

	Result	Units	Minimum Reporting Limit	Method	Preparation Date/Time	Analysis Date/Time	Flag(s)
Inorganic							
Total Solids	87.4	%	0.1	EPA 8000C	8/24/22	8/25/22	
Metals							
Arsenic, Total	260	mg/kg dry	20.7	EPA 6010B/C/D	8/23/22	8/25/22	
Barium, Total	209	mg/kg dry	1.04	EPA 6010B/C/D	8/23/22	8/25/22	
Cadmium, Total	39.3	mg/kg dry	1.04	EPA 6010B/C/D	8/23/22	8/25/22	
Chromium, Total	12.2	mg/kg dry	1.04	EPA 6010B/C/D	8/23/22	8/25/22	
Lead, Total	11000	mg/kg dry	10.4	EPA 6010B/C/D	8/23/22	8/25/22	
Mercury, Total	2.72	mg/kg dry	0.31	EPA 7471A	8/25/22	8/29/22	
Selenium, Total	ND	mg/kg dry	10.4	EPA 6010B/C/D	8/23/22	8/25/22	
Silver, Total	45.1	mg/kg dry	1.04	EPA 6010B/C/D	8/23/22	8/25/22	



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Salt Lake City, UT 84121

PO#: 203722755
Receipt: 8/23/22 15:18 @ 2.7 °C
Date Reported: 9/6/2022
Project Name: Homestake

Sample ID: HS-5-5

Matrix: Solid

Lab ID: 22H2269-07

Date Sampled: 8/22/22 0:00

Sampled By: Cameron Cordner

	Result	Units	Minimum Reporting Limit	Method	Preparation Date/Time	Analysis Date/Time	Flag(s)
Inorganic							
Total Solids	91.3	%	0.1	EPA 8000C	8/24/22	8/25/22	
Metals							
Arsenic, Total	17.8	mg/kg dry	0.538	EPA 6010B/C/D	8/23/22	8/25/22	
Barium, Total	51.7	mg/kg dry	0.538	EPA 6010B/C/D	8/23/22	8/25/22	
Cadmium, Total	12.1	mg/kg dry	0.538	EPA 6010B/C/D	8/23/22	8/25/22	
Chromium, Total	19.8	mg/kg dry	0.538	EPA 6010B/C/D	8/23/22	8/25/22	
Lead, Total	81.1	mg/kg dry	5.38	EPA 6010B/C/D	8/23/22	8/25/22	
Mercury, Total	0.48	mg/kg dry	0.03	EPA 7471A	8/25/22	8/29/22	
Selenium, Total	ND	mg/kg dry	5.38	EPA 6010B/C/D	8/23/22	8/25/22	
Silver, Total	0.646	mg/kg dry	1.08	EPA 6010B/C/D	8/23/22	8/25/22	J



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Certificate of Analysis

Stantec Consulting Inc.
John Russell
2890 East Cottonwood Parkway, Suite 300
Salt Lake City, UT 84121

PO#: 203722755
Receipt: 8/23/22 15:18 @ 2.7 °C
Date Reported: 9/6/2022
Project Name: Homestake

Sample ID: HS-5-7.5

Matrix: Solid

Lab ID: 22H2269-08

Date Sampled: 8/22/22 0:00

Sampled By: Cameron Cordner

	Result	Units	Minimum Reporting Limit	Method	Preparation Date/Time	Analysis Date/Time	Flag(s)
Inorganic							
Total Solids	90.7	%	0.1	EPA 8000C	8/24/22	8/25/22	
Metals							
Arsenic, Total	45.1	mg/kg dry	0.8	EPA 6010B/C/D	8/23/22	8/25/22	
Barium, Total	54.9	mg/kg dry	0.542	EPA 6010B/C/D	8/23/22	8/25/22	
Cadmium, Total	17.2	mg/kg dry	0.542	EPA 6010B/C/D	8/23/22	8/25/22	
Chromium, Total	21.6	mg/kg dry	0.542	EPA 6010B/C/D	8/23/22	8/25/22	
Lead, Total	73.7	mg/kg dry	5.42	EPA 6010B/C/D	8/23/22	8/25/22	
Mercury, Total	0.50	mg/kg dry	0.03	EPA 7471A	8/25/22	8/29/22	
Selenium, Total	ND	mg/kg dry	5.42	EPA 6010B/C/D	8/23/22	8/25/22	
Silver, Total	0.672	mg/kg dry	1.08	EPA 6010B/C/D	8/23/22	8/25/22	J



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Salt Lake City, UT 84121

PO#: **203722755**
Receipt: **8/23/22 15:18 @ 2.7 °C**
Date Reported: **9/6/2022**
Project Name: **Homestake**

Sample ID: **HS-6-1**

Matrix: **Solid**

Lab ID: **22H2269-09**

Date Sampled: **8/22/22 0:00**

Sampled By: **Cameron Cordner**

	<u>Result</u>	<u>Units</u>	<u>Minimum Reporting Limit</u>	<u>Method</u>	<u>Preparation Date/Time</u>	<u>Analysis Date/Time</u>	<u>Flag(s)</u>
Inorganic							
Total Solids	91.1	%	0.1	EPA 8000C	8/24/22	8/25/22	
Metals							
Arsenic, Total	14.0	mg/kg dry	32.7	EPA 6010B/C/D	8/23/22	8/25/22	J
Barium, Total	223	mg/kg dry	1.64	EPA 6010B/C/D	8/23/22	8/25/22	
Cadmium, Total	9.42	mg/kg dry	1.64	EPA 6010B/C/D	8/23/22	8/25/22	
Chromium, Total	19.3	mg/kg dry	1.64	EPA 6010B/C/D	8/23/22	8/25/22	
Lead, Total	179	mg/kg dry	16.4	EPA 6010B/C/D	8/23/22	8/25/22	
Mercury, Total	0.03	mg/kg dry	0.03	EPA 7471A	8/25/22	8/29/22	
Selenium, Total	ND	mg/kg dry	16.4	EPA 6010B/C/D	8/23/22	8/25/22	
Silver, Total	1.24	mg/kg dry	1.64	EPA 6010B/C/D	8/23/22	8/25/22	J



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Salt Lake City, UT 84121

PO#: 203722755
Receipt: 8/23/22 15:18 @ 2.7 °C
Date Reported: 9/6/2022
Project Name: Homestake

Sample ID: HS-6-1.5

Matrix: Solid

Date Sampled: 8/22/22 0:00

Lab ID: 22H2269-10

Sampled By: Cameron Cordner

	Result	Units	Minimum Reporting Limit	Method	Preparation Date/Time	Analysis Date/Time	Flag(s)
Inorganic							
Total Solids	84.4	%	0.1	EPA 8000C	8/24/22	8/25/22	
Metals							
Arsenic, Total	79.2	mg/kg dry	21.7	EPA 6010B/C/D	8/23/22	8/25/22	
Barium, Total	162	mg/kg dry	1.08	EPA 6010B/C/D	8/23/22	8/25/22	
Cadmium, Total	21.2	mg/kg dry	1.08	EPA 6010B/C/D	8/23/22	8/25/22	
Chromium, Total	21.9	mg/kg dry	1.08	EPA 6010B/C/D	8/23/22	8/25/22	
Lead, Total	1730	mg/kg dry	10.8	EPA 6010B/C/D	8/23/22	8/25/22	
Mercury, Total	0.98	mg/kg dry	0.03	EPA 7471A	8/25/22	8/29/22	
Selenium, Total	ND	mg/kg dry	10.8	EPA 6010B/C/D	8/23/22	8/25/22	
Silver, Total	12.9	mg/kg dry	1.08	EPA 6010B/C/D	8/23/22	8/25/22	



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Salt Lake City, UT 84121

PO#: 203722755
Receipt: 8/23/22 15:18 @ 2.7 °C
Date Reported: 9/6/2022
Project Name: Homestake

Sample ID: HS-7-5

Matrix: Solid
Date Sampled: 8/22/22 0:00

Lab ID: 22H2269-11

Sampled By: Cameron Cordner

	Result	Units	Minimum Reporting Limit	Method	Preparation Date/Time	Analysis Date/Time	Flag(s)
Inorganic							
Total Solids	92.1	%	0.1	EPA 8000C	8/24/22	8/25/22	
Metals							
Arsenic, Total	30.1	mg/kg dry	22.4	EPA 6010B/C/D	8/23/22	8/25/22	
Barium, Total	29.0	mg/kg dry	1.12	EPA 6010B/C/D	8/23/22	8/25/22	
Cadmium, Total	1.45	mg/kg dry	1.86	EPA 6010B/C/D	8/23/22	8/25/22	
Chromium, Total	21.7	mg/kg dry	1.12	EPA 6010B/C/D	8/23/22	8/25/22	
Lead, Total	32.4	mg/kg dry	11.2	EPA 6010B/C/D	8/23/22	8/25/22	
Mercury, Total	0.05	mg/kg dry	0.03	EPA 7471A	8/25/22	8/29/22	
Selenium, Total	ND	mg/kg dry	11.2	EPA 6010B/C/D	8/23/22	8/25/22	
Silver, Total	ND	mg/kg dry	1.12	EPA 6010B/C/D	8/23/22	8/25/22	



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Salt Lake City, UT 84121

PO#: 203722755
Receipt: 8/23/22 15:18 @ 2.7 °C
Date Reported: 9/6/2022
Project Name: Homestake

Sample ID: HS-11-10
Matrix: Solid
Date Sampled: 8/22/22 0:00

Lab ID: 22H2269-12
Sampled By: Cameron Cordner

	Result	Units	Minimum Reporting Limit	Method	Preparation Date/Time	Analysis Date/Time	Flag(s)
Inorganic							
Total Solids	94.1	%	0.1	EPA 8000C	8/24/22	8/25/22	
Metals							
Arsenic, Total	24.1	mg/kg dry	0.78	EPA 6010B/C/D	8/23/22	8/25/22	
Barium, Total	35.2	mg/kg dry	0.339	EPA 6010B/C/D	8/23/22	8/25/22	
Cadmium, Total	0.977	mg/kg dry	1.02	EPA 6010B/C/D	8/23/22	8/25/22	
Chromium, Total	21.4	mg/kg dry	0.339	EPA 6010B/C/D	8/23/22	8/25/22	
Lead, Total	107	mg/kg dry	3.39	EPA 6010B/C/D	8/23/22	8/25/22	
Mercury, Total	0.04	mg/kg dry	0.03	EPA 7471A	8/25/22	8/29/22	
Selenium, Total	ND	mg/kg dry	3.39	EPA 6010B/C/D	8/23/22	8/25/22	
Silver, Total	0.448	mg/kg dry	1.02	EPA 6010B/C/D	8/23/22	8/25/22	J



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Salt Lake City, UT 84121

PO#: 203722755
Receipt: 8/23/22 15:18 @ 2.7 °C
Date Reported: 9/6/2022
Project Name: Homestake

Sample ID: HS-12-0.5

Matrix: Solid

Lab ID: 22H2269-13

Date Sampled: 8/22/22 0:00

Sampled By: Cameron Cordner

	Result	Units	Minimum Reporting Limit	Method	Preparation Date/Time	Analysis Date/Time	Flag(s)
Inorganic							
Total Solids	98.2	%	0.1	EPA 8000C	8/24/22	8/25/22	
Metals							
Arsenic, Total	3.89	mg/kg dry	0.285	EPA 6010B/C/D	8/23/22	8/25/22	J
Barium, Total	39.8	mg/kg dry	0.285	EPA 6010B/C/D	8/23/22	8/25/22	
Cadmium, Total	0.168	mg/kg dry	0.285	EPA 6010B/C/D	8/23/22	8/25/22	J
Chromium, Total	8.50	mg/kg dry	0.285	EPA 6010B/C/D	8/23/22	8/25/22	
Lead, Total	7.26	mg/kg dry	2.85	EPA 6010B/C/D	8/23/22	8/25/22	
Mercury, Total	0.03	mg/kg dry	0.03	EPA 7471A	8/25/22	8/29/22	
Selenium, Total	ND	mg/kg dry	2.85	EPA 6010B/C/D	8/23/22	8/25/22	
Silver, Total	ND	mg/kg dry	0.285	EPA 6010B/C/D	8/23/22	8/25/22	



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Salt Lake City, UT 84121

PO#: 203722755
Receipt: 8/23/22 15:18 @ 2.7 °C
Date Reported: 9/6/2022
Project Name: Homestake

Sample ID: HS-16-1

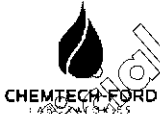
Matrix: Solid

Date Sampled: 8/22/22 0:00

Lab ID: 22H2269-14

Sampled By: Cameron Cordner

	Result	Units	Minimum Reporting Limit	Method	Preparation Date/Time	Analysis Date/Time	Flag(s)
Inorganic							
Total Solids	92.2	%	0.1	EPA 8000C	8/24/22	8/25/22	
Metals							
Arsenic, Total	14.9	mg/kg dry	5.89	EPA 6010B/C/D	8/23/22	8/25/22	
Barium, Total	81.8	mg/kg dry	0.294	EPA 6010B/C/D	8/23/22	8/25/22	
Cadmium, Total	3.42	mg/kg dry	0.294	EPA 6010B/C/D	8/23/22	8/25/22	
Chromium, Total	10.7	mg/kg dry	0.294	EPA 6010B/C/D	8/23/22	8/25/22	
Lead, Total	374	mg/kg dry	2.94	EPA 6010B/C/D	8/23/22	8/25/22	
Mercury, Total	0.77	mg/kg dry	0.03	EPA 7471A	8/25/22	8/29/22	
Selenium, Total	ND	mg/kg dry	2.94	EPA 6010B/C/D	8/23/22	8/25/22	
Silver, Total	3.01	mg/kg dry	0.294	EPA 6010B/C/D	8/23/22	8/25/22	



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John Russell
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Salt Lake City, UT 84121

PO#: **203722755**
Receipt: **8/23/22 15:18 @ 2.7 °C**
Date Reported: **9/6/2022**
Project Name: **Homestake**

Sample ID: **HS-17-1**

Matrix: **Solid**

Lab ID: **22H2269-15**

Date Sampled: **8/22/22 0:00**

Sampled By: **Cameron Cordner**

	<u>Result</u>	<u>Units</u>	<u>Minimum Reporting Limit</u>	<u>Method</u>	<u>Preparation Date/Time</u>	<u>Analysis Date/Time</u>	<u>Flag(s)</u>
Inorganic							
Total Solids	86.3	%	0.1	EPA 8000C	8/24/22	8/25/22	
Metals							
Arsenic, Total	60.6	mg/kg dry	10.2	EPA 6010B/C/D	8/23/22	8/25/22	
Barium, Total	171	mg/kg dry	1.51	EPA 6010B/C/D	8/23/22	8/25/22	
Cadmium, Total	9.28	mg/kg dry	1.51	EPA 6010B/C/D	8/23/22	8/25/22	
Chromium, Total	20.8	mg/kg dry	1.51	EPA 6010B/C/D	8/23/22	8/25/22	
Lead, Total	572	mg/kg dry	15.1	EPA 6010B/C/D	8/23/22	8/25/22	
Mercury, Total	1.51	mg/kg dry	0.22	EPA 7471A	8/25/22	8/29/22	
Selenium, Total	ND	mg/kg dry	15.1	EPA 6010B/C/D	8/23/22	8/25/22	
Silver, Total	3.60	mg/kg dry	1.51	EPA 6010B/C/D	8/23/22	8/25/22	



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John Russell
2890 East Cottonwood Parkway, Suite 300
Salt Lake City, UT 84121

PO#: 203722755

Receipt: 8/23/22 15:18 @ 2.7 °C

Date Reported: 9/6/2022

Project Name: Homestake

Report Footnotes

Abbreviations

ND = Not detected at the corresponding Minimum Reporting Limit (MRL).

1 mg/L = one milligram per liter or 1 mg/kg = one milligram per kilogram = 1 part per million.

1 ug/L = one microgram per liter or 1 ug/kg = one microgram per kilogram = 1 part per billion.

1 ng/L = one nanogram per liter or 1 ng/kg = one nanogram per kilogram = 1 part per trillion.

Flag Descriptions

J = Detected but below the Reporting Limit; therefore, result is an estimated concentration (CLP J-Flag).

CHAIN OF CUSTODY - SAMPLE SUBMITTAL FORM

COMPANY: Stanter
 ADDRESS: 2890 E Colterwood Parkway, Suite 300
 CITY/STATE/ZIP: Salt Lake City, UT 84124
 PHONE #: 801-703-1927
 CONTACT: John Russell
 EMAIL: john.russell@stanter.com
 PROJECT: 2027 CE Homesite

RUSH Due Date*

3

PO Number: 203720755
 INVOICE EMAIL ADDRESS: sean.conrath
22H2269 (A052)
 Sample container: Glass 200 1104

Customer Seal	Correct Containers	Delivery Method
<input checked="" type="checkbox"/> Container Intact	<input checked="" type="checkbox"/> Sufficient Sample Volume	UPS
<input checked="" type="checkbox"/> Labels Agree	<input checked="" type="checkbox"/> Headspace Present (VOC)	FedEx
<input checked="" type="checkbox"/> Relabeled on Ice	<input checked="" type="checkbox"/> Temperature Blank	Chemtech/Ford Courier
<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/> Received within Holding Time	Customer Courier

CLIENT/SAMPLE INFORMATION			LAB #
Lab Use Only	LOCATION / IDENTIFICATION	DATE	MATRIX
	HS-1	8/22/20	1501
-01	HS-1-2.5		
-02	HS-2-1		
-03	HS-3-2.5		
-04	HS-B		
-05	HS-S-2.5		
-06	HS-S-5		
-07	HS-S-7.5		
-08	HS-G-1		
-09	HS-G-1.5		
-10	HS-G-1.5		

Special Instructions:	
Sampled by: [initials] <u>Garnon Corneer</u>	Sampled by: [signature]
Retinquished by: [signature]	Date/Time: <u>8/23/22 15:18</u>
Retinquished by: [signature]	Date/Time:
Retinquished by: [signature]	Date/Time:

QC Level: **3**

QC Levels Definition: OCl none, OCl2 Blank, OCl3 Blank, OCl3 25% surcharge, Narrative plus Blank OCl, year Sample selected, OCl4 40% surcharge, Add raw data

TESTS REQUESTED	ON ICE	NOT ON ICE	Temp (C)
HS-1	X		2.7
HS-1-2.5			
HS-2-1			
HS-3-2.5			
HS-B			
HS-S-2.5			
HS-S-5			
HS-S-7.5			
HS-G-1			
HS-G-1.5			

Received by: [signature] SE Wickbrun Date/Time: 8/23/22 15:18

Received by: [signature] Date/Time:

Received by: [signature] Date/Time:

EXHIBIT G
MINE HAZARDS REPORT

Blue Ledge Consulting, LLC

2334 Stringham Avenue
Salt Lake City, Utah 84109

June 8, 2022

Mr. Rory Murphy
2590 Sidewinder Drive
Park City, Utah 84060-7437

RE: Mine Hazards on Homestake Affordable Housing Site.

Rory:

Park City's mining history dates from 1869 to 1982. During that period, prospectors and miners roamed and prospected the mountains and hills in and around Park City in hopes of finding the riches that existed in the underground. As a result, hundreds of mining claims were staked (property boundaries laid out on the land and surveyed) establishing ownership. Each mining claim was required to have a discovery point (hole in the ground that would lead to minerals) or a tunnel, or shaft that would provide access to the underground. Each of these features had the potential to present a mine hazard to the public or surface property.

In 2011, Park City, under title 11 Buildings and Building Regulations established Chapter 20, titled Physical Mine Hazard Mitigation. This Chapter provides a definition of a mine hazard. Along with a requirement to allow Physical Mine Hazards, a requirement that the owner of the lands identify and evaluate each mine feature found, a reporting requirement along with a requirement to mitigate. Other items such as inspection and update requirements are also included in the Chapter.

Upon examination of the Homestake Parcel there are no features which meet the definition of a mine hazard as per Section 11-20-2. However, the abundance of mill tailings in the Prospector

subdivision do warrant further study of the Homestake parcel and mitigation if proven to be required. Lead and other metals can prove to be hazardous if exposures occur under the right circumstances.

Based on the Park City Ordinance 11-20-2, a visual inspection and what is contained herein there does not appear to be any mine hazards on this parcel.

If you have any questions or would like more information, please contact me.

I have included a copy of Section 11-20-2 for you review.

Sincerely,



Kerry C. Gee
Blue Ledge Consulting

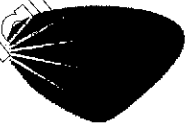


Attachment

EXHIBIT H

ABOVE-GROUND HISTORIC STRUCTURES REVIEW

Unofficial Copy



July 5, 2022
U-0718

Jack Waldher
J Fisher Companies
1216 W Legacy Crossing Blvd, Suite 300
Centerville, UT 84014

**RE: Above-Ground Historic Structures Review for the Property at 1875
Homestake Road in Park City, Summit County, Utah**

Dear Mr. Waldher,

Commonwealth Heritage Group, Inc. (Commonwealth) completed a preliminary above-ground resources assessment for J Fisher Companies (Client) for the 1875 Homestake Road Property (Project) in Section 9 of T2S R4E, Summit County, Utah (Figure 1). The Client provided mapping and a description of the Project to Commonwealth in June of 2022.

This inventory was done to meet Park City's municipal code 15-6.1-11 (O) regarding Affordable Master Planned Developments. The code indicates that "Applicants shall submit a map and inventory of Historic Structures and Sites on the Property and a Historic Structures Report prepared by a Qualified Historic Preservation Professional."

This letter report provides the results of the background research as well as an assessment of the potential for the project area to contain National Register of Historic Places (NRHP) eligible or listed above-ground *historic properties* that are protected under the National Historic Preservation Act. For the background research, Commonwealth conducted a literature review at the Utah State Historic Preservation Office (SHPO), compiling information derived from the National and State Registers of Historic Places, historic aerials, and maps to determine if any architectural/historical resources are known to be in the project area.

Above-Ground Resources

For the 1875 Homestake Road Project, the Above-Ground area of potential effect (APE), which accounts for indirect effects, is considered to include those cultural resources (buildings, structures, objects, or sites) that are in the Project Area and a one-parcel/property-deep around it. Commonwealth conducted a literature review for this area to identify any previously recorded above-ground resources (Figure 2). Review of SHPO survey files revealed that there are no

July 5, 2022

Page 2

previously recorded above-ground resources in the Above-Ground Study Area. The Park City Historic District was noted; however, the district is located over 0.5 miles away from the current project.

Through field survey, Commonwealth Architectural Historian Katie Beck, identified no properties that are over 50 years old in the Above-Ground APE. Historic aerial imagery indicates that all of the above-ground resources in the Above-Ground APE were constructed after 1975. Therefore, the Project will have no effect on historic above-ground properties.

Recommendations

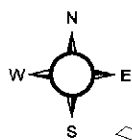
Based on the literature review, there are no previously recorded above-ground resources in the Above-Ground APE or in the Above-Ground Study Area. Commonwealth identified no above-ground resources over 50 years of age as a result of survey in the Above-Ground APE as well. No effects on historic above-ground properties are anticipated as a result of the proposed Project activities.

Commonwealth is pleased to have been able to assist with the above-ground resources review for the 1875 Homestake Road Project. Please do not hesitate to call me, if you have any additional questions or concerns related to this letter or require assistance with future cultural resources projects.

Sincerely,



Wendy Simmons Johnson
Regional Director
wjohnson@chg-inc.com
P. 801-394-0013



1:24,000

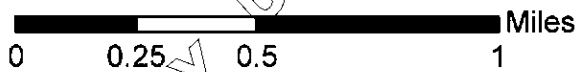


Figure 1. Location of the 1875 Homestake Rd. Project Area in Park City, Utah. Taken from the USGS 7.5' Quadrangles Park City East and Park City West, Utah (1998).



EXHIBIT I
EXISTING CONDITIONS SURVEY

SCHEMATIC B - SECTION II, EXCEPTIONS

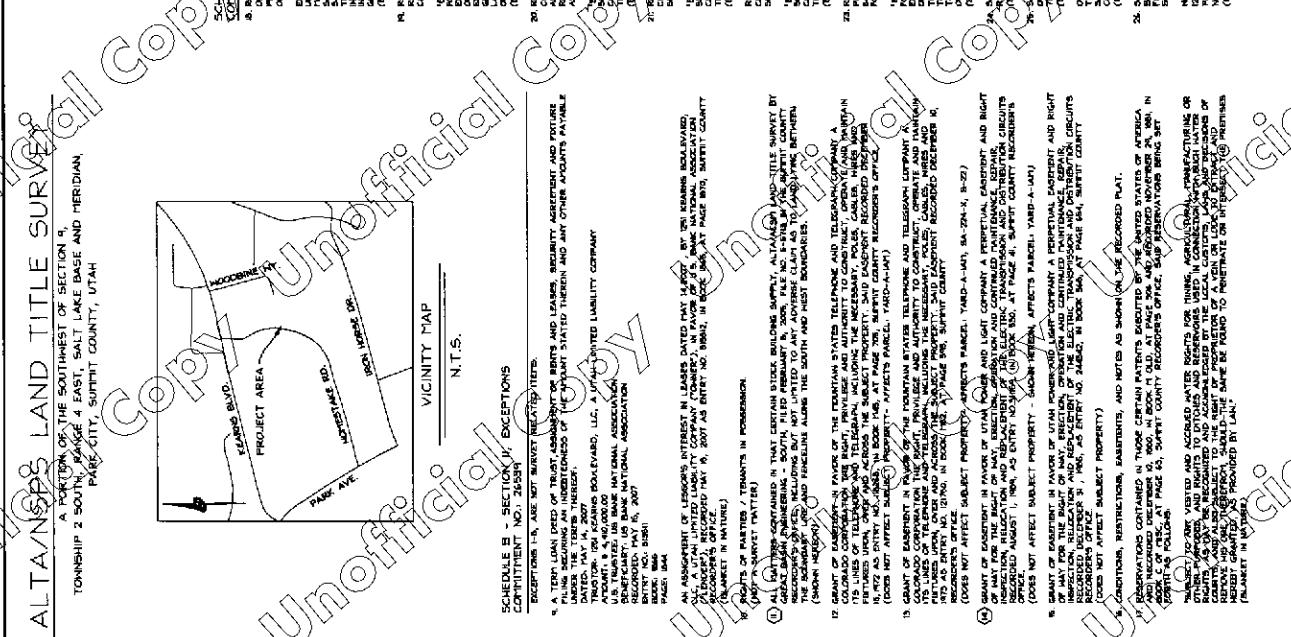
RESERVATIONS CONTAINED IN THAT CERTAIN SPECIAL WARRANTY DEED EXECUTED BY UNDEVELOPED PARK CITY, SUMMIT COUNTY, UTAH, AS RECORDED IN THE PUBLIC RECORDS OF SUMMIT COUNTY RECORDS OFFICE, SET FORTH AS FOLLOWS:

1. RESERVATIONS CONTAINED IN THAT CERTAIN SPECIAL WARRANTY DEED EXECUTED BY UNDEVELOPED PARK CITY, SUMMIT COUNTY, UTAH, AS RECORDED IN THE PUBLIC RECORDS OF SUMMIT COUNTY RECORDS OFFICE, SET FORTH AS FOLLOWS:

1. RESERVATIONS CONTAINED IN THAT CERTAIN SPECIAL WARRANTY DEED EXECUTED BY UNDEVELOPED PARK CITY, SUMMIT COUNTY, UTAH, AS RECORDED IN THE PUBLIC RECORDS OF SUMMIT COUNTY RECORDS OFFICE, SET FORTH AS FOLLOWS:

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1. RESERVATIONS CONTAINED IN THAT CERTAIN SPECIAL WARRANTY DEED EXECUTED BY UNDEVELOPED PARK CITY, SUMMIT COUNTY, UTAH, AS RECORDED IN THE PUBLIC RECORDS OF SUMMIT COUNTY RECORDS OFFICE, SET FORTH AS FOLLOWS:



EXCEPTIONS TO SECTION II, EXCEPTIONS

1. RESERVATIONS CONTAINED IN THAT CERTAIN SPECIAL WARRANTY DEED EXECUTED BY UNDEVELOPED PARK CITY, SUMMIT COUNTY, UTAH, AS RECORDED IN THE PUBLIC RECORDS OF SUMMIT COUNTY RECORDS OFFICE, SET FORTH AS FOLLOWS:

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1. RESERVATIONS CONTAINED IN THAT CERTAIN SPECIAL WARRANTY DEED EXECUTED BY UNDEVELOPED PARK CITY, SUMMIT COUNTY, UTAH, AS RECORDED IN THE PUBLIC RECORDS OF SUMMIT COUNTY RECORDS OFFICE, SET FORTH AS FOLLOWS:

1. RESERVATIONS CONTAINED IN THAT CERTAIN SPECIAL WARRANTY DEED EXECUTED BY UNDEVELOPED PARK CITY, SUMMIT COUNTY, UTAH, AS RECORDED IN THE PUBLIC RECORDS OF SUMMIT COUNTY RECORDS OFFICE, SET FORTH AS FOLLOWS:

EXHIBIT J

UPDATED ARCHITECTURAL EXHIBITS, DATED OCTOBER 14, 2022

Unofficial Copy

JFRM

HOMESTAKE MPD AFFORDABLE HOUSING

1875 Homestake Road
Park City, Utah

MPD/CUP SUBMITTAL - UPDATED ARCHITECTURAL EXHIBITS

10.14.2022

PROJECT CONTACT INFORMATION

OWNER
Summit County
100 South Main Street
Park City, UT 84302
www.summitcountyu.gov

ARCHITECT
JFRM
100 South Main Street
Park City, UT 84302
www.jfrm.com

CIVIL ENGINEER
Summit County
100 South Main Street
Park City, UT 84302
www.summitcountyu.gov

STRUCTURAL ENGINEER
Summit County
100 South Main Street
Park City, UT 84302
www.summitcountyu.gov

Mechanical Engineer
Summit County
100 South Main Street
Park City, UT 84302
www.summitcountyu.gov

Electrical Engineer
Summit County
100 South Main Street
Park City, UT 84302
www.summitcountyu.gov

LANDSCAPE ARCHITECT
Summit County
100 South Main Street
Park City, UT 84302
www.summitcountyu.gov

INTERIOR DESIGNER
Summit County
100 South Main Street
Park City, UT 84302
www.summitcountyu.gov

ENERGY CONSULTANT
Summit County
100 South Main Street
Park City, UT 84302
www.summitcountyu.gov

CONTRACTOR
Summit County
100 South Main Street
Park City, UT 84302
www.summitcountyu.gov

GENERAL DRAWINGS

G1000 COVER SHEET

G1001 GENERAL NOTES AND CODE ANALYSIS

GENERAL EXHIBITS

EXHIBIT A SITE SIGNAL MAP

EXHIBIT B SITE PLAN

EXHIBIT C ALLOTTMENT AREA - HEIGHT ANALYSIS

EXHIBIT D OPEN SPACE COORDINATE PLAN

EXHIBIT E PERMEABLE PAVEMENT PLAN

EXHIBIT F CROSS CANYON VIEW

EXHIBIT G SITE APPROACH VIEW

EXHIBIT H FACADE VARIATION EXHIBIT

EXHIBIT I FACADE VARIATION EXHIBIT

CIVIL DRAWINGS

1 ALTIMETERS AND TILE SURVEY

2 SITE PLAN

C200 AERIAL SITE PLAN

C201 GRADING PLAN

C600 UTILITY PLAN

LANDSCAPE DRAWINGS

L101 LANDSCAPE PLAN

L200 ARCHITECTURAL SITE DRAWINGS

L300 ARCHITECTURAL SITE PLAN

ARCHITECTURAL DRAWINGS

AE101 PARKING LEVEL PLAN

AE102 GROUND LEVEL FLOOR PLAN

AE103 FIRST FLOOR PLAN

AE104 SECOND FLOOR PLAN

AE105 THIRD FLOOR PLAN

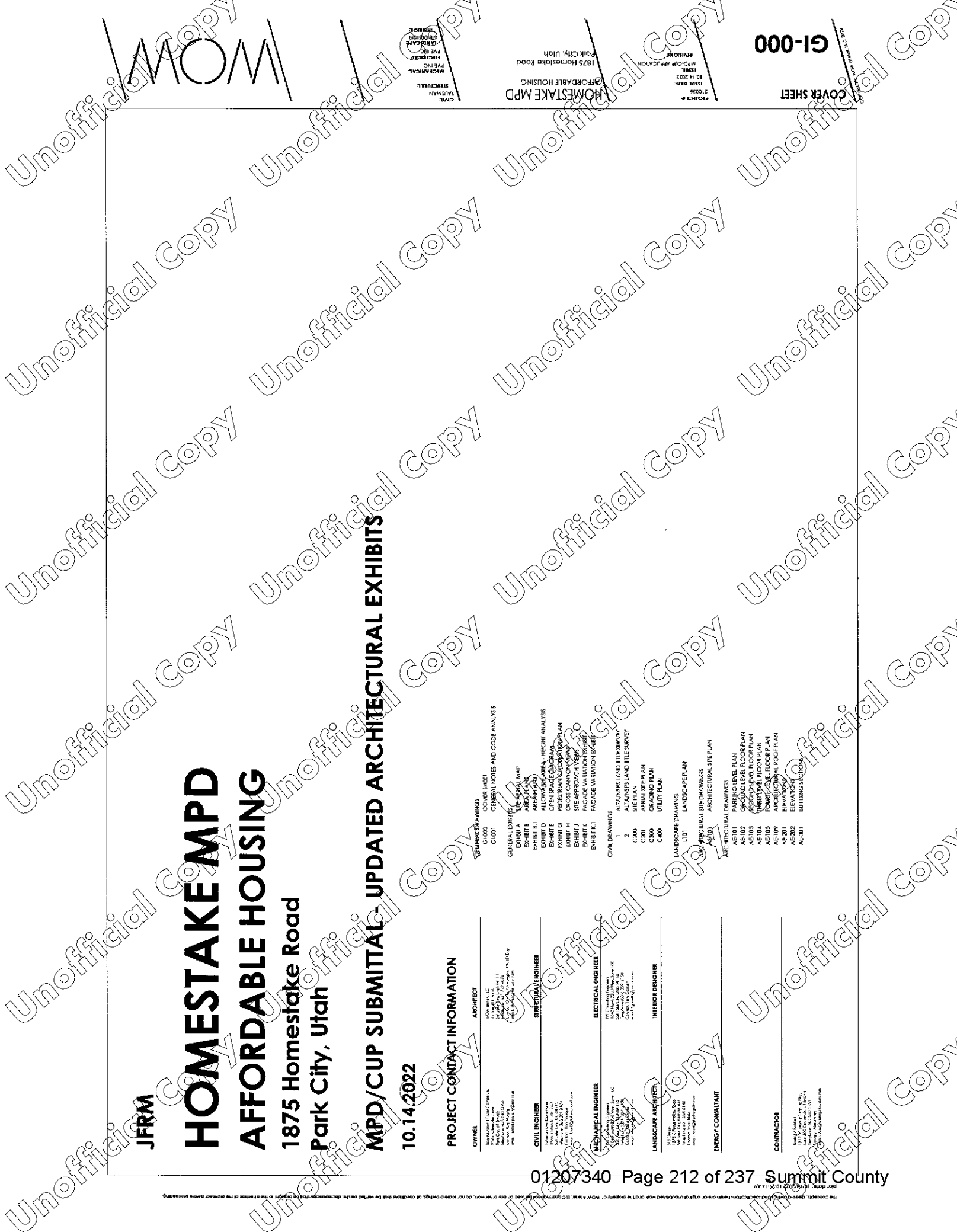
AE106 FOURTH FLOOR PLAN

AE107 ARCHITECTURAL ROOF PLAN

AE108 ELEVATIONS

AE109 ELEVATIONS

AE202 BUILDING SECTION



WOM

CIVIL
STRUCTURAL
MECHANICAL
ELECTRICAL
PLUMBING
INTERIOR
LANDSCAPE

HOMESTAKE MPD
AFFORDABLE HOUSING
1875 Homestake Road
Park City, Utah

PROJECT # 21024
ISSUE DATE 10.14.2022
ISSUE REVISION
PROJECT APPLICATION
1875 Homestake Road
Park City, Utah

GI-000

COVER SHEET

PROJECT # 21004
ISSUE DATE 10/14/2022
MID-CUR APPLICATION
REVISION

HOMESTAKE MPD
1825 HOMESTAKE ROAD
FORK CITY, UTAH
AFFORDABLE HOUSING

CMR
TERRAIN
MECHANICAL
ELECTRICAL
PLUMBING
LANDSCAPE
INTERIOR

PLANNING
MPD/CUP
MPD/CUP ONLY
REVIEW ONLY
NOT FOR CONST.



ARCHITECTURAL SITE PLAN AERIAL
SCALE: 1" = 80'-0"

REVIEW ONLY
MPD/CIP
PLANNING

Civil
Mechanical
Electrical
Plumbing
Fire
Interior

PROJECT # 210036
ISSUE DATE 10/14/2022
MDC-CLIP AFFORDABLE HOUSING
REVISED

UNIT BREAKDOWN/PARKING ANALYSIS

UNIT REQUIREMENTS	UNITS	AFFORD. UNITS	MARKED UNITS	DMC PARKING	AMPD PARKING
3 BEDROOM UNITS	7	5	2	10.5	8
2 BEDROOM UNITS	22	18	4	26	15.5
1 BEDROOM UNITS	7	6	1	14	8.5
TOTAL PARKING REQUIREMENT					
TOTAL PARKING PROVIDED		140 (128 UNDERGROUND + 12 SURFACE STALLS)		126.5 (127)	77

AREA ANALYSIS

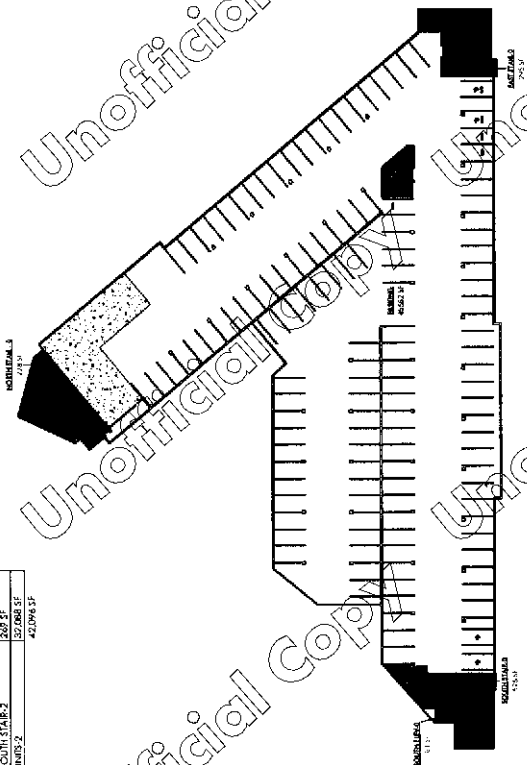
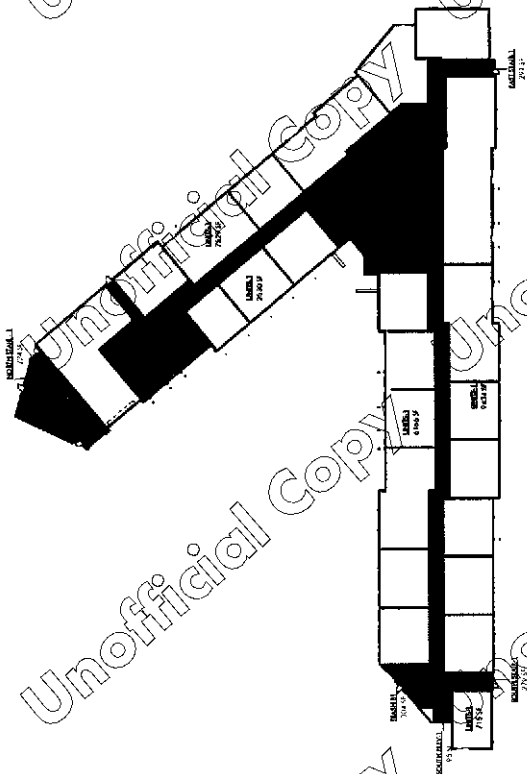
AREA NAME	AREA (SQ)
LEVEL 3	42,100 SF
LEVEL 2	31,779 SF
LEVEL 1	302,640 SF
LEVEL 0	42,094 SF
TOTAL	448,603 SF

AREA ANALYSIS

AREA NAME	AREA (SQ)
LEVEL 3	42,100 SF
LEVEL 2	31,779 SF
LEVEL 1	302,640 SF
LEVEL 0	42,094 SF
TOTAL	448,603 SF

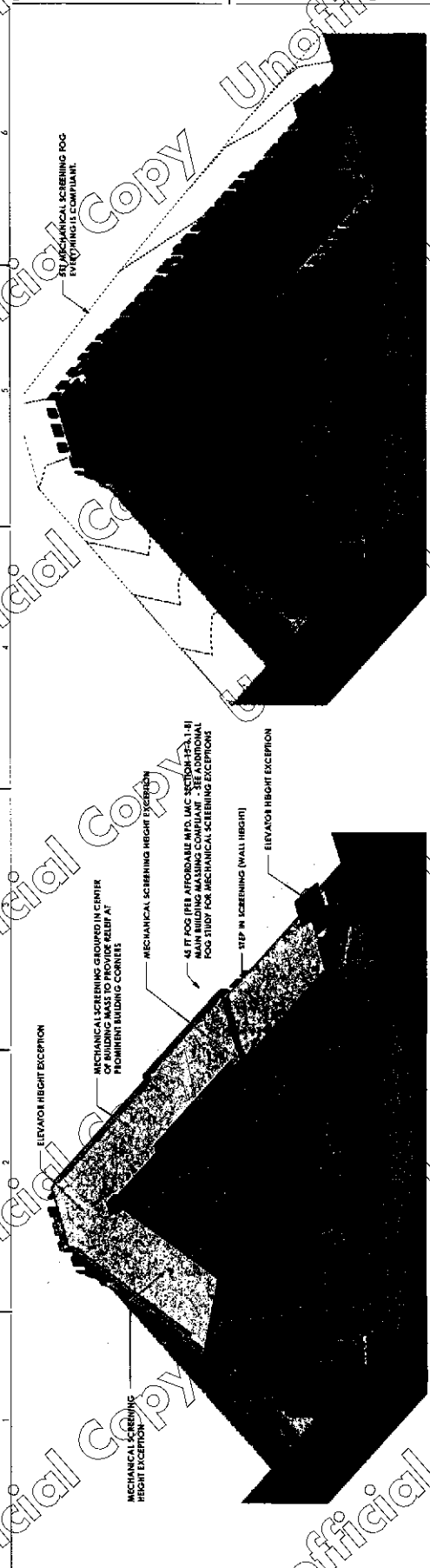
AREA ANALYSIS

AREA NAME	AREA (SQ)
LEVEL 3	42,100 SF
LEVEL 2	31,779 SF
LEVEL 1	302,640 SF
LEVEL 0	42,094 SF
TOTAL	448,603 SF



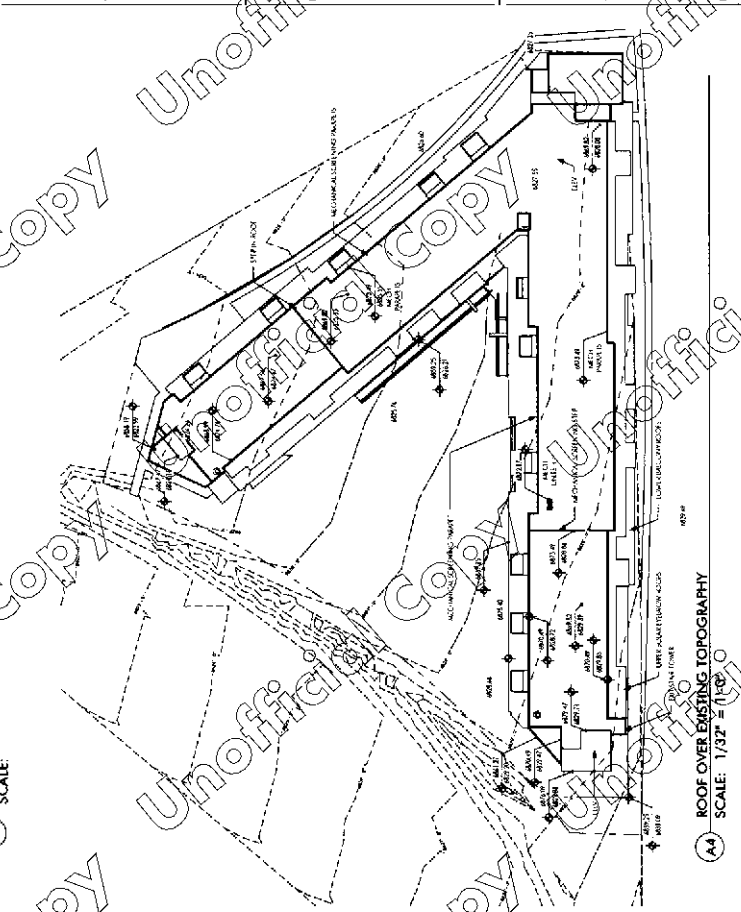
PROJECT # 210006
 10/14/2022
 1525 WEST ASPEN AVE
 AFFORDABLE HOUSING
 HOMESTEAK MPD
 Park City, Utah
 1875 Homestead Road

PLANNING
MPD/CUP
ONLY
FOR CONST.
 REVIEW ONLY

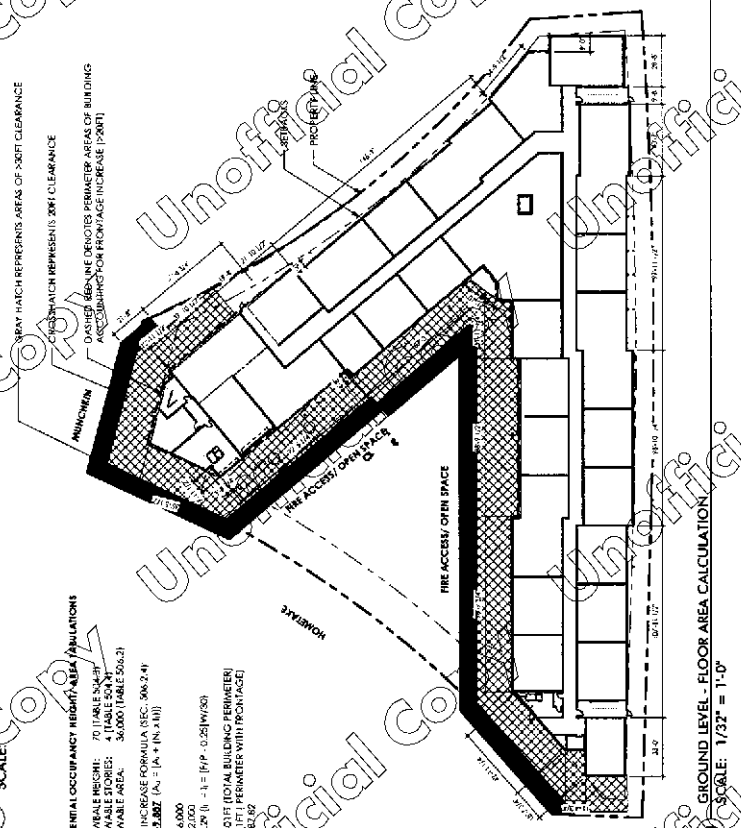


(C) FOG STUDY - EXCEPTION
 SCALE: 1/32" = 1'-0"

(C) FOG STUDY
 SCALE: 1/32" = 1'-0"



(A) ROOF OVER EXISTING TOPOGRAPHY
 SCALE: 1/32" = 1'-0"



(A) GROUND LEVEL - FLOOR AREA CALCULATION
 SCALE: 1/32" = 1'-0"

RESIDENTIAL OCCUPANCY HEIGHT/AREA REGULATIONS
 ALLOWABLE HEIGHT: 70 FT (TABLE 504.2)
 ALLOWABLE STORES: 4 (TABLE 504.2)
 ALLOWABLE AREA: 50,000 (TABLE 504.2)
 AREA INCREASE FORMULA (SEC. 506.2.4)
 $A = 49,807 (A_1 + (A_2 \times (N + 1)))$
 $A = 50,000$
 $N = 12,000$
 $0.027 (N - 1) = 0.25 (N/50)$
 (A) 1.1 ADJ. (TOTAL BUILDING PERIMETER)
 (A) 1.1 ADJ. (TOTAL PERIMETER WITH FOOTING)
 1.1 ADJ. (TOTAL PERIMETER WITH FOOTING)
 1.1 ADJ. (TOTAL PERIMETER WITH FOOTING)

HOMESTAKE MPD
AFFORDABLE HOUSING
1875 Homestake Road
Park City, Utah

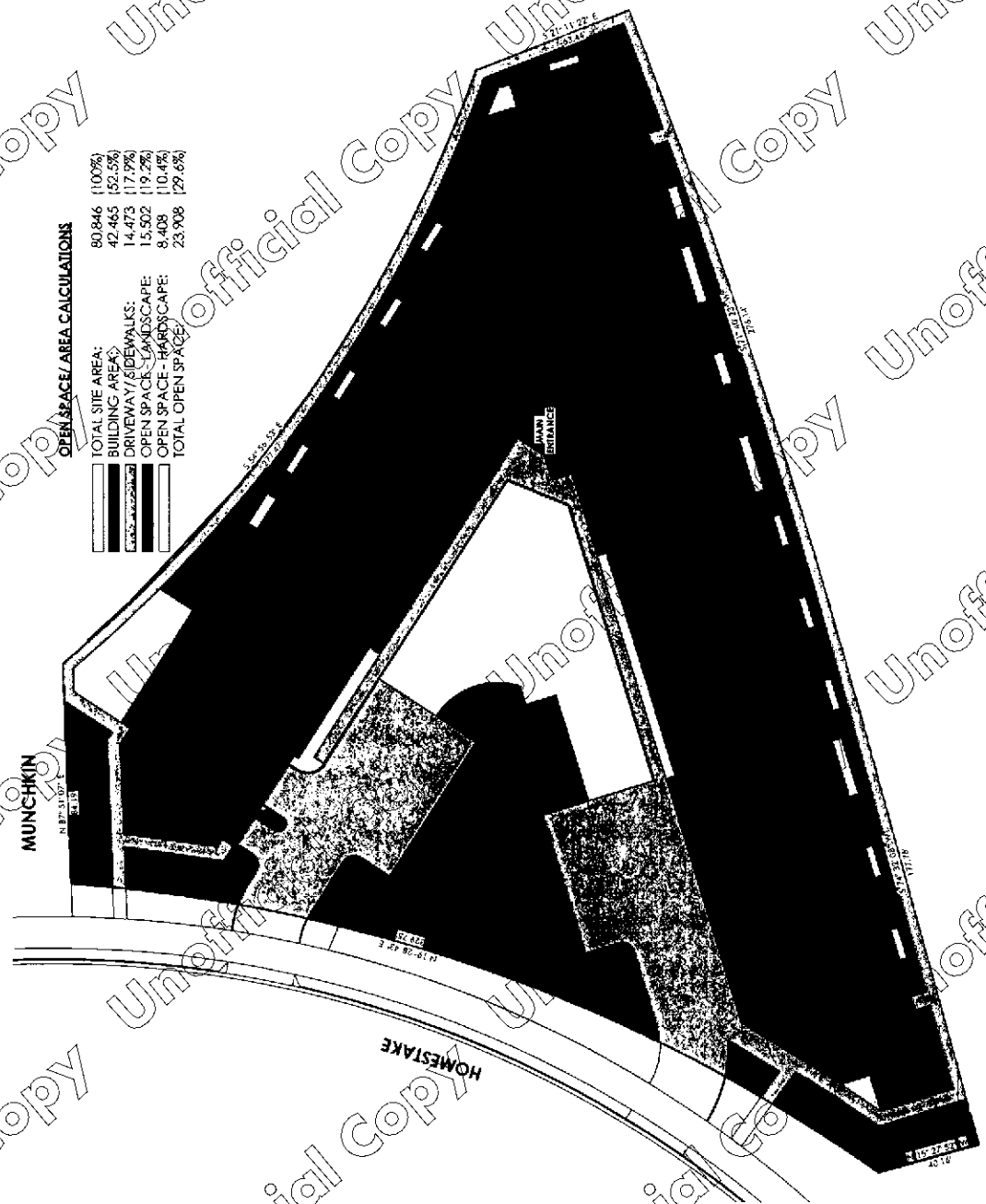
PROJECT # 21055
ISSUE DATE 10/2022
MDC-CLM APPLICATION
REVISION

CIVIL
ELECTRICAL
MECHANICAL
PLUMBING
FIRE
LANDSCAPE ARCHITECTURE
INTERIOR

PLANNING
MPD / CUP
FOR REVIEW ONLY
NOT FOR CONSTRUCTION

OPEN SPACE/AREA CALCULATIONS

TOTAL SITE AREA:	80,846	(100%)
BUILDING AREA:	42,465	(52.53%)
DRIVEWAY/SIDEWALKS:	14,473	(17.97%)
OPEN SPACE - LANDSCAPE:	15,502	(19.2%)
OPEN SPACE - HARDSCAPE:	8,408	(10.4%)
TOTAL OPEN SPACE:	23,908	(29.6%)



OPEN SPACE DIAGRAM
SCALE: 1" = 20'-0"

SNOW STORAGE DIAGRAM

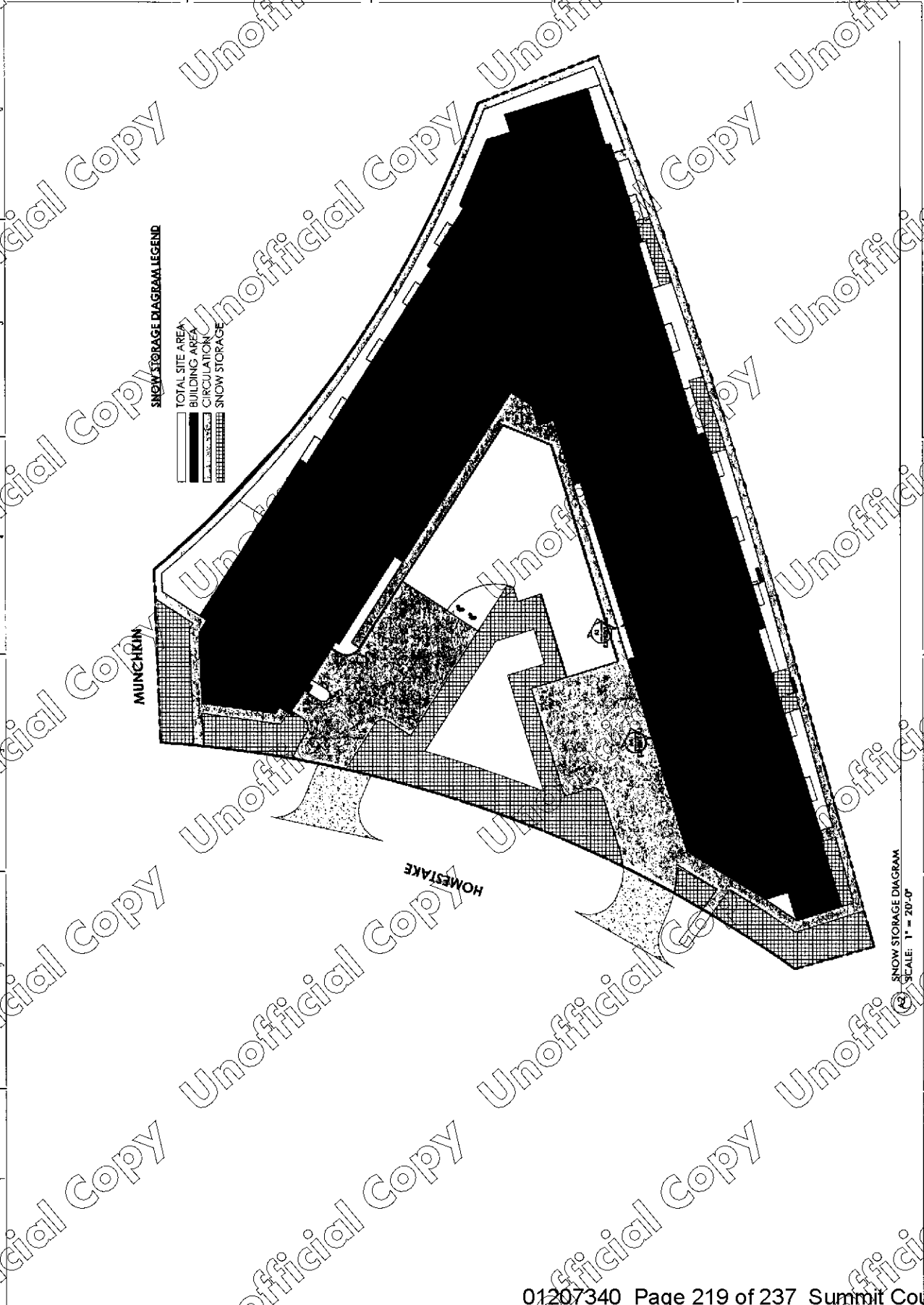
PROJECT # 21004
ISSUE DATE 10/14/2022
W/OUT APPLICATION
REVISION

HOMESTAKE MPD
AFFORDABLE HOUSING
1875 Homestake Road
Park City, Utah

Civil
Structural
Mechanical
Fire
Life Safety
Interior
Landscape
Architectural
Plumbing
Electrical

NOT FOR CONSTRUCTION
REVIEW ONLY
MPD / CUP
PLANNING

WOM

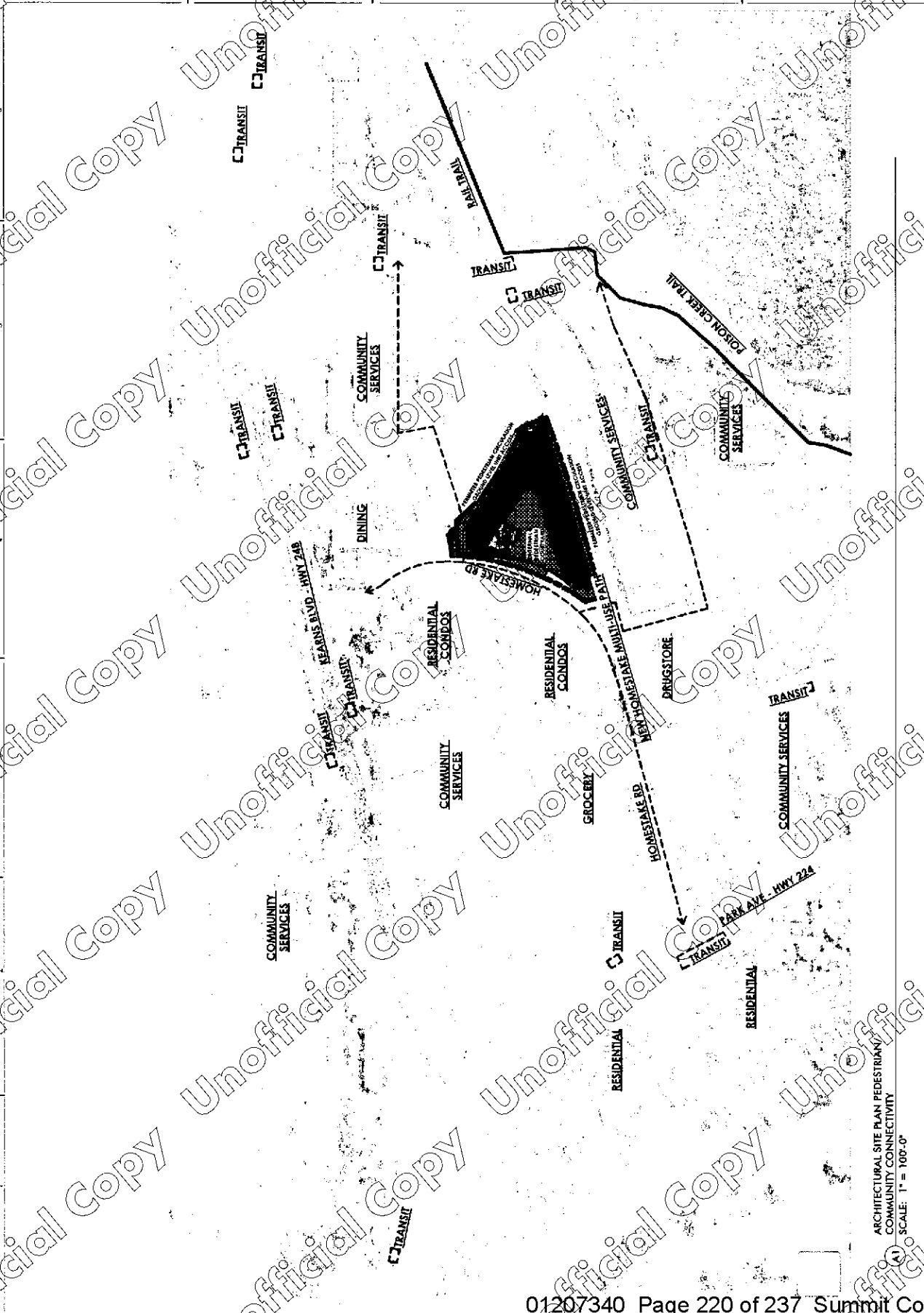


SNOW STORAGE DIAGRAM LEGEND

- TOTAL SITE AREA
- BUILDING AREA
- CIRCULATION
- SNOW STORAGE

SNOW STORAGE DIAGRAM
SCALE: 1" = 20'-0"

PLANNING REVIEW ONLY NOT FOR CONST. MPD/CUP



ARCHITECTURAL SITE PLAN PEDESTRIAN COMMUNITY CONNECTIVITY SCALE: 1" = 100'-0"

Unofficial Copy

Unofficial Copy

EXHIBIT K

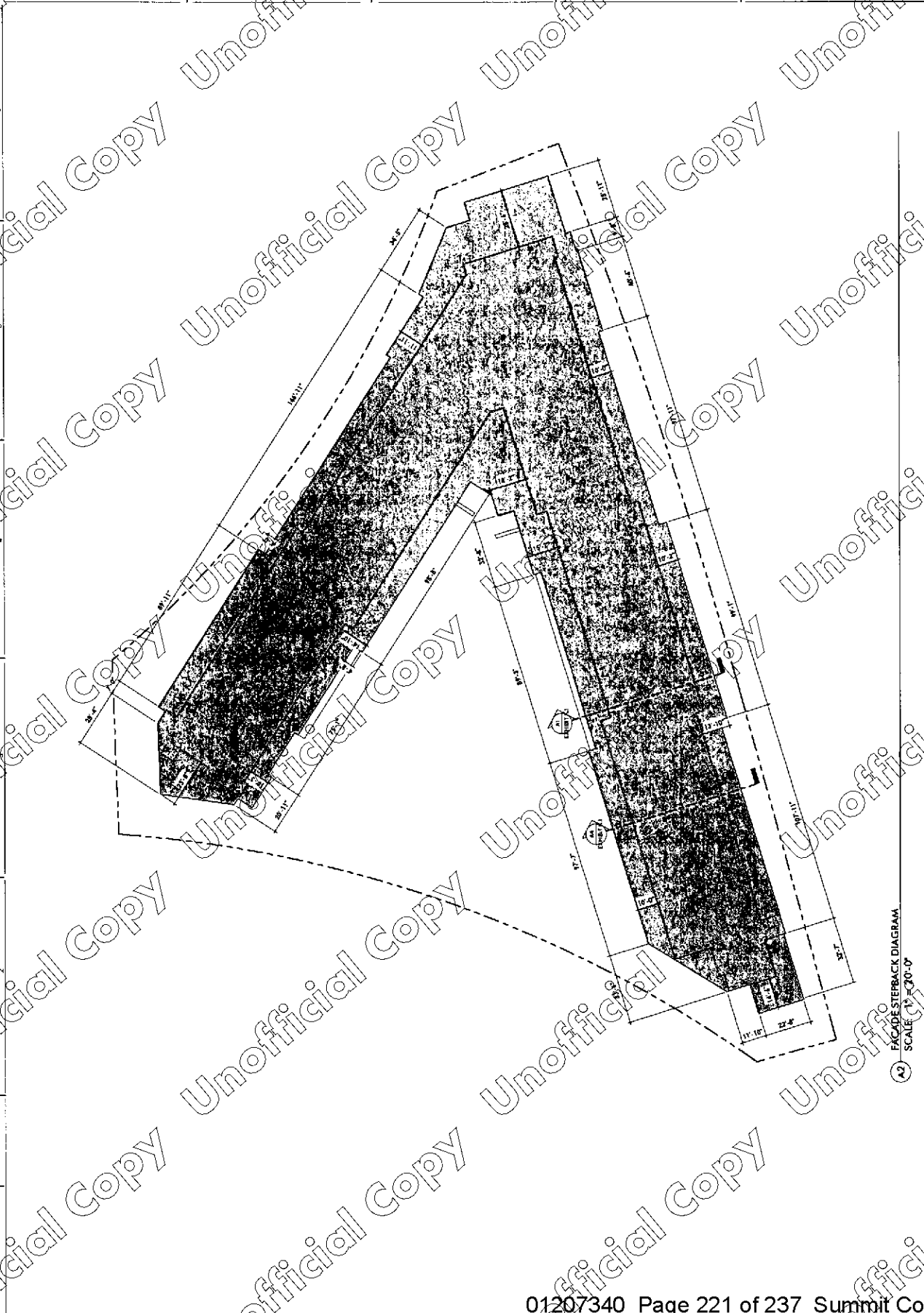
FACADE VARIATION EXHIBIT

PROJECT # 210024
ISSUE DATE 10/14/2022
REVISED APPLICATION

HOMESTEAK MPD AFFORDABLE HOUSING
1875 Homestake Road
Park City, Utah

Civil
Structural
Mechanical
Electrical
Plumbing
Fire
Landmark
Historic
Architect
Interior
Exterior
Signage
Other

NOT FOR CONSTRUCTION
REVIEW ONLY
MPD/CUP
PLANNING



② FACADE STEPBACK DIAGRAM
SCALE 1/8" = 1'-0"

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EXHIBIT K.1

FACADE VARIATION EXHIBIT

PROJECT # 21034
 1875 HOME
 1875 HOME
 1875 HOME

HOMESTEAKE MPD AFFORDABLE HOUSING
 1875 Home
 Park City, Utah

MECHANICAL ENGINEER
 LANDSCAPE ARCHITECT
 ARCHITECT

PLANNING
 MPD/CUP
 REVIEW ONLY
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(A) FACADE STEEPBACK SECTION
 SCALE: 1/8" = 1'-0"

(B) FACADE STEEPBACK SECTION @ WEST
 SCALE: 1/8" = 1'-0"

Unofficial Copy

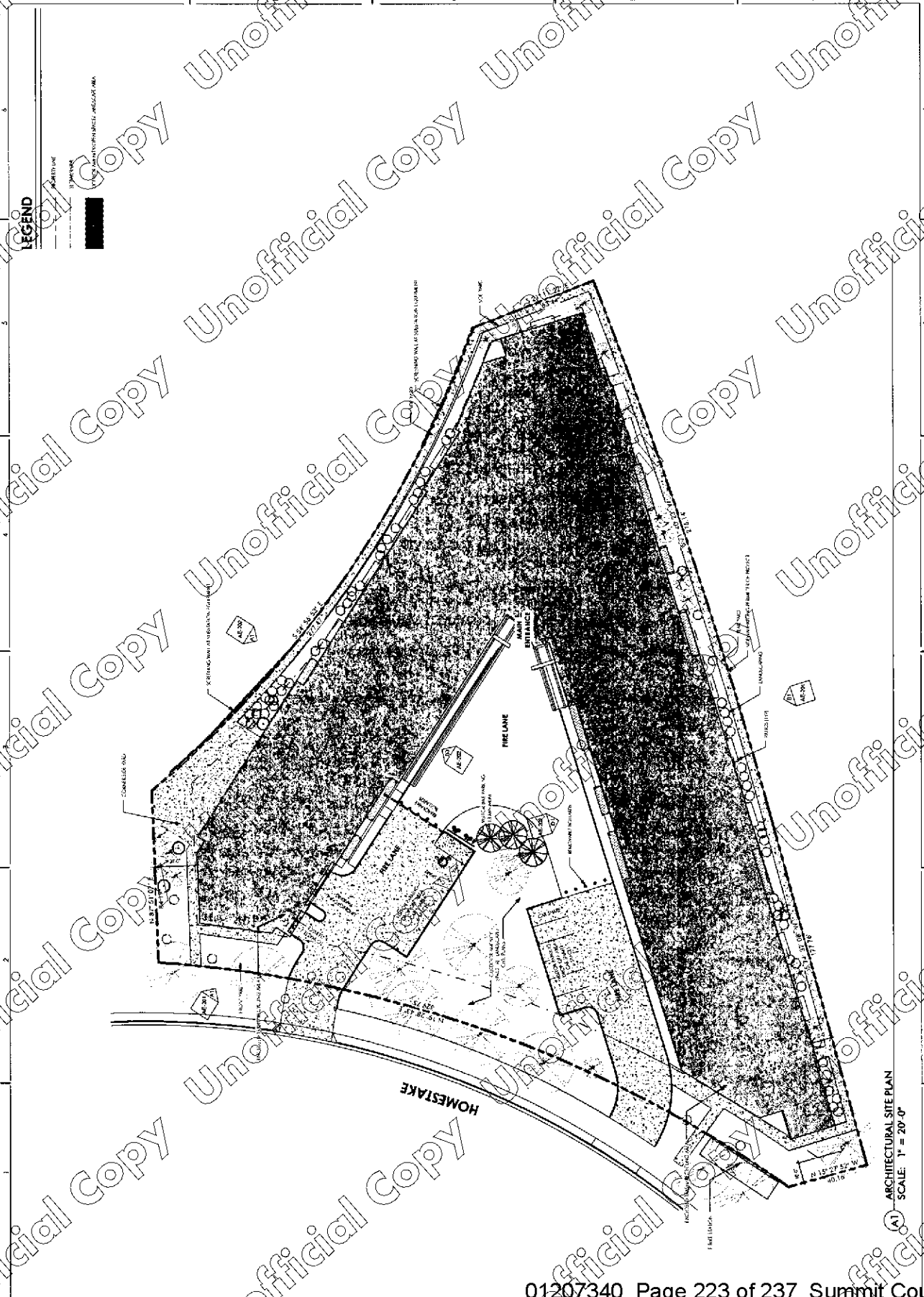
PLANNING
 CUP
 MPD/CUP
 REVIEW ONLY
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CIVIL
 ELECTRICAL
 MECHANICAL
 PLUMBING
 STRUCTURAL
 THERMAL
 VENTILATION
 AIR CONDITIONING

HOMESTAKE MPD
 AFFORDABLE HOUSING
 1875 Homestake Road
 Park City, Utah

PROJECT #
 ISSUE DATE
 10/14/2025
 252217191

ARCHITECTURAL SITE
 PLAN
 AS-101



LEGEND

--- EXISTING
 --- PROPOSED
 --- IMPROVEMENTS

█ IMPROVEMENTS AREAS

ARCHITECTURAL SITE PLAN
 SCALE: 1" = 20'-0"

Unofficial Copy

Unofficial Copy

WOM

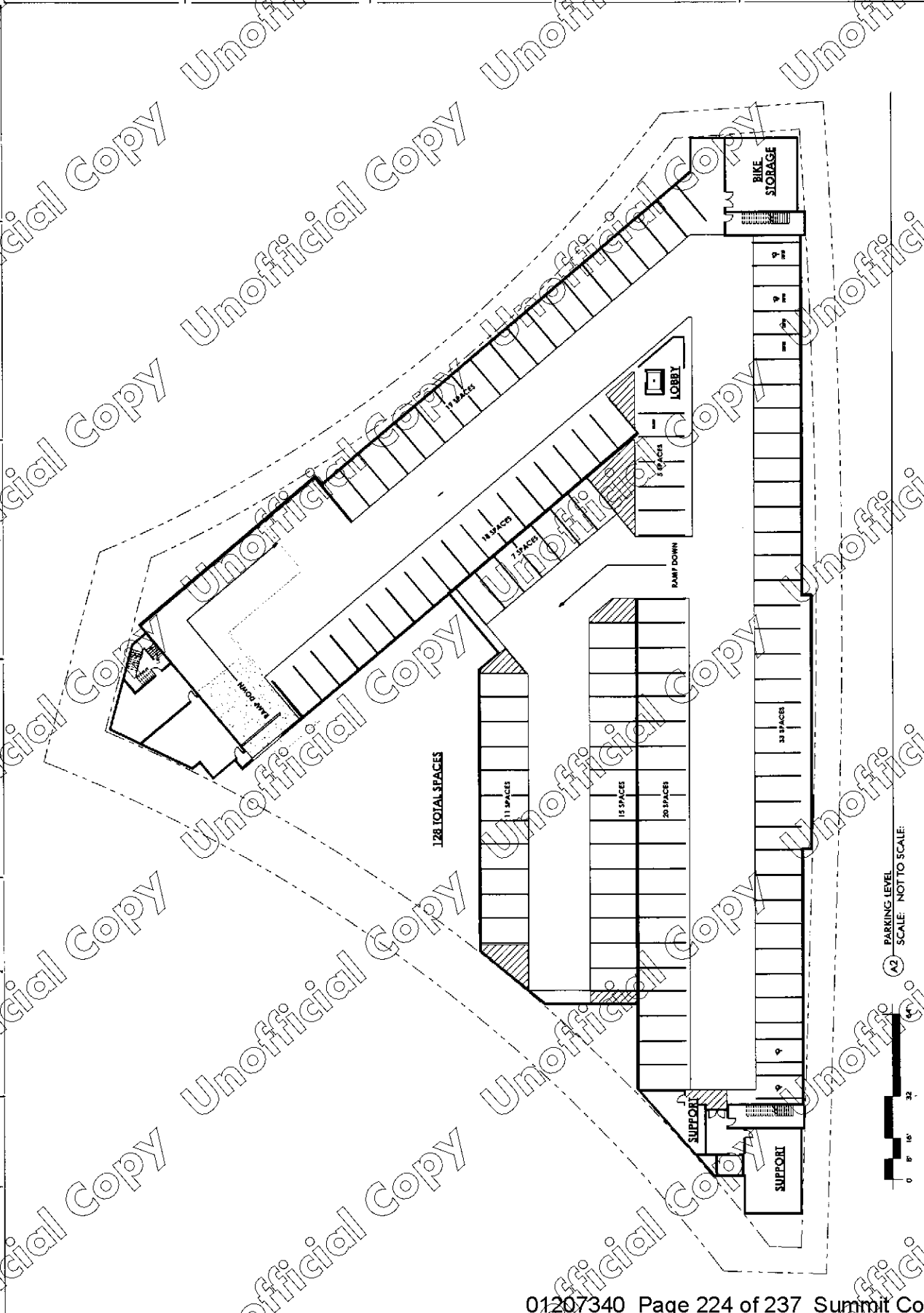
PLANNING
MPDI CUP
REVIEW ONLY
NOT FOR CONST.

CNL
TERRACE
RECREATION
P.F.C.
MECHANICAL
ELECTRICAL
LANDSCAPE
SITES
INTERIOR

HOMESTEAK MPD
AFFORDABLE HOUSING
1875 Homestake Road
Park City, Utah

PROJECT #
210004
ISSUE DATE:
10/14/2023
M.P.D. APPLICATION
REVISION:

AE-101
PARKING LEVEL PLAN

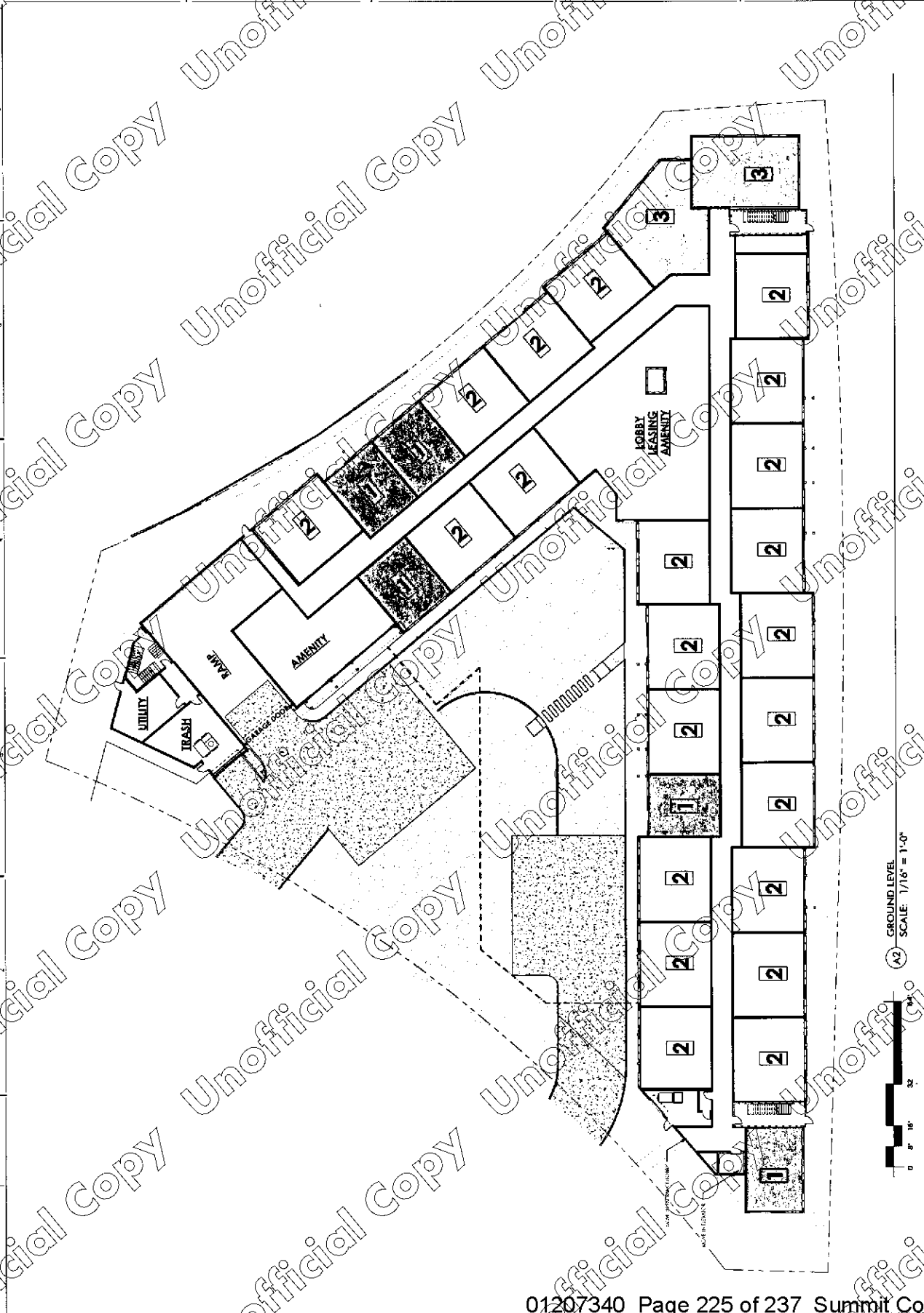


A2 PARKING LEVEL
SCALE: NOT TO SCALE



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PLANNING MPD/CUP REVIEW ONLY NOT FOR CONSTRUCTION



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



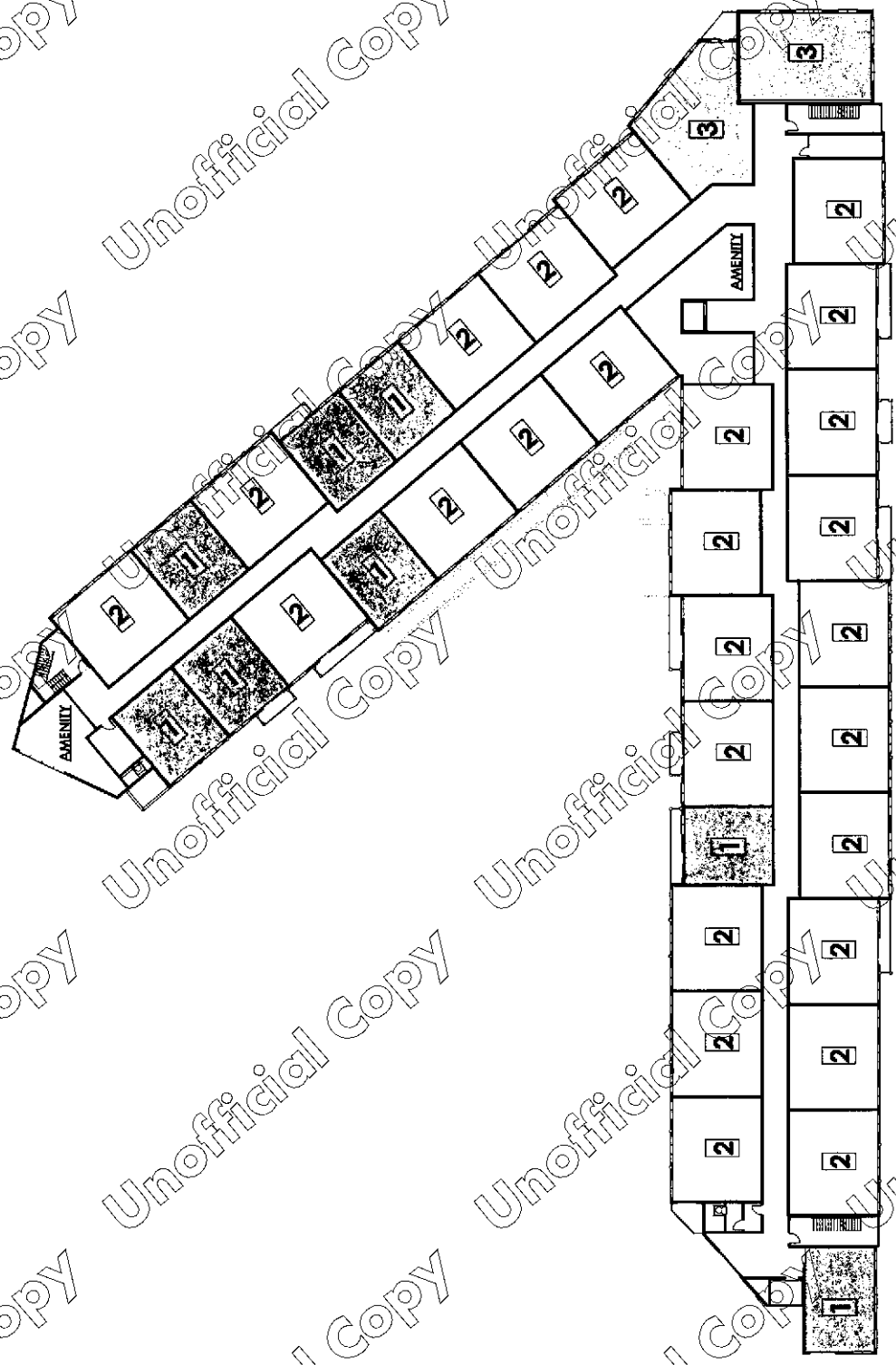
AE-103

SECOND LEVEL FLOOR
PLAN

PROJECT #:
21026
ISSUE DATE:
10.14.2022
ISSUE:
MDCUP APPLICATION
REVISION:
1875 Homestake Road
Park City, Utah
HOMESTAKE MPD
AFFORDABLE HOUSING

OWNER:
FARMER
ARCHITECT:
P&S INC.
MECHANICAL:
TECHNICAL
ARCHITECTS
PLUMBING:
INTERIOR

PLANNING
MPDI CUP
MPDI CUP
REVIEW ONLY
FOR CONST.



LEVEL 2
SCALE: 1/16" = 1'-0"



Unofficial Copy

Unofficial Copy

WOM
PLANNING
MPD/ CUP
REVIEW ONLY
NOT FOR CONSTRUCTION

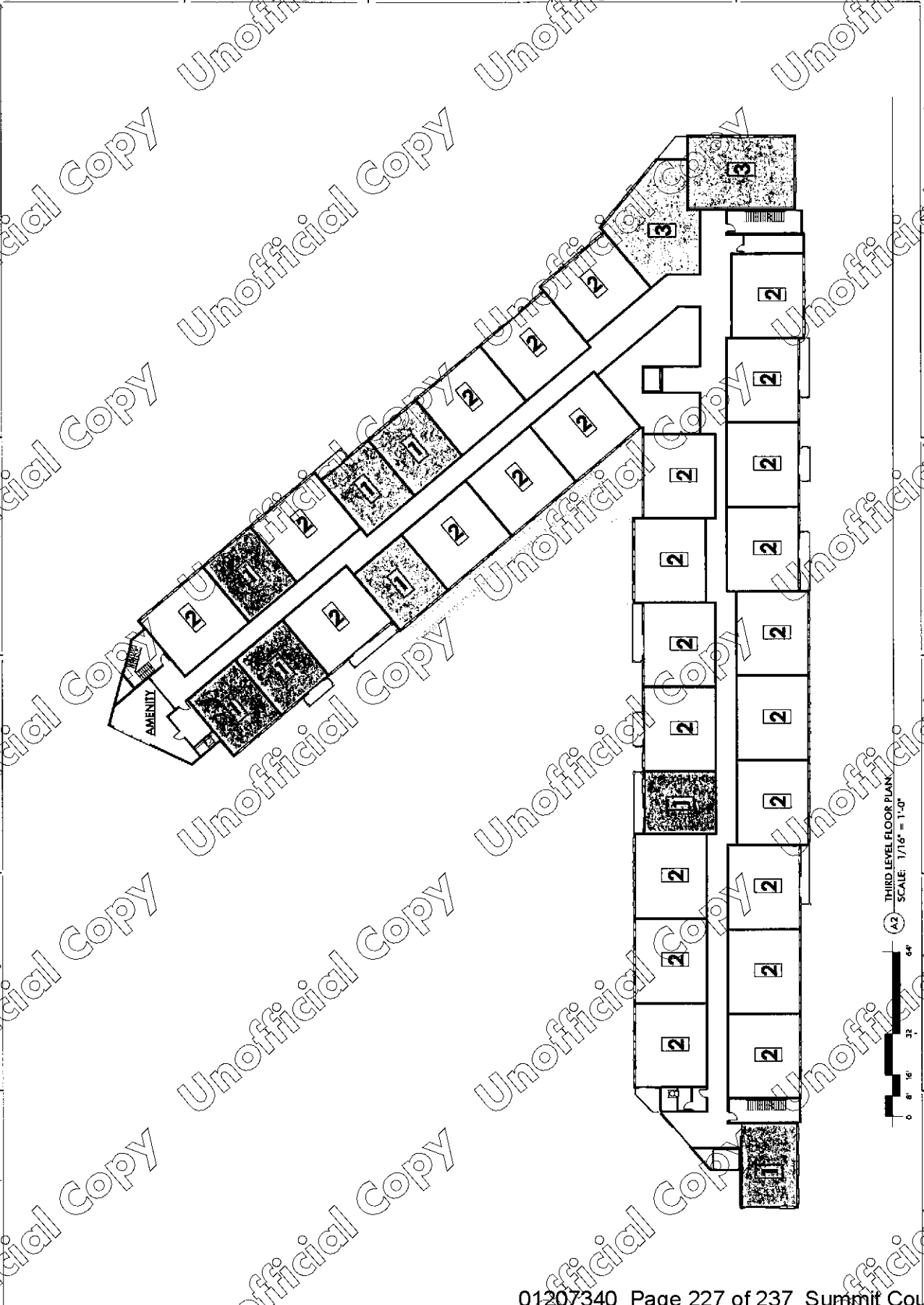
CIVIL
MECHANICAL
ELECTRICAL
PLUMBING
MECHANICAL
ELECTRICAL
PLUMBING
REVISIONS

HOMESTAKE MPD
AFFORDABLE HOUSING
1875 Homestake Road
Park City, Utah

PROJECT # 210066
DATE 10/14/2022
REVISIONS
MPD/CUP APPLICATION

AE-104

THIRD LEVEL FLOOR PLAN

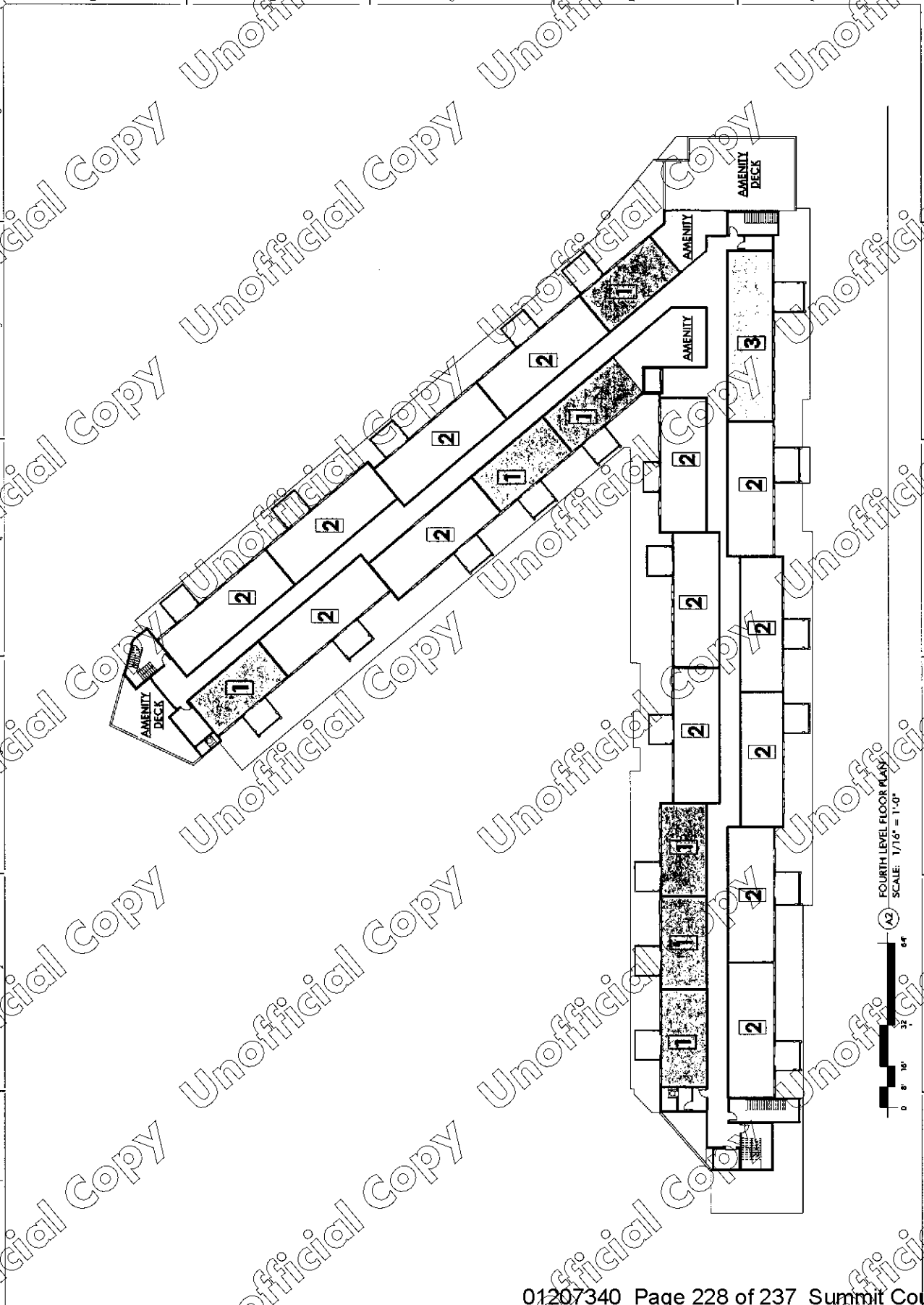


THIRD LEVEL FLOOR PLAN
SCALE 1/16" = 1'-0"

PROJECT # 210001
ISSUE DATE: 10/14/2022
RSD: MFD-CIP APPLICATION
1875 HOMESTAKE ROAD
POK CITY, MO 64501

DATE: 10/14/2022
DRAWN BY: ST MICHAEL
CHECKED BY: ST MICHAEL
DESIGNED BY: ST MICHAEL
PROJECT: 210001

NOT FOR CONST.
REVIEW ONLY
MPDI CUP
PLANNING



Unofficial Copy

Unofficial Copy

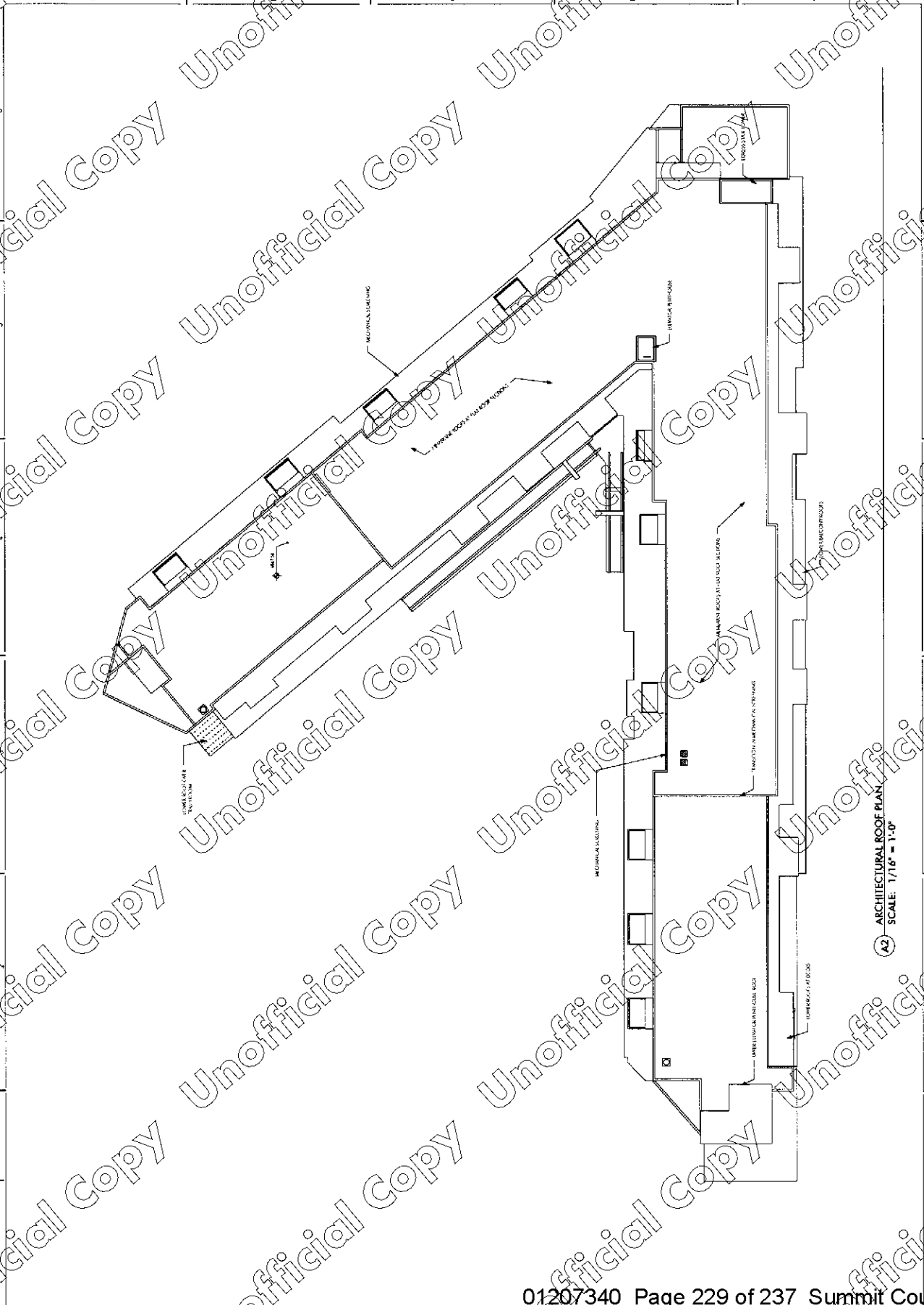
AE-109

ARCHITECTURAL ROOF PLAN

PROJECT # 21008
DATE 10/1/2022
MDC-UP APPLICATION
REGION
HOMESTAKE MPD
AFFORDABLE HOUSING
1825 Homestake Road
Park City, Utah

NOT FOR CONST.
REVIEW ONLY
MPD/CUP
PLANNING

COPY
TYPICAL
STANDARD
MISCELLANEOUS
PROJECT
SCHEDULE
DATE



ARCHITECTURAL ROOF PLAN
SCALE: 1/16" = 1'-0"

Unofficial Copy

PLANNING
MPD / CUP
REVIEW ONLY
DO NOT FOR CONST.

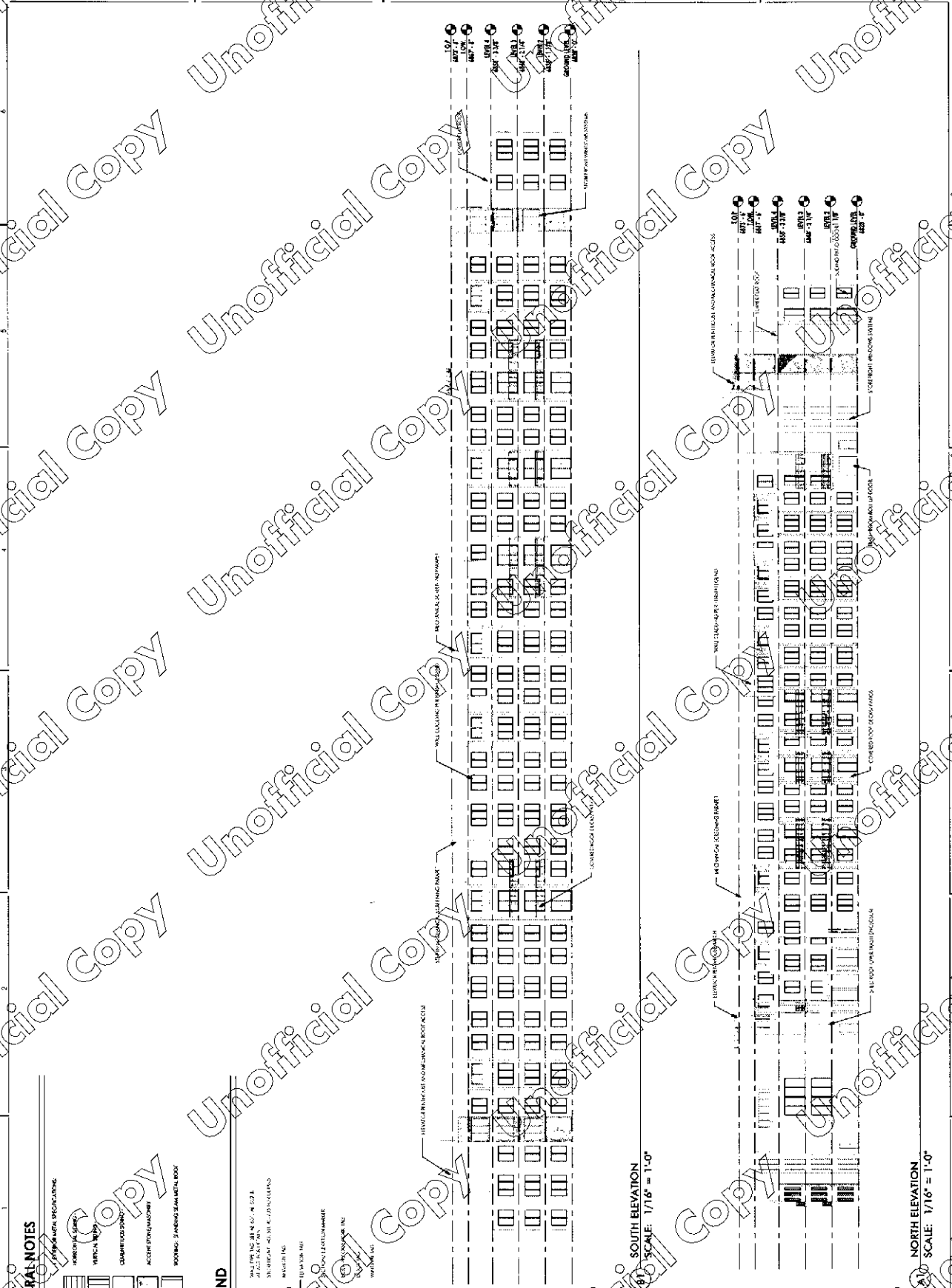
CIVIL
STRUCTURAL
MECHANICAL
ELECTRICAL
PLUMBING
MECHANICAL
ELECTRICAL
PLUMBING
MECHANICAL

HOMESTAKE MPD
AFFORDABLE HOUSING
1675 Homestead Road
Park City, Utah

PROJECT # 210006
ISSUE DATE 10/14/2022
ISSUE FOR RISE
MAD-CUP REVISIONS
REVISED

AE-201

ELEVATIONS



GENERAL NOTES

- 1. REFER TO SPECIFICATIONS
- 2. REFER TO DRAWINGS
- 3. REFER TO NOTES
- 4. REFER TO NOTES
- 5. REFER TO NOTES
- 6. REFER TO NOTES
- 7. REFER TO NOTES
- 8. REFER TO NOTES
- 9. REFER TO NOTES
- 10. REFER TO NOTES

LEGEND

- 1. WALL FINISH: SEE SPEC. SECTION 050500
- 2. WINDOW SILL: SEE SPEC. SECTION 050600
- 3. WINDOW CASE: SEE SPEC. SECTION 050600
- 4. WINDOW GLASS: SEE SPEC. SECTION 050600
- 5. WINDOW FRAME: SEE SPEC. SECTION 050600
- 6. WINDOW OPERATOR: SEE SPEC. SECTION 050600
- 7. WINDOW STOP: SEE SPEC. SECTION 050600
- 8. WINDOW TRIM: SEE SPEC. SECTION 050600
- 9. WINDOW WEATHERSTRIP: SEE SPEC. SECTION 050600
- 10. WINDOW WOODWORK: SEE SPEC. SECTION 050600

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

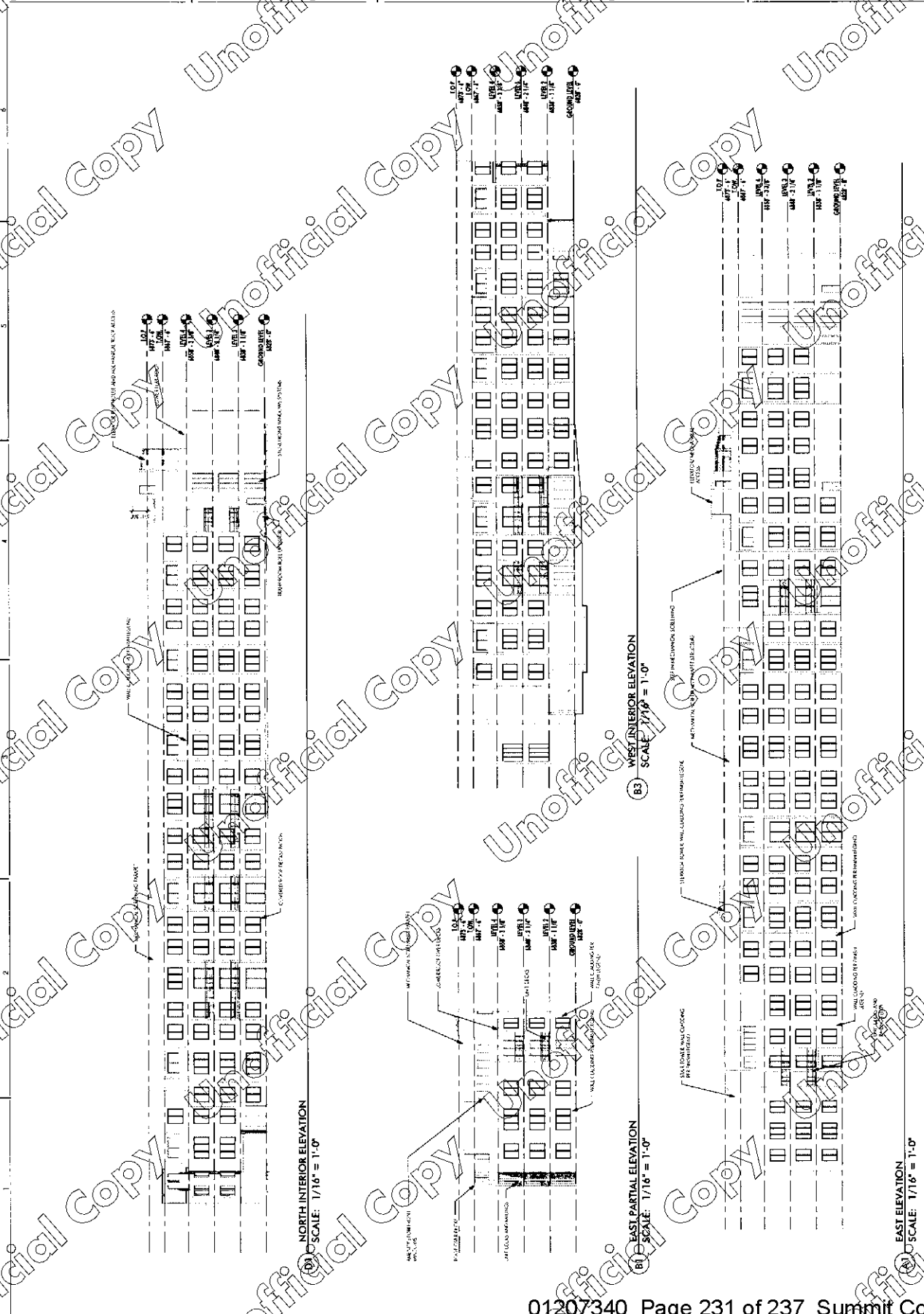
NORTH ELEVATION
SCALE: 1/16" = 1'-0"

Unofficial Copy

PLANNING
MPD/ CUP
REVIEW ONLY
NOT FOR CONSTRUCTION

PROJECT # 20054
ISSUE DATE 10/14/2022
REVISED BY: JAC/STW
REVISED DATE: 10/14/2022
1875 Homestake Road
HOMESTAKE MPD
AFFORDABLE HOUSING
Park City, Utah

AE-202
ELEVATIONS



PROJECT # 210055
 ISSUE 15.022
 REVISION APPROXIMATE
 1875 Homestake Road
 Park City, Utah
 AFFORDABLE HOUSING
 HOMESTAKE MPD

DATE: 11/11/2021
 DRAWN BY: [REDACTED]
 CHECKED BY: [REDACTED]
 PROJECT NO: [REDACTED]
 SHEET NO: [REDACTED]
 PLANING MPD/CUP REVIEW ONLY
 NOT FOR CONSTRUCTION

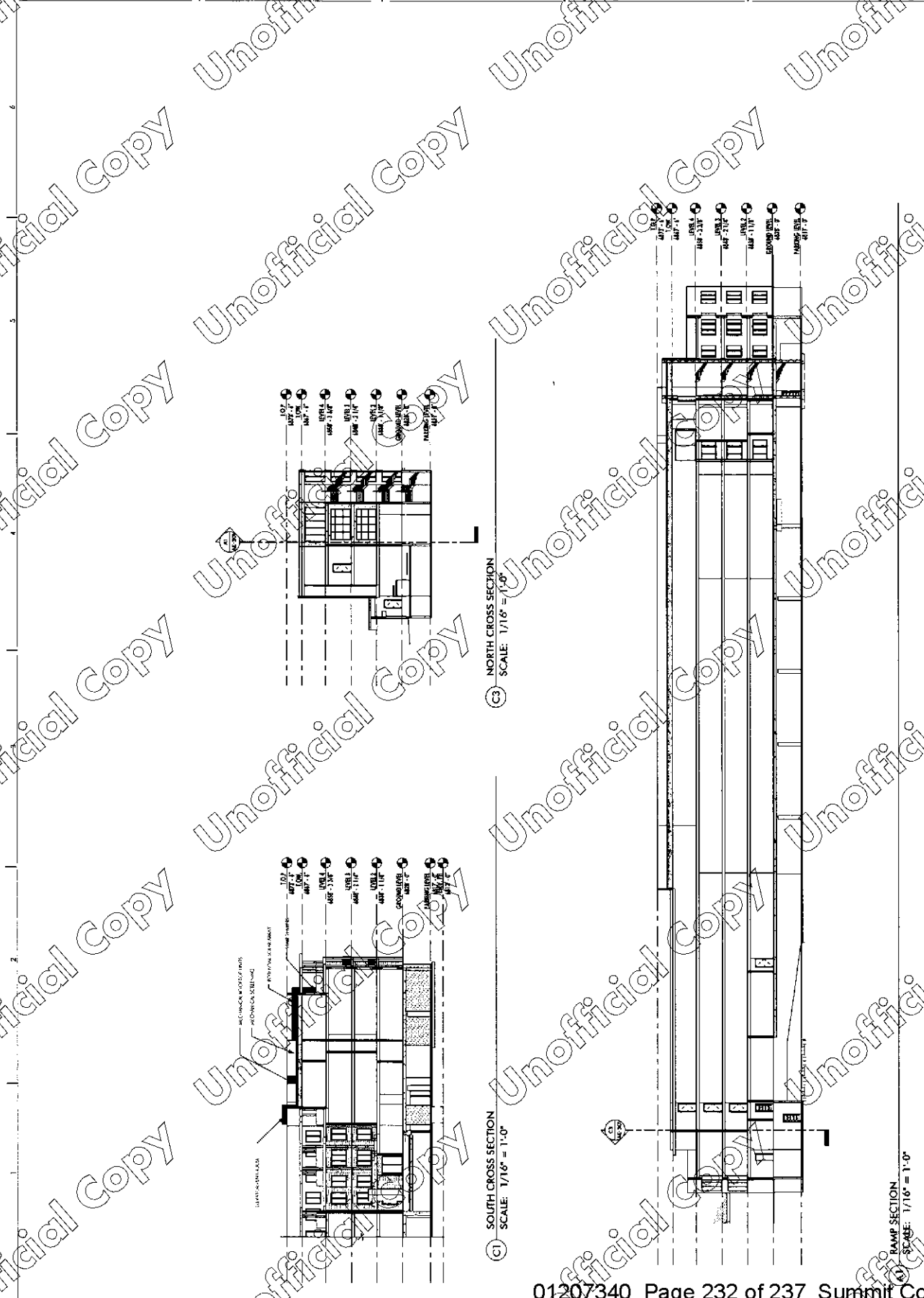


EXHIBIT K
BUILDING HEIGHT

Unofficial Copy

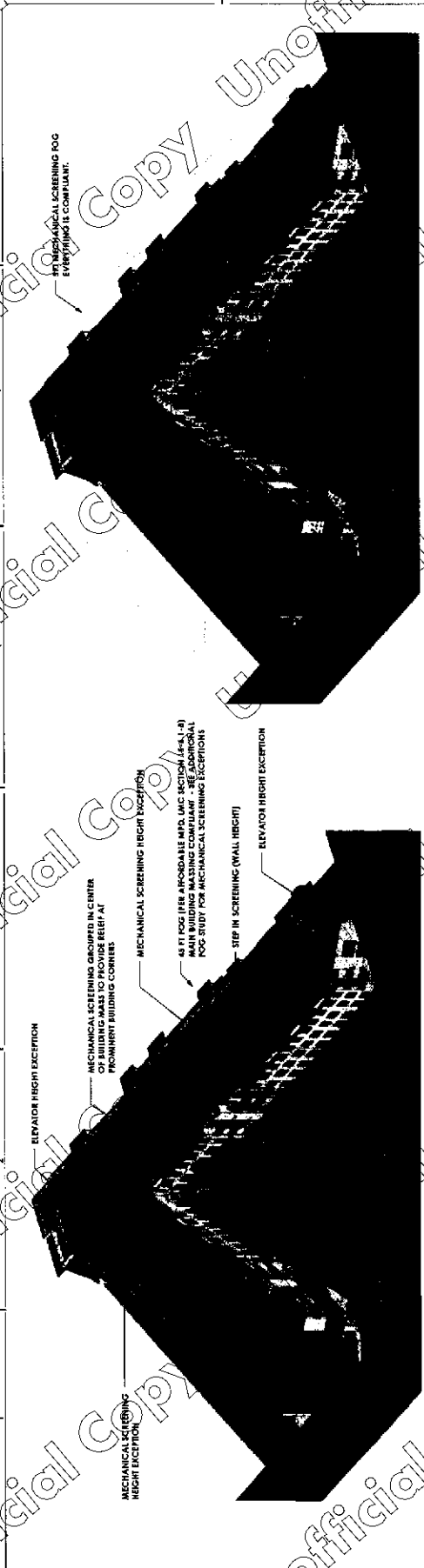
EXHIBIT D

ALLOWABLE AREA - HEIGHT ANALYSIS

PROJECT # 210006
 ISSUE DATE 09/22/2022
 ITRD CUR APPLICATION
 1875 HOMESTAKE ROAD
 PARK CITY, UTAH
 HOMESTAKE MPD
 AFFORDABLE HOUSING

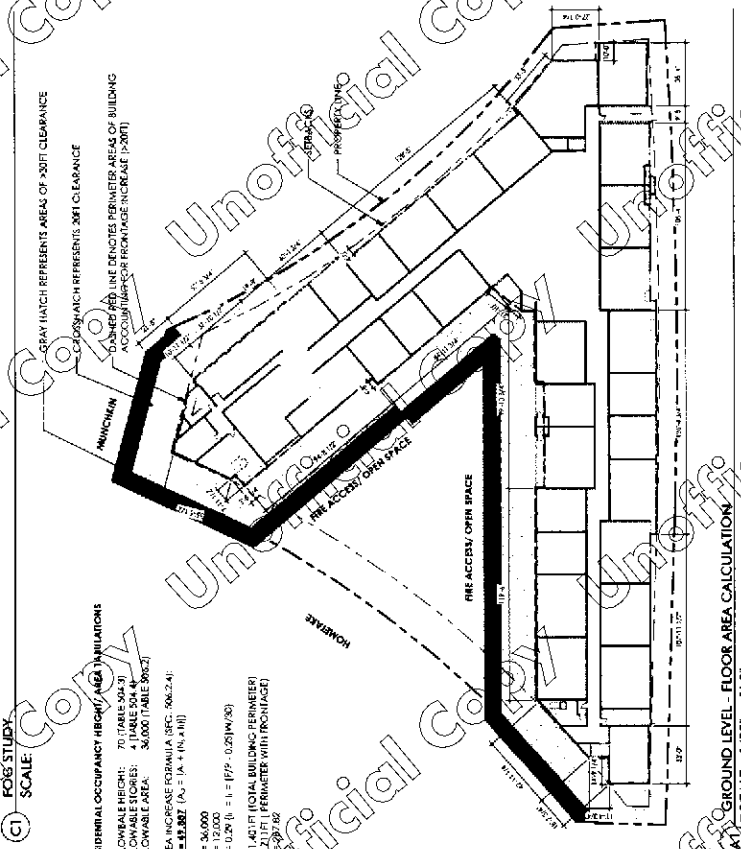
CME: [REDACTED]
 MCKINNA: [REDACTED]
 RECORDER: [REDACTED]
 PLANNING: [REDACTED]
 PERMITS: [REDACTED]
 INTEROP: [REDACTED]

REVIEW ONLY FOR CONSENT:
 MPDI/CUP
 PLANNING



(C4) FOG STUDY - EXCEPTION
 SCALE: 1/32" = 1'-0"

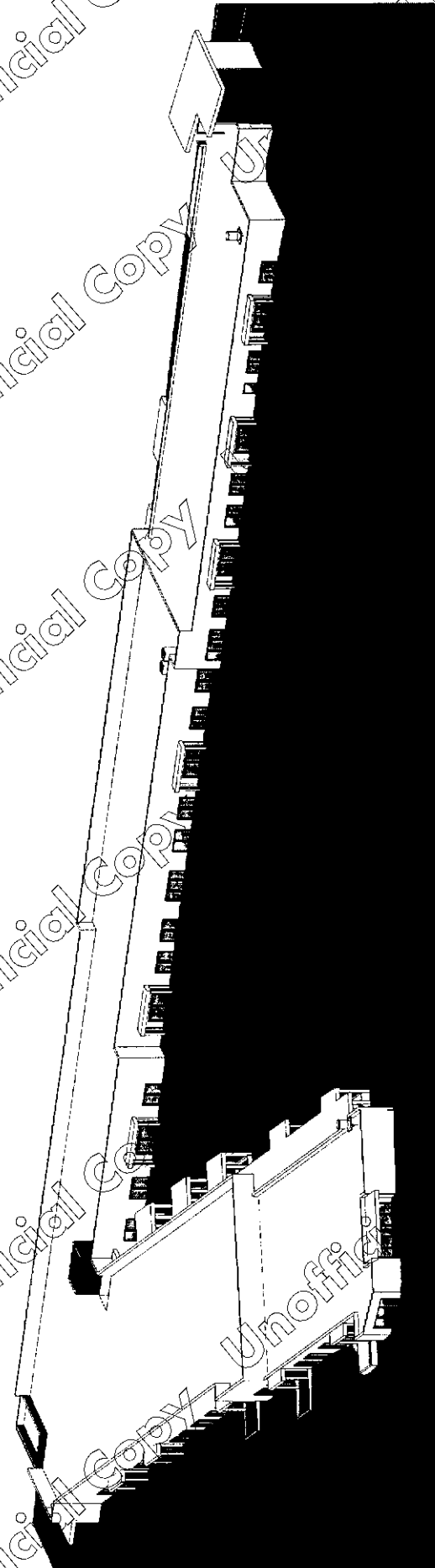
(A4) ROOF OVER EXISTING TOPOGRAPHY
 SCALE: 1/32" = 1'-0"

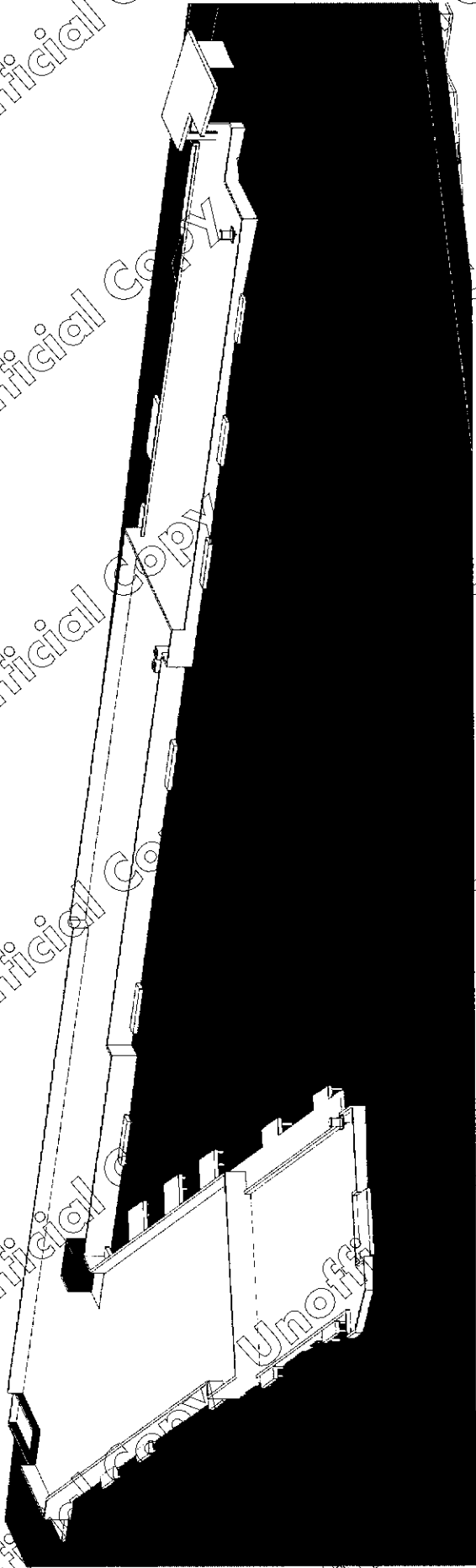


(C4) FOG STUDY - EXCEPTION
 SCALE: 1/32" = 1'-0"

(A4) GROUND LEVEL - FLOOR AREA CALCULATION
 SCALE: 1/32" = 1'-0"

RESIDENTIAL OCCUPANCY HEIGHT (AGE) REGULATIONS
 ALLOWABLE HEIGHT: 70' (TABLE 504.3)
 ALLOWABLE STORES: 4 (TABLE 504.4)
 ALLOWABLE AREA: 34,000 (TABLE 506.2)
 AREA INCREASE FOR ANNUA (IRC: 506.2.4):
 $A_n = 51,807$ ($A_n = 1A + (n \times AH)$)
 $A_n = 54,000$
 $N_n = 12,000$
 $N_n = 0.29$ ($n = h = FFP - 0.25(N)/N$)
 PERMITS: [REDACTED]
 PLANNING: [REDACTED]
 INTEROP: [REDACTED]





Unofficial copy

