



**AGENDA  
COUNTY COUNCIL  
Wednesday, May 13, 2026**

NOTICE is hereby given that the Summit County Council will meet, on Wednesday, May 13, 2026, electronically, via Zoom, and at the anchor location of the Richins Building auditorium, 1885 W. Ute Blvd., Park City, UT 84098

(All times listed are general in nature, and are subject to change by the Board Chair)

**To view Council meeting, live, visit the "Summit County, Utah" Facebook page.**

**OR**

**To participate in Council meeting: Join Zoom webinar: <https://zoom.us/j/772302472>**

**OR**

**To listen by phone only: Dial 1-301-715-8592, Webinar ID: 772 302 472**

11:40 AM Closed Session - Litigation (20 min); Property acquisition (2 hours)

2:00 PM - Move to auditorium (10 min)

2:10 PM Work Session

1. 2:10 PM - Pledge of Allegiance (5 min)
2. 2:15 PM - Interview applicants for a vacancy on the Snyderville Basin Planning Commission (60 min)  
[Interview Schedule SBPC.pdf](#)
3. 3:15 PM - Continued discussion regarding a proposed Rezone and Master Planned Development for the Junction Commons, a 19-building mixed use redevelopment project at Junction Commons (formerly Outlets Park City), located at 6699 N Landmark Dr, Kimball Junction, Summit County, UT; Parcel FSE-1; Applicant: Elliott Workgroup representing SRE Ontario LLC. Project #24-087. Amir Caus and Carl Miller (90 min)  
[Architect Supplemental Letter and Revised Plans.pdf](#)  
[Applicant Supplemental Letter.pdf](#)  
[Applicant Supplemental Traffic Memo Regarding Wider Kimball Junction Area.pdf](#)  
[Staff Memo for Traffic Impact Study.pdf](#)

4:45 PM Closed Session - Personnel (15 min)

5:00 PM - Break (15 min)

5:15 PM Consideration of Approval

1. 5:15 PM - Discussion and possible appointment of member to serve on the Snyderville Basin Planning Commission (5 min)  
[Appointment to SB Planning Commission.docx](#)
2. 5:20 PM - Discussion and possible action regarding a request, by Arts Council of Park City & Summit County, for an extension of time to use RAP Tax Cultural grant funds awarded in

2025; Jocelyn Scudder and Jenny Diersen (10 min)

[RAP Grant Extension Request - Quilted Together Project\\_April 27, 2026.pdf](#)

3. 5:30 PM - Discussion and possible approval of the RAP Tax Cultural Committee's 2026 grant recommendations; Sharon Serpico Hanson (20 min)

[2026 RAP Tax Cultural Recommendations.docx](#)

4. 5:50 PM - Council and Manager comments (10 min)

#### 6:00 PM Public Input

Public comment is for any matter not on the Agenda and not the subject of a pending land use application. If you would like to submit comments to Council, please email [publiccomments@summitcountyutah.gov](mailto:publiccomments@summitcountyutah.gov) by 12:00 p.m. on Wednesday, May 13, 2026. If you wish to interact with Council, for public input, please appear in person, or use the "Raise Hand" button at the bottom of the chat window in Zoom.

6:00 PM - Joint meeting with the Snyderville Basin Planning Commission (90 min)

Memorandum

[Memo-Joint Meeting wSBPC.pdf](#)

Adjourn

**Interview Schedule**  
**Snyderville Basin Planning Commission**  
**Wednesday, March 13, 2026**

At the anchor location of the Richins Building  
1885 W Ute Blvd., Park City, UT 84098

OR

Zoom webinar: <https://zoom.us/j/772302472>

Phone: 1-301-715-8592, Webinar ID 772 302 472  
(1 vacancy; 4 applicants)

2:15 PM	Debbie Steele	Zoom
2:30 PM	Teague Cowley	Zoom
2:45 PM	Philip Urofsky	In person
3:00 PM	Bryan Edelman	In person

The vacancy is a result of Tim Jeffrey resigning on March 22, 2026.

**Interview Instructions (Zoom)**

For your interview with Council, please use one of the two following options:

1. By phone only: Dial 1-301-715-8592, Meeting ID: 772 302 472
2. By video chat: Join Zoom meeting: <https://zoom.us/j/772302472> When you join the meeting, set up your audio preferences. You will be muted upon entering the meeting.

When Council finishes the interview prior to yours, the moderator will unmute your microphone so you can interview with Council.

# Junction Commons

## Enclosure B Summary

Following the last work session, Council provided clear direction on five major priorities for Junction Commons. The revised plan addresses each one head-on and meets code. The result is a project that delivers more affordable housing, requires no discretionary reduction, accommodates families, integrates housing types, and reduces commercial intensity.

### 1. More Affordable Housing.

#### Increase Proportion of Affordable Housing Units Proposed

Total workforce housing proposed:	459	Total Units
Total Number of Affordable Housing Units:	233	51% of Total Units
Total Number of Market Rate Units:	226	49% of Total Units

### 2. No Discretionary AUE Reduction.

The previous plan required Council to grant a discretionary reduction in affordable housing requirements. The revised plan eliminates that need with a total surplus of 3.43 AUE's.

### 3. Family-Sized Units in the Affordable Mix.

The revised affordable mix now includes two affordable three-bedroom units.

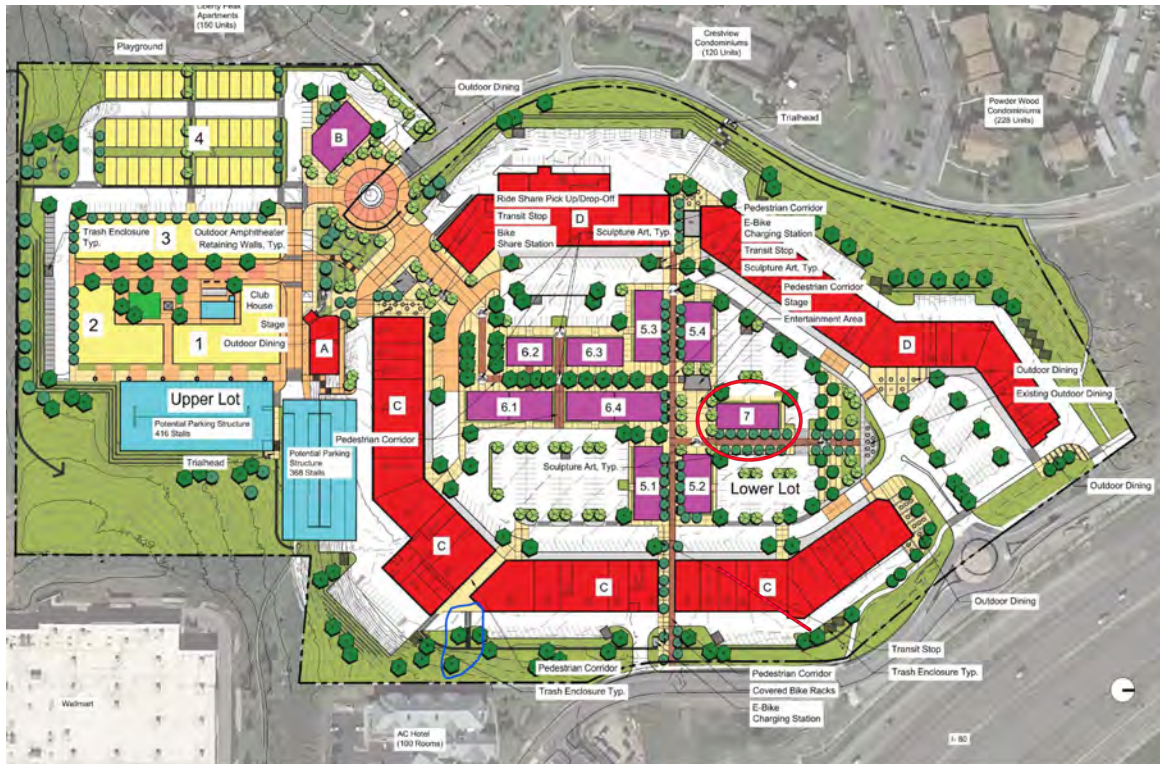
### 4. Integrated Affordable and Market Rate Housing.

Affordable units are no longer concentrated in standalone buildings. The revised plan places some affordable units within market rate buildings, creating a genuinely mixed-income community rather than two separate populations sharing a site.

### 5. Reduced Commercial Footprint.

The revised plan eliminates an entire commercial building (phase 7 circled, seen below). In total, 97,505 square feet of existing commercial square footage goes offline immediately. At full buildout, the project ends with 41,303 square feet less commercial than exists on the site today. Junction Commons becomes meaningfully less commercial and more residential than what is there now.

Immediate reduction sq. ft:	97,505
Total New sq. ft:	41,303
Net reduction sq. ft:	56,202



## The Bottom Line

The revised plan for the redevelopment addresses concerns including delivering a majority-affordable community with family units, integrated housing types, no discretionary reductions, and a smaller commercial footprint than the existing site. Enclosed please find the support details.

Singerman Real State

# JUNCTION COMMONS MASTER PLAN

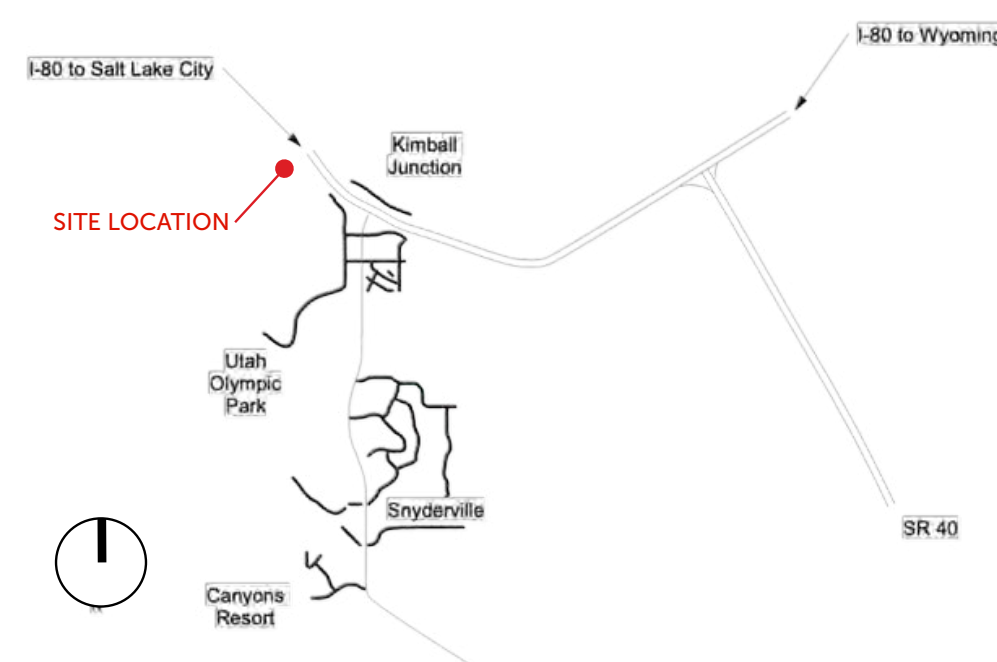
6699 N Landmark Dr. Park City, UT 84098

EWG Project #: 2023-32

SC Project #: PL-23XXX



## VICINITY MAP



## CONTACT INFORMATION

### OWNER

SRE ONTARIO LLC  
980 NORTH MICHIGAN AVE. STE 1700  
CHICAGO, IL 60611  
CONTACT: CHARLES KELLOGG  
PHONE: 312.544.9645

### LANDSCAPE ARCHITECT

ELLIOTT WORKGROUP ARCHITECTURE  
1441 WEST UTE BLVD. STE 100  
PARK CITY, UTAH 84098  
CONTACT: BART WOLTHUIS  
PHONE: 435.649.0092

### ARCHITECT

ELLIOTT WORKGROUP ARCHITECTURE  
1441 WEST UTE BLVD. STE 100  
PARK CITY, UTAH 84098  
CONTACT: CRAIG ELLIOTT  
PHONE: 435.649.0092

### TRANSPORTATION ENGINEER

HALES ENGINEERING  
1220 NORTH 500 WEST, STE 202  
LEHI, UT 84043  
CONTACT: JOSH GIBBONS  
PHONE: 801.766.4343

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At this moment in time, the opportunity currently exists to re-think and redevelop the outlet mall property. As the properties around the outlet mall have developed, the site is now in a unique situation that abuts several multi-family uses, and also abuts hotel, traditional retail, and grocery uses. The Kimball Junction Neighborhood Plan (The Plan) points to a direction that this property can redevelop. Application to change the existing zoning of Town Center to Neighborhood Mixed Use provides the catalyst to make this redevelopment happen in a way consistent with the Plan.



The existing condition of the property is defined by two oversized parking lots, surrounded by regional commercial spaces that are historically focused toward outlet retail businesses. As developed, the outlet mall is an auto-centric retail use and is entirely inward focused, turning its back on the surrounding uses. This inward focus currently creates a wall of buildings that deters pedestrian access to the retail from the multi-family uses located to the west of the property. The buildings also inhibit walkability from the multi-family to the grocery, retail, and transit center that exists to the east of the property. The Plan points out these current condition of isolated properties as being consistent detriments to creating a neighborhood. The Plan describes neighborhood connectivity and walkability as potential opportunities. Developing a new Master Plan and rezoning the property will allow this site to become a connecting point for the neighborhood.

Other opportunities described in The Plan include strengthening the mix of uses, reestablishing a traditional neighborhood building-street pattern, enhancing community spaces, and improving the visual quality of the built environment. This proposal works to achieve these goals by removing the second phase (the upper lot) buildings of the outlet mall and redeveloping market rate and affordable housing that is integrated into the redevelopment of the first phase (lower lot) of the outlet mall.

Within the first phase of the outlet mall, this proposal removes portions of the existing wall of buildings and opens up connections on the east and west of the property to allow connections to surrounding uses.

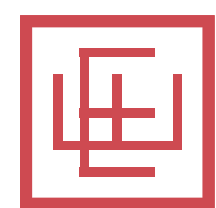
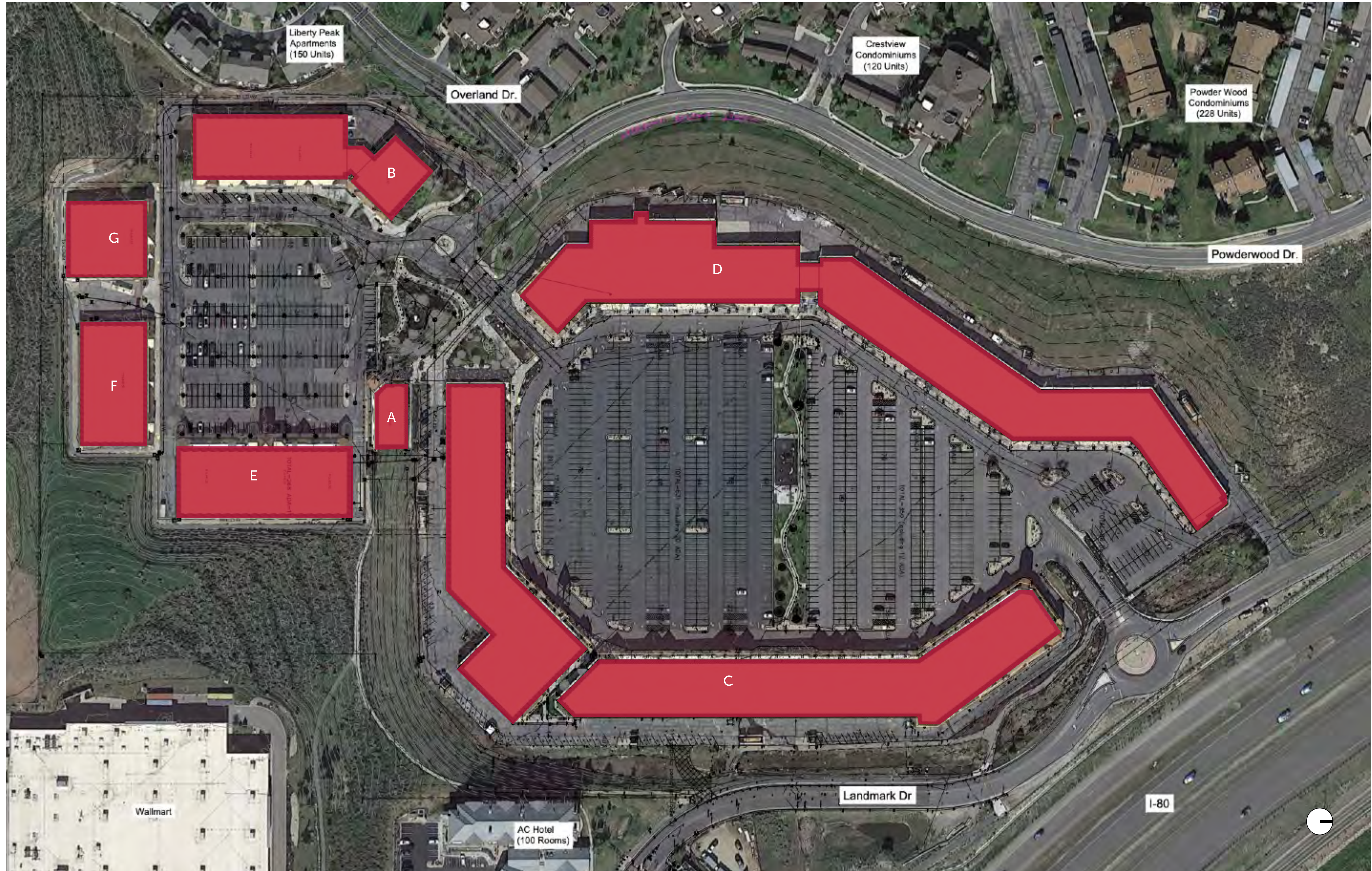
This concept is intended to create better walkability to and through the site as described in The Plan. Designed in the existing large parking lot, is a new mixed use commercial core with more traditional building-street patterns and enhanced community spaces, providing a place to shop and gather in the neighborhood.

The overarching goal of this proposal is to create a place that can develop over time to become a central part of the surrounding properties and the entire area can truly become a neighborhood.

The initial phase of the development is proposed to include a significant supply of affordable housing along with enhanced trails and transit connectivity through the new neighborhood to adjoining amenities and neighbors.

Uses in the new zone are proposed to include those currently on site and uses contemplated in the NMU zone including specifically:

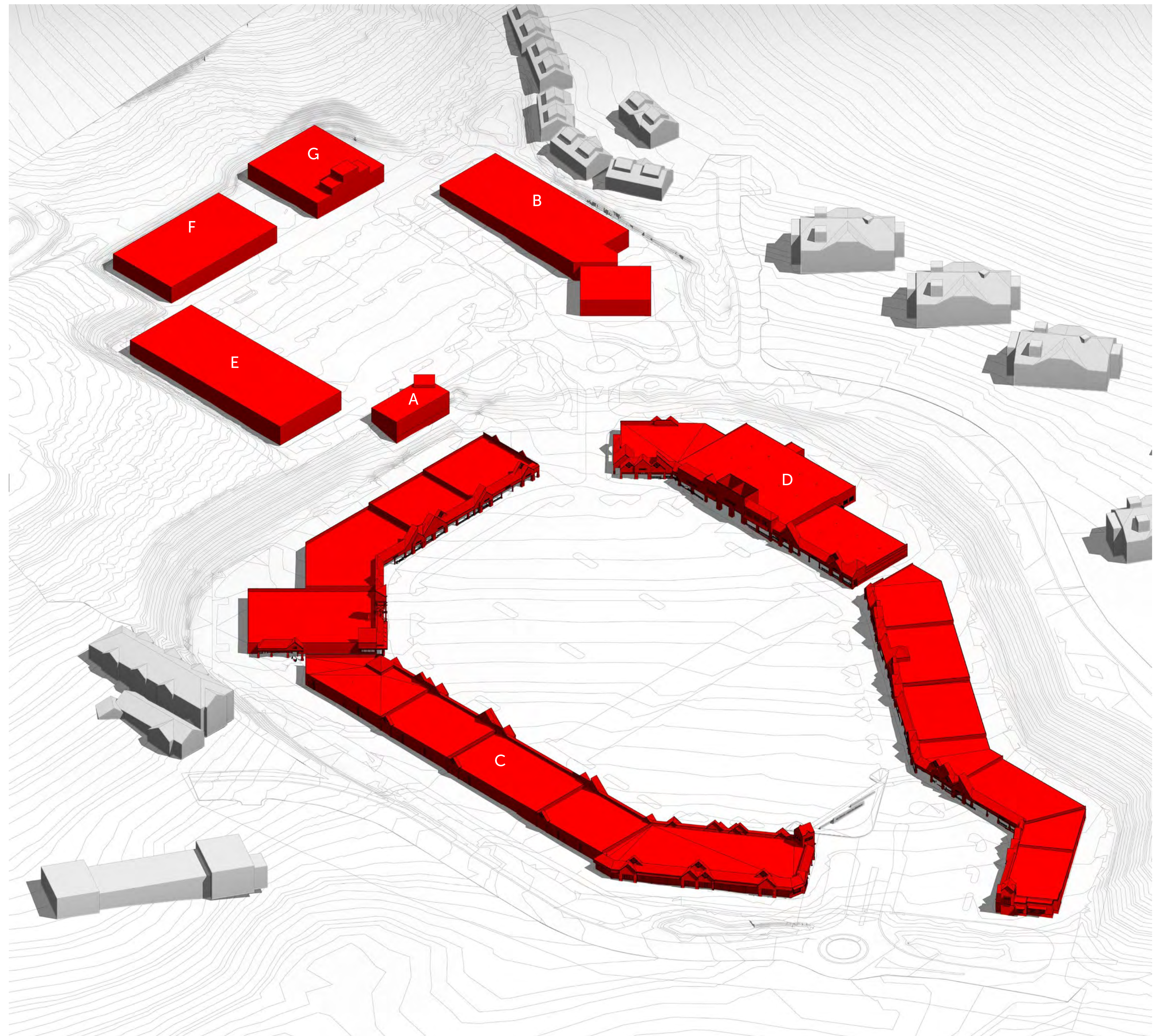
1. General retail
2. Office and professional uses
3. Food and beverage (no drive through)
4. Trail and neighborhood park facilities
5. Mixed-income multifamily housing
6. Temporary structures. (associated with seasonal activations like holidays, special events, and summer dining)
7. Associated parking



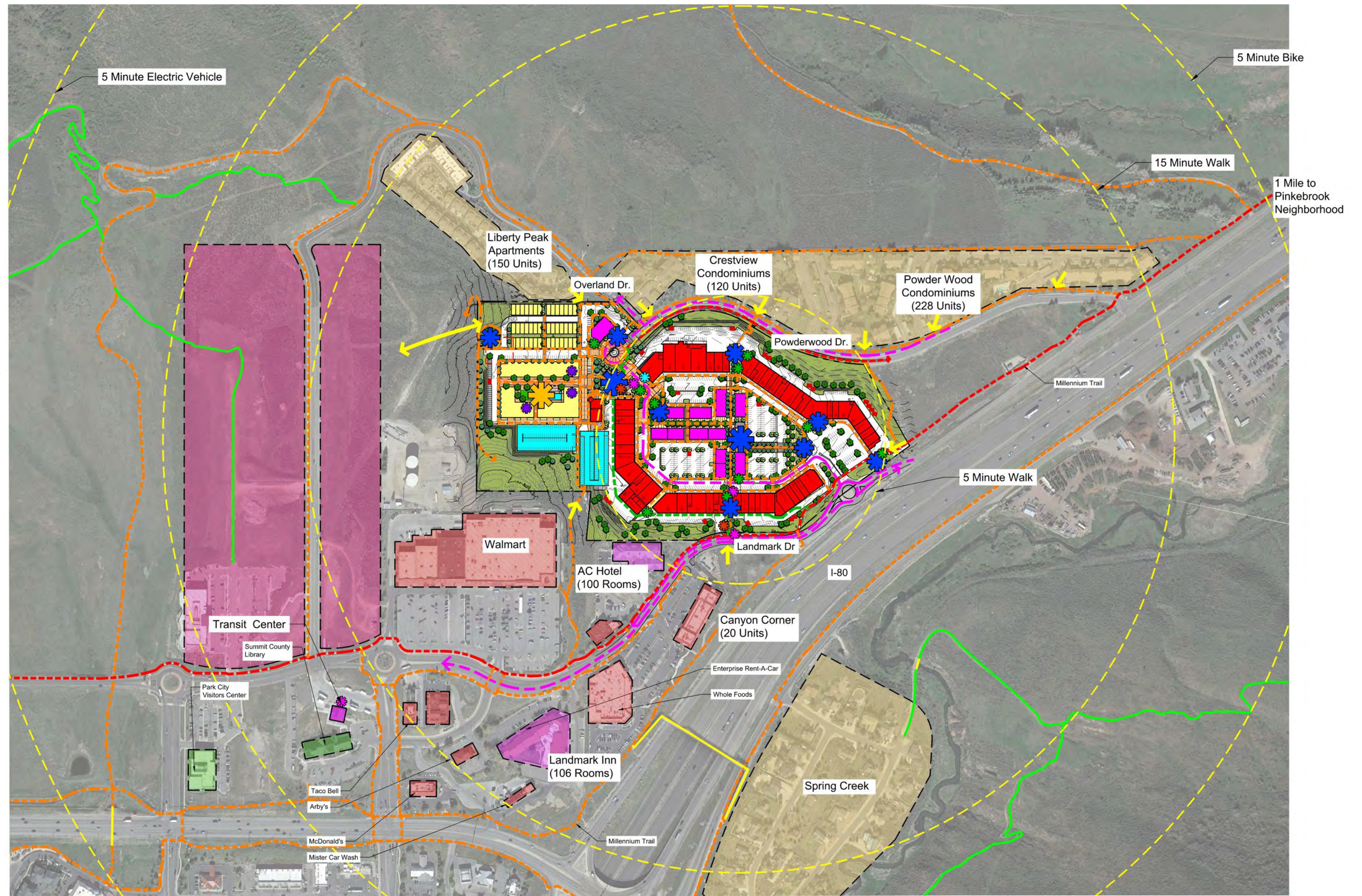
**ELLIOTT** WORKGROUP

**SINGERMAN**  
REAL ESTATE

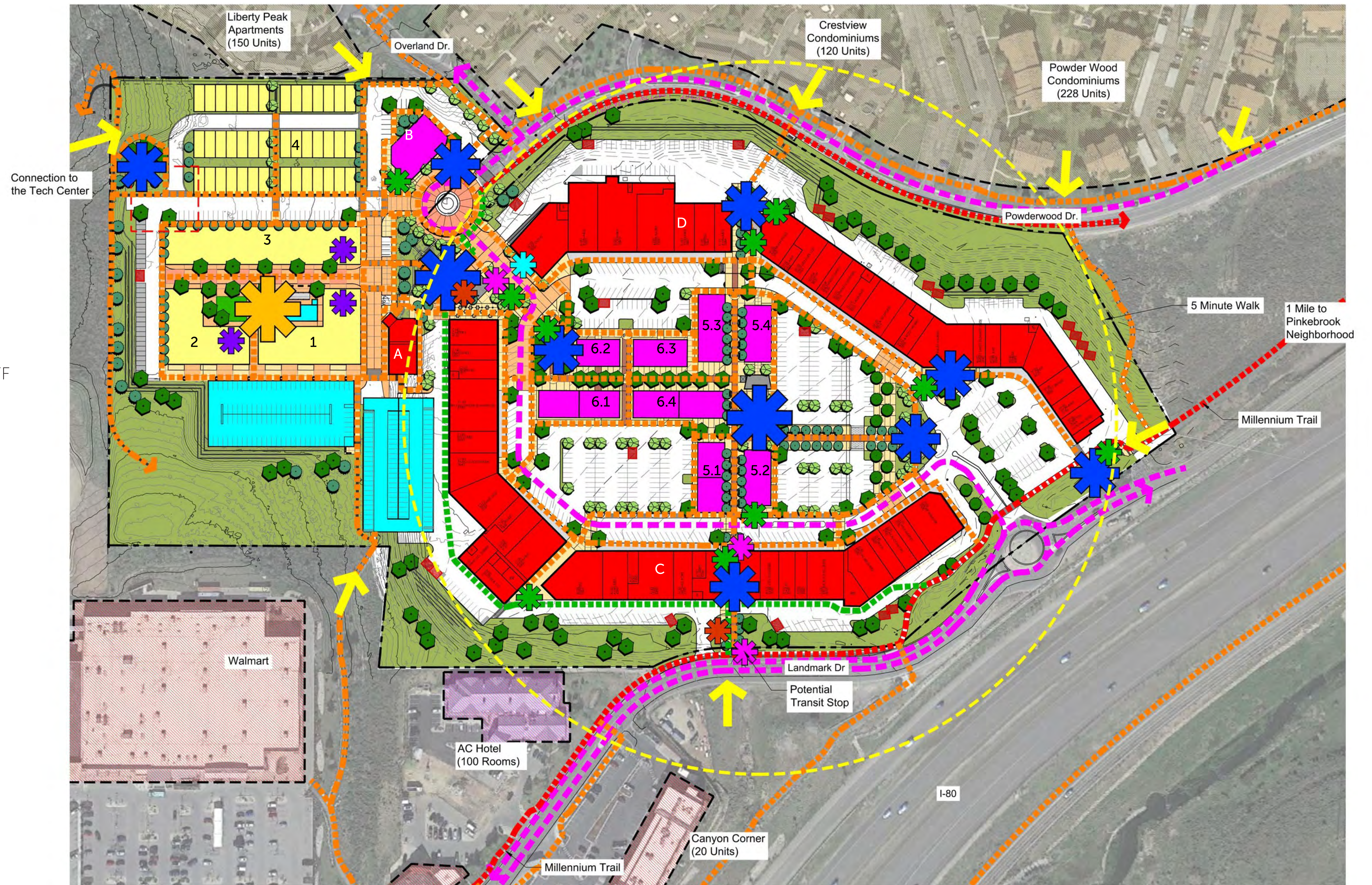
 EXISTING BUILDING - COMMERCIAL



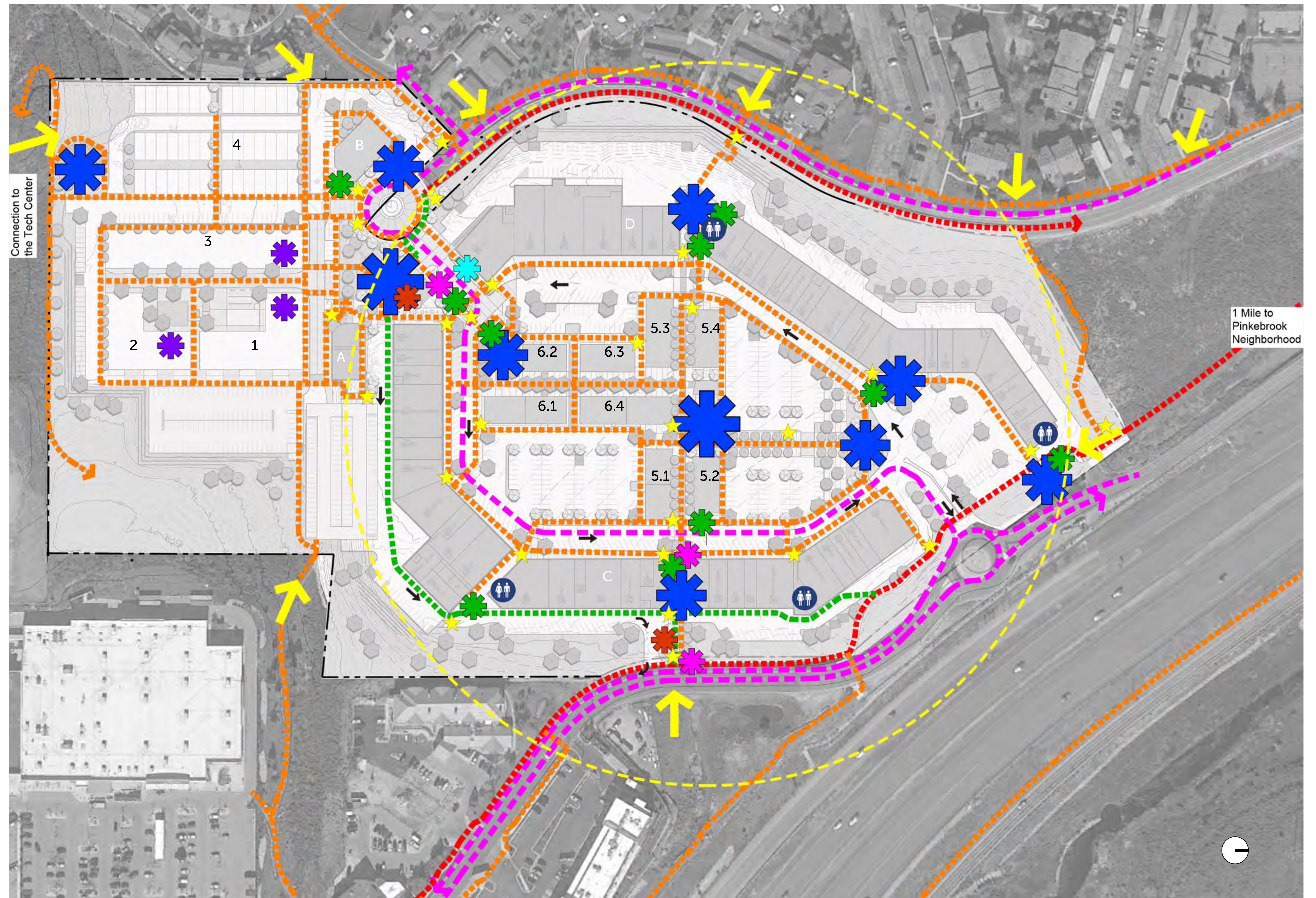
- - - MULTI-MODAL TRAIL
- SOFT SURFACE TRAIL
- - - BIKE LANE
- - - TRAIL/SIDEWALKS
- PEDESTRIAN BRIDGE
- - - TRANSIT
- ↔ POTENTIAL CONNECTION
- BIKE RACKS
- INDOOR BIKE RACKS
- BUS STOP
- RIDE SHARE PICK UP/DROP-OFF
- E-BIKE STATION
- ✱ PUBLIC AREA
- ✱ PRIVATE AREA
- COMMERCIAL BUILDINGS
- HOTEL
- PUBLIC BUILDINGS
- TECH CENTER
- RESIDENTIAL



- - - MULTI-MODAL TRAIL
- SOFT SURFACE TRAIL
- - - BIKE LANE
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- - - TRANSIT
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- PUBLIC BUILDINGS
- TECH CENTER
- RESIDENTIAL



- - - MULTI-MODAL TRAIL
- SOFT SURFACE TRAIL
- - - BIKE LANE
- - - TRAIL/SIDEWALKS
- - - TRANSIT
- ↙ POTENTIAL CONNECTION
- ✱ BIKE RACKS
- ✱ INDOOR BIKE RACKS
- ✱ BUS STOP
- ✱ RIDE SHARE PICK UP/DROP-OFF
- ✱ E-BIKE STATION
- ✱ PUBLIC AREA
- ★ WAYFINDING SIGNAGE
- ♿ RESTROOMS
- ONE WAY TRAFFIC CIRCULATION



EXISTING DEVELOPMENT MATRIX

	Commercial GSF	Commercial NSF	Residential GSF	Residential NSF	Units
Pod A		7,434	0	0	0.00
Pod B		6,935	18,615	15,822.75	30.00
Pod C		117,301	0	0	0.00
Pod D		104,631	0	0	0.00
<b>Total</b>	<b>236,301</b>	<b>127,301</b>	<b>18,615</b>	<b>15,822.75</b>	<b>30.00</b>

- Total Commercial Net SF to Remain.....229,366
- Total Commercial Net SF to be Removed.....97,505
- Total Existing Development Net SF.....326,871
- Total Proposed Residential Net SF .....15,823

PROPOSED DEVELOPMENT MATRIX

	Commercial GSF	Commercial NSF	Residential GSF	Residential NSF	Units
Pod 1	0	0	75,630	64,286	71.00
Pod 2	0	0	71,063	60,403.55	97.00
Pod 3	0	0	117,120	100,723	115.00
Pod 4	0	0	105,000	84,000	42.00
Pod 5	23,100	19,428	40,950	32,760	68.00
Pod 6	25,000	21,265	25,000	20,000	36.00
<b>459.00</b>	<b>48,100</b>	<b>40,693</b>	<b>434,763</b>	<b>362,172.25</b>	<b>429.00</b>

- Total Proposed Commercial Net SF .....40,693
- Total Proposed Residential Net SF .....362,173

TOTAL COMMERCIAL NET SF.....276,366  
 TOTAL RESIDENTIAL NET SF.....377,996  
 (459 Units)

EXISTING DEVELOPMENT - PARKING

Use	Existing SF /Units	Factor	Stalls
Commercial	229,366	3.5	802.78
Residential	0		0.00
<b>Total</b>	<b>229,366</b>		<b>802.78</b>

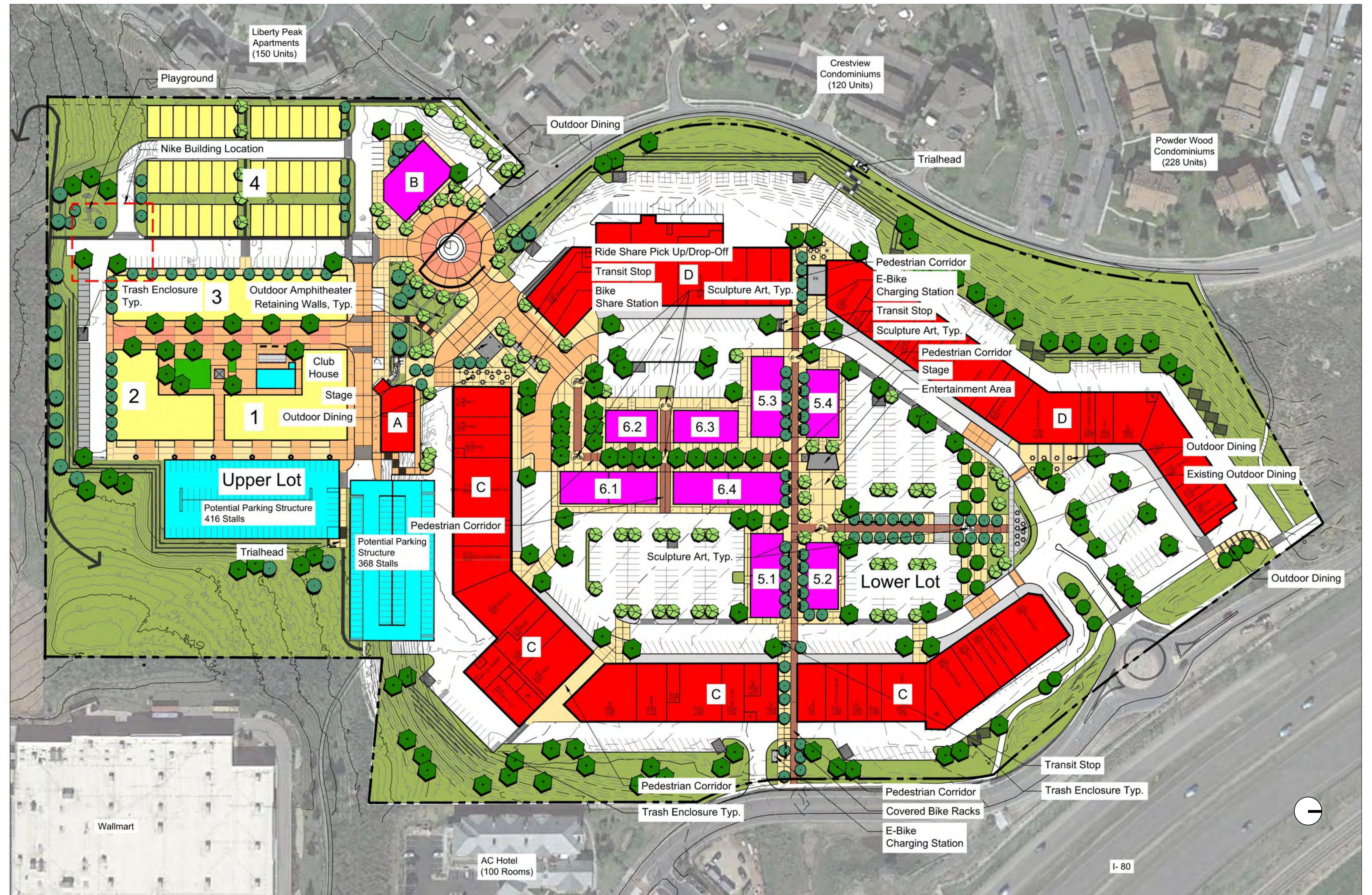
- Maximum Existing Parking Requirement.....803 Stalls
- Total Existing Development Parking .....1274 Stalls

PROPOSED DEVELOPMENT - PARKING

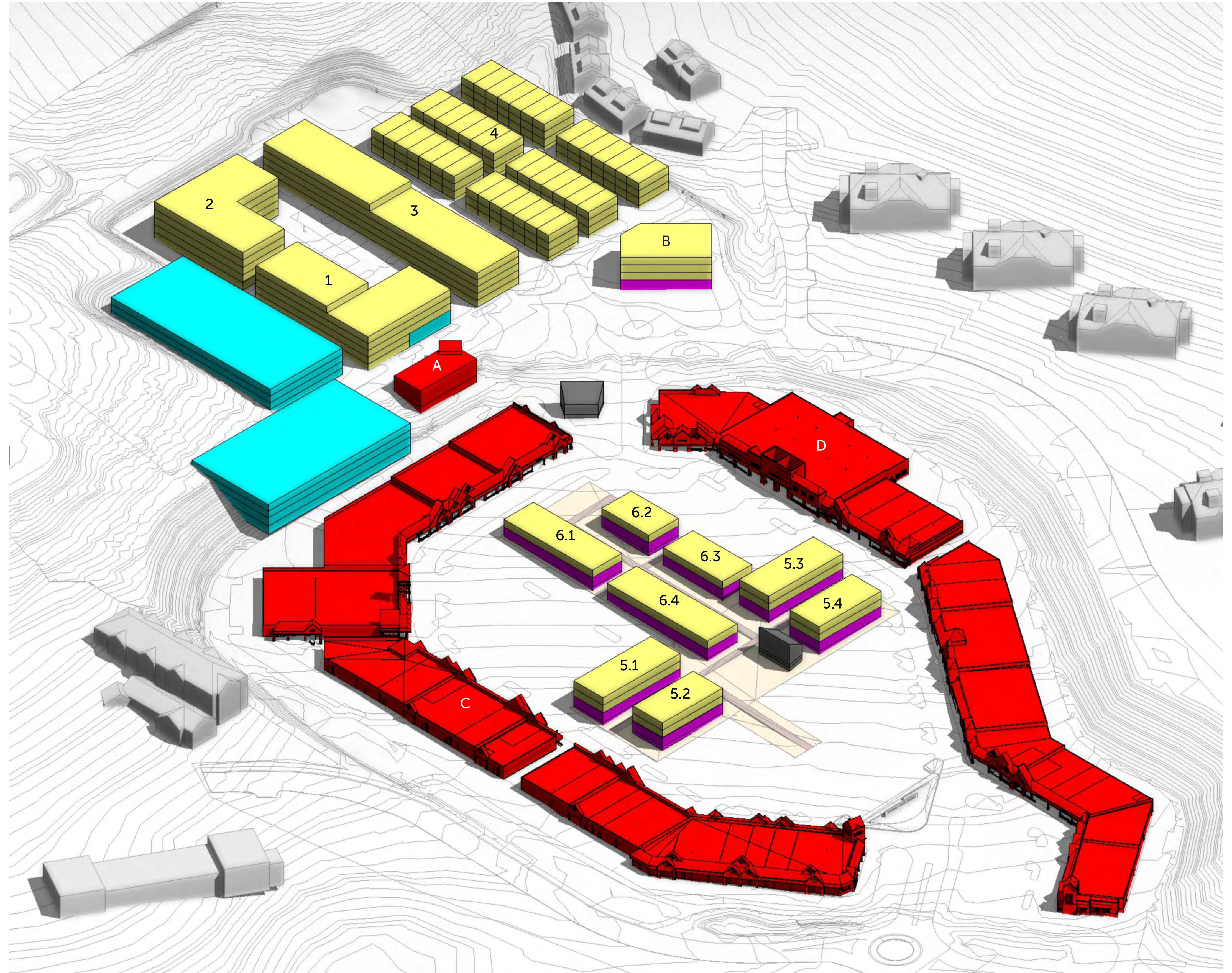
Use	New SF /Units	Factor	Stalls
Commercial	47,464	3.5	166.12
Residential	459.00		763.25
<b>Total</b>	<b>1732.16</b>		<b>929.37</b>

- Maximum Parking Requirement.....930 Stalls
- Proposed Parking .....1,504 Stalls

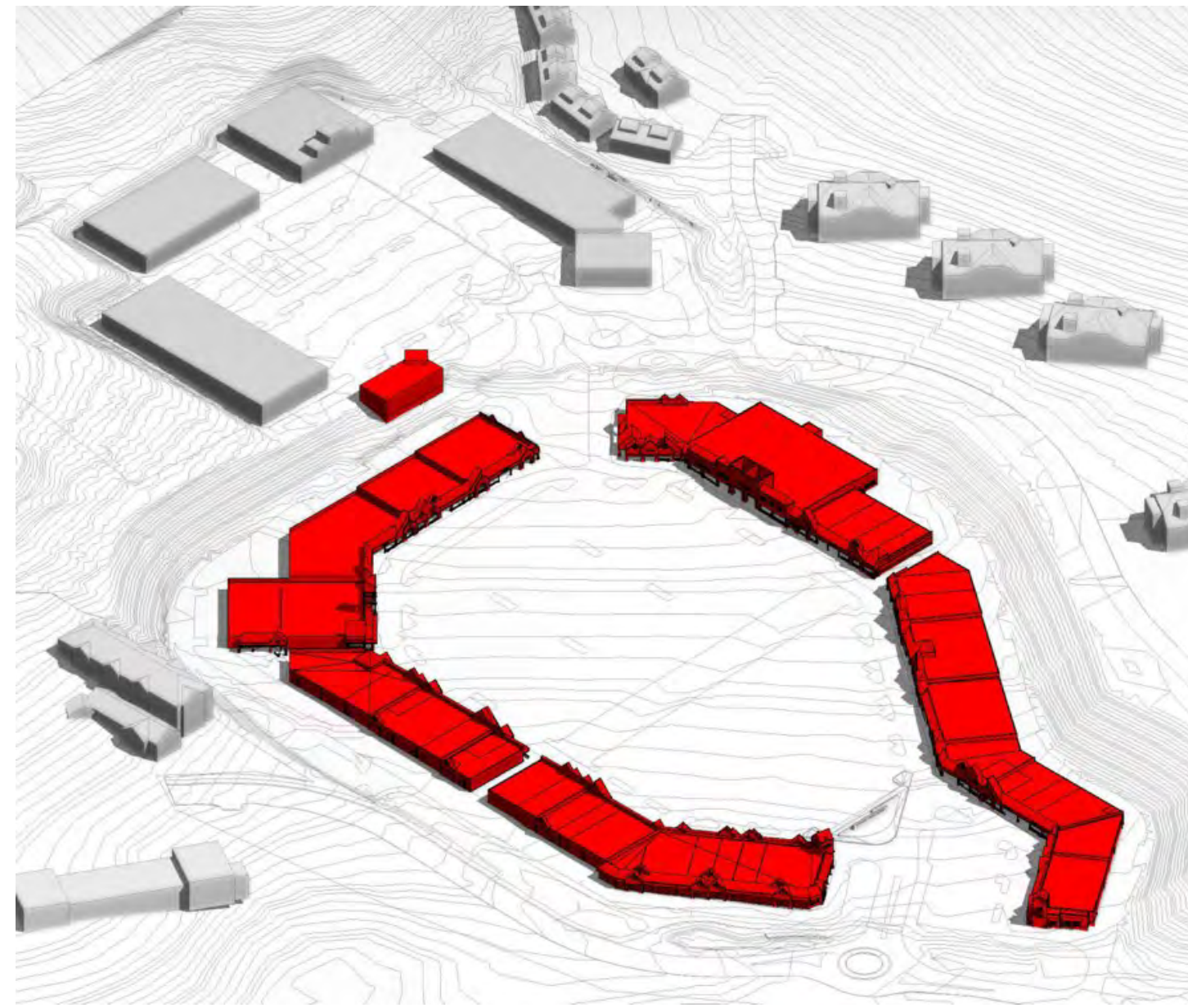
PLAN VIEW



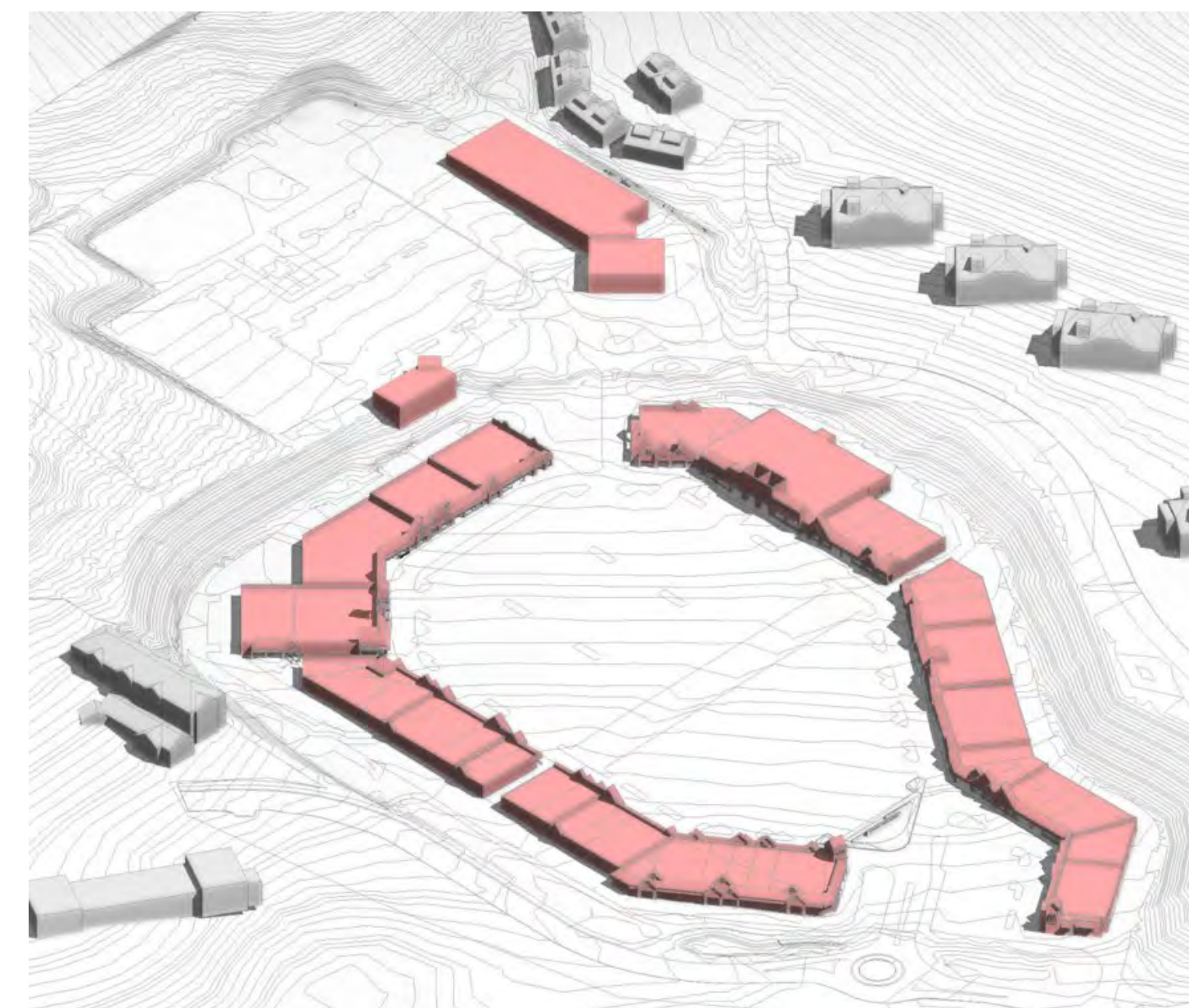
- EXISTING BUILDING - COMMERCIAL
- RESIDENTIAL
- COMMERCIAL
- AMENITY



PHASE 1 EXTERIOR FACELIFT ON EXISTING BUILDINGS

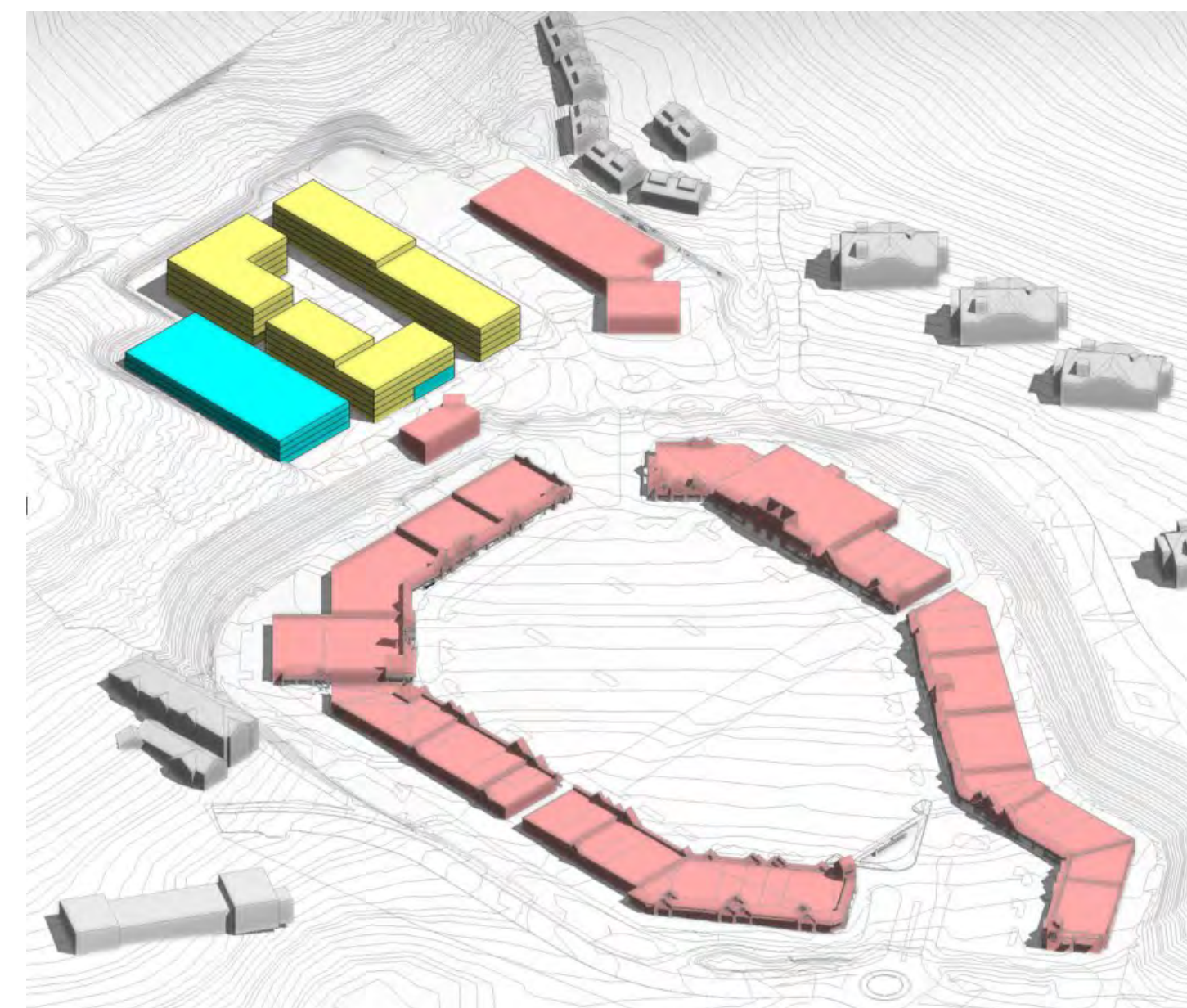


PHASE 2 UPPER LOT REDEVELOPMENT 1



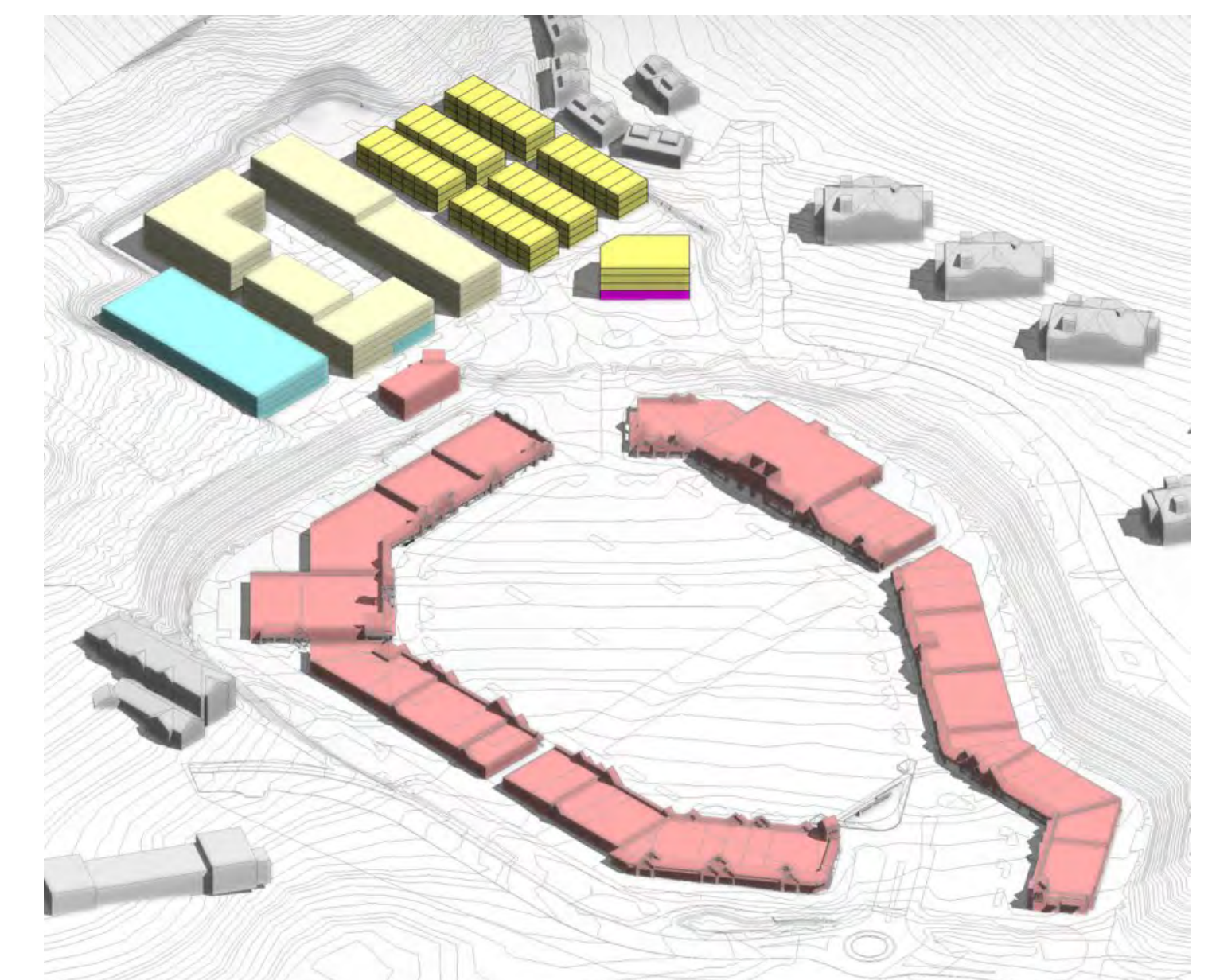
- **Housing:** None Added
- **Parking:** Impacted with Addition of Entry Park
- **Traffic:** Circulation Improved at Entry Point

PHASE 3 MULTIFAMILY DEVELOPMENT



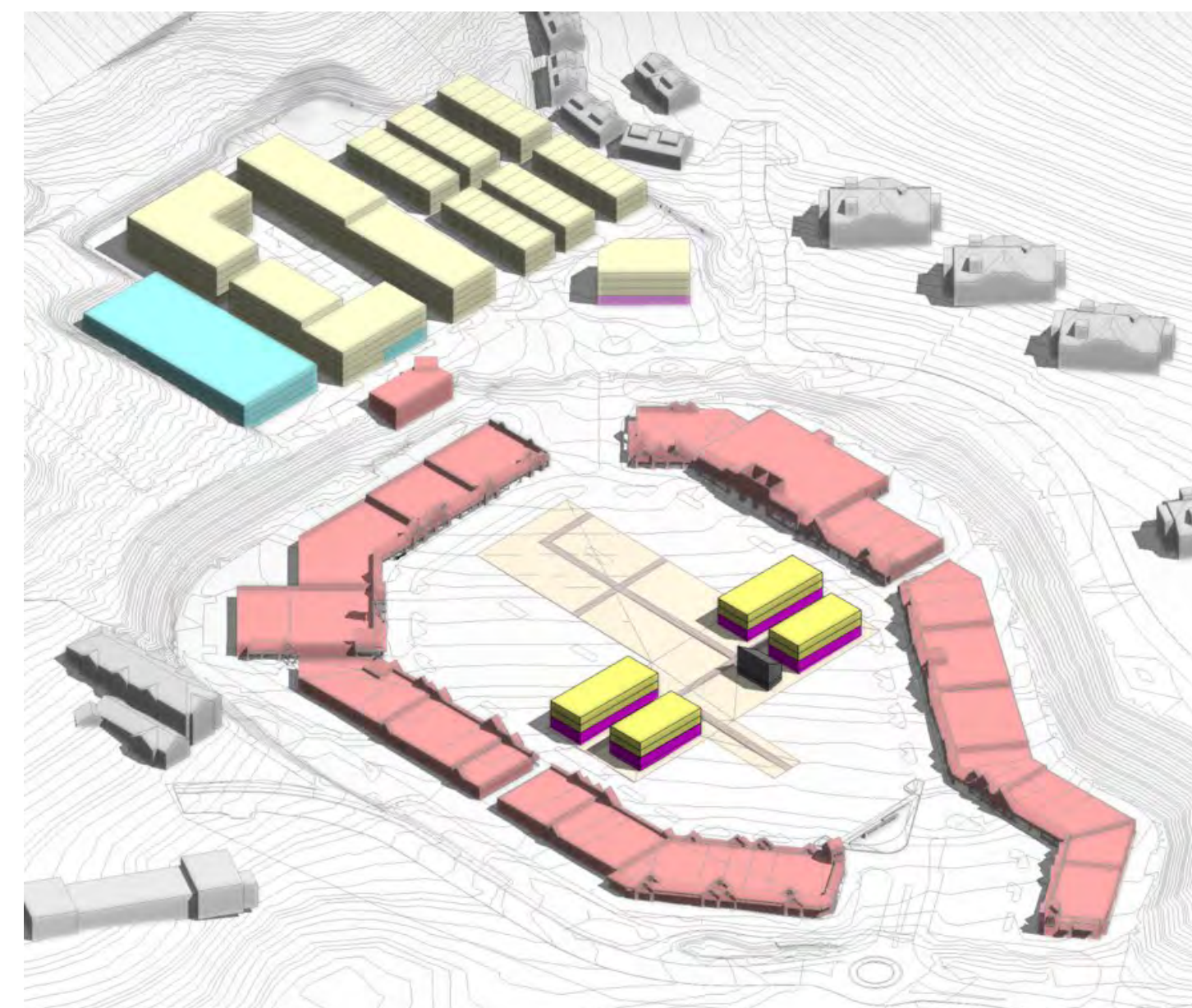
- **Housing:** Pods 1, 2, and 3 Added (Refer to Summary Sheet at page 49)
- **Parking:** Added Parking Structure and Housing Parking (Refer to Summary Sheet at page 49)
- **Traffic:** Upper Lot and Circulation Modified Due to Added Housing

PHASE 4 TOWNHOME DEVELOPMENT



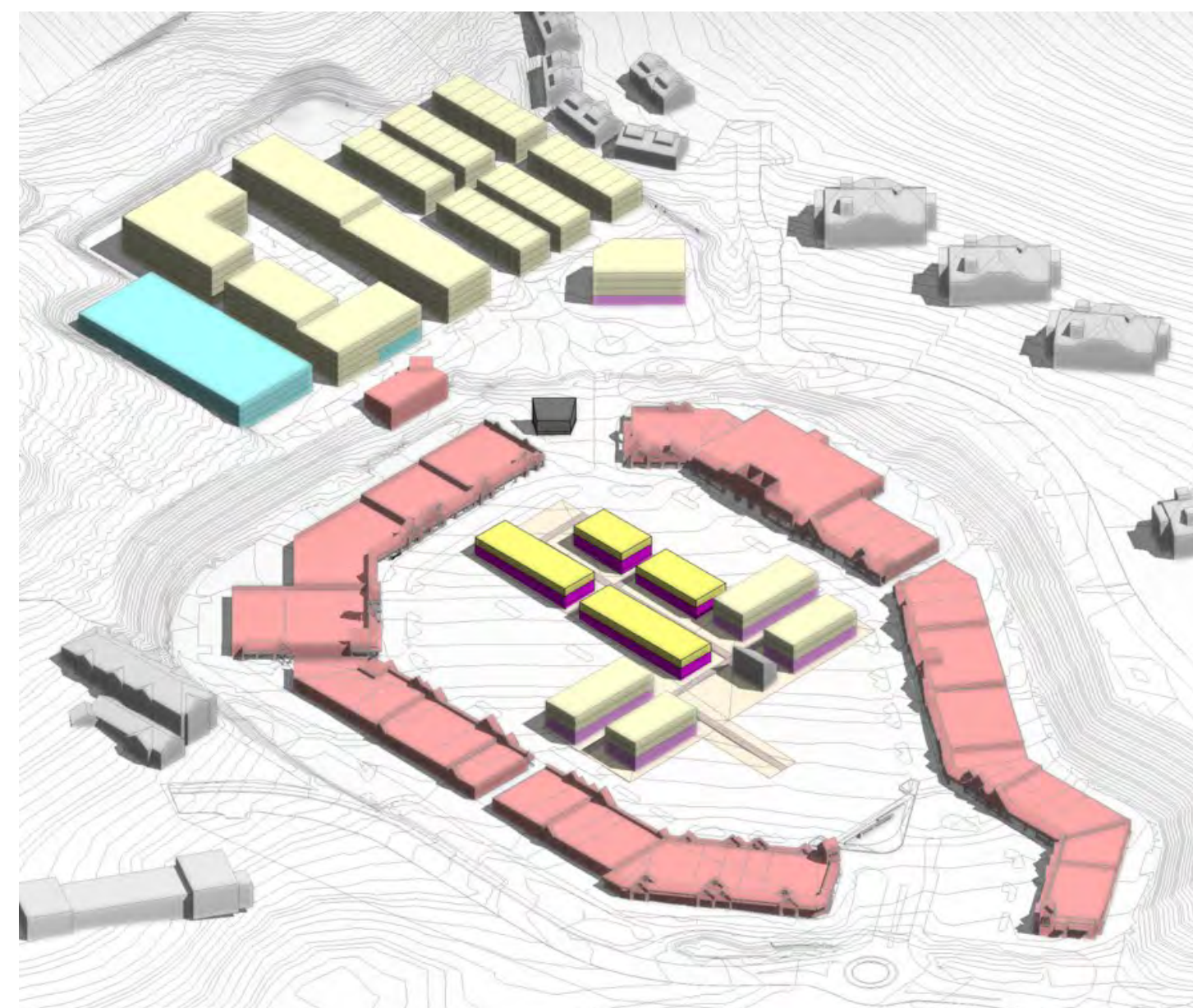
- **Housing:** Pod 4 Townhomes Added (Refer to Summary Sheet at page 49)
- **Parking:** Townhome Parking in Lower Level of Buildings (Refer to Summary Sheet at page 49)
- **Traffic:** Upper Lot and Circulation Modified Due to Added Housing

PHASE 5 MIXED USE BUILDING DEVELOPMENT 1



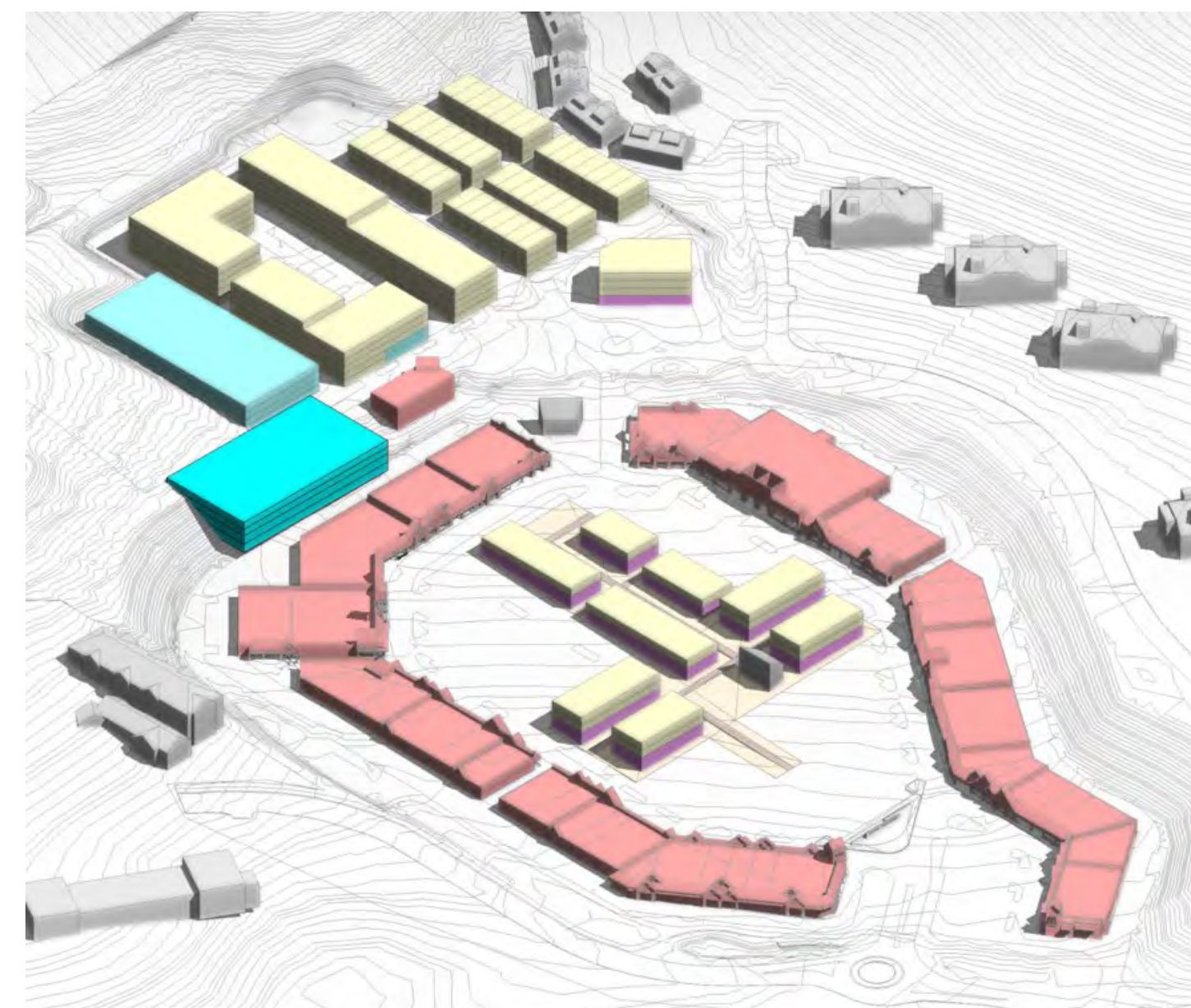
- **Housing:** Pod 5 Added with Units in Upper Levels (Refer to Summary Sheet at page 49)
- **Parking:** Lower Parking Impacted and Modified (Refer to Summary Sheet at page 49)
- **Traffic:** Circulation Reconfigured

PHASE 6 MIXED USE BUILDING DEVELOPMENT 2



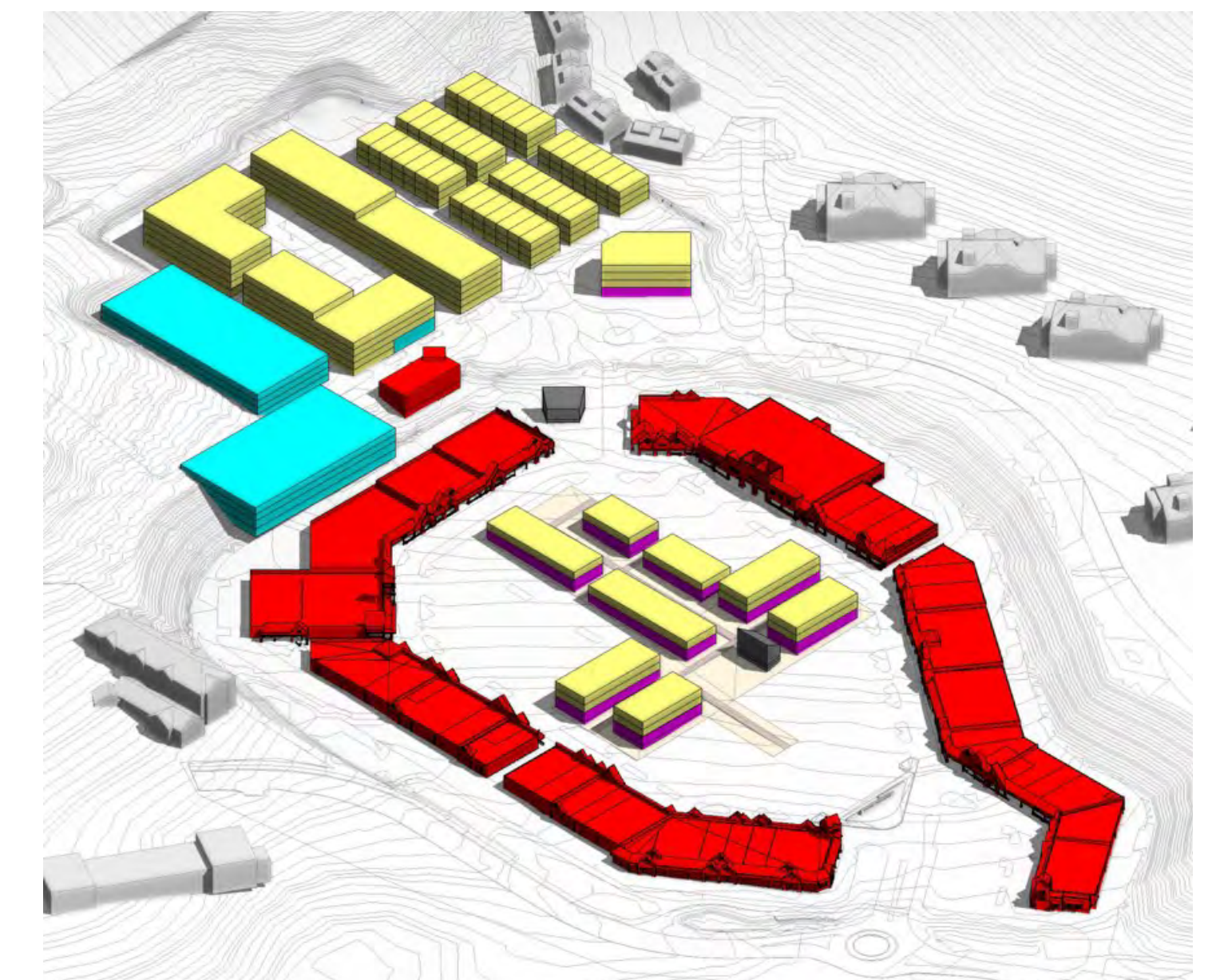
- **Housing:** Pod 6 Added with Units in Upper Levels (Refer to Summary Sheet at page 49)
- **Parking:** Lower Parking Impacted and Modified (Refer to Summary Sheet at page 49)
- **Traffic:** Circulation Reconfigured

PHASE 7 MIXED USE BUILDING DEVELOPMENT 3

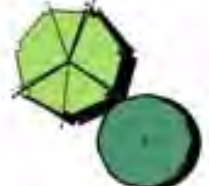



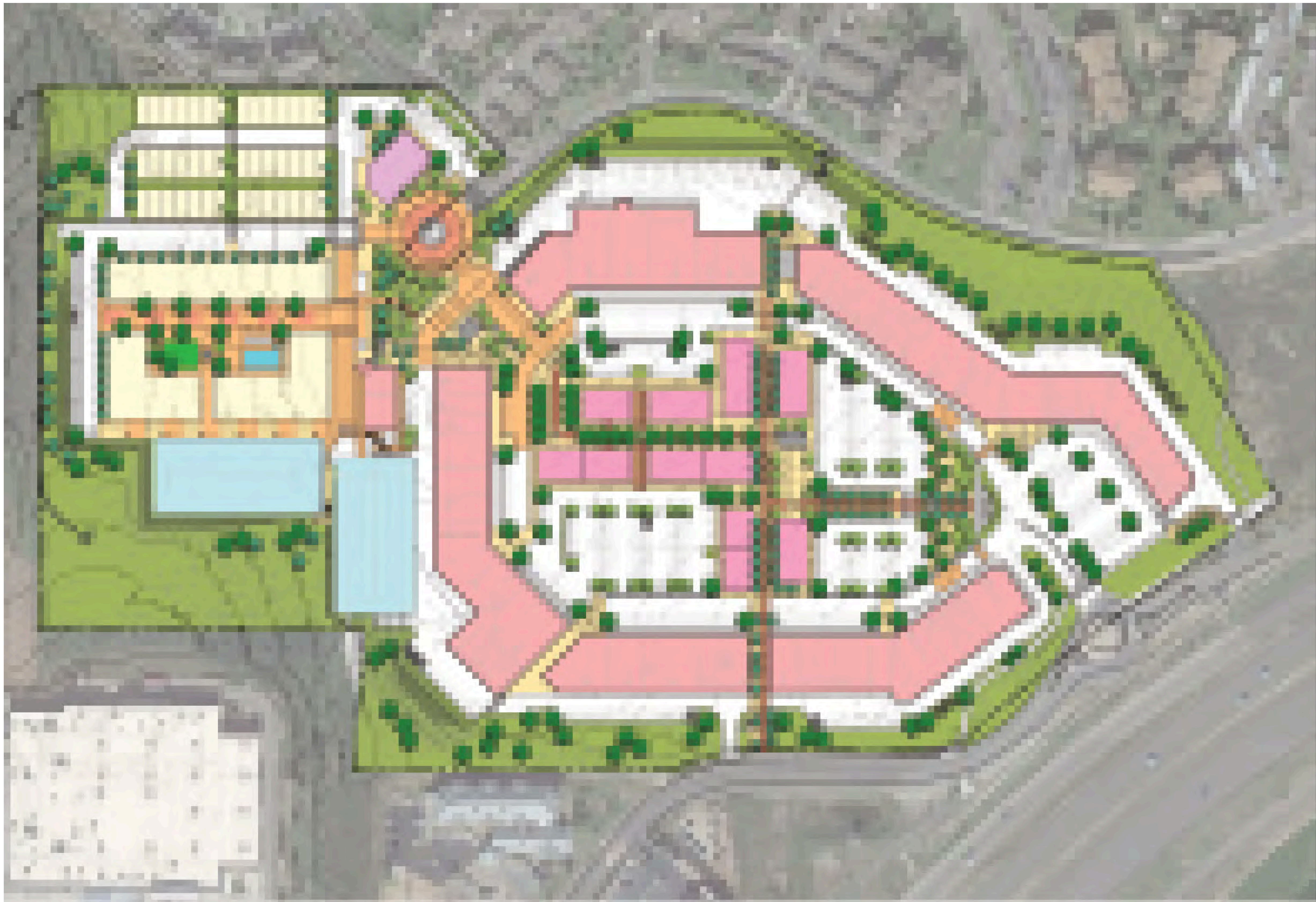
- **Housing:** Complete in Both Upper and Lower Lots (Refer to Summary Sheet at page 49)
- **Parking:** Second Parking Structure Added and Lower Parking Impacted (Refer to Summary Sheet at page 49)
- **Traffic:** Circulation Reconfigured

PHASE 8 PROJECT COMPLETION



- **Housing:** Complete in Both Upper and Lower Lots (Refer to Summary Sheet at page 49)
- **Parking:** Parking Modified in Upper and Lower Lots Complete (Refer to Summary Sheet at page 49)
- **Traffic:** Circulation Reconfiguration Complete

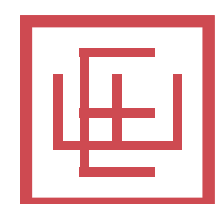
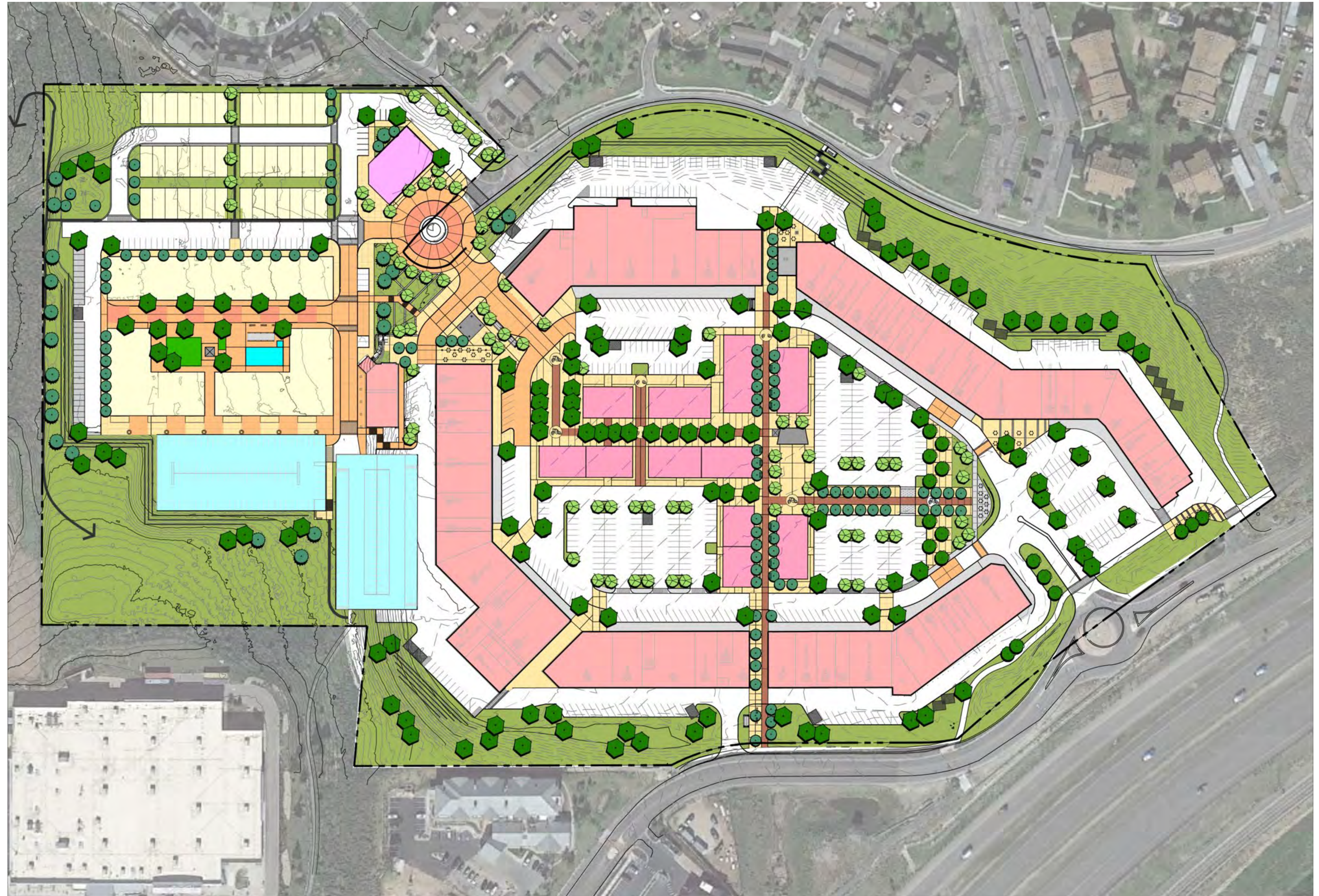
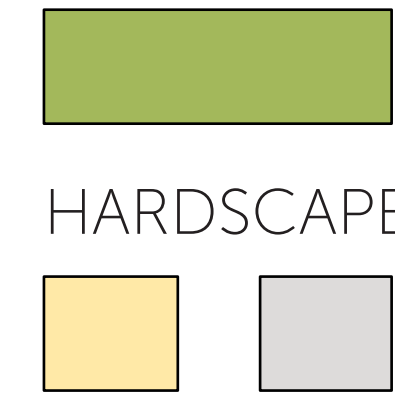
-  LARGE DECIDUOUS TREES
-  SMALL DECIDUOUS TREES
-  EVERGREEN TREES
-  NATIVE GRASS
-  TURF GRASS



PROPERTY.....1,625,516 SF  
(37.3 ACRES)

GREEN SPACE.....436,979 SF  
(26.8%) SF

HARDSCAPE.....762,116 SF  
(46.8%) SF



**ELLIOTT** WORKGROUP

**SINGERMAN**  
REAL ESTATE

■ SNOW STORAGE

▨ SNOW STORAGE OVERFLOW

PARKING AREA

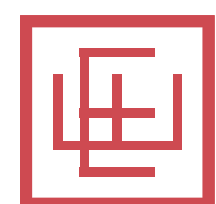
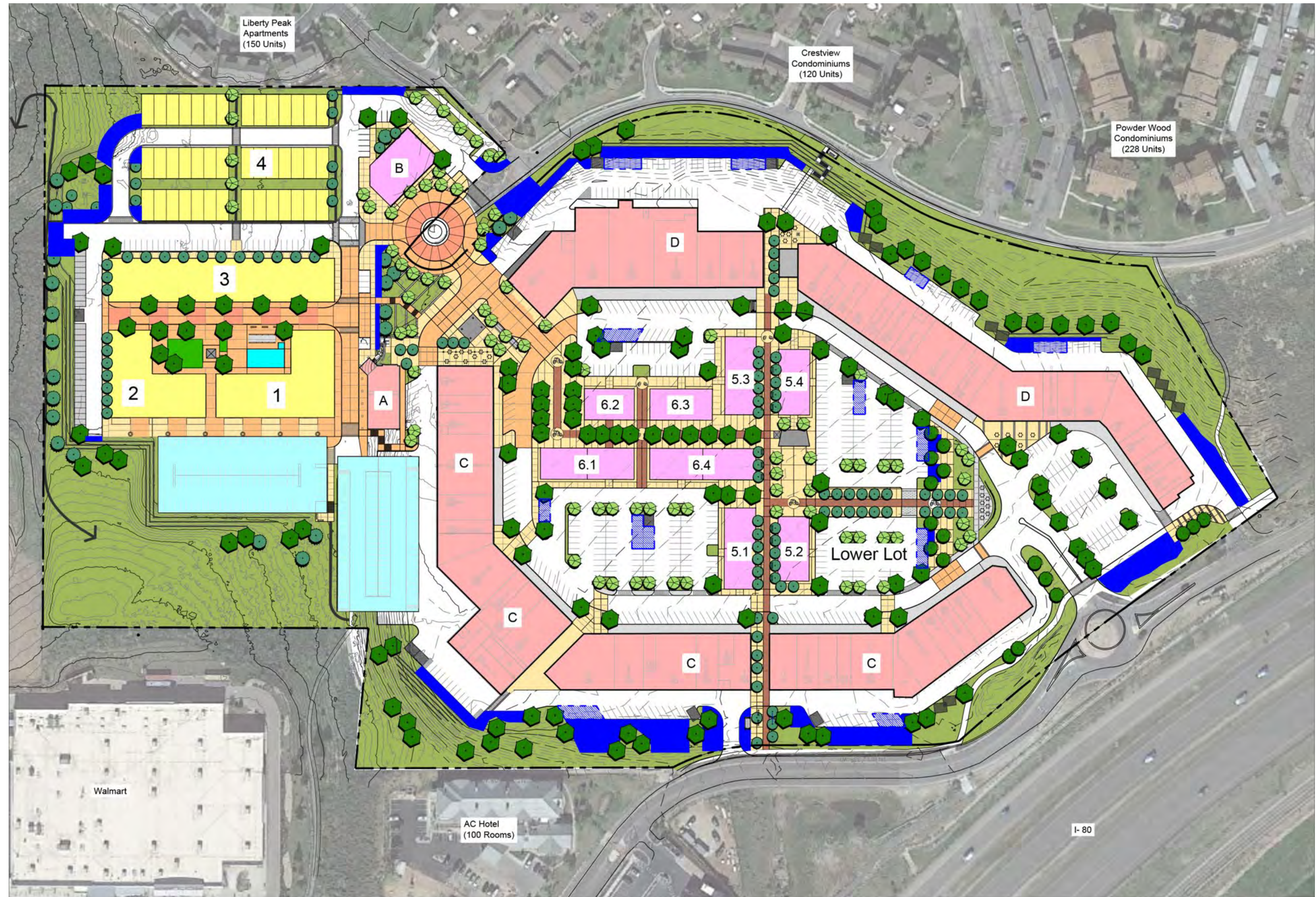
423,331 SF

SNOW STORAGE AREA

64,801 SF (15.3%)

SNOW STORAGE OVERFLOW

TEMPORARILY IN 71 STALLS



ELLIOTT WORKGROUP

SINGERMAN  
REAL ESTATE

 PARKING LOT AREA

 LANDSCAPED AREA

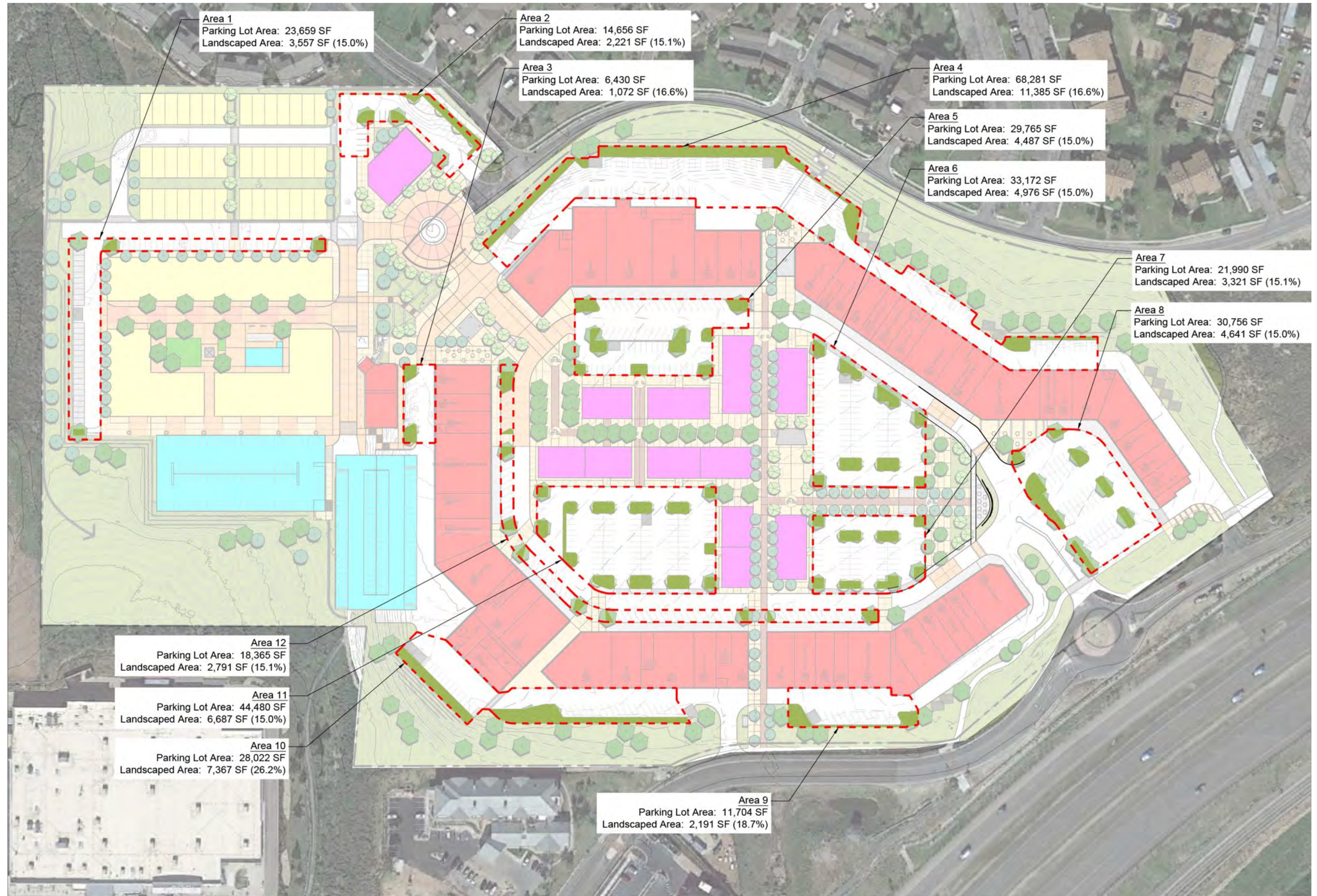
PARKING AREA TOTAL

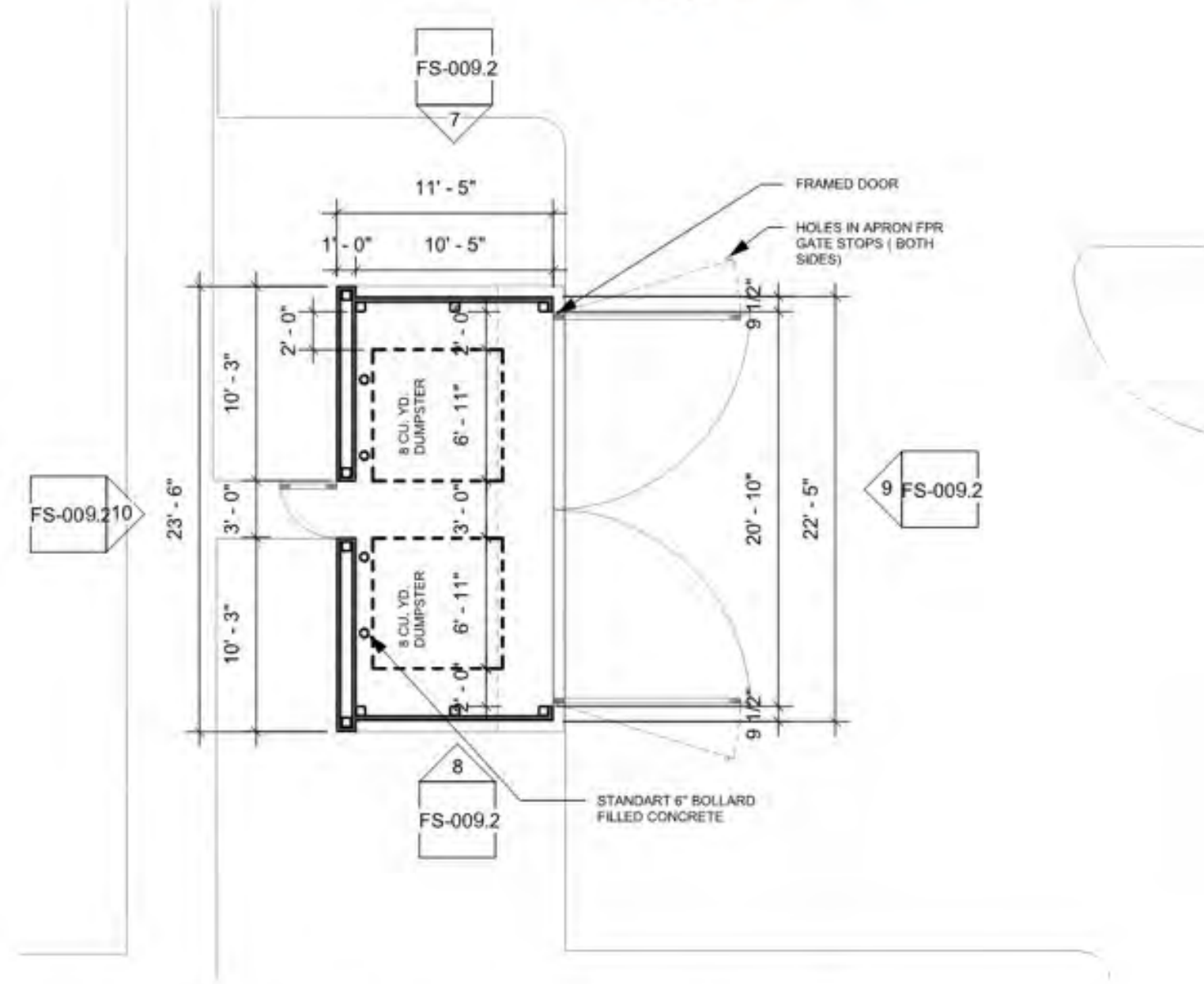
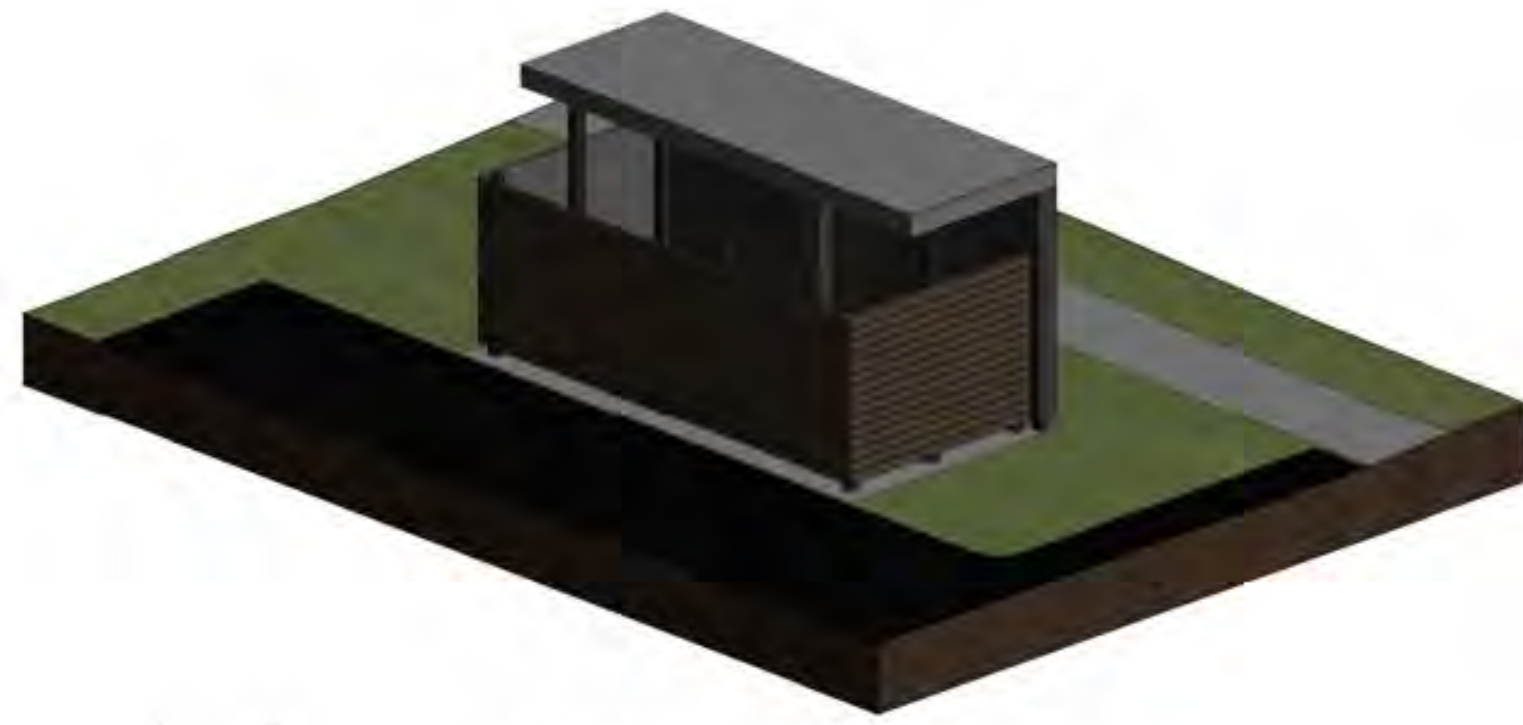
331,720 SF

LANDSCAPED AREA

53,490 SF (16.1%)

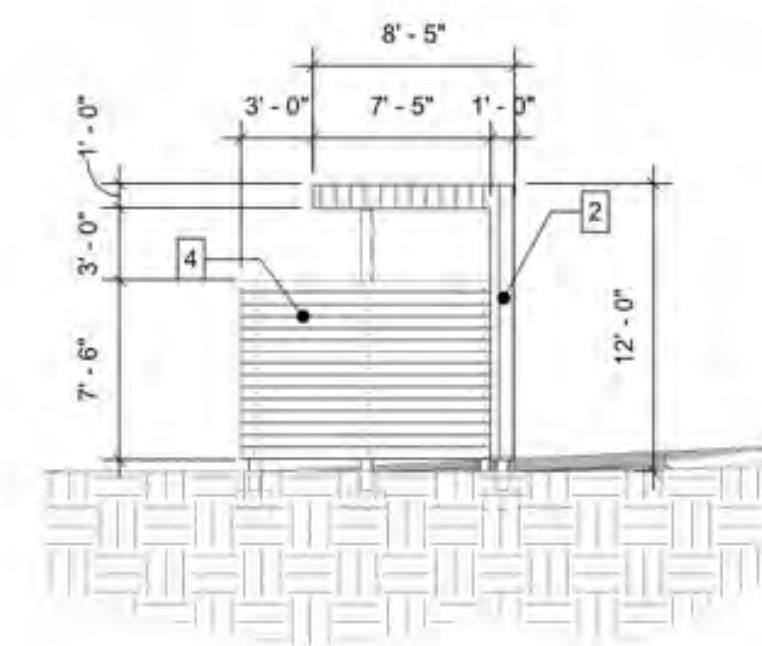
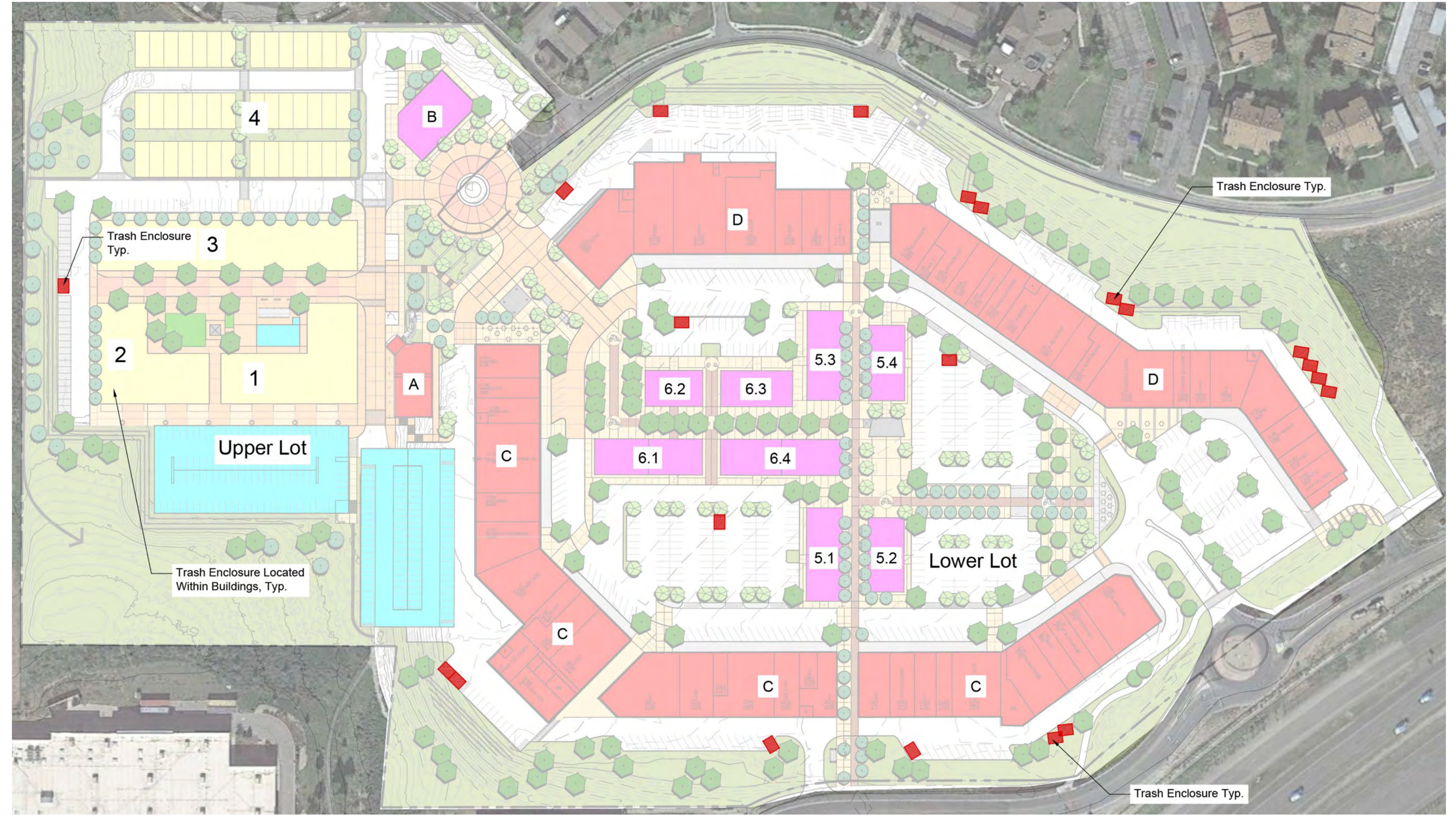
Plant material within the parking lots and surrounding areas to be salt tolerant.



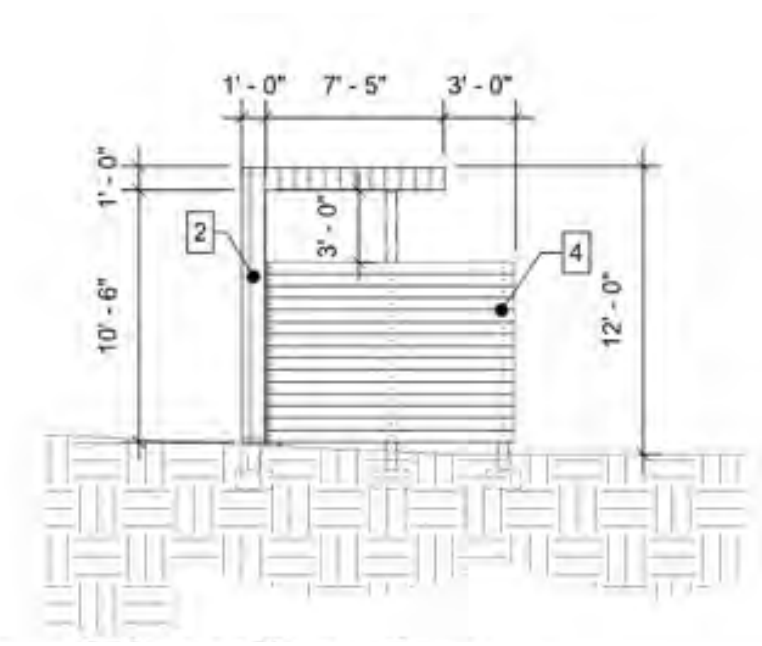


**DUMPSTER ENCLOSURE**

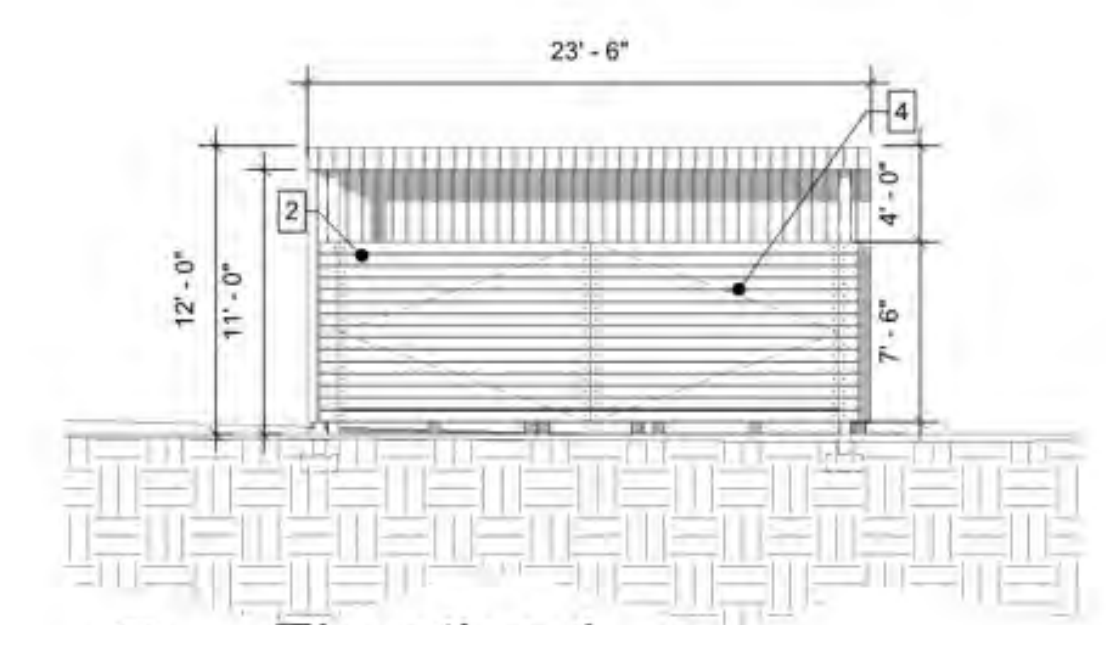
Refer to the Pod Exhibits for trash enclosures located within the residential buildings in Pods 1, 2, and 3.



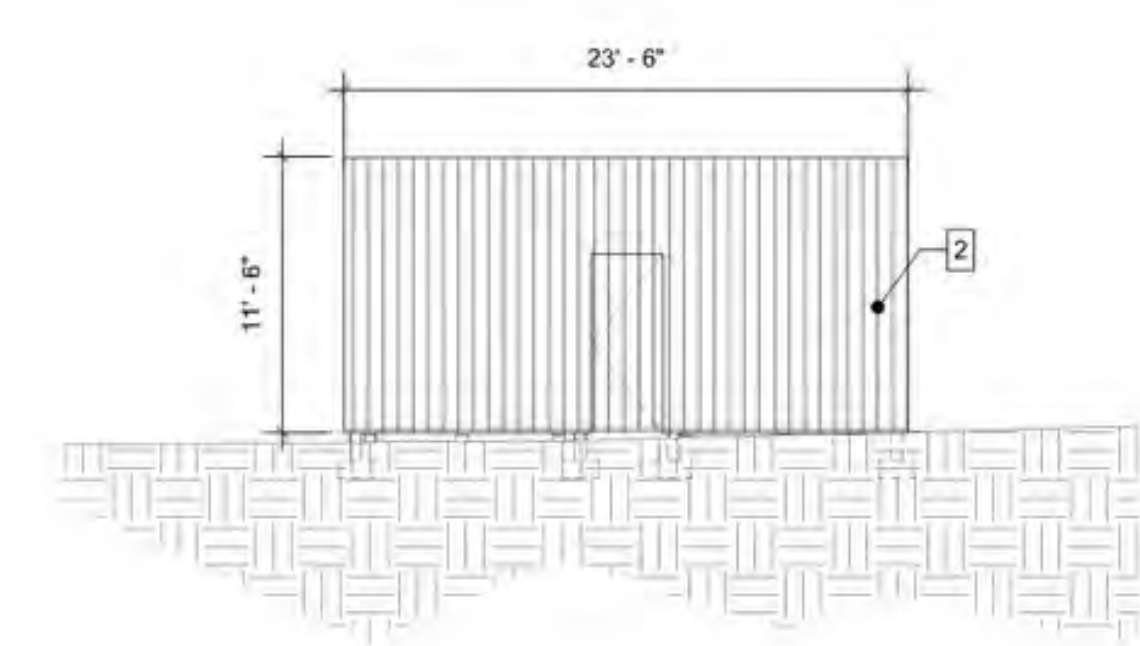
ELEVATION 1-a



ELEVATION 2-a

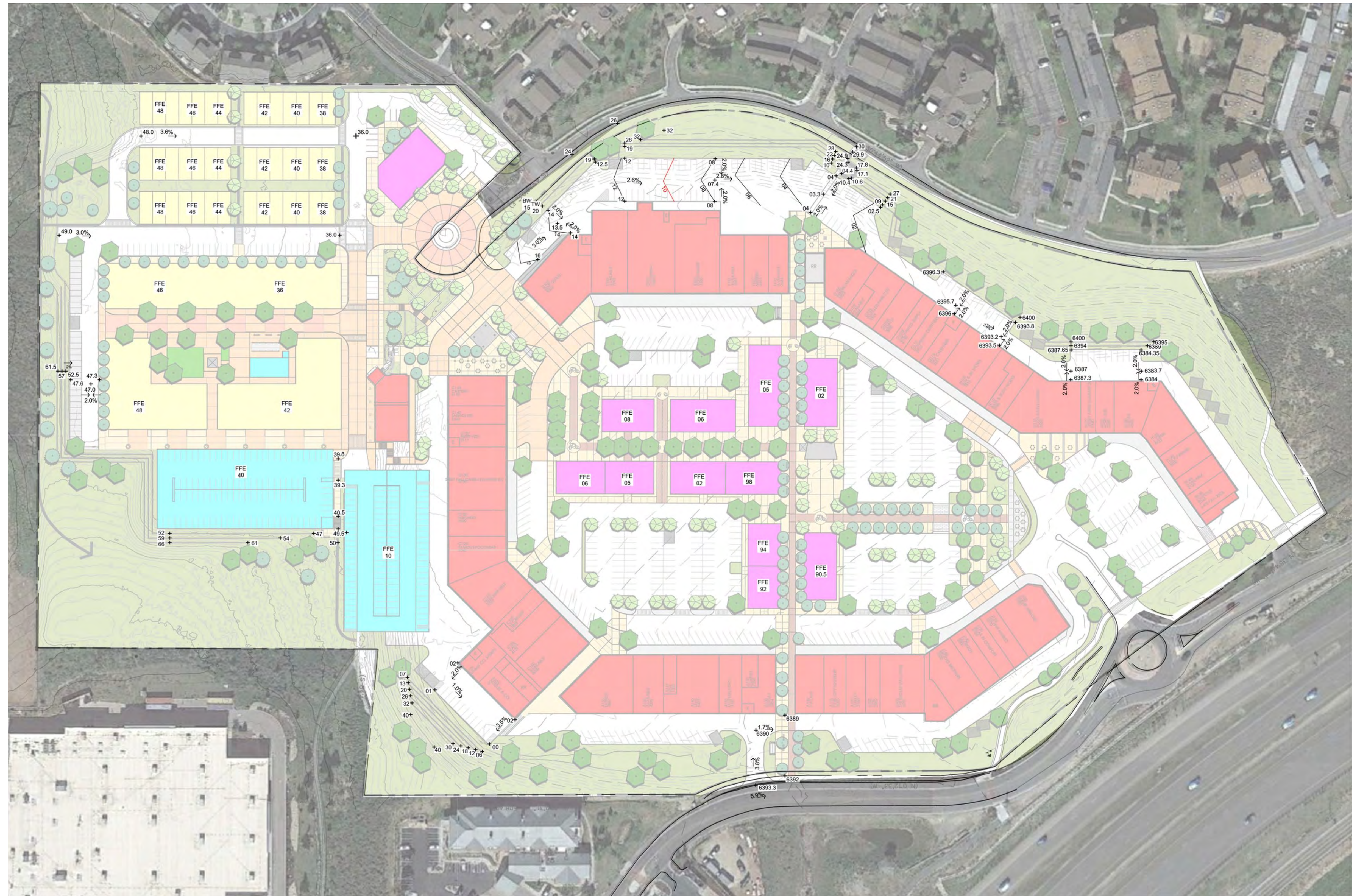


ELEVATION 3-a



ELEVATION 4-a

- 10.4 + SPOT ELEVATION
- 2.0% SLOPE
- MINOR CONTOUR
- MAJOR CONTOUR
- EXISTING MINOR CONTOUR
- EXISTING MAJOR CONTOUR





**AREA 1**  
 CUT: 4,113 CU/YDS  
 FILL: 1,792 CU/YDS

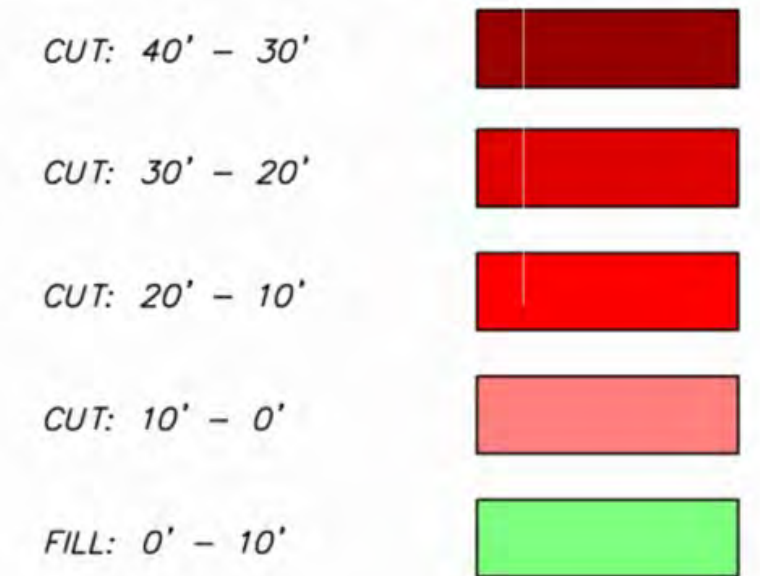
**AREA 3**  
 CUT: 23,113 CU/YDS  
 FILL: 159 CU/YDS

**AREA 2**  
 CUT: 8,840 CU/YDS  
 FILL: 556 CU/YDS

Pod 7 REMOVED

Changed with Removal  
 of Pod 7

**CUT/FILL LEGEND**



**CUT/ FILL VOLUMES**

	CUT	FILL
AREA 1	4,113 CU/YDS	1,792 CU/YDS
AREA 2	8,840 CU/YDS	556 CU/YDS
AREA 3	23,113 CU/YDS	159 CU/YDS
<b>TOTAL</b>	<b>36,066 CU/YDS</b>	<b>2,507 CU/YDS</b>



**PROMOTE CAR FREE COMMUNITY**

Bike storage will be provided for tenants to encourage car-free modes of transportation.



**TRANSPORTATION ALTERNATIVES**

On-site bike share stations reducing transportation expenses will be provided alongside stops for public transportation routes.



**OVER INSULATE EXTERIOR WALLS**

By increasing insulation values of exterior walls, energy loss transfer can be reduced reducing cost and consumption of electricity.



**SUSTAINABLE STORM WATER**

Bioswales are channels designed to concentrate and convey storm water runoff while removing debris and pollution. Bioswales can also be beneficial in recharging groundwater.



**WINDOWS WITH HIGH U VALUES**

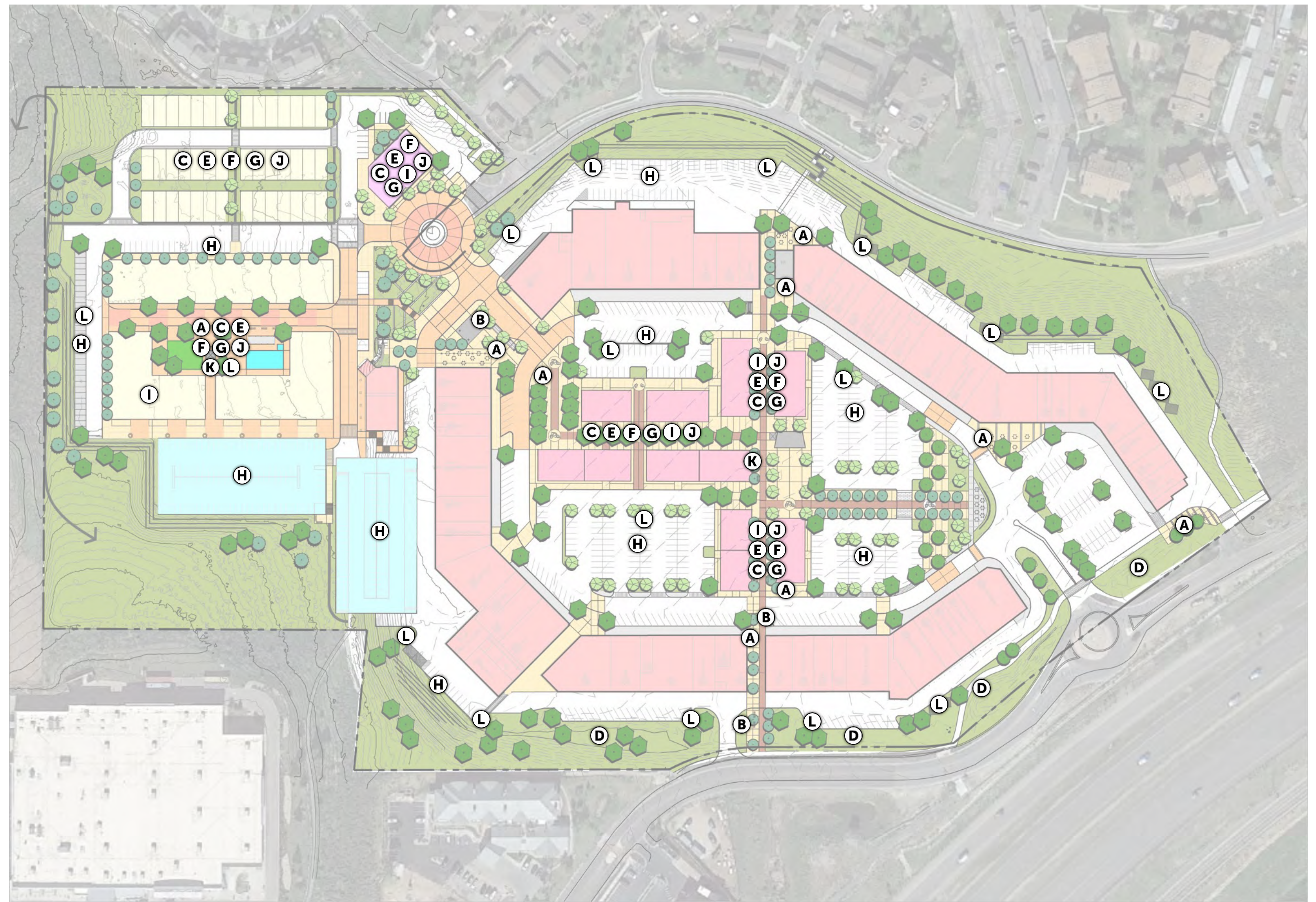
Windows specifically designed for our unique mountain climate with high U-values reduce energy loss, have enduring quality, and are low maintenance.



**ALL ELECTRIC BUILDINGS**

Benefits of all-electric built environments are lower carbon emissions, lower air pollution, and increased resiliency.

\*Commercial Buildings may require gas lines.



**SOLAR PV PANELS**

All new buildings designed for solar panel installation.



**EV CHARGING STATIONS**

The project will meet requirements for Electric Vehicle Charging Stations.



**AFFORDABLE HOUSING**

Affordable housing units integrated throughout the development offering a variety of housing types



**ENERGY EFFICIENT APPLIANCES**

Appliances will be selected to satisfy the State of Utah Sustainable Design Requirements for the Utah Housing Credit Program



**BROWNFIELD REDEVELOPMENT**

Converting existing asphalt parking lots and underutilized commercial structures



**WASTE MANAGEMENT**

Comprehensive recycling and waste disposal plans will be implemented both during construction and after completion.



**BUILDING MATRIX**

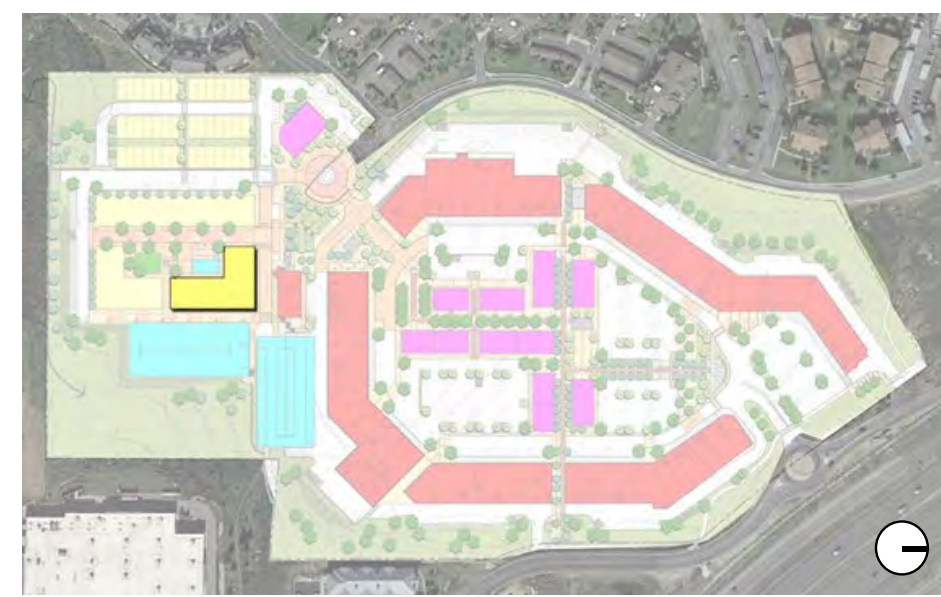
	Amenity GSF	Amenity NSF	Residential GSF	Residential NSF	Units
Level 1	8,000	7,200	8,926	7,587.1	8
Level 2	0	1,000	15,926	13,537.1	15
Level 3	0	0	16,926	14,387.1	16
Level 4	0	0	16,926	14,387.1	16
Level 5	0	0	16,926	14,387.1	16
	8,000	8,200	75,630	64,286	71

**MAXIMUM PARKING REQUIREMENT**

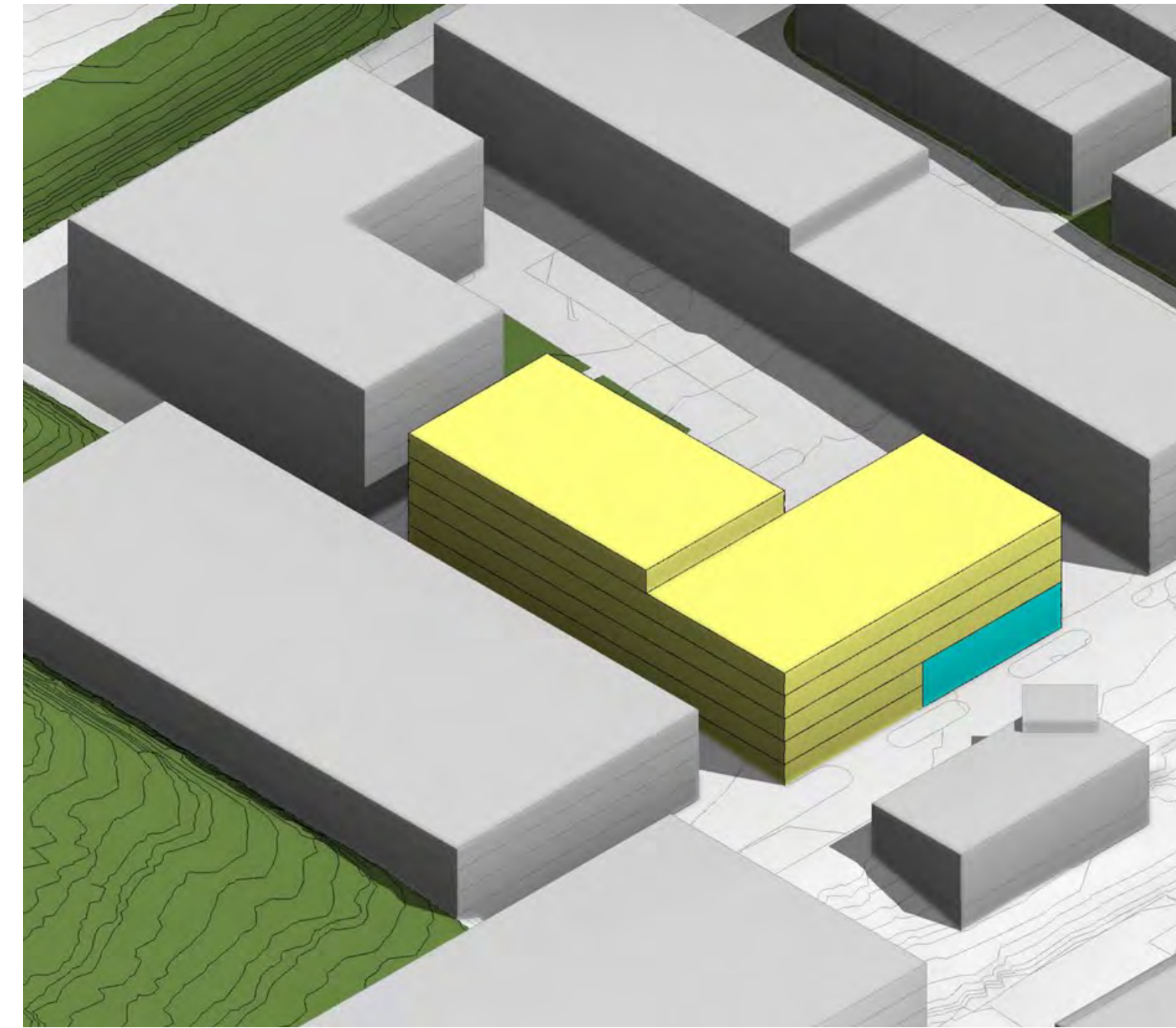
Use	Unit Area	Units	Factor	Stalls
Amenity	7,200	0	0	0.00
Residential - Studio	500	0	1.2	0.00
Residential - Studio AF	400	0	1.25	0.00
Residential - 1 bed	700	27	2	54.00
Residential - 1 bed AF	650	0	1.25	0.00
Residential - 2 bed	950	35	2	70.00
Residential - 2 bed AF	900	0	2.25	0.00
Residential - 3 bed	1200	7	2	14.00
Residential - 3 bed AF	1150	2	2.25	4.50
		71		142.5

This development has the unique opportunity to implement multiple methodologies to reduce parking. It is a mixed-use project that has different parking demands by Use during different times of day. Refer to Parking Analysis Exhibit.

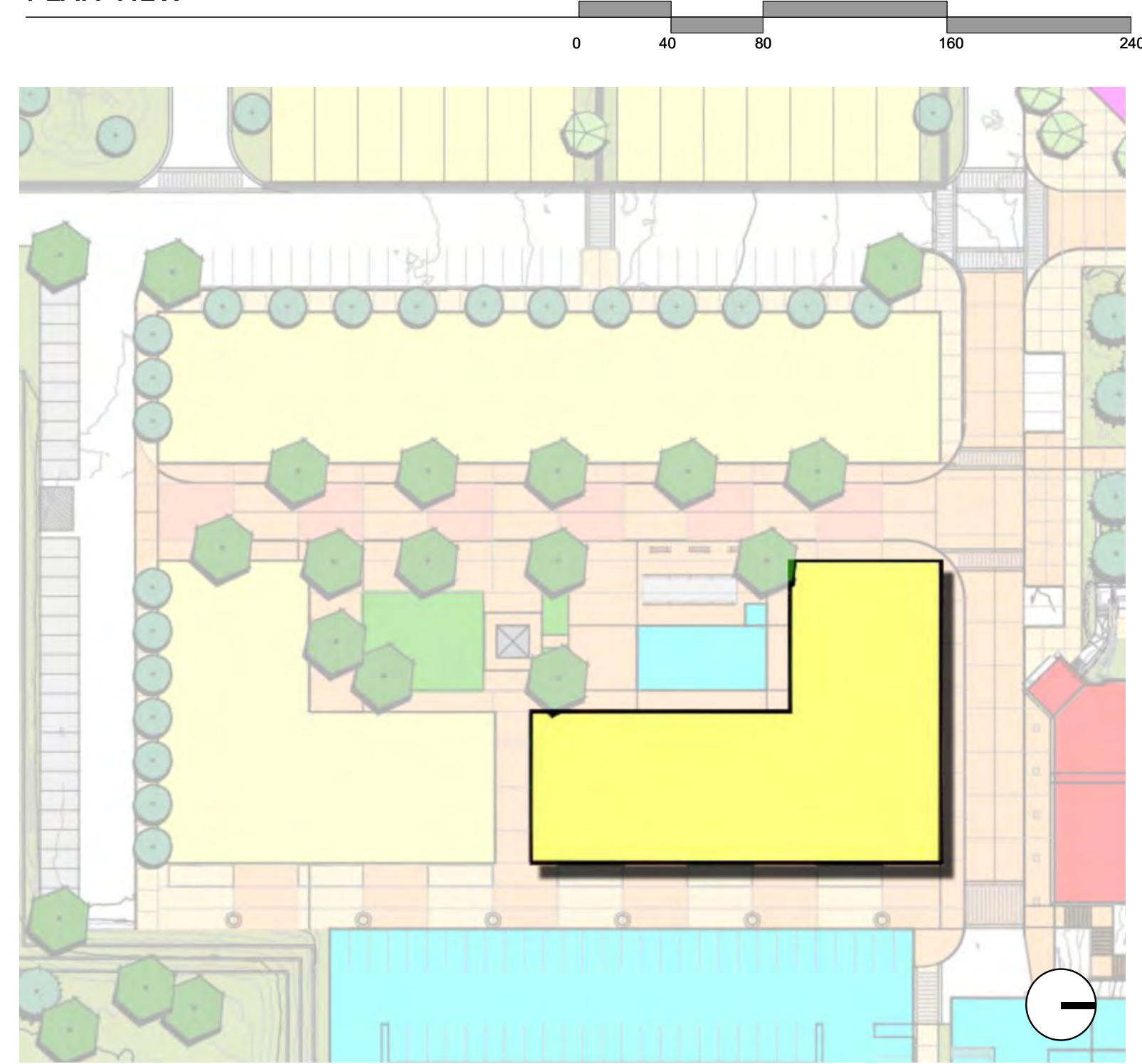
**KEY PLAN**



**ISOMETRIC VIEW**



**PLAN VIEW**



**EXAMPLES**



Outdoor Plaza

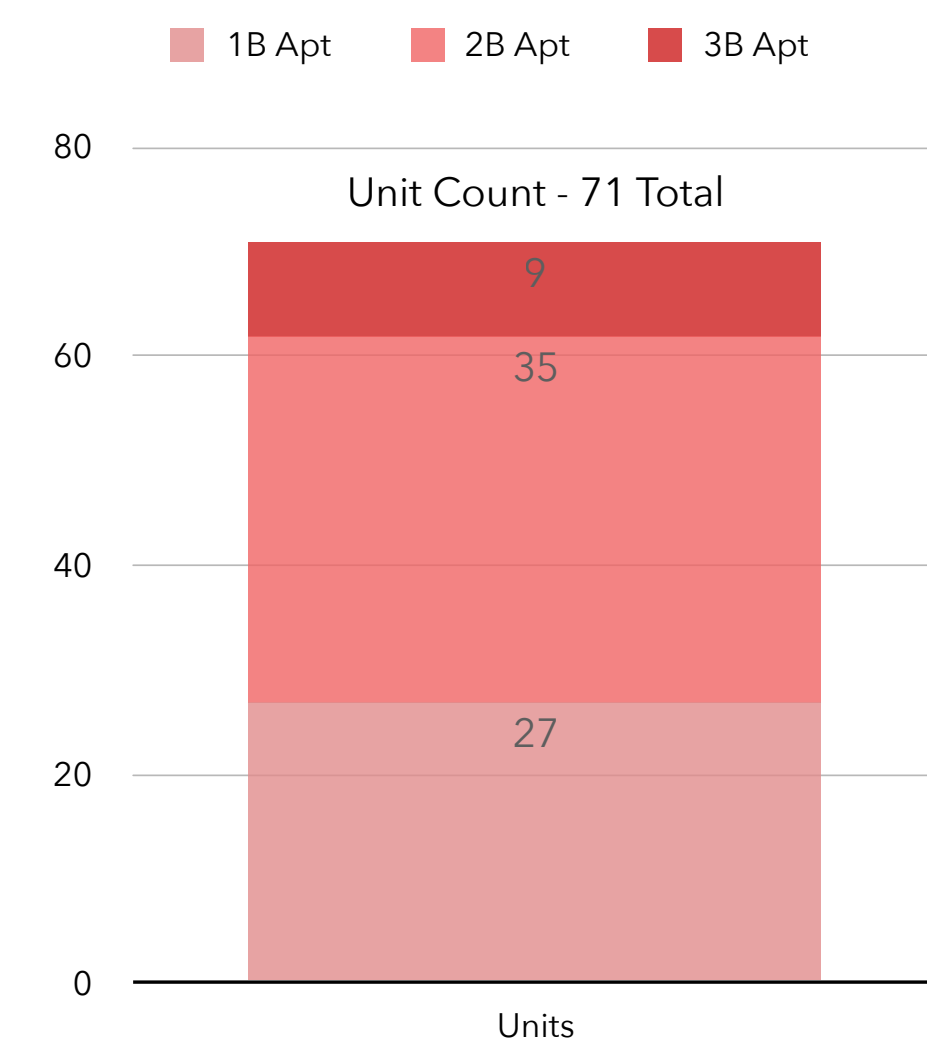


Community Gardens



Exterior Rendering

**HOUSING MIX**



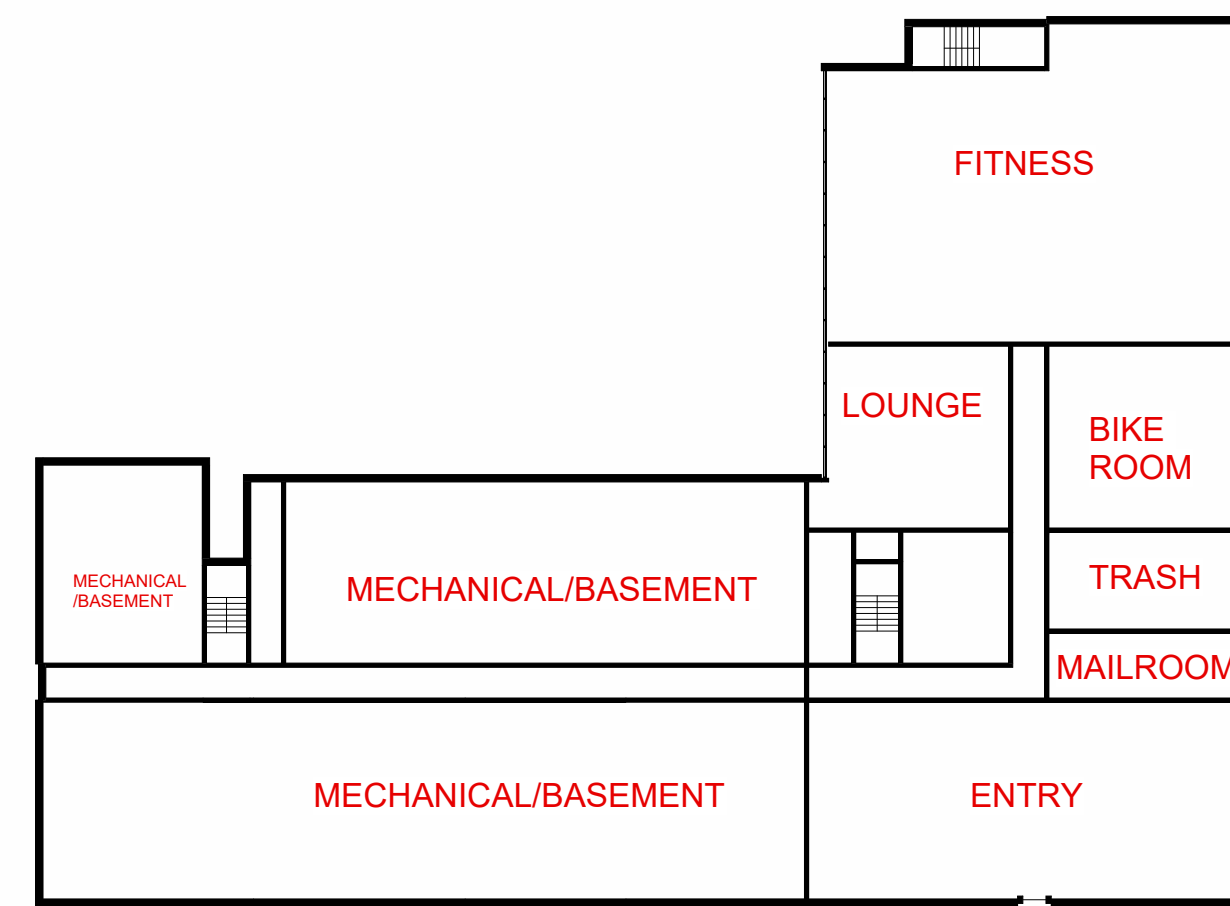
**BUILDING AREA**

ROOM TYPE	UNIT AREA
Residential - 1 Bed	Ave 730 ft <sup>2</sup>
Residential - 2 Bed	Ave 900 ft <sup>2</sup>
Residential - 3 Bed	Ave 1,224 ft <sup>2</sup>
Entry	2,182 ft <sup>2</sup>
Mechanical/Basement	6,995 ft <sup>2</sup>
Mail Room	340 ft <sup>2</sup>
Lounge	865 ft <sup>2</sup>
Fitness	3,090 ft <sup>2</sup>
Trash	498 ft <sup>2</sup>
Bike Room	918 ft <sup>2</sup>

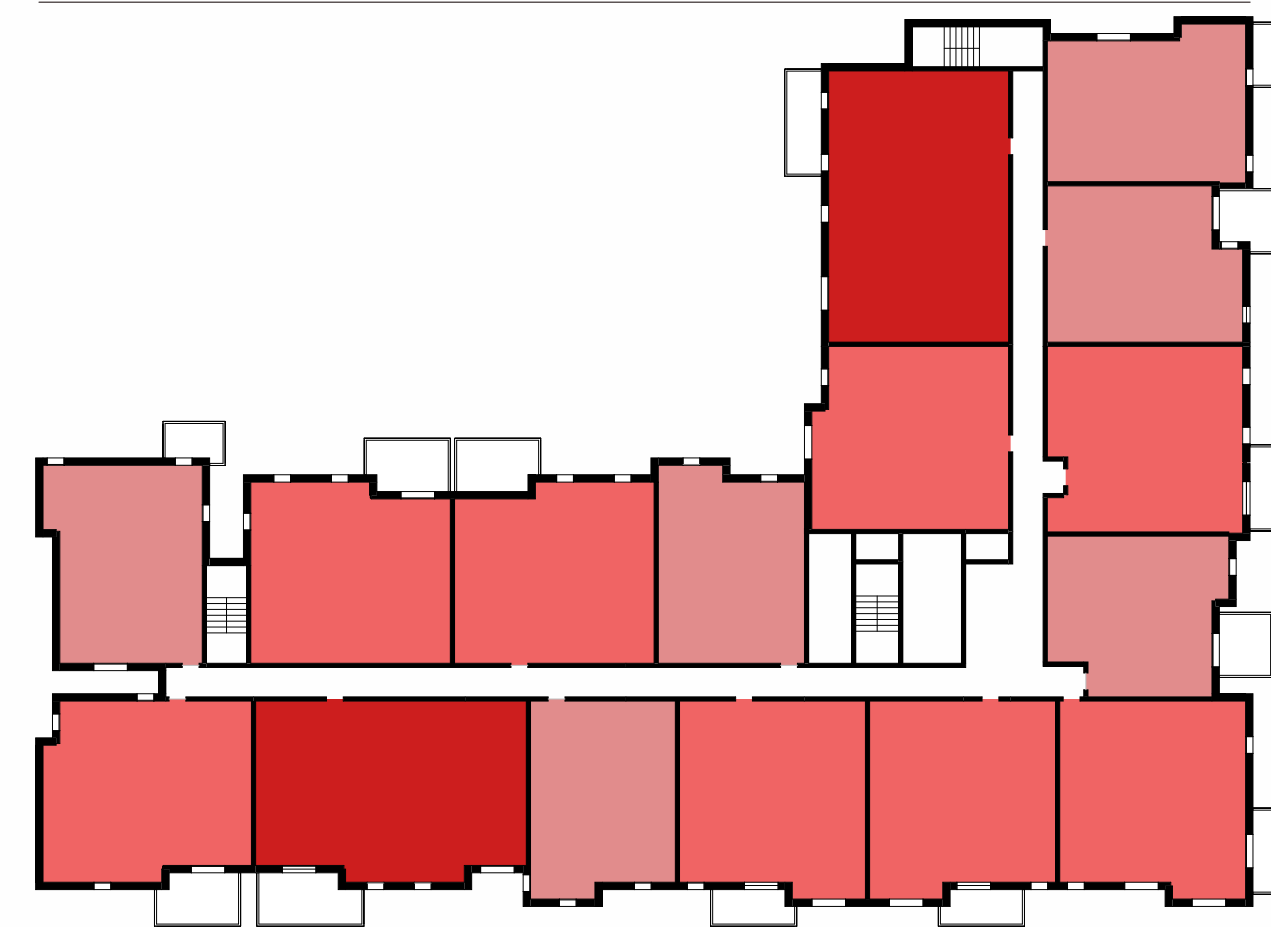
**KEY PLAN**



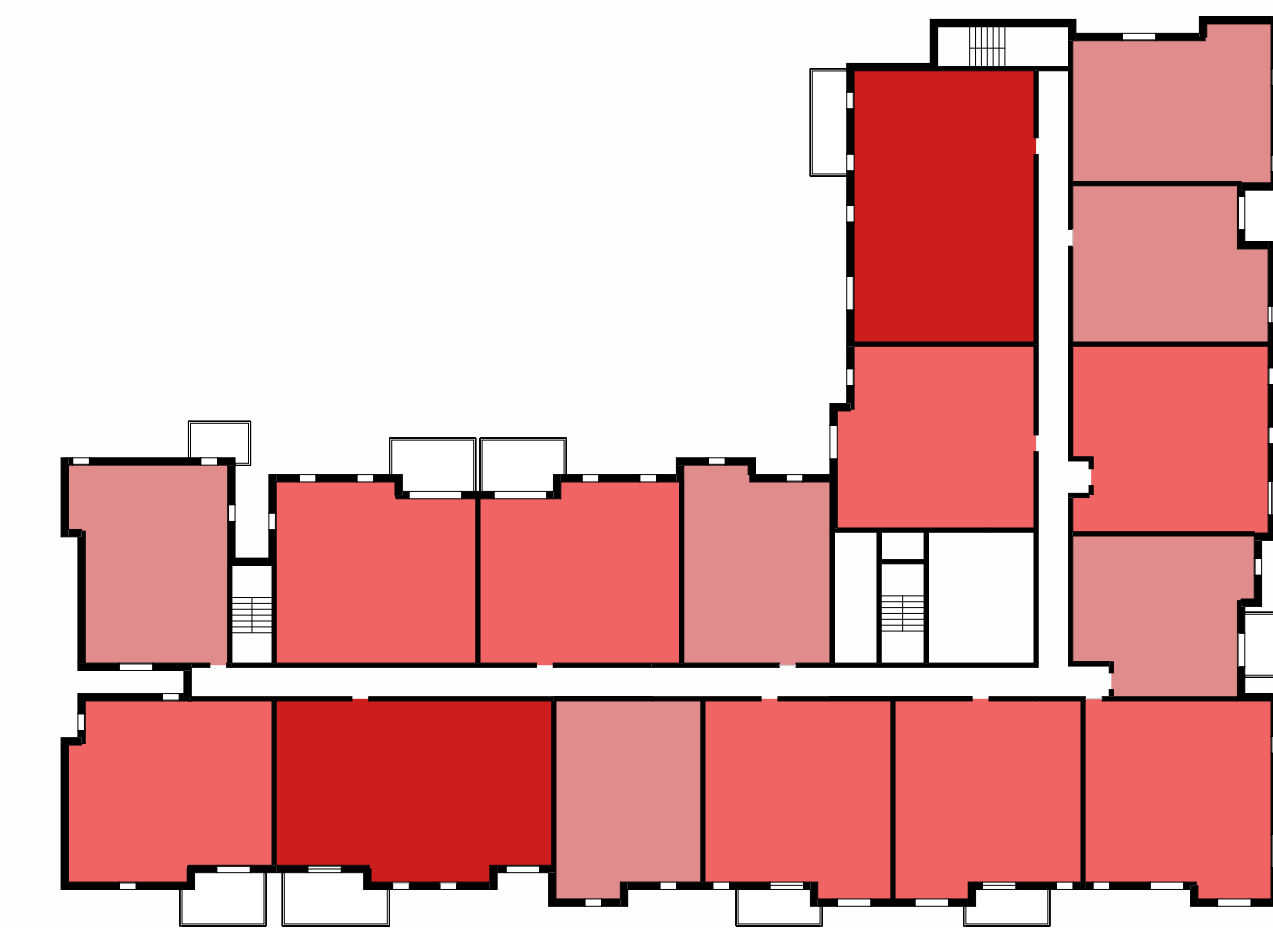
**LEVEL 0**



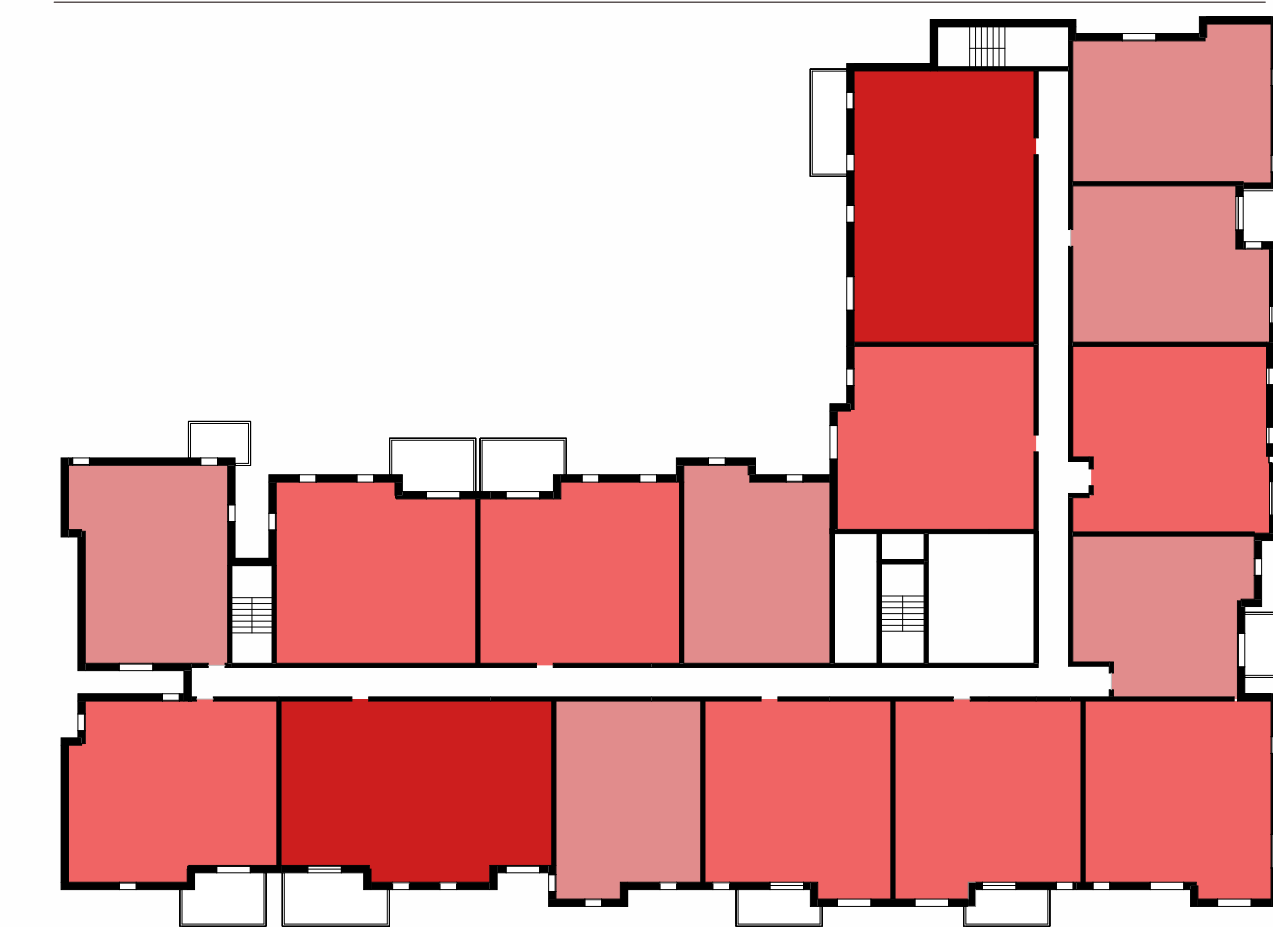
**LEVEL 3**



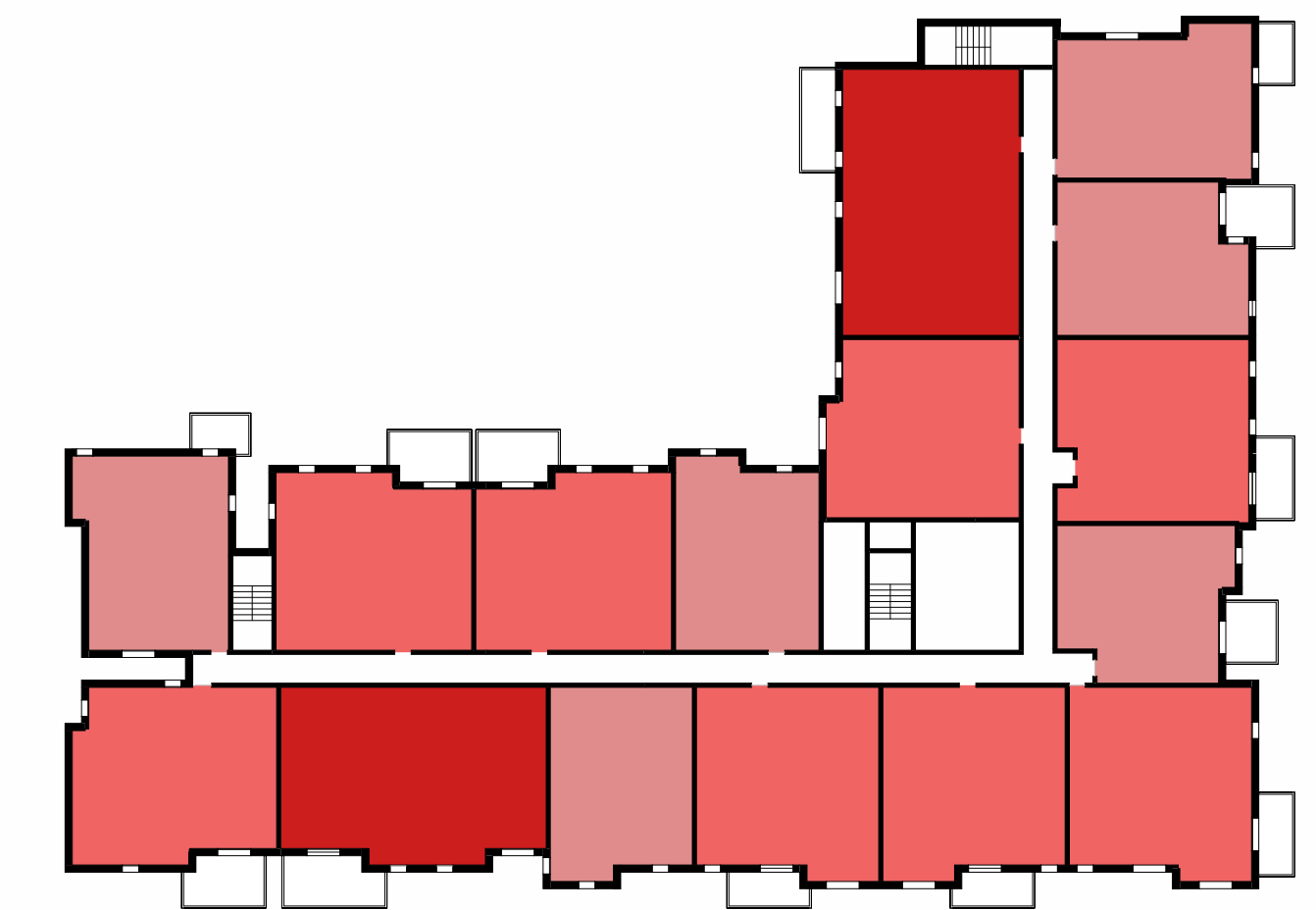
**LEVEL 1**



**LEVEL 4**



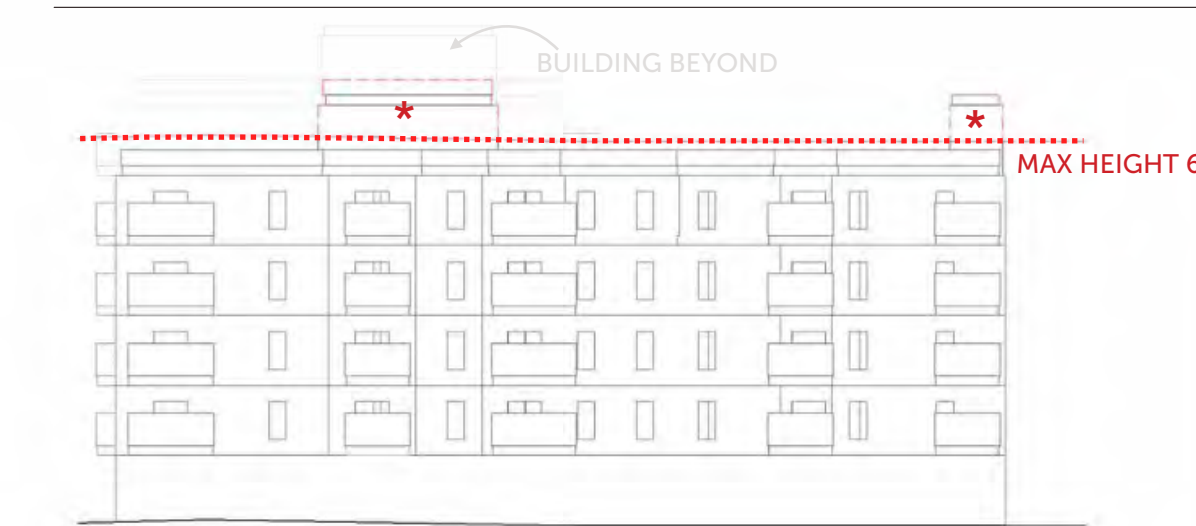
**LEVEL 2**



**LEVEL 5**

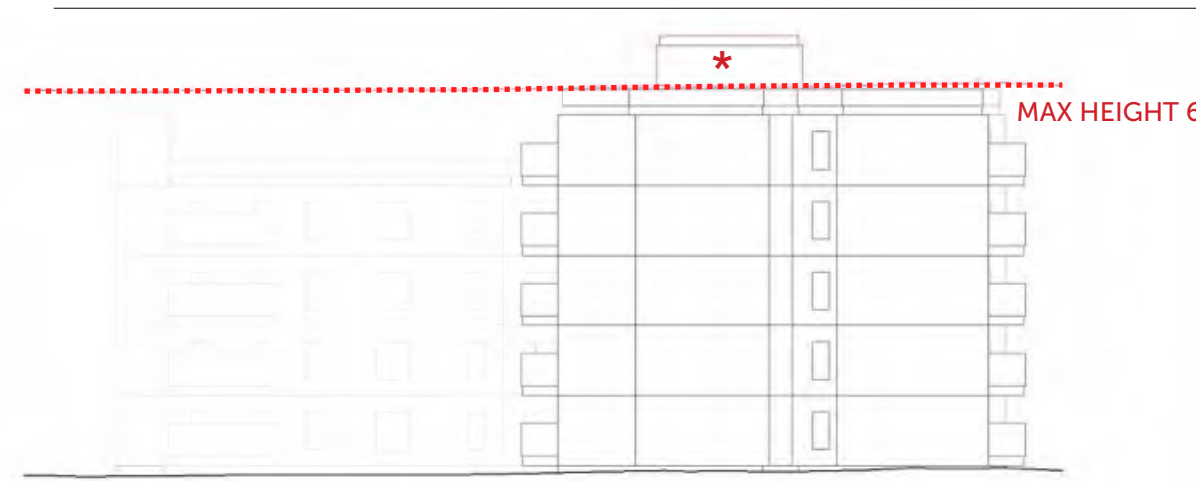


**NORTH ELEVATION**



\*PENTHOUSES SHOWN ARE AN ALTERNATIVE CONTINGENT UPON APPROVAL OF HEIGHT EXCEPTION IN NMU ZONE

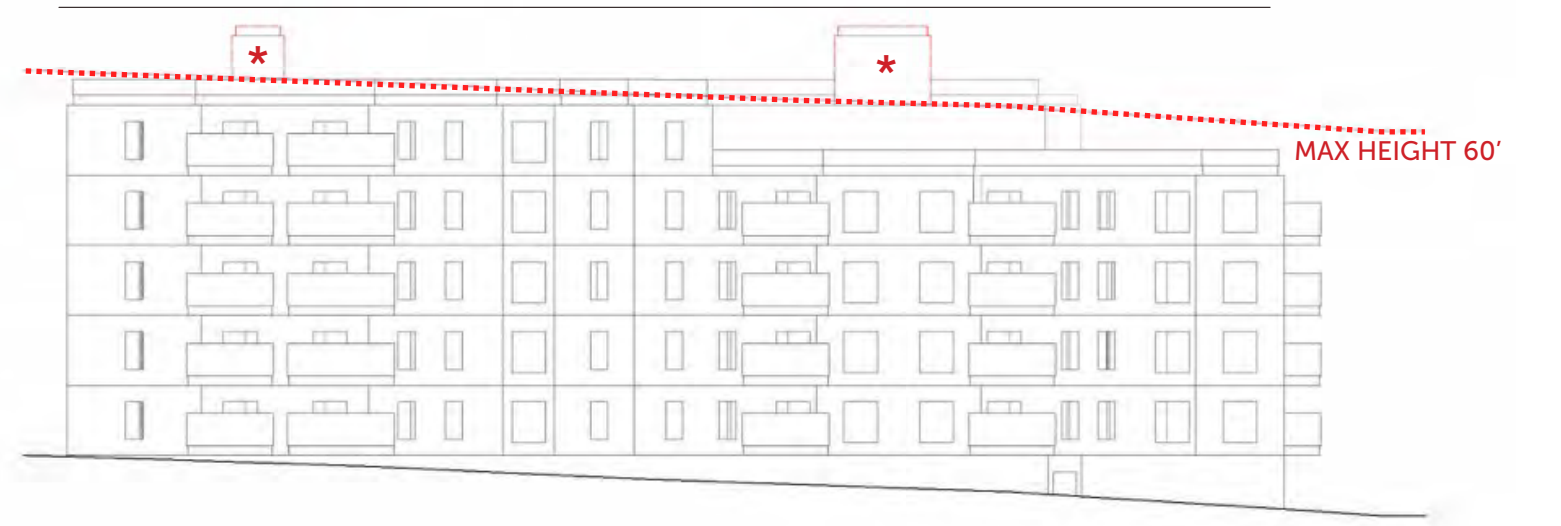
**SOUTH ELEVATION**



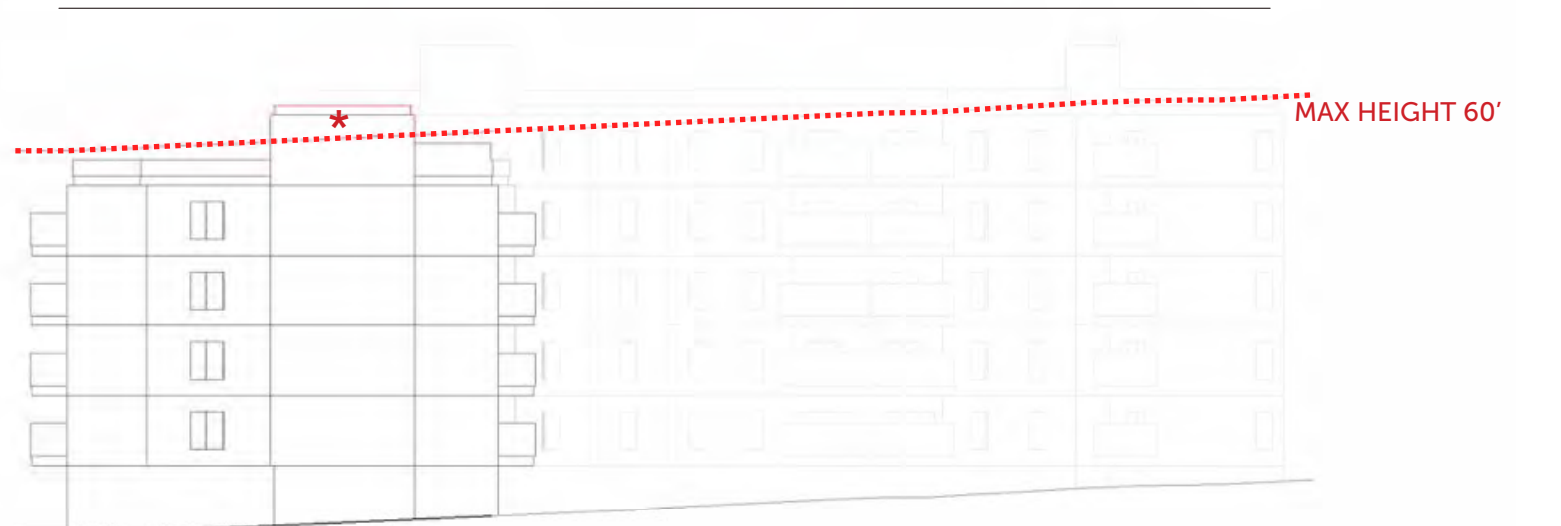
\*PENTHOUSES SHOWN ARE AN ALTERNATIVE CONTINGENT UPON APPROVAL OF HEIGHT EXCEPTION IN NMU ZONE



**EAST ELEVATION**



**WEST ELEVATION**



### BUILDING MATRIX

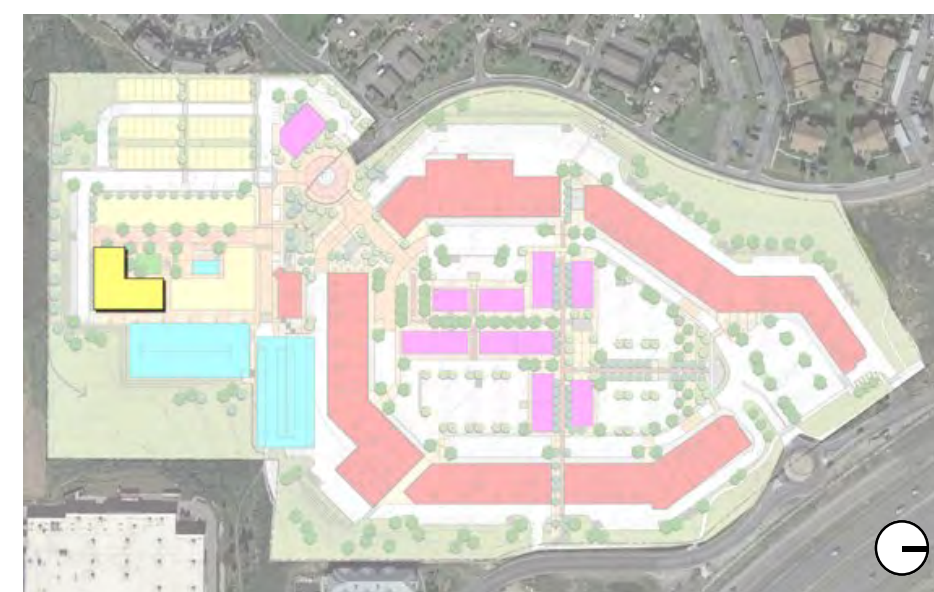
	Amenity GSF	Amenity NSF	Residential GSF	Residential NSF	Units
Level 1	2,500	2,375	12,213	10,381	17
Level 2	0	0	14,713	12,506	20
Level 3	0	0	14,713	12,506	20
Level 4	0	0	14,713	12,506	20
Level 5	0	0	14,713	12,506	20
	2,500	2,375	71,063	60,404	97

### MAXIMUM PARKING REQUIREMENT

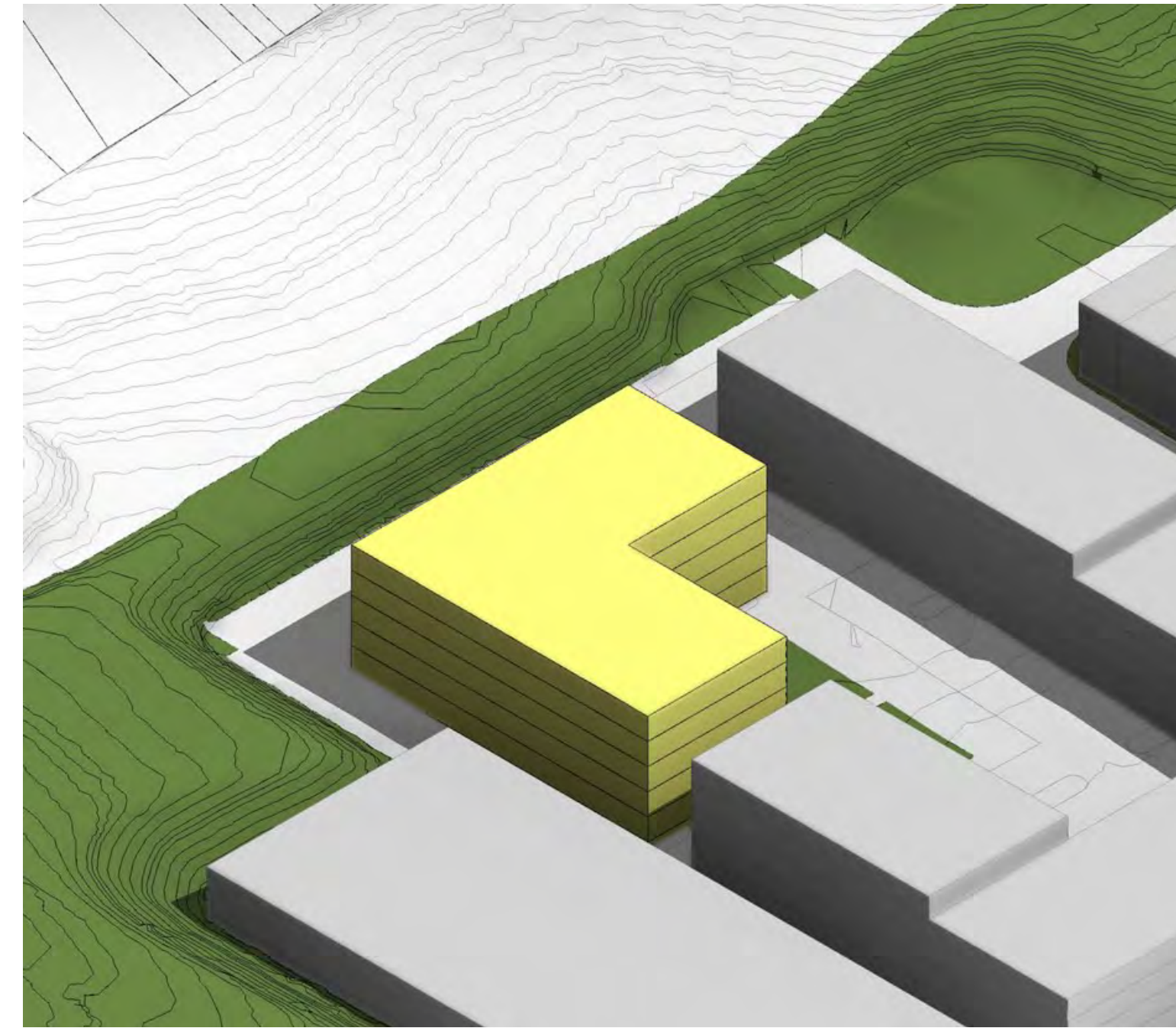
Use	Unit Area	Units	Factor	Stalls
Amenity	2,375	0	0	0.00
Residential - Studio	500	0	1.2	0.00
Residential - Studio AF	400	35	1.25	43.75
Residential - 1 bed	700	0	2	0.00
Residential - 1 bed AF	650	44	1.25	55.00
Residential - 2 bed	950	0	2	0.00
Residential - 2 bed AF	900	18	2.25	40.50
Residential - 3 bed	1200	0	2	0.00
Residential - 3 bed AF	1150	0	2.25	0.00
	46,503	97		139.25

This development has the unique opportunity to implement multiple methodologies to reduce parking. It is a mixed-use project that has different parking demands by Use during different times of day. Refer to Parking Analysis Exhibit.

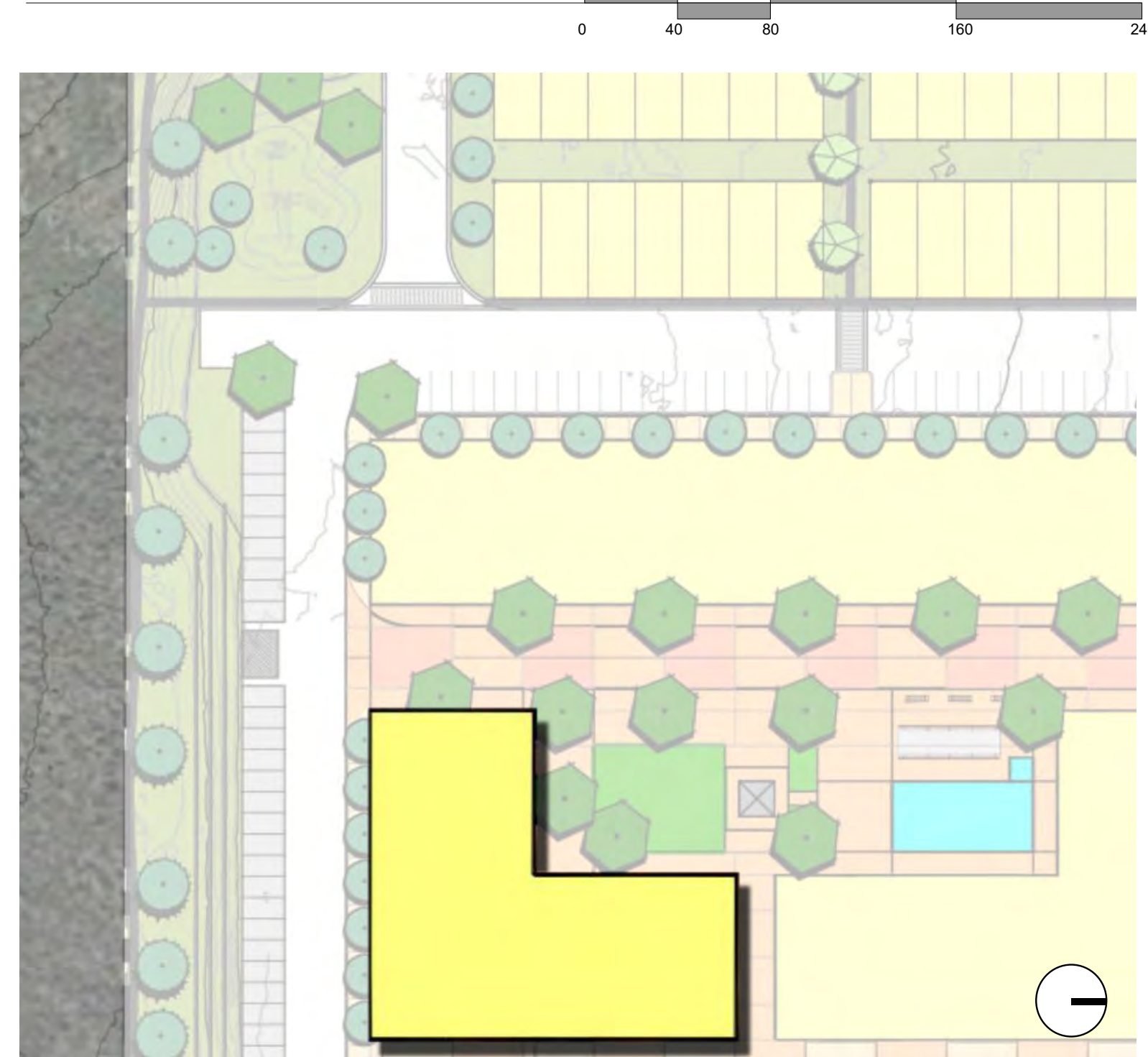
### KEY PLAN



### ISOMETRIC VIEW



### PLAN VIEW



### EXAMPLES



Outdoor Patio and Pool Area

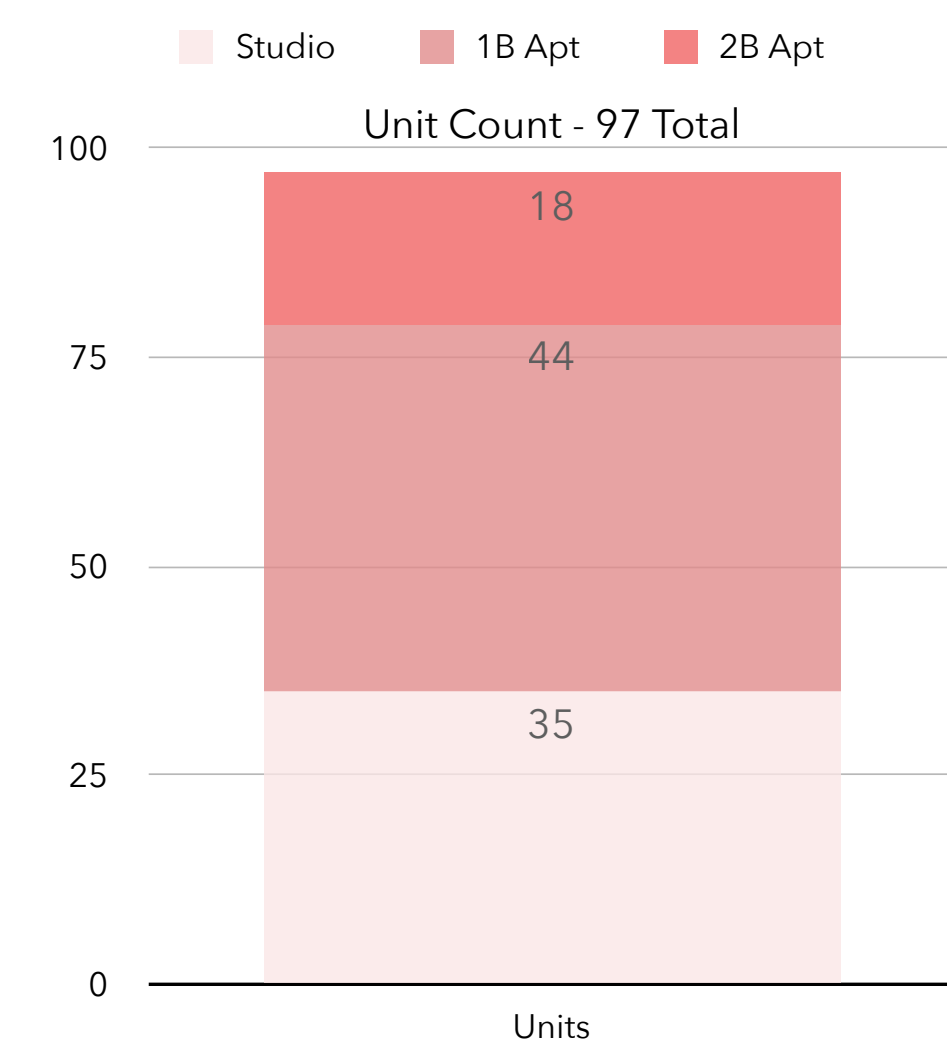


Outdoor Patio and BBQ Area



Exterior Rendering

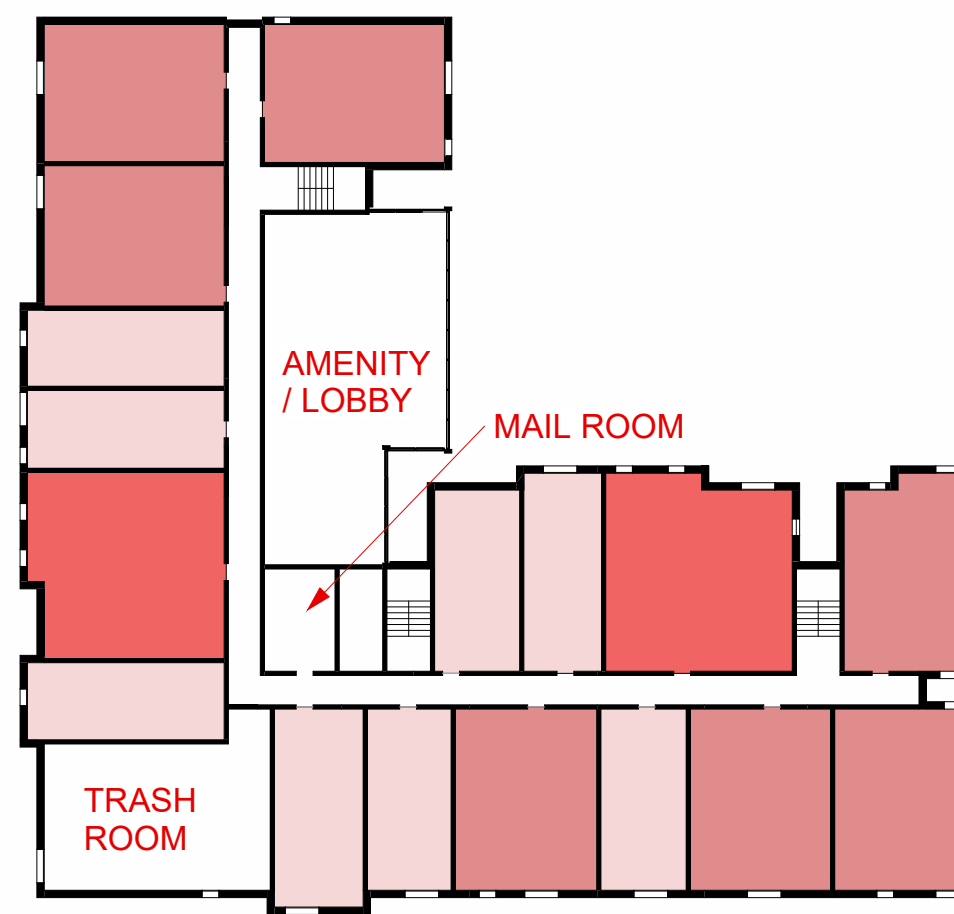
HOUSING MIX



BUILDING AREA

ROOM TYPE	UNIT AREA
Residential - Studio	Ave 411 ft <sup>2</sup>
Residential - 1 Bed	Ave 655 ft <sup>2</sup>
Residential - 2 Bed	Ave 918 ft <sup>2</sup>
Amenity/Lobby	1,431 ft <sup>2</sup>
Trash	897 ft <sup>2</sup>
Mail Room	194 ft <sup>2</sup>

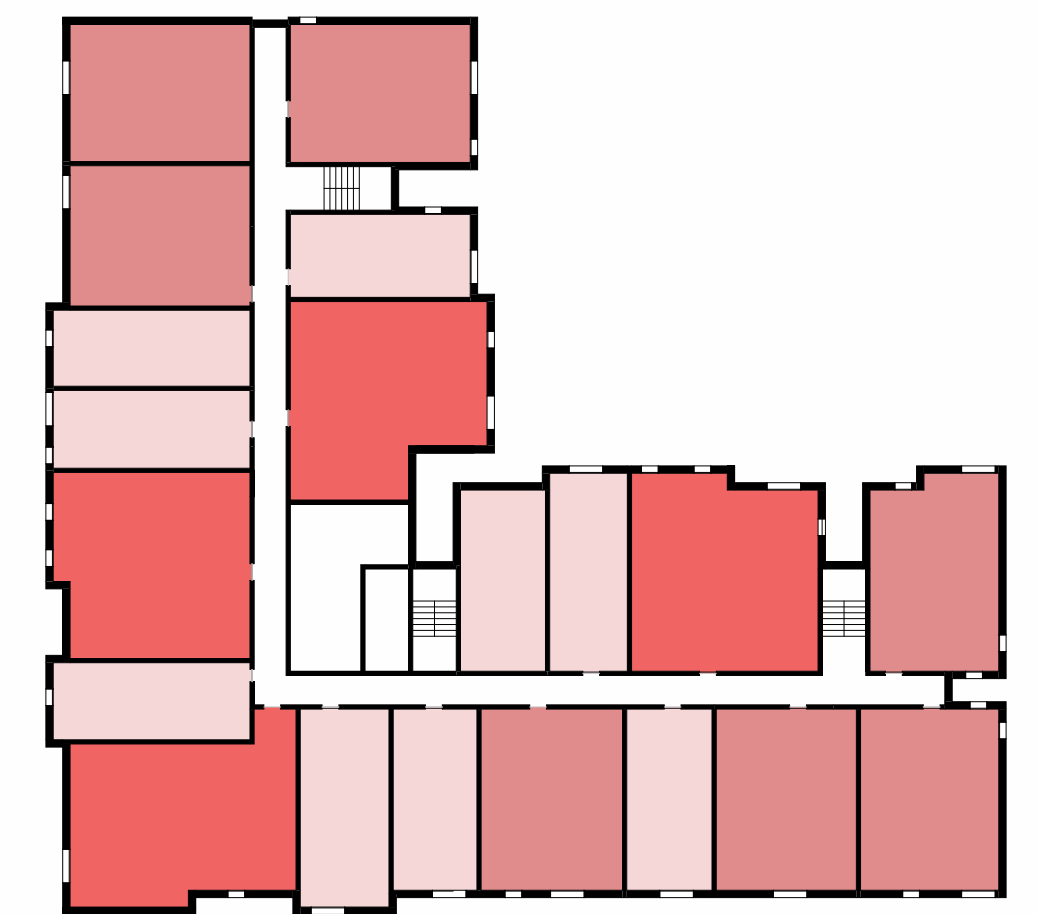
LEVEL 0



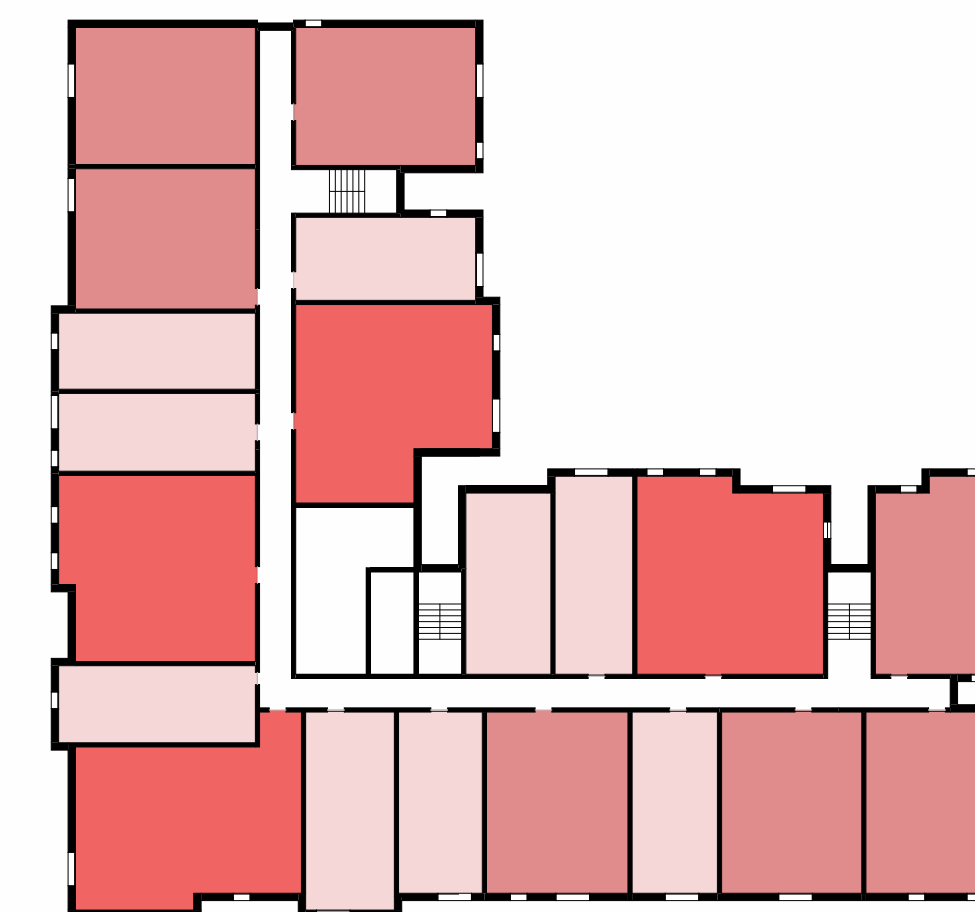
LEVEL 1



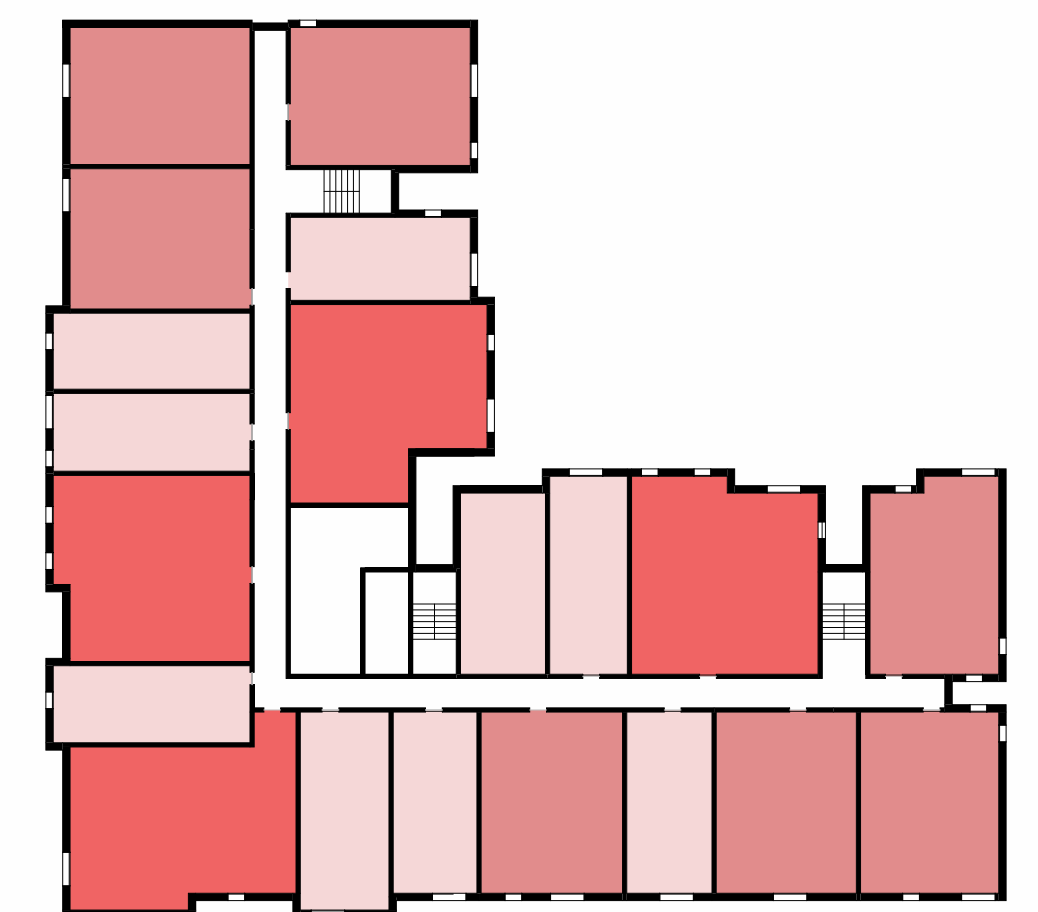
LEVEL 2



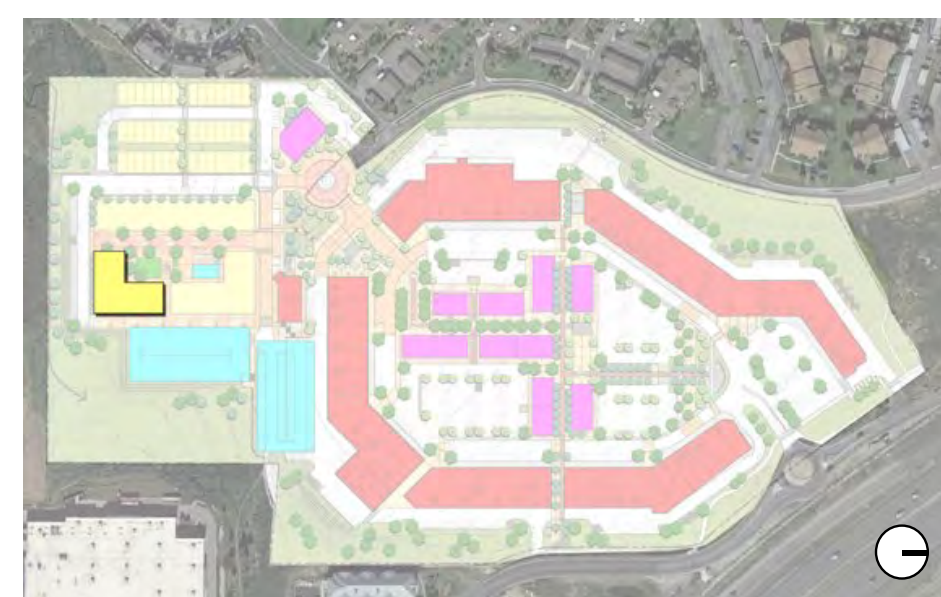
LEVEL 3



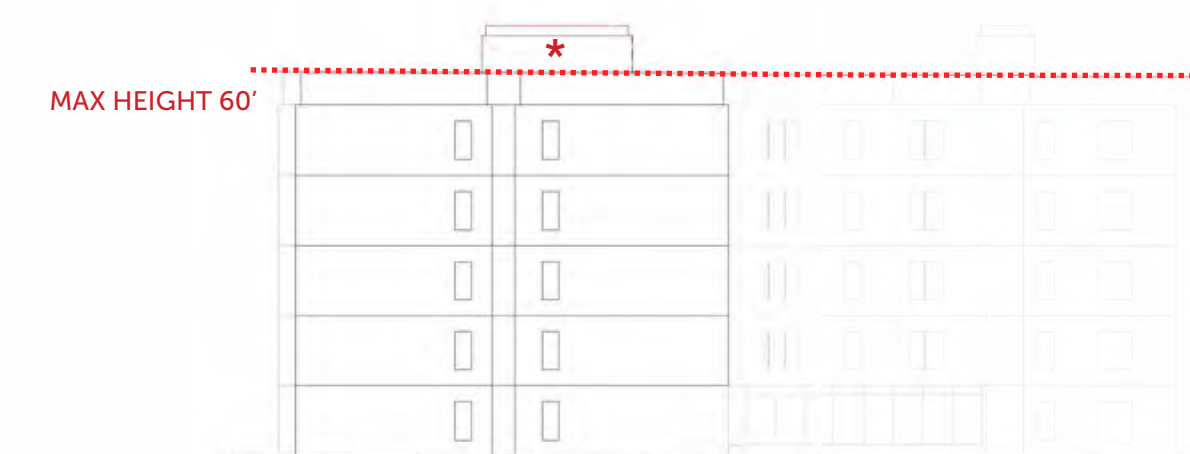
LEVEL 4



KEY PLAN



NORTH ELEVATION

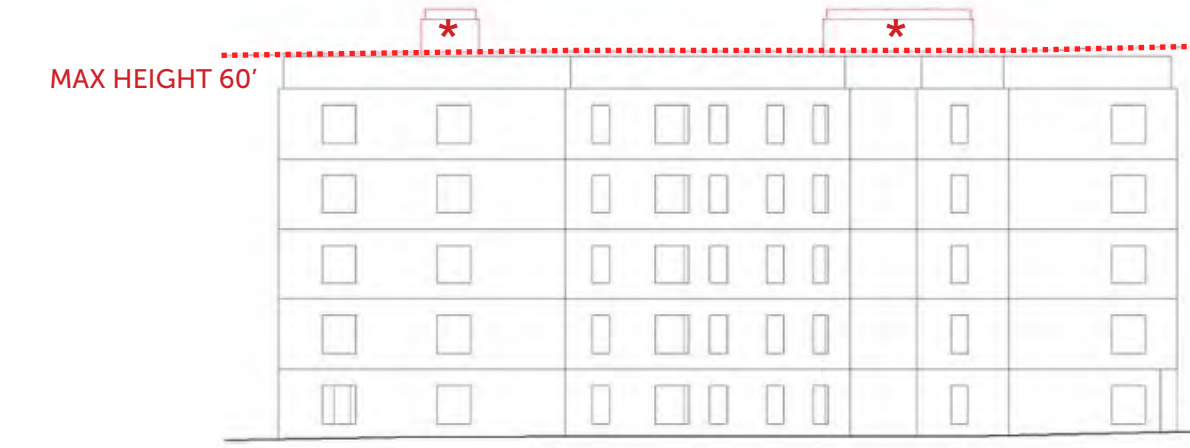


\*PENTHOUSES SHOWN ARE AN ALTERNATIVE CONTINGENT UPON APPROVAL OF HEIGHT EXCEPTION IN NMU ZONE

EAST ELEVATION



SOUTH ELEVATION



\*PENTHOUSES SHOWN ARE AN ALTERNATIVE CONTINGENT UPON APPROVAL OF HEIGHT EXCEPTION IN NMU ZONE

WEST ELEVATION



**BUILDING MATRIX**

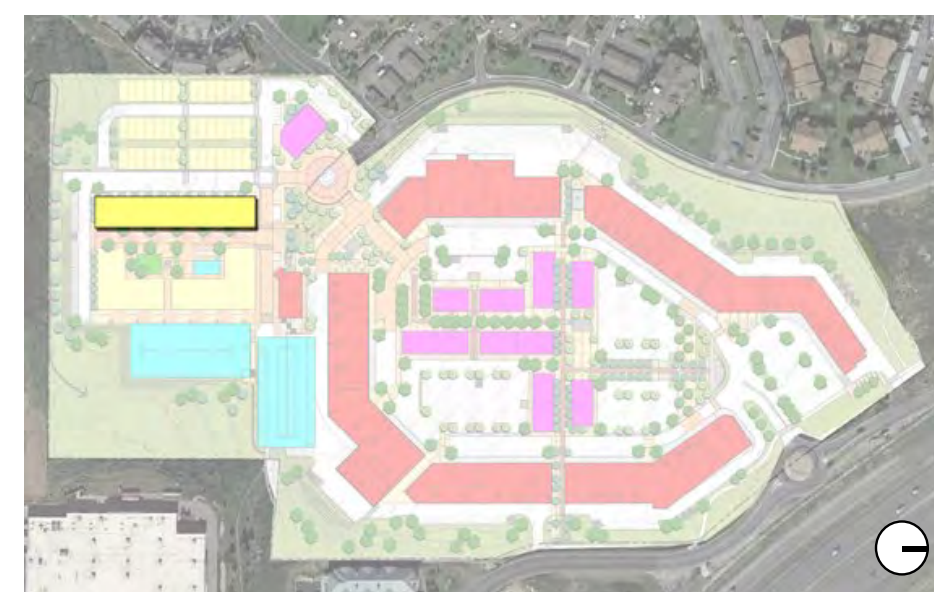
	Amenity GSF	Amenity NSF	Residential GSF	Residential NSF	Units
Level 1	0	0	23,424	20,145	23
Level 2	0	0	23,424	20,145	23
Level 3	0	0	23,424	20,145	23
Level 4	0	0	23,424	20,145	23
Level 5	0	0	23,424	20,145	23
	0	0	117,120	100,723	115

**MAXIMUM PARKING REQUIREMENT**

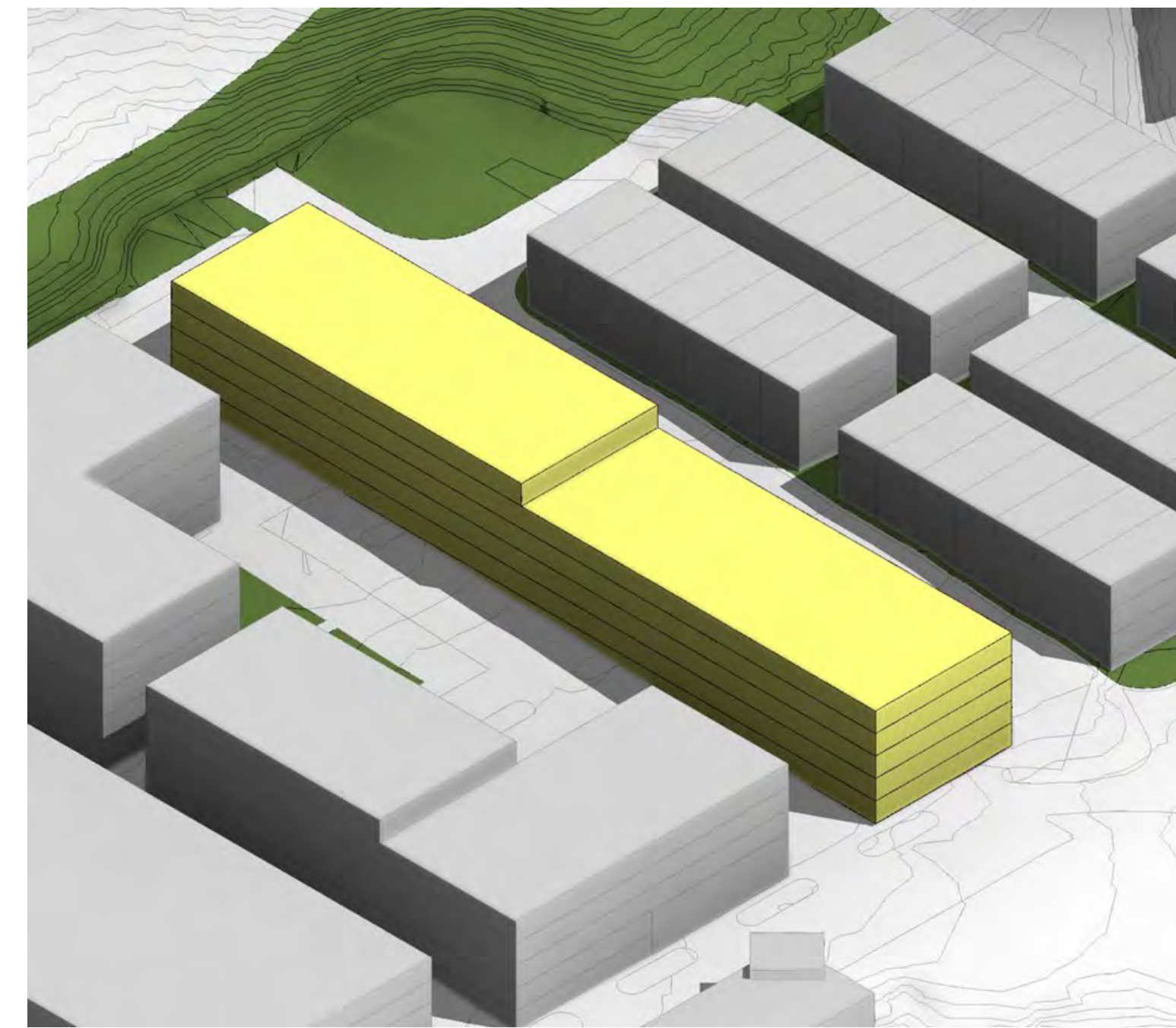
Use	Unit Area	Units	Factor	Stalls
Amenity	0	0	0	0.00
Residential - Studio	500	0	1.2	0.00
Residential - Studio AF	400	0	1.25	0.00
Residential - 1 bed	700	45	2	90.00
Residential - 1 bed AF	650	0	1.25	0.00
Residential - 2 bed	950	60	2	120.00
Residential - 2 bed AF	900	0	2.25	0.00
Residential - 3 bed	1200	10	2	20.00
Residential - 3 bed AF	1150	0	2.25	0.00
		115		230.00

This development has the unique opportunity to implement multiple methodologies to reduce parking. It is a mixed-use project that has different parking demands by Use during different times of day. Refer to Parking Analysis Exhibit.

**KEY PLAN**



**ISOMETRIC VIEW**



**PLAN VIEW**



**EXAMPLES**



Outdoor Gathering Area

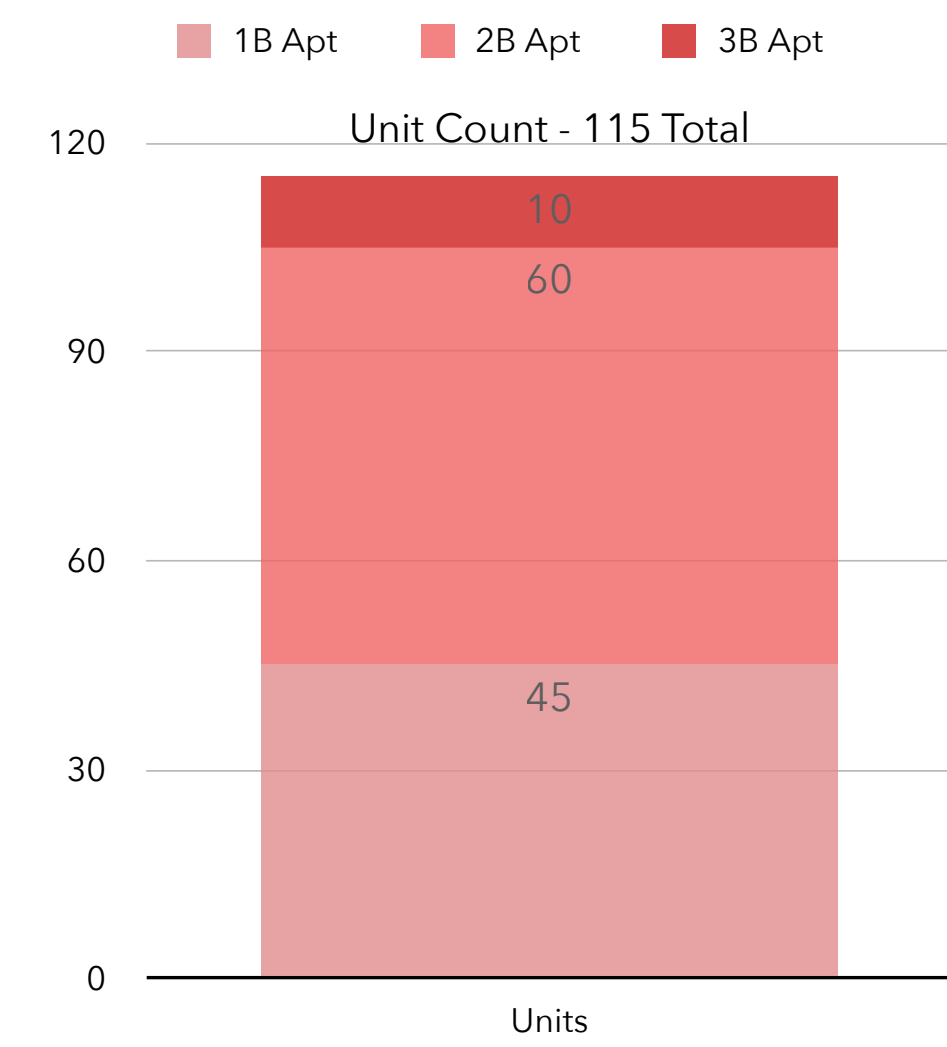


Outdoor Gathering Area with Fire Pit



Exterior Rendering

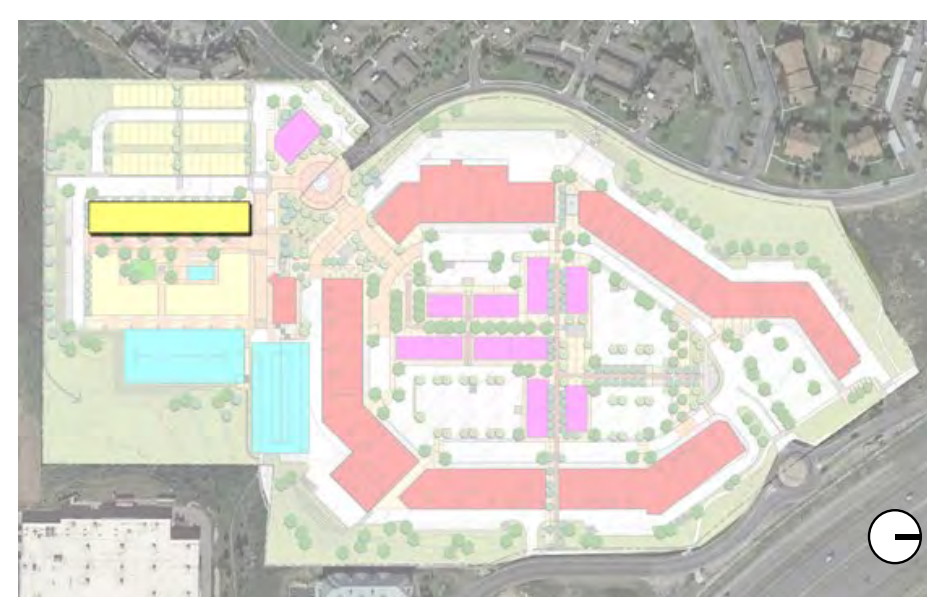
**HOUSING MIX**



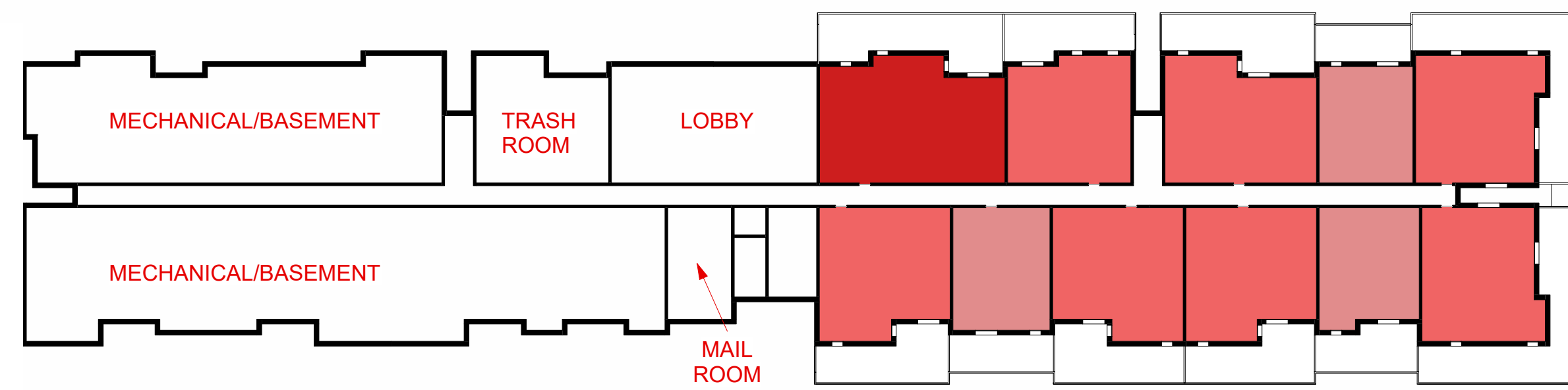
**BUILDING AREA**

ROOM TYPE	UNIT AREA
Residential - 1 Bed	Ave 698 ft <sup>2</sup>
Residential - 2 Bed	Ave 950 ft <sup>2</sup>
Residential - 3 Bed	Ave 1,246 ft <sup>2</sup>
Lobby	1,404 ft <sup>2</sup>
Mechanical/Basement	7,418 ft <sup>2</sup>
Trash	921 ft <sup>2</sup>
Mail Room	431 ft <sup>2</sup>

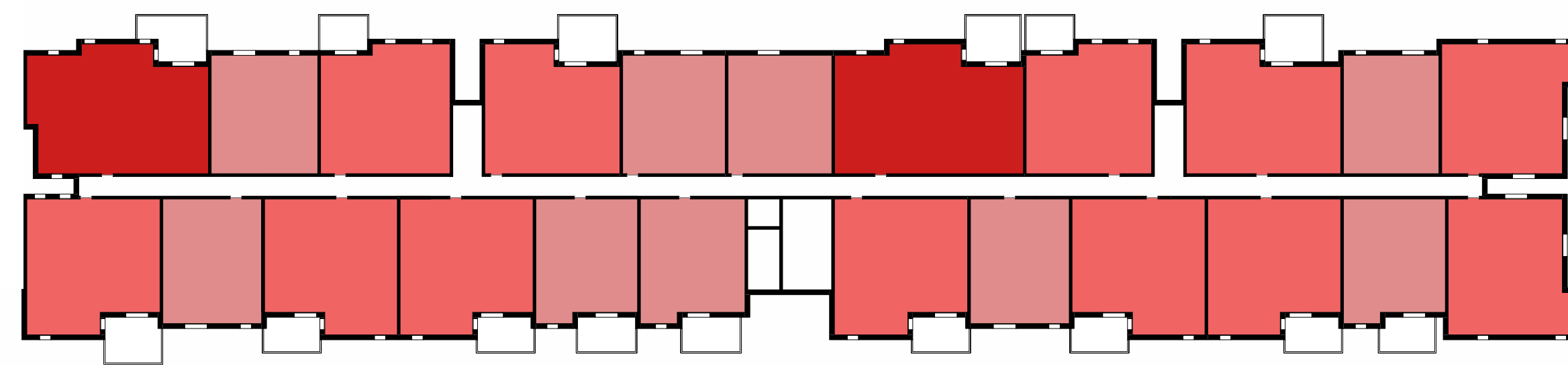
**KEY PLAN**



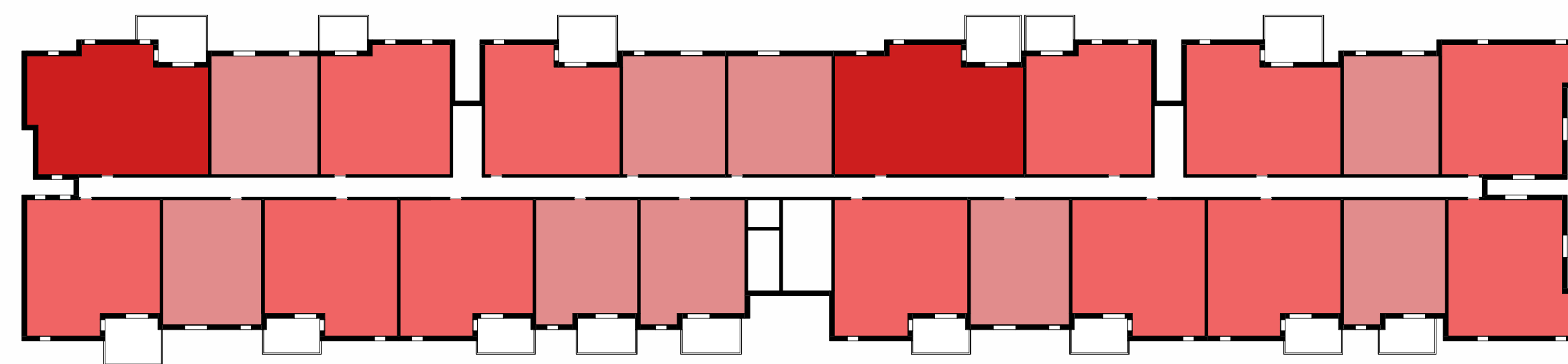
**LEVEL 0**



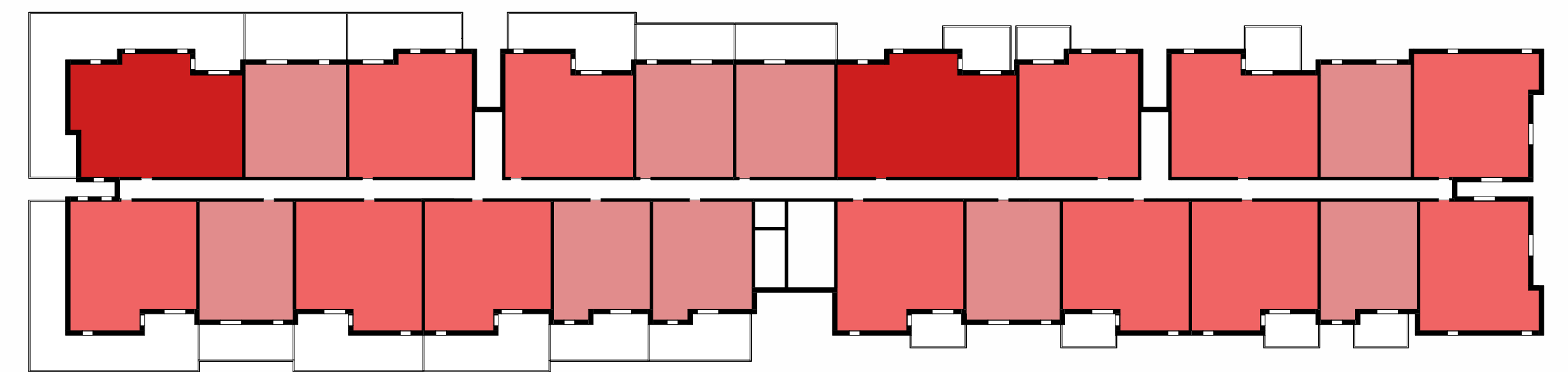
**LEVEL 2**



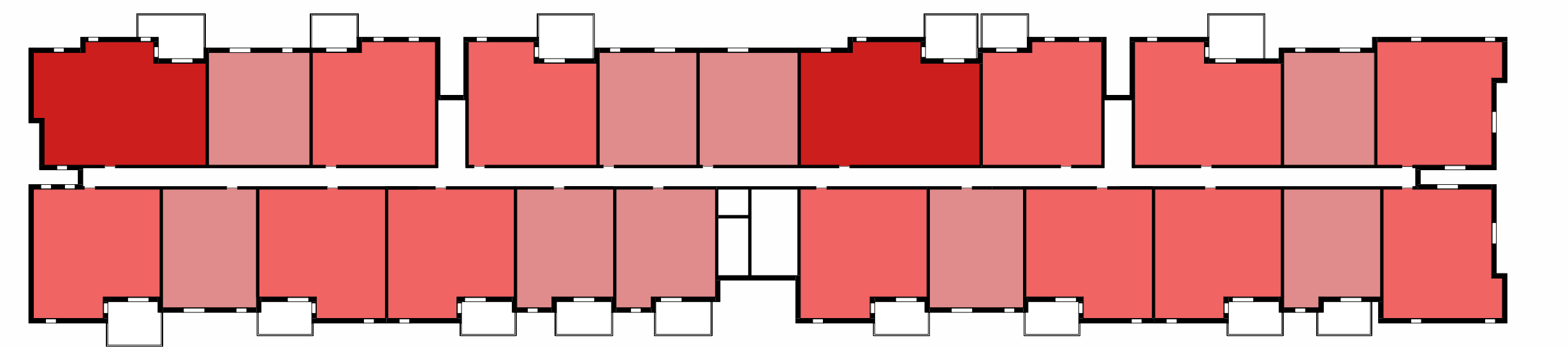
**LEVEL 4**



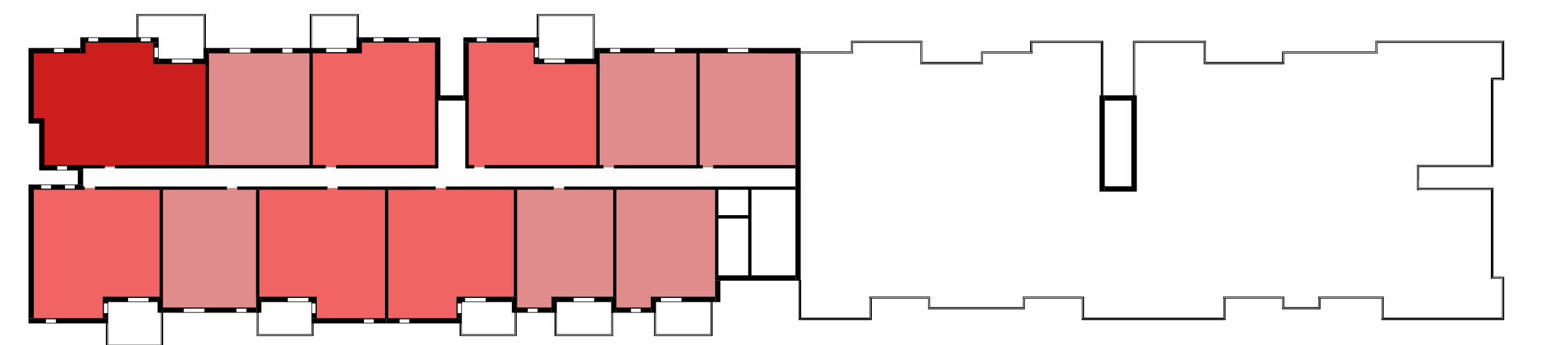
**LEVEL 1**



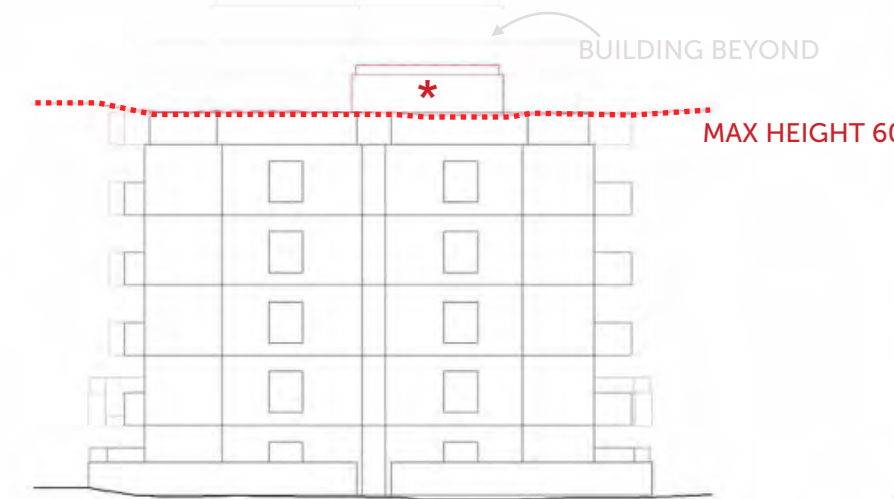
**LEVEL 3**



**LEVEL 5**

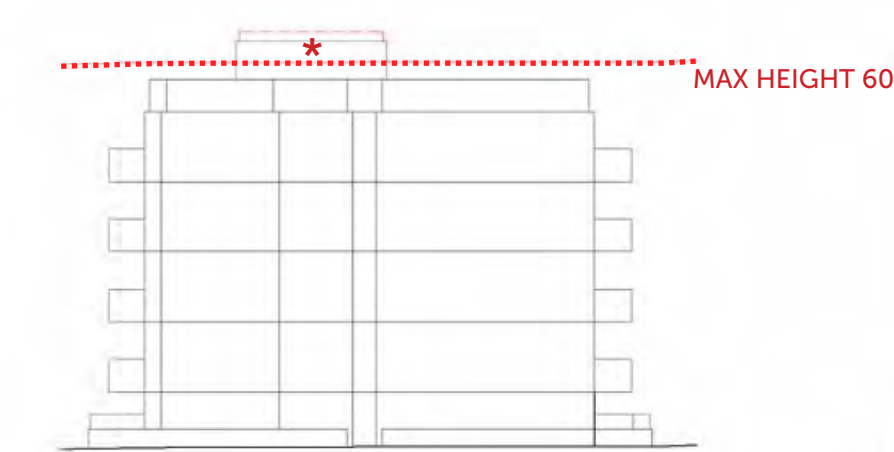


**NORTH ELEVATION**



\*PENTHOUSES SHOWN ARE AN ALTERNATIVE CONTINGENT UPON APPROVAL OF HEIGHT EXCEPTION IN NMU ZONE

**SOUTH ELEVATION**

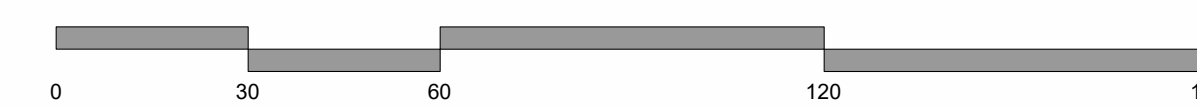
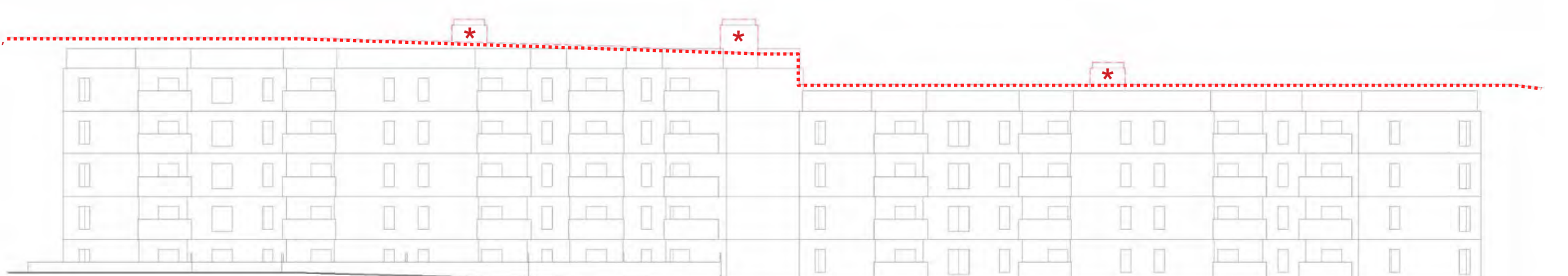


\*PENTHOUSES SHOWN ARE AN ALTERNATIVE CONTINGENT UPON APPROVAL OF HEIGHT EXCEPTION IN NMU ZONE

**WEST ELEVATION**



**EAST ELEVATION**



**BUILDING MATRIX**

	Commercial GSF	Commercial NSF	Residential GSF	Residential NSF	Units
TH	0	0	105,000	84,000	42
	0	0	105,000	84,000	42

**MAXIMUM PARKING REQUIREMENT**

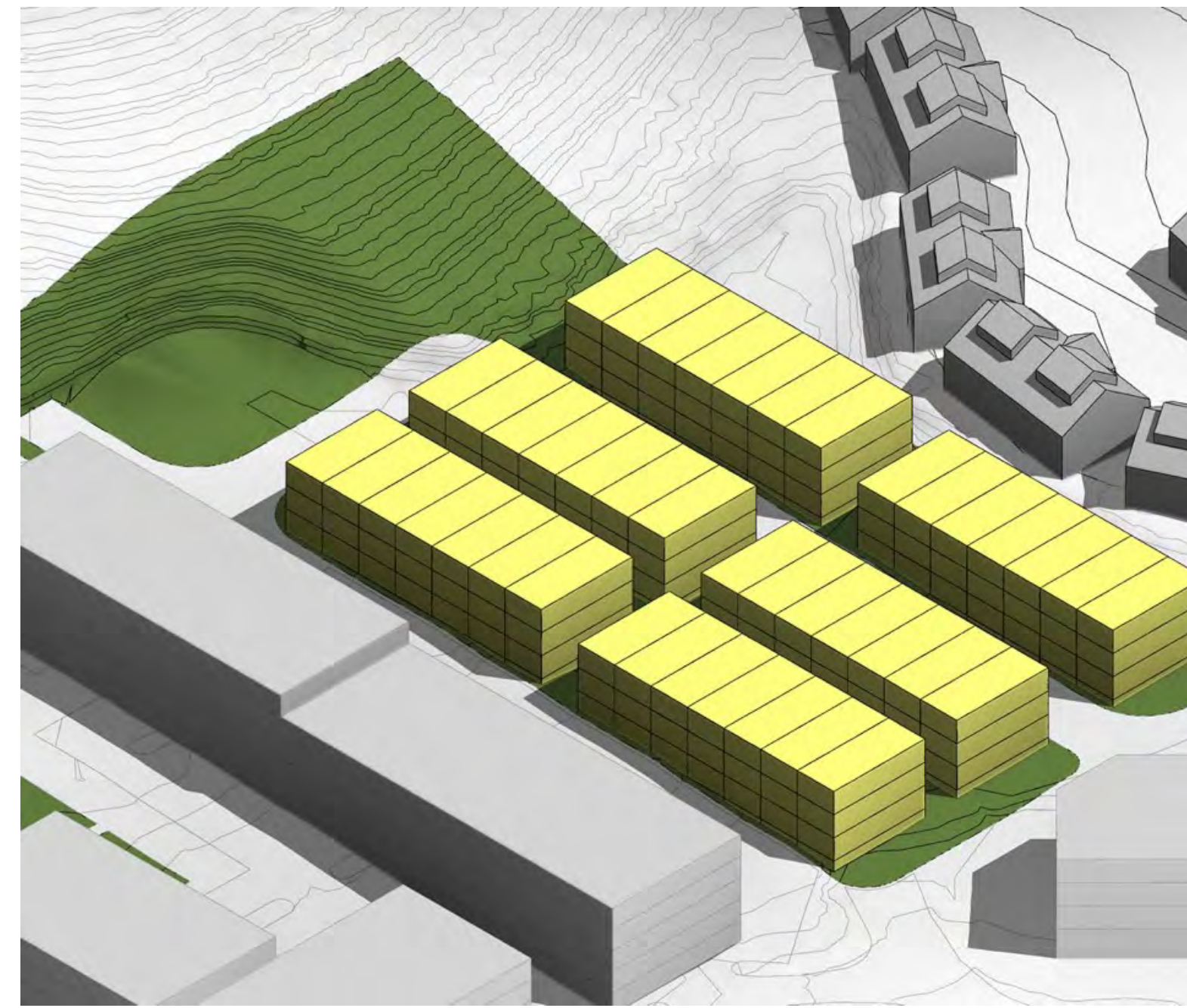
Use	SF and/or Units	Factor	Stalls
Commercial	0	3.5	0
Residential	42	2	84
			84

**PARKING PROVIDED IN STRUCTURE**

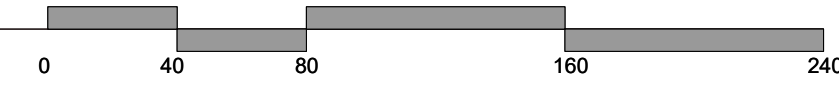
Parking	Stalls
Parking with in Unit	84
	84

This development has the unique opportunity to implement multiple methodologies to reduce parking. It is a mixed-use project that has different parking demands by Use during different times of day. Refer to Parking Analysis Exhibit.

**ISOMETRIC VIEW**



**PLAN VIEW**



**KEY PLAN**



**EXAMPLES**

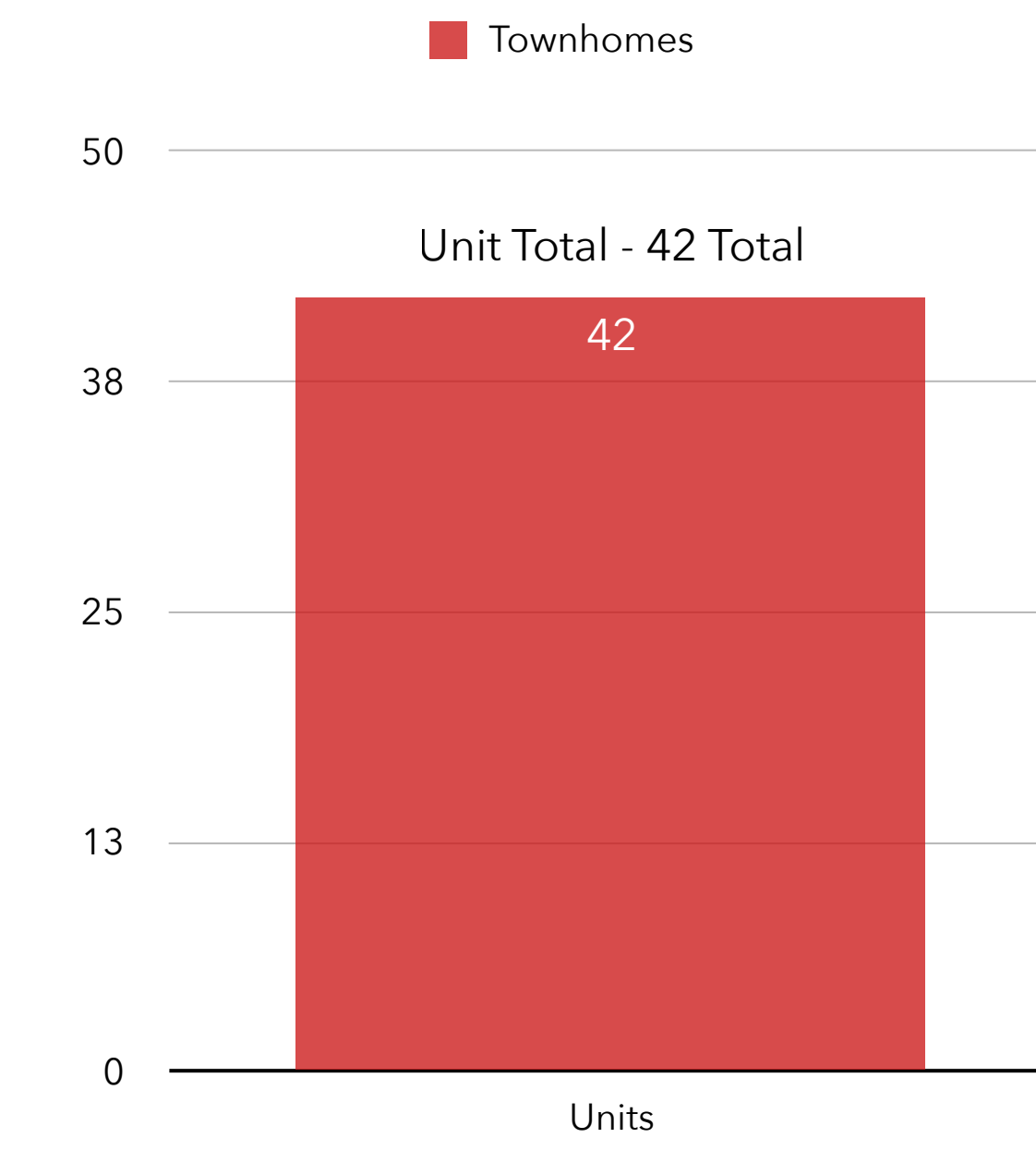


Outdoor Open Space and Gathering Area



Exterior Rendering

UNIT COUNT



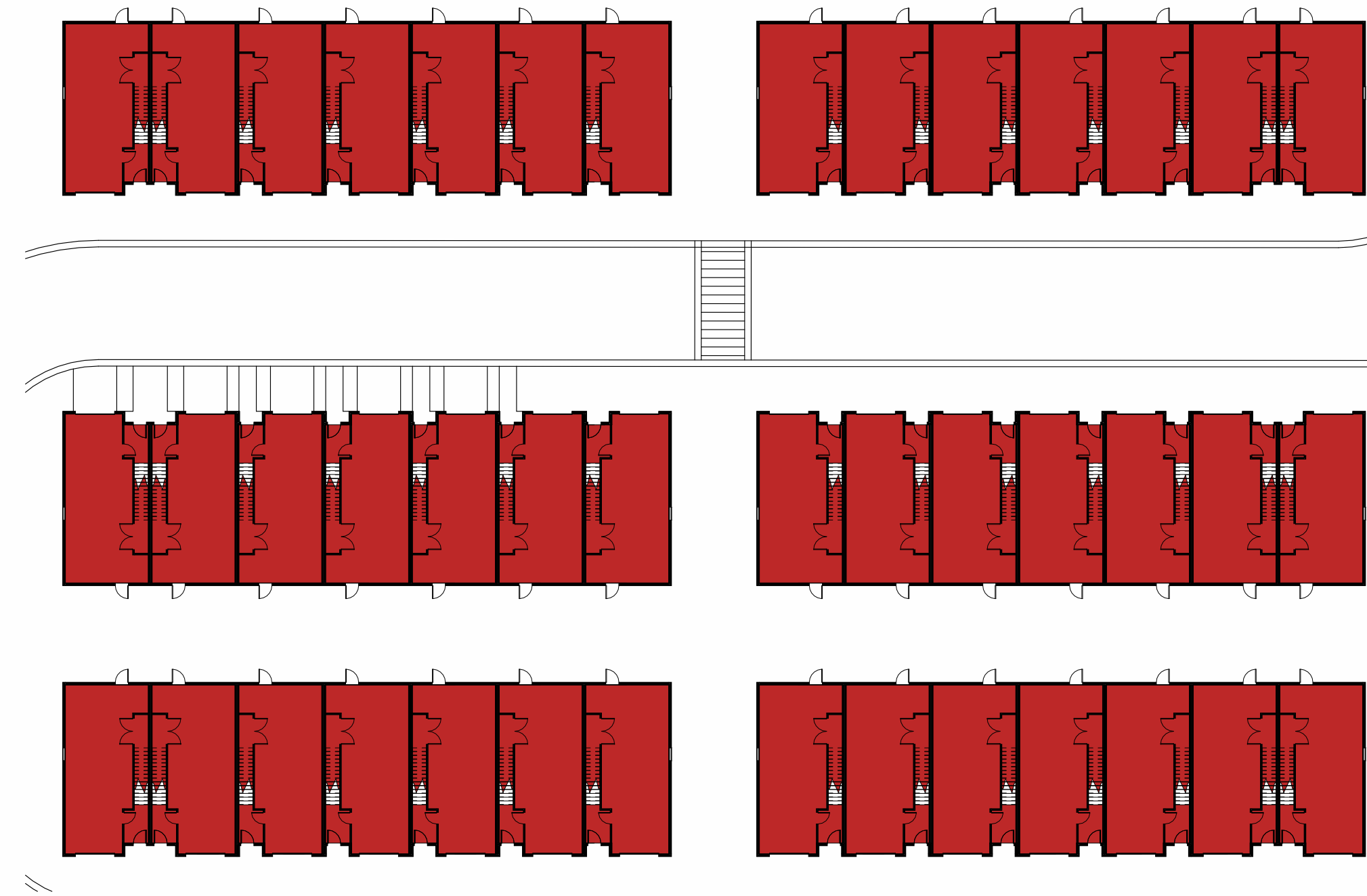
BUILDING AREA

LEVEL	UNIT AREA
Level 1	731 ft <sup>2</sup>
Level 2	698 ft <sup>2</sup>
Level 3	694 ft <sup>2</sup>

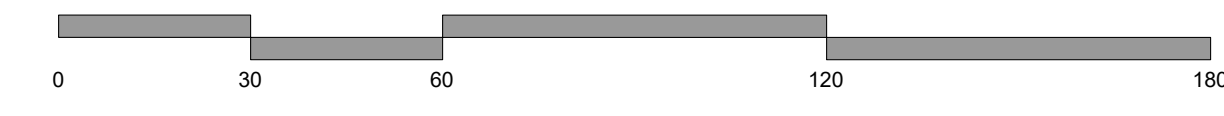
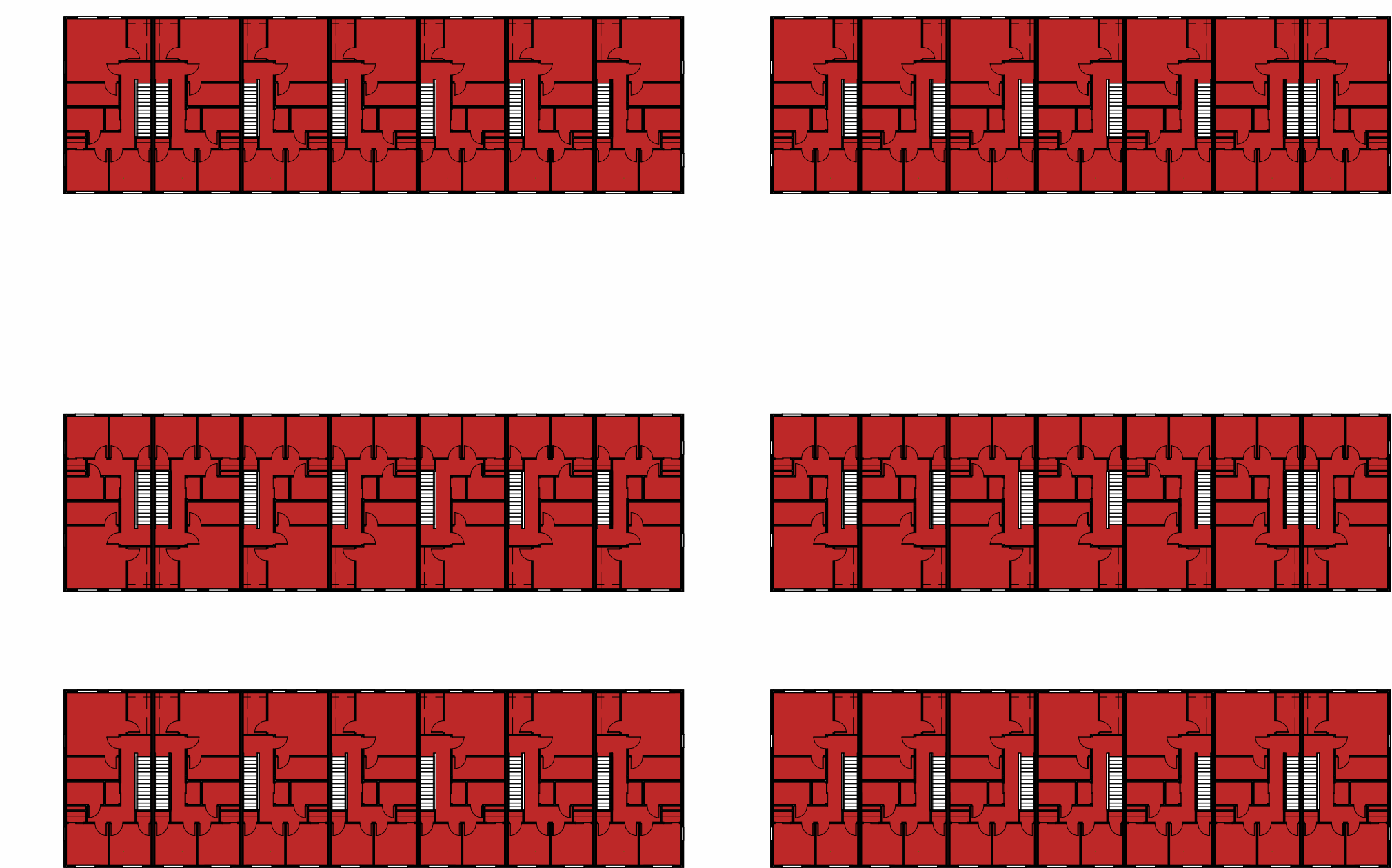
KEY PLAN



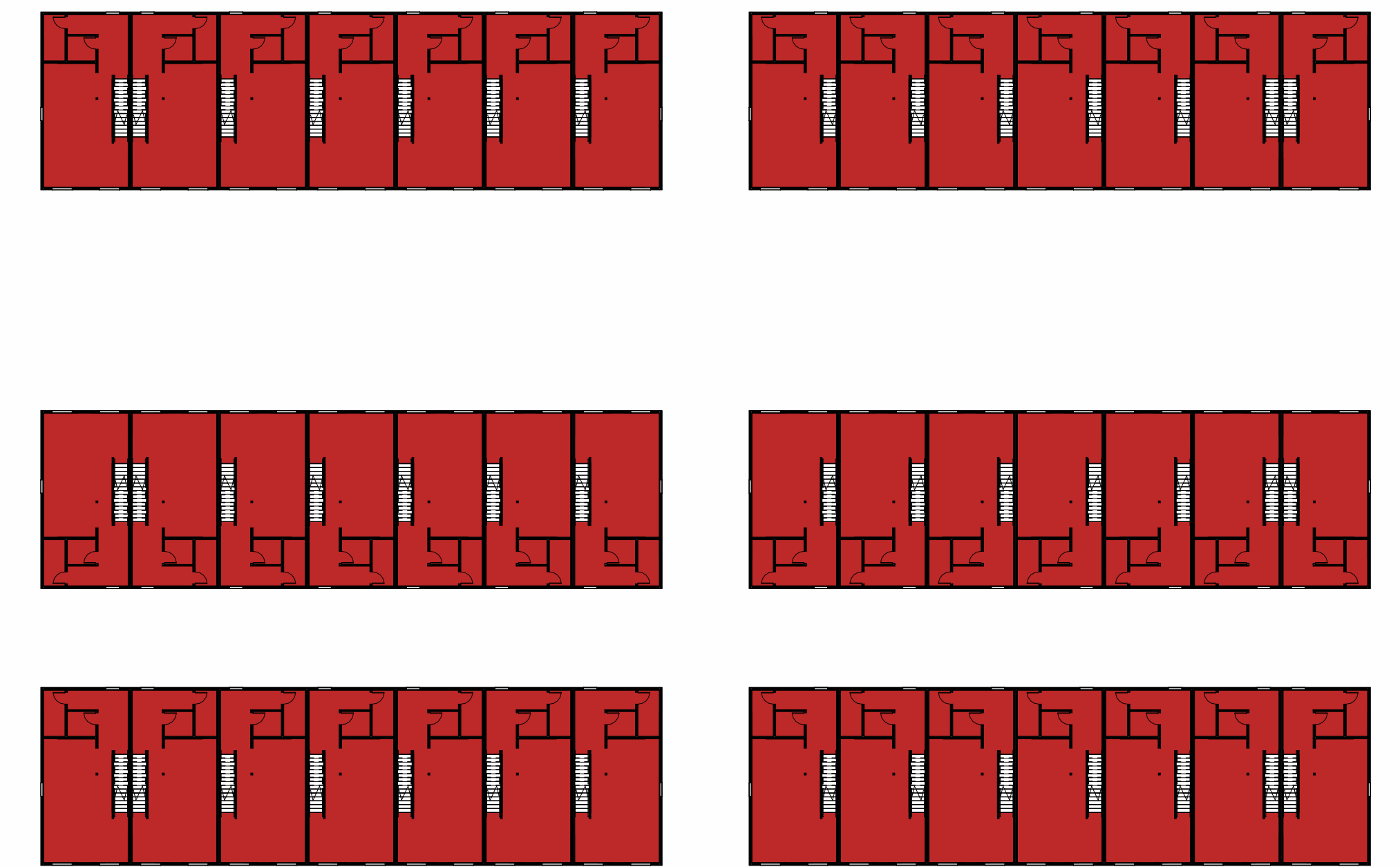
LEVEL 1



LEVEL 3



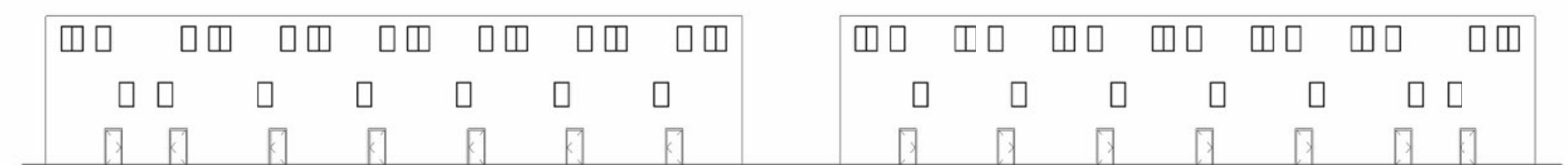
LEVEL 2



EAST ELEVATION



WEST ELEVATION



### BUILDING MATRIX

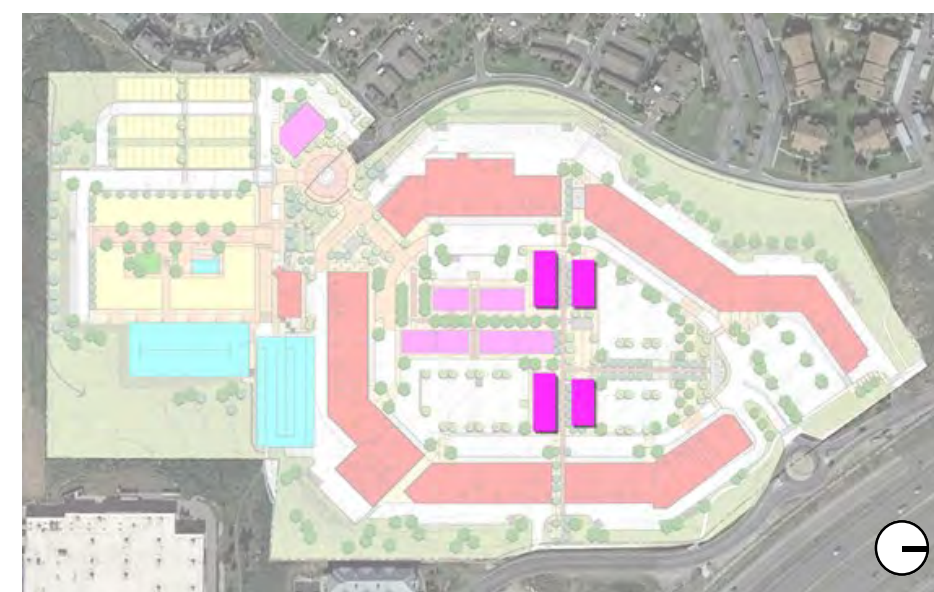
	Commercial GSF	Commercial NSF	Residential GSF	Residential NSF	Units
<b>Bldg. 5.1</b>					
Level 1	6,500	5,601		0	0
Level 2	0	0	6,500	5,200	10
Level 3	0	0	6,500	5,200	10
<b>Bldg. 5.2</b>					
Level 1	5,100	4,138	0	0	0
Level 2	0	0	5,100	4,080	7
Level 3	0	0	5,100	4,080	7
<b>Bldg. 5.3</b>					
Level 1	6,250	5,330	0	0	0
Level 2	0	0	6,250	5,000	9
Level 3	0	0	6,250	5,000	9
<b>Bldg. 5.4</b>					
Level 1	5,250	4,359	0	0	0
Level 2	0	0	5,250	4,200	8
Level 3	0	0	5,250	4,200	8
	<b>23,100</b>	<b>19,428</b>	<b>40,950</b>	<b>32,760</b>	<b>68</b>

### MAXIMUM PARKING REQUIREMENT

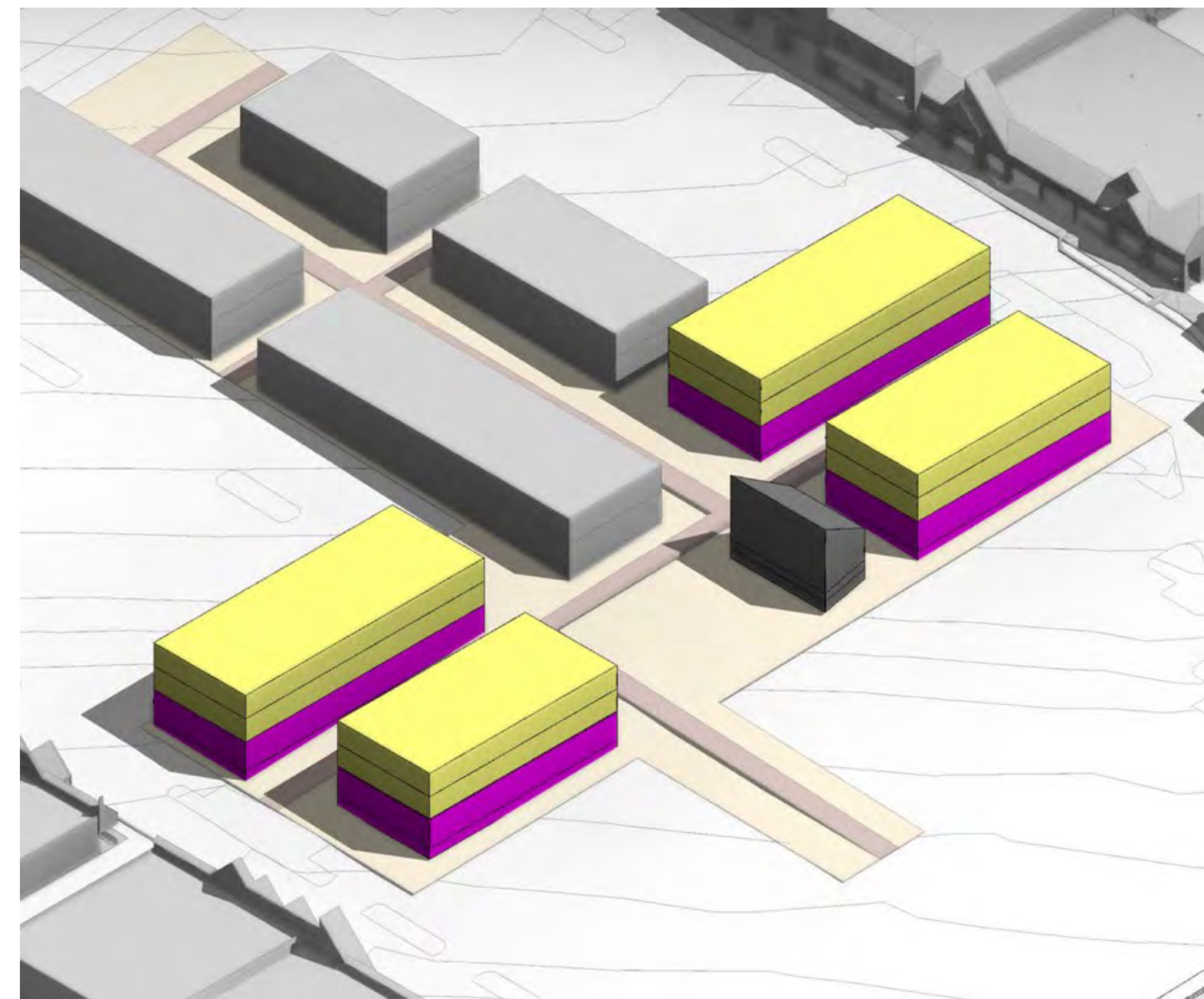
Use	Unit Area	Units	Factor	Stalls
Commercial	19,428	0	3.5	68.00
Residential - Studio	500	0	1.2	0.00
Residential - Studio AF	400	32	1.25	40.00
Residential - 1 bed	700	0	2	0.00
Residential - 1 bed AF	650	36	1.25	45.00
Residential - 2 bed	950	0	2	0.00
Residential - 2 bed AF	900	0	2.25	0.00
Residential - 3 bed	1200	0	2	0.00
Residential - 3 bed AF	1150	0	2.25	0.00
	<b>3600</b>		<b>68</b>	<b>153.00</b>

This development has the unique opportunity to implement multiple methodologies to reduce parking. It is a mixed-use project that has different parking demands by Use during different times of day. Refer to Parking Analysis Exhibit.

### KEY PLAN



### ISOMETRIC VIEW



### PLAN VIEW



### EXAMPLES



Plaza and Gathering Area

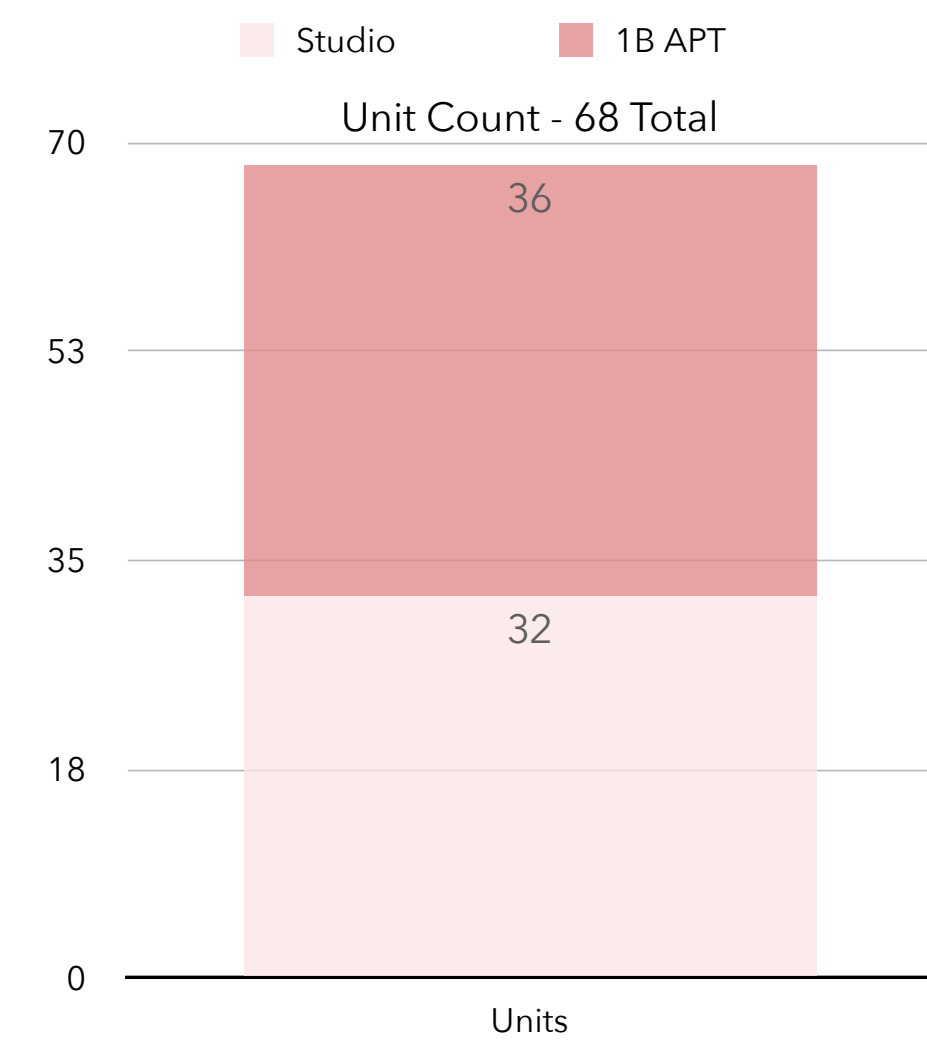


Outdoor Dining



Outdoor Renderings

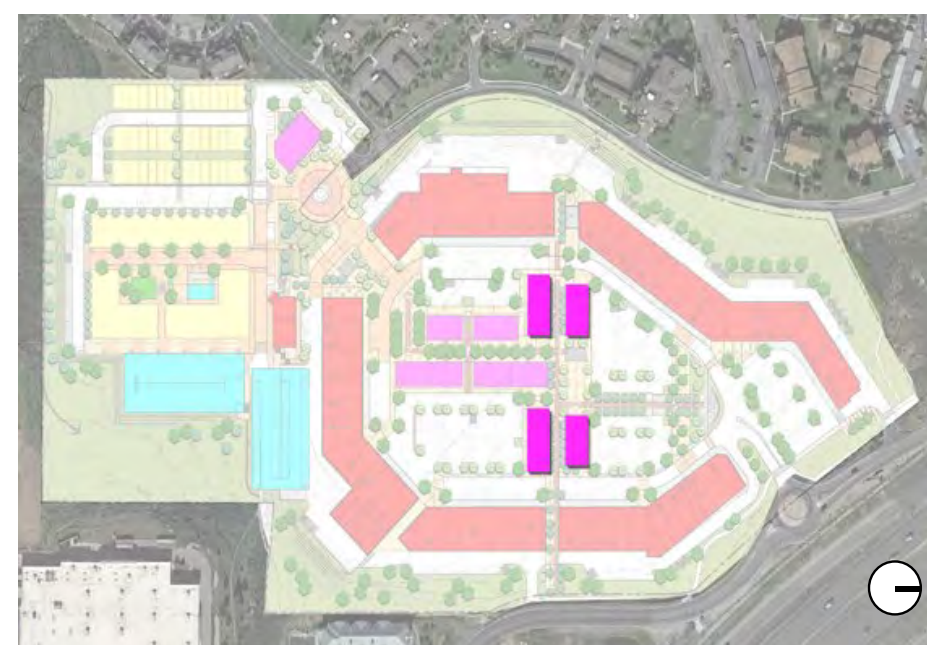
HOUSING MIX



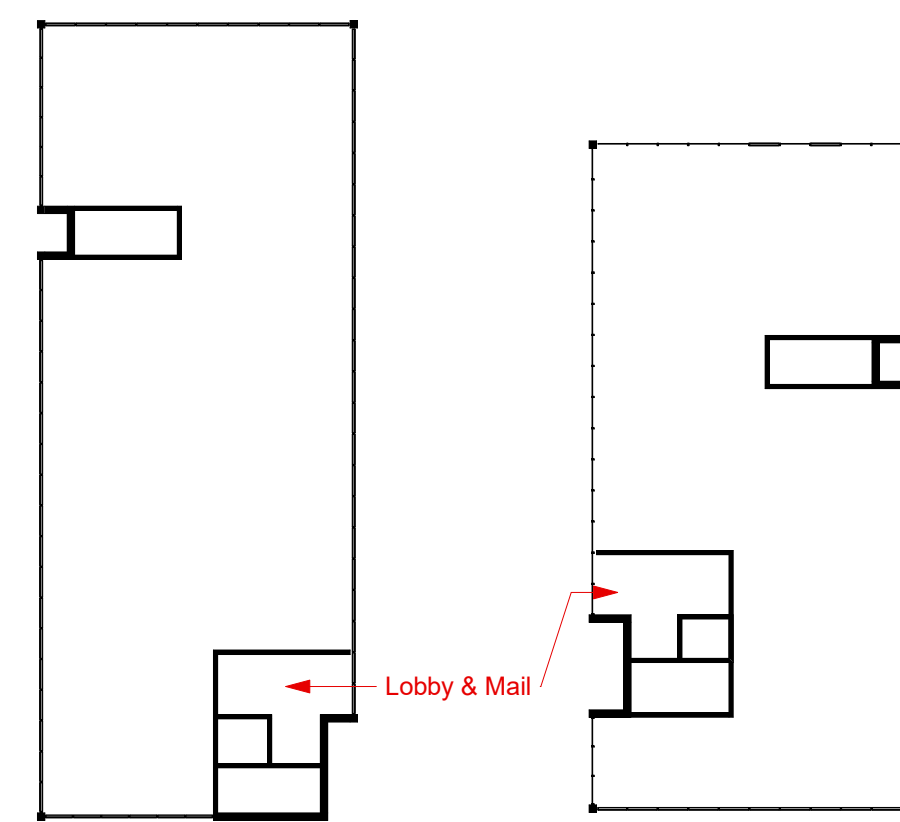
BUILDING AREA

ROOM TYPE	UNIT AREA
Residential - Studio	Ave 405 ft <sup>2</sup>
Residential - 1 Bed	Ave 647 ft <sup>2</sup>
5.1 Commercial	5,601 ft <sup>2</sup>
5.1 Lobby & Mail	265 ft <sup>2</sup>
5.2 Commercial	4,138 ft <sup>2</sup>
5.2 Lobby & Mail	274 ft <sup>2</sup>
5.3 Commercial	5,330 ft <sup>2</sup>
5.3 Lobby & Mail	284 ft <sup>2</sup>
5.4 Commercial	4,359 ft <sup>2</sup>
5.4 Lobby & Mail	275 ft <sup>2</sup>

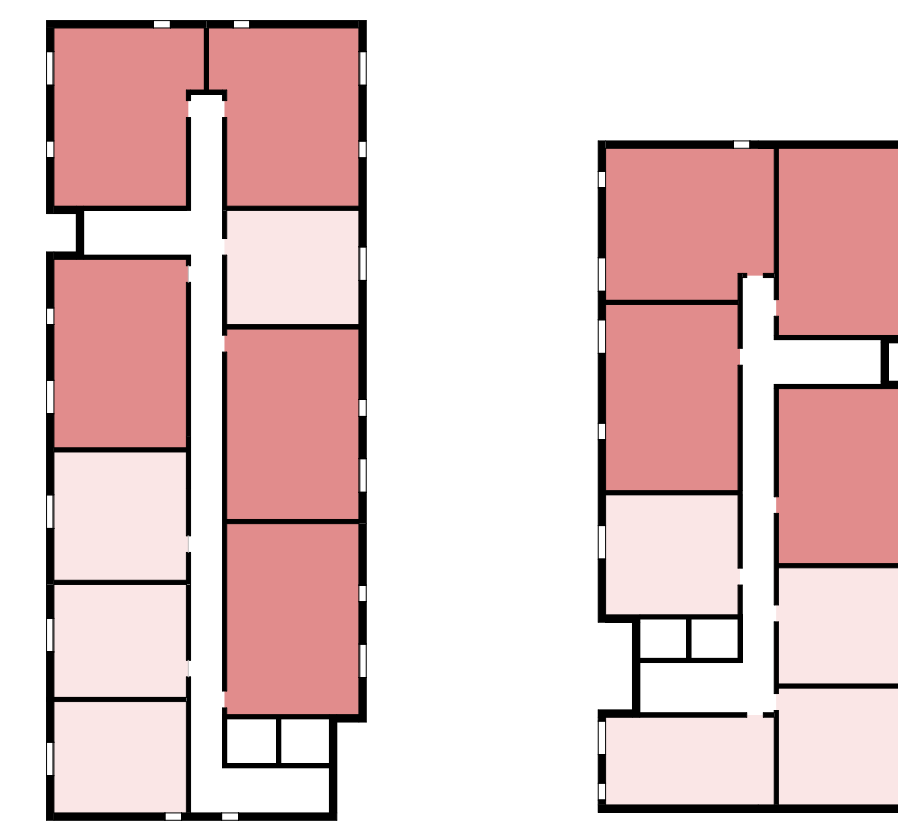
KEY PLAN



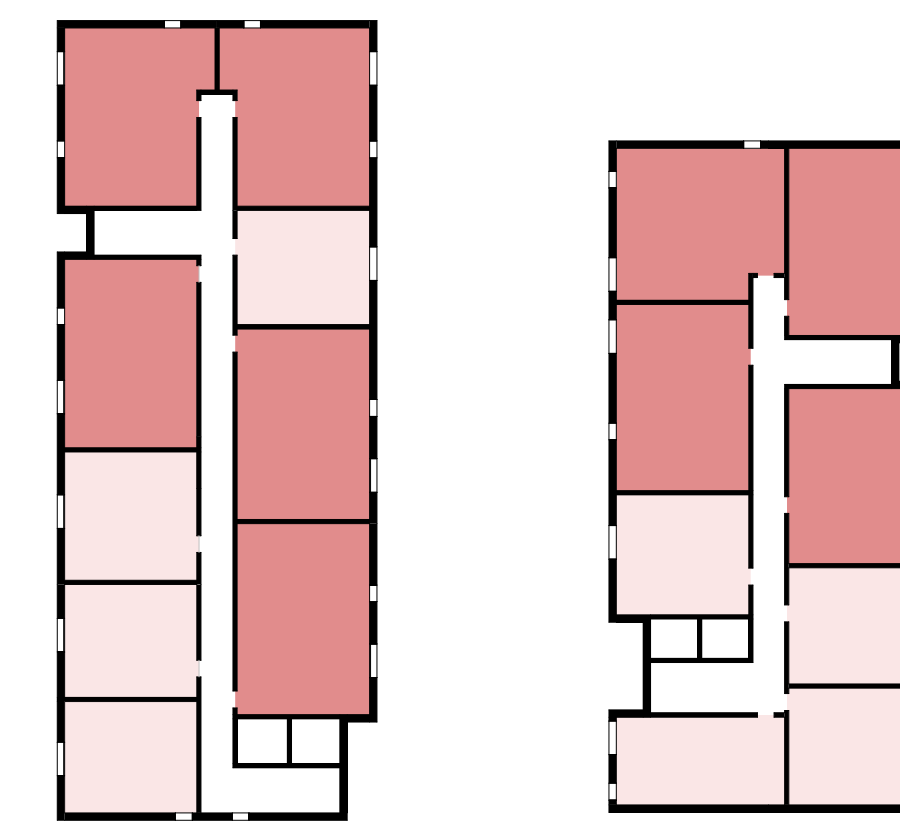
LEVEL 0



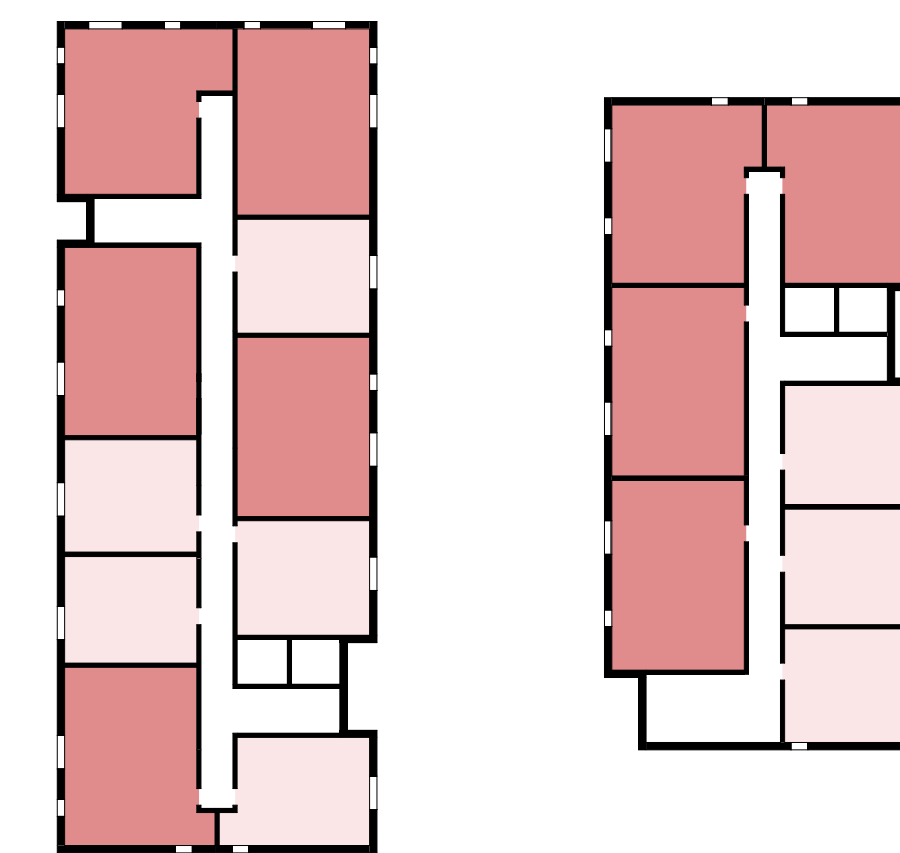
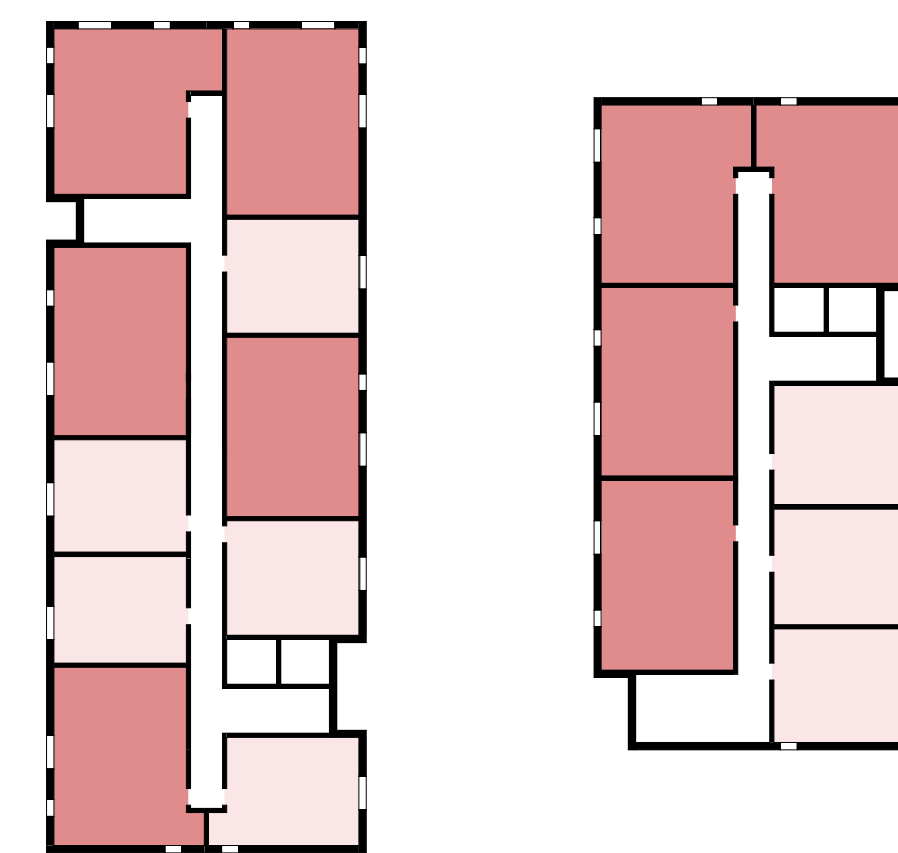
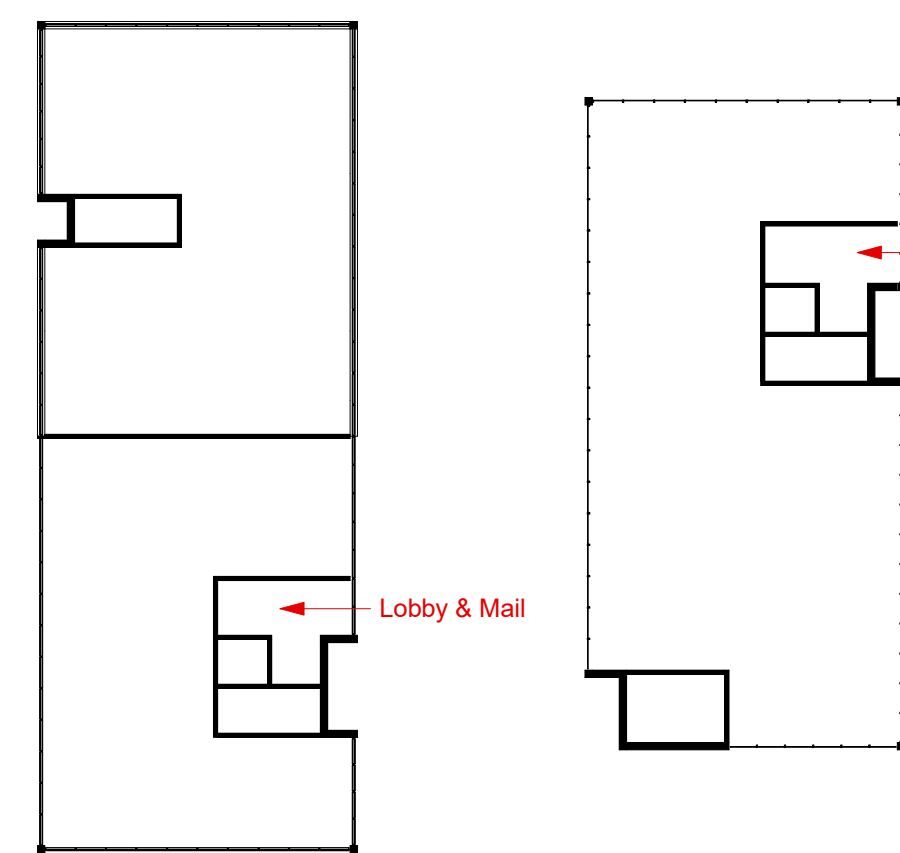
LEVEL 1



LEVEL 2



NOTE: DISTANCE BETWEEN BUILDINGS NOT TO SCALE, REFER TO SITE PLAN



NORTH ELEVATION



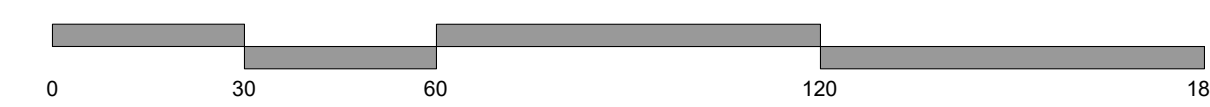
WEST ELEVATION



SOUTH ELEVATION



EAST ELEVATION



**BUILDING MATRIX**

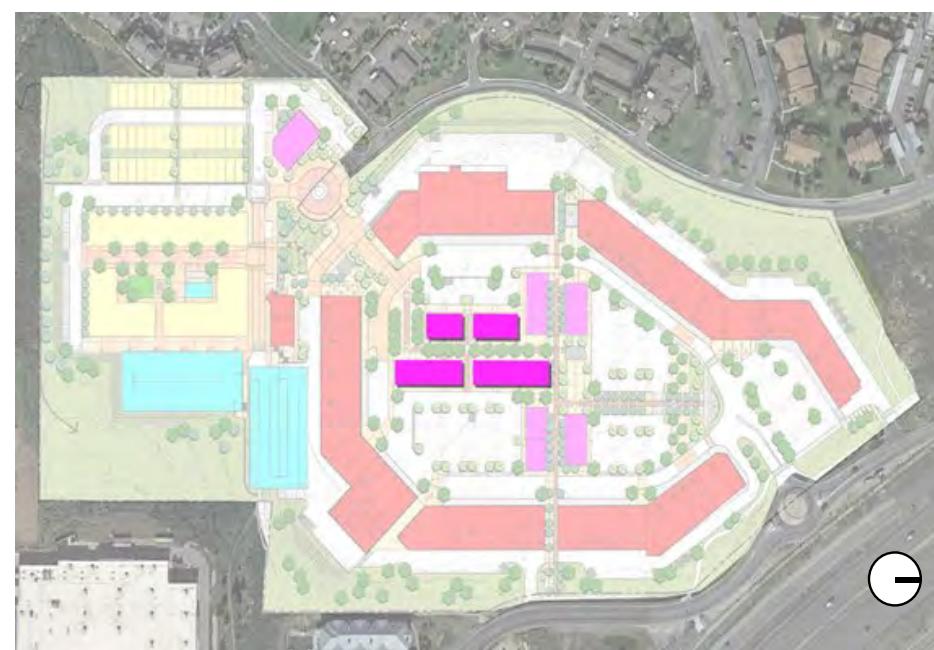
	Commercial GSF	Commercial NSF	Residential GSF	Residential NSF	Units
<b>Bldg. 6.1</b>					
Level 1	7,500	7,125	0	0	0
Level 2	0	0	7,500	6,000	11
<b>Bldg. 6.2</b>					
Level 1	4,000	3,800	0	0	0
Level 2	0	0	4,000	3,200	6
<b>Bldg. 6.3</b>					
Level 1	5,000	4,750	0	0	0
Level 2	0	0	5,000	4,000	7
<b>Bldg. 6.4</b>					
Level 1	8,500	8,075	0	0	0
Level 2	0	0	8,500	6,800	12
	<b>25,000</b>	<b>23,750</b>	<b>25,000</b>	<b>20,000</b>	<b>36</b>

**MAXIMUM PARKING REQUIREMENT**

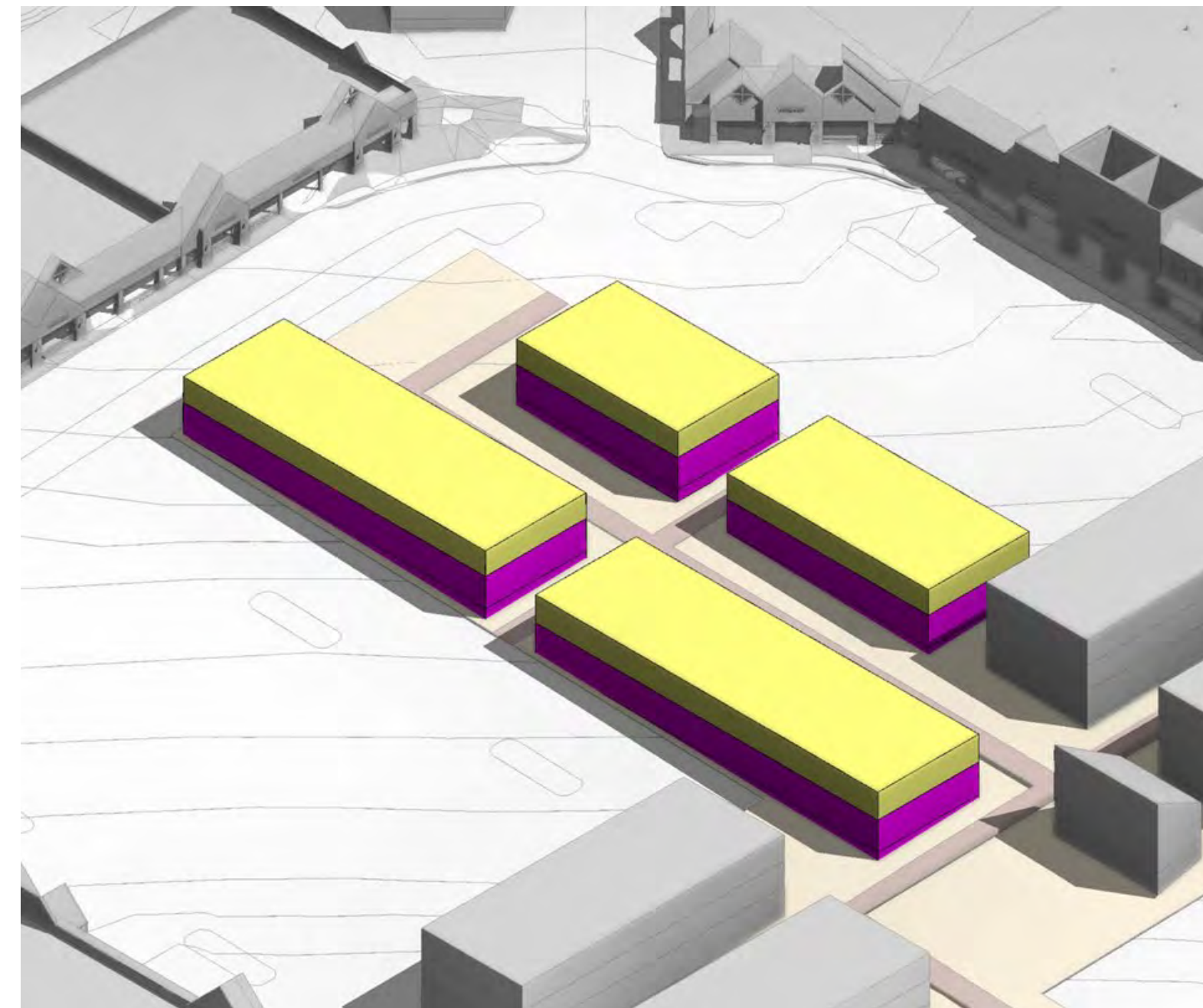
Use	Unit Area	Units	Factor	Stalls
Commercial	23,750	0	3.5	83.13
Residential - Studio	500	0	1.2	0.00
Residential - Studio AF	400	16	1.25	20.00
Residential - 1 bed	700	0	2	0.00
Residential - 1 bed AF	650	20	1.25	25.00
Residential - 2 bed	950	0	2	0.00
Residential - 2 bed AF	900	0	2.25	0.00
Residential - 3 bed	1200	0	2	0.00
Residential - 3 bed AF	1150	0	2.25	0.00
	<b>6000</b>	<b>36</b>		<b>128.13</b>

This development has the unique opportunity to implement multiple methodologies to reduce parking. It is a mixed-use project that has different parking demands by Use during different times of day. Refer to Parking Analysis Exhibit.

**KEY PLAN**



**ISOMETRIC VIEW**



**PLAN VIEW**



**EXAMPLES**



Outdoor Dining and Gathering Areas

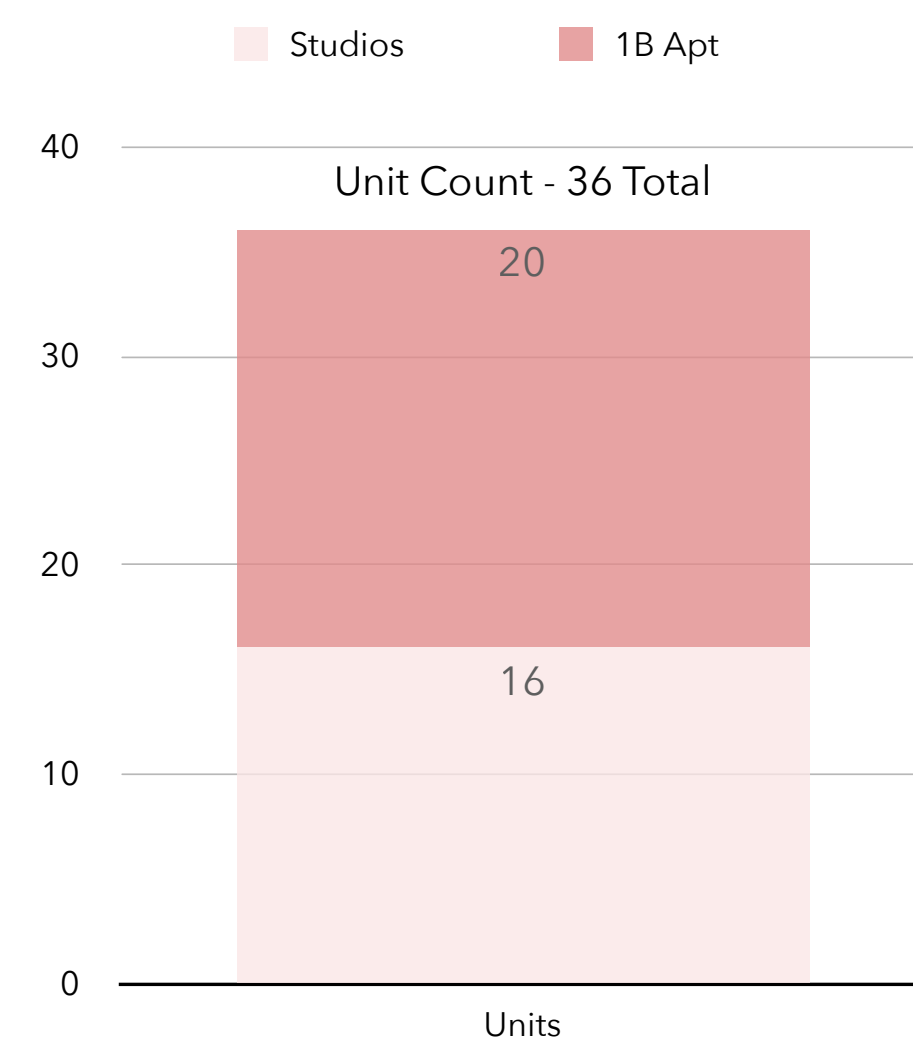


Sculpture Art



Exterior Rendering

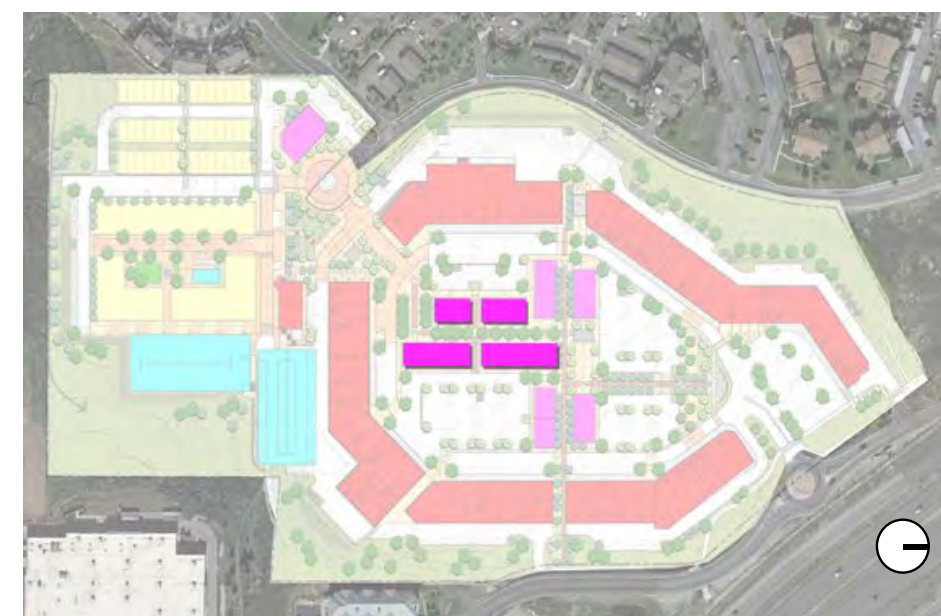
HOUSING MIX



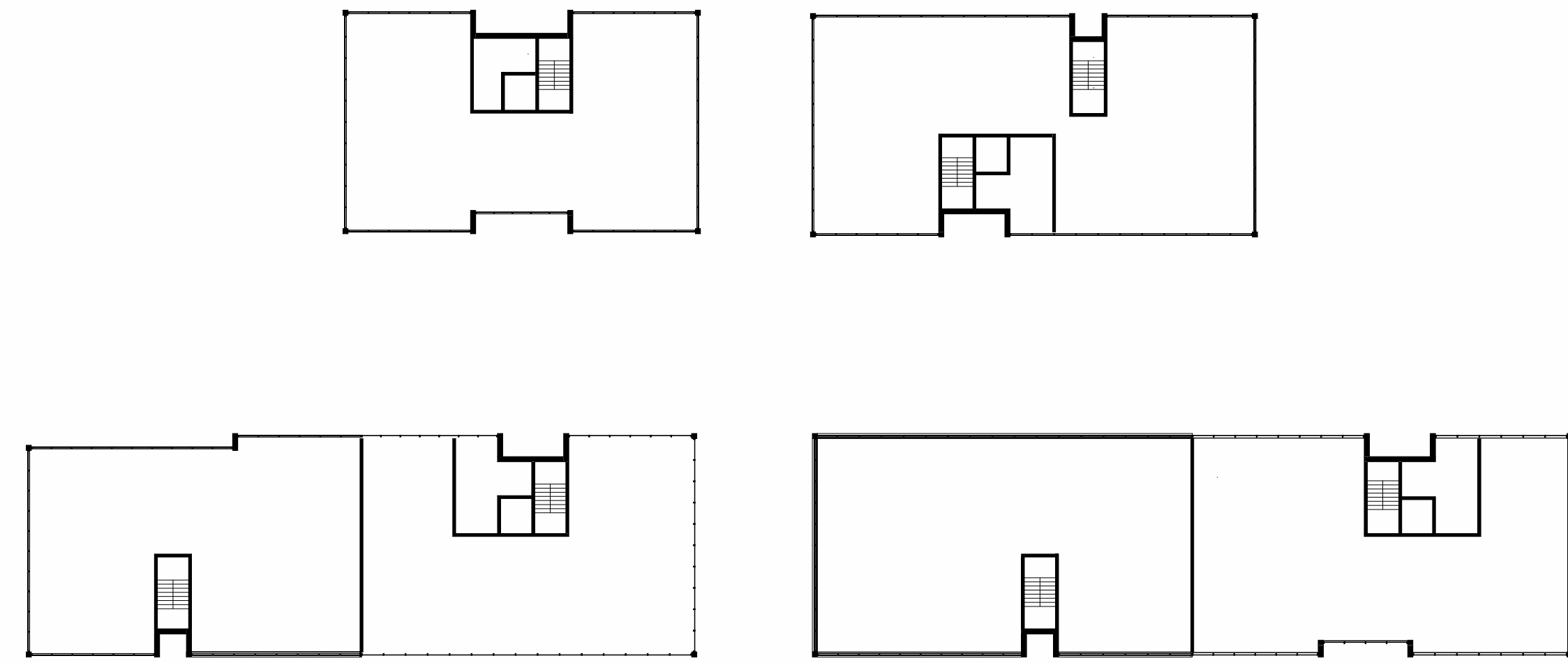
BUILDING AREA

ROOM TYPE	UNIT AREA
Residential - Studio	Ave 401 ft <sup>2</sup>
Residential - 1 Bed	Ave 652 ft <sup>2</sup>
6.1 Commercial	6,426 ft <sup>2</sup>
6.1 Lobby & Mail	288 ft <sup>2</sup>
6.2 Commercial	3,273 ft <sup>2</sup>
6.2 Lobby & Mail	182 ft <sup>2</sup>
6.3 Commercial	4,099 ft <sup>2</sup>
6.3 Lobby & Mail	292 ft <sup>2</sup>
6.4 Commercial	7,467 ft <sup>2</sup>
6.4 Lobby & Mail	292 ft <sup>2</sup>

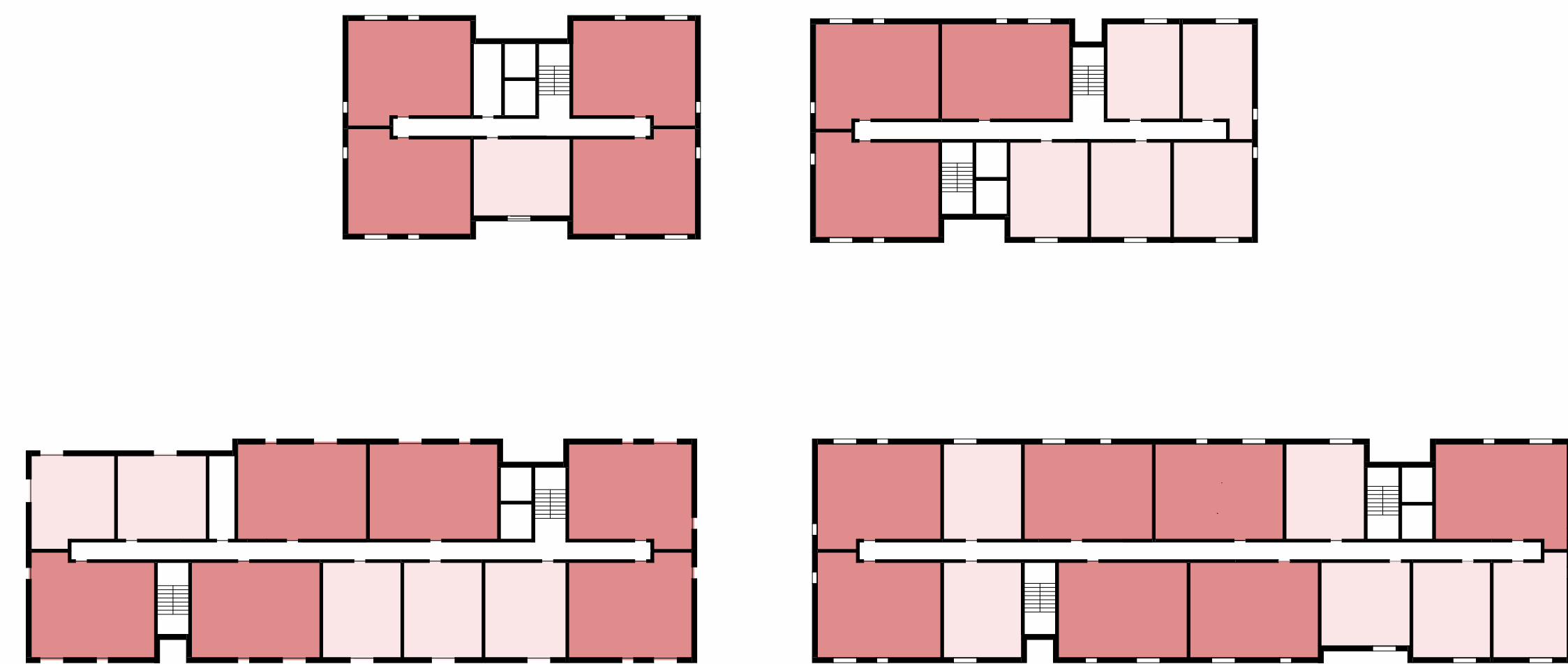
KEY PLAN



LEVEL 0



LEVEL 1



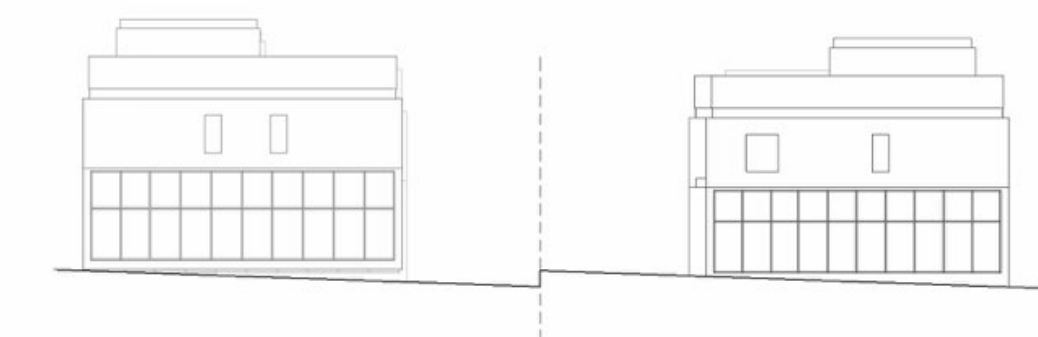
NORTH ELEVATION



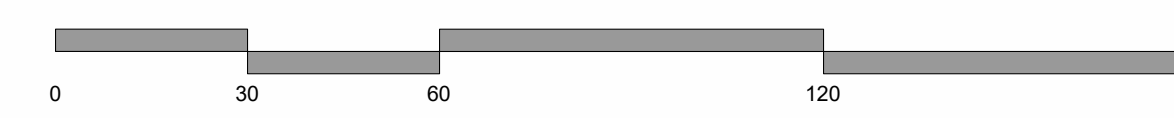
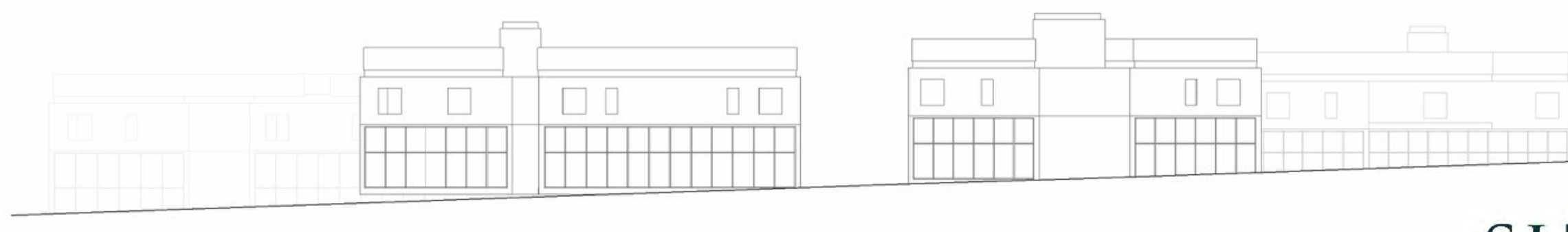
EAST ELEVATION



SOUTH ELEVATION



WEST ELEVATION



**BUILDING MATRIX**

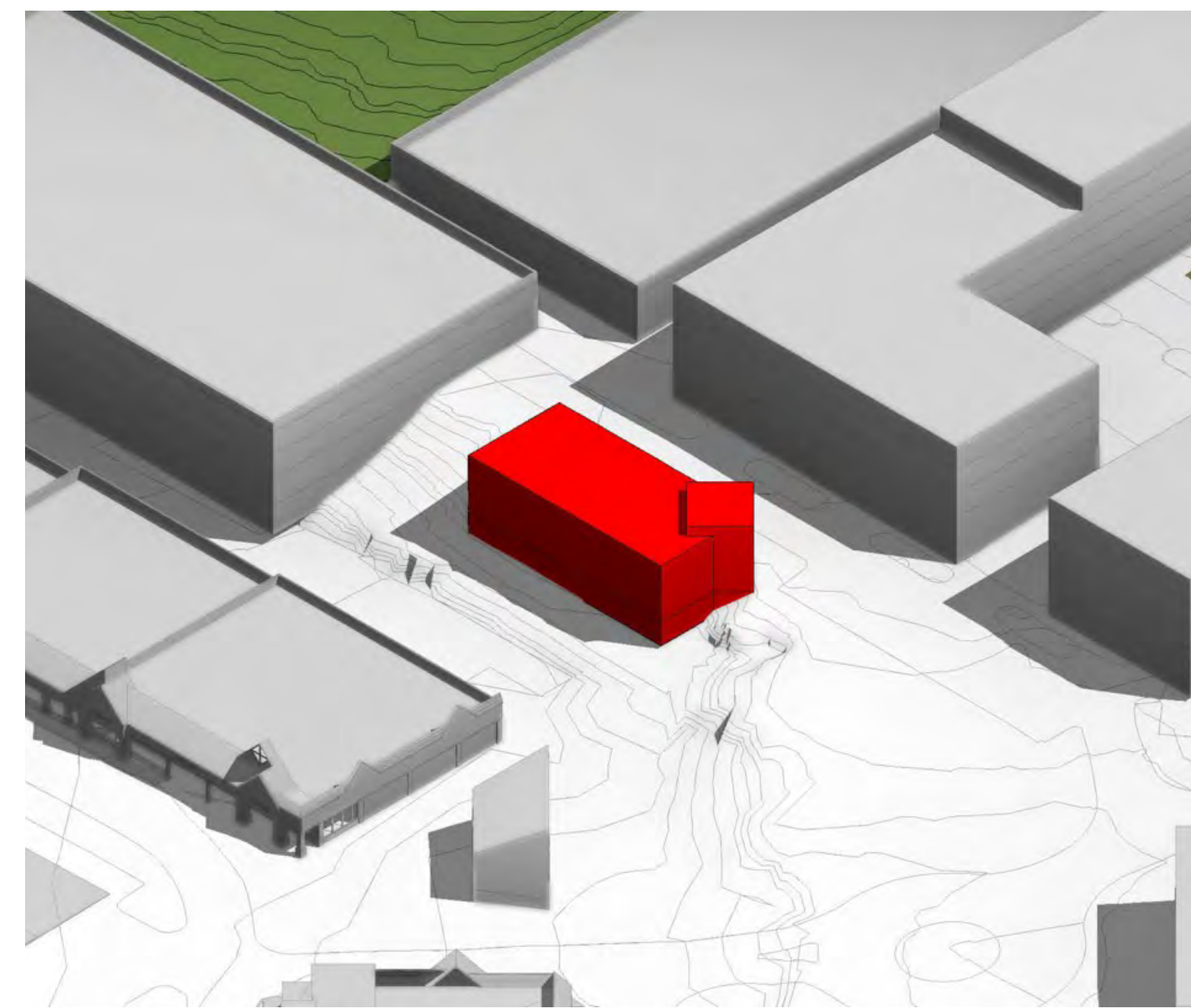
	Commercial GSF	Commercial NSF	Residential GSF	Residential NSF	Units
Level 1	5,500	3,717	0	0	0
Level 2	5,500	3,717	0	0	0
Level 3	0	0	0	0	0
Level 4	0	0	0	0	0
Level 5	0	0	0	0	0
	11,000	7,434	0	0	0

**MAXIMUM PARKING REQUIREMENT**

Use	SF and/or Units	Factor	Stalls
Commercial	7,434	3.5	26.02
Residential	0	2	0.00
			26.02

This development has the unique opportunity to implement multiple methodologies to reduce parking. It is a mixed-use project that has different parking demands by Use during different times of day. Refer to Parking Analysis Exhibit.

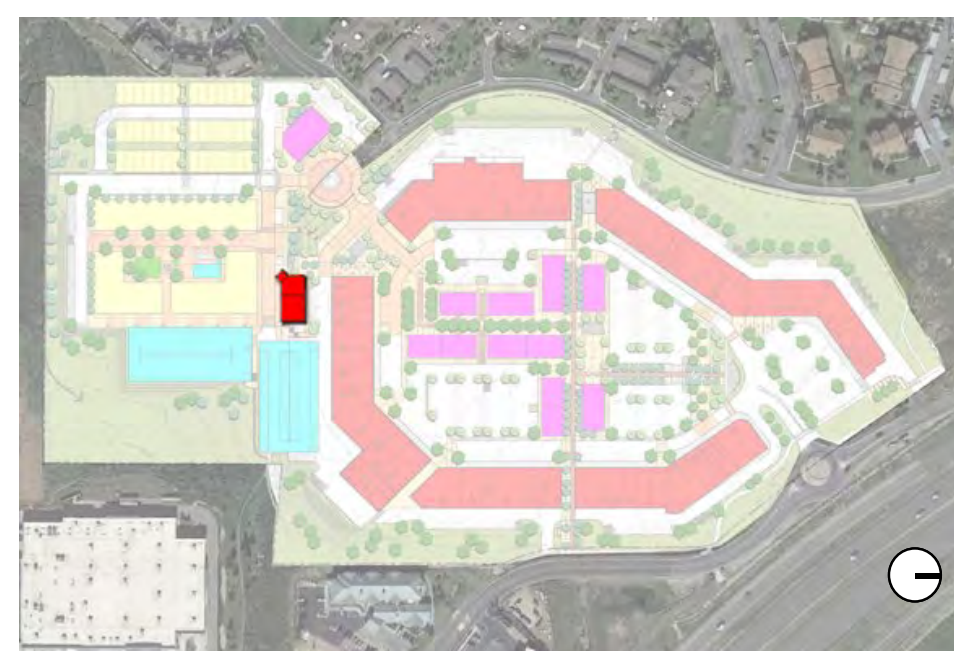
**ISOMETRIC VIEW**



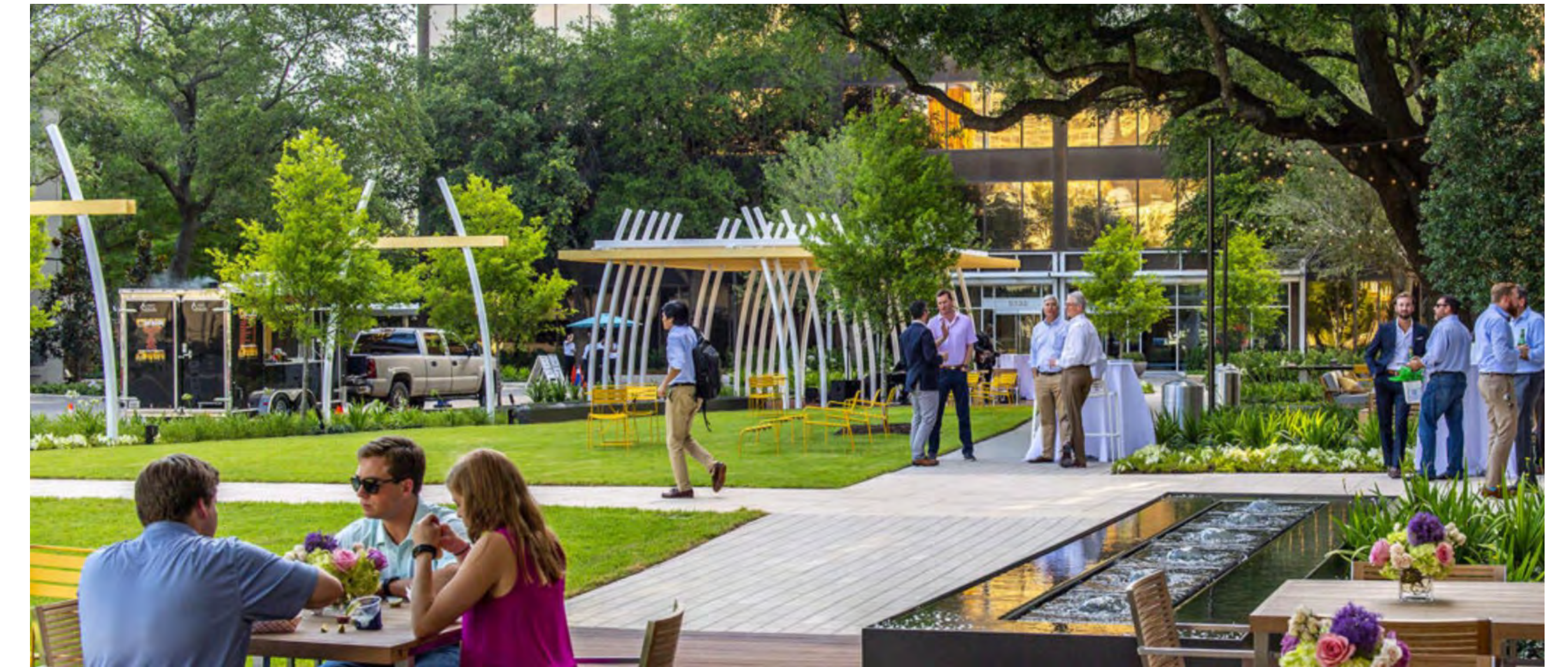
**PLAN VIEW**



**KEY PLAN**



**EXAMPLES**



Open Space and Outdoor Gathering Area



Outdoor Gathering Area



Covered Patio Area

**BUILDING MATRIX**

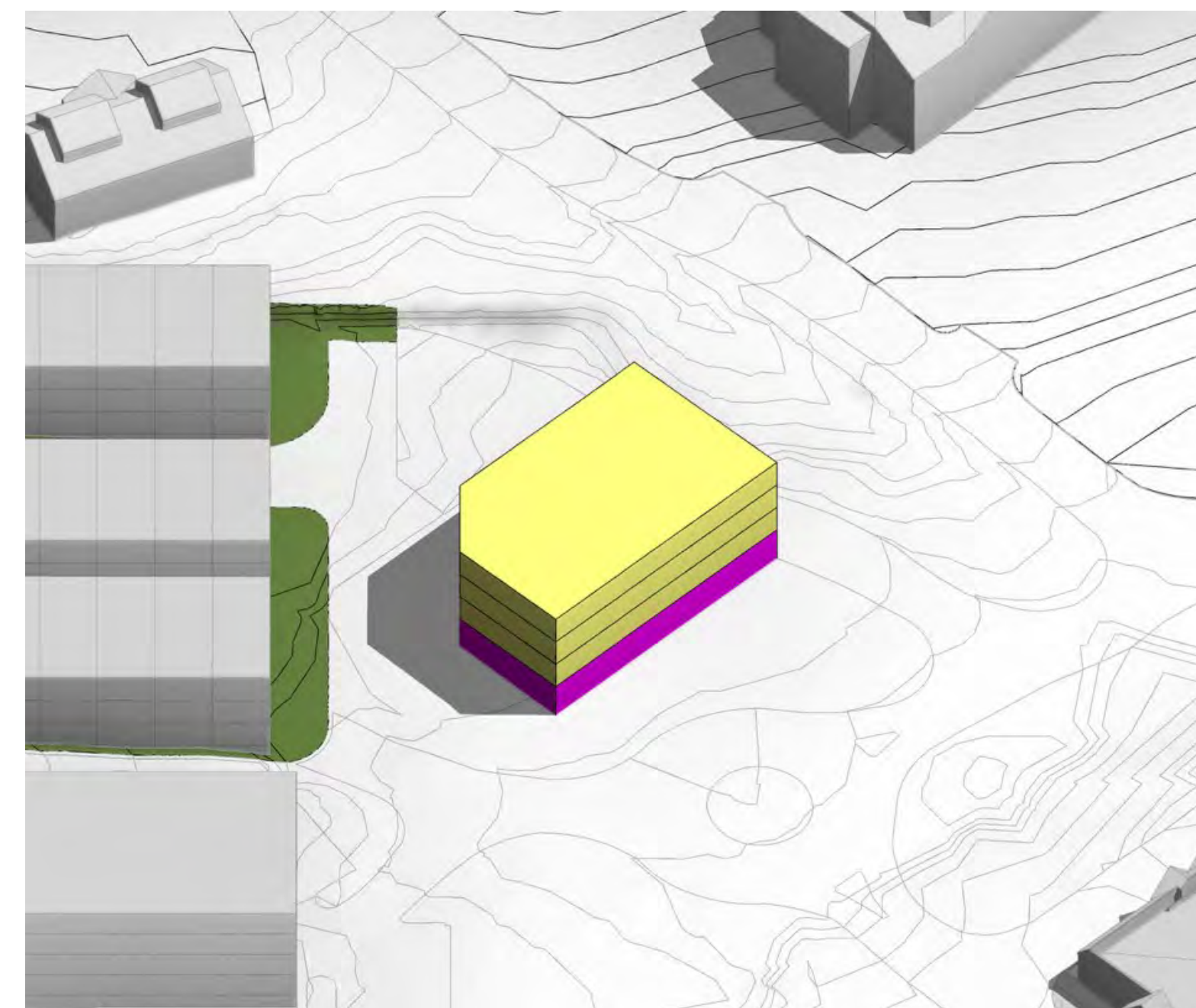
	Commercial GSF	Commercial NSF	Residential GSF	Residential NSF	Units
Level 1	7,300	6,935	0	0	0
Level 2	0	0	6,205	5,274.25	10
Level 3	0	0	6,205	5,274.25	10
Level 4	0	0	6,205	5,274.25	10
Level 5	0	0	0	0	0
	7,300	6,935	18,615	15,823	30

**MAXIMUM PARKING REQUIREMENT**

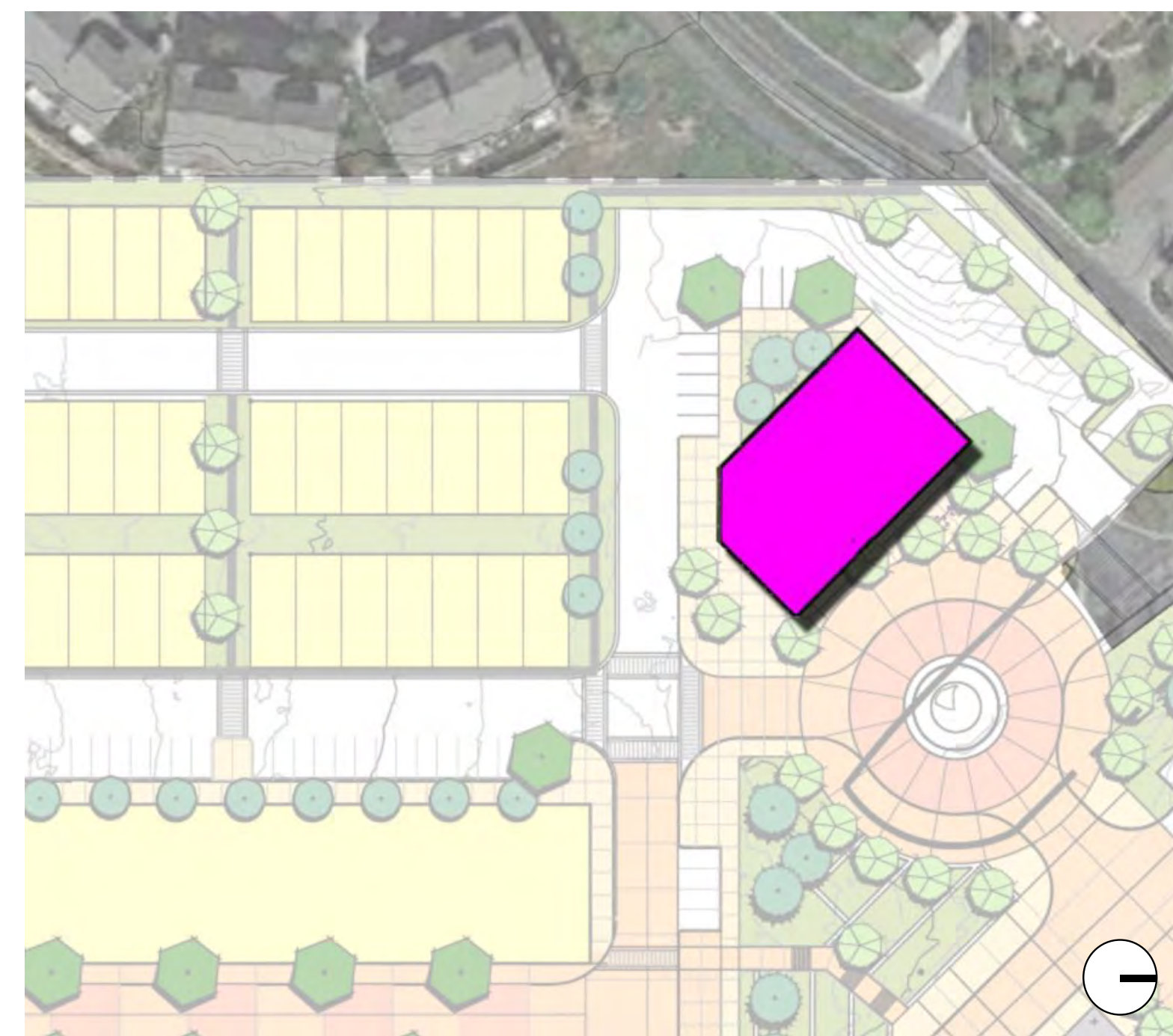
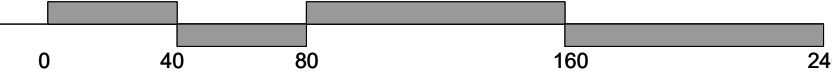
Use	Unit Area	Units	Factor	Stalls
Commercial	6,935	0	3.5	24.27
Residential - Studio	500	0	1.2	0.00
Residential - Studio AF	400	15	1.25	18.00
Residential - 1 bed	700	0	2	0.00
Residential - 1 bed AF	650	15	1.25	18.00
Residential - 2 bed	950	0	2	0.00
Residential - 2 bed AF	900	0	2.25	0.00
Residential - 3 bed	1200	0	2	0.00
Residential - 3 bed AF	1150	0	2.25	0.00
	<b>5250</b>	<b>30</b>		<b>60.27</b>

This development has the unique opportunity to implement multiple methodologies to reduce parking. It is a mixed-use project that has different parking demands by Use during different times of day. Refer to Parking Analysis Exhibit.

**ISOMETRIC VIEW**



**PLAN VIEW**



**KEY PLAN**



**EXAMPLES**



Outdoor Amphitheater

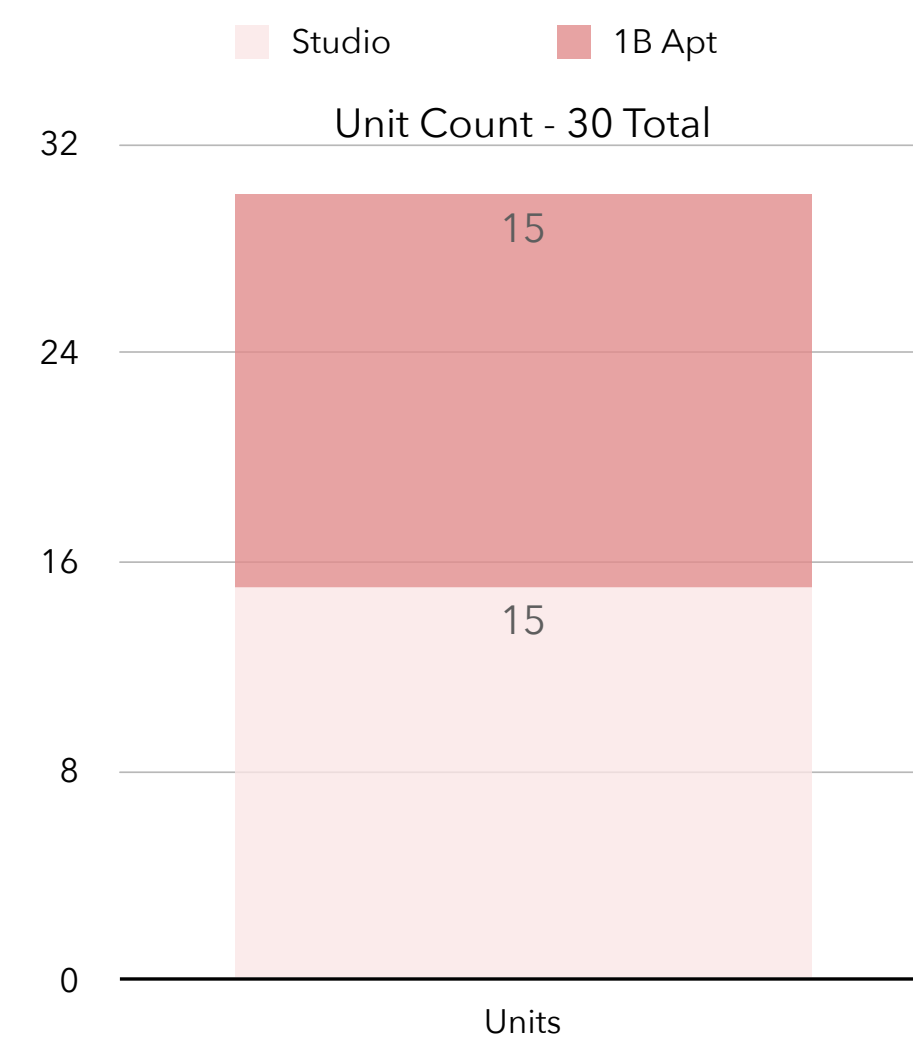


Outdoor Gathering Area



Exterior Rendering

HOUSING MIX



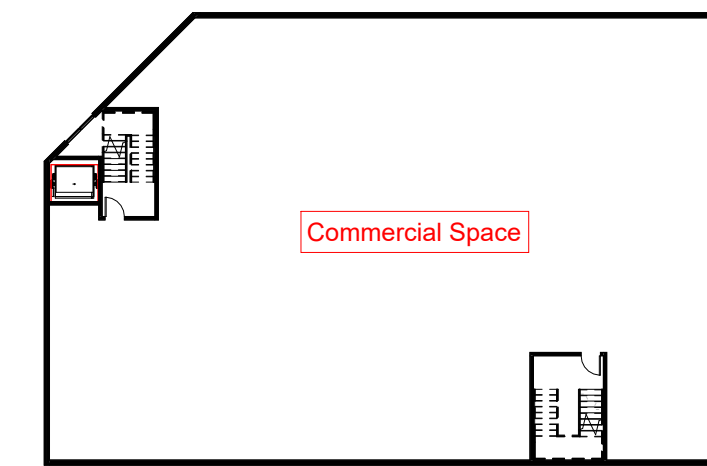
BUILDING AREA

ROOM TYPE	UNIT AREA
Residential - Studio	Ave 408 ft <sup>2</sup>
Residential - 1 Bed	Ave 650 ft <sup>2</sup>
Commercial	6,771 ft <sup>2</sup>

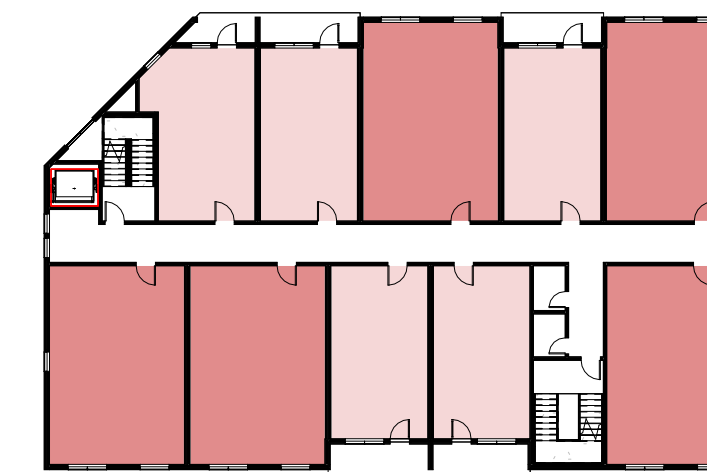
KEY PLAN



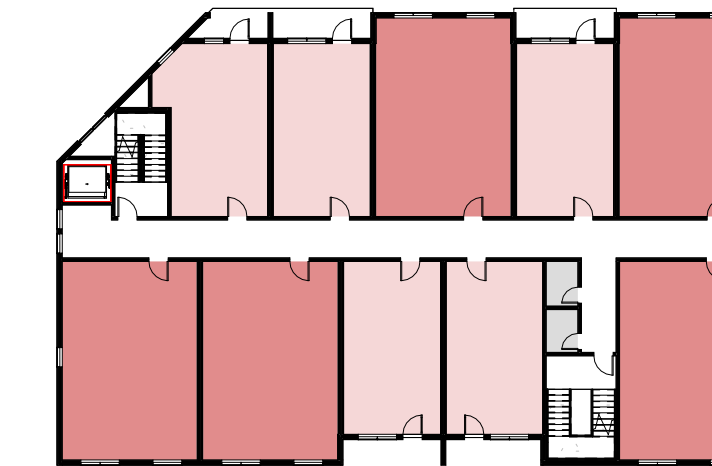
LEVEL 0 - 1" = 30'-0"



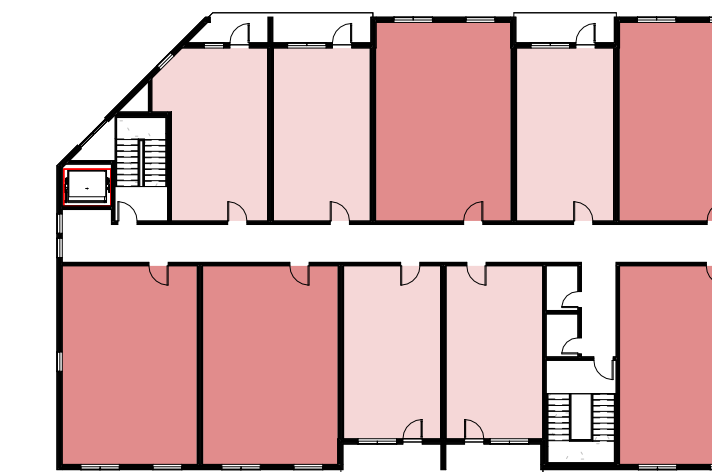
LEVEL 2 - 1" = 30'-0"



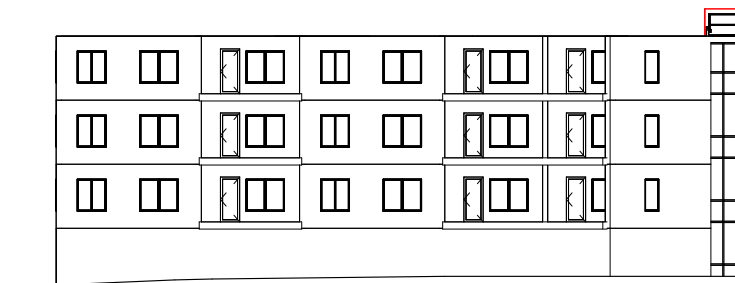
LEVEL 1 - 1" = 30'-0"



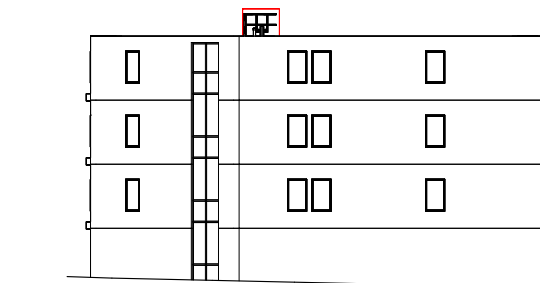
LEVEL 3 - 1" = 30'-0"



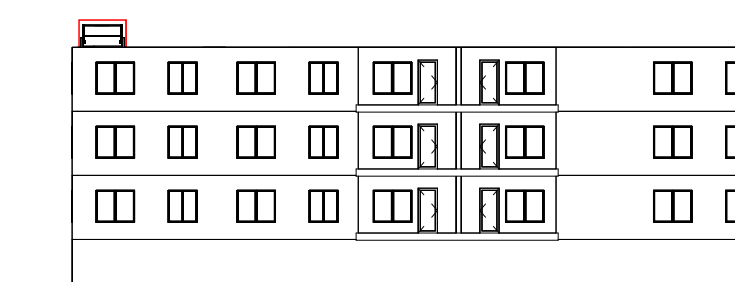
SOUTH WEST ELEVATION - 1" = 30'-0"



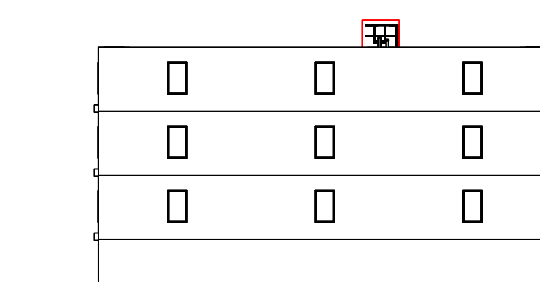
SOUTH EAST ELEVATION - 1" = 30'-0"



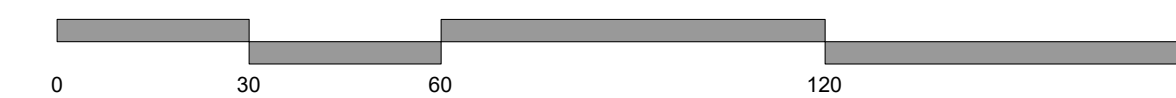
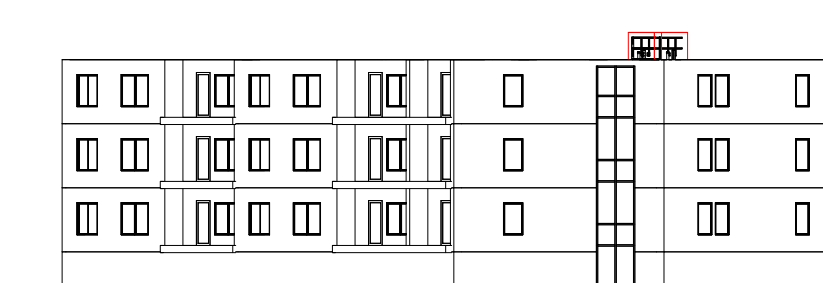
NORTH EAST ELEVATION - 1" = 30'-0"



NORTH WEST ELEVATION - 1" = 30'-0"



SOUTH ELEVATION - 1" = 30'-0"



**BUILDING MATRIX**

	Commercial GSF	Commercial NSF	Residential GSF	Residential NSF	Units
Level 1	0	117,301	0	0	0
Level 2	0	0	0	0	0
Level 3	0	0	0	0	0
Level 4	0	0	0	0	0
Level 5	0	0	0	0	0
	0	117,301	0	0	0

**MAXIMUM PARKING REQUIREMENT**

Use	SF and/or Units	Factor	Stalls
Commercial	117,301	3.5	410.55
Residential	0	2	0.00
			410.55

**VIEWS**

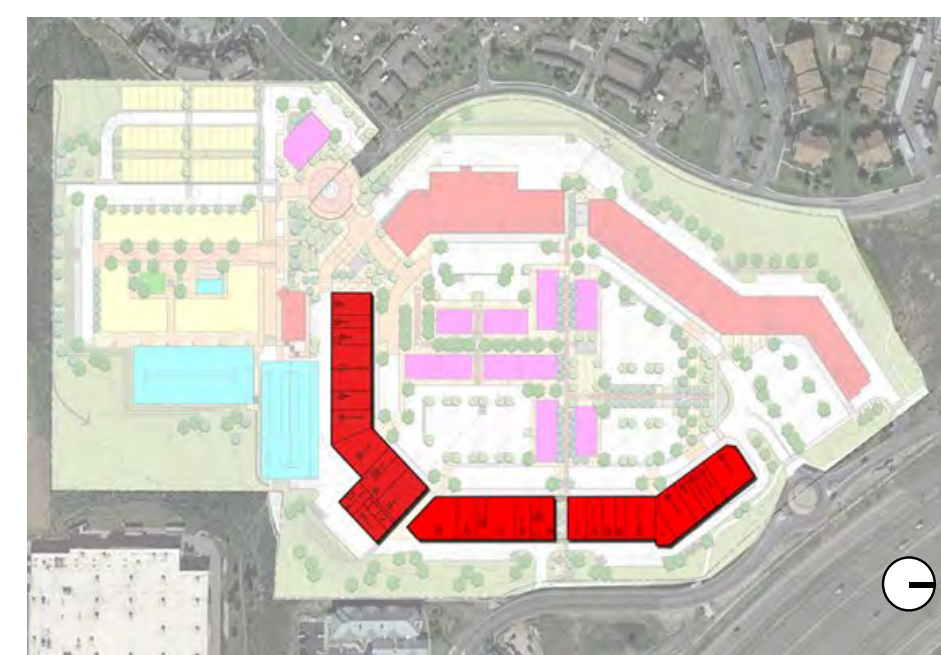


**PLAN VIEW**



This development has the unique opportunity to implement multiple methodologies to reduce parking. It is a mixed-use project that has different parking demands by Use during different times of day. Refer to Parking Analysis Exhibit.

**KEY PLAN**



**BUILDING MATRIX**

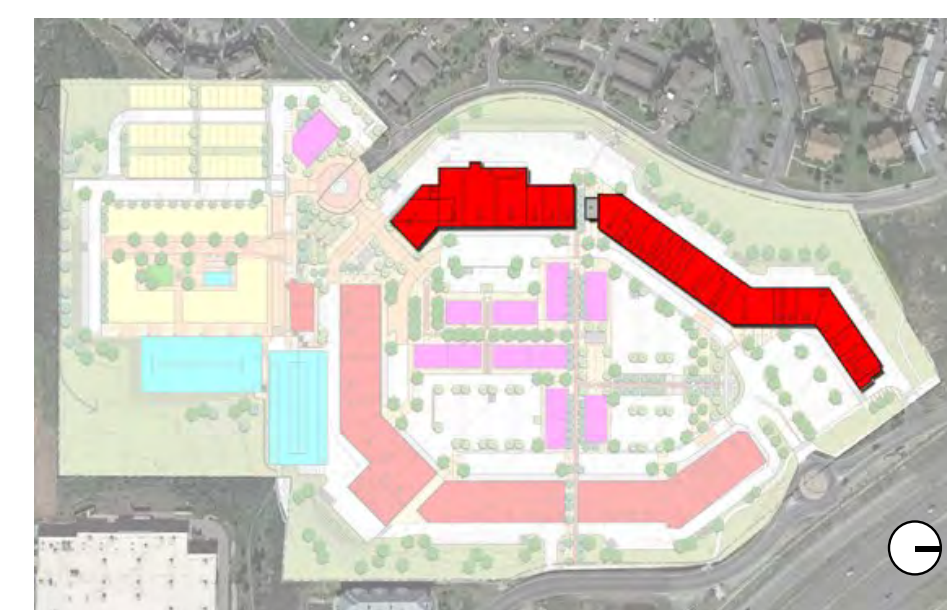
	Commercial GSF	Commercial NSF	Residential GSF	Residential NSF	Units
Level 1	0	104,631	0	0	0
Level 2	0	0	0	0	0
Level 3	0	0	0	0	0
Level 4	0	0	0	0	0
Level 5	0	0	0	0	0
	0	104,631	0	0	0

**MAXIMUM PARKING REQUIREMENT**

Use	SF and/or Units	Factor	Stalls
Commercial	104,631	3.5	366.21
Residential	0	2	0.00
			366.21

This development has the unique opportunity to implement multiple methodologies to reduce parking. It is a mixed-use project that has different parking demands by Use during different times of day. Refer to Parking Analysis Exhibit.

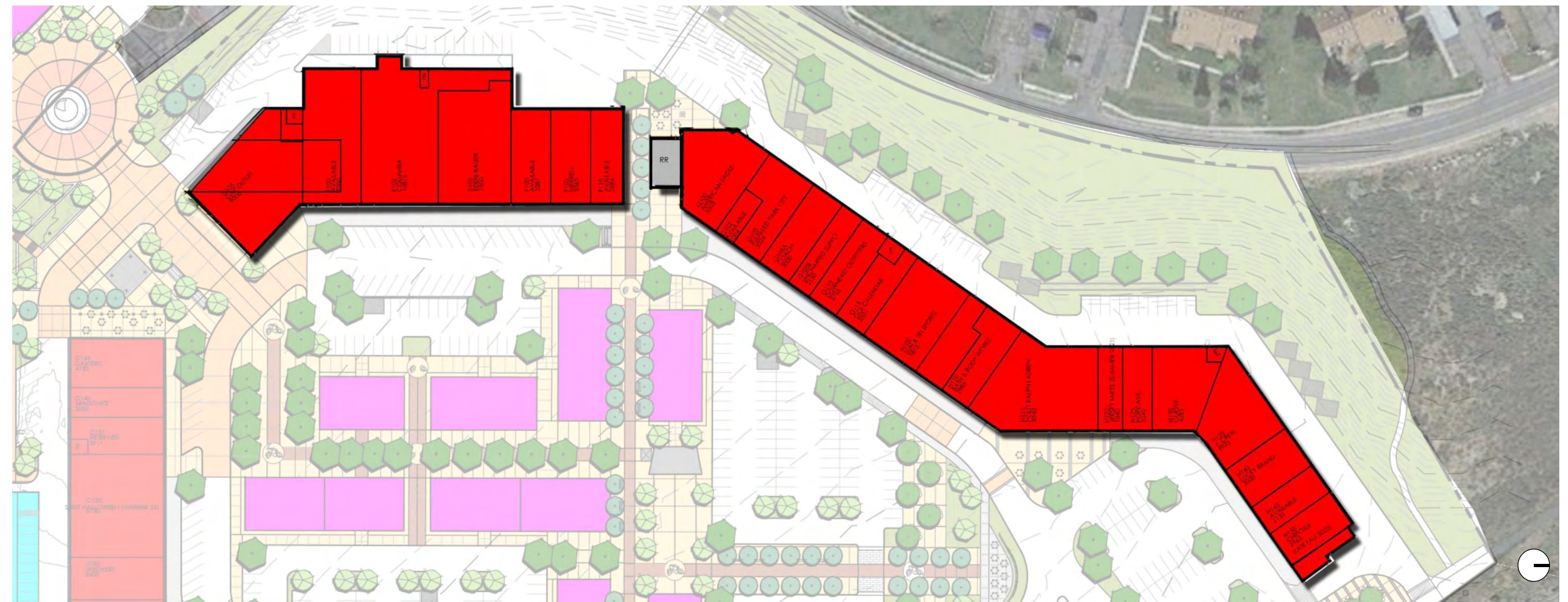
**KEY PLAN**

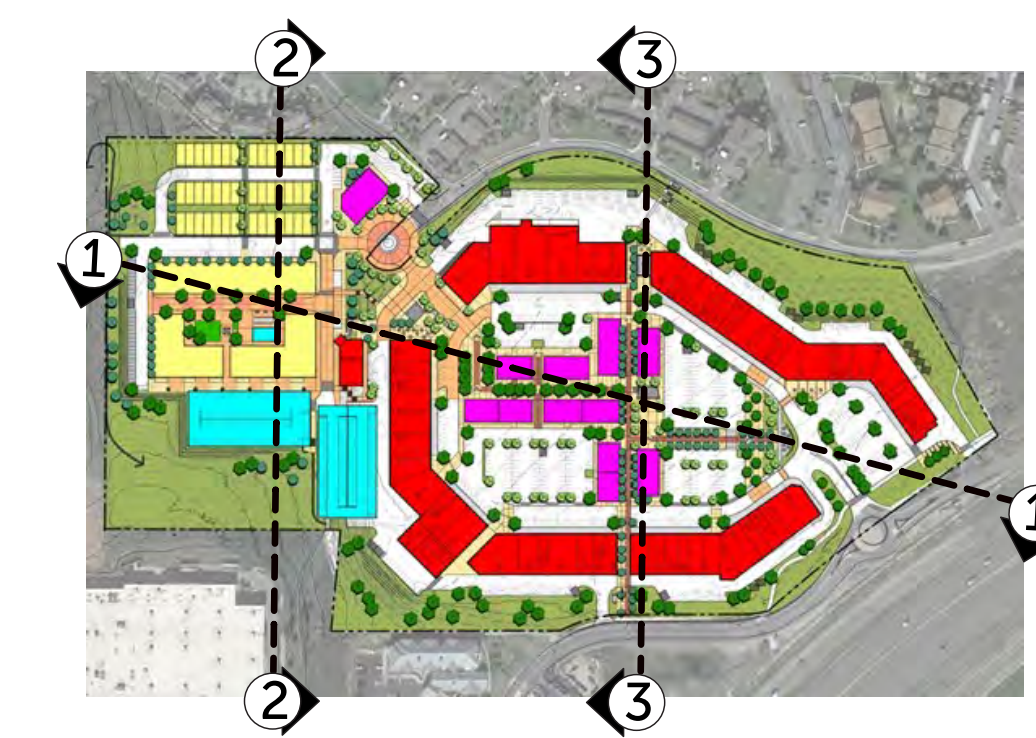


**VIEWS**

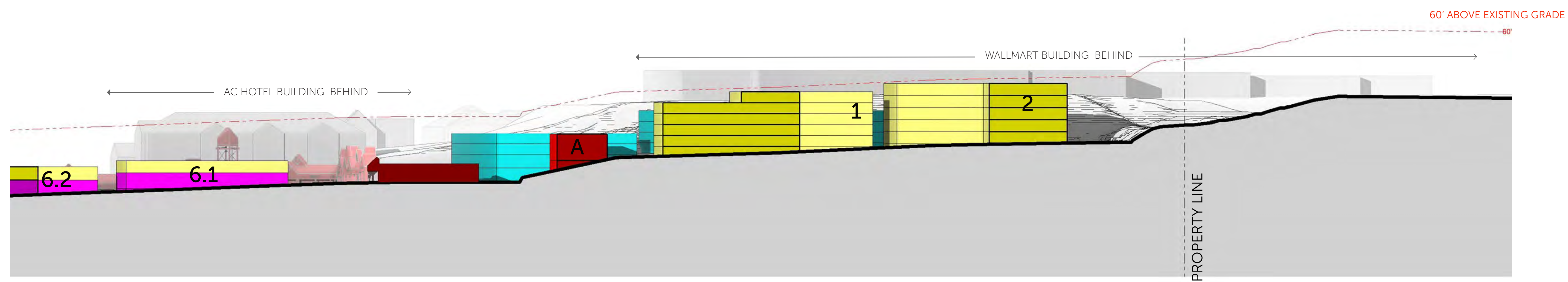


**PLAN VIEW**

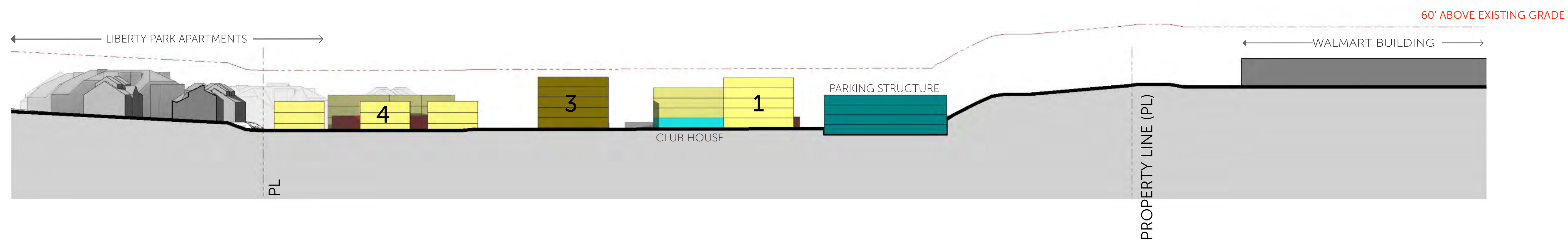


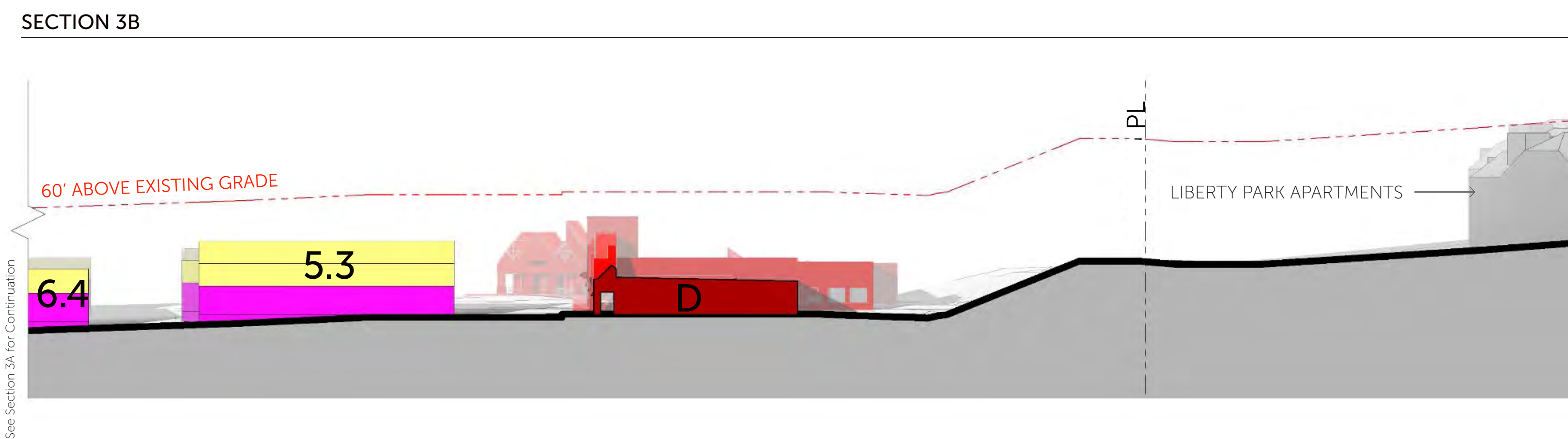
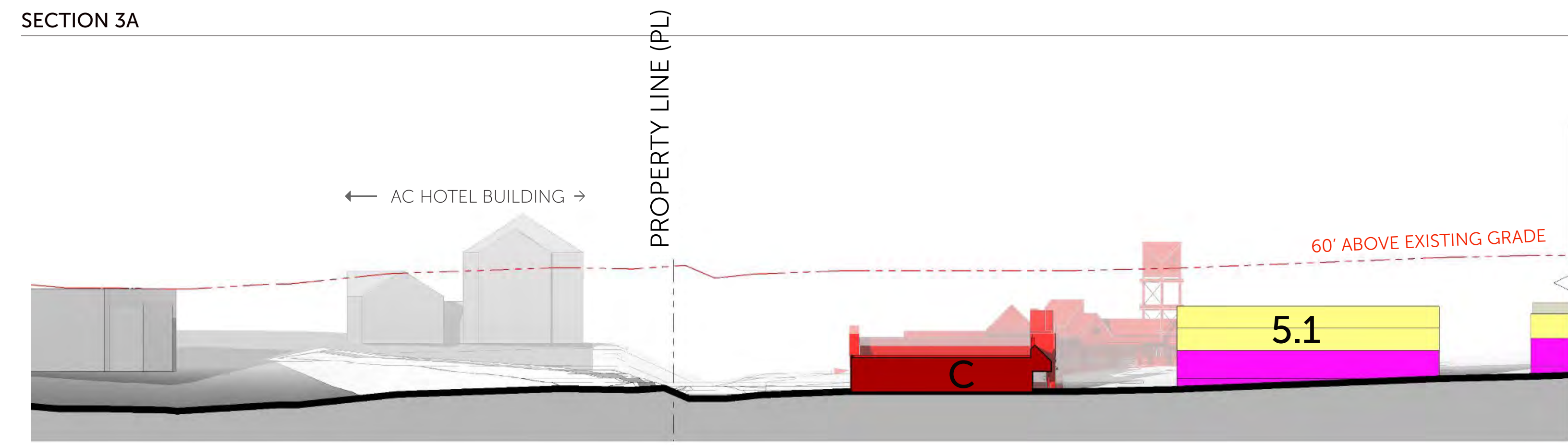
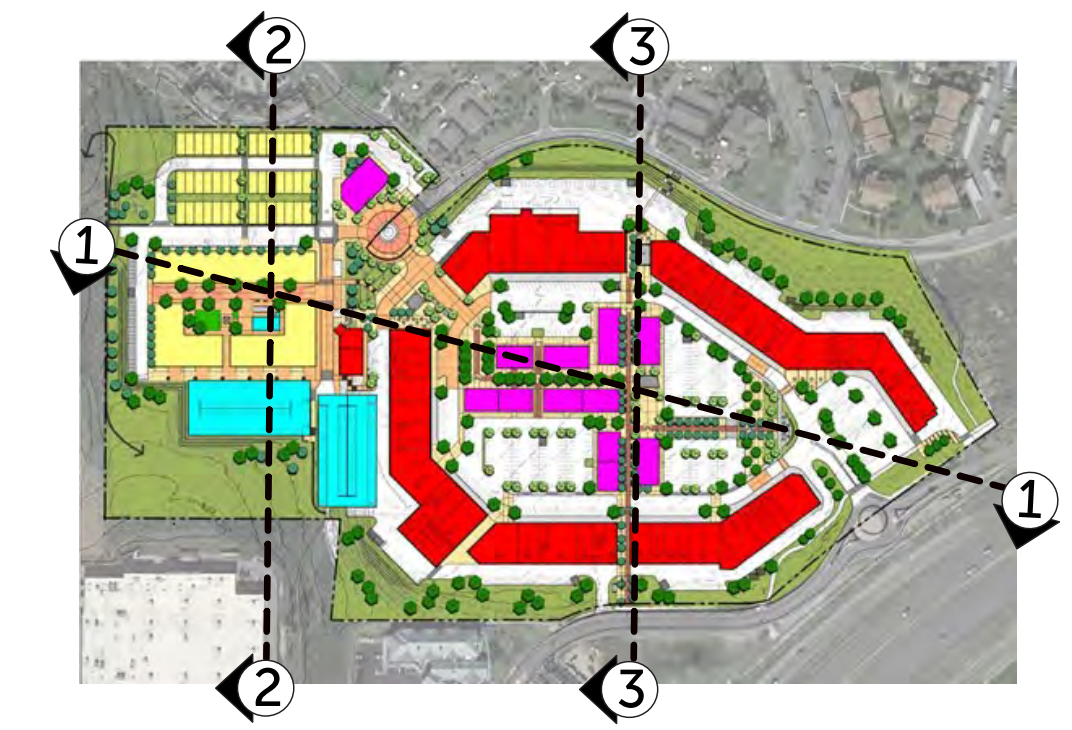


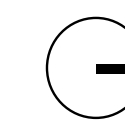
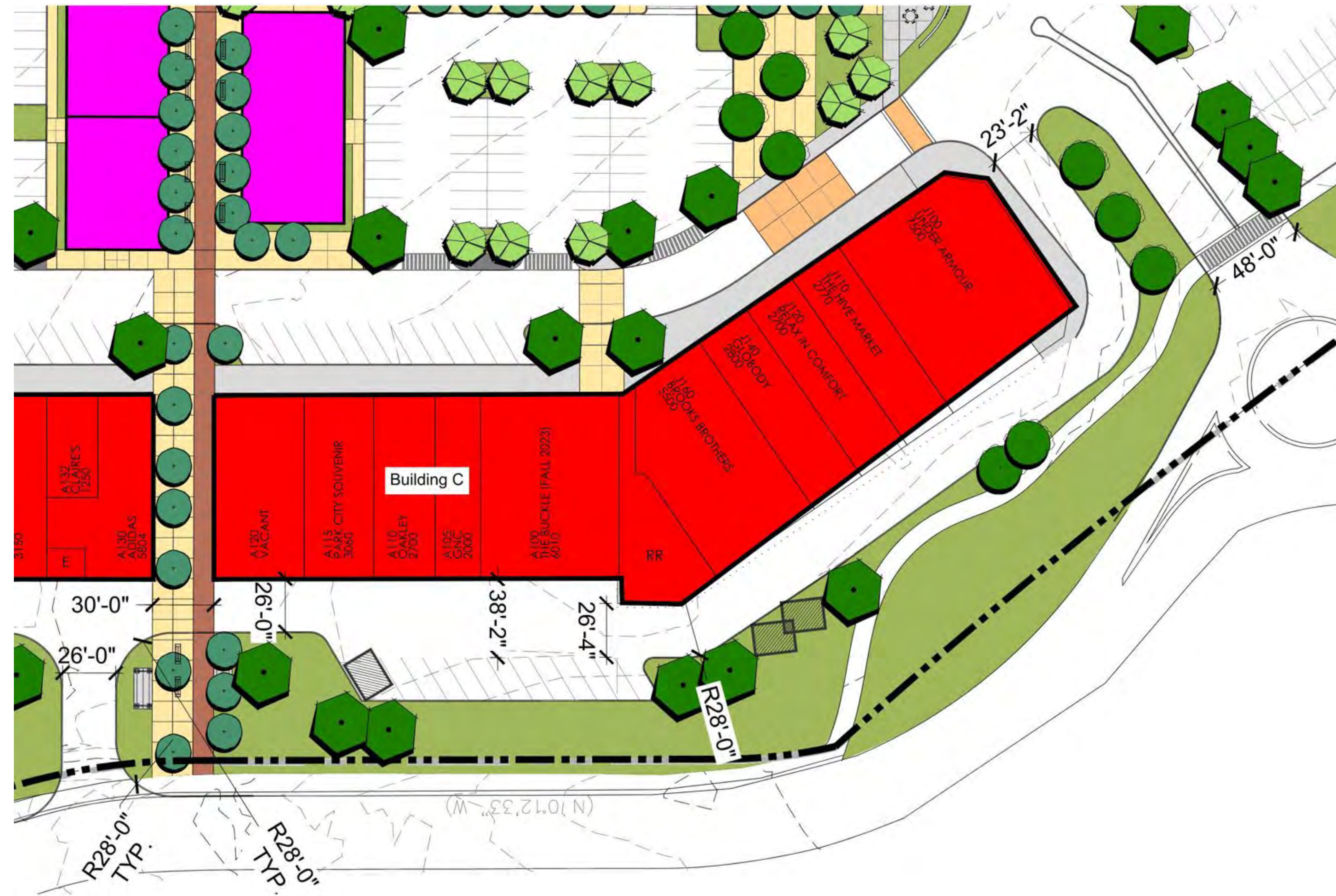
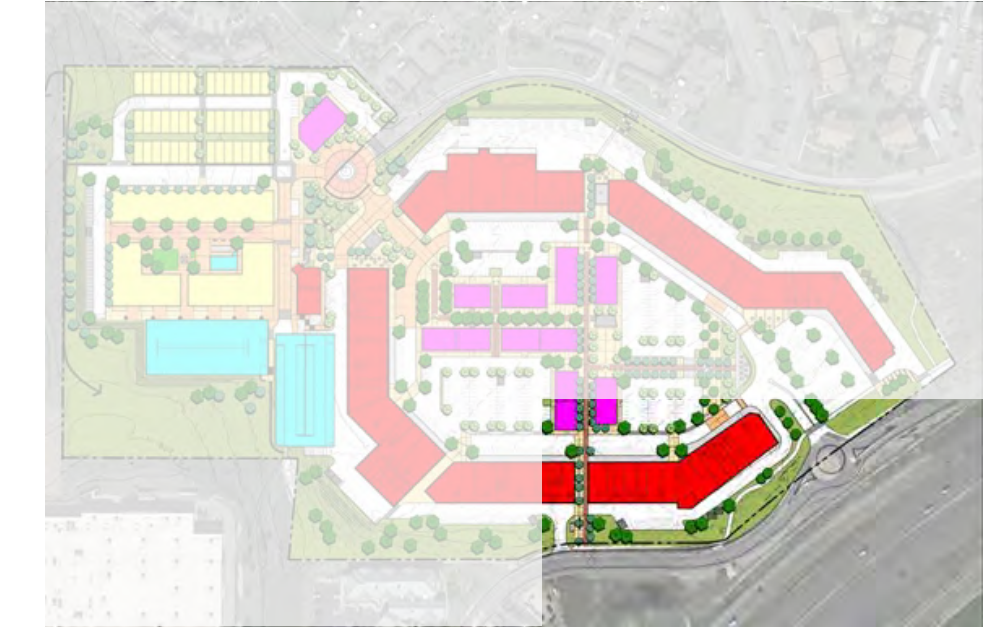
SECTION 1

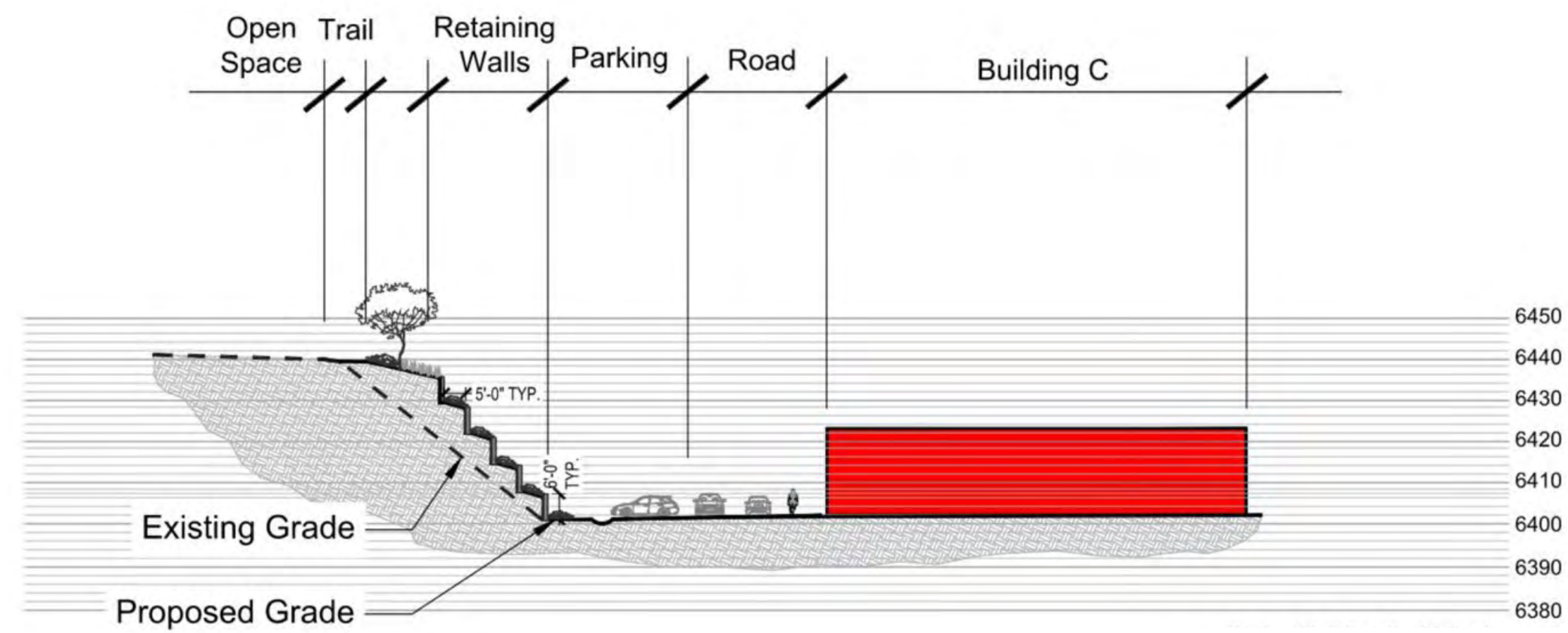


SECTION 2

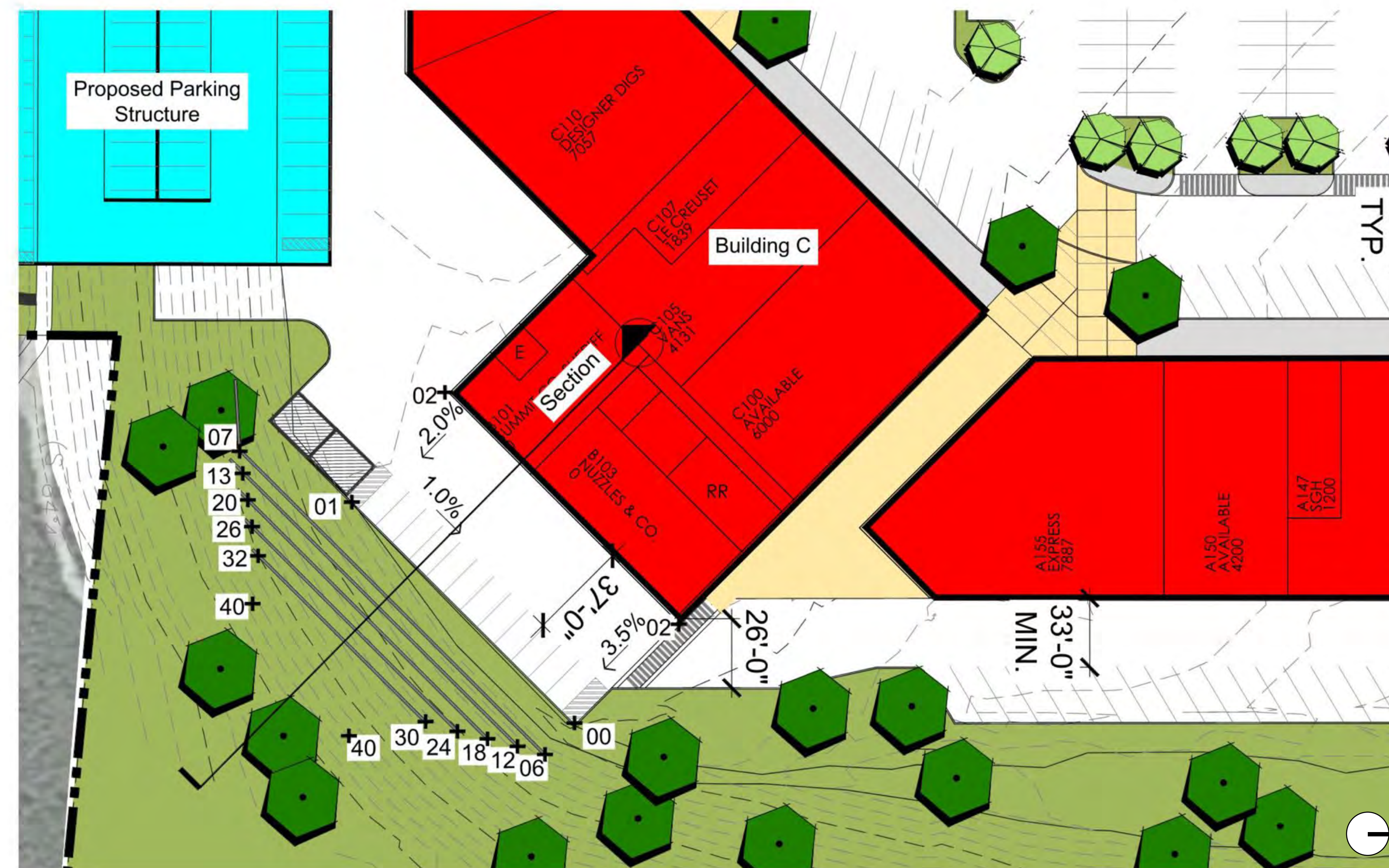
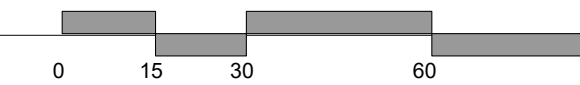


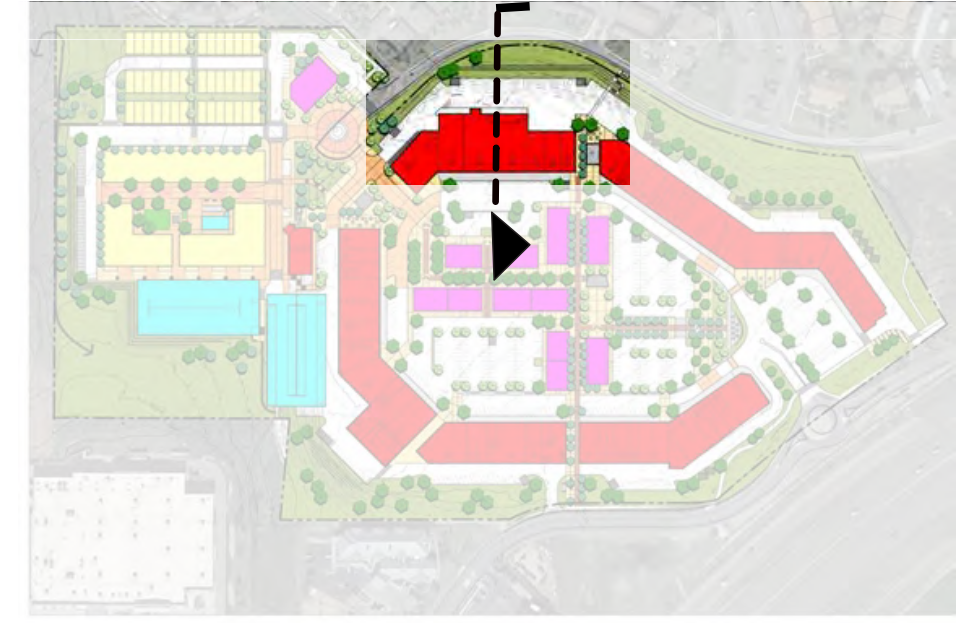
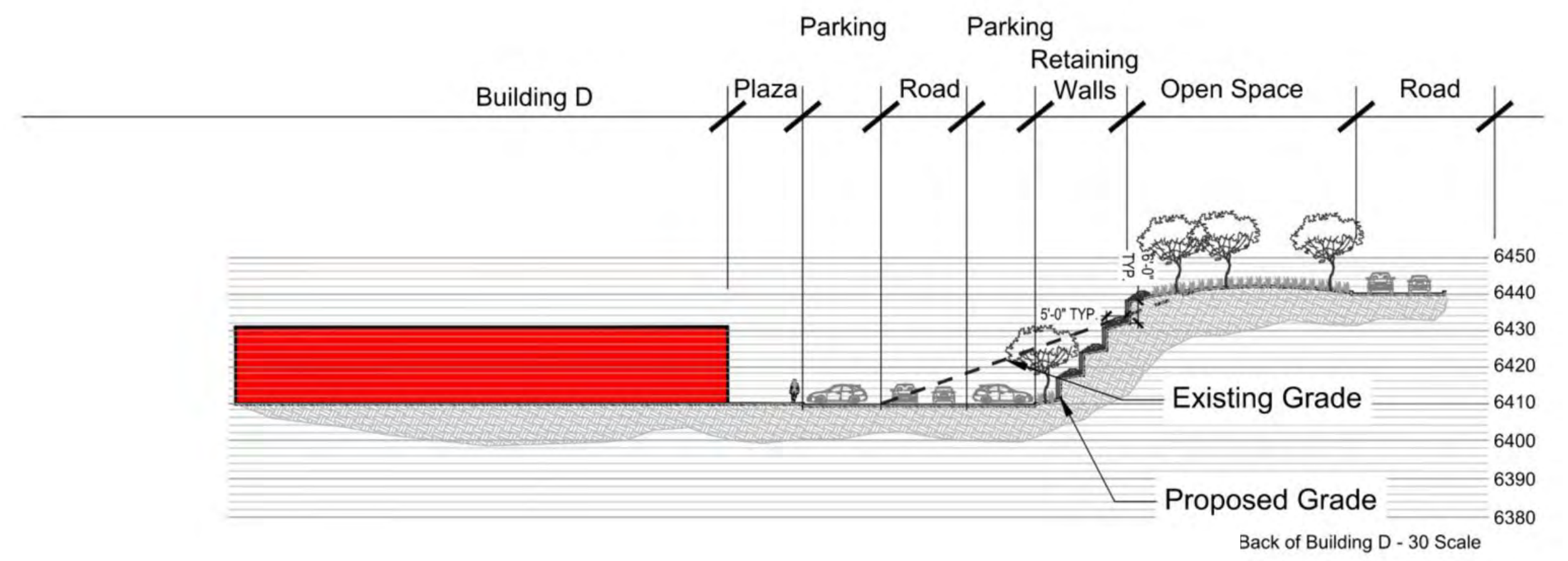




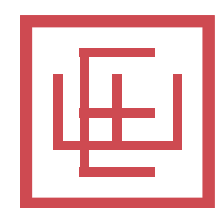
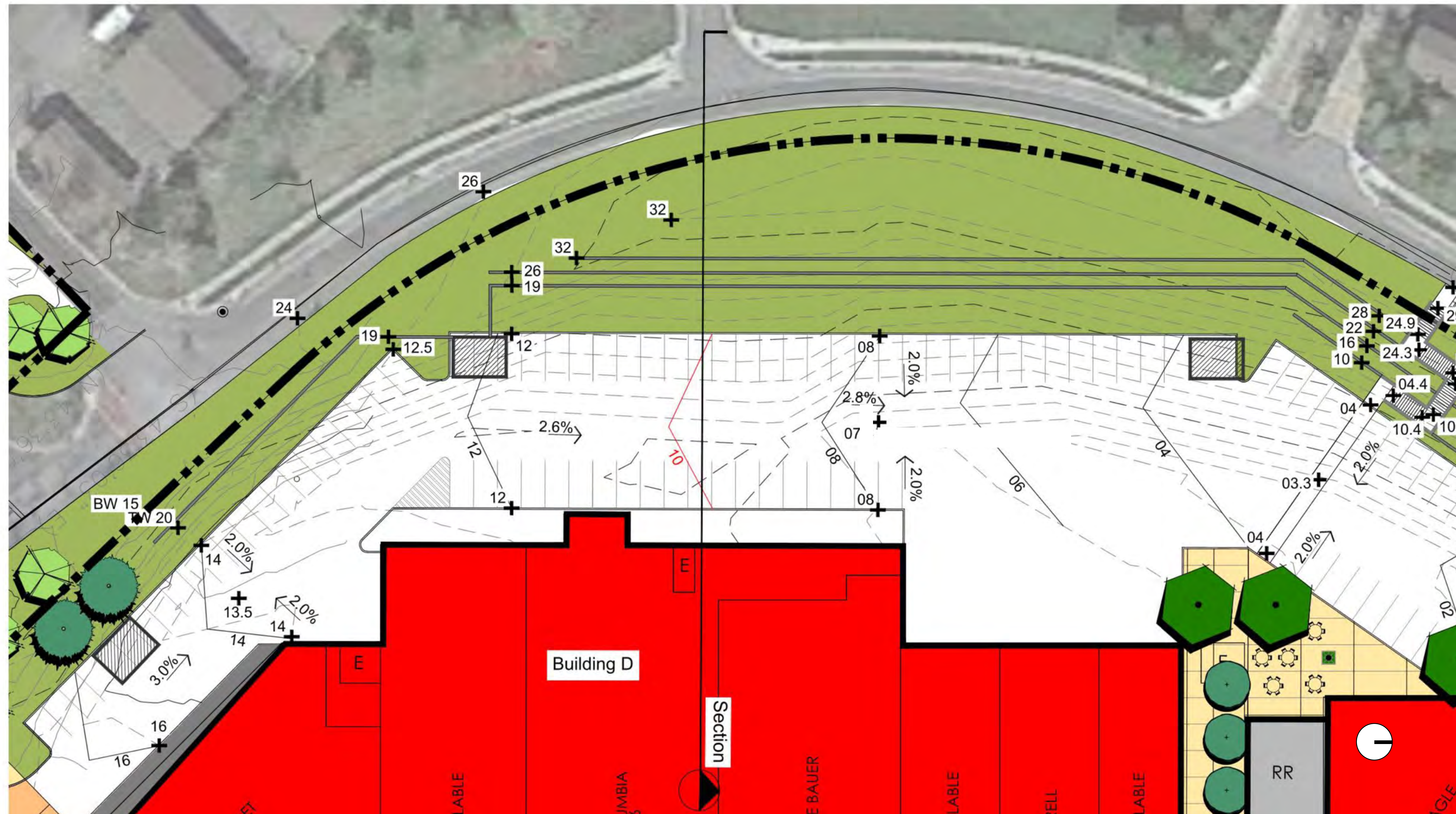


SECTION BLDG. POD C





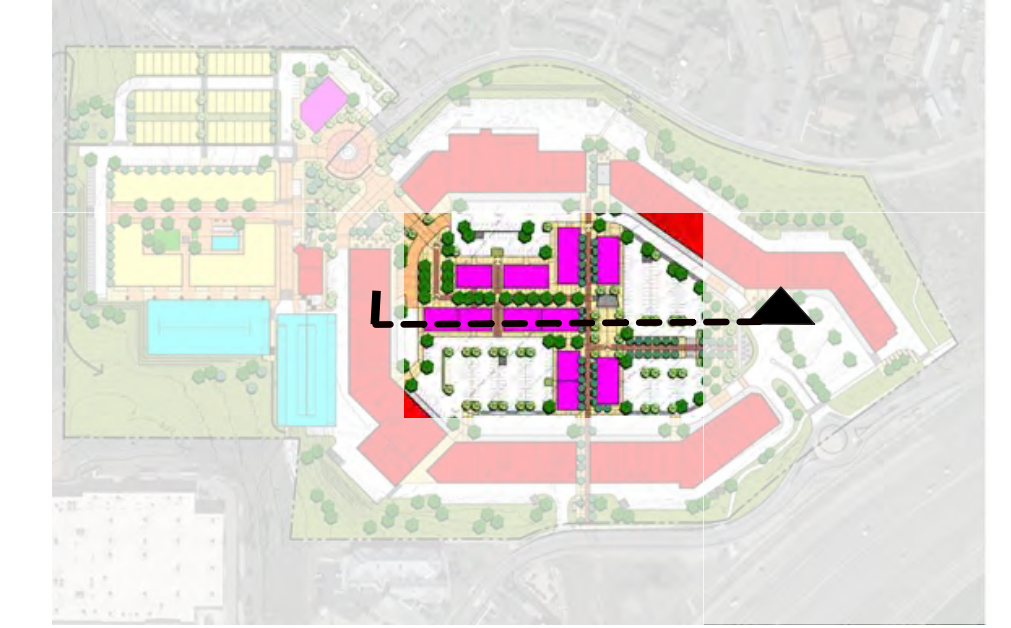
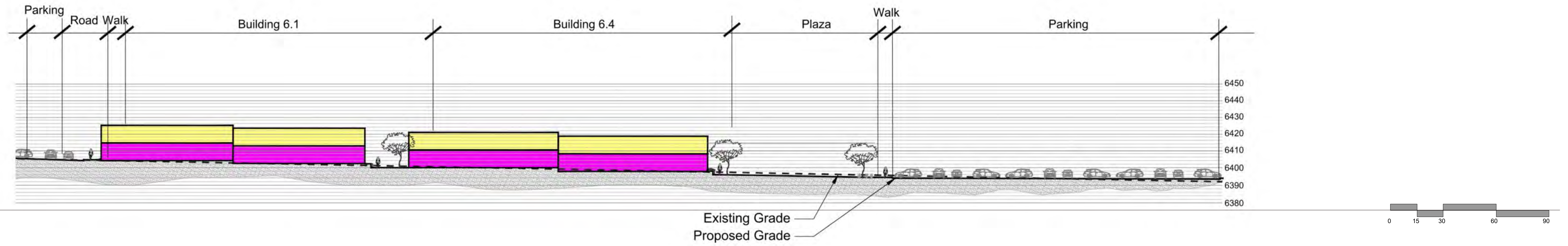
SECTION BLDG. POD D

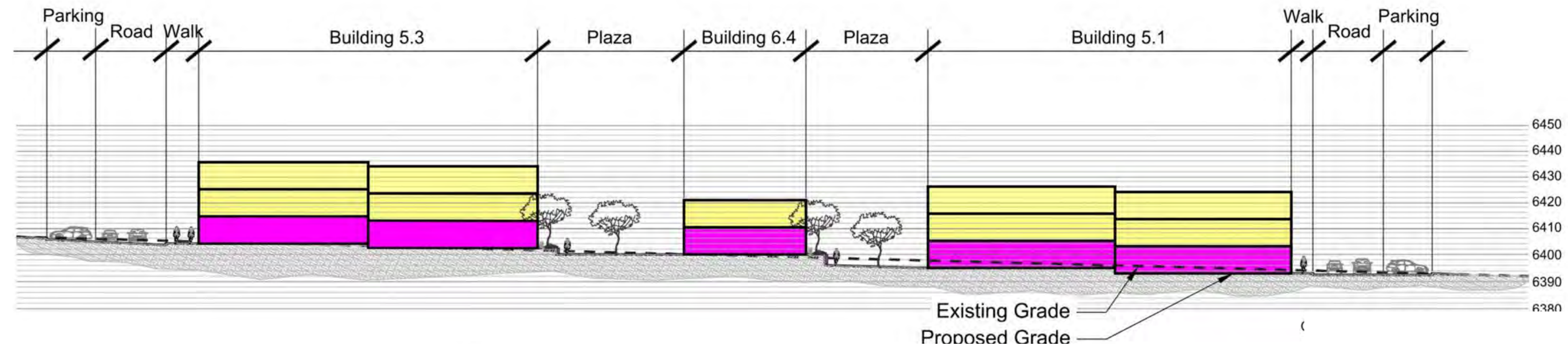


ELLIOTT WORKGROUP

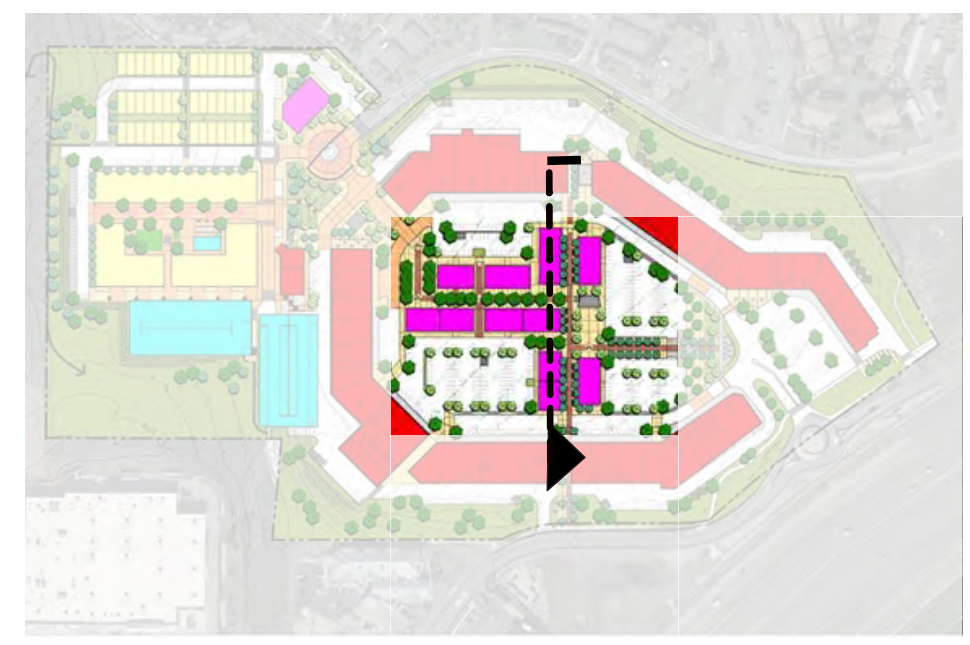
SINGERMAN  
REAL ESTATE

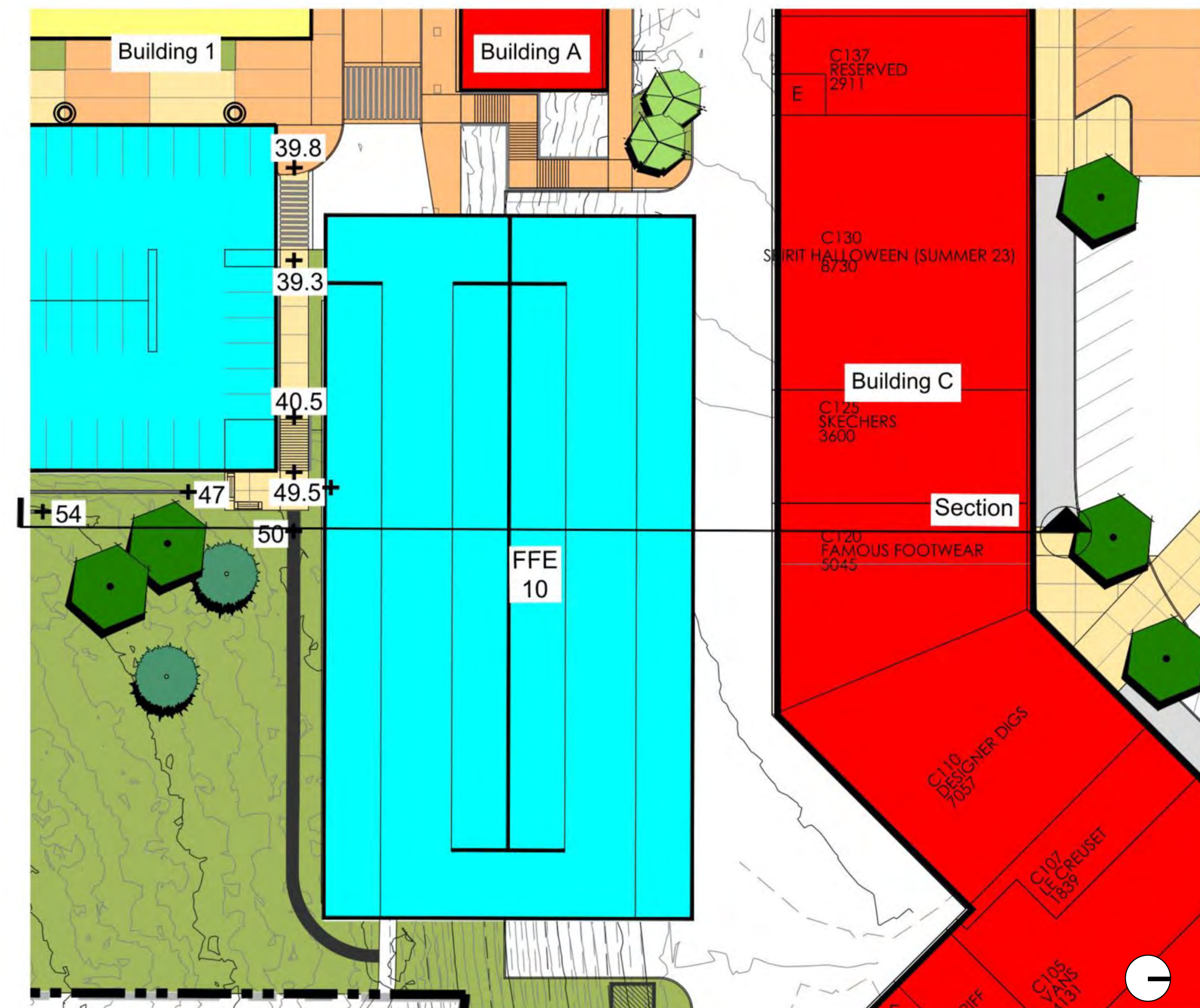
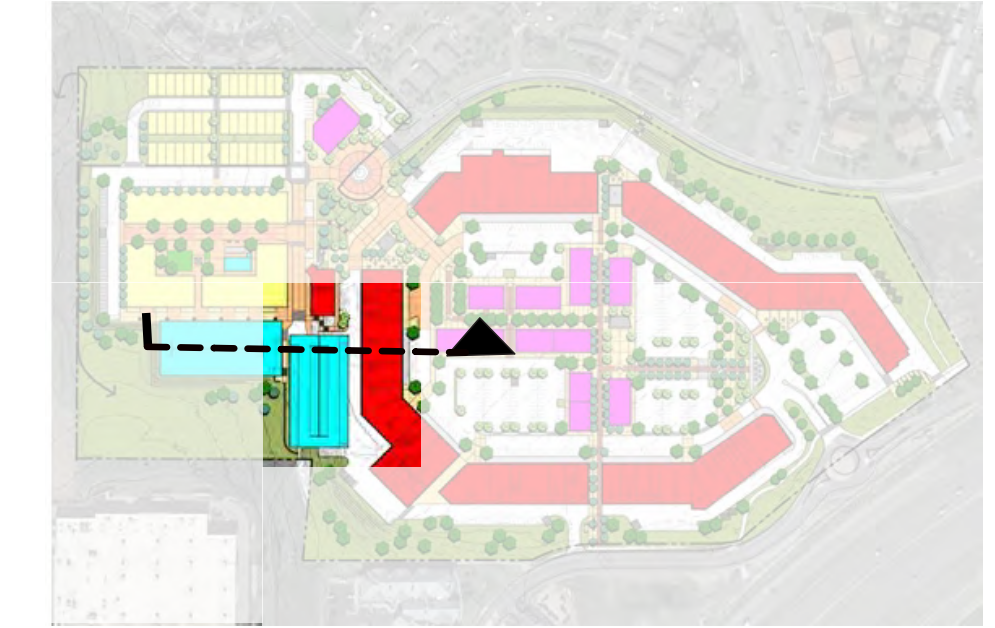
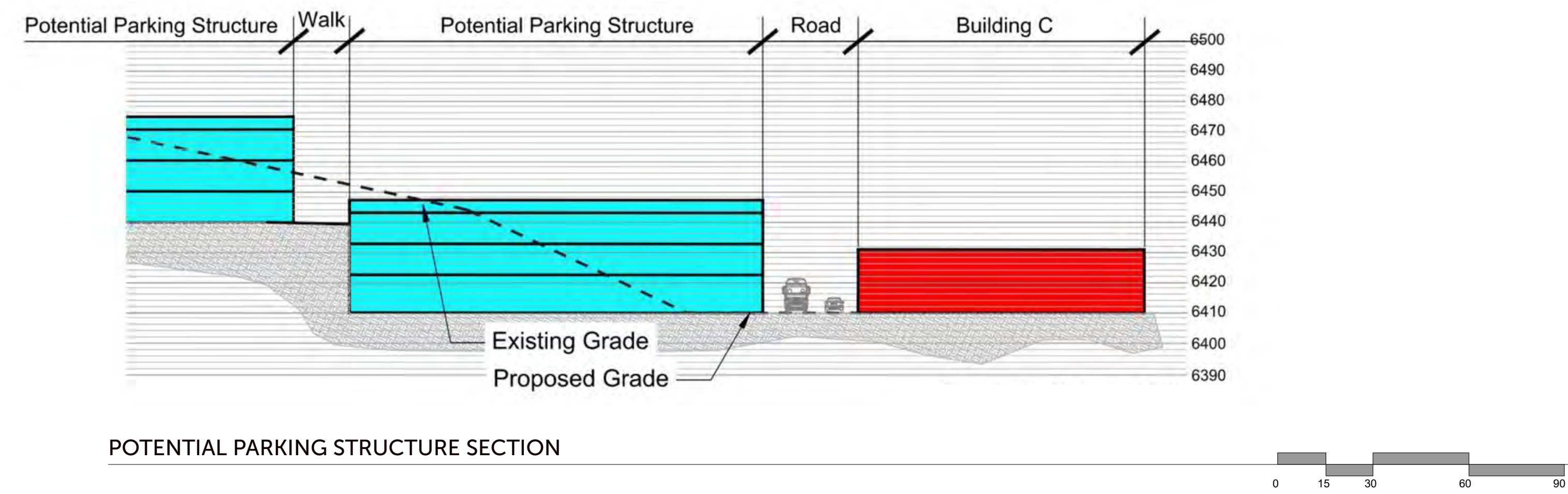
COMMERCIAL SECTION A

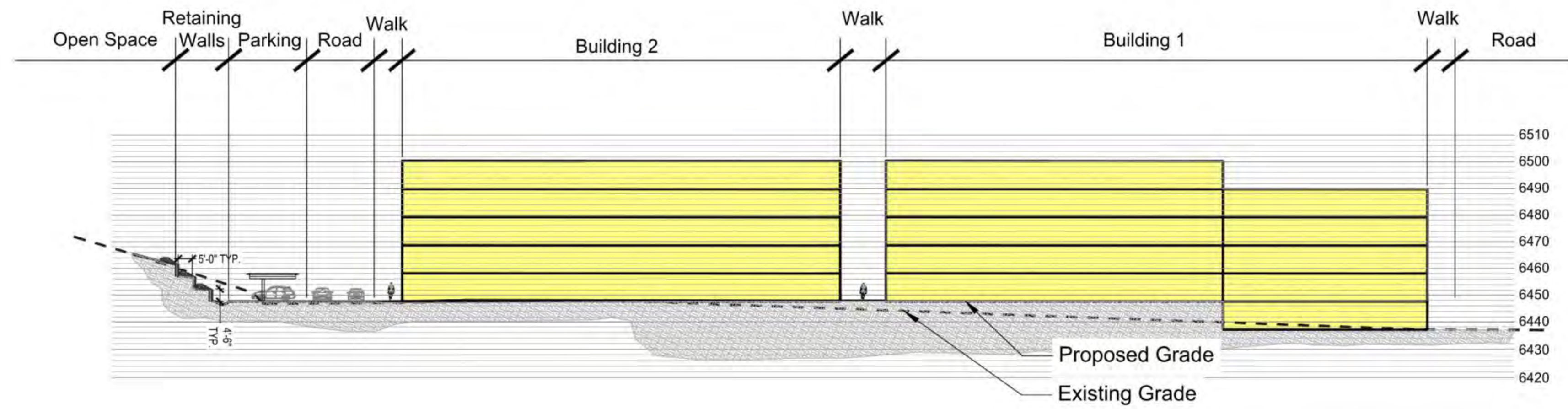




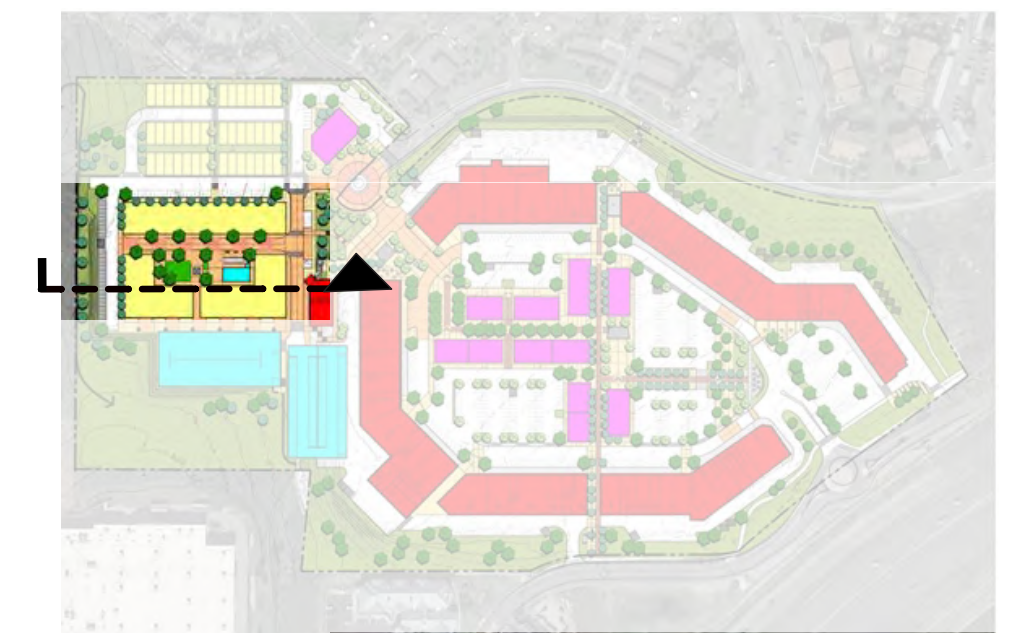
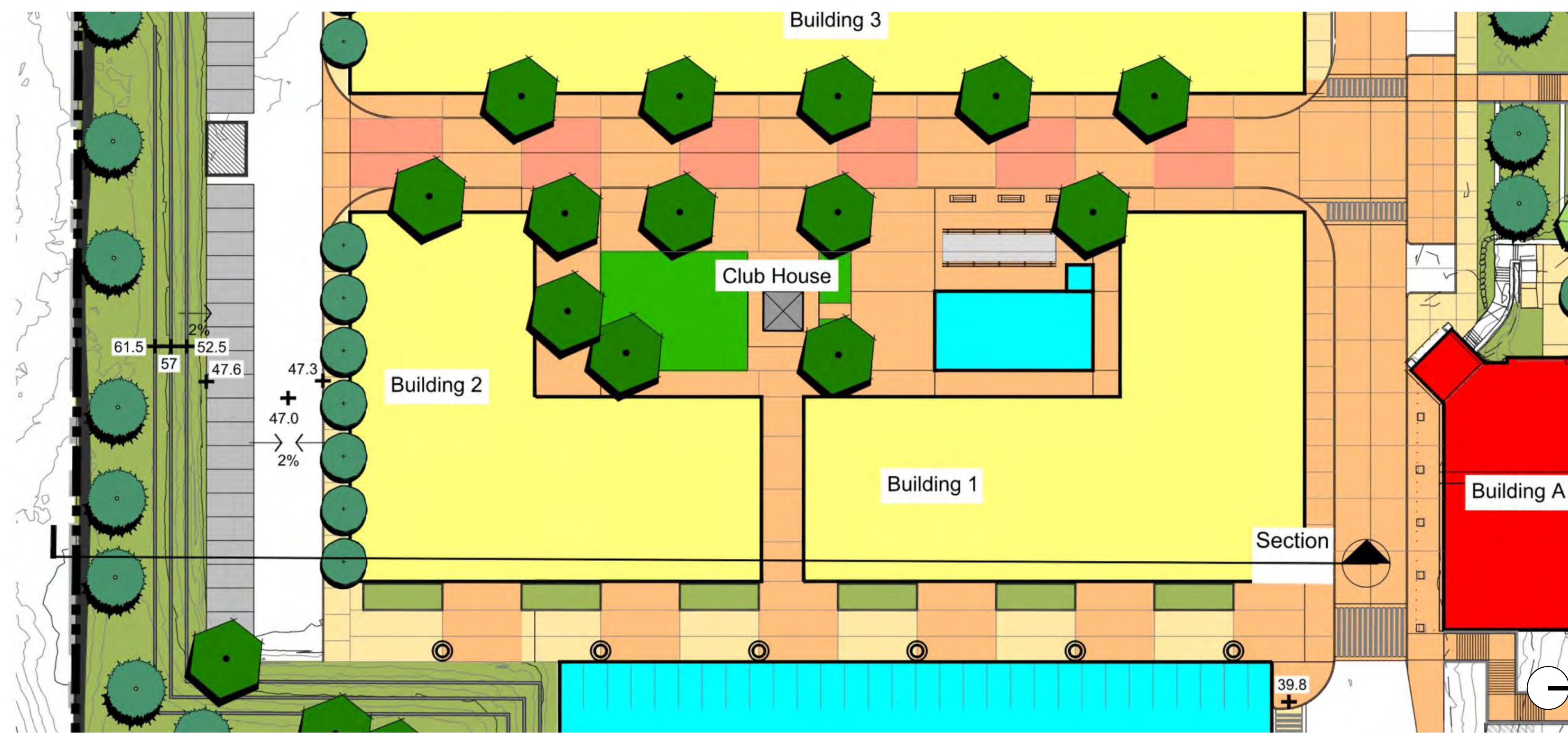
COMMERCIAL SECTION B

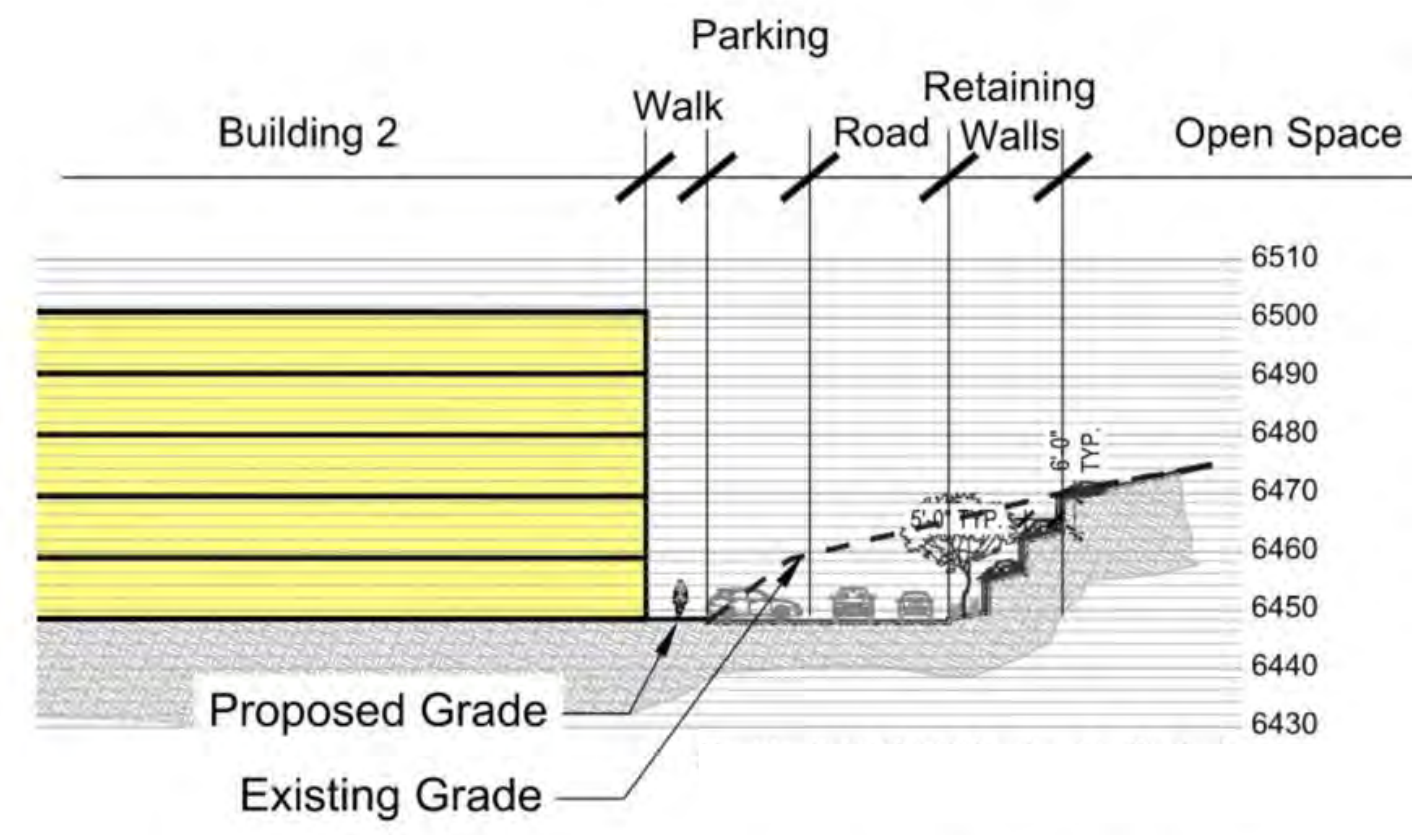




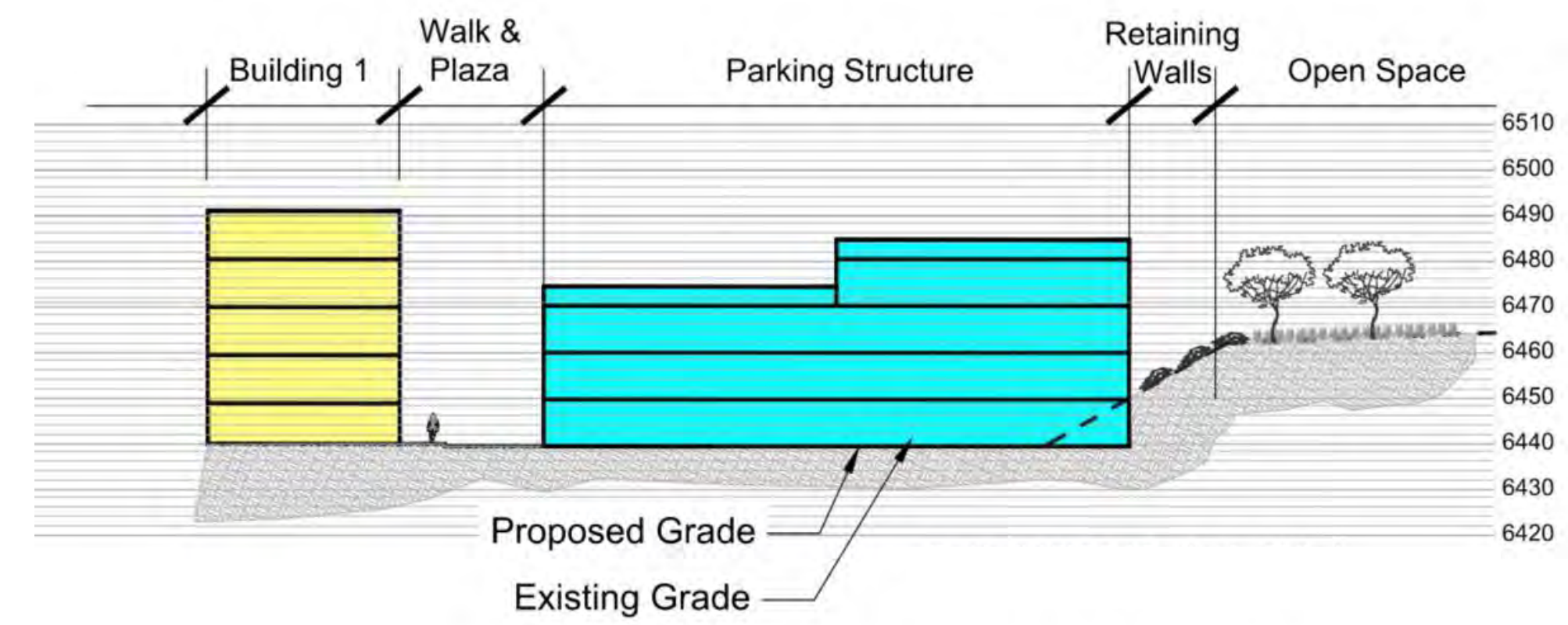


RESIDENTIAL BLDG. POD 1 & 2 SECTION

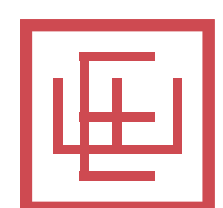
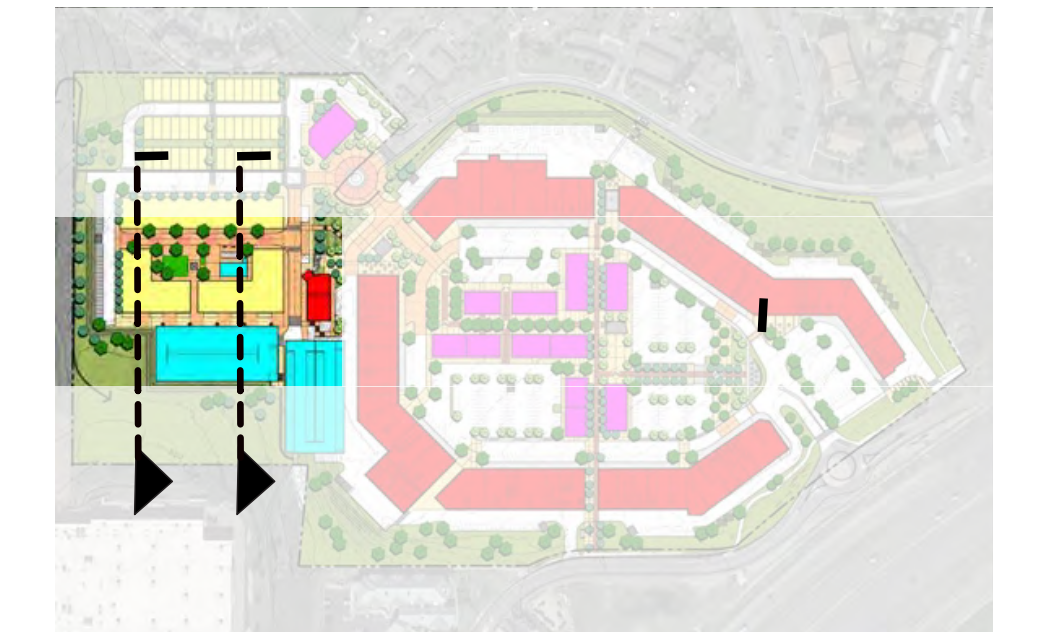
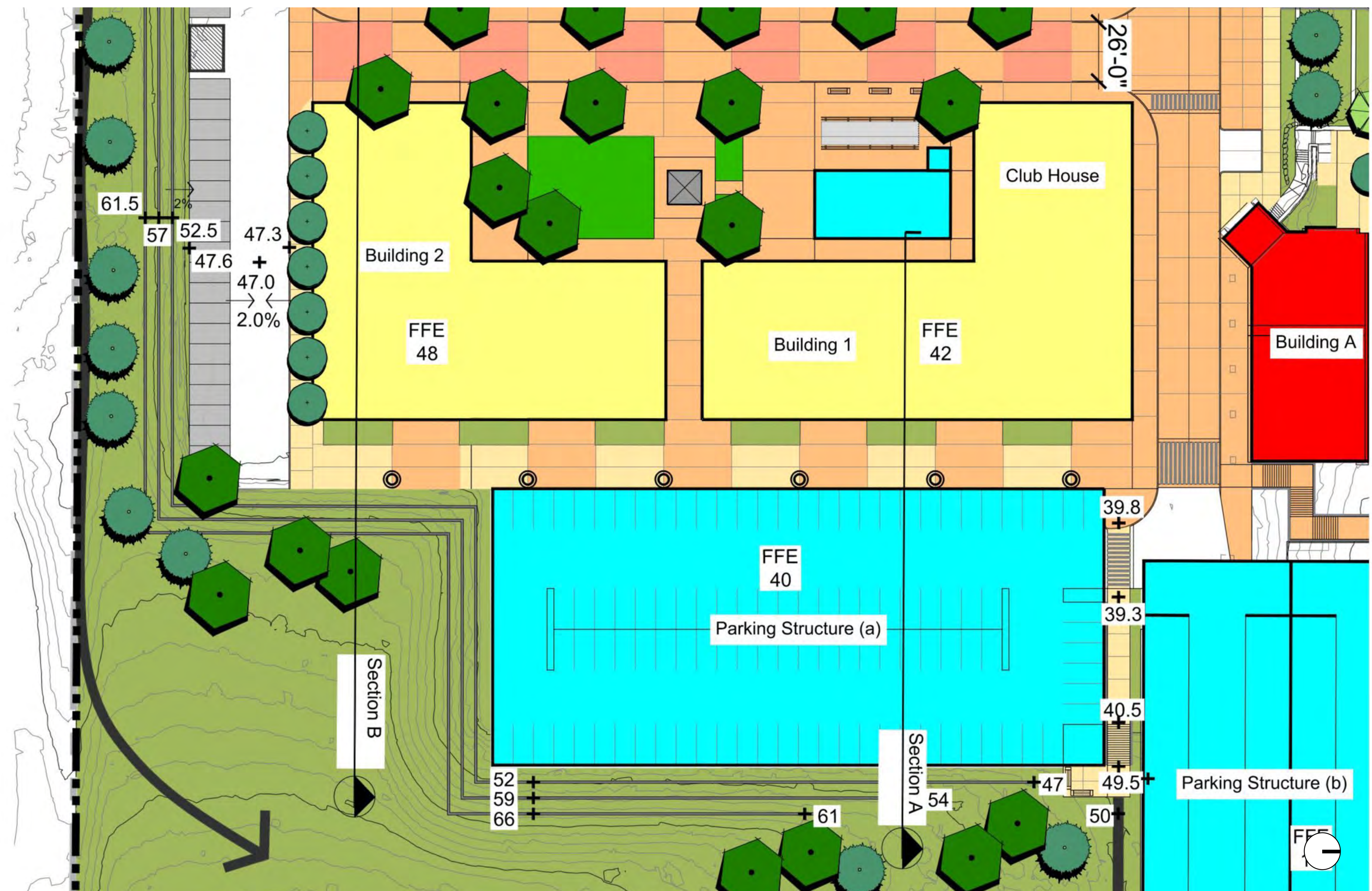
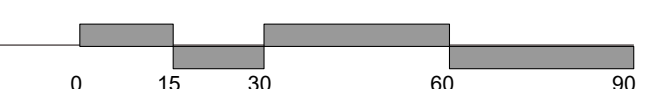




RESIDENTIAL SECTION B

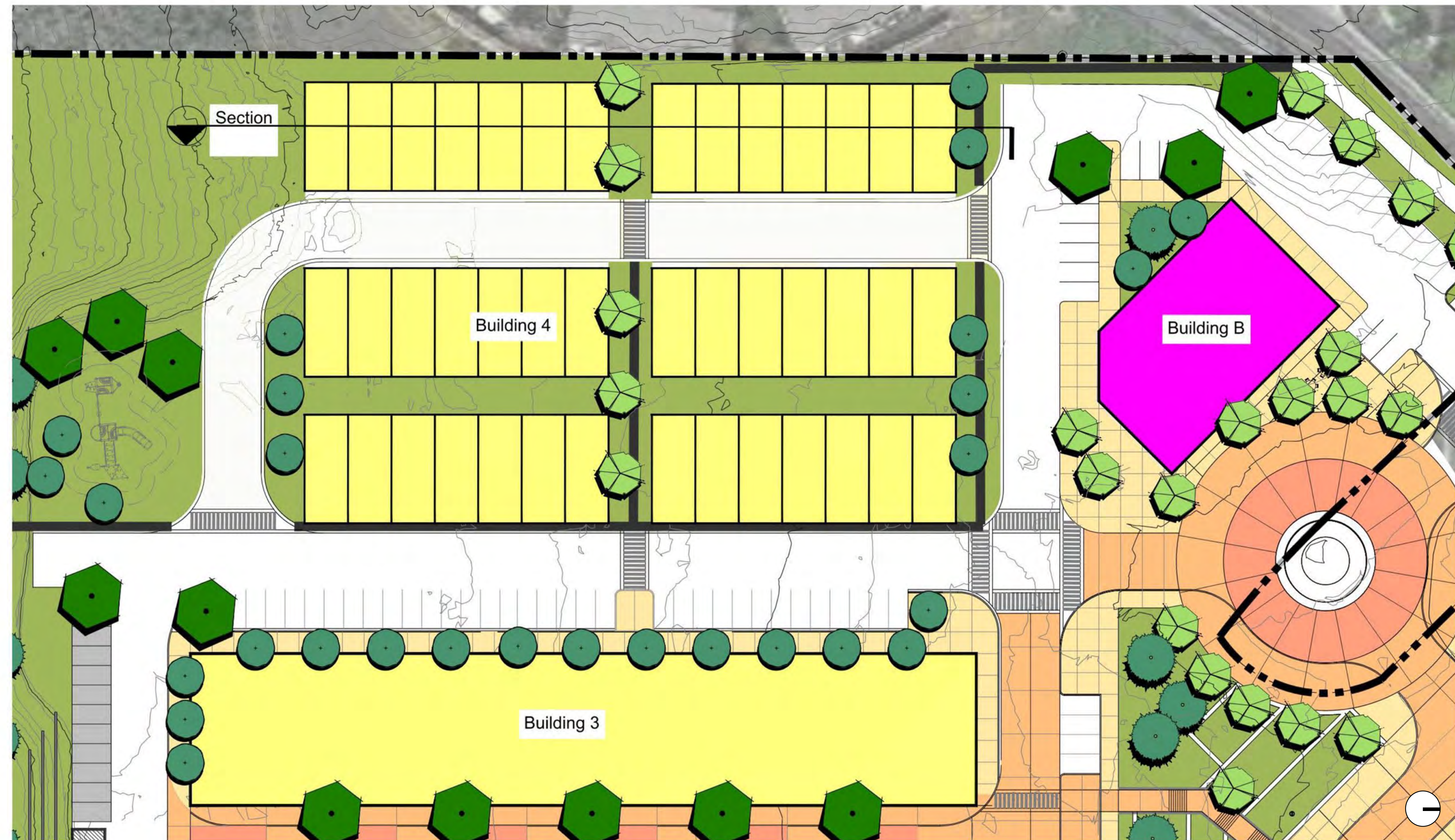
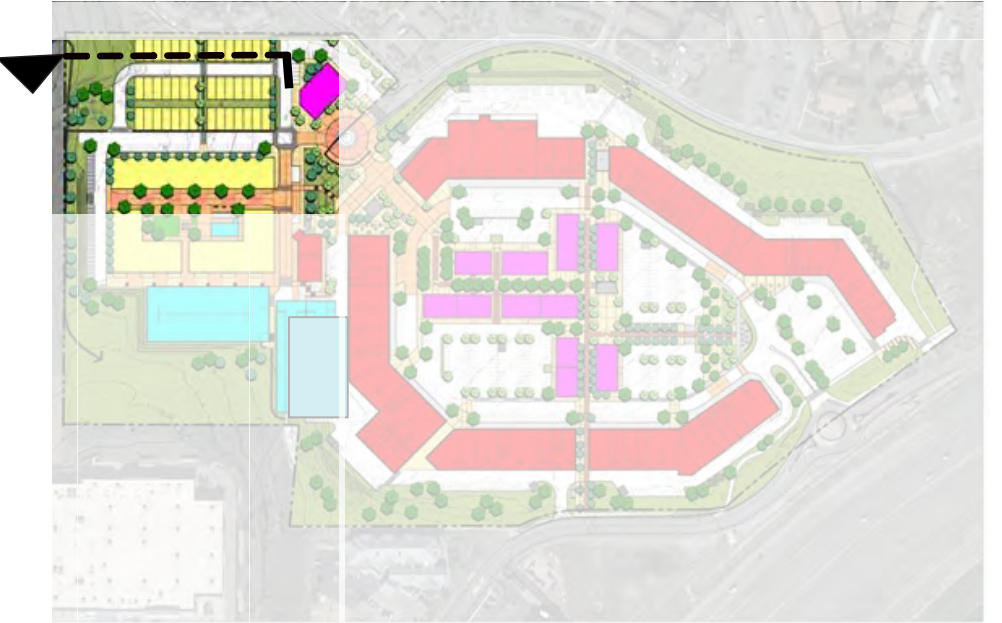
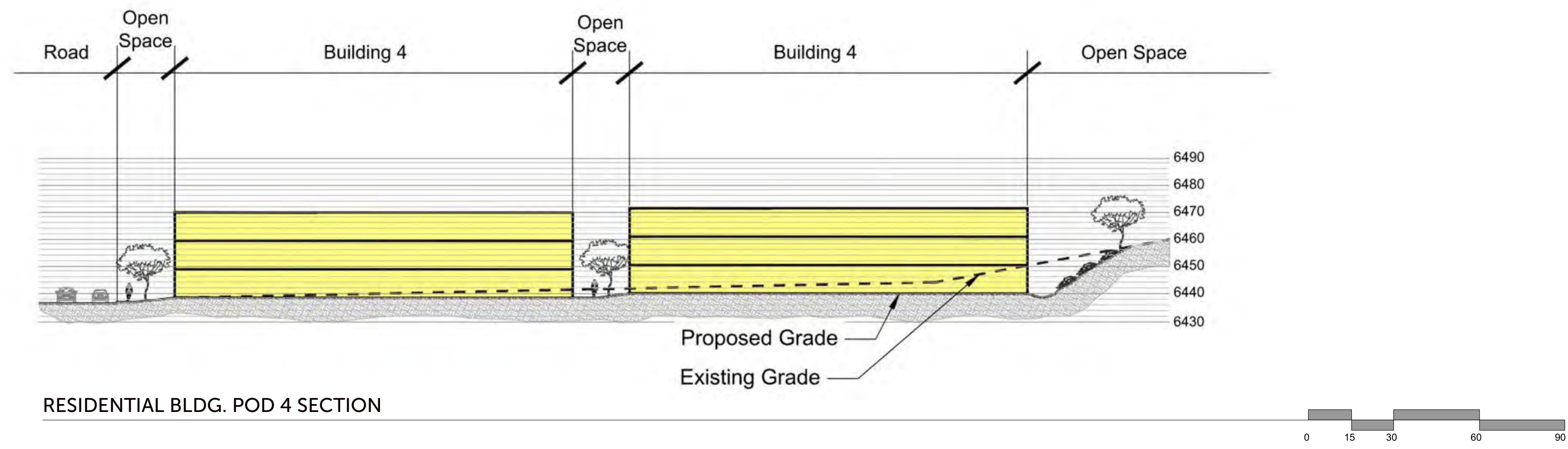


RESIDENTIAL SECTION A



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REAL ESTATE



**Phase 3**

**Pod 1 - Five Story: Amenity 8,000 GSF (8,200 NSF) Residential 75,630 GSF (64,286 NSF)**

<b>(69) Market Rate Units</b>	<b>(34.50 AUE Reqd)</b>	<b>138 Parking Spaces Code Maximum</b>
(27) 1 Bedroom		54
(35) 2 Bedroom		70
(7) 3 Bedroom		14
<b>(2) Affordable Units</b>	<b>(2.50 AUEs)</b>	<b>4.5 Parking Spaces Code Maximum</b>
(2) 3 Bedroom	2.5	4.5

**Pod 2 - Five Story: Amenity 2,500 GSF (2,375 NSF) Residential 71,063 GSF (60,404 NSF)**

<b>(97) Affordable Units</b>	<b>(70.70 AUEs)</b>	<b>139.25 Parking Spaces Code Maximum</b>
(35) Studio	17.5	43.75
(44) 1 Bedroom	35.20	55.00
(18) 2 Bedroom	18	40.50

**Pod 3 - Five Story: Residential 117,120 GSF (100,723 NSF)**

<b>(115) Market Rate Units</b>	<b>(43.13 AUE Reqd)</b>	<b>230 Parking Spaces Code Maximum</b>
(45) 1 Bedroom		90
(60) 2 Bedroom		120
(10) 3 Bedroom		20

**Pod A - Existing Two Story: Commercial 11,000 GSF (7,434 NSF)**  
**Existing Commercial No AUEs Required 26 Parking Spaces Provided in Existing Lot**

**Phase 3 Totals**  
**(184) Market Rate Units requires 92 AUEs**  
**(99) Affordable Units provided equals 73.20 AUEs**  
**537.75 Parking Spaces Code Maximum - 393 Proposed with Remainder Parking Spaces in Existing Lot**

**Phase 4**

**Pod 4 - Three Story Townhomes: Residential 105,000 GSF (84,000 NSF)**

<b>(42) Townhomes</b>	<b>(15.75 AUE Reqd)</b>	<b>84 Parking Spaces Code Maximum</b>
-----------------------	-------------------------	---------------------------------------

**Pod B - Four Story Building: Commercial 7,300 GSF (6,771 NSF) Residential 18,615 GSF (15,823 NSF)**

<b>(30) Affordable Units</b>	<b>(19.50 AUEs)</b>	<b>56.69 Parking Spaces Code Maximum</b>
(15) Studio	7.5	18
(15) 1 Bedroom	12	18
<b>Commercial</b>		23.69

**Phase 4 Totals**  
**(42) Market Rate Units requires 15.75 AUEs**  
**6,771 NSF Commercial requires 1.88 AUEs (using 5,000 sf exemption)**  
**(30) Affordable Units equals 19.50 AUEs**

**140.69 Parking Spaces Code Maximum - 109 Proposed with Remainder Parking Spaces in Existing Lot**

**Phase 5**

**Pod 5 - (4) Three Story Bldgs: Commercial 23,100 GSF (19,428 NSF) Residential 23,100 GSF (18,480 NSF)**

<b>(68) Affordable Units</b>	<b>(44.8 AUEs)</b>	<b>150.49 Parking Spaces Code Maximum</b>
(32) Studio	16	40
(36) 1 Bedroom	28.8	42.5
<b>Commercial</b>		67.99

**Phase 5 Totals**  
**19,428 NSF Commercial requires 20.6 AUEs**  
**(68) Affordable Units equals 44.8 AUEs**

**Phase 6**

**Pod 6 - (4) Two Story Buildings: Commercial 25,000 GSF (21,265 NSF) Residential 25,000 GSF (20,000 NSF)**

<b>(36) Affordable Units</b>	<b>(24 AUEs)</b>	<b>114.92 Parking Spaces Code Maximum</b>
(16) Studio	8	20
(20) 1 Bedroom	16	20.5
<b>Commercial</b>		74.42

**Phase 6 Totals**  
**21,265 NSF Commercial requires 22.57 AUEs**  
**(36) Affordable Units equals 24 AUEs**

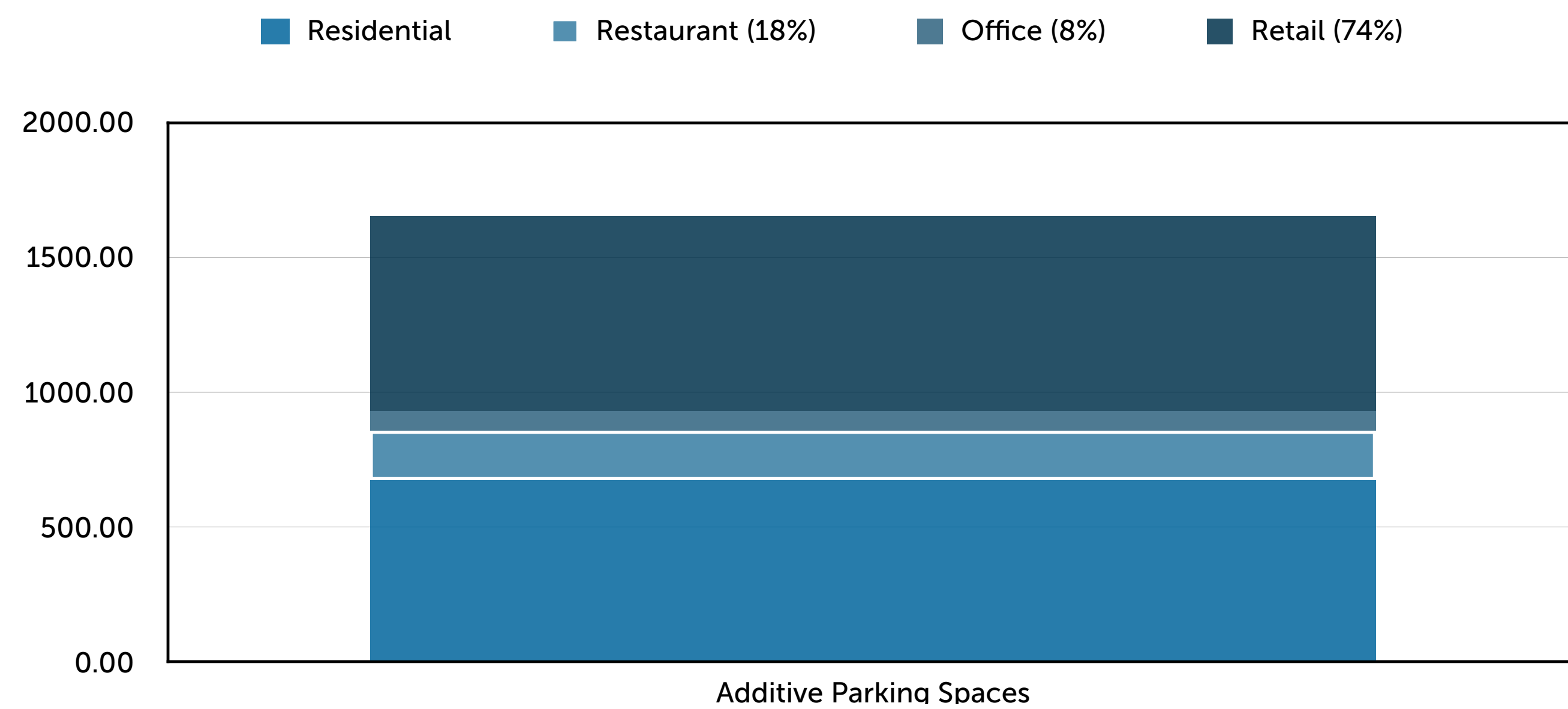
**Existing Buildings to Remain**  
**Existing Pods A, C, & D Totals**  
**229,366 NSF Existing Commercial no AUEs required**  
**802.78 Parkings Spaces Code Maximum**

**All Phases**  
**1,732 Total Parking Spaces Code Maximum**  
**1,648 Total Parking Spaces Code Maximum without 84 Parking Spaces for Pod 4**  
**1,320 Parking Spaces Required via Shared Parking Analysis without 84 Parking Spaces for Pod 4**  
**1,504 Parking Spaces Proposed without 84 Parking Spaces for Pod 4**

**1** PARKING CALCULATION

Residential	417				679.25
Market Rate	184				368.00
Studio Units	0	units	1.2	per unit	0.00
1 Bedroom Units	72	units	2	per unit	144.00
2 Bedroom Units	95	units	2	per unit	190.00
3 Bedroom Units	17	units	2	per unit	34.00
Townhome Units (NA)	0	units	2	per unit	0.00
Affordable	233				311.25
Studio Units	98	units	1.25	per unit	122.50
1 Bedroom Units	115	units	1.25	per unit	143.75
2 Bedroom Units	18	units	2.25	per unit	40.50
3 Bedroom Units	2	units	2.25	per unit	4.50
Commercial	276,830				968.91
Bldg. Pod 5	19,428	square feet	0.0035		68.00
Bldg. Pod 6	21,265	square feet	0.0035		74.43
Bldg. Pod 7	0	square feet	0.0035		0.00
Bldg. Pod A	7,434	square feet	0.0035		26.02
Bldg. Pod B	6,771	square feet	0.0035		23.70
Bldg. Pod C	117,301	square feet	0.0035		410.55
Bldg. Pod D	104,631	square feet	0.0035		366.21
Restaurant (18%)	49,829	square feet	3.5	per 1,000 sf	174.40
Office (8%)	22,146	square feet	3.5	per 1,000 sf	77.51
Retail (74%)	204,854	square feet	3.5	per 1,000 sf	716.99
					<b>1648.16</b>

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

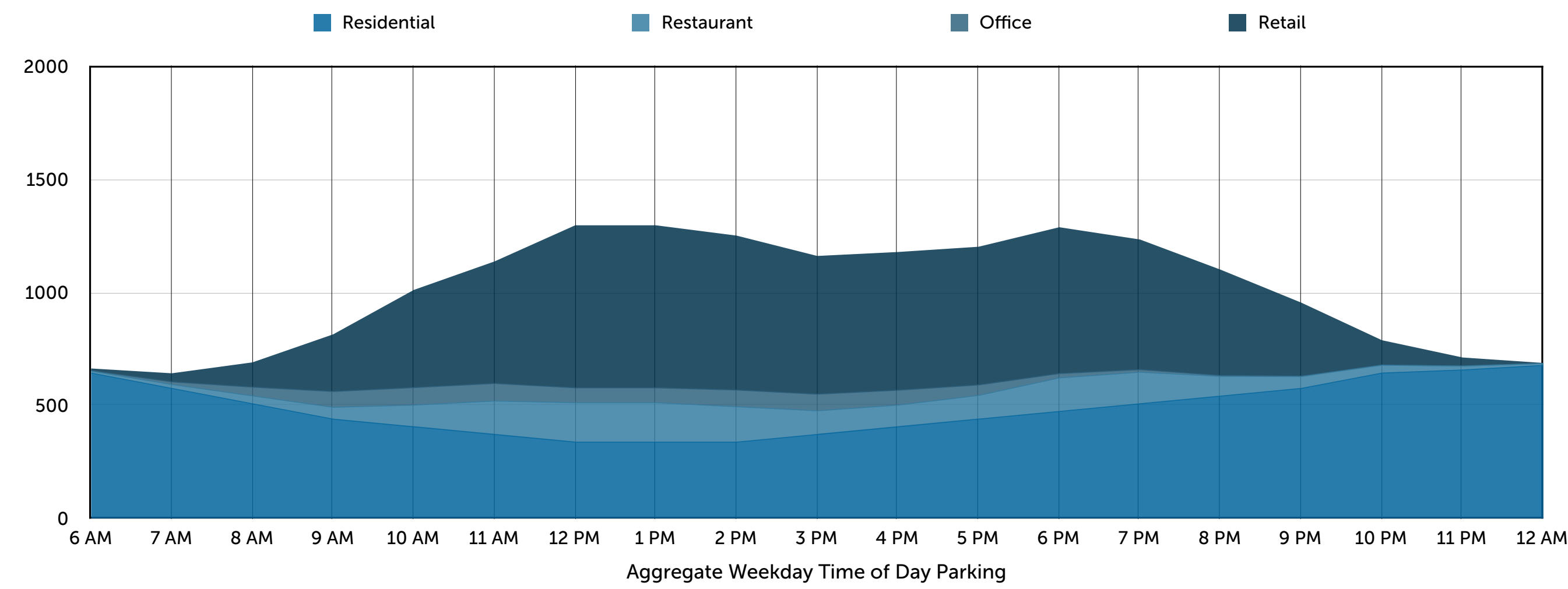


MAX. REQUIRED PARKING.....	1649 Stalls
PARKING ANALYSIS ADJUSTMENT.....	1320 Stalls
PARKING PROVIDED IN TOWNHOMES.....	84 Stalls
SURFACE PARKING PROVIDED .....	720 Stalls
<u>PARKING STRUCTURE .....</u>	<u>784 Stalls</u>
<b>TOTAL PARKING PROVIDED.....</b>	<b>1504 Stalls</b>

**2 WEEKDAY TIME OF THE DAY ADJUSTMENTS (100% OCCUPANCY)**

Land Use	User	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	12 AM
Residential	Combined	95%	85%	75%	65%	60%	55%	50%	50%	55%	60%	65%	70%	75%	80%	85%	95%	97%	100%	
		645	577	509	442	408	374	340	340	374	408	442	475	509	543	577	645	659	679	
Restaurant (18%)	Combined	5%	10%	20%	30%	55%	85%	100%	100%	90%	60%	55%	60%	85%	80%	50%	30%	20%	10%	5%
		9	17	35	52	96	148	174	174	157	105	96	105	148	140	87	52	35	17	9
Office (8%)	Combined	3%	15%	50%	90%	100%	100%	85%	85%	95%	95%	85%	60%	25%	15%	5%	3%	1%	0%	0%
		2	12	39	70	78	78	66	66	74	74	66	47	19	12	4	2	1	0	0
Retail (74%)	Combined	1%	5%	15%	35%	60%	75%	100%	100%	95%	85%	85%	85%	90%	80%	65%	45%	15%	5%	0%
		7	36	108	251	430	538	717	717	681	609	609	645	574	466	323	108	36	0	0
Totals		664	642	691	815	1011	1137	1297	1297	1251	1161	1179	1202	1288	1234	1101	955	788	712	688

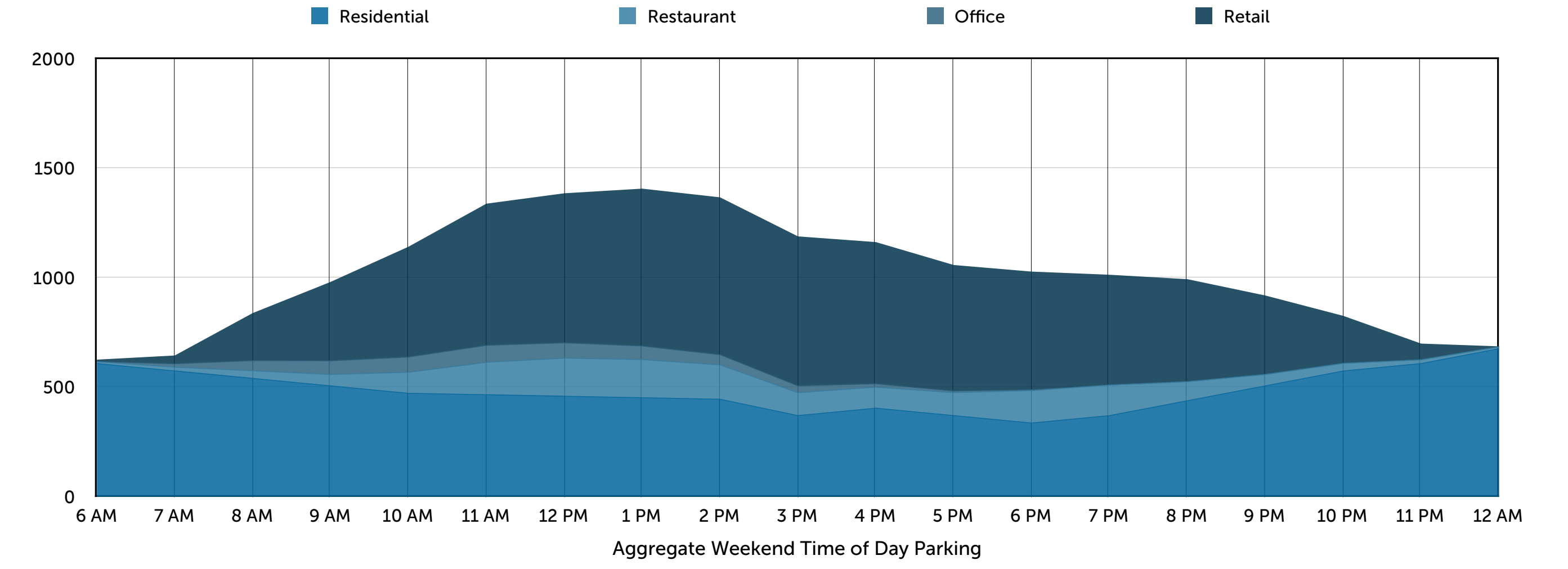
\*Adjustments based on Shared Parking Third Edition, Data - Published by ICSC, NPA, and ULI



**3 WEEKEND TIME OF THE DAY ADJUSTMENTS (100% OCCUPANCY)**

Land Use	User	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	12 AM
Residential	Combined	90%	85%	80%	75%	70%	69%	68%	67%	66%	55%	60%	55%	50%	55%	65%	75%	85%	90%	100%
		611	577	543	509	475	469	462	455	448	374	408	374	340	374	442	509	577	611	679
Restaurant (18%)	Combined	5%	10%	20%	30%	55%	85%	100%	100%	90%	60%	55%	60%	85%	80%	50%	30%	20%	10%	5%
		9	17	35	52	96	148	174	174	157	105	96	105	148	140	87	52	35	17	9
Office (8%)	Combined	0%	20%	60%	80%	90%	100%	90%	80%	60%	40%	20%	10%	5%	0%	0%	0%	0%	0%	0%
		0	16	47	62	70	78	70	62	47	31	16	8	4	0	0	0	0	0	0
Retail (74%)	Combined	1%	5%	30%	50%	70%	90%	95%	100%	100%	95%	90%	80%	75%	70%	65%	50%	30%	10%	0%
		7	36	215	358	502	645	681	717	717	681	645	574	538	502	466	358	215	72	0
Totals		627	646	840	982	1143	1340	1387	1409	1369	1190	1164	1060	1029	1015	995	920	827	700	688

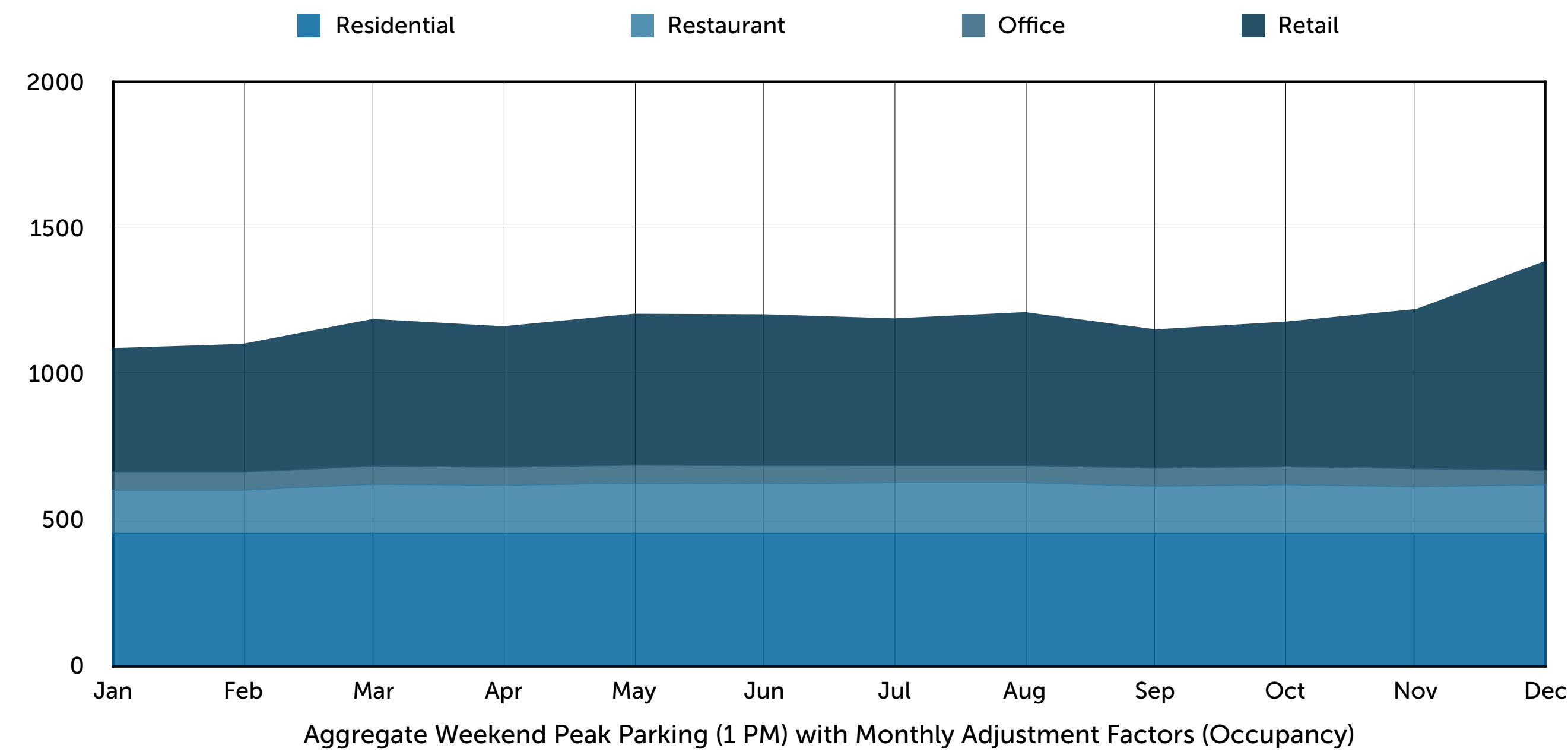
\*Adjustments based on Shared Parking Third Edition, Data - Published by ICSC, NPA, and ULI



**4** MONTHLY OCCUPANCY ADJUSTMENTS FACTORS AT 1PM

Land Use	User	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Residential	Combined	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
	1PM WKND	455	455	455	455	455	455	455	455	455	455	455	455
Restaurant (18%)	Combined	85%	85%	97%	95%	99%	98%	100%	100%	93%	96%	92%	96%
	1PM WKND	148	148	169	166	173	171	174	174	162	167	160	167
Office (8%)	Combined	100%	100%	100%	100%	100%	100%	95%	95%	100%	100%	100%	80%
	1PM WKND	62	62	62	62	62	62	59	59	62	62	62	50
Retail (74%)	Combined	59%	61%	70%	67%	72%	72%	70%	73%	66%	69%	76%	100%
	1PM WKND	423	437	502	480	516	516	502	523	473	495	545	717
<b>Totals</b>		<b>1088</b>	<b>1103</b>	<b>1188</b>	<b>1163</b>	<b>1206</b>	<b>1204</b>	<b>1190</b>	<b>1212</b>	<b>1153</b>	<b>1179</b>	<b>1222</b>	<b>1389</b>

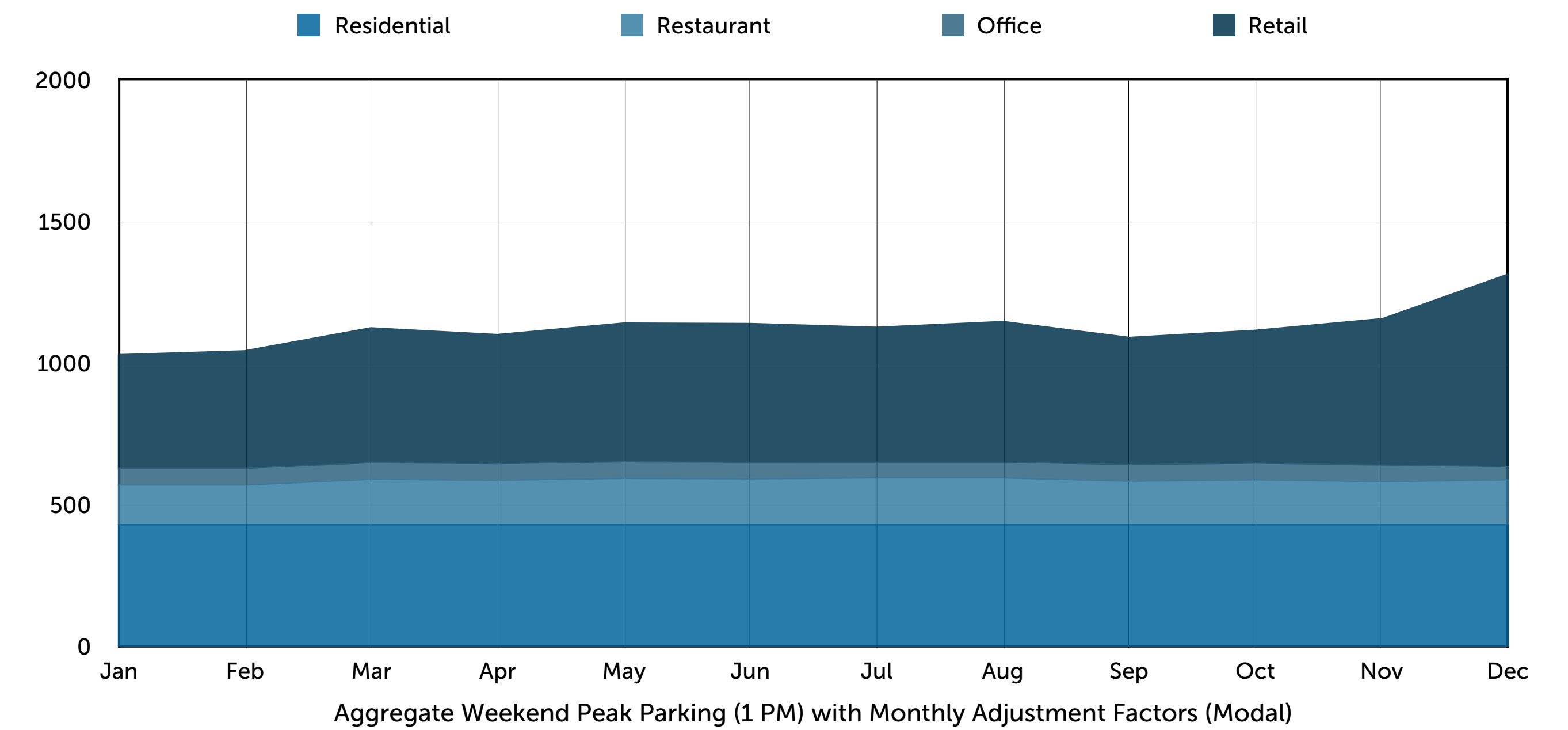
\*Adjustments based on Shared Parking Third Edition, Data - Published by ICSC, NPA, and ULI  
 \*Retail Adjustments based on Actual Maximum Occupancy during each Month



**5** MONTHLY MODAL ADJUSTMENTS FACTORS AT 1PM

Land Use	User	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Residential	Combined	95%	95%	95%	95%	95%	95%	95%	95%	95%	95%	95%	95%
	1PM WKND	432	432	432	432	432	432	432	432	432	432	432	432
Restaurant (18%)	Combined	95%	95%	95%	95%	95%	95%	95%	95%	95%	95%	95%	95%
	1PM WKND	141	141	161	157	164	162	166	166	154	159	152	159
Office (8%)	Combined	95%	95%	95%	95%	95%	95%	95%	95%	95%	95%	95%	95%
	1PM WKND	59	59	59	59	59	59	56	56	59	59	59	47
Retail (74%)	Combined	95%	95%	95%	95%	95%	95%	95%	95%	95%	95%	95%	95%
	1PM WKND	402	415	477	456	490	490	477	497	450	470	518	681
<b>Totals</b>		<b>1034</b>	<b>1048</b>	<b>1129</b>	<b>1105</b>	<b>1146</b>	<b>1144</b>	<b>1131</b>	<b>1151</b>	<b>1095</b>	<b>1120</b>	<b>1161</b>	<b>1320</b>

\*Adjustment Reflect Alternative Transportation Use. Employees are Frequent Users of Free Bus Transit and a Large Bus Transit Stop is on the Site. Visitors Frequently use Alternative Transportation such as Ride Share, Car Service, and Multiple Visitors Carpooling in a Rental Car. Retail and Office Users are able to use Both Transit Stop and Pedestrian/Bike Pathways which are On and Adjacent to the Site.\*The reduction of 5% is very conservative and is significantly less than suggested in "Shared Parking Third Edition".



CREATE A MIXED-USE NEIGHBORHOOD



*"MIXED-USE NEIGHBORHOODS ARE DESIGNED WITH PEOPLE IN MIND."  
-KIMBALL JUNCTION AREA PLAN PAGE 4*

Rezoning the outlet mall site for mixed-use would foster a live, work, play environment and add the vitality necessary to support more locally relevant neighborhood retail, food, beverage, and commercial uses. In pods 5, 6, 7, and B, residential and commercial are even incorporated in the same building. Having commercial spaces on the ground floor and residential units above creates the potential for live/work opportunities as well as easy shopping for residents. All of the buildings are connected by a network of pedestrian corridors and public spaces, including plazas, gathering spaces, stages, and an outdoor amphitheater. These public spaces generate community social interaction, whether through attending planned performances or having impromptu conversations while going about one's errands. The outlet mall site is adjacent to the Kimball Junction Transit Center and utilizes the Kimball Junction shuttle route to create greater community connection.

CREATE A PEOPLE ORIENTED BUILT ENVIRONMENT



*"ENSURE ALL NEW DEVELOPMENT PROPOSALS ARE DESIGNED TO FIRST ACCOMMODATE PEDESTRIANS, RATHER THAN VEHICLES."  
-KIMBALL JUNCTION AREA PLAN PAGE 5*

The Junction Commons is currently a vehicle-oriented space dominated by two oversized parking lots. This Master Plan focuses on reclaiming that space for people rather than vehicles. New buildings are centered around pedestrian corridors that not only create connection within the site, but also connect to the surrounding housing, hotel, and grocery offerings. The combination of new and existing buildings creates a continuous active edge at a comfortable pedestrian scale. The pedestrian corridors feature plazas, green space, shade structures, gathering areas, and public art to enhance the pedestrian experience.

ACHIEVE A SEAMLESSLY CONNECTED NEIGHBORHOOD



*"SUCCESSFUL NEIGHBORHOODS ARE DESIGNED TO CONNECT PEOPLE TO WHERE THEY WANT TO GO IN A SIMPLE, SAFE, COMFORTABLE, AND ENJOYABLE MANNER."  
-KIMBALL JUNCTION AREA PLAN PAGE 6*

The existing outlet mall property serves as a division between the multi-family housing to the east and the transit center, hotels, and retail to the west. This proposal would turn this center of division into a center of connection by creating pedestrian corridors that bridge the perceived distance between the surrounding conditions. These corridors enhance safe pedestrian, bicycle, transit, and vehicle travel while placing the greatest emphasis on walking and biking over motorized transportation. Utilizing the existing transit route allows for greater connectivity within the site and with the rest of the neighborhood without needing to rely on personal vehicles.

CREATE A WALKABLE NEIGHBORHOOD



*"WALKABLE NEIGHBORHOODS FOSTER A DIVERSITY OF PEOPLE, USES, AND EXPERIENCES. THEY ARE EASIER TO MOVE TO, MOVE THROUGH, AND MOVE AROUND."  
-KIMBALL JUNCTION AREA PLAN PAGE 7*

This proposal replaces the oversized parking lots of the existing outlet mall site with mixed-use buildings, outdoor gathering spaces, and plazas, all connected by pedestrian corridors that flow to, through, and around the site. Pedestrian paths are protected from the remaining vehicle zones. Some smaller parking zones remain in place of the oversized lot, but the proposal also features two stand-alone parking structures, thus consolidating the parking away from active pedestrian zones. Public art, vegetation, gathering zones, and shade structures create lively, desirable walking and biking paths. E-bike charging stations are provided throughout the site and Summit Bike Share stations will be hosted on site to promote bike travel. As individual CUPs are submitted, bike parking locations will be detailed in accordance with code and The Plan.

DEVELOP CENTRALIZED PARKING FACILITIES



*"WHEN PARKING IS CONCENTRATED IN AN APPROPRIATELY LOCATED FACILITY, IT FREES SPACE FOR MORE OFFICES, RESTAURANTS, STORES, PARKS, AND LANDSCAPED AREAS FOR PEOPLE TO GATHER."  
-KIMBALL JUNCTION AREA PLAN PAGE 8*

The proposal utilizes and provides more amenities along the Kimball Junction shuttle route, increasing the quantity and variety of commercial spaces available to transit users. The parking facilities can serve the residential and commercial uses in the area. Parking structures allow not only for a greater density of parking but also opens more space for a mix of uses, trails, and plazas. Compared to the existing conditions, the proposal makes more available to more people in the same amount of space, minimizing the need for automobile travel. The parking structures will feature architectural design that contributes to the high visual quality of the neighborhood.

PROVIDE A VARIETY OF HOUSING CHOICES



*"PROVIDING A VARIETY OF HOUSING OPTIONS WITH A WIDE RANGE OF AFFORDABILITY GIVES PEOPLE OF ALL SOCIAL AND ECONOMIC BACKGROUNDS THE OPPORTUNITY TO LIVE IN A QUALITY BUILT ENVIRONMENT."  
-KIMBALL JUNCTION AREA PLAN PAGE 9*

Welcoming diversity creates stronger, more connected communities. This proposal promotes diversity by adding a large quantity and variety of housing options on the outlet mall site. A combination of affordable and market rate housing of different sizes and configurations in both single- and multi-family buildings will create a community with a variety of households of differing social and economic backgrounds. Mixed-use housing with commercial on the ground floor and residential above, like what is found in Pods 5, 6, 7, and B, provide live/work opportunities and expand the pool of potential residents. Accessible units create opportunities for those with disabilities. Different unit sizes and affordability levels can draw a mixed demographic of young families, families with older children, young adults, and the elderly. For a full breakdown of the unit types, please see page 34.

MAKE VISUAL QUALITY A TOP PRIORITY



*"HOW A NEIGHBORHOOD LOOKS AFFECTS HOW RESIDENTS FEEL ABOUT WHERE THEY LIVE, WORK, AND RECREATE. CREATING A SENSE OF PLACE GREATLY DEPENDS ON THE QUALITY OF THE BUILDINGS AND THE SPACES AROUND THEM."  
-KIMBALL JUNCTION AREA PLAN PAGE 10*

The built environment impacts how we see our communities, ourselves, and life itself. This proposal makes use of open areas, plazas, and shade structures to create a communal sense of place. Landscaping and vegetation incorporates biophilic design into the public realm. Sculpture art further beautifies the neighborhood and buildings of high visual quality are art in and of themselves. The buildings of this proposal will be mindfully designed, especially at the pedestrian level. The locations of trash enclosures, transit stops, and public furniture have been considered upfront, ensuring that they won't be an afterthought. (See page 7.)

CREATE A SUSTAINABLE COMMUNITY



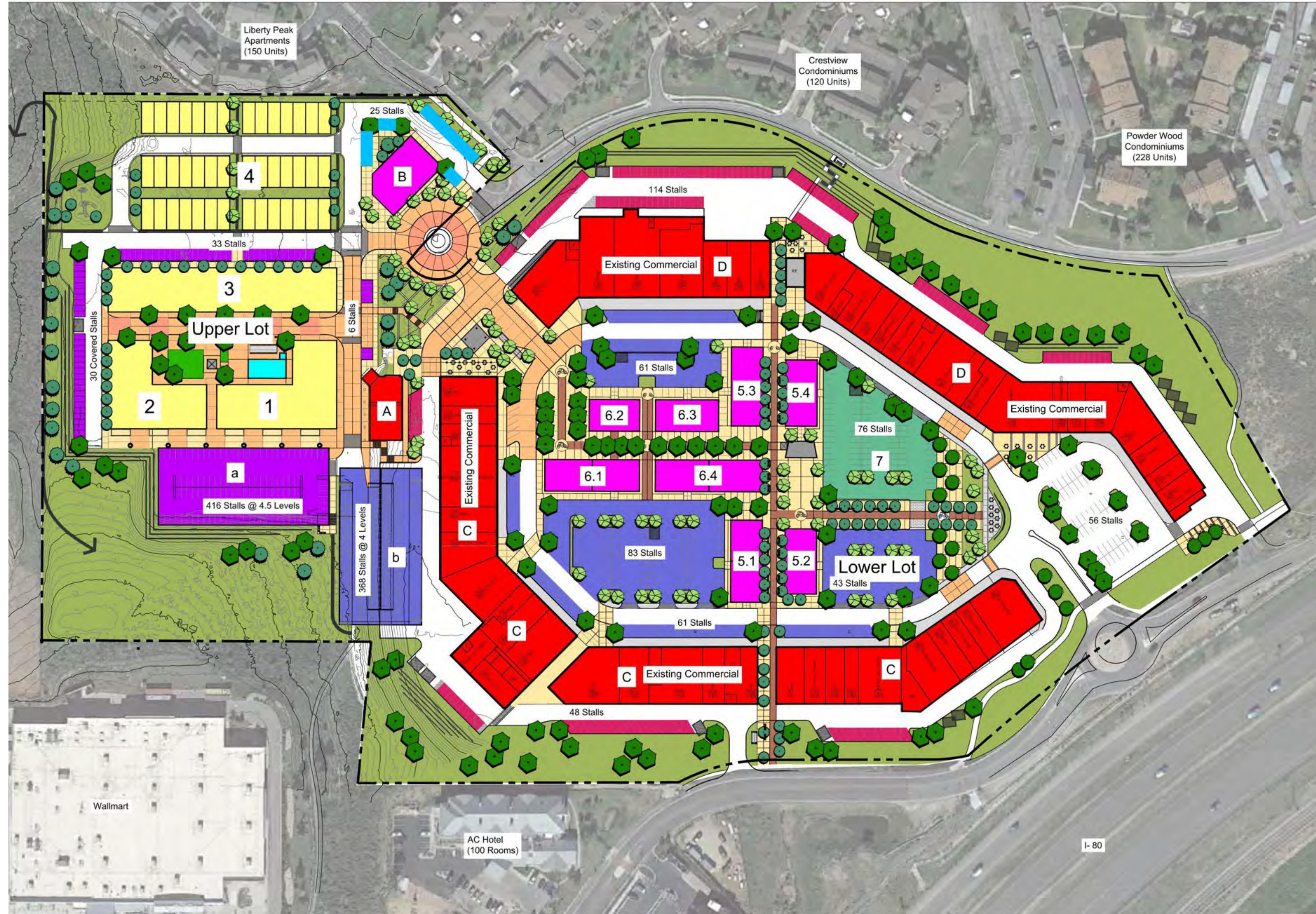
*"SUSTAINABLE GROWTH IS MORE THAN PROMOTING ENVIRONMENTALLY FRIENDLY POLICIES AND REGULATIONS; IT IS ABOUT MAKING POSITIVE ECONOMIC, ENVIRONMENTAL, AND SOCIAL PROGRESS FOR THIS AND FUTURE GENERATIONS."  
-KIMBALL JUNCTION AREA PLAN PAGE 11*

Natural grasses will be conserved and enhanced around the site. Additionally, more vegetation will be added in the land that will be reclaimed from the existing parking lots. While the proposal does involve the removal of the existing buildings in the upper lot of the outlet mall, it does so with the intent of creating greater density and much-needed housing in the area. The proposal is built around the existing buildings of the lower lot with only minimal alterations. A mixed-use environment with greater density minimizes the need to travel since amenities are available closer to home. The pedestrian corridors promote walking and biking over driving. The proposal incorporates the transit system and connects to the Kimball Junction transit center, making public transportation more accessible to more people. The combination of housing, retail, and public spaces supports a strong, vibrant, and healthy community.



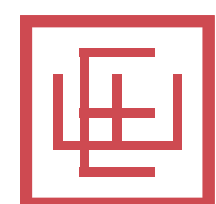
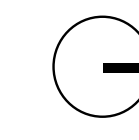
*"DEVELOPMENT NEEDS TO BE FLEXIBLE ENOUGH TO RESPOND TO FUTURE CHANGES IN DEMOGRAPHY AND LIFESTYLE."  
-KIMBALL JUNCTION AREA PLAN PAGE 12*

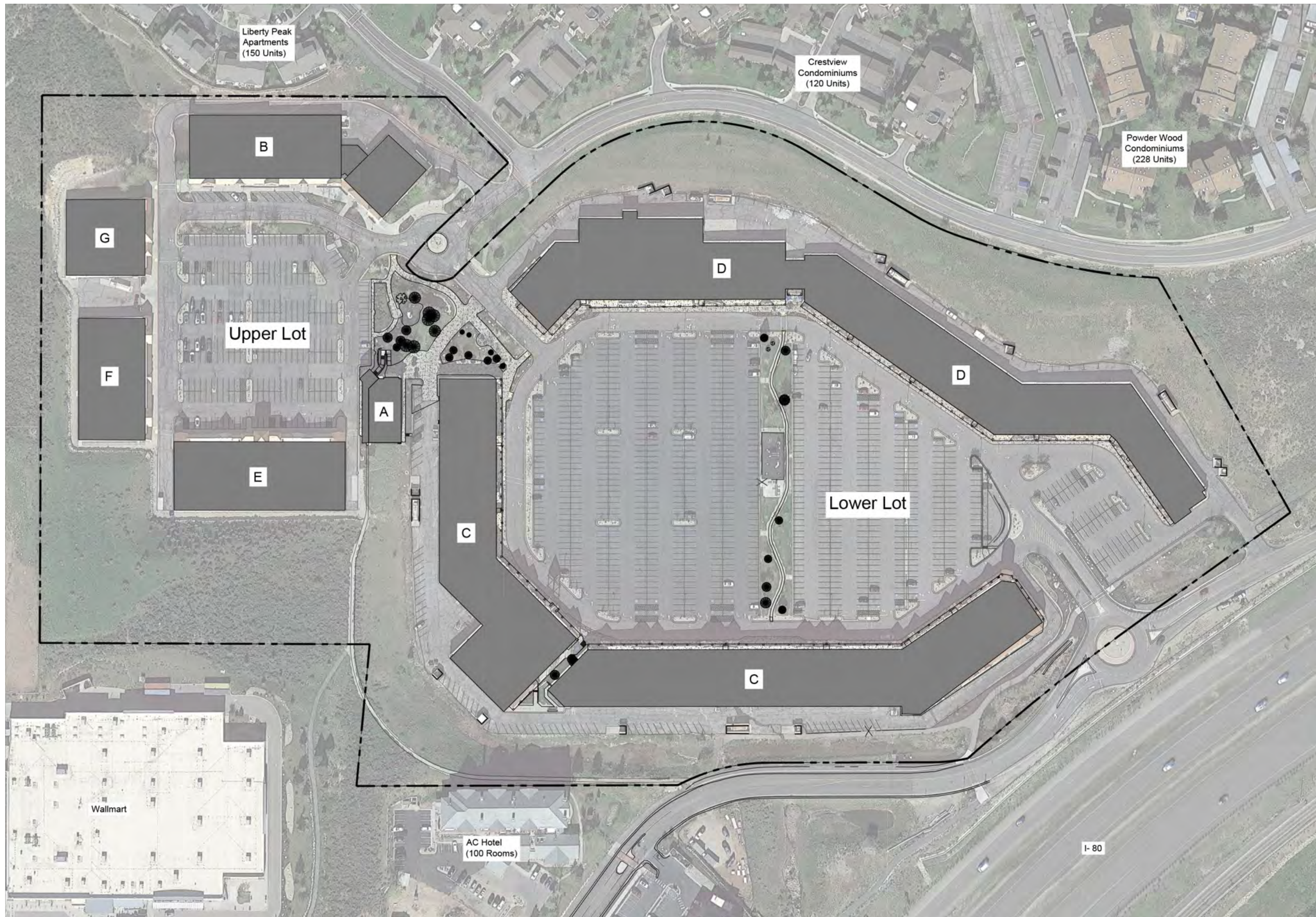
The proposal is broken down into 8 phases with each phase improving the built environment more than the last. Ultimately, 432 housing units will be created where asphalt exists today to accommodate increasing housing demand. The added commercial spaces create more jobs and more opportunities to meet a variety of demands for a diverse population. The pedestrian corridors are protected from vehicular traffic and feature open spaces, resulting in safe and attractive routes throughout the site and connecting to the rest of the neighborhood. Public spaces are accessible to a variety of people, including the disabled, the elderly, and the very young. The network of pedestrian paths and the transit tie-in promotes connection to and between the neighborhood context, including areas that may see additional future development, such as around Tech Center Drive.



**Parking Phasing:**

	<b>Phase 3:</b> EV Chargers: Required = 48 Ready = 96 (TOTAL = 144) Proposed Parking = 485 Parking Stalls
	<b>Phase 4:</b> EV Chargers: Required = 3 Ready = 42 (TOTAL = 45) Proposed Parking = 109 Parking Stalls (Includes 84 Parking within Townhome Units)
	<b>Phase 5:</b> EV Chargers: Required = 18 Ready = 36 (TOTAL = 54) Proposed Parking = 162 Parking Stalls
	<b>Phase 6:</b> EV Chargers: Required = 71 Ready = 142 (TOTAL = 213) Proposed Parking = 616 Parking Stalls
	<b>Phase 7:</b> EV Chargers: Required = 6 Ready = 12 (TOTAL = 18) Proposed Parking = 76 Parking Stalls
<b>Total Parking:</b> 1,504 Parking Stalls (Includes 56 Existing Stalls in Lower Lot) Total EV Chargers: Required = 146 Ready = 328 (TOTAL = 474)	



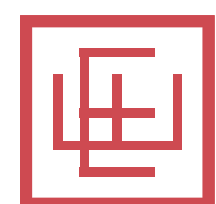
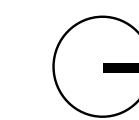


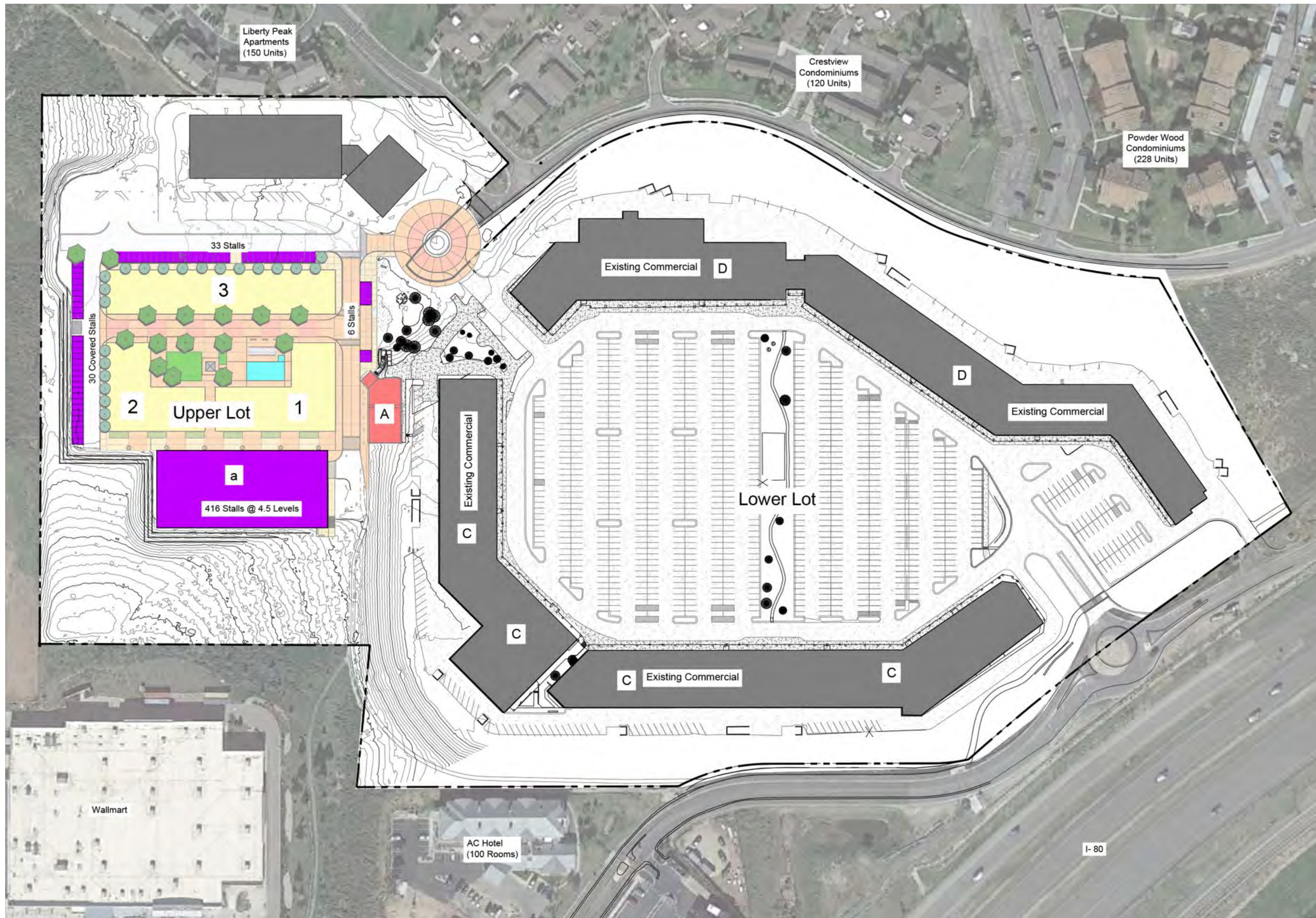
**Existing Parking:**

**Upper Lot:** EV Chargers: Required = 27 Ready = 54 (TOTAL = 81)  
267 Parking Stalls

**Lower Lot:** EV Chargers: Required = 101 Ready = 202 (TOTAL = 303)  
1,007 Parking Stalls

**Total:**  
1,274 Parking Stalls





**Parking Phasing:**

**Phase 3:**  
 Proposed Parking = 485 Parking Stalls  
 Existing Parking Removed = 256 Parking Stalls  
 EV Chargers: Required = 48 Ready = 96 (TOTAL = 144)

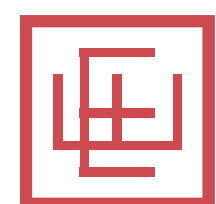
**Existing Parking:**

**Upper Lot:**  
 11 Parking Stalls

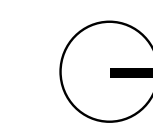
**Lower Lot:**  
 1,007 Parking Stalls

**Total Existing & Proposed:**  
 1,503 Parking Stalls

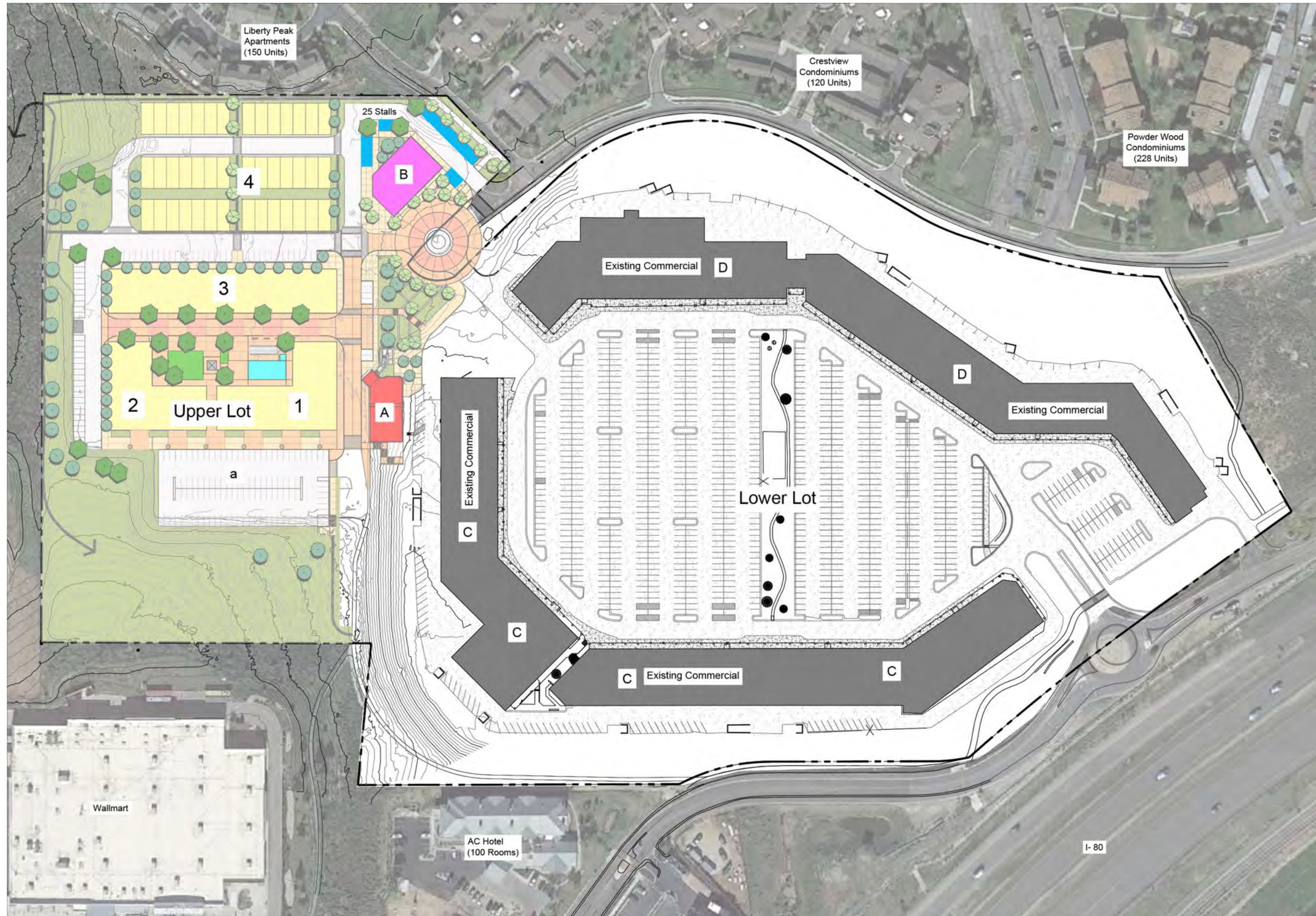
**Code Parking Demand:**  
 Phase 3 = 512 Stalls  
 Existing Remaining = 803 +115 Stalls  
 Total = 1,1314 - 1,430 Stalls  
 Shared Parking Analysis = 1,052 - 1,144 Stalls



**ELLIOTT** WORKGROUP



**SINGERMAN**  
 REAL ESTATE



**Parking Phasing:**

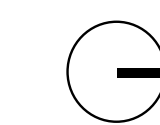
**Phase 4:**  
 Proposed Parking = 109 Parking Stalls  
 (Includes 84 Parking within Townhome Units)  
 Existing Parking Removed = 11 Parking Stalls  
 EV Chargers: Required = 3 Ready = 42 (TOTAL = 45)

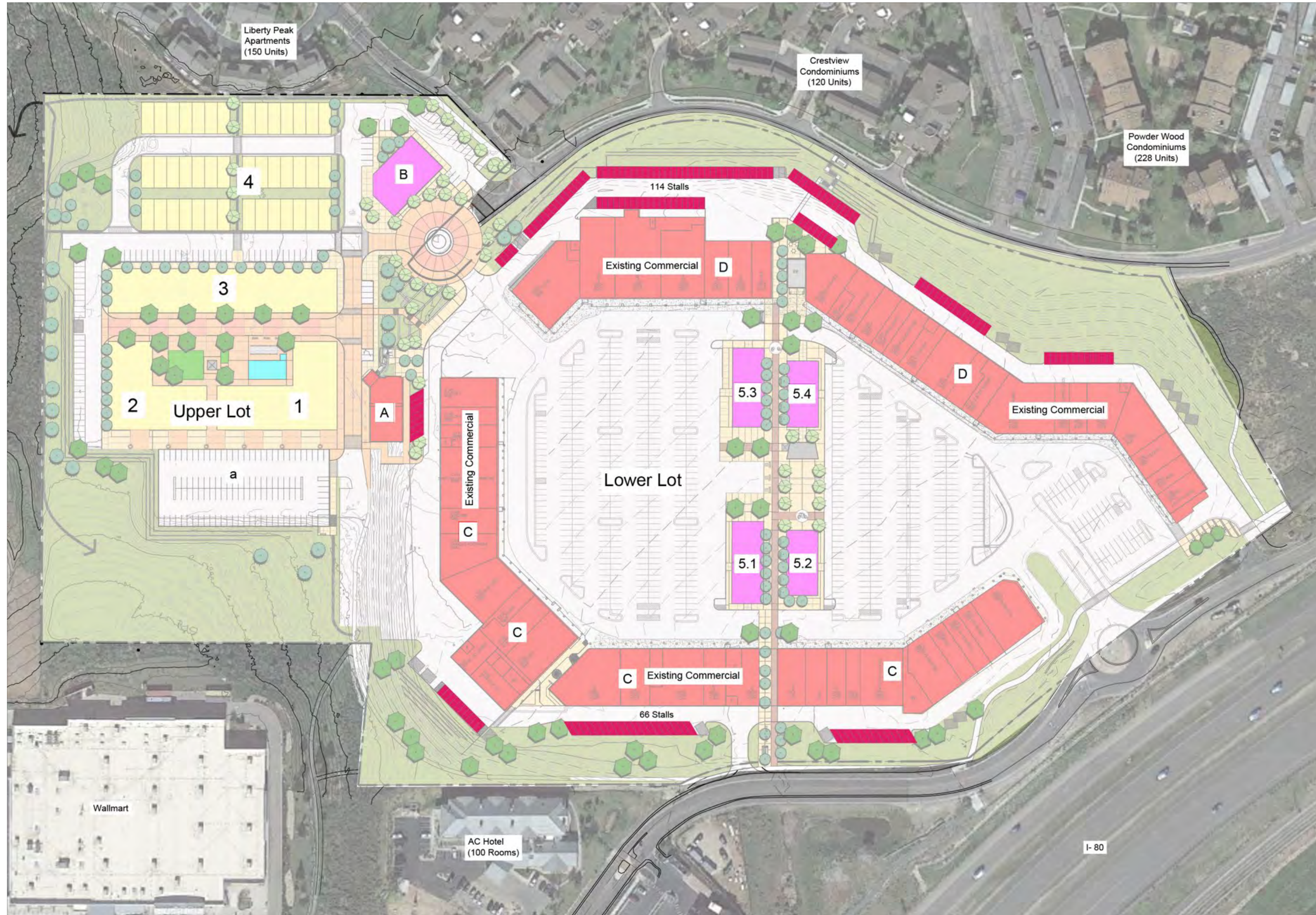
**Existing Parking:**


**Lower Lot:**  
 1,007 Parking Stalls

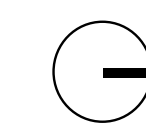
**Total Existing & Proposed:**  
 1,601 Parking Stalls

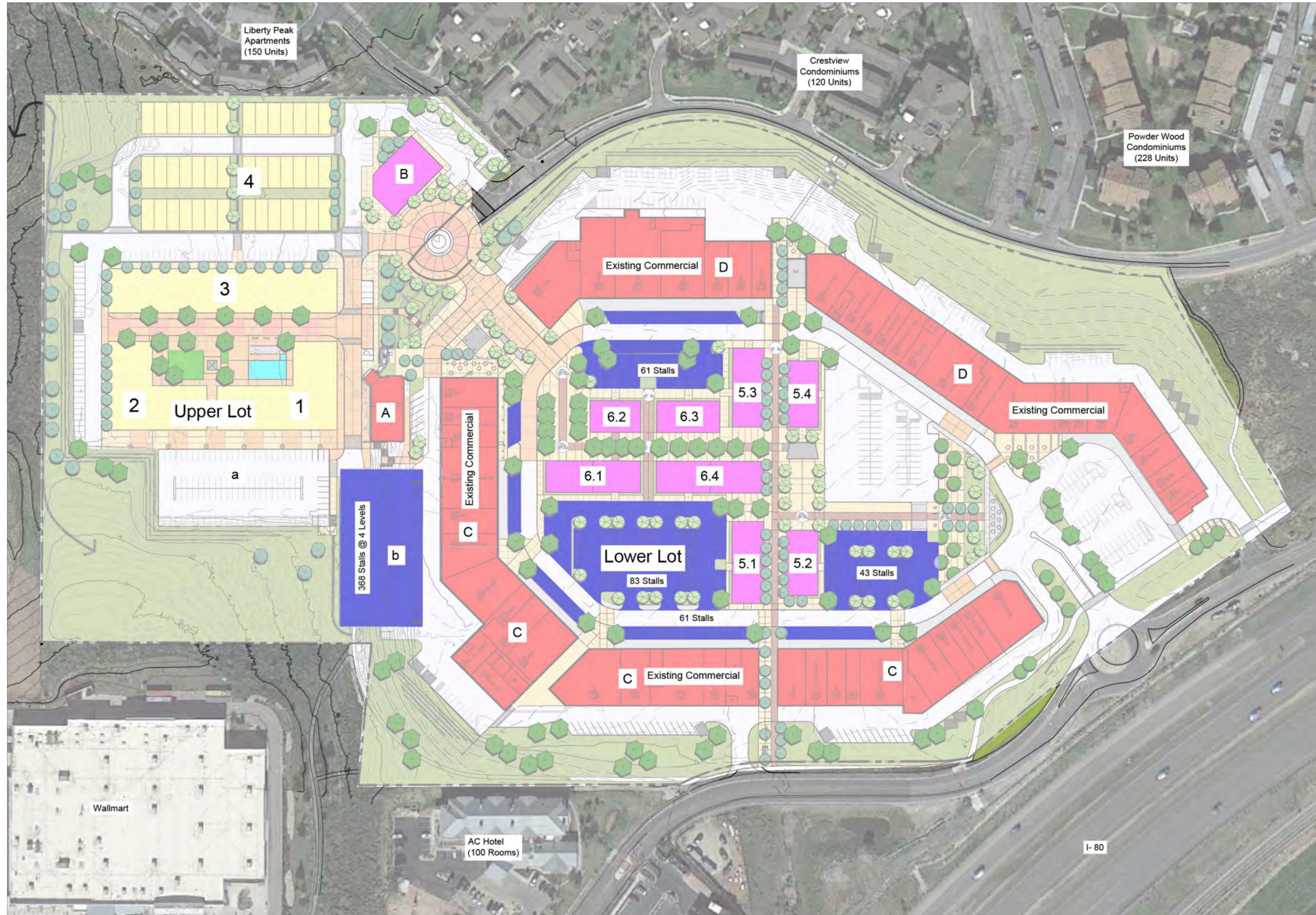
**Code Parking Demand:**  
 Phase 3 = 512 Stalls  
 Phase 4 = 145 Stalls  
 Existing Remaining = 803 Stalls  
 Total = 1,460 Stalls  
 Shared Parking Analysis = 1,168 Stalls





<b>Parking Phasing:</b>	
	<b>Phase 5:</b> Proposed Parking = 162 Parking Stalls Existing Parking Removed = 320 Parking Stalls EV Chargers: Required = 18 Ready = 36 (TOTAL = 54)
<b>Existing Parking:</b>	
<b>Lower Lot:</b> 687 Parking Stalls	
<b>Total Existing &amp; Proposed:</b> 1,443 Parking Stalls	
<b>Code Parking Demand:</b> Phase 3 = 512 Stalls Phase 4 = 145 Stalls Phase 5 = 118 Stalls Existing Remaining = 803 Stalls Total = 1,578 Stalls Shared Parking Analysis = 1,263 Stalls	





**Parking Phasing:**

**Phase 6:**

Proposed Parking = 616 Parking Stalls  
 Existing Parking Removed = 573 Parking Stalls  
 EV Chargers: Required = 71 Ready = 142 (TOTAL = 213)

**Existing Parking:**

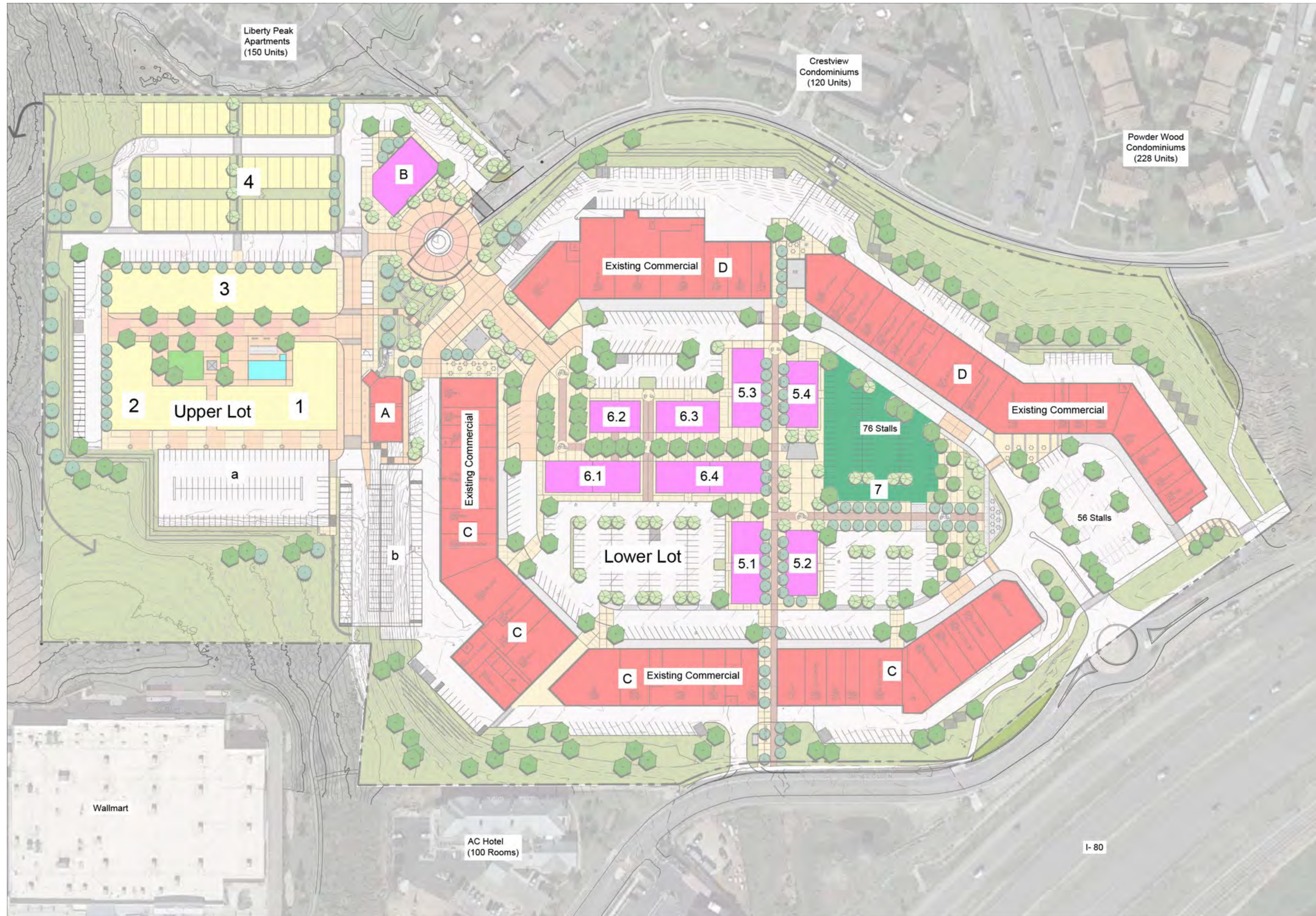
**Lower Lot:**  
 114 Parking Stalls

**Total Existing & Proposed:**

1,504 Parking Stalls

**Code Parking Demand:**

Phase 3 = 512 Stalls  
 Phase 4 = 145 Stalls  
 Phase 5 = 118 Stalls  
 Phase 6 = 128 Stalls  
 Existing Remaining = 803 Stalls  
 Total = 1,706 Stalls  
 Shared Parking Analysis = 1,305 Stalls



**Parking Phasing:**

**Phase 7:**

Proposed Parking = 76 Parking Stalls  
 Existing Parking Removed = 0 Parking Stalls  
 EV Chargers: Required = 6 Ready = 12 (TOTAL = 18)

**Existing Parking:**

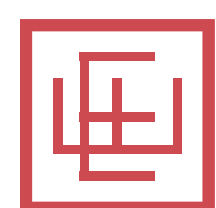
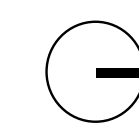
**Lower Lot:**  
 56 Parking Stalls

**Total Existing & Proposed:**

1,504 Parking Stalls

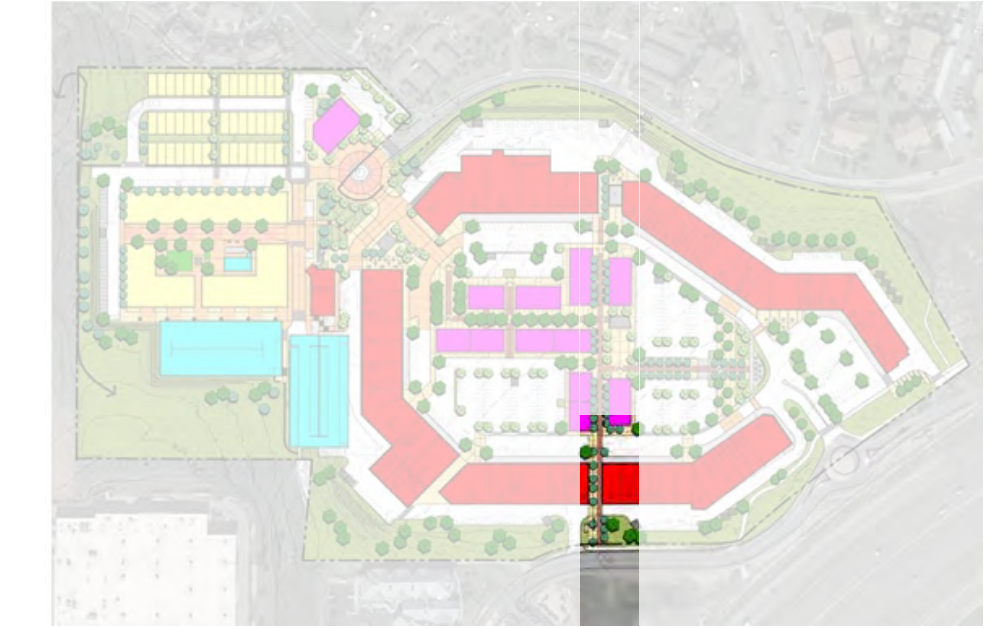
**Code Parking Demand:**

Phase 3 = 512 Stalls  
 Phase 4 = 145 Stalls  
 Phase 5 = 118 Stalls  
 Phase 6 = 128 Stalls  
 Phase 7 = 29 Stalls  
 Existing Remaining = 803 Stalls  
 Total = 1,735 Stalls  
 Shared Parking Analysis = 1,331 Stalls

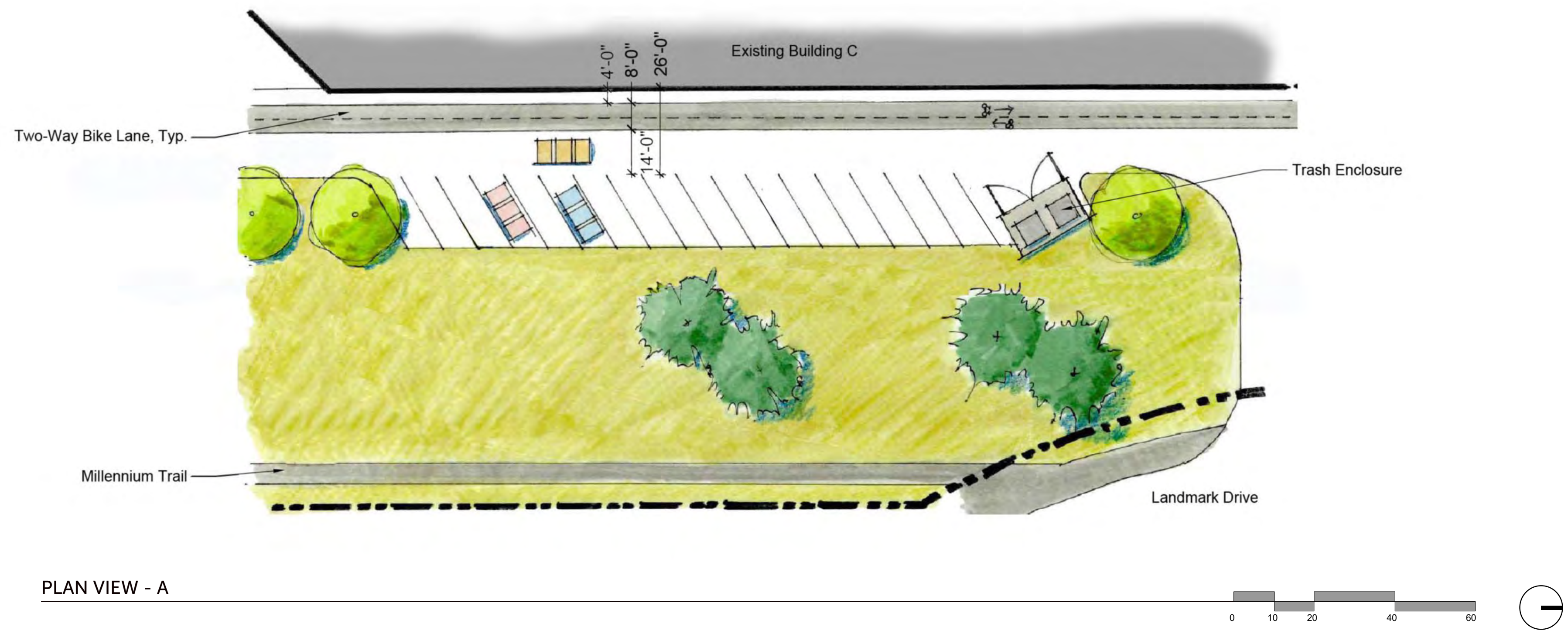
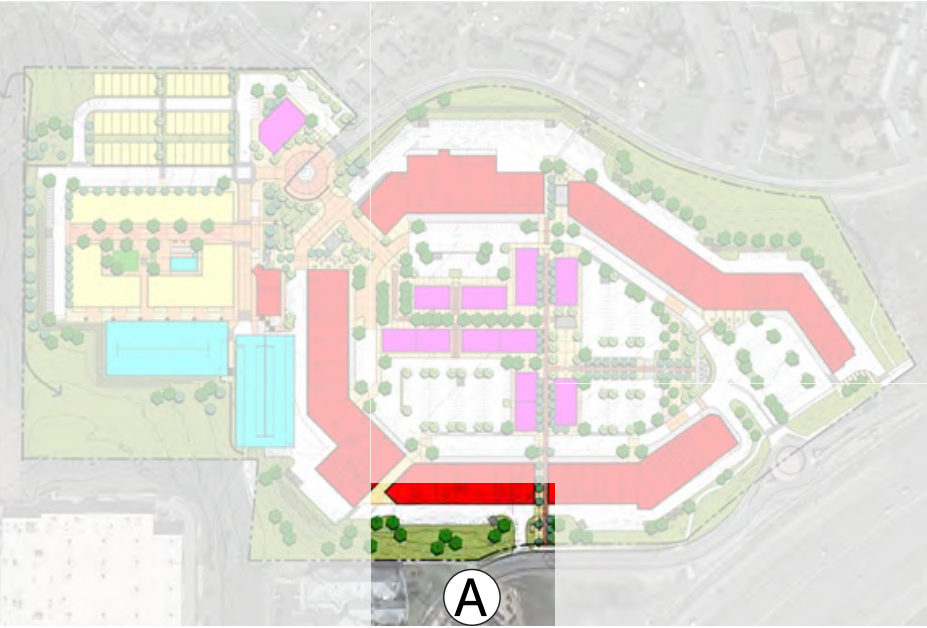


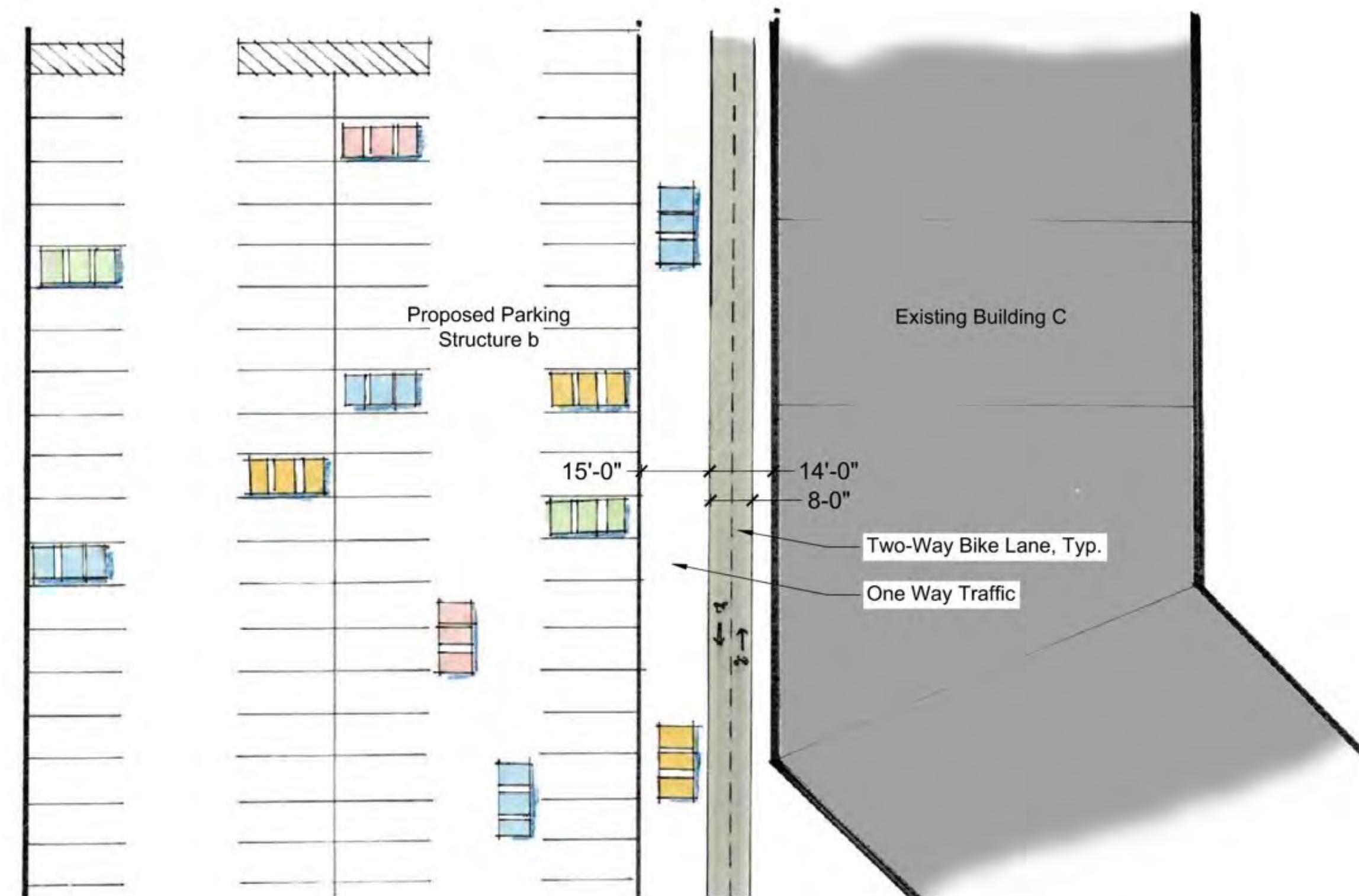


PERSPECTIVE VIEW

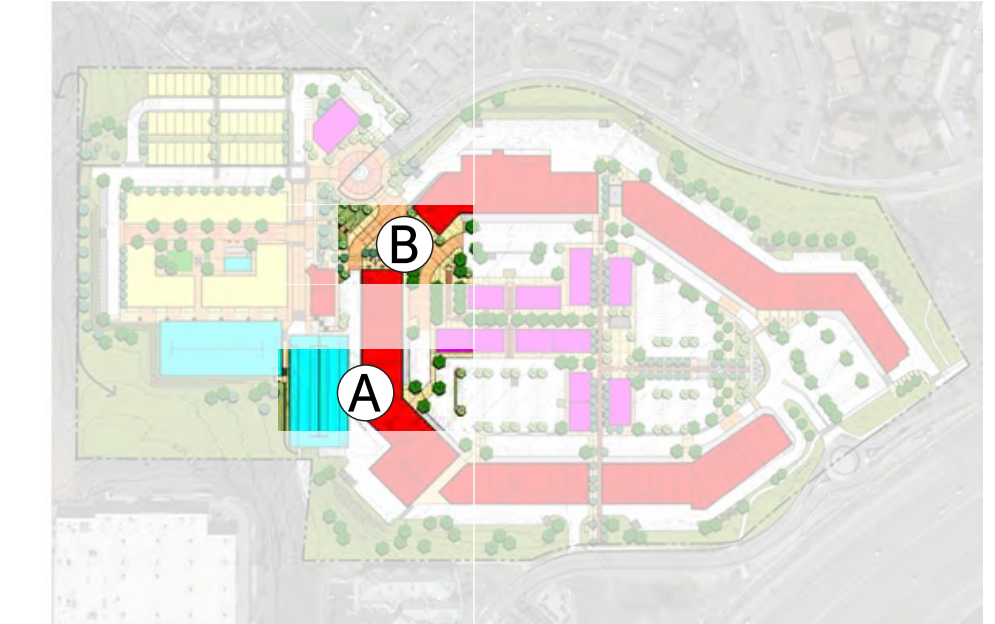
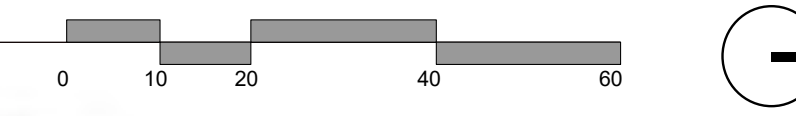


PLAN VIEW

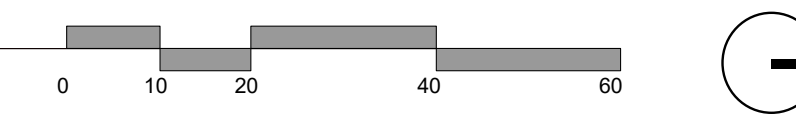




PLAN VIEW - A



PLAN VIEW - B





Justin Keys  
Justin@hlhparkcity.com  
Direct: 435.731.9195

May 6, 2026

**VIA EMAIL**

Summit County Council  
Attn: Amir Caus  
Summit County Planner  
Summit County Planning & Zoning  
60 N. Main St.  
Coalville, Utah 84017

RE: *Supplemental information requested by the Summit County Council*

Dear Council Members:

This law firm represents Junction Commons (or the “Applicant”) formerly known as “The Tanger Outlets at Park City” and as “The Factory Stores at Park City.” Please accept this letter as a formal supplement to our prior submissions and a response to questions raised by Council Members in prior work sessions.

Junction Commons is proposing a rezone from the Town Center zone to the Neighborhood Mixed Use (“NMU”) zone. In conjunction with that rezone (and as required by Summit County Code), Junction Commons is proposing a master planned development (“MPD”). The rezone and MPD will facilitate redevelopment of the existing outlet center as a mixed-use development. In prior work sessions and public hearings, Junction Commons established that its proposal meets the requirements for a rezone to NMU and the criteria necessary for the adoption of an MPD.

The Snyderville Basin Planning Commission—after thorough vetting—voted 5-1 to forward a positive recommendation to the County Council on this application. Since that time, the Council has held three work sessions with the Applicant. The Council considered general compliance with the Kimball Junction Area Plan and the Neighborhood Mixed Use zone, affordable housing requirements, and traffic concerns. This supplement to Junction Commons’ application provides information responsive to questions that arose during the Council’s traffic and affordable housing discussions.

1. *Hales Engineering's Traffic Study accounted for future projected growth in the area in excess of that contemplated by the UOP and Dakota Pacific projects.*

Junction Commons retained Hales Engineering to provide expert advice on traffic impacts resulting from its proposed redevelopment. In discussing traffic concerns in the area, several Council Members raised questions about the assumptions Hales made as to future growth as a component of its traffic models. More specifically, Council Members and Staff (including Summit County Transportation Planning Director Carl Miller) requested that Hales compare the travel demand growth model used to estimate traffic out to 2050 against the specific traffic growth expected for other nearby developments. The specific developments noted included the Utah Olympic Park project and the Dakota Pacific project.

Hales ran the comparison as requested and concluded that “the travel demand model growth anticipated more growth on Landmark Drive than all known nearby developments combined, including more than double the growth in the evening peak hour.”<sup>1</sup> Thus, “the study completed for Junction Commons in 2025 was a conservative analysis as it used the travel demand model to project future growth, which accounted for significantly more growth on Landmark Drive than the major developments in the area are anticipated to add.”<sup>2</sup>

In addition, Hales updated its prior study to consider a traffic mitigation measure proposed by Director Miller in the prior work session, namely restricting left turns at the Landmark Loop/Landmark Drive intersection. Consistent with Director Miller’s postulation, that traffic mitigation measure effectively resolves the issue, resulting in the intersection operating at a level of service A during the morning peak hour and a level of service B during the evening peak hour.<sup>3</sup>

2. *The Applicant modified its proposal to meet and exceed the required affordable housing obligation per code.*

The Applicant originally sought a reduction in its affordable housing obligation in exchange for building affordable housing as the first product in each phase of its redevelopment. This is expressly allowed under the code. Snyderville Basin Development Code Section 10-5-4(F)(1) states: “[i]f a developer provides all the required affordable housing up front (prior to the first certificate of occupancy for the market portion of the development), the number of required AUEs may be reduced by up to twenty five percent (25%) at the discretion of the land use authority.” However, several Council Members expressed reservations about exercising their discretion to reduce the required affordable housing obligation. For that reason, Junction Commons is withdrawing that request and is proposing to meet and exceed its affordable housing obligation.

---

<sup>1</sup> See Enclosure A (Hales Engineering May 1, 2026 Memorandum “Summary of Key Findings”).

<sup>2</sup> *Id.*

<sup>3</sup> *Id.*

Junction Commons has modified its application in three ways to arrive at a proposal that satisfies its affordable obligation.<sup>4</sup> First, it is proposing to add deed restricted affordable three-bedroom units within its market rate residential buildings. Second, it is removing one of the proposed commercial buildings and its attendant density. And third, it is proposing to construct additional affordable units.

The net result of these changes is that Junction Commons' affordable housing obligation drops to 158.1 AUEs, with 161.5 AUEs proposed. Meaning that, as proposed, the project will exceed the required AUEs by 3.4.

Our design team has reviewed the proposed changes carefully and determined that the swap in density is more than adequately parked.<sup>5</sup> With the reduction of commercial and the increase in affordable units, the parking demand is reduced.

It also bears noting that this redevelopment proposes to replace 97,505 square feet of existing commercial retail space and associated parking with mixed-income housing units, including the 233 deed restricted affordable units. In other words, the Applicant is proposing to replace existing commercial density with affordable housing units. This results in a net positive benefit to the community.

We thank you in advance for your consideration. Please feel free to contact me with any questions or if you would like any additional information regarding our application.

Very Truly Yours,  
HOGGAN LEE HUTCHINSON



Justin J. Keys

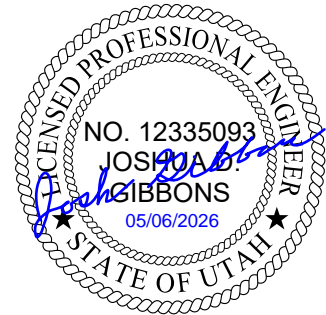
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<sup>4</sup> See Enclosure B.

<sup>5</sup> *Id.*

## MEMORANDUM

Date: May 6, 2026  
To: Summit County  
From: Hales Engineering  
Subject: **Summit County – Junction Commons TIS Addendum**



UT24-2763

### Summary of Key Findings

- The traffic impact study (TIS) for Junction Commons estimated future traffic growth using the regional travel demand model (TDM)
- Hales Engineering compared the TDM growth to the specific traffic growth expected for other nearby known developments (Kimball Junction P3, Skull Candy building, and Olympic Park) to determine if they are accounted for in the TDM
- By comparison, the TDM anticipated more growth on Landmark Drive than all known nearby developments combined
- Therefore, the TIS completed for Junction Commons was a conservative analysis, accounting for significantly more growth on Landmark Drive than the known developments in the area are anticipated to add
- A new mitigation measure was tested per County staff direction, which was to restrict westbound left turns and through movements at the Landmark Loop / Landmark Drive intersection.
  - With the mitigation, the Landmark Loop / Landmark Drive intersection is anticipated to operate at level of service (LOS) A during the AM peak hour and LOS B during the PM peak hour.
  - With this mitigation, all study intersections from the original TIS are anticipated to operate an acceptable LOS in future (2050) conditions

### Introduction

This memorandum compares two methods of estimating future traffic growth:

1. Growth projected by the Summit County Travel Demand Model (TDM), and
2. Growth expected based on trip generation of nearby known developments

The comparison determines if the previous study appropriately accounted for growth expected in the Kimball Junction area. Additionally, the Landmark Loop / Landmark Drive intersection was analyzed assuming a three-quarter access (right-in, right-out and left-in movements). A vicinity map of the study area is shown in Figure 1.



**Figure 1: Vicinity map of the nearby proposed developments in Summit County, Utah**

**Background**

Hales Engineering identified anticipated traffic volumes generated by other developments near Junction Commons. The developments are located south of the Junction Commons in Summit County, Utah. These developments include retail, restaurant, office, government office, and medical office and art center space, in addition to multifamily and senior adult housing. Land use and trip generation, where available, were provided by Summit County and Dakota Pacific. The land uses for the nearby developments have been identified as follows:

Kimball Junction P3

- Strip Retail Plaza 34,000 sq. ft.
- High-Turnover Restaurant 26,000 sq. ft.
- General Office Building 49,000 sq. ft.
- Multifamily Housing 160 dwelling units

Skull Candy Site

- Government Office Building 47,000 sq. ft.

Olympic Park

- Multifamily Housing 725 dwelling units
- Recreational Community Center 20,000 sq. ft.
- Medical Office Building 50,000 sq. ft.
- Senior Adult Housing 170 units

## **Trip Generation**

Trip generation for the development was calculated using trip generation rates published in the Institute of Transportation Engineers (ITE) *Trip Generation (12<sup>th</sup> Edition, 2025)*. Trip generation for the proposed project is included in Table 1.

A government office building will replace the Skull Candy office building on Tech Center Drive. As such, a trip generation comparison between Skull Candy and the Government Office Building land use was made and the difference was used in the trip generation table to account for background traffic from Skull Candy.

As shown in Table 1, it is anticipated that the proposed developments near Junction Commons will generate approximately 9,859 new trips on an average weekday, including 870 trips during the morning peak hour, and 811 trips during the evening peak hour.

Based on ITE pass-by trip data, the average pass-by percentage for the retail land use is 40% during both the morning peak hour and evening peak hour. However, it was assumed the retail space planned in the Olympic Park development will experience no pass-by as a conservative measure.

## **Trip Distribution and Assignment**

Trip distribution percentages for new trips were based on the type of trip and the proximity of project access points to major streets, high population densities, and regional trip attractions. Previously completed traffic studies and existing travel patterns observed during data collection were also used to establish these distribution percentages, especially near the site. The assumed distribution of new trips during the peak hour is shown in Table 2.

These trip distribution assumptions were used to assign the peak hour trip generation at the study intersections to create trip assignment for the combined development.

## **Trip Generation Comparison**

In the 2025 Junction Commons Traffic Impact Study, the Summit County travel demand model (TDM) was used to estimate 2050 volumes. The trip generation and assignment discussed above on Landmark Drive were compared to the TDM growth from the previous study to determine if the nearby known developments were included in the TIS. The comparison is shown in Table 3 and Figure 2.

In addition to other growth expected in the area, it is estimated that the Junction Commons project will add approximately 89 PM peak hour trips to Landmark Drive, per the 2025 TIS. These trips are also shown in Figure 2, knowing that Junction Commons growth would be in addition to the TDM growth or the trip generation of nearby known developments. Therefore, the numbers in Figure 2, represent the total estimated growth on Landmark Drive.

**Table 1: Trip Generation**

Trip Generation - Kimball Junction Combined Future Development Summit County - Junction Commons TIS Addendum														
	Land Use <sup>1</sup>	# of Units	Unit Type	Trip Generation					Reductions			New Trips		
				Total	% In	% Out	In	Out	Internal Capture	Transit	Pass-by	In	Out	Total
<b>Weekday Daily</b>														
P3	Strip Retail Plaza, <40k (822)	34	KSF	1,832	50%	50%	916	916	7%	10%	40%	460	460	920
	High-Turnover (Sit-Down) Restaurant (932)	26	KSF	2,686	50%	50%	1,343	1,343	7%	10%	43%	640	641	1,281
	General Office Building (710)	49	KSF	514	50%	50%	257	257	7%	10%	0%	215	215	430
	Multifamily Housing (Mid-Rise) (221)	160	DU	714	50%	50%	357	357	7%	10%	0%	299	299	598
Olympic	Government Office Building (730)	47	KSF	562	50%	50%	281	281	0%	0%	0%	281	281	562
	Multifamily Housing (Mid-Rise) (221)	725	DU	3,234	50%	50%	1,617	1,617	0%	0%	0%	1,617	1,617	3,234
	Recreational Community Center (495)	20	KSF	578	50%	50%	289	289	0%	0%	0%	289	289	578
	Medical/Dental Office Building (720)	50	KSF	1,702	50%	50%	851	851	0%	0%	0%	851	851	1,702
	Senior Adult Housing - Multifamily (252)	170	DU	554	50%	50%	277	277	0%	0%	0%	277	277	554
<b>TOTAL</b>				<b>12,376</b>			<b>6,188</b>	<b>6,188</b>				<b>4,929</b>	<b>4,930</b>	<b>9,859</b>
<b>AM Peak Hour</b>														
P3	Strip Retail Plaza, <40k (822)	34	KSF	134	55%	45%	74	60	10%	10%	40%	36	29	65
	High-Turnover (Sit-Down) Restaurant (932)	26	KSF	234	55%	45%	129	105	10%	10%	43%	60	48	108
	General Office Building (710)	49	KSF	76	88%	12%	67	9	10%	10%	0%	55	7	62
	Multifamily Housing (Mid-Rise) (221)	160	DU	60	23%	77%	14	46	10%	10%	0%	12	37	49
Olympic	Government Office Building (730)	47	KSF	84	75%	25%	63	21	0%	0%	0%	63	21	84
	Multifamily Housing (Mid-Rise) (221)	725	DU	298	23%	77%	69	229	0%	0%	0%	69	229	298
	Recreational Community Center (495)	20	KSF	42	66%	34%	28	14	0%	0%	0%	28	14	42
	Medical/Dental Office Building (720)	50	KSF	128	78%	22%	100	28	0%	0%	0%	100	28	128
	Senior Adult Housing - Multifamily (252)	170	DU	34	34%	66%	12	22	0%	0%	0%	12	22	34
<b>TOTAL</b>				<b>1,090</b>			<b>556</b>	<b>534</b>				<b>435</b>	<b>435</b>	<b>870</b>
<b>PM Peak Hour</b>														
P3	Strip Retail Plaza, <40k (822)	34	KSF	176	50%	50%	88	88	25%	10%	40%	35	36	71
	High-Turnover (Sit-Down) Restaurant (932)	26	KSF	238	61%	39%	145	93	25%	10%	43%	56	36	92
	General Office Building (710)	49	KSF	80	16%	84%	13	67	25%	10%	0%	9	45	54
	Multifamily Housing (Mid-Rise) (221)	160	DU	62	64%	36%	40	22	25%	10%	0%	27	15	42
Olympic	Government Office Building (730)	47	KSF	4	25%	75%	9	-5	0%	0%	0%	9	-5	4
	Multifamily Housing (Mid-Rise) (221)	725	DU	266	64%	36%	170	96	0%	0%	0%	170	96	266
	Recreational Community Center (495)	20	KSF	58	48%	52%	28	30	0%	0%	0%	28	30	58
	Medical/Dental Office Building (720)	50	KSF	180	30%	70%	54	126	0%	0%	0%	54	126	180
	Senior Adult Housing - Multifamily (252)	170	DU	44	56%	44%	25	19	0%	0%	0%	25	19	44
<b>TOTAL</b>				<b>1,108</b>			<b>572</b>	<b>536</b>				<b>413</b>	<b>398</b>	<b>811</b>

1. Land Use Code from the Institute of Transportation Engineers (ITE) *Trip Generation*, 12th Edition, 2025.

SOURCE: Hales Engineering, May 2026

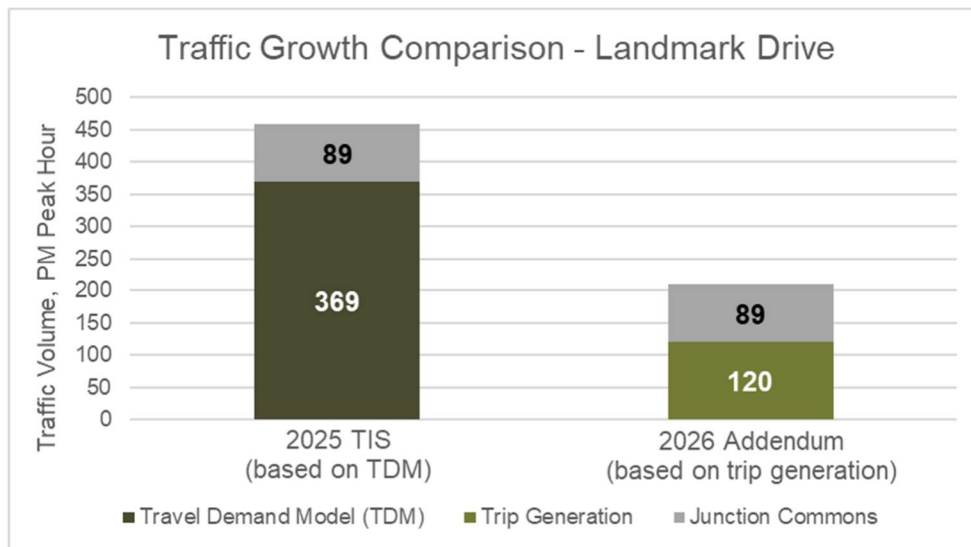
**Table 2: New Trip Distribution**

Direction	% To/From Project
North – SR-224	40%
North – Landmark Dr.	15%
North – Overland Dr.	15%
South – SR-224	20%
East	10%

**Table 3: Traffic Growth Comparison**

Intersection	Peak Hour	Growth Assumed in the 2025 TIS (based on the TDM) <sup>1</sup>	Growth Anticipated based on Trip Generation of Known Developments <sup>2</sup>	Comparison
Ute Blvd / Landmark Dr	AM	248	128	120
	PM	369	120	249
Overland Dr / 2200 W	AM	16	128	-112
	PM	28	120	-92

*Notes:*  
 1. TDM = Travel Demand Model  
 2. Known developments include Kimball Junction P3, Skull Candy site government building, and Olympic Park.



**Figure 2: Traffic Growth Comparison – Landmark Drive (PM Peak Hour)**

As shown, the volumes assumed in the 2025 TIS (based on the TDM) exceed the anticipated increase in volume from the developments south of the Outlets. While the travel demand model provided insufficient trips for Overland Drive, those volumes were more than compensated on Landmark Drive. Therefore, the previous study was conservative in the overall analysis of Landmark Drive. Volumes on Overland Drive are relatively small, and the potential higher volumes estimated from nearby development trip generation would not have a significant impact on the operation of intersections along Overland Drive.

It can be concluded that the TDM accounted for the growth of the three known developments as well as other potential developments and potential increase in cut-through traffic in the area and region. It may also be that the TDM growth already accounts for the Junction Commons traffic. Therefore, the volumes in the 2025 TIS are likely conservatively high, and level of service results in reality will likely be better than what was shown in the study.

### Three-Quarter Access

In the previously completed TIS (Hales, 2025), the Landmark Loop / Landmark Drive intersection was operating at poor levels of service, due to left turns and through movements from Landmark Loop. The level of service results from the original study are included in Table 4.

**Table 4: Future (2050) Plus Project Peak Hour LOS**

Intersection		LOS (Sec. Delay / Veh.) / Movement <sup>1</sup>	
Description	Control	Morning Peak	Evening Peak
Landmark Loop / Landmark Drive	EB/WB Stop	d (27.5) / WBT	f (>50) / WBL
Landmark Drive / Ute Boulevard	Roundabout	A (4.0)	A (8.8)

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

Source: *Summit County Outlets Mixed-Use TIS*, Hales Engineering, May 2025

To mitigate this, an analysis (using volume projections from the original TIS) was performed with the westbound approach of the Landmark Loop / Landmark Drive intersection as a three-quarter access, which would restrict westbound left-turn and through movements, but maintain the southbound left-turn movement onto Landmark Loop. Any movements restricted by the mitigation were rerouted to instead use the Landmark Drive / Ute Boulevard roundabout. The study intersection and volumes are included in Figure 3.

With this change, it is anticipated that the intersection will operate at acceptable levels of service during both the morning and evening peak hours, with no significant queuing. Level of service results are included in Table 5. Detailed LOS and 95<sup>th</sup> percentile queue results are included in Appendix A and B, respectively.

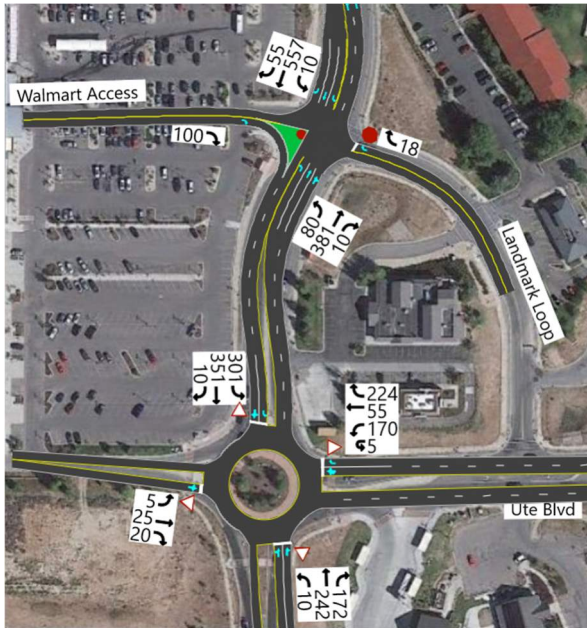
With the Landmark Loop / Landmark Drive intersection being the only intersection with a poor LOS in the original TIS in Future (2050) Plus Project conditions, the proposed three-quarter access would result in all study intersections operating at an acceptable LOS, as summarized in the updated LOS table in Table 6. Also as discussed, the volume growth projections used in the TIS were likely conservatively high. Therefore, the intersections may operate better than shown.

**Table 5: Future (2050) Mitigated Plus Project Peak Hour LOS**

Intersection		LOS (Sec. Delay / Veh.) / Movement <sup>1</sup>	
Description	Control	Morning Peak	Evening Peak
Landmark Loop / Landmark Drive	EB/WB Stop	a (6.4) / NBL	b (11.3) / NBL
Landmark Drive / Ute Boulevard	Roundabout	A (4.1)	A (9.9)

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, May 2026



**Morning Peak Hour**



**Evening Peak Hour**

**Figure 3: Future (2050) Mitigated Plus Project**

**Table 6: Updated Full Level of Service Table with Mitigations**

Intersection		Level of Service	
		Future (2050)	
		Plus Project	
		AM	PM
1	Powderwood Drive / Overland Drive	a	a
2	Tanger Outlets / Powderwood Drive	A	A
3	Tanger Outlets North / Landmark Drive	b	c
4	Tanger Outlets Main / Landmark Drive	A	A
5	Canyon Corners North / Landmark Drive	a	a
6	Whole Foods & Marriott / Landmark Drive	A	A
7	Best Western / Landmark Drive	a	b
8	Walmart & Landmark Loop / Landmark Drive	a	b
9	Landmark Drive / Ute Boulevard	A	A
10	East Access / Landmark Drive	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)

Source: Hales Engineering, May 2026

# APPENDIX A

## LOS Results

### SimTraffic LOS Report

**Project:** Summit County Outlets Mixed-Use TIS  
**Analysis Period:** Future (2050) Plus Project - Mitigated  
**Time Period:** Morning Peak Hour **Project #:** UT24-2763

**Intersection:** Landmark Drive & Walmart Access/Landmark Loop  
**Type:** Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	80	81	102	6.4	A
	T	382	371	97	1.2	A
	R	10	10	100	0.7	A
	Subtotal	472	462	98	2.1	A
SB	L	10	8	80	3.5	A
	T	558	560	100	0.4	A
	R	55	56	102	0.3	A
	Subtotal	623	624	100	0.4	A
EB	R	100	102	102	0.6	A
	Subtotal	100	102	102	0.6	A
WB	R	18	16	90	4.6	A
	Subtotal	18	16	89	4.6	A
<b>Total</b>		1,212	1,204	99	1.2	A

**Intersection:** Landmark Drive & Ute Blvd  
**Type:** Roundabout

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	10	9	90	4.5	A
	T	242	235	97	4.3	A
	R	172	170	99	3.0	A
	Subtotal	424	414	98	3.8	A
SB	L	301	298	99	3.7	A
	T	352	358	102	3.8	A
	R	10	10	100	3.9	A
	Subtotal	663	666	100	3.8	A
EB	L	5	4	76	4.1	A
	T	25	23	92	4.1	A
	R	20	19	96	2.9	A
	Subtotal	50	46	92	3.6	A
WB	L	170	169	99	5.8	A
	T	55	53	97	5.1	A
	R	224	223	100	4.5	A
	Subtotal	449	445	99	5.1	A
<b>Total</b>		1,591	1,577	99	4.1	A

## SimTraffic LOS Report

**Project:** Summit County Outlets Mixed-Use TIS  
**Analysis Period:** Future (2050) Plus Project - Mitigated  
**Time Period:** Evening Peak Hour **Project #:** UT24-2763

**Intersection:** Landmark Drive & Walmart Access/Landmark Loop  
**Type:** Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	180	182	101	11.3	B
	T	716	708	99	2.4	A
	R	25	24	96	1.1	A
	Subtotal	921	914	99	4.1	A
SB	L	10	11	110	7.4	A
	T	652	645	99	0.6	A
	R	130	137	105	0.5	A
	Subtotal	792	793	100	0.7	A
EB	R	230	230	100	0.9	A
	Subtotal	230	230	100	0.9	A
WB	R	56	57	102	9.2	A
	Subtotal	56	57	102	9.2	A
<b>Total</b>		2,000	1,994	100	2.5	A

**Intersection:** Landmark Drive & Ute Blvd  
**Type:** Roundabout

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	55	55	100	19.3	C
	T	434	427	98	16.6	C
	R	211	208	99	4.9	A
	Subtotal	700	690	99	13.3	B
SB	L	548	548	100	4.2	A
	T	333	325	98	4.3	A
	R	15	16	105	4.7	A
	Subtotal	896	889	99	4.2	A
EB	L	15	17	111	5.8	A
	T	80	80	100	6.0	A
	R	35	38	109	4.3	A
	Subtotal	130	135	104	5.5	A
WB	L	146	149	102	19.8	C
	T	55	53	97	19.3	C
	R	471	471	100	12.3	B
	Subtotal	672	673	100	14.5	B
<b>Total</b>		2,413	2,401	100	9.9	A

# APPENDIX B

## 95<sup>th</sup> Percentile Results

**SimTraffic Queueing Report**  
**Project: Summit County Outlets Mixed-Use TIS**  
**Analysis: Future (2050) Plus Project - Mitigated**  
**Time Period: Morning Peak Hour**  
 95<sup>th</sup> Percentile Queue Length (feet) - Rounded Up to Nearest Multiple of 25 ft



**Project #: UT24-2763**

Intersection	NB				SB				EB	WB	
	L	LT	T	TR	L	LTR	R	T	LTR	R	ULTR
01: Landmark Drive & Walmart Access/Landmark Loop	50									50	
02: Landmark Drive & Ute Blvd		75		50	75	75			50	50	125

**SimTraffic Queueing Report**  
**Project: Summit County Outlets Mixed-Use TIS**  
**Analysis: Future (2050) Plus Project - Mitigated**  
**Time Period: Evening Peak Hour**  
 95<sup>th</sup> Percentile Queue Length (feet) - Rounded Up to Nearest Multiple of 25 ft



**Project #: UT24-2763**

Intersection	NB				SB				EB	WB	
	L	LT	T	TR	L	LTR	R	T	LTR	R	ULTR
01: Landmark Drive & Walmart Access/Landmark Loop	100									75	
02: Landmark Drive & Ute Blvd		250		175	75	100			75	225	300



Affordable Calculations Phase 2 (Demolition)

Junction Commons

05/05/2026

Step 1 - Non Residential AUE Calculations

<i>use category</i>	<i>proposed floor Area</i>	<i>percentage of total area</i>	<i>5,000 sf exemption</i>	<i>calculated area</i>	<i>area</i>	<i>rooms</i>	<i>FTEs</i>	<i>Employees</i>
Commercial / Retail	-97,505.0	1.00	0.00	-97,505.00	-97,505		3.3	-321.7665
High Intensity	0.0	-0.00	0.00	0.00			5.6	0
Lodging Hotel	0.0	-0.00	0.00	0.00			0.6	0
Low Intensity	0.0	-0.00	0.00	0.00			2.62	0
Medium Intensity	0.0	-0.00	0.00	0.00			3.7	0
Restaurant / Bar	0.0	-0.00	0.00	0.00			6.5	0
General Commercial	0.0	-0.00	0.00	0.00			4.4	0
<b>Totals</b>	<b>-97,505.0</b>		<b>0</b>	<b>-97,505</b>				<b>-321.7665</b>
							<i>Inclusionary Percentage</i>	<b>0.5</b>
							<i>Total Employees</i>	<b>-160.88325</b>
							<i>Workers per Household</i>	<b>1.5</b>
							<i>Jobs per Worker</i>	<b>1.2</b>
							<b>Total AUEs Required</b>	<b>-89.38</b>



Junction Commons Master Plan Parking Calculations

5/5/2026

	<i>quantities</i>		<i>parking required</i>		<i>spaces required</i>
Residential	417				679.25
Market Rate	184				368.00
Studio Units	0	units	1.2	per unit	0.00
1 Bedroom Units	72	units	2	per unit	144.00
2 Bedroom Units	95	units	2	per unit	190.00
3 Bedroom Units	17	units	2	per unit	34.00
Townhome Units (NA)	0	units	2	per unit	0.00
Affordable	233				311.25
Studio Units	98	units	1.25	per unit	122.50
1 Bedroom Units	115	units	1.25	per unit	143.75
2 Bedroom Units	18	units	2.25	per unit	40.50
3 Bedroom Units	2	units	2.25	per unit	4.50
Commercial	276,830				968.91
Bldg. Pod 5	19,428	square feet	0.0035		68.00
Bldg. Pod 6	21,265	square feet	0.0035		74.43
Bldg. Pod 7	0	square feet	0.0035		0.00
Bldg. Pod A	7,434	square feet	0.0035		26.02
Bldg. Pod B	6,771	square feet	0.0035		23.70
Bldg. Pod C	117,301	square feet	0.0035		410.55
Bldg. Pod D	104,631	square feet	0.0035		366.21
Restaurant (18%)	49,829	square feet	3.5	per 1,000 sf	174.40
Office (8%)	22,146	square feet	3.5	per 1,000 sf	77.51
Retail (74%)	204,854	square feet	3.5	per 1,000 sf	716.99
					1648.16

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

■ Residential    ■ Restaurant (18%)    ■ Office (8%)    ■ Retail (74%)



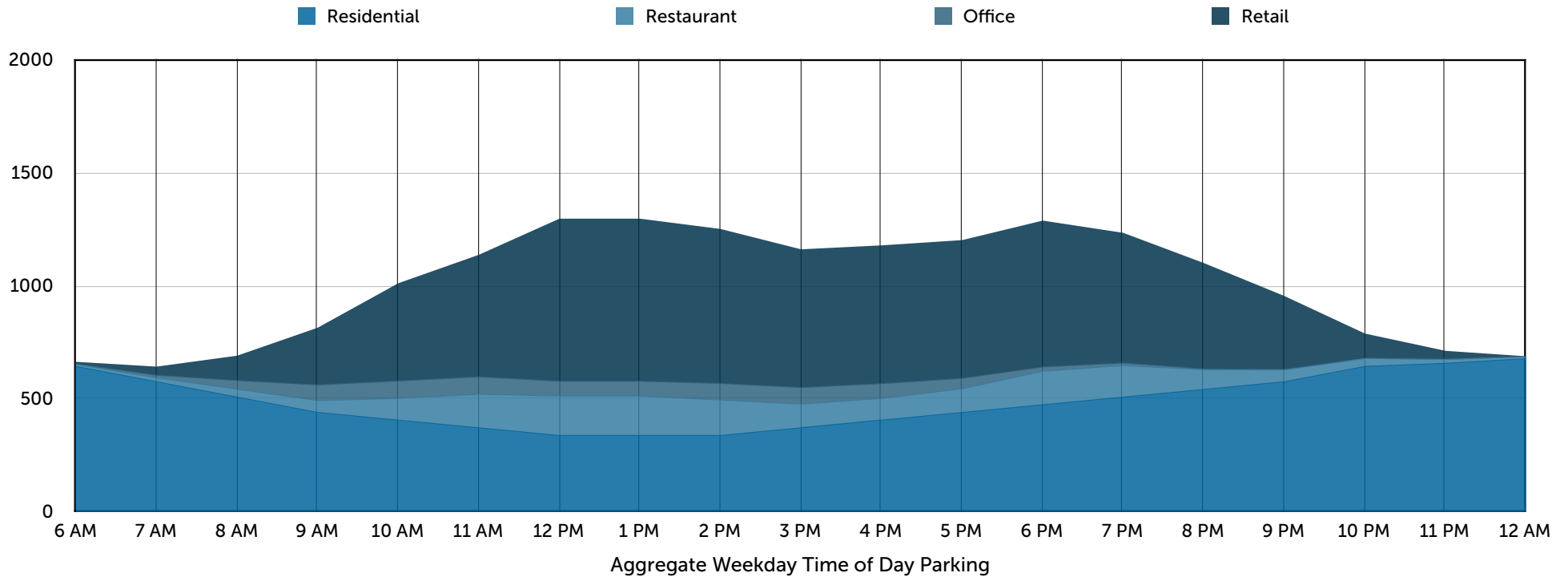


Outlet Mall Mixed-Use Weekday Time of Day Adjustments (100% Occupancy)

5/5/2026

Land Use	User	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	12 AM
Residential	Combined	95%	85%	75%	65%	60%	55%	50%	50%	50%	55%	60%	65%	70%	75%	80%	85%	95%	97%	100%
		645	577	509	442	408	374	340	340	340	374	408	442	475	509	543	577	645	659	679
Restaurant (18%)	Combined	5%	10%	20%	30%	55%	85%	100%	100%	90%	60%	55%	60%	85%	80%	50%	30%	20%	10%	5%
		9	17	35	52	96	148	174	174	157	105	96	105	148	140	87	52	35	17	9
Office (8%)	Combined	3%	15%	50%	90%	100%	100%	85%	85%	95%	95%	85%	60%	25%	15%	5%	3%	1%	0%	0%
		2	12	39	70	78	78	66	66	74	74	66	47	19	12	4	2	1	0	0
Retail (74%)	Combined	1%	5%	15%	35%	60%	75%	100%	100%	95%	85%	85%	85%	90%	80%	65%	45%	15%	5%	0%
		7	36	108	251	430	538	717	717	681	609	609	609	645	574	466	323	108	36	0
Totals		664	642	691	815	1011	1137	1297	1297	1251	1161	1179	1202	1288	1234	1101	955	788	712	688

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





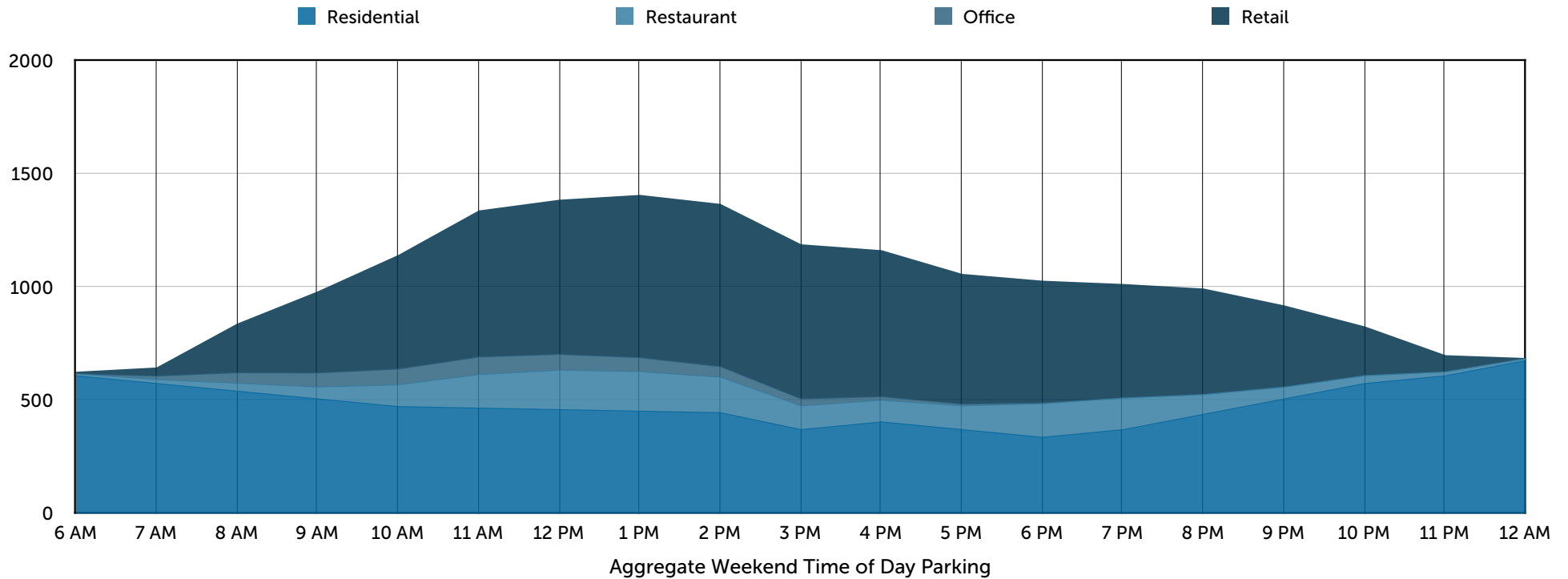
Outlet Mall Mixed-Use Weekend Time of Day Adjustments (100% Occupancy)

0

5/5/2026

Land Use	User	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	12 AM
Residential	Combined	90%	85%	80%	75%	70%	69%	68%	67%	66%	55%	60%	55%	50%	55%	65%	75%	85%	90%	100%
		611	577	543	509	475	469	462	455	448	374	408	374	340	374	442	509	577	611	679
Restaurant (18%)	Combined	5%	10%	20%	30%	55%	85%	100%	100%	90%	60%	55%	60%	85%	80%	50%	30%	20%	10%	5%
		9	17	35	52	96	148	174	174	157	105	96	105	148	140	87	52	35	17	9
Office (8%)	Combined	0%	20%	60%	80%	90%	100%	90%	80%	60%	40%	20%	10%	5%	0%	0%	0%	0%	0%	0%
		0	16	47	62	70	78	70	62	47	31	16	8	4	0	0	0	0	0	0
Retail (74%)	Combined	1%	5%	30%	50%	70%	90%	95%	100%	100%	95%	90%	80%	75%	70%	65%	50%	30%	10%	0%
		7	36	215	358	502	645	681	717	717	681	645	574	538	502	466	358	215	72	0
Totals		627	646	840	982	1143	1340	1387	1409	1369	1190	1164	1060	1029	1015	995	920	827	700	688

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



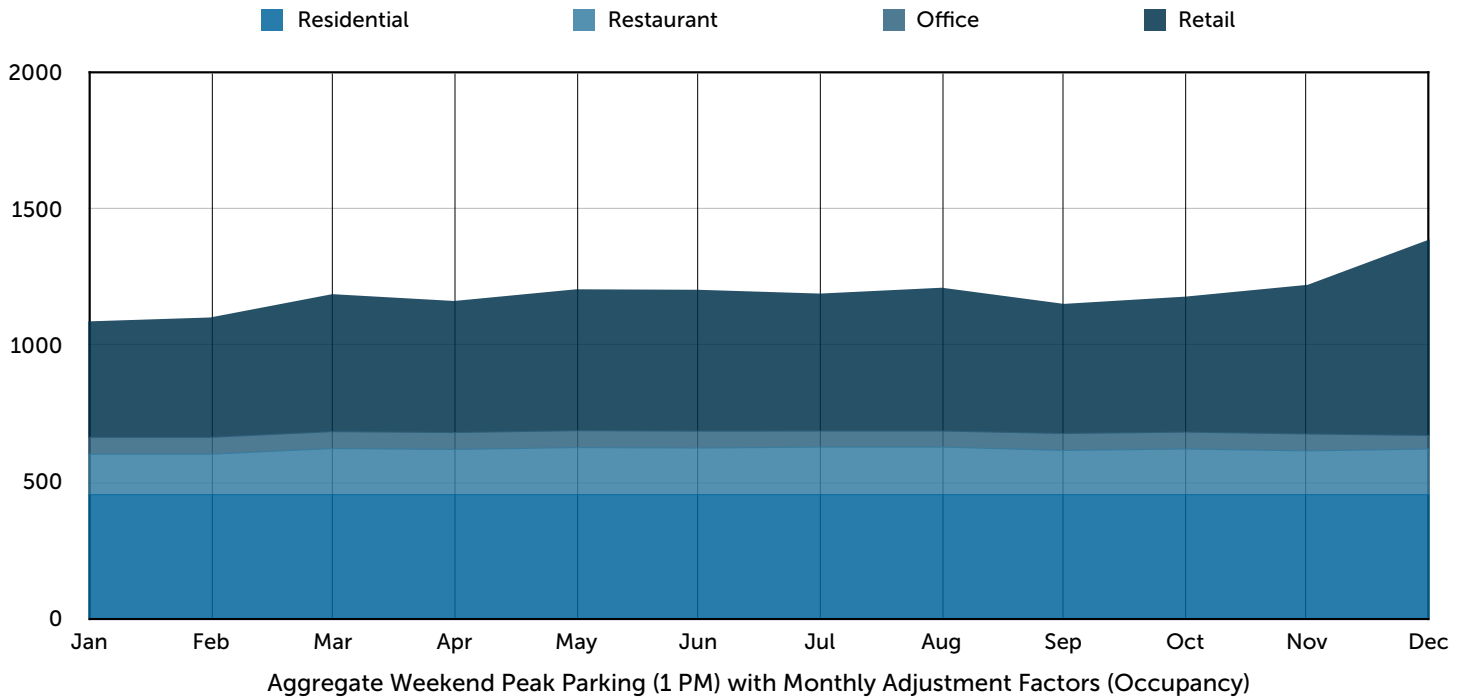
## Outlet Mall Mixed-Use Monthly Occupancy Adjustments Factors at 1PM

5/5/2026

Land Use	User	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Residential	Combined	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
	1PM WKND	455	455	455	455	455	455	455	455	455	455	455	455
Restaurant (18%)	Combined	85%	85%	97%	95%	99%	98%	100%	100%	93%	96%	92%	96%
	1PM WKND	148	148	169	166	173	171	174	174	162	167	160	167
Office (8%)	Combined	100%	100%	100%	100%	100%	100%	95%	95%	100%	100%	100%	80%
	1PM WKND	62	62	62	62	62	62	59	59	62	62	62	50
Retail (74%)	Combined	59%	61%	70%	67%	72%	72%	70%	73%	66%	69%	76%	100%
	1PM WKND	423	437	502	480	516	516	502	523	473	495	545	717
<b>Totals</b>		<b>1088</b>	<b>1103</b>	<b>1188</b>	<b>1163</b>	<b>1206</b>	<b>1204</b>	<b>1190</b>	<b>1212</b>	<b>1153</b>	<b>1179</b>	<b>1222</b>	<b>1389</b>

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

\*Retail Adjustments based on Actual Maximum Occupancy during each Month

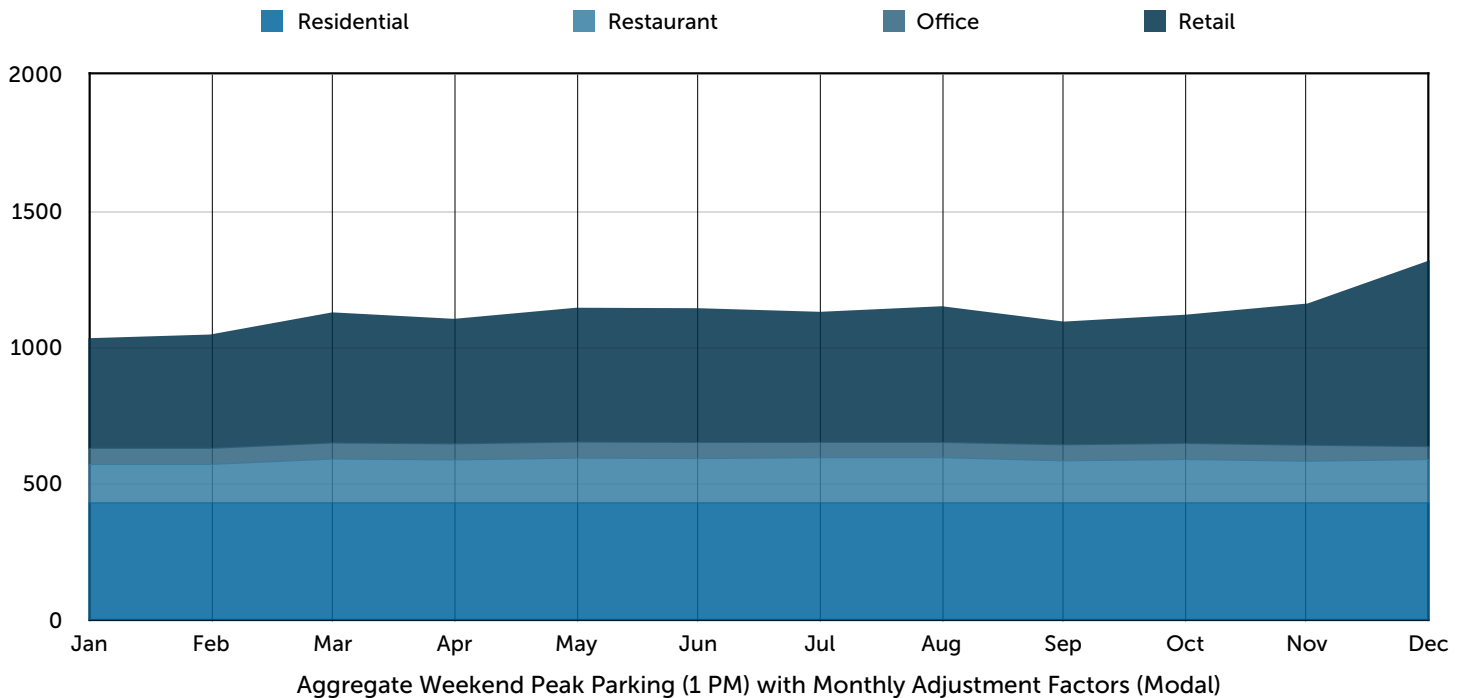


**Outlet Mall Mixed-Use Monthly Modal Adjustments Factors at 9PM**

5/5/2026

Land Use	User	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Residential	Combined	95%	95%	95%	95%	95%	95%	95%	95%	95%	95%	95%	95%
	1PM WKND	432	432	432	432	432	432	432	432	432	432	432	432
Restaurant (18%)	Combined	95%	95%	95%	95%	95%	95%	95%	95%	95%	95%	95%	95%
	1PM WKND	141	141	161	157	164	162	166	166	154	159	152	159
Office (8%)	Combined	95%	95%	95%	95%	95%	95%	95%	95%	95%	95%	95%	95%
	1PM WKND	59	59	59	59	59	59	56	56	59	59	59	47
Retail (74%)	Combined	95%	95%	95%	95%	95%	95%	95%	95%	95%	95%	95%	95%
	1PM WKND	402	415	477	456	490	490	477	497	450	470	518	681
<b>Totals</b>		<b>1034</b>	<b>1048</b>	<b>1129</b>	<b>1105</b>	<b>1146</b>	<b>1144</b>	<b>1131</b>	<b>1151</b>	<b>1095</b>	<b>1120</b>	<b>1161</b>	<b>1320</b>

\*Adjustment Reflect Alternative Transportation Use. Employees are Frequent Users of Free Bus Transit and a Large Bus Transit Stop is on the Site. Visitors Frequently use Alternative Transportation such as Ride Share, Car Service, and Multiple Visitors Carpooling in a Rental Car. Retail and Office Users are able to use Both Transit Stop and Pedestrian/Bike Pathways which are On and Adjacent to the Site.\*The reduction of 5% is very conservative and is significantly less than suggested in "Shared Parking Third Edition".





Convert 2 Units in Pod 1, Add 3rd Floor to Pod 5, Remove Pod 7

Affordable Calculations Phase 3 (2 Units in Pod 1 as Affordable)

Junction Commons

05/06/2026

Step 1 - Non Residential AUE Calculations

use category	proposed floor Area	percentage of total area	5,000 sf exemption	calculated area	area	rooms	FTEs	Employees
Commercial / Retail	0.0	0.14	0.00	0.00			3.3	0
High Intensity	0.0	0.14	0.00	0.00			5.6	0
Lodging Hotel	0.0	0.14	0.00	0.00			0.6	0
Low Intensity	0.0	0.14	0.00	0.00			2.62	0
Medium Intensity	0.0	0.14	0.00	0.00			3.7	0
Restaurant / Bar	0.0	0.14	0.00	0.00			6.5	0
General Commercial	0.0	0.14	0.00	0.00			4.4	0
<b>Totals</b>	<b>0.0</b>		<b>0</b>	<b>0</b>				<b>0</b>
							Inclusionary Percentage	0.5
							Total Employees	0
							Workers per Household	1.5
							Jobs per Worker	1.2
							<b>AUEs Required for Commercial</b>	<b>0</b>

Step 2 - Market Rate AUE Calculations (includes Non Residential referred to as WUEs)

use category	calculations
Market Rate Units	184.00
50% Inclusionary Zoning Requirement	0.50
Affordable Unit Equivalent	92.00
Commercial WUEs	0.00
Total Required AUEs	92.00
No Round Down to Whole Number	92.00
Fractional Unit	0.00
In Lieu Fee	\$0.00
In Lieu Fee X Fractional Unit	0.00
<b>Total AUEs Required</b>	<b>92.00</b>

Step 3 - Required AUE Calculations

Step 3 - Requirements

unit types proposed	quantity	beds/units	AUEs	min. area / bed or unit	(1) AUE =
Dormitory	0.0	beds	0.00	150	5
SRO Unit	0.0	units	0.00	275	2.75
Studio Unit	35.0	units	17.50	400	2
One Bedroom Unit	44.0	units	35.20	650	1.25
Two Bedroom Unit	18.0	units	18.00	900	1
Three Bedroom Unit	2.0	units	2.50	1,150	0.8
Four Bedroom Unit	0.0	units	0.00	1,400	0.7
<b>Total Proposed</b>	<b>99.0</b>		<b>73.20</b>		
			Required AUEs		92
			Surplus or Deficit		-18.80



Convert 2 Units in Pod 1, Add 3rd Floor to Pod 5, Remove Pod 7

Affordable Calculations Phase 4

05/06/2026

Junction Commons

Step 1 - Non Residential AUE Calculations

use category	proposed floor Area	percentage of total area	5,000 sf exemption	calculated area	area	rooms	FTEs	Employees
Commercial / Retail	5,010.5	0.74	3,700.00	1,310.54	1,310.54		3.3	4.32
High Intensity	0.0	0.00	0.00	0.00	0		5.6	0.00
Lodging Hotel	0.0	0.00	0.00	0.00	0		0.6	0.00
Low Intensity	541.7	0.08	400.00	141.68	141.68		2.62	0.37
Medium Intensity	0.0	0.00	0.00	0.00	0		3.7	0.00
Restaurant / Bar	1,218.8	0.18	900.00	318.78	318.78		6.5	2.07
General Commercial	0.0	0.00	0.00	0.00	0		4.4	0.00
<b>Totals</b>	<b>6,771.0</b>		<b>5,000</b>	<b>1,771</b>				<b>6.77</b>
							Inclusionary Percentage	0.50
							Total Employees	3.38
							Workers per Household	1.5
							Jobs per Worker	1.2
							<b>AUEs Required for Commercial</b>	<b>1.88</b>

Step 2 - Market Rate AUE Calculations (includes Non Residential as WUEs)

use category	calculations
Market Rate Units	42.00
50% Inclusionary Zoning Requirement	0.50
Affordable Unit Equivalent	21.00
Commercial WUEs	1.88
Total Required AUEs	22.88
No Round Down to Whole Number	22.88
Fractional Unit	0.00
In Lieu Fee	\$0.00
In Lieu Fee X Fractional Unit	0.00
<b>Total AUEs Required</b>	<b>22.88</b>

Step 3 - Required AUE Calculations

unit types proposed	quantity	beds/units	AUEs	min. area / bed or unit	(1) AUE =
Dormitory	0.0	beds	0.00	150	5.00
SRO Unit	0.0	units	0.00	275	2.75
Studio Unit	15.0	units	7.50	400	2.00
One Bedroom Unit	15.0	units	12.00	650	1.25
Two Bedroom Unit	0.0	units	0.00	900	1.00
Three Bedroom Unit	0.0	units	0.00	1,150	0.80
Four Bedroom Unit	0.0	units	0.00	1,400	0.70
<b>Total Proposed</b>	<b>30.0</b>		<b>19.50</b>		
			Required AUEs		22.88
			Surplus or Deficit		-3.38



Step 1 - Non Residential AUE Calculations

use category	proposed floor Area	percentage of total area	5,000 sf exemption	calculated area	area	rooms	FTEs	Employees
Commercial / Retail	14,376.7	0.74	0.00	14,376.72	14,376.72		3.3	47.44
High Intensity	0.0	0.00	0.00	0.00	0		5.6	0.00
Lodging Hotel	0.0	0.00	0.00	0.00	0		0.6	0.00
Low Intensity	1,554.2	0.08	0.00	1,554.24	1,554.24		2.62	4.07
Medium Intensity	0.0	0.00	0.00	0.00	0		3.7	0.00
Restaurant / Bar	3,497.0	0.18	0.00	3,497.04	3,497.04		6.5	22.73
General Commercial	0.0	0.00	0.00	0.00	0		4.4	0.00
<b>Totals</b>	<b>19,428.0</b>		<b>0</b>	<b>19,428</b>				<b>74.25</b>
							<i>Inclusionary Percentage</i>	<b>0.50</b>
							<i>Total Employees</i>	<b>37.12</b>
							<i>Workers per Household</i>	<b>1.5</b>
							<i>Jobs per Worker</i>	<b>1.2</b>
							<b>AUEs Required for Commercial</b>	<b>20.62</b>

Step 2 - Market Rate AUE Calculations (includes Non Residential as WUEs)

use category	calculations
Market Rate Units	0.00
50% Inclusionary Zoning Requirement	0.50
Affordable Unit Equivalent	0.00
Commercial WUEs	20.62
Total Required AUEs	20.62
No Round Down to Whole Number	20.62
Fractional Unit	0.00
In Lieu Fee	\$0.00
In Lieu Fee X Fractional Unit	0.00
<b>Total AUEs Required</b>	<b>20.6</b>

Step 3 - Required AUE Calculations

unit types proposed	quantity	beds/units	AUEs	Step 3 - Requirements	
				min. area / bed or unit	(1) AUE =
Dormitory	0.0	beds	0.00	150	5.00
SRO Unit	0.0	units	0.00	275	2.75
Studio Unit	32.0	units	16.00	400	2.00
One Bedroom Unit	36.0	units	28.80	650	1.25
Two Bedroom Unit	0.0	units	0.00	900	1.00
Three Bedroom Unit	0.0	units	0.00	1,150	0.80
Four Bedroom Unit	0.0	units	0.00	1,400	0.70
<b>Total Proposed</b>	<b>68.0</b>		<b>44.80</b>		
			<i>Required AUEs</i>		<b>20.62</b>
			<i>Surplus or Deficit</i>		<b>24.18</b>



Convert 2 Units in Pod 1, Add 3rd Floor to Pod 5, Remove Pod 7

Affordable Calculations Phase 6

05/06/2026

Junction Commons

Step 1 - Non Residential AUE Calculations

use category	proposed floor Area	percentage of total area	5,000 sf exemption	calculated area	area	rooms	FTEs	Employees
Commercial / Retail	15,736.1	0.74	0.00	15,736.10	15,736.1		3.3	51.93
High Intensity	0.0	0.00	0.00	0.00	0		5.6	0.00
Lodging Hotel	0.0	0.00	0.00	0.00	0		0.6	0.00
Low Intensity	1,701.2	0.08	0.00	1,701.20	1,701.2		2.62	4.46
Medium Intensity	0.0	0.00	0.00	0.00	0		3.7	0.00
Restaurant / Bar	3,827.7	0.18	0.00	3,827.70	3,827.7		6.5	24.88
General Commercial	0.0	0.00	0.00	0.00	0		4.4	0.00
<b>Totals</b>	<b>21,265.0</b>		<b>0</b>	<b>21,265</b>				<b>81.27</b>
							<i>Inclusionary Percentage</i>	<b>0.50</b>
							<i>Total Employees</i>	<b>40.63</b>
							<i>Workers per Household</i>	<b>1.5</b>
							<i>Jobs per Worker</i>	<b>1.2</b>
							<b>AUEs Required for Commercial</b>	<b>22.57</b>

Step 2 - Market Rate AUE Calculations (includes Non Residential as WUEs)

use category	calculations
Market Rate Units	0.00
50% Inclusionary Zoning Requirement	0.50
Affordable Unit Equivalent	0.00
Commercial WUEs	22.57
Total Required AUEs	22.57
No Round Down to Whole Number	22.57
Fractional Unit	0.00
In Lieu Fee	\$0.00
In Lieu Fee X Fractional Unit	0.00
<b>Total AUEs Required</b>	<b>22.57</b>

Step 3 - Required AUE Calculations

unit types proposed	quantity	beds/units	AUEs	min. area / bed or unit	(1) AUE =
Dormitory	0.0	beds	0.00	150	5.00
SRO Unit	0.0	units	0.00	275	2.75
Studio Unit	16.0	units	8.00	400	2.00
One Bedroom Unit	20.0	units	16.00	650	1.25
Two Bedroom Unit	0.0	units	0.00	900	1.00
Three Bedroom Unit	0.0	units	0.00	1,150	0.80
Four Bedroom Unit	0.0	units	0.00	1,400	0.70
<b>Total Proposed</b>	<b>36.0</b>		<b>24.00</b>		
			<i>Required AUEs</i>		<b>22.57</b>
			<i>Surplus or Deficit</i>		<b>1.43</b>



Convert 2 Units in Pod 1. Add 3rd Floor to Pod 5. Remove Pod 7  
Affordable Summary by Phase

05/06/2026

Junction Commons

**Phase 3**

*\*No New Commercial*

*\*Market Rate and Affordable*

Required AUEs	92.00
Proposed AUEs	73.20
Total Affordable Units	99.00
Total Market Rate Units	184.00

**Phase 4**

*\*Market Rate and Affordable*

*\*5,000 sf Commercial Exemption Used*

Required AUEs	22.88
Proposed AUEs	19.50
Total Affordable Units	30.00
Total Market Rate Units	42.00

**Phase 5**

*\*No Market Rate Units*

Required AUEs	20.62
Proposed AUEs	44.80
Total Affordable Units	68.00
Total Market Rate Units	0.00

**Phase 6**

*\*No Market Rate Units*

Required AUEs	22.57
Proposed AUEs	24.00
Total Affordable Units	36.00
Total Market Rate Units	0.00

**Totals**

Total Required AUEs	158.08
Total Proposed AUEs	161.50
Total Affordable Units	233.00
Total Market Rate Units	226.00

## MEMORANDUM

Date: May 6, 2026  
To: Summit County  
From: Hales Engineering



**Subject: Summit County – Junction Commons TIS Addendum**

UT24-2763

### Summary of Key Findings

- The traffic impact study (TIS) for Junction Commons estimated future traffic growth using the regional travel demand model (TDM)
- Hales Engineering compared the TDM growth to the specific traffic growth expected for other nearby known developments (Kimball Junction P3, Skull Candy building, and Olympic Park) to determine if they are accounted for in the TDM
- By comparison, the TDM anticipated more growth on Landmark Drive than all known nearby developments combined
- Therefore, the TIS completed for Junction Commons was a conservative analysis, accounting for significantly more growth on Landmark Drive than the known developments in the area are anticipated to add
- A new mitigation measure was tested per County staff direction, which was to restrict westbound left turns and through movements at the Landmark Loop / Landmark Drive intersection.
  - With the mitigation, the Landmark Loop / Landmark Drive intersection is anticipated to operate at level of service (LOS) A during the AM peak hour and LOS B during the PM peak hour.
  - With this mitigation, all study intersections from the original TIS are anticipated to operate an acceptable LOS in future (2050) conditions

### Introduction

This memorandum compares two methods of estimating future traffic growth:

1. Growth projected by the Summit County Travel Demand Model (TDM), and
2. Growth expected based on trip generation of nearby known developments

The comparison determines if the previous study appropriately accounted for growth expected in the Kimball Junction area. Additionally, the Landmark Loop / Landmark Drive intersection was analyzed assuming a three-quarter access (right-in, right-out and left-in movements). A vicinity map of the study area is shown in Figure 1.



**Figure 1: Vicinity map of the nearby proposed developments in Summit County, Utah**

**Background**

Hales Engineering identified anticipated traffic volumes generated by other developments near Junction Commons. The developments are located south of the Junction Commons in Summit County, Utah. These developments include retail, restaurant, office, government office, and medical office and art center space, in addition to multifamily and senior adult housing. Land use and trip generation, where available, were provided by Summit County and Dakota Pacific. The land uses for the nearby developments have been identified as follows:

*Kimball Junction P3*

- Strip Retail Plaza 34,000 sq. ft.
- High-Turnover Restaurant 26,000 sq. ft.
- General Office Building 49,000 sq. ft.
- Multifamily Housing 160 dwelling units

*Skull Candy Site*

- Government Office Building 47,000 sq. ft.

*Olympic Park*

- Multifamily Housing 725 dwelling units
- Recreational Community Center 20,000 sq. ft.
- Medical Office Building 50,000 sq. ft.
- Senior Adult Housing 170 units

## **Trip Generation**

Trip generation for the development was calculated using trip generation rates published in the Institute of Transportation Engineers (ITE) *Trip Generation (12<sup>th</sup> Edition, 2025)*. Trip generation for the proposed project is included in Table 1.

A government office building will replace the Skull Candy office building on Tech Center Drive. As such, a trip generation comparison between Skull Candy and the Government Office Building land use was made and the difference was used in the trip generation table to account for background traffic from Skull Candy.

As shown in Table 1, it is anticipated that the proposed developments near Junction Commons will generate approximately 9,859 new trips on an average weekday, including 870 trips during the morning peak hour, and 811 trips during the evening peak hour.

Based on ITE pass-by trip data, the average pass-by percentage for the retail land use is 40% during both the morning peak hour and evening peak hour. However, it was assumed the retail space planned in the Olympic Park development will experience no pass-by as a conservative measure.

## **Trip Distribution and Assignment**

Trip distribution percentages for new trips were based on the type of trip and the proximity of project access points to major streets, high population densities, and regional trip attractions. Previously completed traffic studies and existing travel patterns observed during data collection were also used to establish these distribution percentages, especially near the site. The assumed distribution of new trips during the peak hour is shown in Table 2.

These trip distribution assumptions were used to assign the peak hour trip generation at the study intersections to create trip assignment for the combined development.

## **Trip Generation Comparison**

In the 2025 Junction Commons Traffic Impact Study, the Summit County travel demand model (TDM) was used to estimate 2050 volumes. The trip generation and assignment discussed above on Landmark Drive were compared to the TDM growth from the previous study to determine if the nearby known developments were included in the TIS. The comparison is shown in Table 3 and Figure 2.

In addition to other growth expected in the area, it is estimated that the Junction Commons project will add approximately 89 PM peak hour trips to Landmark Drive, per the 2025 TIS. These trips are also shown in Figure 2, knowing that Junction Commons growth would be in addition to the TDM growth or the trip generation of nearby known developments. Therefore, the numbers in Figure 2, represent the total estimated growth on Landmark Drive.

**Table 1: Trip Generation**

Trip Generation - Kimball Junction Combined Future Development Summit County - Junction Commons TIS Addendum														
Land Use <sup>1</sup>	# of Units	Unit Type	Trip Generation					Reductions			New Trips			
			Total	% In	% Out	In	Out	Internal Capture	Transit	Pass-by	In	Out	Total	
<b>Weekday Daily</b>														
P3	Strip Retail Plaza, <40k (822)	34	KSF	1,832	50%	50%	916	916	7%	10%	40%	460	460	920
	High-Turnover (Sit-Down) Restaurant (932)	26	KSF	2,686	50%	50%	1,343	1,343	7%	10%	43%	640	641	1,281
	General Office Building (710)	49	KSF	514	50%	50%	257	257	7%	10%	0%	215	215	430
	Multifamily Housing (Mid-Rise) (221)	160	DU	714	50%	50%	357	357	7%	10%	0%	299	299	598
Olympic	Government Office Building (730)	47	KSF	562	50%	50%	281	281	0%	0%	0%	281	281	562
	Multifamily Housing (Mid-Rise) (221)	725	DU	3,234	50%	50%	1,617	1,617	0%	0%	0%	1,617	1,617	3,234
	Recreational Community Center (495)	20	KSF	578	50%	50%	289	289	0%	0%	0%	289	289	578
	Medical/Dental Office Building (720)	50	KSF	1,702	50%	50%	851	851	0%	0%	0%	851	851	1,702
	Senior Adult Housing - Multifamily (252)	170	DU	554	50%	50%	277	277	0%	0%	0%	277	277	554
<b>TOTAL</b>				<b>12,376</b>			<b>6,188</b>	<b>6,188</b>				<b>4,929</b>	<b>4,930</b>	<b>9,859</b>
<b>AM Peak Hour</b>														
P3	Strip Retail Plaza, <40k (822)	34	KSF	134	55%	45%	74	60	10%	10%	40%	36	29	65
	High-Turnover (Sit-Down) Restaurant (932)	26	KSF	234	55%	45%	129	105	10%	10%	43%	60	48	108
	General Office Building (710)	49	KSF	76	88%	12%	67	9	10%	10%	0%	55	7	62
	Multifamily Housing (Mid-Rise) (221)	160	DU	60	23%	77%	14	46	10%	10%	0%	12	37	49
Olympic	Government Office Building (730)	47	KSF	84	75%	25%	63	21	0%	0%	0%	63	21	84
	Multifamily Housing (Mid-Rise) (221)	725	DU	298	23%	77%	69	229	0%	0%	0%	69	229	298
	Recreational Community Center (495)	20	KSF	42	66%	34%	28	14	0%	0%	0%	28	14	42
	Medical/Dental Office Building (720)	50	KSF	128	78%	22%	100	28	0%	0%	0%	100	28	128
	Senior Adult Housing - Multifamily (252)	170	DU	34	34%	66%	12	22	0%	0%	0%	12	22	34
<b>TOTAL</b>				<b>1,090</b>			<b>556</b>	<b>534</b>				<b>435</b>	<b>435</b>	<b>870</b>
<b>PM Peak Hour</b>														
P3	Strip Retail Plaza, <40k (822)	34	KSF	176	50%	50%	88	88	25%	10%	40%	35	36	71
	High-Turnover (Sit-Down) Restaurant (932)	26	KSF	238	61%	39%	145	93	25%	10%	43%	56	36	92
	General Office Building (710)	49	KSF	80	16%	84%	13	67	25%	10%	0%	9	45	54
	Multifamily Housing (Mid-Rise) (221)	160	DU	62	64%	36%	40	22	25%	10%	0%	27	15	42
Olympic	Government Office Building (730)	47	KSF	4	25%	75%	9	-5	0%	0%	0%	9	-5	4
	Multifamily Housing (Mid-Rise) (221)	725	DU	266	64%	36%	170	96	0%	0%	0%	170	96	266
	Recreational Community Center (495)	20	KSF	58	48%	52%	28	30	0%	0%	0%	28	30	58
	Medical/Dental Office Building (720)	50	KSF	180	30%	70%	54	126	0%	0%	0%	54	126	180
	Senior Adult Housing - Multifamily (252)	170	DU	44	56%	44%	25	19	0%	0%	0%	25	19	44
<b>TOTAL</b>				<b>1,108</b>			<b>572</b>	<b>536</b>				<b>413</b>	<b>398</b>	<b>811</b>

1. Land Use Code from the Institute of Transportation Engineers (ITE) *Trip Generation*, 12th Edition, 2025.

SOURCE: Hales Engineering, May 2026

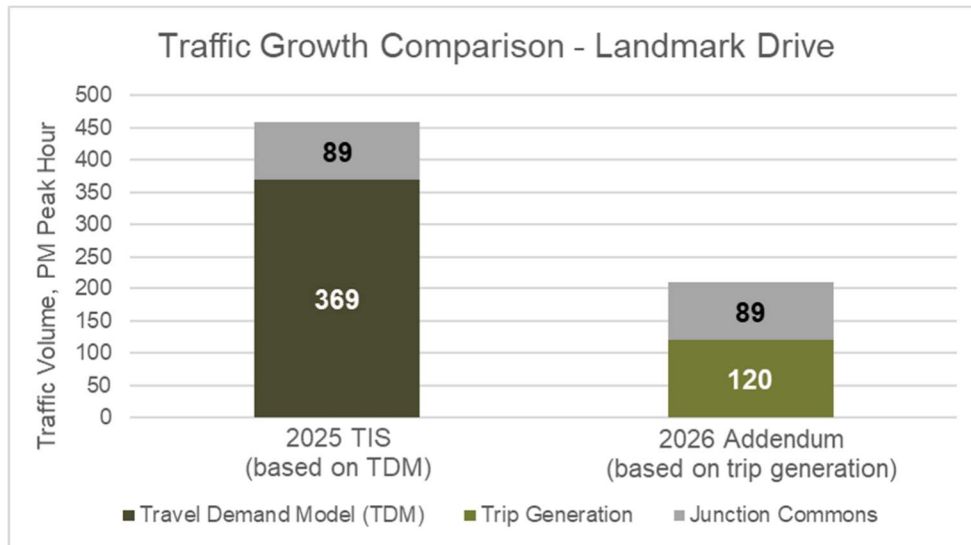
**Table 2: New Trip Distribution**

Direction	% To/From Project
North – SR-224	40%
North – Landmark Dr.	15%
North – Overland Dr.	15%
South – SR-224	20%
East	10%

**Table 3: Traffic Growth Comparison**

Intersection	Peak Hour	Growth Assumed in the 2025 TIS (based on the TDM) <sup>1</sup>	Growth Anticipated based on Trip Generation of Known Developments <sup>2</sup>	Comparison
Ute Blvd / Landmark Dr	AM	248	128	120
	PM	369	120	249
Overland Dr / 2200 W	AM	16	128	-112
	PM	28	120	-92

*Notes:*  
 1. TDM = Travel Demand Model  
 2. Known developments include Kimball Junction P3, Skull Candy site government building, and Olympic Park.



**Figure 2: Traffic Growth Comparison – Landmark Drive (PM Peak Hour)**

As shown, the volumes assumed in the 2025 TIS (based on the TDM) exceed the anticipated increase in volume from the developments south of the Outlets. While the travel demand model provided insufficient trips for Overland Drive, those volumes were more than compensated on Landmark Drive. Therefore, the previous study was conservative in the overall analysis of Landmark Drive. Volumes on Overland Drive are relatively small, and the potential higher volumes estimated from nearby development trip generation would not have a significant impact on the operation of intersections along Overland Drive.

It can be concluded that the TDM accounted for the growth of the three known developments as well as other potential developments and potential increase in cut-through traffic in the area and region. It may also be that the TDM growth already accounts for the Junction Commons traffic. Therefore, the volumes in the 2025 TIS are likely conservatively high, and level of service results in reality will likely be better than what was shown in the study.

### Three-Quarter Access

In the previously completed TIS (Hales, 2025), the Landmark Loop / Landmark Drive intersection was operating at poor levels of service, due to left turns and through movements from Landmark Loop. The level of service results from the original study are included in Table 4.

**Table 4: Future (2050) Plus Project Peak Hour LOS**

Intersection		LOS (Sec. Delay / Veh.) / Movement <sup>1</sup>	
Description	Control	Morning Peak	Evening Peak
Landmark Loop / Landmark Drive	EB/WB Stop	d (27.5) / WBT	f (>50) / WBL
Landmark Drive / Ute Boulevard	Roundabout	A (4.0)	A (8.8)

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

Source: *Summit County Outlets Mixed-Use TIS*, Hales Engineering, May 2025

To mitigate this, an analysis (using volume projections from the original TIS) was performed with the westbound approach of the Landmark Loop / Landmark Drive intersection as a three-quarter access, which would restrict westbound left-turn and through movements, but maintain the southbound left-turn movement onto Landmark Loop. Any movements restricted by the mitigation were rerouted to instead use the Landmark Drive / Ute Boulevard roundabout. The study intersection and volumes are included in Figure 3.

With this change, it is anticipated that the intersection will operate at acceptable levels of service during both the morning and evening peak hours, with no significant queueing. Level of service results are included in Table 5. Detailed LOS and 95<sup>th</sup> percentile queue results are included in Appendix A and B, respectively.

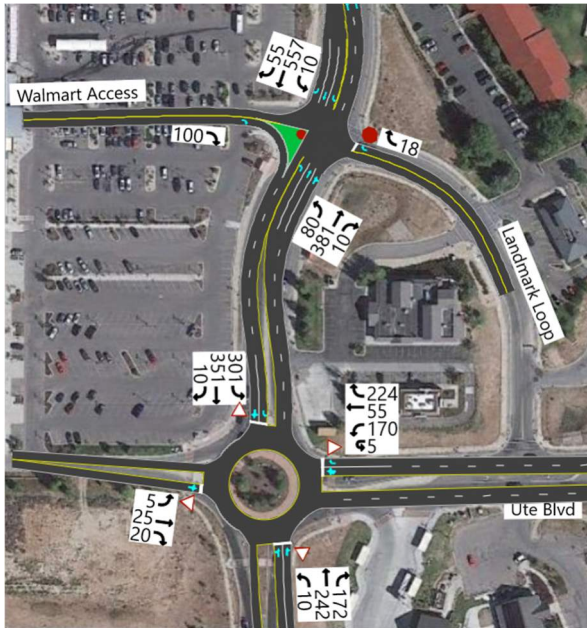
With the Landmark Loop / Landmark Drive intersection being the only intersection with a poor LOS in the original TIS in Future (2050) Plus Project conditions, the proposed three-quarter access would result in all study intersections operating at an acceptable LOS, as summarized in the updated LOS table in Table 6. Also as discussed, the volume growth projections used in the TIS were likely conservatively high. Therefore, the intersections may operate better than shown.

**Table 5: Future (2050) Mitigated Plus Project Peak Hour LOS**

Intersection		LOS (Sec. Delay / Veh.) / Movement <sup>1</sup>	
Description	Control	Morning Peak	Evening Peak
Landmark Loop / Landmark Drive	EB/WB Stop	a (6.4) / NBL	b (11.3) / NBL
Landmark Drive / Ute Boulevard	Roundabout	A (4.1)	A (9.9)

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, May 2026



**Morning Peak Hour**



**Evening Peak Hour**

**Figure 3: Future (2050) Mitigated Plus Project**

**Table 6: Updated Full Level of Service Table with Mitigations**

Intersection		Level of Service	
		Future (2050)	
		Plus Project	
		AM	PM
1	Powderwood Drive / Overland Drive	a	a
2	Tanger Outlets / Powderwood Drive	A	A
3	Tanger Outlets North / Landmark Drive	b	c
4	Tanger Outlets Main / Landmark Drive	A	A
5	Canyon Corners North / Landmark Drive	a	a
6	Whole Foods & Marriott / Landmark Drive	A	A
7	Best Western / Landmark Drive	a	b
8	Walmart & Landmark Loop / Landmark Drive	a	b
9	Landmark Drive / Ute Boulevard	A	A
10	East Access / Landmark Drive	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)

Source: Hales Engineering, May 2026

# APPENDIX A

## LOS Results

## SimTraffic LOS Report

**Project:** Summit County Outlets Mixed-Use TIS  
**Analysis Period:** Future (2050) Plus Project - Mitigated  
**Time Period:** Morning Peak Hour **Project #:** UT24-2763

**Intersection:** Landmark Drive & Walmart Access/Landmark Loop  
**Type:** Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	80	81	102	6.4	A
	T	382	371	97	1.2	A
	R	10	10	100	0.7	A
	Subtotal	472	462	98	2.1	A
SB	L	10	8	80	3.5	A
	T	558	560	100	0.4	A
	R	55	56	102	0.3	A
	Subtotal	623	624	100	0.4	A
EB	R	100	102	102	0.6	A
	Subtotal	100	102	102	0.6	A
WB	R	18	16	90	4.6	A
	Subtotal	18	16	89	4.6	A
<b>Total</b>		1,212	1,204	99	1.2	A

**Intersection:** Landmark Drive & Ute Blvd  
**Type:** Roundabout

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	10	9	90	4.5	A
	T	242	235	97	4.3	A
	R	172	170	99	3.0	A
	Subtotal	424	414	98	3.8	A
SB	L	301	298	99	3.7	A
	T	352	358	102	3.8	A
	R	10	10	100	3.9	A
	Subtotal	663	666	100	3.8	A
EB	L	5	4	76	4.1	A
	T	25	23	92	4.1	A
	R	20	19	96	2.9	A
	Subtotal	50	46	92	3.6	A
WB	L	170	169	99	5.8	A
	T	55	53	97	5.1	A
	R	224	223	100	4.5	A
	Subtotal	449	445	99	5.1	A
<b>Total</b>		1,591	1,577	99	4.1	A

## SimTraffic LOS Report

**Project:** Summit County Outlets Mixed-Use TIS  
**Analysis Period:** Future (2050) Plus Project - Mitigated  
**Time Period:** Evening Peak Hour **Project #:** UT24-2763

**Intersection:** Landmark Drive & Walmart Access/Landmark Loop  
**Type:** Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	180	182	101	11.3	B
	T	716	708	99	2.4	A
	R	25	24	96	1.1	A
	Subtotal	921	914	99	4.1	A
SB	L	10	11	110	7.4	A
	T	652	645	99	0.6	A
	R	130	137	105	0.5	A
	Subtotal	792	793	100	0.7	A
EB	R	230	230	100	0.9	A
	Subtotal	230	230	100	0.9	A
WB	R	56	57	102	9.2	A
	Subtotal	56	57	102	9.2	A
<b>Total</b>		2,000	1,994	100	2.5	A

**Intersection:** Landmark Drive & Ute Blvd  
**Type:** Roundabout

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	55	55	100	19.3	C
	T	434	427	98	16.6	C
	R	211	208	99	4.9	A
	Subtotal	700	690	99	13.3	B
SB	L	548	548	100	4.2	A
	T	333	325	98	4.3	A
	R	15	16	105	4.7	A
	Subtotal	896	889	99	4.2	A
EB	L	15	17	111	5.8	A
	T	80	80	100	6.0	A
	R	35	38	109	4.3	A
	Subtotal	130	135	104	5.5	A
WB	L	146	149	102	19.8	C
	T	55	53	97	19.3	C
	R	471	471	100	12.3	B
	Subtotal	672	673	100	14.5	B
<b>Total</b>		2,413	2,401	100	9.9	A

# APPENDIX B

## 95<sup>th</sup> Percentile Results

**SimTraffic Queueing Report**  
**Project: Summit County Outlets Mixed-Use TIS**  
**Analysis: Future (2050) Plus Project - Mitigated**  
**Time Period: Morning Peak Hour**  
 95<sup>th</sup> Percentile Queue Length (feet) - Rounded Up to Nearest Multiple of 25 ft



**Project #: UT24-2763**

Intersection	NB				SB				EB	WB	
	L	LT	T	TR	L	LTR	R	T	LTR	R	ULTR
01: Landmark Drive & Walmart Access/Landmark Loop	50									50	
02: Landmark Drive & Ute Blvd		75		50	75	75			50	50	125

**SimTraffic Queueing Report**  
**Project: Summit County Outlets Mixed-Use TIS**  
**Analysis: Future (2050) Plus Project - Mitigated**  
**Time Period: Evening Peak Hour**  
 95<sup>th</sup> Percentile Queue Length (feet) - Rounded Up to Nearest Multiple of 25 ft



**Project #: UT24-2763**

Intersection	NB				SB				EB	WB	
	L	LT	T	TR	L	LTR	R	T	LTR	R	ULTR
01: Landmark Drive & Walmart Access/Landmark Loop	100									75	
02: Landmark Drive & Ute Blvd		250		175	75	100			75	225	300



**Transportation Planning**  
1885 Ute Blvd.  
Park City, UT 84098  
Summitcountyutah.gov

**Memo**

**To:** Summit County Council  
**From:** Carl Miller, PMP, AICP CTP, Transportation Planning Director  
Brandon Brady, County Engineer  
**Date:** May 7, 2026  
**Subject:** Kimball Junction West Traffic Analysis

**Background:**

At the April 15, 2026 Council meeting, the Kimball Junction Traffic Impact Study (TIS) was reviewed. Council raised concerns that the cumulative impact of recently proposed and entitled developments could adversely affect the transportation network in the west Kimball Junction area.

In response, Hales Engineering has prepared an addendum with analysis to help address this question (Attachment).

**Analysis:**

The Hales Engineering memo (May 6, 2026) provides a comparison of traffic from entitled and proposed growth to traffic forecasted in the 2050 travel model. The combined volumes from growth was compared to the 2050 travel demand model data that was used for the Junction Commons TIS. The Hales memo includes:

- Estimates of trip generation from entitled developments, including:
  - Utah Olympic Park
  - Alturas Station (Kimball Junction P3 area)
  - The PEAK building (replacement of the Skullcandy Headquarters site)
- Comparison of those estimated trips to the growth already assumed in the County's 2050 Travel Demand Model (TDM)

Note that this analysis compares proposed and entitled developments to the 2050 travel demand model and is not a reflection of developments and regional growth that factors into the 2050 forecast. Moreover, the memo compares 2025 plus growth to a 2050 forecast. There is not adequate information provided in the analysis to demonstrate how levels of service or other congestion metrics compare, other than the original study completed for Junction Commons in 2025 was a conservative analysis.

**Findings:**

Entitlements Compared to 2050 Traffic Forecast.

Estimated trips from entitled developments (~9,859 daily; ~870 AM peak; ~811 PM peak) are generally lower than the growth already built into the 2050 model.

Limited Impact on Overland Drive

Although the TDM slightly underestimates growth on Overland Drive, total volumes remain low and are not expected to significantly impact operations.

Targeted Mitigation Resolves Local Issues

Restricting certain movements at Landmark Loop / Landmark Drive to right-in, right-out (RIRO) only, will improve operations improving LOS to A during AM peak and B during PM peak.

**Conclusion:**

The original Junction Commons Traffic Impact Study (TIS) used the regional travel demand model to estimate future traffic growth out to 2050. The entitled growth is less than 2050 forecasts.



**Corrected Memorandum:**

Date: May 13, 2026

To: Council Members

From: Amy Jones

Re: Appointment of a Member to Serve on the Snyderville Basin Planning Commission

Appoint a member to fill the unexpired term of Tim Jeffrey on the Snyderville Basin Planning Commission. The term will expire February 28, 2028.

Council interviewed the following applicants:

Debbie Steele

Teague Cowley

Philip Urofsky

Bryan Edelman

Summit County Recreation, Arts, and Parks (RAP) Grant Committee  
Attn: Amy Jones  
60 N. Main St.  
Coalville, UT 84017

April 27, 2026

**RE: Grant Deadline Extension Request – Quilted Together Public Art Project**

Dear Members of the RAP Grant Committee,

On behalf of the Arts Council of Park City and Summit County, I am writing to formally request an extension for the project completion and financial reporting deadline for the Quilted Together Project, a public art installation located on the historic Union Pacific Rail Trail near Coalville. We are requesting a new deadline for **Sunday, May 31, 2026**.

The Arts Council and Summit County Public Art Advisory Board have made significant strides in bringing this community-focused project to life. To date, we have successfully:

- Released and managed a formal Request for Proposals (RFP).
- Selected the project artists through a competitive review process.
- Finalized all legal and professional contracting.
- Coordinated with various partners on the project including Coalville, Summit County, State Parks and the Summit County Public Art Advisory Board.

The artists are currently in the fabrication phase of the artwork. However, due to specialized production schedules and the technical requirements of the installation, we require additional time to ensure the project's safety and completion.

**Proposed Project Timeline:**

- April 17: Railroad steel cutting done
- April 24: Frame built
- April 21: Bluestaking scheduled and/or done
- April 24: Laser cutting files sent to Oshcut
- May 1: Steel received from Oshcut
- Sometime between May 1 - May 18: Footers dug & cement poured
- May 4: Fabrication & fitting begins
- May 6: Components sent to powder-coating
- May 18: Artwork Installation begins (may take up to 2 days)

Our requested extension to **May 31** includes a 12-day buffer following the anticipated completion date. This contingency is essential for managing potential inclement weather during the outdoor installation on the rail

trail or any unforeseen logistical circumstances. Of course, if we can finalize the project any sooner and submit reporting, we will.

This extension will allow us to submit a comprehensive [Final Completion Report](#) and finalized financial accounting by **May 31, 2026**, ensuring the project is closed with full transparency and success.

Thank you for your continued support of public art in Summit County. We look forward to your favorable response.

Sincerely,

Jocelyn Scudder  
Executive Director

Attachment:

1. RAP Tax Agreement
2. Quilted Together Artwork Rendering



## 2025 Summit County Cultural RAP Grant Program

### AGREEMENT # RAPARTS-03-25

**THIS AGREEMENT** made and entered into this \_\_\_17\_\_\_ day of \_\_\_June\_\_\_, 2025, by and between **Summit County** (herein called “County”), a body corporate and politic of the State of Utah, 60 North Main Street, Coalville, Utah 84017 and **Arts Council of Park City & Summit County – Quilting the Rail** (herein called “Recipient”).

#### WITNESSETH

**WHEREAS**, RAPAC is organized by authority of the Summit County Council pursuant to the Utah Sales and Use Tax Act (§52-12-701 et. seq.). The imposition and collection of the sales tax used to fund the program was authorized under the provisions of the Utah Code, § 59-12-701 (2000) and imposed by the Summit County after a duly held election, by Summit County Resolution 2001-05 which was passed on the 8<sup>th</sup> day of March 2001.

**WHEREAS**, RAPAC as organized, shall have the general authority to accept applications, investigate, prioritize and present to the Summit County Council, recommendations regarding the budgeting and granting of funds collected from the RAP tax to appropriate projects.

**WHEREAS**, It is the mission of the RAPAC is to investigate, advise and recommend to the County Council, the best use(s) of the funds collected from the tax, for the purpose of financing, in whole or in part, recreational facilities, and botanical and cultural organizations within Summit County.

**WHEREAS**, In performing their duties, the RAPAC must keep in mind those purposes set forth in U.C.A. 59-12-701 (1998) as amended.

**NOW THEREFORE**, to ensure compliance with the statute the Recipient must disclose how the funds will be expended.

**NOW, THEREFORE**, in consideration of the terms, conditions, covenants, and performance contained herein, the County and Recipient hereto agree as follows:

1. County’s Responsibilities: The County grants Recipient the sum of **Thirteen Thousand Dollars (\$13,000.00)**, with payment to be made to Recipient upon execution of this Agreement.

Recipient Responsibilities: Funds will be used for the creation and installation of “Quilting the Rail Trail Together: Coalville Gateway Artwork,” which is a gateway artwork for the Coalville section of the Rail Trail. This theme of quilting will guide the Arts & Culture implementation plan along the Rail Trail Corridor, referencing the strong culture of craft and quilting in the North and South Summit communities, and supports the long-range vision to connect the Rail Trail and the rural communities through which it runs by a series of sculptural artworks that honor and express the unique heritage, history, and culture of these towns. Please make sure the RAP Cultural Logo is utilized as much as possible. RAP



# GOOD HAPPY STUFF & FRANKLIN WOODWORKING

## RFP RESPONSE

*Coalville Rail Trail 'Quilted Together' Public Art Project*

Dec 3rd, 2025

# PROFILES

## **Garth Franklin**

Franklin Woodworking  
2678 S Bull Moose Dr., Coalville, UT 84017  
[franklinwoodworking.com](http://franklinwoodworking.com)  
[@franklinwoodworking](https://www.instagram.com/franklinwoodworking)  
[franklinwoodworking@gmail.com](mailto:franklinwoodworking@gmail.com)  
(508) 340 - 1485

## **Trevor Dahl**

Good Happy Stuff  
986 3rd Ave #1, Salt Lake City, UT 84103  
[goodhappystuff.com](http://goodhappystuff.com)  
[@goodhappystuff](https://www.instagram.com/goodhappystuff)  
[trevor@goodhappystuff.com](mailto:trevor@goodhappystuff.com)  
(530) 351 - 1510

# STATEMENT OF INTEREST

This proposal is a collaboration between two established local public artists, Garth Franklin and Trevor Dahl, based in Coaville and Salt Lake City, respectively. Garth is a fine furniture maker and public artist with expertise in wood and steel fabrication. His portfolio spans from heirloom-quality chairs to monumental and iconic public sculpture. Trevor is a muralist & fine artist with a background in graphic design. His distinct style and playful concepts have taken root in Salt Lake City and beyond, with dozens of murals and prominent public art installations throughout the Mountain West.

Over the past year we have been collaborating, combining Trevor's aesthetic and storytelling instincts with Garth's fabrication skills. We share an interest in telling local histories and mythologies, using public art and symbolism to create deeper meaning and placemaking for local communities. We are currently under contract with Park City, creating 450 square feet of artistic steel fence panels for the PC MARC public pool, to be installed in the spring of 2026. The panels feature Trevor's designs of local flora, fauna, and mining heritage, laser cut into rust patina steel. Garth is directing the fabrication of the panels and designing custom mounting techniques in collaboration with the project architects and engineers.

For the 'Quilted Together' project we plan to expand on this collaborative model. Using steel as the primary medium, the sculpture will combine laser cut designs, local bird and quilt pattern motifs, and reclaimed railroad ties to honor quilting heritage in the context of the historic railroad and natural landscape in a succinct, elegant, and inspiring way.

# CONCEPT

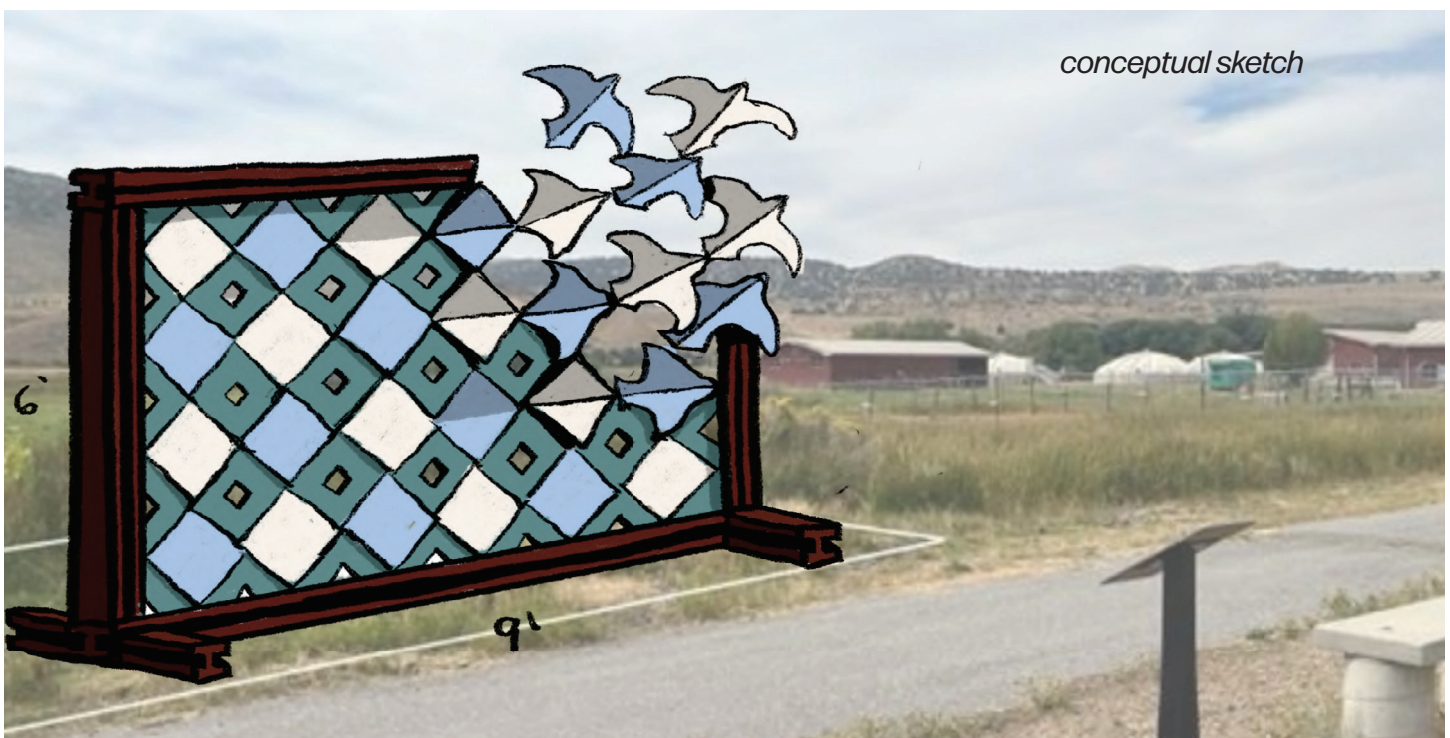
Our goal for this sculpture is to help set the tone for the Rail Trail creative placemaking by integrating Coaville's quilting heritage within the railroad context. The railroad was the thread that quilted communities together in the past, and the Rail Trail continues this function while also threading the natural world into daily life.

The sculpture we envision is a quilt framed by reclaimed railroad tracks. The flat diamond pattern gradually transforms into dimensional bird forms that fold, lift from the quilt, break out of the frame, and fly into the wind. By using reclaimed tracks, the work directly references the railroad while also evoking the pioneer ethos of quilting, where discarded materials are repurposed to create beauty.

The birds take flight and scatter into the air. This layered symbolism draws from the gulls, grebes, scaups, and geese that make Coalville and Echo Reservoir their permanent or migratory home. Their journey represents an archetypal experience of transition, leaving the familiar and entering the unknown. We see this reflected in our own life stories, in the journey of the pioneers, in immigrants traveling west on the old railroad, and in the mystery of life as family and ancestors pass from this world to whatever comes next.

The railroad and quilt motifs honor these aspects of Coaville's heritage and invite residents to reconnect with these histories. The artwork is universally relatable and the colors harmonize with the landscape through all seasons.

The sculpture will be made of powder coated steel, with the laser cut quilt pattern and bird forms attached with a combination of durable VHB adhesive and welding. The railroad tracks will remain untreated to contrast with the powder coated steel, except for a matte clear coat finish to prevent rust from dripping onto the sculpture over time. The sculpture will be anchored into buried concrete footings.



**GARTH FRANKLIN** is a Coaville-residing public artist and furniture maker known for his timeless designs and meticulous craftsmanship. Blending traditional hand-tool techniques with modern fabrication methods, he creates pieces that embody both human connection and contemporary precision. Working primarily with wood and steel, his portfolio spans from heirloom-quality chairs to a monumental 20-foot steel dinosaur. With over a decade of experience, he has crafted custom furniture, large-scale structures, and public art installations, each reflecting his dedication to durability, artistry, and innovation.

[franklinwoodworking.com](http://franklinwoodworking.com)    [@franklinwoodworking](https://www.instagram.com/franklinwoodworking)    franklinwoodworking@gmail.com

## EXPERIENCE

### **Franklin Woodworking** Salt Lake City, UT - *Custom Builder*

December 2016 - Present

Owner, operator, designer, lead fabricator of custom furniture, retail spaces, and public art.

### **The Furniture Joint** Salt Lake City, UT - *Custom Builder*

May 2015 - December 2016

Custom wood and metal fabrication of furniture and retail spaces

## EDUCATION

### **Colby College**, Waterville, ME - *Biochemistry*

September 2009 - May 2013

Majored in Biochemistry, member of furniture makers and pottery club, four years of varsity lacrosse

## PROJECTS

### **Custom Furniture** - Franklin Woodworking

A decade of designing and building custom furniture to the highest fine woodworking and metal fabrication standards. Large public art builds an installations. Additionally, large free standing structures including saunas, treehouses, and pergolas.

### **PC MARC Artistic Fencing** - Park City Municipal Corp. (Spring 2026 Install)

Currently building (10) 9x5' steel fence panels with laser-cut illustrations by Good Happy Stuff.

### **Hoodah** - Public art in the Granary District, SLC 2023

15 neighborhood icon and mascot. Wood and steel construction.

### **Kosmo** - Public art in the Granary District, SLC 2024

20' steel dinosaur neighborhood icon and mascot.

### **My Dad's House** - Creative Director and Lead Builder

Burning Man 2022, 2023, 2024

Camp Creative Director and Lead builder for 60-person camp to construct a faux house for 2 week event in the Black Rock Desert.

## SKILLS

CAD 3D rendering & design

Fine woodworking

Timber framing

Metal fabrication

Own & operate CNC router, laser cutter, 3d printer

Project management

Custom installation specialist

## LANGUAGES

English

French

**TREVOR DAHL** (aka **Good Happy Stuff**) is a Salt Lake City-based muralist and artist known for his whimsical approach to archetypal subject matter. Trevor employs his distinct style to explore ideas about the world and the human psyche, and seeks to use public art to bring soulfulness to public spaces. His vast portfolio spans large scale murals, sculpture, commercial illustration, animation, and painting and he is an active artistic voice in the Salt Lake valley, consistently involved in public and private projects.

[goodhappystuff.com](http://goodhappystuff.com) @goodhappystuff trevor@goodhappystuff.com

## EDUCATION

**Utah State University** - *Associate of the Arts*  
Dean's Academic Scholarship  
Logan, UT | 2013-2015

## SELECT EXHIBITIONS

### 2025

**Archetypes: Solo Exhibition** - Sprague Branch Library, Salt Lake City, UT  
**Good Friday: Solo Exhibition** - Red Flower Gallery, Salt Lake City, UT [PRESS](#)  
**People, Places, Things** - Harrington Art Studio, Midvale, UT  
**Emerging Artists Statewide Annual** - Bountiful Davis Art Center, Bountiful, UT  
**Avenues Street Fair Featured Artist** - Salt Lake City, UT  
**Wasatch Plein Air Paradise** - Midway, UT

### 2024

**The Mural Fest** - South Salt Lake City, UT [PRESS](#)  
**Jung Society Season Finale: "Metamorphosis"** - UMOCA, Salt Lake City, UT  
Featured visual artist  
**SLC Artists** - Edison House, Salt Lake City, UT  
**Trevor Dahl & VITA** - Fice Gallery, Salt Lake City, UT [PRESS](#)  
**Indigenous Fashion Show Benefit** - Material Gallery, Salt Lake City, UT  
**Artists of Utah's 35x35: The Zillennial Edition** - Finch Lane Gallery, Salt Lake City, UT [PRESS](#)  
Highlighting 35 Utah artists under the age of 35  
**Love Letters to the West Side** - Mestizo Institute of Culture & Arts, Salt Lake City, UT  
**Edges & Curves** - Urban Arts Gallery, Salt Lake City, UT  
**Statewide Annual** - Bountiful Davis Art Center, Bountiful, UT  
**SLC Artists** - Edison House, Salt Lake City, UT

### 2023

**FRIENDS of Great Salt Lake for the Alfred Lambourne Arts Program** - Salt Lake City, UT  
**Works on Paper** - The Odd Star Gallery, Salt Lake City, UT  
**Common Autonomy** - The Odd Star Gallery, Salt Lake City, UT  
**Edison House Art Walk** - Edison House, Salt Lake City, UT  
**Golden Hour: 9th Annual Plein-Air Competition** - Bountiful Davis Art Center, Bountiful, UT  
**Sex, Gender, & Sexuality** - Glitter Armada, Salt Lake City, UT  
**Element 11** - Stargazer Ranch, Park Valley, UT  
**Building Man** - Jenkstar Ranch, Green River, UT  
**Save Our Great Salt Lake** - 2006 Space Oddity Gallery, Salt Lake City, UT

### 2022

**Inaugural Group Exhibition** - 2006 Space Oddity Gallery, Salt Lake City, UT  
**Central Station Mural Jam** - Tres Ximeneies Park, Barcelona, Spain

### 2021

**Weirdo** - Urban Arts Gallery, Salt Lake City, UT  
**Animalia** - Urban Arts Gallery, Salt Lake City, UT

## AWARDS

**BDAC Emerging Artists Statewide Annual** - *Painting Honorable Mention (2025)*  
**Salt Lake Arts Council - Prequalified Public Artist** - (2019-2025)  
**City of Palo Alto Public Art Program - Mural Artist Roster** - (2025-2030)  
**Eccles Art Center Plein Air Competition** - *3rd Place (2023)*

Cultural Grant Funds may not be used for capital improvements, public school and/or school; programs or hiring of temporary or permanent staff in any school or school system, performances, events, and activities that take place outside of Summit County and non-cultural celebratory activities. Grantee is solely responsible for submitting all reports, financial back up information and unused monies to Summit County by stated due date – failure to do so will result in disqualification for future grants.

2. If an event is cancelled or affected for any reason, funds are to be returned to Summit County.
  - a. Grant Restrictions: Notwithstanding Section 2(a) above and pursuant to the Council’s grant approval, Recipient shall not use the grant funds to fund any capital expenditures.
  - b. Financial Report: Recipient shall submit a financial report which details the use of the granted funds, and which confirms that the funds were spent in accordance with any restrictions of the grant as outlined above. Please see document titled “Cultural RAP Grant Financial Reporting Guidelines” for specific directions. The financial report shall be submitted online at <https://www.summitcounty.org/867/RAP---Cultural-Tax-Grant> no later than May 14, 2026. Untimely submitted financial reports shall result in a 10% penalty during the next grant cycle. Financial reports received after May 21, 2026, shall automatically disqualify the Recipient from eligibility for Cultural RAP tax funding during the next grant cycle.
  - c. Failure to Spend the Grant: In the event any of the grant funds are not spent by the Recipient by May 14, 2026, Recipient shall immediately return the funds to the County.
3. No Guarantee: Recipient acknowledges that approval of 2025 funding is no guarantee of funding in future years.
4. Term. The term of this Agreement from the date of Summit County Council approval of award request, May 14, 2025, to expire May 14, 2026.
5. Invalidity. If any term or provision of this Agreement shall, to any extent, be invalid or unenforceable, the remainder of this Agreement shall not be affected thereby, and each provision of this Agreement shall be valid and enforceable to the fullest extent permitted by law.
6. Governing Law. This Agreement shall be interpreted according to the laws of the State of Utah.
7. Entire Agreement. This Agreement contains the entire agreement between the parties concerning its subject matter, and no representations, inducements, promises, or agreements, oral or otherwise, between the parties with reference to it and not embodied in this Agreement shall be of any force or effect.

**IN WITNESS WHEREOF**, the parties have executed this Agreement the day and year first above written.

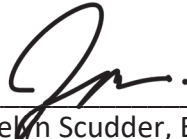
**Summit County**

**Recipient**

**By:**

**By:**

\_\_\_\_\_  
Shayne Scott  
County Manager

  
\_\_\_\_\_  
Jocelyn Scudder, Executive Director



To: Summit County Council  
From: Summit County RAP Cultural Advisory Committee  
Date: May 13, 2026  
Re: 2026 RAP Cultural Grant Applications Recommendations

### Background

Funding for the RAP Tax Cultural Grant is provided by a special sales tax initiative approved by the Utah State Legislature. This allows 0.1% of sales tax within the County to be spent on arts and recreation opportunities within the County. Eligible applicants for the Cultural Grant must be from a 501(c)(3) and registered with the State of Utah or a municipal or county cultural council. Eligible disciplines include arts education, dance, history, music, visual arts, theatre, folk arts, and other pursuits.

### Process

The Committee makes final recommendations based on individual committee member application ratings, joint committee applicant interviews, and joint committee deliberations.

#### **2026 Stats:**

Applications submitted: 36  
Applications disqualified: 3  
Applications non-funded: 6  
Applications recommended for funding: 27  
Total funds requested: \$2,913,237.64  
Total funds available: \$1,642,000

Each organization is rated on the following criteria:

- Artistic/Cultural Vibrancy: 6 points
- Public Benefit/Outreach: 6 points
- Organizational Capacity: 6 points

Score	Rank	Rank Description
6	Exemplary	A "perfect" application with virtually every criteria surpassing requirements. Fully meets or exceeds all four aspects of Artistic/Cultural Vibrancy, all five aspects of Public Benefit/Outreach, and all seven aspects of Organizational Capacity. The application is fully complete, well organized, and clear. Such an applicant has a history of being awarded and making excellent use of past RAP Tax grants.
5	Exceptional	An application that addresses all aspects of Artistic/Cultural Vibrancy, Public Benefit/Outreach, and Organizational Capacity. This rating is indicative of one which is complete in every detail but does not consistently surpass the categorical considerations as would an exemplary application. Demonstrated past effective use and accounting of past RAP Tax grants is critical for this ranking.
4	Very Good	An application that addresses all aspects of Artistic/Cultural Vibrancy, Public Benefit/Outreach, and Organizational Capacity. This rating is indicative of one which is complete in every detail but does not consistently surpass the categorical considerations as would an exemplary application. Demonstrated past effective use and accounting of past RAP Tax grants is critical for this ranking.
3	Good	Sufficient evidence is provided throughout the application that demonstrates funding criteria are met. The application is mostly clear and seems appropriate. The budget is realistic and reasonably aligned with the narrative. The applicant documents of their activities are of good or average quality and relevant. A reasonable accounting of good use of past RAP grant funding is presented.
2	Average	The applicant provides limited evidence throughout the application that demonstrates funding criteria is most likely met. The application is appropriate but with limited detail. The budget is not particularly well aligned with the narrative. The applicant provides limited documentation of the quality of the activities.
1	Marginal – No Fund	The applicant provides very limited evidence throughout the application that demonstrates funding criteria are met. The application has limited detail to the extent the use of funds and proposed activities are unclear. The budget is not well-aligned with the narrative. The applicant provides limited or no documentation of the quality of the activities.

## 2026 Non-Funded Requests

These applications were reviewed by the Committee and it was decided that they would not be funded. The applicable policy and reasons for our non-funding decisions are stated under each grant applicant's name below.

### **1. Boundless Park City**

This applicant was new to RAP Cultural this year (2026). The Committee voted not to fund this grant request because this organization is a startup and therefore not eligible for RAP Cultural funding.

Amendment to Summit County County-Wide Policy No. 1-A

- 3.6.187- Start Up not eligible
- 6.1- Competitive Process
- 6.2- Denial of Grant Funding

### **2. Chabad Lubavitch of Park City**

This applicant was new to RAP Cultural this year (2026). The Committee voted not to fund this grant request because this organization's primary purpose is religious and therefore not eligible for RAP Cultural funding.

Amendment to Summit County County-Wide Policy No. 1-A

- 3.6.9- Fundraising not eligible
- 6.1- Competitive Process
- 6.2- Denial of Grant Funding

### **3. Park City Gallery Association**

This applicant was new to RAP Cultural this year (2026). The Committee voted not to fund this grant request because this organization's primary purpose is to support marketing and fundraising for gallery businesses on Main Street. It is not a cultural entity and therefore not eligible for RAP Cultural funding.

Amendment to Summit County County-Wide Policy No. 1-A

- 3.6.9- Fundraising not eligible
- 6.1- Competitive Process
- 6.2- Denial of Grant Funding

### **4. Song Summit Foundation**

The Committee voted not to fund this grant request because this organization's primary purpose is a health/wellness organization. It also awards scholarships for the music component of their Song Summit, therefore not eligible for RAP Cultural funding.

Amendment to Summit County County-Wide Policy No. 1-A

- 3.6.5- Scholarship not eligible
- 3.6.10- Rehabilitative/ Therapeutic not eligible
- 6.1- Competitive Process
- 6.2- Denial of Grant Funding

## **5. Sundance Institute**

The Committee voted not to fund this organization's grant request for 2026 based on the following factors:

- a. Sundance, in its application through its Local Lens Program, promised "year round independent film" to residents of Summit County; however, during the Zoom interview the Sundance representative confirmed that Sundance was only committing to "Summer Programming" and that Sundance would not commit to specifics about film dates or showings or director events yet because they were "waiting to hear from RAP Cultural re: funding request".
- b. While Sundance in the application and in the Zoom interview insisted that the Sundance Institute is "committed to Park City", the Committee could not find solid evidence of this commitment to either Park City or Summit County.

Amendment to Summit County County-Wide Policy No. 1-A

- 5.3.2- Stability of Organization
- 6.1- Competitive Process
- 6.2- Denial of Grant Funding

## **6. Utah Film Center**

The Committee voted not to fund this organization's grant request because movie making does not fall within the RAP Cultural eligible disciplines for funding.

Amendment to Summit County County-Wide Policy No. 1-A

- 3.8- Funding for Only Eligible Disciplines
- 6.1- Competitive Process
- 6.2 Denial of Grant Funding

## 2026 RAP Tax Cultural Grant Recommendations

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RAPARTS-01-26

### **Alf Engen Ski Museum Foundation**

Project Title: Community Outreach Programming

Request: \$125,000

**Recommendation: \$100,000**

**Rationale:** The Alf Engen Ski Museum strives to preserve the rich history of skiing in the Intermountain Region by providing a world-class facility, which highlights the many contributions made in ski area development, athletic competition, snow safety, ski innovation, and ski teaching methods.

**Recipient Responsibilities:** Grant funds will be used for Community Outreach Programming, such as Olympic Day, Halloween Escape Rooms, Hometown Heroes Reception, and a 25th Anniversary Speaker series and book along with staff salaries, marketing, and exhibit development. Marketing must be specifically targeted towards Summit County locals.

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### **Previous Funding:**

2021: \$79,000

2022: \$92,000

2023: \$100,000

2024: \$105,000

2025: 100,000

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RAPARTS-02-26

### **Arts Council of Park City & Summit County**

Project Title: Art Pianos for All & New Art Piano for Henefer Civic Center

Request: \$3,750

**Recommendation: \$1,500**

**Rationale:** Art Pianos for All is an initiative that allows Summit County to maintain a set of pianos in public locations that can be played and enjoyed by all. These pianos are painted by local artists and can be moved to different locations at any time. The goal of the program is to bring back the piano to connect the community through interactive, creative musical expression. The Public Art Board is requesting funding a new Art Piano at the newly constructed Henefer Civic Center, plus maintenance funds for the Art Pianos located in the eastern Summit County corridor.

**Recipient Responsibilities:** Grant funds will be used for a new Art Piano at the newly constructed Henefer Civic Center, plus maintenance funds for the Art Pianos located in the eastern Summit County corridor. Funds will pay a local artist to create original artwork for the piano, moving costs of that piano, piano performances by local musicians, and supports maintenance for 3 of our existing and new piano collection (annual tuning and repairs) including the Henefer Piano, Coalville Piano, and Kamas Piano.

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**Previous Funding:**

New application

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RAPARTS-03-26

**Arts Council of Park City & Summit County**

Project Title: Latino Arts Festival

Request: \$36,000

**Recommendation: \$30,000**

**Rationale:** The tenth annual Latino Arts Festival, taking place on June 12-14 at Canyons Village at Park City Mountain Resort will showcase and celebrate Latin American traditions and heritage. The 3-day event brings our community together to highlight the beauty and creativity of Hispanic and Latino culture through creative art forms including food, film, fine art, craft, live

music and folkloric dance, offering opportunities for all people to connect and interact with one another through Arts & Culture.

**Recipient Responsibilities:** Grant funds will support the direct costs of festival production including supplies and materials, sound systems, bands and live music, folkloric dance performance honorariums, youth program facilitation and management, production equipment, and artist stipends throughout the 3-day festival at Canyons Village.

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**Previous Funding:**

2021: \$8,000

2022: \$12,934

2023: \$25,000

2024: \$30,000

2025: \$30,000

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RAPARTS-04-26

**Arts Council of Park City & Summit County**

Project Title: Operating & Program Support

Request: \$160,000

**Recommendation: \$112,000**

**Rationale:** The mission of the Art Council of Park City & Summit County is to serve our Arts & Culture community by driving creative programming, providing valuable resources, and cultivating connections. We envision a community where Arts & Culture is critical, where creatives thrive, and where all people connect through the arts.

**Recipient Responsibilities:** Grant funds will be applied to salaries, contracted services, performance and production, and collections/exhibits such as the Summit County Arts Market in Oakley, the Summit County Fair Art Show, Art on the Trails, the Monster Drawing Rally,

Monthly Gallery Strolls, Dia de los Meurtos Celebration, a Snowglobe Stroll, and the Create PC Artist Collective.

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**Previous Funding:**

2021: \$74,000

2022: \$91,619

2023: \$107,000

2024: \$120,000

2025: \$110,000

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RAPARTS-05-26

**Arts Council of Park City & Summit County**

Project Title: Artist Don Weller’s Sculpture for Oakley City

Request: \$17,950

**Recommendation: \$8,500**

**Rationale:** The installation of a new sculpture by Don Weller in Oakley City will provide a lasting cultural asset that benefits Summit County residents by making high-quality public art accessible in a shared, everyday space. Located in a rural part of the County, this project expands access to arts and culture beyond more centralized areas, ensuring that residents on the east side can experience meaningful artistic work within their own community.

**Recipient Responsibilities:** Grants funds will be used to construct a three-dimensional sculpture which from one angle looks like a cowboy on a horse and from the other angle looks like a farmer. Funds will go towards raw iron materials, welding-etching, foundation work for mounting, turning axle design and assembly, transportation and crane work, and a bronze plaque.

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**Previous Funding:**

New Application

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RAPARTS-06-26

**Ballet West**

Project Title: Summit County 26/27 Season Programming

Request: \$55,000

**Recommendation: \$25,000**

**Rationale:** Ballet West’s mission is to entertain and excite audiences in Utah and worldwide by presenting exquisite classical ballets, historical masterpieces, and new cutting-edge creations with the highest standards of artistic and professional excellence. Ballet West also builds future ballet artists and audiences by providing exceptional classical ballet training and offering empowering education and outreach programs to inspire children and adults alike from all walks of life.

**Recipient Responsibilities:** Funds will be used to present Ballet and the Sleeping Beauty in one Summit County Elementary school benefitting 400-500 students and teachers. Additionally, a digital format of this program will be offered to all Summit County schools with a digital study guide, class assignments, and supplementary teacher resources. Ballet West also plans to offer a digital presentation of Aladdin and The Little Mermaid free-of-charge to all schools throughout Utah, including Summit County. Ballet West will also continue its Senior Steps program via in-person classes as well as continuing to offer digital format classes on their YouTube channel.

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**Previous Funding:**

2021: \$25,000  
2022: \$32,336  
2023: \$60,000  
2024: \$50,000  
2025: \$41,650

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RAPARTS-09-26

**KPCW**

Project Title: Back Alley Bash & General Operating

Request: \$200,000

**Recommendation: \$145,000**

**Rationale:** KPCW will continue a 30-year tradition of hosting the Back Alley Bash, a gathering of 800 to 900 attendees including local Park City community, joined by other Summit County residents and some late summer visitors to enjoy live music with friends and family in Park City Park. The station will continue its core mission of broadcasting a variety of music, news, and other entertainment.

**Recipient Responsibilities:** Grant funds will be used for the Back Alley Bash, The Community Campfire, general operations and programs, and discounted and free underwriting to area nonprofits.

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**Previous Funding:**

2021: \$100,000  
2022: \$118,566  
2023: \$142,000  
2024: \$145,000  
2025: \$145,000

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RAPARTS-10-26

**Echo Community & Historical Organization**

Project Title: Significant Celebrations: Historic Echo Church 150 Years and America 250

Request: \$16,000

**Recommendation: \$14,000**

**Rationale:** Echo Community and Historical Organization works to preserve the past for the benefit of the present and increase interest in the Echo area by maintaining four nationally recognized historic sites: The Echo Church, the Echo Schoolhouse, the Echo Post Office, and the Echo Cemetery. The Echo Post Office is open and used by residents of Echo, Monday through Saturday, year-round. The Echo Church was built in 1876 and is the oldest church in Summit County. The church is open for the public to tour every Saturday from Memorial Day to Labor Day.

**Recipient Responsibilities:** Grant funds will be applied to salaries, programming, building insurance, and maintenance of the historic sites. Additionally, funds will be used for the ‘Historic Echo Church 150 years and America 250’ celebrations that will include presentations, exhibits, and lectures on these historic milestones.

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**Previous Funding:**

2021: \$9,000

2022: \$10,240

2023: \$11,300

2024: \$11,000

2025: \$14,000

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RAPARTS-11-26

**Friends of Ski Mountain Mining History**

Project Title: Park City Historic Mine Route Outreach

Request: \$28,000

**Recommendation: \$9,800**

**Rationale:** Friends of Ski Mountain Mining History’s mission is to preserve, protect, and promote Park City’s mining history and heritage. The Historic Mine Route is a comprehensive mining history and heritage education program that unifies more than a decade of historic preservation work into a single, highly visible public benefit experience.

**Recipient Responsibilities:** Grant funds will be to create and promote the Park City Historic Mine Route & TravelStory’s Audio Guide. FOSMMH will create an interactive, GPS-enabled audio tour using TravelStorys. With expert audio guidance, along with historic photos, hikers will experience stories about the deep-rooted mining history visible along the Historic Mine Route. The route broadens access to outdoor recreation in the region's mining heritage through enhanced trail experiences, informative signage, and audio-guided immersion. HMR can also be accessed via Park City Mountain’s Payday and Town Lift, making the experience more inclusive for explorers of varying interests and abilities.

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**Previous Funding:**

New Application

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RAPARTS-12-26

**Grassroots Shakespeare Company**

Project Title: Grassroots Shakespeare Educational Tour

Request: \$5,000

**Recommendation: \$3,500**

**Rationale:** The organization is a touring ensemble of multidisciplinary artists focused on using Shakespeare’s original staging techniques to provide abridged performances of Shakespeare’s plays via interactive workshops and scholarly events in Summit County schools to introduce or supplement student interest in Shakespearean productions.

**Recipient Responsibilities:** Grant funds will be used for one-hour cuttings of eight of Shakespeare’s plays which will be shown in schools, parks, and libraries in Summit County. Funds will subsidize performance costs including transportation, costumes and props, actor and musician performance fees, and tour manager booking fees, allowing Grassroots Shakespeare to offer free performances.

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**Previous Funding:**

2025: \$2,000

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RAPARTS-13-26

**Henefer Camp, Daughters of Utah Pioneers**

Project Title: Monday at the Museum

Request: \$7,500

**Recommendation: \$3,000**

**Rationale:** The Henefer Camp Daughters of Utah Pioneers works to perpetuate the names and achievements of the men, women, and children who were the pioneers in founding this commonwealth by preserving old landmarks, marking historical places, collecting artifacts and histories, establishing a library of historical matter and securing manuscripts, photographs, maps, and all such data as shall aid in perfecting a record of the Utah pioneers.

**Recipient Responsibilities:** Grant funds will be used for operating costs, including utilities, insurance, and/or security systems. Additionally, funds may be used for Monday at the Museum or other programs.

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*unused monies to Summit County by stated due date – failure to do so will result in disqualification for future grants.*

**Previous Funding:**

2025: \$3,000

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RAPARTS-14-26

**Kamas Valley Community Foundation**

Project Title: Kamas Valley Arts Fest

Request: \$14,290

**Recommendation: \$5,000**

**Rationale:** The Kamas Valley Community Foundation is a movement towards a more compassionate, educated, and vibrant community. They are committed to humanitarian and health efforts, education, arts, and recreation. With the RAP Cultural funds, they would like to expand and enrich the Kamas Valley Arts Fest.

**Recipient Responsibilities:** Grant funds will be used to support the Arts Fest 2027 including rental fees for a venue, display infrastructure to hang art, materials and a stipend for an artist to manage the Barn Quilt Trail project, art education, promotional materials, and insurance.

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**Previous Funding:**

New Application

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RAPARTS-15-26

**Kamas Valley History Group**

Project Title: Community Cultural Calendar for Kamas Valley

Request: \$10,545

**Recommendation: \$7,000**

**Rationale:** The Kamas Valley History Group is a local volunteer group comprised of committed Kamas Valley residents who care about the historical preservation of their region. Their mission is to preserve and record the history of Kamas Valley (encompassing the six towns of Peoa, Oakley, Marion, Kamas, Francis, and Woodland), and to inspire the curiosity in residents and visitors about the people, places, and events that have shaped the valley.

**Recipient Responsibilities:** Grant funds will be used for a community cultural calendar for Kamas Valley, website development, and publication of an anthology of five years of calendar stories.

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**Previous Funding:**

2022: \$9,162

2023: \$14,500

2024: \$14,000

2025: \$12,000

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RAPARTS-16-26

**Kimball Art Center**

Project Title: Year-Round Programming & Operating Support

Request: \$265,000

**Recommendation: \$160,000**

**Rationale:** The mission of the Kimball Art Center is to inspire, educate and connect through art by offering exhibitions, classes, and events to Park City residents and visitors.

**Recipient Responsibilities:** Grant funds are to be used for curation of exhibitions, education programs and classes, space rental, and salaries/contracted services.

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**Previous Funding:**

2021: \$74,000

2022: \$102,398

2023: \$122,000

2024: \$135,000

2025: \$150,000

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RAPARTS-18-26

**Mountain Town Music**

Project Title: Year-Round Live Music Programming, Wellness Activations, and Educational Outreach

Request: \$220,000

**Recommendation: \$134,000**

**Rationale:** Mountain Town Music exists to produce, foster, and support live music that enhances the quality of life for Park City and Summit County residents and visitors by offering over 400 free live concerts at numerous venues. They are requesting funds to support the production and delivery of these programs.

**Recipient Responsibilities:** Grant funds will support artist fees and performer compensation; audio engineers, production staff, and event labor; supplies and materials required for event execution; storage and facility-related expenses; transportation, logistics, and hospitality; administrative payroll and operational support; insurance, accounting, permits, and compliance costs.

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**Previous Funding:**

2021: \$79,000  
2022: \$90,000  
2023: \$100,000  
2024: \$120,000  
2025: \$126,000

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RAPARTS-19-26

**North Summit Unite**

Project Title: Community Theater

Request: \$64,500

**Recommendation: \$30,000**

**Rationale:** The mission of N.S. Unite is to empower North Summit communities (Tollgate, Lake Rockport Estates, Wanship, Hoytsville, Coalville, Chalk Creek, Upton, Echo Henefer) to connect with and to express their unique identities through arts, education, history and shared experiences.

**Recipient Responsibilities:** Grant funds will be used to host a community theater performance allowing the celebration of local talent. Funds will be used for script licensing, sound and lighting systems, contractors, costumes, sets and general administration of the event. Funding will also be used for rental of a venue.

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**Previous Funding:**

2021: \$11,000  
2022: \$32,336

2023: \$30,000  
2024: \$20,000  
2025: \$30,000

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RAPARTS-20-26

**North Summit Unite**

Project Title: Fiesta Friday - Cultural Arts Festival

Request: \$5,500

**Recommendation: \$1,800**

**Rationale:** The mission of N.S. Unite is to empower North Summit communities (Tollgate, Lake Rockport Estates, Wanship, Hoytsville, Coalville, Chalk Creek, Upton, Echo Henefer) to connect with and to express their unique identities through arts, education, history and shared experiences.

**Recipient Responsibilities:** Grant funds will be used to create Fiesta Friday, a culturally centered community event celebrating Latino heritage through music, dance, food, and shared experiences. It will include live performances from Latino musicians and dancers, culturally relevant food vendors, and local artists showcasing their work. There will be participation from local arts organizations, artists and cultural groups such as Artes de México en Utah creating an immersive cultural arts experience.

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**Previous Funding:**

2025: \$3,000

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RAPARTS-21-26

**Park City Film**

Project Title: Raising Voices & Reel Community Film Series

Request: \$193,880

**Recommendation: \$150,000**

**Rationale:** The mission of Park City Film is to create community through film. This is done by being a trusted resource for film and film-based events because of diverse program offerings and partnerships.

**Recipient Responsibilities:** Grant funds are to be used for the Raising Voices and Reel Community Film Series, Park City Film Series at the Santy, pop-up film screenings, the Park City Film Festival, and Genre Film Series. Funds will also be used for operating expenses.

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**Previous Funding:**

2021: \$80,000

2022: \$103,476

2023: \$114,000

2024: \$130,000

2025: \$130,000

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RAPARTS-23-26

**Park City Museum**

Project Title: Year-Round Programming

Request: \$143,000

**Recommendation: \$119,000**

**Rationale:** The Park City Museum preserves, protects, and promotes Park City’s history and heritage.

**Recipient Responsibilities:** This grant request will support three major programs including the Heritage Tourism Project (heritage home tour and Glenwood Cemetery reenactment events), PC

Museum's Permanent and Changing Exhibits, and the History Speaks Monthly Lecture Series. Additionally, the grant will be used to supplement administrative and education salaries.

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**Previous Funding:**

2021: \$69,000

2023: 85,200

2024: \$100,000

2025: \$110,000

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RAPARTS-25-26

**Park City Opera**

Project Title: Gounod's *Romeo et Juliette*

Request: \$50,000

**Recommendation: \$30,000**

**Rationale:** Park City Opera is a non-profit organization dedicated to bringing approachable and inventive vocal arts to Park City and the surrounding communities. Established in 2024, it is reimagining opera outside of the traditional opera house, performing in venues that showcase the natural beauty of Park City.

**Recipient Responsibilities:** Park City Opera is building on the success of last summer's sold-out performances of *The Barber of Seville* (Park City's first opera in 20+ years), and their winter opera, *The Gift of the Magi*, with not one, but two mainstage operas in Summer 2026. They will present Aaron Copland's *The Tender Land* in July to celebrate America's 250th anniversary, and we will conclude the summer season with a French grand opera, Gounod's *Roméo et Juliette*. Funds will be used for artist fees for principal singers, orchestra musicians, and chorus and dancers for this programming.

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**Previous Funding:**

2025: \$15,000

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RAPARTS-26-26

**Egyptian Theatre**

Project Title: Egyptian Theatre 100<sup>th</sup> Year Celebration

Request: \$225,000

**Recommendation: \$160,000**

**Rationale:** The Egyptian Theatre is a community asset dedicated to enriching the lives of people of all ages through the performing arts. This season marks the 100th Birthday for the Egyptian Building as well as the 45th Anniversary of Park City Performances.

**Recipient Responsibilities:** Grant funds are to be used for the special celebrations surrounding the 45th Anniversary and 100th Birthday celebrations. Also, funds are to be used for main stage productions, YouTheater, and general operations.

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**Previous Funding:**

2021: \$74,000

2022: \$97,009

2023: \$125,000

2024: \$140,000

2025: \$150,000

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RAPARTS-27-26

**Park City Performing Arts**

Project Title: 26/27 Winter at the Eccles Center

Request: \$300,000

**Recommendation: \$100,000**

**Rationale:** Park City Performing Arts plans to bring world-class entertainment to Summit County through its Winter Series at the Eccles with an estimated 80% Summit County resident attendees. They will have free and discounted tickets through various outreach initiatives. They have also expanded their school outreach to all Summit County Schools, resulting in professional artists performing in South Summit, Weilemann, and several homeschool groups, as well as Park City School District Students.

**Recipient Responsibilities:** Grant funds will be used for artists fees, production costs, and to compensate dedicated student outreach coordinators.

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**Previous Funding:**

2021: \$55,000

2022: \$86,230

2023: \$89,000

2024: \$100,000

2025: \$90,000

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RAPARTS-29-26

**Park City Singers**

Project Title: Artistic Director Contract

Request: \$2,000

**Recommendation: \$1,400**

**Rationale:** Park City Singers is a community choir open to all and committed to providing musical training and performance opportunities for adults, creating friendships through music, and offering quality entertainment in Summit County. Traditionally, Park City Singers begin weekly rehearsals in September for two holiday concerts in December.

**Recipient Responsibilities:** Grant funds are utilized to help cover the Artistic Director’s contract, which includes artistic planning and repertoire selection suited to the choir's abilities, score preparation and rehearsal leadership, organized sectional rehearsals for Sopranos, Altos, Tenors, and Basses (SATB), and musical development of the ensemble. These initiatives lower barriers for less experienced singers and enhance vocal training results throughout the choir.

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**Previous Funding:**

2024: \$1,000

2025: \$1,350

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RAPARTS-30-26

**Park Silly Sunday Market**

Project Title: Free Public Cultural Programming

Request: \$106,160

**Recommendation: \$40,000**

**Rationale:** The mission of the Park City Silly Sunday Market is to provide an open-air market, street festival, and community forum where Summit County residents meet and interact in the summer months to celebrate community and have an enjoyable day.

**Recipient Responsibilities:** Grant funds will be used for an event offering live music, visual and performing arts, locally sourced fresh food along with additional spaces for youth musicians for a minimum of 10 musical performances each Sunday, which will include strolling performers

jugglers, balloon artists and magicians, as well as a featured artist to demonstrate processes related to their medium. RAP tax funding will be used to waive booth fees and set up costs for featured artists, as well as other costs including marketing, artist expenses and salaries.

*Please ensure the RAP Cultural logo is utilized as much as possible. RAP Cultural grant funds may not be used for capital improvements; public school and/or school programs or hiring of temporary or permanent staff in any school or school system; performances, events, and activities that take place outside of Summit County; and non-cultural celebratory activities. Grantee is solely responsible for submitting all reports, financial back up information, and unused monies to Summit County by stated due date – failure to do so will result in disqualification for future grants.*

**Previous Funding:**

2021: \$25,000

2022: \$32,336

2023: \$40,000

2024: \$50,000

2025: \$45,000

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RAPARTS-32-26

**Summit Community Gardens and EATS**

Project Title: La Milpa – Born from Corn Collaboration

Request: \$10,000

**Recommendation: \$1,500**

**Rationale:** SCG/Eats has a mission to gather, learn, and grow in their gardens and in schools. They strive to create an inclusive community to learn about cooking, gardening, and nutrition while honoring cultural traditions.

**Recipient Responsibilities:** Grant funds will directly support educational outreach at Park City Schools, provide funds for traditional experts/artists from Artes de Mexico en Utah, allow for a stipend for the community tender of the plants, and provide funds for a traditional meal at the end of the three workshops.

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*Grantee is solely responsible for submitting all reports, financial back up information, and unused monies to Summit County by stated due date – failure to do so will result in disqualification for future grants.*

**Previous Funding:**

2024: \$1,000

2025: \$7,000

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RAPARTS-34-26

**Swaner Preserve & Eco Center**

Project Title: The Power of Nature: Building Curiosity, Care, and Conservation in Summit County

Request: \$156,962.64

**Recommendation: \$140,000**

**Rationale:** The mission of Swaner Preserve and EcoCenter is to preserve the land and the human connection to the natural landscape, to educate the local and broader communities about the value of nature, and to nurture both the ecosystem and the people connected with it.

**Recipient Responsibilities:** Grant Funds will be used to support the traveling exhibition: Wild Kratts: Creature Power!, expand environmental education for Summit County students, and targeted outreach and marketing within Summit County.

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**Previous Funding:**

2021: \$74,000

2022: \$94,853

2023: \$95,000

2024: \$100,000

2025: \$140,000

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RAPARTS-36-26

**Utah Symphony & Opera**

Project Title: Utah Symphony’s 2026 Deer Valley Music Festival

Request: \$125,000

**Recommendation: \$110,000**

**Rationale:** The Utah Symphony & Opera’s mission is “To Connect Our Community Through Great Live Music.”

**Recipient Responsibilities:** Grant funds will be used exclusively for guest artist and conductor fees for the 2026 Deer Valley Music Festival. Grant funds cannot be used for marketing outside of Summit County.

*Please ensure the RAP Cultural logo is utilized as much as possible. RAP Cultural grant funds may not be used for capital improvements; public school and/or school programs or hiring of temporary or permanent staff in any school or school system; performances, events, and activities that take place outside of Summit County; and non-cultural celebratory activities. Grantee is solely responsible for submitting all reports, financial back up information, and unused monies to Summit County by stated due date – failure to do so will result in disqualification for future grants.*

**Previous Funding:**

2021: \$70,000

2022: \$91,61

2023: \$100,000

2024: \$105,000

2025: \$115,000



Community Development Department  
P.O. Box 128  
60 North Main Street  
Coalville, Utah 84017  
summitcountyutah.gov

## MEMORANDUM

### Discussion Points for Joint Session with Snyderville Basin Planning Commission May 13, 2026

#### I. Strategic Housing Policy & Incentives

- **55+ Deed Restrictions:** Does the Council identify a specific strategic need for senior-targeted housing (e.g., facilitating downsizing for locals, freeing up family-sized inventory, or supporting "aging in place")? If so, should we initiate a formal code amendment to incentivize these developments?
- **Targeted Affordable Housing:** In the Council's view, does the General Plan sufficiently identify specific neighborhoods or zones for affordable housing density?
- **Broadening "Attainable" Housing:** Current models rely heavily on Area Median Income (AMI) metrics. Is this too one-dimensional? We seek guidance on incentivizing "for-sale" and attainable products through better definitions or code-based incentives.
- **Short-Term Rental (STR) Impact:** Are our current restrictions on nightly rentals sufficient to protect housing stock? We need to determine if additional barriers are required to ensure ADUs and accessory buildings serve long-term residents rather than tourists.
- All of the above would benefit from better **access to available data**

#### II. Code Clarity & Process Improvement

- **Addressing Ambiguity:** Are there recurring "gray areas" in the code that lead to appeals of Commission decisions? SBPC want to identify where the application of current code is proving consistently difficult.
- **Council-Commission Alignment:** What high-impact priorities are on the Council's radar that have not yet been communicated to the SBPC? How can we better synchronize our long-term visions?

- **Legislative Pressure:** To what extent is state-level legislative action dictating or limiting the Council's decision-making regarding local land use and housing?

### III. SBPC Operational Concerns

- **Defining Purview:** Some Commissioners have described an apparent disconnect regarding the SBPC's role. Manifest examples being SBPC omitting specific considerations under the belief they are outside their "purview," only to see the Council debate those exact issues later. How can we better align our reviews to provide the Council with the foundation they need?
- **Recruitment & Turnover:** Some commissioners have suggested prohibiting Park City Municipal residents serving on the SBPC. Noting that will further limit the recruitment pool, does the Council have strategies to address turnover or otherwise broaden eligibility requirements?
- **Beyond Public-Private Partnerships:** Aside from standard partnerships, what alternative mechanisms is the Council considering to tackle the affordability crisis?

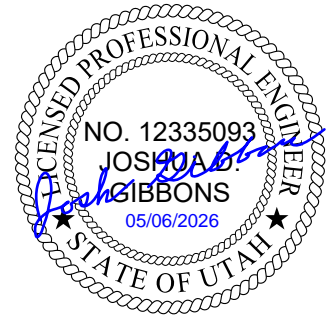
We request that the Council review these points to facilitate a productive dialogue during our upcoming joint session, ensuring both bodies are working toward a unified growth and housing strategy.

If you have any questions, please feel free to contact me at (435) 336 3129 or by email, [pbarnes@summitcountyutah.gov](mailto:pbarnes@summitcountyutah.gov)

Peter Barnes  
Community Development Director

## MEMORANDUM

Date: May 6, 2026  
To: Summit County  
From: Hales Engineering



**Subject: Summit County – Junction Commons TIS Addendum**

UT24-2763

### Summary of Key Findings

- The traffic impact study (TIS) for Junction Commons estimated future traffic growth using the regional travel demand model (TDM)
- Hales Engineering compared the TDM growth to the specific traffic growth expected for other nearby known developments (Kimball Junction P3, Skull Candy building, and Olympic Park) to determine if they are accounted for in the TDM
- By comparison, the TDM anticipated more growth on Landmark Drive than all known nearby developments combined
- Therefore, the TIS completed for Junction Commons was a conservative analysis, accounting for significantly more growth on Landmark Drive than the known developments in the area are anticipated to add
- A new mitigation measure was tested per County staff direction, which was to restrict westbound left turns and through movements at the Landmark Loop / Landmark Drive intersection.
  - With the mitigation, the Landmark Loop / Landmark Drive intersection is anticipated to operate at level of service (LOS) A during the AM peak hour and LOS B during the PM peak hour.
  - With this mitigation, all study intersections from the original TIS are anticipated to operate an acceptable LOS in future (2050) conditions

### Introduction

This memorandum compares two methods of estimating future traffic growth:

1. Growth projected by the Summit County Travel Demand Model (TDM), and
2. Growth expected based on trip generation of nearby known developments

The comparison determines if the previous study appropriately accounted for growth expected in the Kimball Junction area. Additionally, the Landmark Loop / Landmark Drive intersection was analyzed assuming a three-quarter access (right-in, right-out and left-in movements). A vicinity map of the study area is shown in Figure 1.



**Figure 1: Vicinity map of the nearby proposed developments in Summit County, Utah**

**Background**

Hales Engineering identified anticipated traffic volumes generated by other developments near Junction Commons. The developments are located south of the Junction Commons in Summit County, Utah. These developments include retail, restaurant, office, government office, and medical office and art center space, in addition to multifamily and senior adult housing. Land use and trip generation, where available, were provided by Summit County and Dakota Pacific. The land uses for the nearby developments have been identified as follows:

Kimball Junction P3

- Strip Retail Plaza 34,000 sq. ft.
- High-Turnover Restaurant 26,000 sq. ft.
- General Office Building 49,000 sq. ft.
- Multifamily Housing 160 dwelling units

Skull Candy Site

- Government Office Building 47,000 sq. ft.

Olympic Park

- Multifamily Housing 725 dwelling units
- Recreational Community Center 20,000 sq. ft.
- Medical Office Building 50,000 sq. ft.
- Senior Adult Housing 170 units

## **Trip Generation**

Trip generation for the development was calculated using trip generation rates published in the Institute of Transportation Engineers (ITE) *Trip Generation (12<sup>th</sup> Edition, 2025)*. Trip generation for the proposed project is included in Table 1.

A government office building will replace the Skull Candy office building on Tech Center Drive. As such, a trip generation comparison between Skull Candy and the Government Office Building land use was made and the difference was used in the trip generation table to account for background traffic from Skull Candy.

As shown in Table 1, it is anticipated that the proposed developments near Junction Commons will generate approximately 9,859 new trips on an average weekday, including 870 trips during the morning peak hour, and 811 trips during the evening peak hour.

Based on ITE pass-by trip data, the average pass-by percentage for the retail land use is 40% during both the morning peak hour and evening peak hour. However, it was assumed the retail space planned in the Olympic Park development will experience no pass-by as a conservative measure.

## **Trip Distribution and Assignment**

Trip distribution percentages for new trips were based on the type of trip and the proximity of project access points to major streets, high population densities, and regional trip attractions. Previously completed traffic studies and existing travel patterns observed during data collection were also used to establish these distribution percentages, especially near the site. The assumed distribution of new trips during the peak hour is shown in Table 2.

These trip distribution assumptions were used to assign the peak hour trip generation at the study intersections to create trip assignment for the combined development.

## **Trip Generation Comparison**

In the 2025 Junction Commons Traffic Impact Study, the Summit County travel demand model (TDM) was used to estimate 2050 volumes. The trip generation and assignment discussed above on Landmark Drive were compared to the TDM growth from the previous study to determine if the nearby known developments were included in the TIS. The comparison is shown in Table 3 and Figure 2.

In addition to other growth expected in the area, it is estimated that the Junction Commons project will add approximately 89 PM peak hour trips to Landmark Drive, per the 2025 TIS. These trips are also shown in Figure 2, knowing that Junction Commons growth would be in addition to the TDM growth or the trip generation of nearby known developments. Therefore, the numbers in Figure 2, represent the total estimated growth on Landmark Drive.

**Table 1: Trip Generation**

Trip Generation - Kimball Junction Combined Future Development Summit County - Junction Commons TIS Addendum														
Land Use <sup>1</sup>	# of Units	Unit Type	Trip Generation					Reductions			New Trips			
			Total	% In	% Out	In	Out	Internal Capture	Transit	Pass-by	In	Out	Total	
<b>Weekday Daily</b>														
P3	Strip Retail Plaza, <40k (822)	34	KSF	1,832	50%	50%	916	916	7%	10%	40%	460	460	920
	High-Turnover (Sit-Down) Restaurant (932)	26	KSF	2,686	50%	50%	1,343	1,343	7%	10%	43%	640	641	1,281
	General Office Building (710)	49	KSF	514	50%	50%	257	257	7%	10%	0%	215	215	430
	Multifamily Housing (Mid-Rise) (221)	160	DU	714	50%	50%	357	357	7%	10%	0%	299	299	598
Olympic	Government Office Building (730)	47	KSF	562	50%	50%	281	281	0%	0%	0%	281	281	562
	Multifamily Housing (Mid-Rise) (221)	725	DU	3,234	50%	50%	1,617	1,617	0%	0%	0%	1,617	1,617	3,234
	Recreational Community Center (495)	20	KSF	578	50%	50%	289	289	0%	0%	0%	289	289	578
	Medical/Dental Office Building (720)	50	KSF	1,702	50%	50%	851	851	0%	0%	0%	851	851	1,702
	Senior Adult Housing - Multifamily (252)	170	DU	554	50%	50%	277	277	0%	0%	0%	277	277	554
<b>TOTAL</b>				<b>12,376</b>			<b>6,188</b>	<b>6,188</b>				<b>4,929</b>	<b>4,930</b>	<b>9,859</b>
<b>AM Peak Hour</b>														
P3	Strip Retail Plaza, <40k (822)	34	KSF	134	55%	45%	74	60	10%	10%	40%	36	29	65
	High-Turnover (Sit-Down) Restaurant (932)	26	KSF	234	55%	45%	129	105	10%	10%	43%	60	48	108
	General Office Building (710)	49	KSF	76	88%	12%	67	9	10%	10%	0%	55	7	62
	Multifamily Housing (Mid-Rise) (221)	160	DU	60	23%	77%	14	46	10%	10%	0%	12	37	49
Olympic	Government Office Building (730)	47	KSF	84	75%	25%	63	21	0%	0%	0%	63	21	84
	Multifamily Housing (Mid-Rise) (221)	725	DU	298	23%	77%	69	229	0%	0%	0%	69	229	298
	Recreational Community Center (495)	20	KSF	42	66%	34%	28	14	0%	0%	0%	28	14	42
	Medical/Dental Office Building (720)	50	KSF	128	78%	22%	100	28	0%	0%	0%	100	28	128
	Senior Adult Housing - Multifamily (252)	170	DU	34	34%	66%	12	22	0%	0%	0%	12	22	34
<b>TOTAL</b>				<b>1,090</b>			<b>556</b>	<b>534</b>				<b>435</b>	<b>435</b>	<b>870</b>
<b>PM Peak Hour</b>														
P3	Strip Retail Plaza, <40k (822)	34	KSF	176	50%	50%	88	88	25%	10%	40%	35	36	71
	High-Turnover (Sit-Down) Restaurant (932)	26	KSF	238	61%	39%	145	93	25%	10%	43%	56	36	92
	General Office Building (710)	49	KSF	80	16%	84%	13	67	25%	10%	0%	9	45	54
	Multifamily Housing (Mid-Rise) (221)	160	DU	62	64%	36%	40	22	25%	10%	0%	27	15	42
Olympic	Government Office Building (730)	47	KSF	4	25%	75%	9	-5	0%	0%	0%	9	-5	4
	Multifamily Housing (Mid-Rise) (221)	725	DU	266	64%	36%	170	96	0%	0%	0%	170	96	266
	Recreational Community Center (495)	20	KSF	58	48%	52%	28	30	0%	0%	0%	28	30	58
	Medical/Dental Office Building (720)	50	KSF	180	30%	70%	54	126	0%	0%	0%	54	126	180
	Senior Adult Housing - Multifamily (252)	170	DU	44	56%	44%	25	19	0%	0%	0%	25	19	44
<b>TOTAL</b>				<b>1,108</b>			<b>572</b>	<b>536</b>				<b>413</b>	<b>398</b>	<b>811</b>

1. Land Use Code from the Institute of Transportation Engineers (ITE) *Trip Generation*, 12th Edition, 2025.

SOURCE: Hales Engineering, May 2026

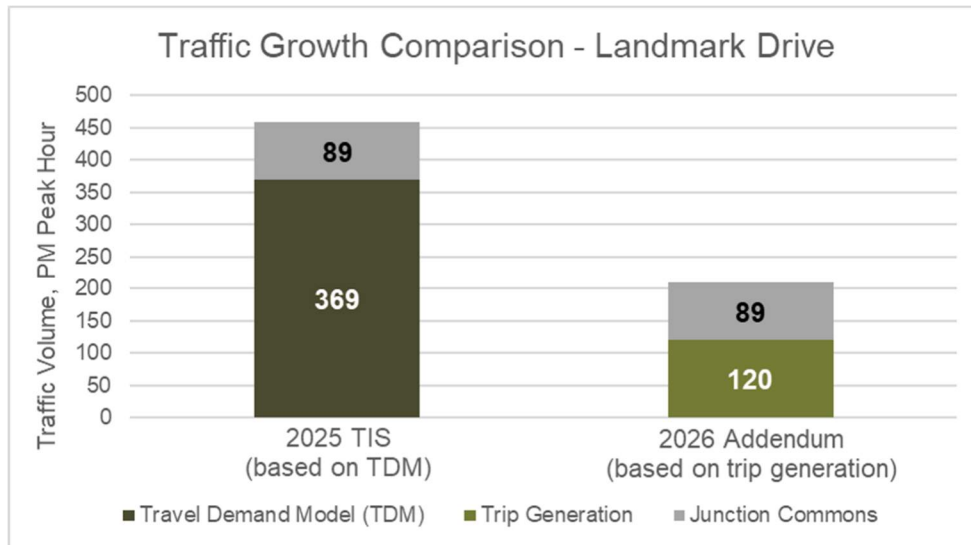
**Table 2: New Trip Distribution**

Direction	% To/From Project
North – SR-224	40%
North – Landmark Dr.	15%
North – Overland Dr.	15%
South – SR-224	20%
East	10%

**Table 3: Traffic Growth Comparison**

Intersection	Peak Hour	Growth Assumed in the 2025 TIS (based on the TDM) <sup>1</sup>	Growth Anticipated based on Trip Generation of Known Developments <sup>2</sup>	Comparison
Ute Blvd / Landmark Dr	AM	248	128	120
	PM	369	120	249
Overland Dr / 2200 W	AM	16	128	-112
	PM	28	120	-92

*Notes:*  
 1. TDM = Travel Demand Model  
 2. Known developments include Kimball Junction P3, Skull Candy site government building, and Olympic Park.



**Figure 2: Traffic Growth Comparison – Landmark Drive (PM Peak Hour)**

As shown, the volumes assumed in the 2025 TIS (based on the TDM) exceed the anticipated increase in volume from the developments south of the Outlets. While the travel demand model provided insufficient trips for Overland Drive, those volumes were more than compensated on Landmark Drive. Therefore, the previous study was conservative in the overall analysis of Landmark Drive. Volumes on Overland Drive are relatively small, and the potential higher volumes estimated from nearby development trip generation would not have a significant impact on the operation of intersections along Overland Drive.

It can be concluded that the TDM accounted for the growth of the three known developments as well as other potential developments and potential increase in cut-through traffic in the area and region. It may also be that the TDM growth already accounts for the Junction Commons traffic. Therefore, the volumes in the 2025 TIS are likely conservatively high, and level of service results in reality will likely be better than what was shown in the study.

### Three-Quarter Access

In the previously completed TIS (Hales, 2025), the Landmark Loop / Landmark Drive intersection was operating at poor levels of service, due to left turns and through movements from Landmark Loop. The level of service results from the original study are included in Table 4.

**Table 4: Future (2050) Plus Project Peak Hour LOS**

Intersection		LOS (Sec. Delay / Veh.) / Movement <sup>1</sup>	
Description	Control	Morning Peak	Evening Peak
Landmark Loop / Landmark Drive	EB/WB Stop	d (27.5) / WBT	f (>50) / WBL
Landmark Drive / Ute Boulevard	Roundabout	A (4.0)	A (8.8)

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

Source: *Summit County Outlets Mixed-Use TIS*, Hales Engineering, May 2025

To mitigate this, an analysis (using volume projections from the original TIS) was performed with the westbound approach of the Landmark Loop / Landmark Drive intersection as a three-quarter access, which would restrict westbound left-turn and through movements, but maintain the southbound left-turn movement onto Landmark Loop. Any movements restricted by the mitigation were rerouted to instead use the Landmark Drive / Ute Boulevard roundabout. The study intersection and volumes are included in Figure 3.

With this change, it is anticipated that the intersection will operate at acceptable levels of service during both the morning and evening peak hours, with no significant queueing. Level of service results are included in Table 5. Detailed LOS and 95<sup>th</sup> percentile queue results are included in Appendix A and B, respectively.

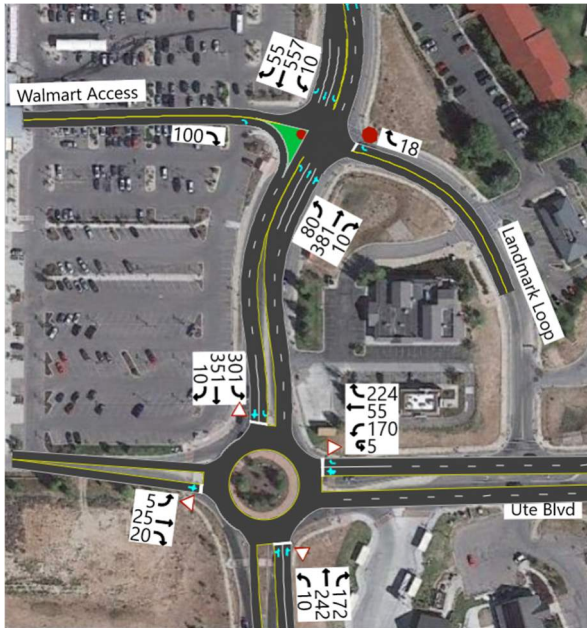
With the Landmark Loop / Landmark Drive intersection being the only intersection with a poor LOS in the original TIS in Future (2050) Plus Project conditions, the proposed three-quarter access would result in all study intersections operating at an acceptable LOS, as summarized in the updated LOS table in Table 6. Also as discussed, the volume growth projections used in the TIS were likely conservatively high. Therefore, the intersections may operate better than shown.

**Table 5: Future (2050) Mitigated Plus Project Peak Hour LOS**

Intersection		LOS (Sec. Delay / Veh.) / Movement <sup>1</sup>	
Description	Control	Morning Peak	Evening Peak
Landmark Loop / Landmark Drive	EB/WB Stop	a (6.4) / NBL	b (11.3) / NBL
Landmark Drive / Ute Boulevard	Roundabout	A (4.1)	A (9.9)

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, May 2026



**Morning Peak Hour**



**Evening Peak Hour**

**Figure 3: Future (2050) Mitigated Plus Project**

**Table 6: Updated Full Level of Service Table with Mitigations**

Intersection		Level of Service	
		Future (2050)	
		Plus Project	
		AM	PM
1	Powderwood Drive / Overland Drive	a	a
2	Tanger Outlets / Powderwood Drive	A	A
3	Tanger Outlets North / Landmark Drive	b	c
4	Tanger Outlets Main / Landmark Drive	A	A
5	Canyon Corners North / Landmark Drive	a	a
6	Whole Foods & Marriott / Landmark Drive	A	A
7	Best Western / Landmark Drive	a	b
8	Walmart & Landmark Loop / Landmark Drive	a	b
9	Landmark Drive / Ute Boulevard	A	A
10	East Access / Landmark Drive	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)

Source: Hales Engineering, May 2026

# APPENDIX A

## LOS Results

## SimTraffic LOS Report

**Project:** Summit County Outlets Mixed-Use TIS  
**Analysis Period:** Future (2050) Plus Project - Mitigated  
**Time Period:** Morning Peak Hour **Project #:** UT24-2763

**Intersection:** Landmark Drive & Walmart Access/Landmark Loop  
**Type:** Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	80	81	102	6.4	A
	T	382	371	97	1.2	A
	R	10	10	100	0.7	A
	Subtotal	472	462	98	2.1	A
SB	L	10	8	80	3.5	A
	T	558	560	100	0.4	A
	R	55	56	102	0.3	A
	Subtotal	623	624	100	0.4	A
EB	R	100	102	102	0.6	A
	Subtotal	100	102	102	0.6	A
WB	R	18	16	90	4.6	A
	Subtotal	18	16	89	4.6	A
<b>Total</b>		1,212	1,204	99	1.2	A

**Intersection:** Landmark Drive & Ute Blvd  
**Type:** Roundabout

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	10	9	90	4.5	A
	T	242	235	97	4.3	A
	R	172	170	99	3.0	A
	Subtotal	424	414	98	3.8	A
SB	L	301	298	99	3.7	A
	T	352	358	102	3.8	A
	R	10	10	100	3.9	A
	Subtotal	663	666	100	3.8	A
EB	L	5	4	76	4.1	A
	T	25	23	92	4.1	A
	R	20	19	96	2.9	A
	Subtotal	50	46	92	3.6	A
WB	L	170	169	99	5.8	A
	T	55	53	97	5.1	A
	R	224	223	100	4.5	A
	Subtotal	449	445	99	5.1	A
<b>Total</b>		1,591	1,577	99	4.1	A

### SimTraffic LOS Report

**Project:** Summit County Outlets Mixed-Use TIS  
**Analysis Period:** Future (2050) Plus Project - Mitigated  
**Time Period:** Evening Peak Hour **Project #:** UT24-2763

**Intersection:** Landmark Drive & Walmart Access/Landmark Loop  
**Type:** Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	180	182	101	11.3	B
	T	716	708	99	2.4	A
	R	25	24	96	1.1	A
	Subtotal	921	914	99	4.1	A
SB	L	10	11	110	7.4	A
	T	652	645	99	0.6	A
	R	130	137	105	0.5	A
	Subtotal	792	793	100	0.7	A
EB	R	230	230	100	0.9	A
	Subtotal	230	230	100	0.9	A
WB	R	56	57	102	9.2	A
	Subtotal	56	57	102	9.2	A
<b>Total</b>		2,000	1,994	100	2.5	A

**Intersection:** Landmark Drive & Ute Blvd  
**Type:** Roundabout

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	55	55	100	19.3	C
	T	434	427	98	16.6	C
	R	211	208	99	4.9	A
	Subtotal	700	690	99	13.3	B
SB	L	548	548	100	4.2	A
	T	333	325	98	4.3	A
	R	15	16	105	4.7	A
	Subtotal	896	889	99	4.2	A
EB	L	15	17	111	5.8	A
	T	80	80	100	6.0	A
	R	35	38	109	4.3	A
	Subtotal	130	135	104	5.5	A
WB	L	146	149	102	19.8	C
	T	55	53	97	19.3	C
	R	471	471	100	12.3	B
	Subtotal	672	673	100	14.5	B
<b>Total</b>		2,413	2,401	100	9.9	A

# APPENDIX B

## 95<sup>th</sup> Percentile Results

**SimTraffic Queueing Report**  
**Project: Summit County Outlets Mixed-Use TIS**  
**Analysis: Future (2050) Plus Project - Mitigated**  
**Time Period: Morning Peak Hour**  
 95<sup>th</sup> Percentile Queue Length (feet) - Rounded Up to Nearest Multiple of 25 ft



**Project #: UT24-2763**

Intersection	NB				SB				EB	WB	
	L	LT	T	TR	L	LTR	R	T	LTR	R	ULTR
01: Landmark Drive & Walmart Access/Landmark Loop	50										50
02: Landmark Drive & Ute Blvd		75		50	75	75			50	50	125

**SimTraffic Queueing Report**  
**Project: Summit County Outlets Mixed-Use TIS**  
**Analysis: Future (2050) Plus Project - Mitigated**  
**Time Period: Evening Peak Hour**  
 95<sup>th</sup> Percentile Queue Length (feet) - Rounded Up to Nearest Multiple of 25 ft



**Project #: UT24-2763**

Intersection	NB				SB				EB	WB	
	L	LT	T	TR	L	LTR	R	T	LTR	R	ULTR
01: Landmark Drive & Walmart Access/Landmark Loop	100									75	
02: Landmark Drive & Ute Blvd		250		175	75	100			75	225	300