



**PARK CITY PLANNING COMMISSION MEETING
SUMMIT COUNTY, UTAH
June 16, 2021**

PUBLIC NOTICE IS HEREBY GIVEN that the PLANNING COMMISSION of Park City, Utah will hold its Regular Planning Commission Meeting at the City Council Chambers, 445 Marsac Avenue, Park City, Utah 84060 for the purposes and at the times as described below on Wednesday, June 16, 2021.

NOTICE OF ELECTRONIC MEETING AND HOW TO COMMENT VIRTUALLY:

The Chair issued a written determination that because of the public health emergency, conducting a meeting with an anchor location presents a substantial risk to the health and safety of those who may attend in person. This determination is based on the ongoing risks and infection rates statewide and in Summit County. For these reasons, this meeting will be an electronic meeting without an anchor location.

Planning Commission members will connect electronically. Public comments will be accepted virtually. To comment virtually, use eComment or raise your hand on Zoom. Written comments submitted before or during the meeting will be entered into the public record but will not be read aloud. For more information on attending virtually and to listen live, please go to www.parkcity.org.

MEETING CALLED TO ORDER AT 5:30 PM.

1.ROLL CALL

2.PUBLIC COMMUNICATIONS

3.STAFF AND BOARD COMMUNICATIONS AND DISCLOSURES

4.WORK SESSION

- 4.A. Park City Mountain Resort Base Parking Lots - MPD Modification Work Session- Replace Expired Exhibit D of the DA, the 1998 PCMR Base Area Master Plan Study Concept Master Plan, With a New Master Plan, Known as the Park City Base Area Lot Redevelopment Master Plan Study. The Planning Commission Will Conduct a Work Session, With a Focus on the Applicant's Transportation and Circulation Plan, in Accordance with the MPD, and Applicable LMC and General Plan Criteria. PL-20-04475.

Public Input will be taken via e-comments

(A) Work Session and Public Hearing, No Action Will Be Taken

[PEG Staff Report](#)

[Exhibit A: Background Information Related to Transportation](#)

[Exhibit B: Park City Transportation Improvements](#)

[Exhibit C: Hales Engineering's Compiled Transportation Analyses](#)

[Exhibit D: Final MPD TDM and PMP with Adendum](#)

Exhibit E: Applicant's Parking Response Memorandum
Exhibit F: Vail Resorts Letter of Support for PEG Application
Exhibit G: Revised Transportation Phasing Plans

5.ADJOURN

A majority of PLANNING COMMISSION members may meet socially after the meeting. If so, the location will be announced by the PLANNING COMMISSION Chair Person. City business will not be conducted. Pursuant to the Americans with Disabilities Act, individuals needing special accommodations during the meeting should notify the Planning Department at 435-615-5060 or planning@parkcity.org at least 24 hours prior to the meeting. Wireless internet service is available in the Marsac Building on Wednesdays and Thursdays from 4:00 p.m. to 9:00 p.m. Posted: See: www.parkcity.org

***Parking validations will be provided for meeting attendees that park in the China Bridge parking structure.**

Planning Commission Staff Report



Subject: Park City Mountain Base Area Development
Project #: PL-20-04475
Authors: Alexandra Ananth – Senior Planner
Gretchen Milliken – Planning Director
John Robertson – City Engineer
AECOM – Transportation Consultant to the City
Date: June 16, 2021
Type of Item: Work Session with Public Hearing to Follow–MPD Modification

Summary Recommendation

Staff recommends the Planning Commission conduct a Work Session, with a focus on the applicant's proposed transportation and site circulation plan, in accordance with the [MPD](#), and applicable LMC, [General Plan](#) and, [Transportation Master Plan](#) criteria. This will provide the Commission an opportunity to give the applicant input on their proposed plan. A public hearing related to transportation and site circulation will follow the work session. Staff recommends that PEG and staff presentations conclude by approximately 8:30_ to allow time for public comment.

No action on the proposed [Park City Base Area Lot Redevelopment Master Plan Study](#) is expected until the Commission has completed its review of the entire project. The next Planning Commission meeting for this project is scheduled for July 21, 2021.

Project Description

Applicant: PEG Development c/o Robert Schmidt
Location: PCMR Base Parking Lots including Parcels SA-402E, SA-402-A-1-A, SA-402-A-2, SA-253-B, SA-253-B-2-A, and SA-253-C
Zoning District: Recreation Commercial (RC)
Adjacent Land Uses: Park City Mountain Ski Resort, Resort Support, Hotel, Single Family and Multi-Unit Residential, Open Space
Reason for Review: MPD amendments require Planning Commission review and approval and a finding of compliance with the Park City General Plan and the Land Management Code

Acronyms

Average Vehicle Occupancy (AVO)	Land Management Code (LMC)
Bus Rapid Transit (BRT)	Level of Service (LOS)
Comfortable Carrying Capacity (CCC)	Master Planned Development (MPD)
Condition of Approval (COA)	Park City Mountain Resort (PCMR)
Conditional Use Permits (CUP)	Park City Mountain (PCM)
Development Agreement (DA)	Parking Management Plan (PMP)
Finding of Fact (FOF)	Recreation Commercial (RC)
Recreational Open Space (ROS)	Return on Community (ROC)

Traffic Impact Study (TIS)
Transportation Network Companies
(TNCs)
Transportation Demand Management.
Plan (TDM)

Trip Reduction Plan (TRP)
Utah Department of Transportation
(UDOT)
VR CPC Holdings, Inc. (VRCPH)

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

Background Information

The Planning Commission held public hearings on this application on:

- [August 26, 2020](#)
- [September 23, 2020](#)
- [October 28, 2020](#)
- [November 18, 2020](#)
- [December 16, 2020](#)
- [January 20, 2021](#)
- [March 24, 2021](#)
- [April 21, 2021](#)
- May 19, 2021

Transportation and site circulation was last discussed at the March 24, 2021 Planning Commission meeting. At this public hearing, staff reiterated that in accordance with [LMC § 15-6](#), the General Plan for the [Resort Center](#), and adopted [Transportation Plans](#), the City's two critical transportation objectives for the site include:

1. **A site plan that prioritizes the City's "transit first" philosophy and [Modal Hierarchy](#). LMC Sections [15-6-5\(G\)\(5\)](#) and [15-6-5\(G\)\(8\)](#), Park City's General Plan for the [Resort Center](#), and [TDM Plan](#) Adopted 2016. *This includes the construction of transportation and transit infrastructure and amenities in the first phase of construction.***
2. **Adherence to a transportation modal shift and sustainable transit goals for the site, as identified in the original approval and Park City's General Plan for the [Resort Center](#). LMC § [15-6-6\(P\)](#), Park City's General Plan for the [Resort Center](#), and [TDM Plan](#) Adopted 2016.**

Analysis

Background information is included in Exhibits A and Exhibit B and includes:

1. A summary of the relevant General Plan section for the [Resort Center](#), as well as the relevant regulatory documents and plans/studies related to transportation and circulation at the base area (Exhibit A).
2. A summary of the 1998 DA and related Exhibits relevant to transportation, parking, circulation, and construction mitigation (Exhibit A).
3. A summary of the Relevant LMC MPD Criteria and Required Findings related to transportation, parking, and circulation (Exhibit A).
4. A summary of Park City's Transportation Improvement Plans, including Park and Ride Facilities, Regional Transit Facilities and Service and Ongoing Transit Investments (Exhibit B). ***The City Engineer will review this information with the Planning Commission at the June 16th Work Session.***

The City's Engineering, Transportation, and Planning departments along with 3rd party Transportation Consultants, AECOM contributed to this Staff Report. As a reminder, the City hired AECOM, as certified transportation engineers, to review and evaluate transportation circulation scenarios and propose transportation solutions for this project consistent with the applicable approvals and LMC.

This Staff Report is focused on three (3) topics including:

1. The applicant's proposed transportation and circulation plan, Scenario 2b.
2. The applicant's Transportation Demand Management (TDM) Plan, and Parking Management Plan (PMP).
3. Construction phasing including the timing of transportation infrastructure improvements.

1. Applicant's proposed transportation and circulation plan

Since the March meeting the applicant has submitted the following:

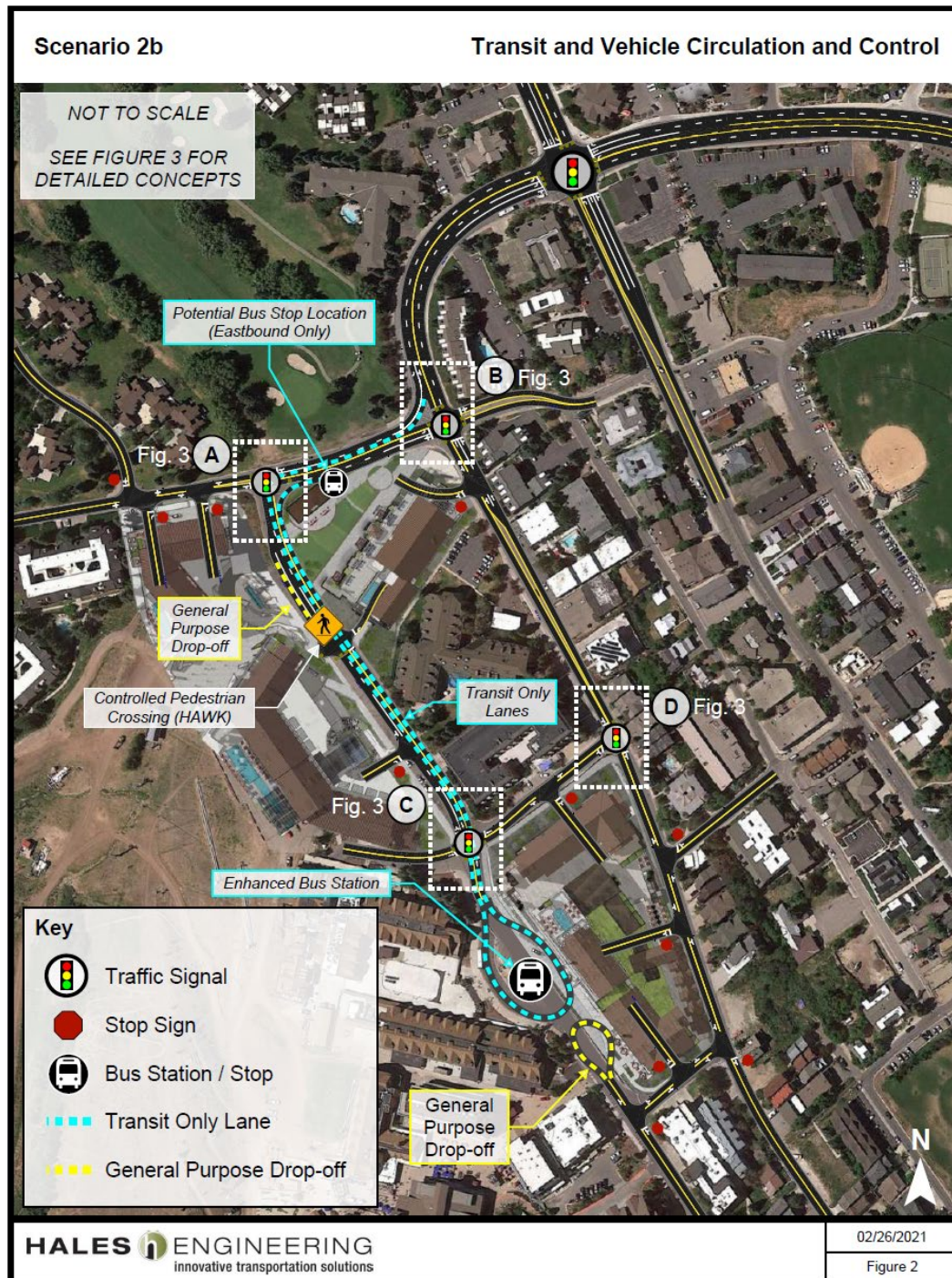
1. A compiled Transportation Analysis Memorandum dated April 20, 2021 (Exhibit C).
2. A Revised Base Area Transportation Demand Management Plan and Parking Management Plan dated May 7, 2021, and Addendum dated June 4, 2021 (Exhibit D).
3. A Parking Response Memorandum dated May 14, 2021 (Exhibit E).
4. A Letter of Support for PEG's Application from Vail Resorts (Exhibit F).

The City and applicant now agree that the Scenario 2b transportation circulation plan presented at the January and March Planning Commission public hearings offers the best circulation for the resort base area.

Scenario 2b, includes:

- Exclusive transit lanes (bus only) on Silver King Drive and Lowell Avenue south of the Silver King Drive/Empire Avenue intersection.

- Four (4) traffic signals internal to the Resort base area and one HAWK pedestrian crossing signal on Lowell Avenue between Silver King Drive and Shadow Ridge Road.
- An enhanced Bus Station and bus turn around with six (6) to seven (7) bus bays is proposed for Lowell Avenue at the existing transit stop and includes an ~1,100 square foot waiting area with restrooms, at least one shelter, electric bus charging, and a bus driver lounge building.



As noted in previous Staff Reports, advantages of Scenario 2b include:

1. Exclusive transit lanes protect transit from traffic congestion and delays, greatly improving capacity, reliability, and efficiency for transit riders.
2. Transit travel times on site (from the intersection of Empire and Silver King and back again) could be less than 3 minutes, not including dwell time and assuming no delays from drop-offs or pedestrians crossing the road (see January 5, 2021 Memo from Hales to PEG Re: Scenario 2b).
3. A transit center with 6-7 bus bays, including electric bus charging capabilities.
4. Location of the transit center at the existing upper base area bus stop providing critical access for the base area stakeholders
5. Two-way traffic flow is maintained on Empire Avenue resulting in traffic calming and less disruption to the neighborhood than the one-way traffic loop originally proposed.

Modified Mode Split

In the analysis submitted by the applicant dated February 9, 2021 (included in Exhibit C), Hales Engineering acknowledges that currently there is excessive queuing and delays at the Park Avenue/SR 224/Empire Avenue intersection, as well as other base area intersections, for both morning and evening peak hours, resulting in unacceptable levels of service, which will only be made worse under the applicant's build conditions.

As the applicant is not proposing any mitigation for this intersection, Hales acknowledges that a reduction in traffic volumes of approximately 20% is necessary for this intersection to function efficiently and not cause excessive back-ups and delays on SR 224.

Hales identifies a "Modified Mode Split" required to achieve a 20% reduction in overall vehicle volumes to make the intersections work at acceptable levels of service.

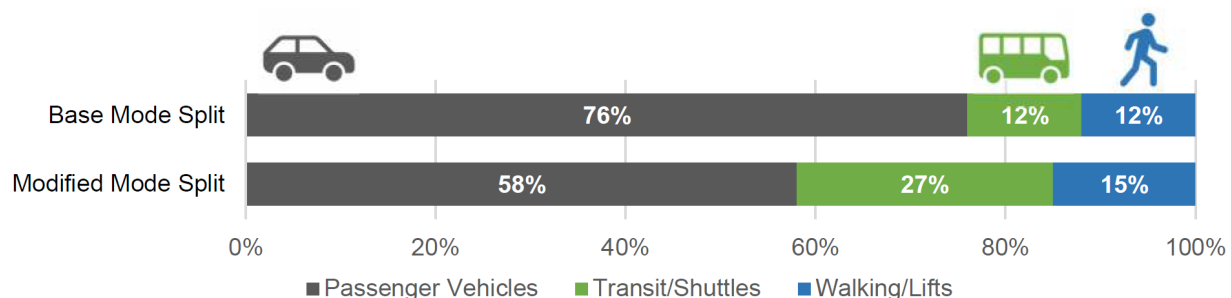


Figure 1: Mode Split Scenarios

Increasing the average vehicle occupancy (AVO) and transit trips to-and-from the resort are the two major strategies the applicant is proposing to mitigate traffic volumes. Implementation of a paid parking system along with enhanced transit infrastructure will help to incentivize these strategies by both increased carpooling and transit use. Carpooling is expected to reduce vehicle trips to-and-from the mountain by approximately 4.3% while increased transit use is projected to reduce vehicle trips by

approximately 13.5%. The applicant addresses how these strategies will be implemented in their Transportation Demand Management Plan and Parking Management Plan (Exhibit D).

Table 1: High-Level TDM Strategies and Anticipated Reductions

High-Level TDM Strategy		Peak Hour Vehicle Trip Reduction	% Reduction
1	Increase day skier AVO from assumed 2.7 to a 3.1	116	4.3%
2	Increase transit capacity and incentives (36 buses per hour)	360	13.5%
3	Increase shuttle capacity and incentives	18	0.7%
4	Other Improvements	40 +	1.5% +
TOTAL		534 +	20% +

With the modified mode split scenario, it is anticipated that all intersections in the study area will operate at an acceptable Level of Service except for the East B Access/Empire Avenue Intersection. As shown in the plan above, the applicant is proposing four traffic signals and one HAWK to provide bus priority and efficient traffic flow. Signals will have to be coordinated with each other to allow for improved traffic flow around the site.

Active Transportation

In addition to the above, Hales projects that increased shuttle capacity and other improvements such as enhanced bike and pedestrian facilities will allow the Resort to reach the 20% vehicular reduction required to improve congestion and failing intersections as required by the criteria and findings in LMC § 15-6-5 and 15-6-6.

The proposed pedestrian and bike paths (12' multi-use path with 2' separation shown on cross-sections on overall geometric plan), crossings, and volumes are shown below. A multi-use trail is proposed along one side of Lowell Avenue and loops around Parcel B. Sidewalks are planned at other locations to tie into existing sidewalks and bridge gaps in the existing sidewalk system. Sidewalks will be extended by the applicant on Lowell Avenue to bridge the gap between Parcel D and Shadow Ridge Road, and on 14th and 15th Streets from Lowell Avenue to Park Avenue. In addition, a sidewalk from 13th Street to Manor Way will be installed on one side of Empire Avenue. ***A revised sidewalk infrastructure plan will be provided for the work session on June 16.*** The applicant will be required to meet LMC § 15-3-9, Bicycle Parking Requirements.

Adjacent residential streets were evaluated for additional transportation options at a high level. Public comments from early in the process requested specific mitigation for Silver King Drive and Three Kings Drive to the north and the residential streets to the east. Specifically, 14th and 15th Streets are not recommended for resort traffic mitigation

due to safety and capacity concerns, as noted in the May 19 Planning Department presentation. These streets are narrow, steep, and lack signalized intersections needed for safety and sufficient traffic flow. They also provide critical residential access as well as active transportation options and should be prioritized for these uses by implementing sidewalks and pedestrian crossing improvements from the Resort to Park Avenue as from staff's perspective is more the focus of the General Plan section cited by Commissioner Kenworthy. At the time of the General Plan, the City and UDOT were evaluating a possible large roundabout (which likely required condemnation of several corner parcels) at the intersection of Park Ave and Deer Valley Drive. Increased traffic flow may have allowed increased use of adjacent residential streets, but that alternative is no longer under active consideration.

Under Area Plan Principle 6 of the [Resort Center](#) section of the General Plan is "Decrease destination resort impacts on surrounding residential communities. This section notes "Potential exists within the Lower Woodside Avenue right-of-way to provide a pleasant pedestrian corridor that would connect multifamily residences to the north with the Library Center. ***Lower Woodside should remain a low vehicular-use road with priority given to pedestrians and bicycles through design and wayfinding.*** Beautification projects would add to the sense of place within the dense northern blocks of Woodside Avenue and help reintroduce a small town aesthetic. Beautification projects may include sidewalks, pedestrian boulevard, planter boxes, public art, benches, shade trees, and pocket park opportunities."

Drop-off

The applicant has created a drop-off area towards the north end of Lowell Avenue for general purpose vehicles and will allocate stalls in both day skier garages for this purpose as well. A second drop-off area south of the transit station is dedicated to shuttle services as well as residents/visitors of Building B.

Neighborhood Mitigation

A raised median is proposed on Silver King Drive in front of Parcel E to restrict left turns out onto Silver King.

The applicant has agreed to work with the City and UDOT to allow programable variable message board signage on I-80, US-40, SR-224 and SR-248 directing traffic to park and ride facilities, the Resort, noticing traffic and parking conditions, and discouraging traffic from turning on Thaynes Canyon Drive.

Loading Dock

The Planning Department remains concerned with the location of the proposed loading dock at Parcel C and the potential for vehicular and pedestrian conflicts on Lowell Avenue, however, the only other viable location is on Parcel E.

Transit Station

On Friday, June 11 a transit station test run was conducted out at the Richardson Flat parking lot where the applicant painted out the proposed transit station and shuttle drop-

off area. The City provided three transit buses with drivers and the applicant provided hotel shuttle buses to test out the dimensions and ability of buses and shuttles to maneuver around the site.

Overall, the City is comfortable that the transit station can work for buses with some minor modifications to some of the bus bays to allow for more swing, however pedestrian and rider amenity space is tight and more clearance on the sidewalks surrounding the transit station would be ideal. The City continues to work with the applicant on the best design for the transit station and an update will be given at the work session.

2. Applicant's proposed TDM and PMP

The applicant submitted a Revised Transportation Demand Management Plan and Parking Management Plan dated May 7, 2021, which includes an Addendum dated June 4, 2021. The TDM and PMP acknowledge the applicant's commitment to the City's Transit First philosophy and anticipates reducing the number of vehicles accessing the site by 20 percent within five years of the occupancy of Building B. The applicant has agreed to update these documents with the submission of each CUP in the development.

The applicant is proposing a total of 1,721 parking spaces within the project in addition to the spaces located within the existing base development buildings. The LMC requires 2,223 stalls within the project. In addition, the 1998 DA required an additional 600 stalls to be constructed, bringing the required parking for the project to 2,823 stalls.

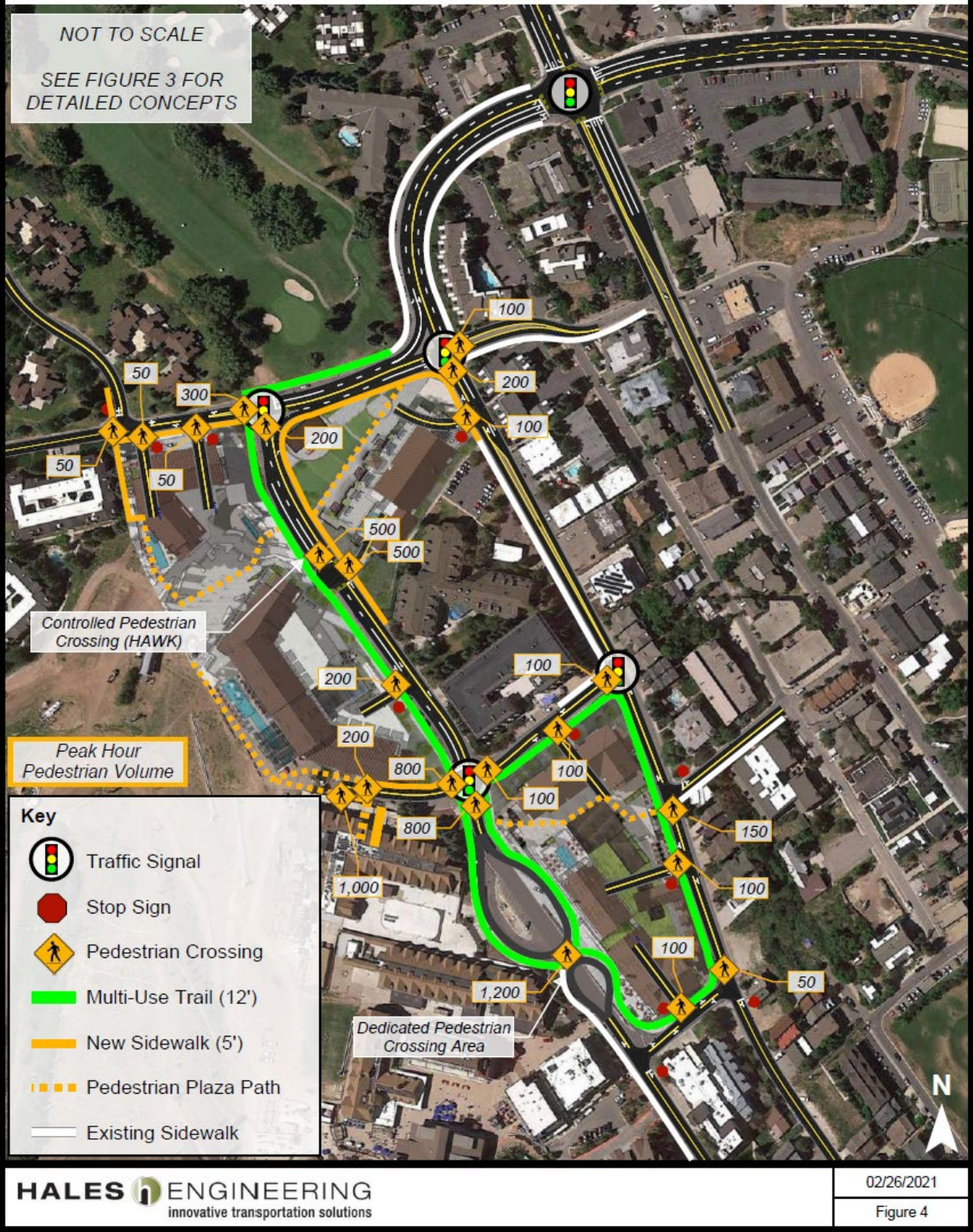
The applicant is seeking a parking reduction from both the LMC and the additional 1998 DA requirements. This proposed reduction is in line with the City's Transit First philosophy and the need to reduce traffic and congestion at the base area through increased AVOs and transit use. City Staff supports the proposed reduction in Off-Street Parking Requirements, supported by paid parking, shared parking agreements among the new base area development, valet parking at the hotel, and increased transit service, as strategies to reduce driving to the Resort. The applicant is replacing all existing day skier parking on site (1200 stalls) at a ratio of 1:1 in paid structured parking.

Staff and AECOM redlined this document with the applicant and ***the Planning and Engineering Departments now believe these documents are appropriate for the MPD level.*** The final version of this document is attached as Exhibit D.

As noted earlier, these documents are viewed as "living" documents and will be reviewed and revised at each CUP application as well as upon Certificates of Occupancy. In addition, the applicant and Resort have agreed to meet with the City at least twice a year to review transportation demand strategies, site circulation, and parking management, to consider if additional mitigation is necessary.

Scenario 2b

Pedestrian and Bike Paths



3. Construction phasing including the timing of transportation infrastructure improvements.

The Planning and Engineering Departments strongly believe that all transportation-related infrastructure should be required prior to the issuance of Certificates of Occupancy for Parcel B. Although this is not what the applicant initially proposed in their February 2020 application, the applicant has agreed to this as a Condition of Approval and submitted Revised Phasing Plans (Exhibit G) committing to this.

Notice

On May 13, 2020, notice of the May 27, 2020, Work Session was mailed to property owners within 300 feet. Legal notice was also published on the Utah Public Notice Website and in the Park Record on May 13, 2020. A second mailing was sent to property owners within 300 feet of the base area on January 6, 2021.

Notice for this public hearing was published on the Utah Public Notice Website on June 7, 2021, and in the Park Record on June 9, 2021.

Public Input

Public input received after the publication of this Staff Report will be forwarded to the Planning Commission and attached to subsequent Staff Reports.

Public comments will be taken at the public hearing but should be focuses on the applicant's proposed transportation and circulation plan.

Exhibits

- Exhibit A – Background Information Related to Transportation
- Exhibit B – Summary of Park City's Transportation Improvement Plans
- Exhibit C – Hales Engineering's Compiled Transportation Analysis Memorandum
- Exhibit D – Revised Base Area Transportation Demand Management Plan and Parking Management Plan dated May 7, 2021 and Addendum dated June 4, 2021
- Exhibit E – Parking Response Memorandum dated May 14, 2021
- Exhibit F – Letter of Support from Vail Resorts for PEG's application, including their Transportation and Parking Management Plans, dated June 4, 2021
- Exhibit G – Revised Phasing Plans

Exhibit A: Background information related to transportation and circulation at the base area.

1. Relevant Regulatory Documents and Plans/Studies

Specific to the [Resort Center](#) area, the City's General Plan includes the seven (7) following objectives:

1. Increasing opportunities for public transit (including consideration of dedicated transit lanes);
2. Circulation modifications to improve the user experience of arriving and leaving the Resort Center;
3. Implementing alternative parking locations with public transportation connections;
4. The development of transportation demand management strategies to decrease vehicle traffic;
5. Improving multimodal connections between the Resort and Main Street, Deer Valley and the Bonanza Park areas;
6. Decreasing resort impacts on surrounding residential communities; and
7. Discouraging resort through traffic on Three Kings Drive.

More recently, the City's [Vision 2020 Think Tank Report](#) identifies traffic and transportation as the biggest challenge facing Park City in the next 5-10 years, and finding innovative transportation solutions to traffic congestion, the biggest opportunity for Park City over the next decade, reaffirming that multi-modal travel remains a Critical Priority for the City Council and Community. In October 2020, the City Council, as part of an initiative to update the City's Transportation Master Plan with the findings of Vision 2020, adopted a [modal hierarchy](#) that prioritizes bikes and pedestrians and a "transit first" philosophy.

The City's updated goals mark a shift away from an auto centered approach to transportation, and a pivot towards developing strategies that give people more sustainable options for travel. This new approach includes planning for innovative transportation solutions, expanding transit and providing increased multimodal options for travel around Park City. The redevelopment of the base area is a generational opportunity for the City to implement this updated philosophy, ensure that transportation options at the base prioritize transit, bikes and pedestrians over general purpose traffic, and improve people access, traffic and circulation over existing conditions.

At the same meeting in October 2020, the Council embraced the goal of making Park City a "car optional" community, and taking bold action to reinvent transit using the best service models and technology available today. The Transportation Planning Department is working on completing a Short Range Transit Plan that will focus on improved transit service for areas within city boundaries, and will also address dedicated transit service along gateway corridors and effective integration with Summit County's nascent regional transit district.

2. 1998 Development Agreement

The [1998 Development Agreement](#) includes the following Exhibits relevant to Transportation, Parking and Circulation:

- [Exhibit E - June 25, 1997 Conditions of Planning Commission Approval](#)
- [Exhibit G - Bus Drop Off Easement Agreement](#)
- [Exhibit H – Master Phasing and Construction Management Plan](#)
- [Exhibits J & K - Traffic and Parking Mitigation Plan](#)
- [Exhibit L - Mountain Upgrade Plan re Parking Capacity](#)

1997 Planning Commission Approval

The [1997 Planning Commission Approval](#) includes the following notable Findings of Fact, related to transportation, parking and circulation:

- FOF #6. The applicant prepared two traffic and parking studies.... A parking management plan is proposed to minimize neighborhood impacts and to provide opportunities for creative parking solutions. The applicant is being required to upgrade roads and intersections to meet the increased traffic demand.
- FOF #9.Specific design guidelines...and site planning were required in order to:
 - ...provide for significant pedestrian circulation;
 - improve the efficiency of the road and transit system;
 - provide attractive and functional landscaping and streetscape;
 - minimize the impact of construction on the neighborhood and surrounding open space areas;
 - maximize public access and utility of open space....
- FOF #13. Total skier parking.... These 1200 surface stalls will be replaced by 1800 underground stalls for the exclusive use of the Resort. It is anticipated that all Resort parking will be paid parking.... Parking for the Resorts Accessory Uses and or Support Commercial to the Resort is included in the 600 additional parking stalls that will be built for the Resort uses....

Relevant Conditions of Approval include:

- COA #3. ...Final site planning shall orient delivery, service and trash access away from existing residential uses whenever possible.
- COA #5. ...[The bus drop off area] is being required to be improved as part of this Large Scale Master Plan.
- COA #8. A Master Owners Association will be formed.... The Association shall be responsible for maintenance of all landscaping, streetscape and plaza improvements, pedestrian pathways and trails and all other public amenities that are part of this Master Plan. The Master Association shall coordinate recycling, snow removal and maintenance with the existing associations in the resort center project.
- COA #9. The developer shall upgrade utilities as deemed necessary by the City Engineer....
- COA #13. ...Prior to any construction commencing on this project, or Planning Commission final action on any CUP... the traffic mitigation plan...shall be

finalized, to the satisfaction of the City Engineer, Public Works Director, and Police Chief, which shall address, but not be limited to:

- Traffic control during peak hours of peak ski season.
- Timing and financial responsibility for required improvements to Empire and Lowell Avenues and for the intersections of Deer Valley Drive and Park Ave, and Deer Valley Drive and Bonanza.

In general, Lowell Avenue water line work shall be constructed between October and May, to minimize conflicts with irrigation demands, but not done at times that would impede skier traffic flow through the area.

- COA #14. Prior to any construction commencing on this project, or Planning Commission final action on any CUP, a parking mitigation plan shall be submitted by the applicant, to the satisfaction of the City Engineer. This plan shall include:
 - A plan to prohibit and enforce no parking zones in adjacent neighborhoods and an agreement as to the financial responsibility for that enforcement. The applicant is expected to be responsible for parking enforcement costs beyond that which would normally be provided by Park City.
 - A parking operations plan including specifics of the pay for parking system.
 - A parking structure design, circulation plan to ensure safe, convenient circulation for vehicles and pedestrians.
 - Contingency plans for satellite, large vehicle and overflow parking.
 - A condition that if adequate parking is not provided to handle peak day parking requirements, the City shall have the authority to require the Resort to limit ticket sales until the parking mitigation plan is revised to address the issues. The intent is that any off-site parking solutions include a coordinated and cooperative effort with the City, other ski areas, the Park City School District, Summit County, and the Park City Chamber/Bureau to provide creative solutions for peak day and special event parking.

This plan shall be reviewed and modified, if necessary, as part of the CUP for each phase to evaluate transit alternatives and demonstrated parking needs.

Bus Drop Off Easement

The current bus drop off area is located on land owned by the Resort Center Condominiums Owners Association, with whom the City has an exclusive [Easement Agreement](#), for use as a bus transit station. The Agreement requires the City to maintain the easement area. The Agreement also notes that this area is considered the “Main Bus Drop Off” for the Resort, and specifies that at least 70% of City buses that service the Resort, must stop at this location. However, the City is not obligated to keep the bus stop in this location, and this requirement only applies as long as the bus stop is located in the current location.

The existing bus drop off area lacks any passenger and amenities (sheltered waiting area, benches, bathrooms, bike racks, ski racks, etc.), adequate bus pullout area, or compliant ADA and pedestrian accessibility. Many general purpose automobiles and taxis use the area as a drop off, mixing with the buses and causing delays. Additionally,

buses are often stuck in traffic and unable to circulate the base area efficiently. The Planning Department recommends that at a minimum, the applicant's project rectify these issues. As noted above in COA #5, the applicant was required to improve the bus drop off area as part of the 1998 approval.

The City's Engineering Department has engaged a third party consultant to help determine if the current location of the bus stop is in the best spot to prioritize transit use to the Resort and improve circulation and on-time transit performance through the Resort. Improvements should include a 6-8 bus bay design, proper passenger shelter and amenities, and potentially providing end of line bus staging and driver facilities. Building a better facility that includes all of these amenities into the larger project will integrate transit into the Park City base area, making the transit experience more attractive to visitors, day skiers and employees, improving operational efficiency system wide, and advancing Park City's transportation goals for prioritized transit.

Traffic and Parking Management Plan

The 1998 [Traffic and Parking Management Plan](#) forms the basis for maintaining existing or improved traffic conditions throughout the construction of the project as well as after completion of the project.

As noted above in COA #13 & #14, the traffic and parking mitigation plan was expected to be reviewed and modified with each phase of development to evaluate transit and parking needs. This condition, as well as the DA, also notes that if the parking mitigation plan fails to adequately mitigate peak day parking requirements, the City has the authority to require the Resort to limit ticket sales until the parking mitigation plan is revised to address the issues.

The Planning Department recommends the applicant *and Vail Resorts Park City Mountain* develop a Traffic and Parking Management Operations Plan outlining how traffic will be managed at the base area, particularly during peak ski season and events. This plan should detail:

- Who will manage and direct traffic during the ski season, and how transit will be prioritized.
- How traffic managers/parking attendants will be trained/certified.
- Which garages will be prioritized for parking first.
- How the garages will operate (access, how skiers will pay for parking, etc.).
- How parking will be accessed by unit owners.
- How parking will be shared if unit owners/hotel guests are not utilizing their units.
- How parking will be shared with the community on special event days including but not limited to July 4th, Artsfest, Sundance, Halloween, Running with Ed, Miners Day, Park Silly, Farmers Market, Resort events (concerts and ski events), etc.
- How parking will operate in the summer for bikers and hikers.
- How and where bicyclists will be able to load/unload their bikes and park.
- Vehicle clearance and where taller vehicles and buses will be able to park.

- A plan to prohibit and enforce no parking zones in adjacent neighborhoods and an agreement as to the financial responsibility for that enforcement.

Phasing and Construction Management

The 1998 [Master Phasing and Construction Management Plan](#) also notes that more detailed construction mitigation plans were required for each parcel at the time of the CUP process. The applicant has submitted a [Construction Phasing and Mitigation Plan](#) that will be addressed at the April 2021 meeting.

Although the applicant's Construction Phasing and Mitigation Plan addresses parking during construction, the plan should be updated, and more detail is needed to address:

- Routing of construction traffic so that adjacent residential streets are not impacted.
- Parking of Construction vehicles and employees.
- Maintenance of pedestrian ways, trails and transit during construction.
- Details and phasing for street, sidewalk and intersection improvements including landscaping and the transit center.
- Neighborhood mitigation strategies.
- Proposed methods for monitoring compliance with the Construction Phasing and Mitigation Plan.

If the Planning Commission chooses to approve this project, it is anticipated that the final Traffic and Parking Management Plan and Construction Phasing and Mitigation Plan will also be reviewed and modified as necessary, with each phase of development, during the CUP process for each building/parcel.

Mountain Upgrade Plan

The 1998 [Mountain Upgrade Plan](#) outlines the intended development of ski related facilities for the Resort, and requires that the Resort has adequate parking and mitigation for any expansion of lift capacity. Appendix A is the Park City Ski Area Parking and Capacity Analysis. The applicant updated this analysis in the [Transportation Improvements](#) section of their application. [Page 88](#) concludes that the current (2019) CCC of the Resort is 12,570, and that skier supply (including existing parking spaces, lodging at the base area, use of town lift and transit) is 11,733, meaning that the resort can comfortably handle its peak occupancy under the existing parking conditions of 1200 stalls. This conclusion is arrived at by utilizing paid parking to increase the Average Vehicle Occupancy (AVO) rate, and this is the basis of the applicant's argument for eliminating the additional 600 parking stalls proposed for the Resort in 1998.

The Planning Department notes that the updated analysis does not appear to include the 450 stalls the Resort regularly uses at the High School on holidays and weekends.

Transportation Demand Management Plan

The applicant also submitted a Transportation Demand Management Plan which is being reviewed by staff and should be presented at the February meeting ([TDM Plan Adopted 2016](#)).

3. LMC MPD Criteria

[LMC § 15-6-5\(E\)\(1\)](#) addresses the number of Off Street Parking Requirements for MPDs, and parking will be discussed at the February 17, 2021, meeting.

Under current conditions, parking demand appears to regularly exceed supply, and traffic congestion is a common occurrence at the Resort and on surrounding streets. Therefore to meet the objectives of the General Plan, the LMC's required findings and the City's "transit first" philosophy, the applicant must facilitate and actively promote other modes of transportation over private automobile use.

In addition to advancing multi-modal transportation options, staff recommends the applicant and Vail Resorts Park City Mountain consider off-site parking or other mitigation, which may include partnerships with the City, third parties or a payment in-lieu contribution for use or expansion of parking at Richardson Flats or another location in the Quinn's Junction area which would further contribute to keeping traffic outside of Park City and more robust transit infrastructure at the base area.

[LMC § 15-6-5\(G\)](#), Site Planning reads:

5. Adequate internal vehicular, pedestrian, and bicycle circulation shall be provided. Pedestrian and bicycle circulations shall be separated from vehicular circulation and shall provide safe travel within the boundaries of the Master Planned Development and safe travel to adjoining public sidewalks, trails, and Rights-of-Way. Private internal Streets may be considered for Condominium projects if they meet the minimum emergency and safety requirements; and
8. The Site plan for a Master Planned Development shall include transportation amenities including drop-off Areas for van and shuttle service, and a bus stop, if applicable.

[LMC § 15-6-6](#), Required Findings and Conclusions of Law, includes the following findings the Commission must make in order to approve an MPD, as related to transportation and circulation:

- J. promotes the Use of non-vehicular forms of transportation through design and by providing trail connections;
- P. addresses and mitigates traffic.

It is the applicant's responsibility to demonstrate how their project conforms to the above plans, resolutions, objectives, Critical Priorities, and Land Management Code during the MPD review process.

Park City Municipal Transportation Improvement Plans

The recently completed Park City Vision 2020 identified **Transportation Innovation** as one of four main priorities. Transportation remains among our biggest ongoing challenges. In October 2020, the City Council updated its Transportation Master Plan to formalize a long-term commitment to “transit-first.”

In the next two years, Park City will construct several important transportation capital projects that demonstrate the commitment to transit-first. Most will be completed in partnership with UDOT, Summit County, private developers, and the City’s Public Utilities Department:

- Quinn’s Junction Park and Ride Phase I;
- SR-248 westbound (inbound) shoulder running express bus lane (electric-busses);
- Richardson Flat Rd/SR248 Traffic Signal with express bus signal prioritization; and
- Park Avenue transit stations and sidewalk improvements.

A project list was drafted to demonstrate commitment over the next 5-10 years (Exhibit B). In addition, below are specific project highlights that will advance transportation goals and opportunities for PCMR.

Park and Ride Facilities

Park and ride facilities allow visitors from east/west to access free parking and transit. The current Park and Rides include: Ecker Hill, Kamas, Kimball Junction, Jeremy Ranch and Richardson Flat (Exhibit C).

- The City is building 400+ stalls at Quinn’s Junction, which will be operational in time for construction at the PCMR base. Additionally, a traffic signal will be installed in fall of 2021 at SR248 and Richardson Flat Rd, this will improve the access for the Richardson Flat Park and Ride.
- Summit County is also planning a new Park and Ride in the Jeremy Ranch area.
- In total these regional park and ride facilities include 1,700+ stalls, if not more when all is said and done.

Regional Transit Facilities and Service

This regional park and ride strategy is paired with a significant investment in bus rapid transit. Initially, this consists of a westbound shoulder bus lane on SR-248 constructed summer of 2021, and continued utilization of shoulder lanes on SR-224.

At the same time, the City and County collaborated on a federal grant to formally bring bus rapid transit priority lanes to SR224. Vail sits on the technical advisory committee, and this project will total well over \$100M in capital investment when all is said and done. The City envisions an express line that runs to Old Town, PCMR, and DV.

SR224/Empire Avenue/Deer Valley Drive Intersection

Park City and UDOT are evaluating design improvements to the intersection of Empire/SR224/Park Ave and Deer Valley Drive, which is a bottleneck before the base area. Our goals and plans reflect and prioritize the transit first commitment.

Additional and Ongoing Public Sector Transit Investments

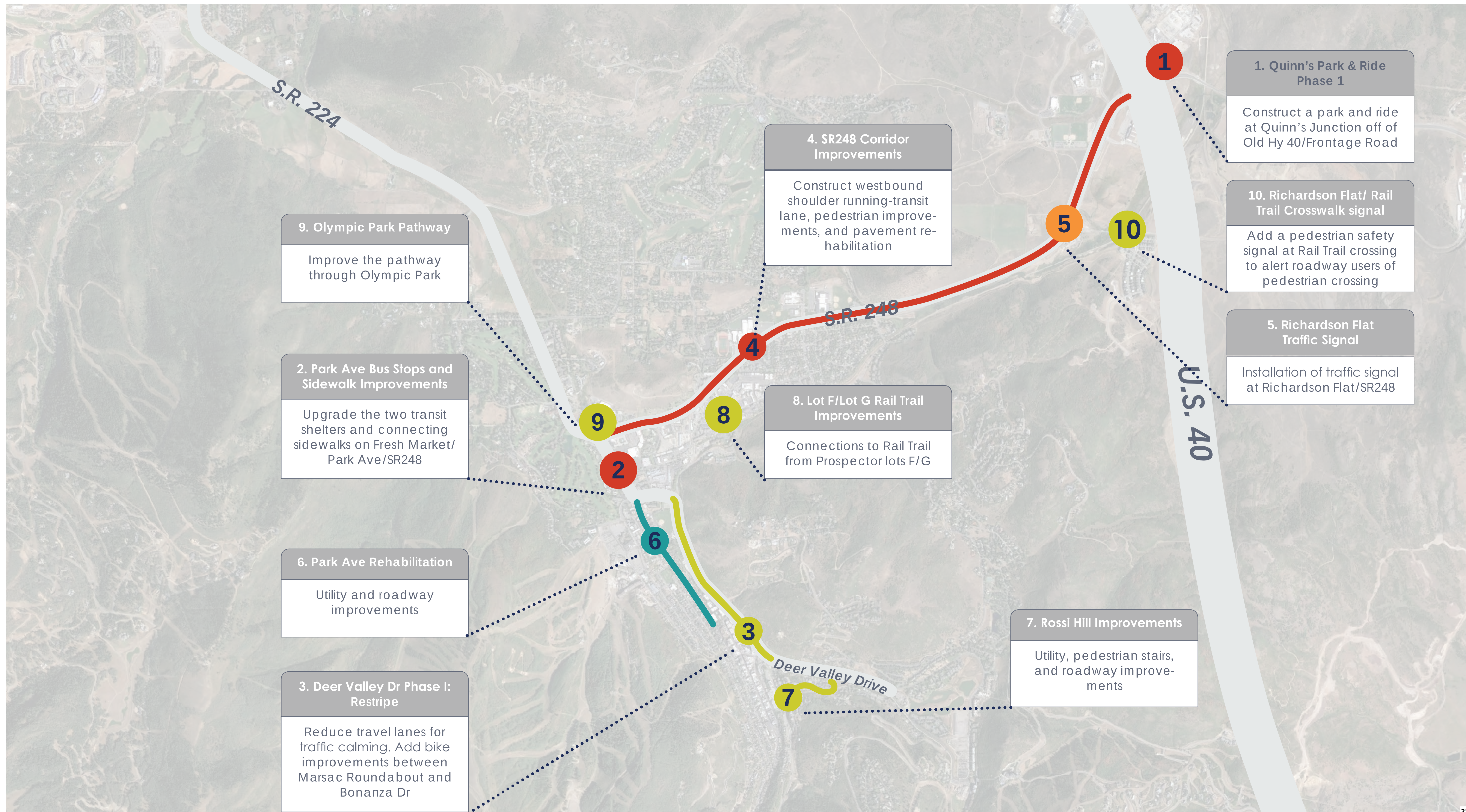
- Ten new Electric Bus Purchases – exceeds \$14million investment to our Transit fleet in 2022.
- Bus Shelter Enhancement program – over \$5m to upgrade and enhance our bus shelters.
- Enhanced wayfinding and utilization of VMS signs and media to proactively communicate with visitors

- New “app” to promote transit ridership and transit options and predictability
- Regional Transit System – Summit County is taking the lead and reimagining county transit to better service origin and high visitation destinations. Vail resorts must be active as they plan and organize.
- Park City Transit – Park City will continue a citywide free transit system that works for hand in glove with the regional system. The Citywide system plan to provide additional support for express routes to park and rides, special events, holidays and peak periods with enhanced transit service levels to maintain our commitment to transit first.

Upcoming Capital Transportation Projects

This is an overview of funded capital transportation projects to be implemented by Spring 2022.

Legend



Planned Regional Transportation Projects

This is an overview of planned regional transportation projects. Other planning efforts, such as the Short Range Transit Plan, ATP, and Long Range Transportation studies might add projects to this list.

Legend

High Priority Projects

Priority Projects

Regionally Significant Street/Roadway

Capital Projects List

1. Quinn's Junction Park & Ride Phase II

Project Details: Build a transit station, end of line transit facilities, electric bus charger, and an ebike station. Provide intersection improvements, signage, and VMS boards.
2. SR 224 Bus Rapid Transit (BRT)

Project Details: Add side-running BRT transit lanes, transit intersection improvements, and signage. Project includes potential roadway widening to accommodate transit lanes.
3. Empire Avenue and Multimodal connections

Project Details: Provide transit priority and enhanced connectivity for bikes/pedestrians. Improvements could include transit lanes, pathways, and other improvements outside the base area redevelopment.
4. Deer Valley Drive Complete Streets

Project Details: Provide transit priority and enhanced connectivity for bikes/pedestrians. Improvements could include transit lanes, pathways, and other improvements outside the resort area redevelopment
5. Empire/Park/SR224 Intersection and Street Improvements

Project Details: Update intersection with transit priority and pedestrian safety improvements.
6. Arts & Culture Transit Stops

Project Details: Construct regional transit stops on Westbound SR248 and Northbound Bonanza. Add transit facilities/amenities, bus pullouts, sidewalk and pathway improvements.
7. Munchkin Complete Street Connection and Improvements

Project Details: Extend road through to Homestake. Add a 15' pathway on the south side, and a 5' sidewalk on north side; shared bike lane markings and a high visibility crossing at Munchkin/Bonanza Dr; utility relocations, roadway connections, and landscaping.
8. Woodbine Complete Streets Improvements

Project Details: Reconstruct Woodbine with a 5' sidewalk, shared bike lane markings, signs, drainage, utilities and an improved Woodbine/SR248 crossing.
9. Homestake Complete Streets Improvements

Project Details: Add a 12' pathway on south side of Homestake and shared bike lane markings and improve SR224 pedestrian crossings. Project may also include utility relocation, roadway connections, pathways/sidewalks, bike markings, protected pedestrian crossings, and landscaping.
10. Rail Trail Widening

Project Details: Resurface and widen the rail trail to 14'. Improve drainage, erosion control, and add bridges.
11. Snow Creek Crossing (Tunnel under SR248)

Project Details: Road will be extended through to Homestake. Inclusion of a 15' pathway on south side; 5' sidewalk on north side; shared bike lane markings, high visibility crossing at Munchkin/Bonanza Dr, Utility relocation, roadway connections and landscaping.
12. SR248/ Bonanza Wells Fargo Tunnel

Project Details: Tunnel under SR248/Kearns in front of Wells Fargo
13. Bonanza/Prospector Tunnel or Bridge

Project Details: Crossing Bonanza connecting Arts and Culture to Prospector Square and Rail Trail.
14. Iron Horse Intersection/Rail Trail tunnel

Project Details: Tunnel improvement from Arts and Culture district to existing tunnel on Bonanza Drive
- *15. Mobility as a Service Improvements/Curbside Improvements

Project Details: Drop-off and pick-up zones, modifications to curb space, include methods such as car and bike sharing, taxis and car rentals/leases, and provides consumer travel options.
16. Old Town Complete Street Improvements

Project Details: Numerous active transportation improvements and traffic calming features for the Old Town core. May include byway opportunities, lighting, wayfinding, pedestrian crossings, improved bike/pedestrian facilities.
17. Iron Horse Complete Street Improvements

Project Details: Enhanced sidewalks and improved pathways, connections to Rail Trail, intersection improvement to Bonana Dr.
18. Three Kings Complete Street Improvements

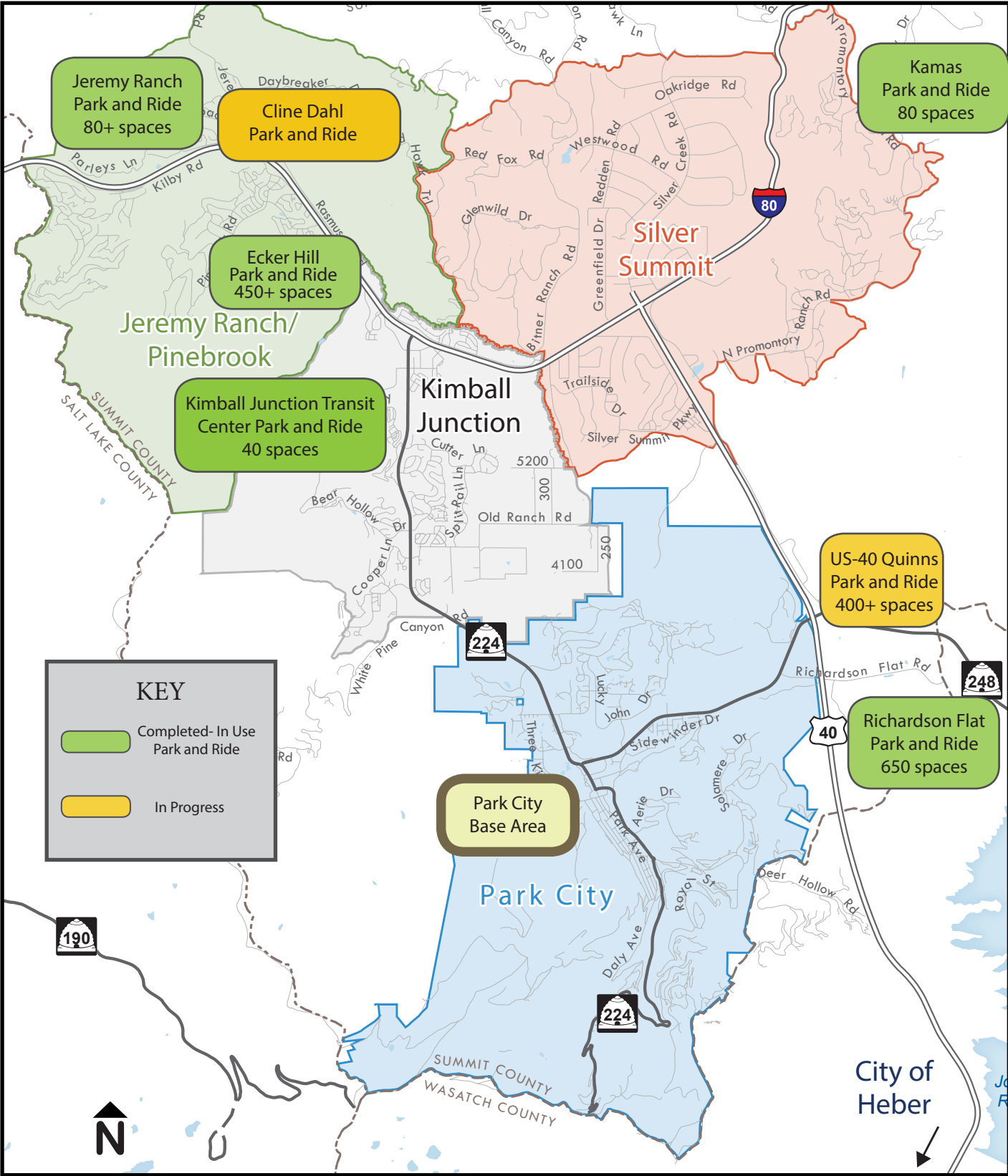
Project Details: Transit improvements, pathway connections, bike markings, and traffic calming measures on Three Kings Drive to Thaynes Canyon Drive.

*Other Projects

- State of Good Repair and Operational Projects
- A. Electric Vehicle Charging Infrastructure
- Upgraded electric chargers; DC fast charger/trickle charger.
- B. Electric Bus Fleet Replacement
- Convert entire transit fleet to electric vehicles.
- C. Bus Shelter Maintenance
- Improved design, sidewalk connections, transit shelters, lighting, signage, etc.
- D. Rail Trail Maintenance
- Maintain the rail trail pavement, improve drainage, weed control, etc
- E. SR248 Express Bus NEPA
- Plan and design to connect Quinns and Park City with transit priority
- F. On-Demand Micro Transit
- On-Demand transit service with flexible routing, scheduling, vehicles, etc.
- G. Electric Autonomous Vehicle
- Electric autonomous vehicle that operates as a circulator service.
- H. Variable Message Boards
- Continue to expand real time traveler information.

*Not pictured on map

Park City and Summit County Regional Park and Ride Map



Park City Mountain Resort

Transportation Analyses



Park City, Utah

April 20, 2021

UT19-1481

SUMMARY

Hales Engineering completed several multi-modal transportation analyses for the proposed Park City Mountain Resort development in Park City, Utah. Five memorandums have been created based on various requests by Park City staff and their consultants. Below are the five memorandums with links to each one in this document.

1 - Scenario 2b Evaluation (02/09/2021)

- Evaluated transit and vehicle operations with VISSIM simulation analysis
- Recommended mode split goals
- Evaluated transit travel time and intersection control

2 - Parking Study (02/11/2021)

- Established City parking requirements
- Used time-of-day shared use and actual observed demand to recommend minimum stall count

3 - Additional Traffic Information (02/26/2021)

- Provided additional details on modified mode split
- Addressed questions regarding site circulation and the pick-up / drop-off areas

4 - Responses to AECOM Review (03/22/2021)

- Responded to comments from AECOM's review of previous memorandums

5 - People-Based Analysis (04/20/2021)

- Outlined people-based analysis that was completed with Park City staff and AECOM

1 – Scenario 2b Evaluation

02/09/2021

[Return to Memo List](#)

MEMORANDUM

Date: February 9, 2021

To: Park City

From: Hales Engineering

Subject: Park City Mountain Resort – Scenario 2b Year 2040 Evaluation

UT19-1481

Introduction

This memorandum discusses the evaluation of Scenario 2b for the Park City Mountain Resort area. Scenario 2b includes exclusive transit lanes, with a transit route on Silver King and Lowell. The bus station would be located at the current location, on the south side of Lowell by parcel B. A concept of this scenario is shown in Figure 2.

Traffic Analysis

Background Traffic Volumes

Most of the traffic counts used for the intersections were collected in February 2017 and were increased by approximately 14%, as discussed in the previous PCMR TIS, to bring the volumes up to a peak ski season level. Other counts were collected by Park City or Hales Engineering in other times of year and adjusted accordingly to match peak February conditions.

Future background traffic growth was determined based on the Summit County / Wasatch County travel demand model (TDM) results for winter conditions. The growth internal to the PCMR base area estimated by the TDM was almost identical (within ~20 peak hour vehicles) to that estimated previously with a 1% growth rate per year, so the previous volume growth that was used was implemented for this analysis. Hales Engineering used the people-based analysis to estimate volume elements such as pedestrian volumes and pick-ups and drop-offs, etc.

Project Traffic

New PCMR project traffic was added on top of the background traffic to get future (2040) plus project conditions. The trip generation was updated to represent the latest land uses for the proposed development. Trip generation and occupied percentages for condos and hotel units came from local trip data collected at the Canyons Resort area in 2018. Detailed trip data from the Canyons can be found with Summit County. Trends in the Canyons area indicated high internal capture percentages of 95% for retail space. To be conservative, 80% internal capture

was assumed for retail for the Park City development. Detailed trip generation calculations are provided in Appendix A.

Mode Split

Hales Engineering evaluated the transportation system of the resort area under two mode split conditions: a base scenario and a modified scenario. The base scenario represents the current mode split of today's operations without increased percentage of transit, shuttle, walking, and other alternative modes of transportation. The modified scenario was created to identify the change in mode split required to achieve a 20% reduction in overall vehicle volumes in the study area. As discussed later, this reduction was identified as a needed reduction in traffic to make the intersections work at an acceptable level of service. This reduction would need to be a global goal for PCMR and the City to work towards for both existing and proposed traffic.

The mode split of the base and modified scenarios are summarized in Figure 1, shown in percentages of people that use passenger vehicles, transit/shuttles, and walking/lifts to travel to and from the Park City Mountain Resort base area.

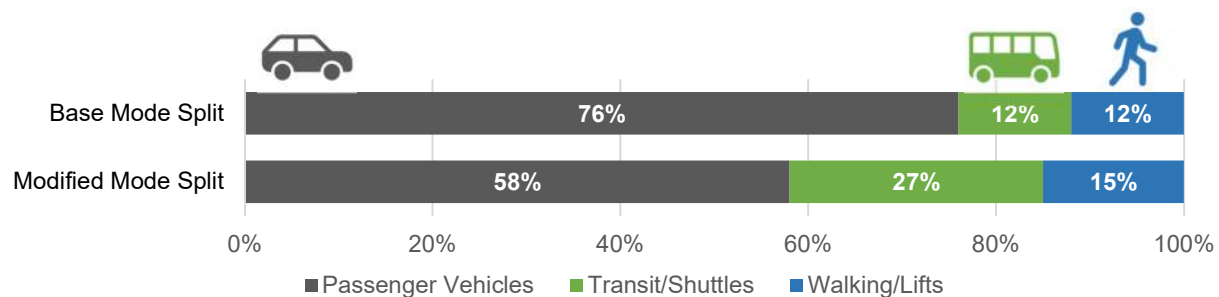


Figure 1: Mode Split Scenarios

Assumptions

The following assumptions were made for Scenario 2b:

- Four (4) traffic signals internal to the PCMR base area at Empire Avenue / Silver King Drive, Lowell Avenue / Silver King Drive, Shadow Ridge Road/ Empire Avenue, and Shadow Ridge Drive / Lowell Avenue
- A HAWK pedestrian crossing on Lowell Avenue between parcels C and D.
- Silver King Drive / Empire Avenue lane configuration:
 - EB: Left-turn lane and shared left-through-right lane
 - WB: Shared left-through-right lane
 - NB: Thru lane and shared through-right lane (no left turn)
 - SB: Right-turn lane (general purpose) and shared through-right lane (right for transit, and through for general purpose)
 - Split-side phasing on the EB and WB approaches due to the lane configuration
- Transit lanes can be exclusive starting and ending at the Silver King / Empire intersection. In other words, transit flow must be mixed with general purpose traffic north of Silver King.

VISSIM Model

Hales Engineering completed a VISSIM traffic simulation model to analyze the proposed Scenario 2b for transit and general-purpose vehicle operations. Included within the model were parameters for the transit-only lanes, bus stops, drop-off areas, traffic signals, etc.

The initial model runs of the base mode split scenario for both morning and evening peak hours resulted in excessive queueing and delays at the Park Ave. / S.R. 224 / Empire Ave. intersection. Based on Park City and UDOT's desires to not make any lane change and capacity improvements to this intersection, the resulting option is to reduce vehicle volume in the area with mode shifts (transit, shuttles, walking, biking). Because of this, Hales Engineering completed a sensitivity analysis to determine how much traffic would need to be reduced globally in a modified mode split for the Park Ave. / S.R. 224 / Empire Ave. intersection to work at an acceptable LOS. It was found that a reduction of approximately 20% would be needed. The results of the VISSIM model for the base and modified mode split scenarios are provided in the following sections.

Transit Travel Time

Hales Engineering calculated the bus travel times for the site using the time it would take to travel the entire bus loop plus the delay buses would experience along the route. The travel times did not include any dwell time at the bus station or stop. It is anticipated that buses will have a loop travel time of approximately 3 minutes 8 seconds, and 3 minutes 4 seconds from and to the Silver King Drive / Empire Avenue intersection for morning and evening peak hours, respectively. This was assuming the modified mode split scenario.

Level of Service

The level of service results for the base and modified mode split scenarios are shown in Table 1. As shown, poor levels of service are anticipated at several intersections in the base mode split scenario, including excessive delays and queueing on S.R. 224 at the Park Avenue / Deer Valley Drive intersection.

Though the City and UDOT have decided not to make major improvements to the Park Avenue / Deer Valley Drive intersection, one improvement that could be considered is striping a channelized lane on the southbound right-turn movement of the Park Avenue / Deer Valley Drive intersection on the existing pavement. This would help alleviate some delays in the morning peak hour especially. However, assuming this improvement may not be possible, Hales Engineering also ran the modified mode split scenario to show how the intersections would work. As shown in Table 1, it is anticipated that all study intersections except the East B Access / Empire Avenue intersection would operate at an acceptable LOS with the modified mode split.

Table 1: Level of Service

Intersection	Future (2040) Plus Project - Scenario 2b			
	Base Mode Split		Modified Mode Split	
	AM	PM	AM	PM
1 S.R. 224 / S.R. 248	F	C	C	C
2 Homestake Ave / Park Ave	f	f	c	c
3 Iron Horse / Park Ave	f	f	b	c
4 Park Ave / Deer Valley Dr	E	F	D	D
5 Silver King Dr / Empire Ave	B	D	B	B
6 Lowell Ave / Silver King Dr	B	B	B	B
7 Three Kings Dr / Silver King Dr	a	c	a	c
8 Shadow Ridge Rd / Empire Ave	B	C	B	B
9 Shadow Ridge Rd / Lowell Ave	C	E	C	C
10 14th St / Empire Ave	c	c	b	c
11 Manor Way / Empire Ave	a	c	a	b
12 Manor Way / Lowell Ave	b	f	a	b
13 NE E Access / Silver King Dr	b	d	b	c
14 East D Access / Empire Ave ³	f	f	d	d
15 West D Access / Lowell Ave	c	d	b	b
16 C Access / Lowell Ave	e	f	c	b
17 North B Access / Shadow Ridge Rd	b	f	a	b
18 East B Access / Empire Ave	e	f	c	f
19 South B Access / Manor Way	b	f	b	d

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

2. BG = Background (without project traffic), PP = Plus Project (with project traffic)

3. Intersection results not recorded due to proximity to Silver King Drive. LOS results were estimated.

Source: Hales Engineering, February 2021

Evaluation

Hales Engineering evaluated Scenario 2b based on criteria and questions provided by Park City staff, summarized as follows:

General Pros & Cons

Pros:

- Transit is given priority on-site
- Transit station stays at current location with seven (7) bus bays
- Additional transit stop location on Silver King Drive
- Safe pedestrian crossing locations
- Minimal impacts to Silver King Drive
- Empire Avenue keeps two-way flow
- Two general purpose drop-off locations

Cons:

- Permanent changes to Lowell for drop-off loops
- Four traffic signals and a HAWK pedestrian signal for Park City to operate
- Potential congestion on Empire Avenue during peak hours

Do the intersections work? Impacts of traffic signals?

With the base mode split scenario, poor levels of service are anticipated at several intersections including S.R. 224 / S.R. 248, Park Avenue / Deer Valley Drive, and Shadow Ridge Road / Lowell Avenue, as well as several unsignalized intersections. With the modified mode split scenario, it is anticipated that all study intersections will operate at an acceptable LOS except for the East B Access / Empire Avenue intersection. To make the traffic signal system work well, the signals will have to be coordinated with each other to allow for good traffic flow around the site.

Does the bus station work?

Hales Engineering evaluated the bus station from a traffic operations perspective. A conservative assumption of 50 buses per hour was assumed coming to the site during peak hours. That is nearly 1 bus arriving to the bus station per minute. With seven (7) bus bays planned at the station, that provides buses with up to seven minutes of dwell time before having to depart the transit station. It is anticipated, therefore, that the seven (7) proposed bus bays will be sufficient. In the case that buses are delayed at the station, there is still some storage area on Lowell leading up to the station for buses to queue up in, if necessary. This is a great benefit of the transit-only lanes.

Intersection Control

The proposed intersection control is shown in Figure 2. As shown, four traffic signals are being proposed to provide bus priority and efficient traffic flow. A controlled pedestrian crossing with signalization (HAWK) is proposed on Lowell Avenue between parcels C and D. All other intersections and accesses will have stop control.

Pedestrian and Bike Accommodations

The proposed pedestrian and bike paths, crossing, and volumes are shown in Figure 3. A multi-use trail is being proposed along Lowell Avenue and looped around Parcel B. Sidewalks are being planned at other locations to tie into existing sidewalks. The traffic signals will provide safe pedestrian crossings for many of the pedestrians walking through the Park City Mountain base area. Crosswalks will be provided across each project access as well. Some existing sidewalks will remain untouched (shown in white in Figure 2) while others will be replaced with new sidewalk or a multi-use trail. Additional safe pedestrian walking paths will be provided in the plaza areas on all parcels, connecting the new resort area with the existing facilities.

Parking and Driveways

A map summarizing the supply for the project and day skier parking is shown in Figure 4. The approximate stalls assigned or located closest to each access is summarized in the figure as well. 1,720 total stalls are planned to be provided on site including 1,200 day skier parking stalls split up between Parcels B and E.

Three Kings Drive Traffic Deterrents

A raised median has been designed for Silver King Drive in front of the Parcel E access to restrict left turns out onto Silver King.

Drop-off Area Queue Storage

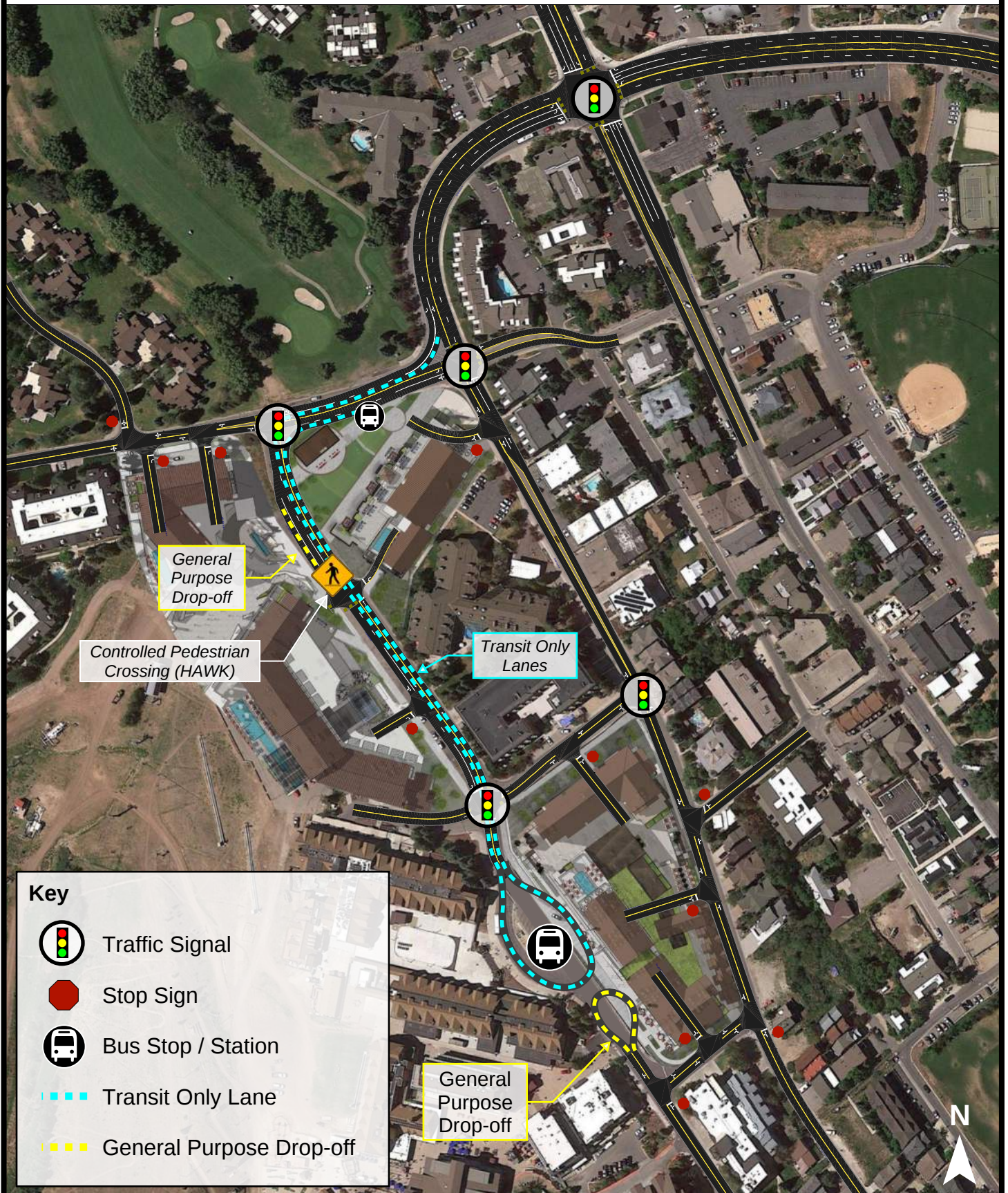
It is recommended that both the north drop-off area and the south drop-off loop on Lowell Avenue be available for general purpose resort and day skier traffic. This will maximize the drop-off area on site to reduce back-ups during peak times. It is anticipated that there will be enough pick-up / drop-off area if both the north Lowell and south Lowell drop-off locations are used for general purpose traffic.

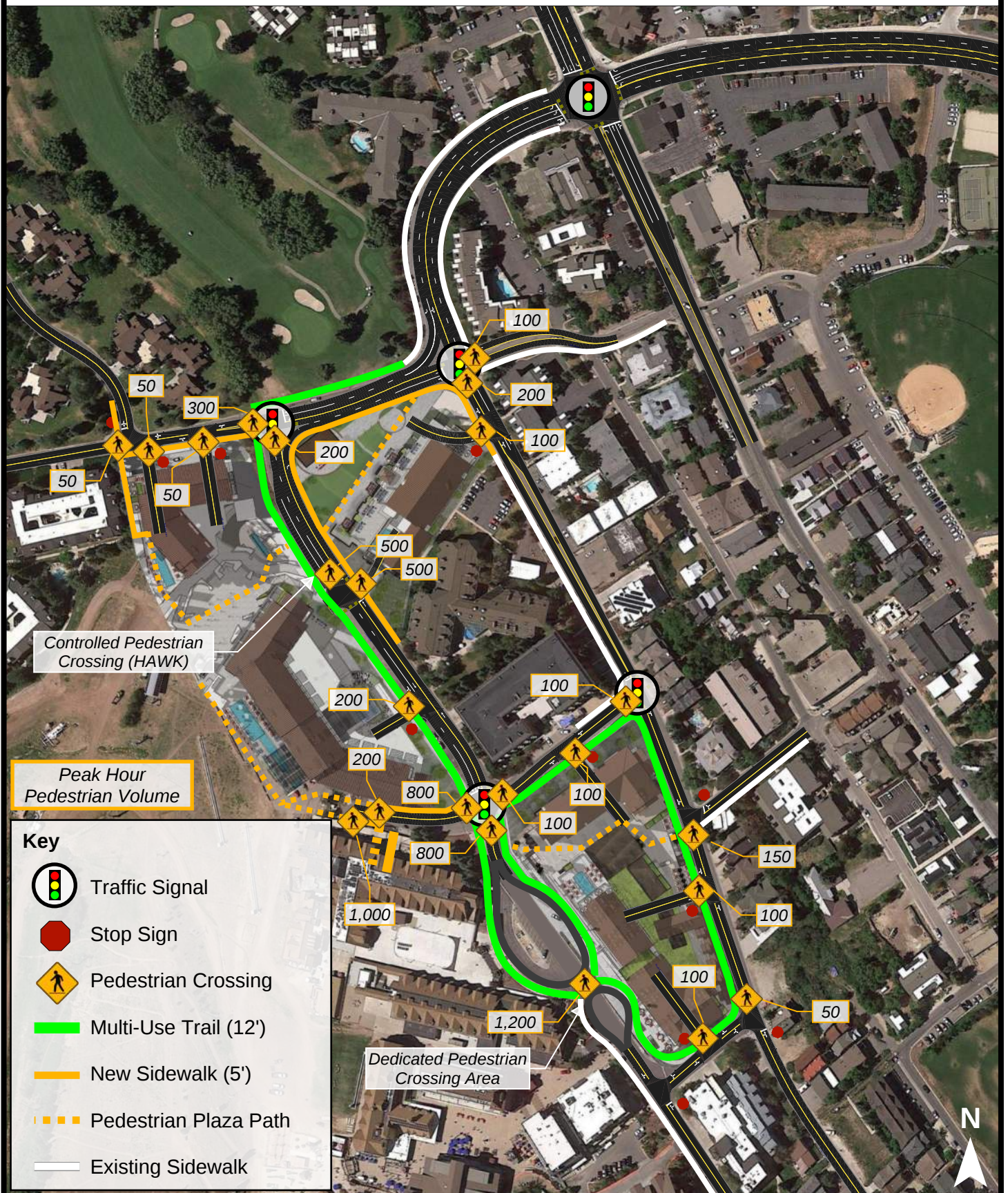
Walking Distance from Transit

Hales Engineering evaluated the walking distance from the proposed transit station on Lowell to the Payday Lift and compared this walking distance to other resorts. A summary of the walking distances is shown in Table 2.

Table 2: Walking Distance from Transit

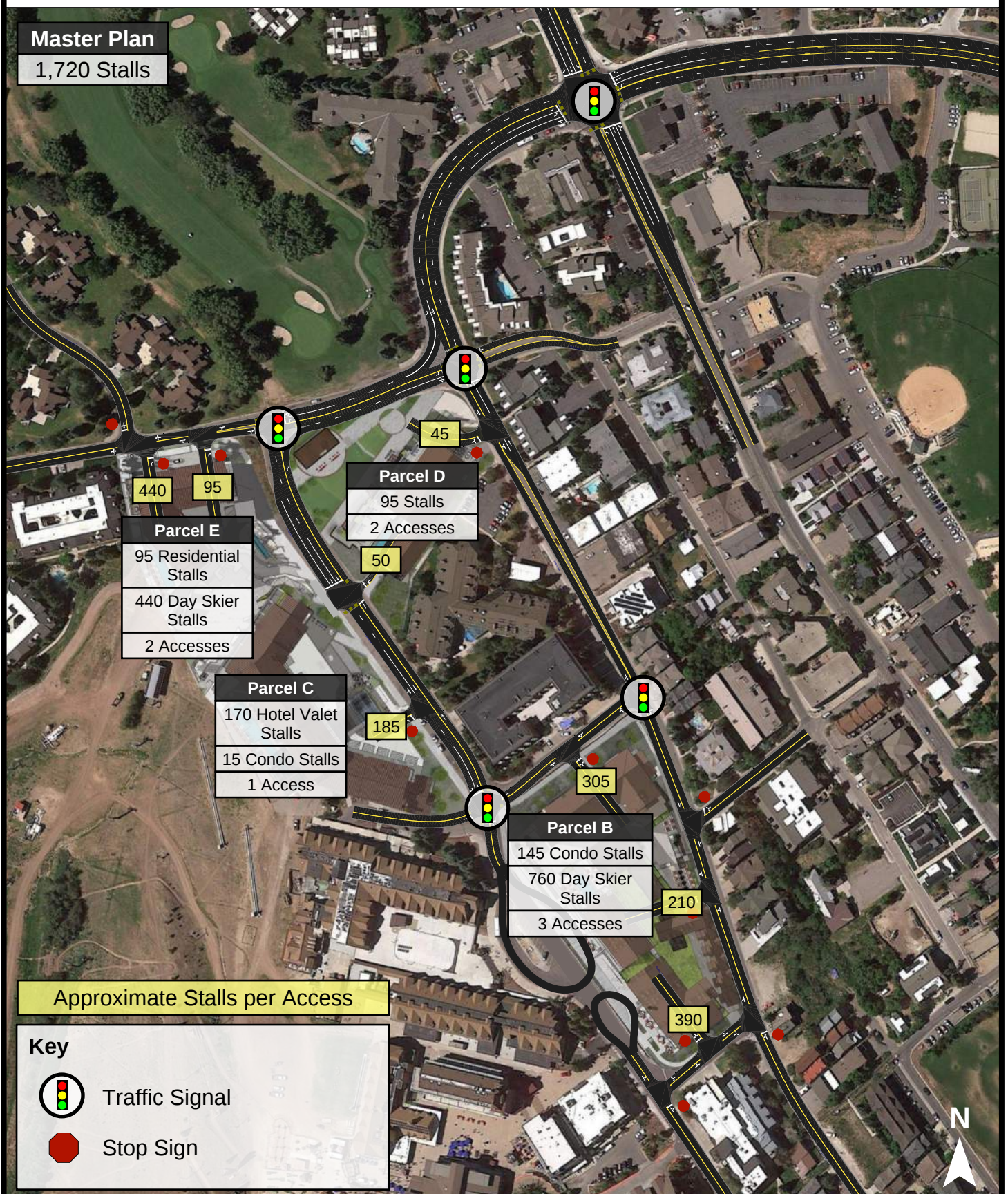
Resort	Transit Station/Stop	Lift(s)	Walking Distance (ft)
Park City	Lowell Avenue	Payday	700
Deer Valley	Deer Valley Dr.	Carpenter	450
Canyons	Canyons Transit Hub	Cabriolet + Red Pine + Saddleback	700





Scenario 2b

Parking & Driveways



2 – Parking Study

02/11/2021

[Return to Memo List](#)

MEMORANDUM

Date: February 11, 2021

To: Park City

From: Hales Engineering

Subject: Park City Mountain Resort Parking Study

UT19-1481

This memorandum discusses the parking study completed for the proposed Park City Mountain Resort development located in Park City, Utah. The study identifies the Park City parking requirements and considers shared parking between land uses. The proposed Park City Mountain Resort development is located on four parcels adjacent to the existing Park City Mountain Resort, as shown in Figure 1.



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

Park City Parking Code

The Park City code specifies parking rates for various land use types in Section 15-3-6. The City parking rates for land uses within the proposed area of the resort are summarized in Table 1.

Table 1: Park City Parking Rates

Land Use	Parking Rate
Hotel	1 space per room plus 5 spaces per 1,000 sf of separately leasable commercial space
Condominium	<1,000 sf: 1 space per dwelling unit 1,000 – 2,000 sf: 1.5 spaces per dwelling unit >2,000 sf: 2 spaces per dwelling unit
Retail & Service Commercial, Minor	3 spaces per 1,000 sf of net leasable space
Retail & Service Commercial, Major	5 spaces per 1,000 sf of net leasable space
Multi-tenant commercial complex	3.5 spaces per 1,000 sf of leasable floor area
Meetings space	5 spaces per 1,000 square feet
Restaurant, standard and bar	10 spaces per 1,000 square feet net leasable area

Being programmed within the project are 1,200 parking spaces for day skier use, separate from the existing 300 day skier stalls provided by Vail. Based on initial calculations of the parking needed for the proposed land uses, the City would normally require 2,223 parking spaces, including the day skier parking. A detailed table outlining required parking is provided in Appendix A.

Nearby Resort Experience

Recently, Hales Engineering collected data at a nearby ski resort and identified how people arrive to a resort. The following data is an average of 9 separate locations counted within the studied resort area and identifies:

- 57% drove a vehicle to the resort
- 18% rode in a shuttle
- 15% rode in an Uber / Lyft vehicle
- 9.4% rode in a black car or other transport vehicle
- 0.6% rode in transit, an individual location identified that 5% rode transit

Hales Engineering has also collected overnight parking demand data at a nearby ski resort. Based on a total of 34 data points collected over four peak nights between 2017 and 2019, it was found that the overnight demand was an average of 0.68 stalls per occupied unit and an 85th percentile of 0.99 stalls per occupied unit.

Time-of-day Shared Use

Many land uses are able to share parking due to offsetting peaks in parking demand. It is anticipated that this will be the case for Parcels B, C, D and E of the Park City Mountain Resort

project along with the day skier parking needs. Designing for the actual parking demand for a mixed-use project results in efficient use of parking spaces. The Institute of Transportation Engineers (ITE) provides percentages of parking demand throughout the day for many land uses in the *Parking Generation* (5th Edition, 2019) manual.

Hales Engineering made conservative estimates regarding the hourly parking demand of the meeting space land use, as these are not available from ITE. The day skier parking being programmed into the site, 1,200 stalls, will not be included within the share parking calculations to remain conservative, and will remain at a fixed level. Also, as discussed previously, a parking demand of 0.99 stall per occupied unit is anticipated based on 34 data points. Therefore, a parking demand rate of 1.0 stall per occupied unit was assumed for most residential and hotel units. A percent occupied rate of 85% was assumed for residential and hotel units, consistent with the traffic analyses. PEG development does not anticipate any parking demand for employees that live on site. Therefore, it was assumed that no stalls were needed for employee housing.

Hales Engineering identified a mixed use / time of day parking demand for each land use for every hour of the day to determine the actual parking demand for Parcels B, C, D, and E. Internal capture rates were estimated and matched with those presented in the traffic analyses. A summary of these calculations are provided in Appendix B and shown graphically in Figure 2.

As shown in Figure 2, it is anticipated that the peak parking demand when considering shared use and time-of-day needs will be approximately 1,583 parking vehicles at 9:00 pm. This includes fixed day skier parking stalls (reserved) in both Parcel B (760 stalls) and Parcel E (440 stalls) during each hour of the day. It is anticipated that at the peak parking demand hour (9:00 pm), an additional 138 stall surplus will still be available on-site (8%) at all times for the combined parking lot supply of 1,721 parking stalls.

Conclusions / Recommendations

Hales Engineering concludes the following:

- The proposed project is programming 1,200 day-skier parking stalls (current surface stalls on Parcels B, C, D and E) be provided somewhere on the site during and after construction of the project.
- Park City parking rates would require a parking supply of 2,223 stalls (including the programmed 1,200 stalls for the day-skiers).
- Hales Engineering completed a parking study at a near-by resort and has identified that actual parking rates per residential unit are lower than the projected ITE rates.
 - Utilizing mixed use reductions, time of day parking needs, and occupancy values, while fixing the day-skier parking (1,200 stalls) results in a peak shared parking demand of 1,583 vehicles.
 - The parking supply on-site will be 1,721 stalls; therefore, at peak demand (1,583 stalls) there will be an 8% surplus of stalls (138 stalls).

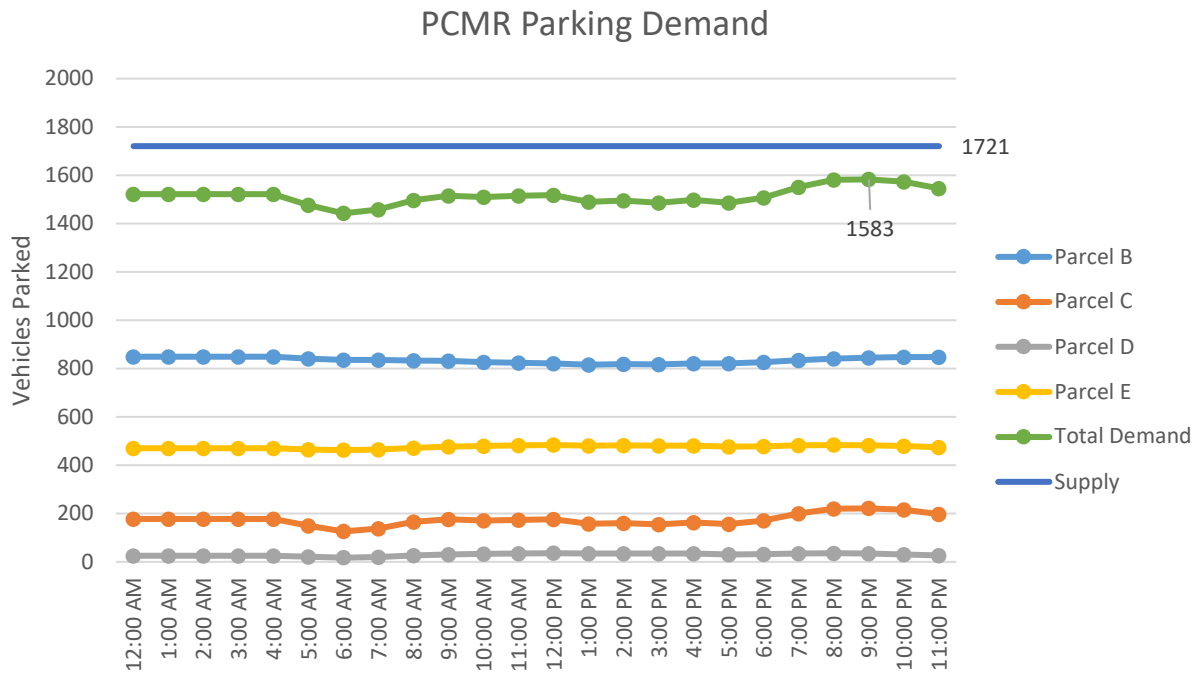


Figure 2: PCMR Parking Demand by Time of Day

- Dynamic parking signs will be placed in strategic locations within the resort and on the parking structures to guide patrons to open parking spaces within Parcels B, C, D and E, creating a more efficient hunt for parking availability.
- Parcels B, C, D, and E, will all have shuttle service provided to move patrons around Park City, if scheduled in advance.
- The Park City Mountain bus pull out area is being expanded with the proposed project from 3 to 7 spaces aligned in a more efficient layout to increase transit opportunities and potentially increase bus frequency, with landowner's cooperation.
 - Paid parking will be instituted into the proposed project, and it is anticipated that transit ridership will increase, and passenger vehicle occupancy will also increase.
- A day skier drop-off / pick-up area is being programmed into the site between Parcels C and E.
- The following potential measures could be implemented to encourage alternative modes of arrival to the resort:
 - Advertise remote day skier parking at Ecker Hill park and ride lot
 - Promote employee remote parking (see Vail's employee parking management plan), promote employee existing retail / base to ride transit from remote areas
 - Promote other remote lots including high school, etc.
 - Parking allocated to condo / hotel will be actively managed and surplus will be made available to general public / day skiers

- Ski lockers for day skiers and season rentals can be added which will promote bus ridership
- Preferred parking for carpoolers
- Encourage residential properties to provide patron discounts for Uber / Lyft / Black Car Service arrivals / departures
- Encourage through the booking process alternatives forms of arrival / departure other than rental vehicles

3 – Additional Traffic Information

02/26/2021

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MEMORANDUM

Date: February 26, 2021
To: Park City
From: Hales Engineering

Subject: Park City Mountain Resort – Additional Traffic Information

UT19-1481

This memorandum provides additional information related to the proposed Scenario 2b for the Park City Mountain Resort area, as requested by Park City staff.

Modified Mode Split

As discussed previously, Hales Engineering has identified a modified mode split that needs to be reached in the Park City Mountain Resort area and nearby City traffic movements to achieve acceptable levels of service. The mode split of the base and modified scenarios are summarized in Figure 1, shown in percentages of people that use passenger vehicles, transit/shuttles, and walking/lifts to travel to and from the Park City Mountain Resort base area. It is anticipated that the modified mode split would result in a 20% reduction in peak hour vehicle trips in and out of the site.

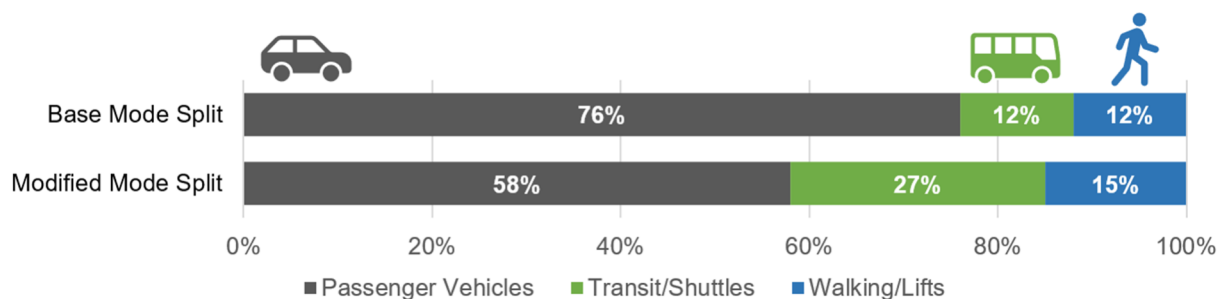


Figure 1: Mode Split Scenarios

Park City staff requested additional information as to how this modified mode split will be achieved. Hales Engineering has summarized the transportation demand management (TDM) strategies from PEG's draft TDM plan and how these strategies can be applied to reach certain reductions in vehicle traffic. Hales Engineering has classified all strategies in four primary high-level TDM strategies / categories. The strategies and anticipated reductions are provided in Table 1. The sub-strategies for each high-level strategy are listed as follows:

Table 1: High-Level TDM Strategies and Anticipated Reductions

	High-Level TDM Strategy	Peak Hour Vehicle Trip Reduction	% Reduction
1	Increase day skier AVO from assumed 2.7 to a 3.1	116	4.3%
2	Increase transit capacity and incentives (36 buses per hour)	360	13.5%
3	Increase shuttle capacity and incentives	18	0.7%
4	Other Improvements	40 +	1.5% +
	TOTAL	534 +	20% +

1: Increase day skier AVO from assumed 2.7 to 3.1 on peak day

Calculation: For 2,430 day skiers coming/going in peak hour, calculated difference in vehicles for 2.7 AVO (assumed for traffic analyses) versus 3.1 AVO.

- Designate a Transit / Parking Manager
- Coordinate with parking operations to assess and grow programs that will promote carpooling and ridesharing programs
- Implement paid parking system that incentivizes carpooling
 - The parking and trips on site can be monitored and parking rates adjusted as needed to ensure an increase in AVO
- Install a dynamic parking monitoring program that broadcasts available stalls number on variable message signs
 - Signs should be placed in advance of the PCM base area to alert drivers not to drive into the site to search for parking, in addition to alerting people via an app or via text messaging or emails
- Coordinate app with City and Resort that provides real-time parking information for guests

2: Increase transit capacity (50% increase) and incentives

Calculation: Assumed increase from 48 bus trips to 72 future bus trips in peak hour (50% increase). Also assumed average occupancy increase from 8 to 16, knowing that bus routes can be added that terminate at PCM, resulting in more people in buses. Removed passenger vehicle trips and added in bus trips.

- Designate a Transit / Parking Manager
- Increase transit capacity and frequency, from 24 buses per hour to 36 buses per hour
- Coordinate with Park City Municipal on public transportation from satellite lots and operation of the transit center at the base area
- Coordinate with Park City Municipal on potential enhancements to existing bus routes
- Implement paid parking system that incentivizes transit usage, beyond the benefit of increasing the AVO
- Coordinate app with City and Resort that provides alternative transit information for guests

- Continue to use variable message signing to direct drivers away from the resort when parking is full
- Install dedicated bus lanes on Silver King Drive and Lowell Avenue
- Install day skier lockers at the new base area to promote transit usage
- Upgrade the existing bus station at the base area with seven (7) bus bays, shelters, bike facilities, facilities for bus drivers, bus charging stations
- Consider potential bus stop on eastbound Silver King Drive
- Communicate transit information to all employees and guests, including new options such as the Quinn's Junction park and ride and proposed bus lanes
- Encourage existing PCM base employers to incentivize employee transit usage (PC-SLC Connect, UTA Vanpool, and RideOn for those living outside Park City; and Park City Transit for those living in Park City)
- Develop a robust information and communication system to inform stakeholders and employees of off-site parking areas, shuttle availability and schedules, carpooling using RideOn, and regional transit options
- Extend PC-SLC Connect bus pass program to all employees at the new base area

3: Increase shuttle capacity (10% increase) and incentives

Calculation: Increase from assumed 60 shuttle trips to 66 future shuttle trips in peak hour. Also assumed average occupancy increase from 8. Removed passenger vehicle trips and added in shuttle trips.

- Designate a Transit / Parking Manager
- Implement paid parking system that incentivizes shuttle usage, beyond the benefit of increasing the AVO
- Establish new parking procedures that shift employee parking to alternate locations
- Create and/or fund enhanced private shuttle program to/from satellite lots
- Provide employee breakroom at new hotel with bathrooms and showers
- Provide employee bike storage facilities
- Develop a robust information and communication system to inform stakeholders and employees of off-site parking areas and shuttle availability / schedules
- Expand employee usage of the UTA van/shuttle program for new base area employees that live in Salt Lake City and Heber

4: Other Improvements

- Enhance pedestrian facilities on site with multi-use path and sidewalks throughout
- Enhance pedestrian connections to external points of access, including enhanced connections to Old Town
- Provide bike racks on site for guests and secured bike parking for residents
- Provide a Summit Bike Share station on site
- Provide annual report of the TDM plan and progress, and make necessary adjustments to reduce traffic volumes to acceptable level
- Incentivize carpooling with the RideOn Park City Platform for the new base area employees

Pick-up / Drop-off Area

Scenario 2b has been designed with two primary pick-up / drop-off locations. The north pick-up / drop-off is located on the west side of Lowell Avenue, just south of Silver King Drive. This area will be used primarily for day skier pick-up / drop-off. It is anticipated that approximately eight passenger vehicles can fit in this area as currently planned.

The south pick-up / drop-off is a proposed loop on Lowell Avenue, just north of Manor Way, and just south of the proposed transit station. It is anticipated that this location will be used primarily for shuttle and condo resident pick-up / drop-off. It is anticipated that approximately eight shuttle vehicles can fit within this loop.

The traffic analysis included the north pick-up / drop-off in the VISSIM model, and it was modeled as a “parking” area for accurate dwell time simulation. Average dwell times of 2 minutes and 3.5 minutes were assumed for the morning and evening peak hours, respectively (knowing the morning drop-off takes less time than evening pick-up). It was observed in the modeling that the pick-up / drop-off area rarely filled up during the peak hours. In the VISSIM model, when the area was full, vehicles continued on in the system without entering the loading area. Because of this, Hales Engineering completed calculations to estimate better if the loading area sizes are sufficient.

The average required pick-up / drop-off space needed can be estimated by multiplying the hourly vehicle volume by the average dwell time and then dividing by 60 minutes to get to a number of vehicles at the pick-up/ drop-off area on average. A summary of this calculation for the north and south pick-up / drop-off areas is shown in Table 2 for both morning and evening peak hours. As shown, it is anticipated that average required space requirements of 8 vehicles and 6 vehicles are needed at the north and south pick-up / drop-off areas, respectively.

Table 2: Average Required Pick-up / Drop-off Space

Location	Time Period	Demand (veh. / hr)	Dwell Time (minutes)	Vehicles	Average Required Space
North	AM	225	2	7.5	8
	PM	125	3.5	7.3	
South	AM	85	2	5.0	6
	PM	160	3.5	5.3	

Based on this analysis, the two pick-up / drop-off locations have sufficient space for the average demand anticipated during peak hours. However, there may be times when immediate demand exceeds the average demand with surges in traffic, resulting in overflow of the pick-up / drop-off areas. Hales Engineering recommends the following to mitigate this condition:

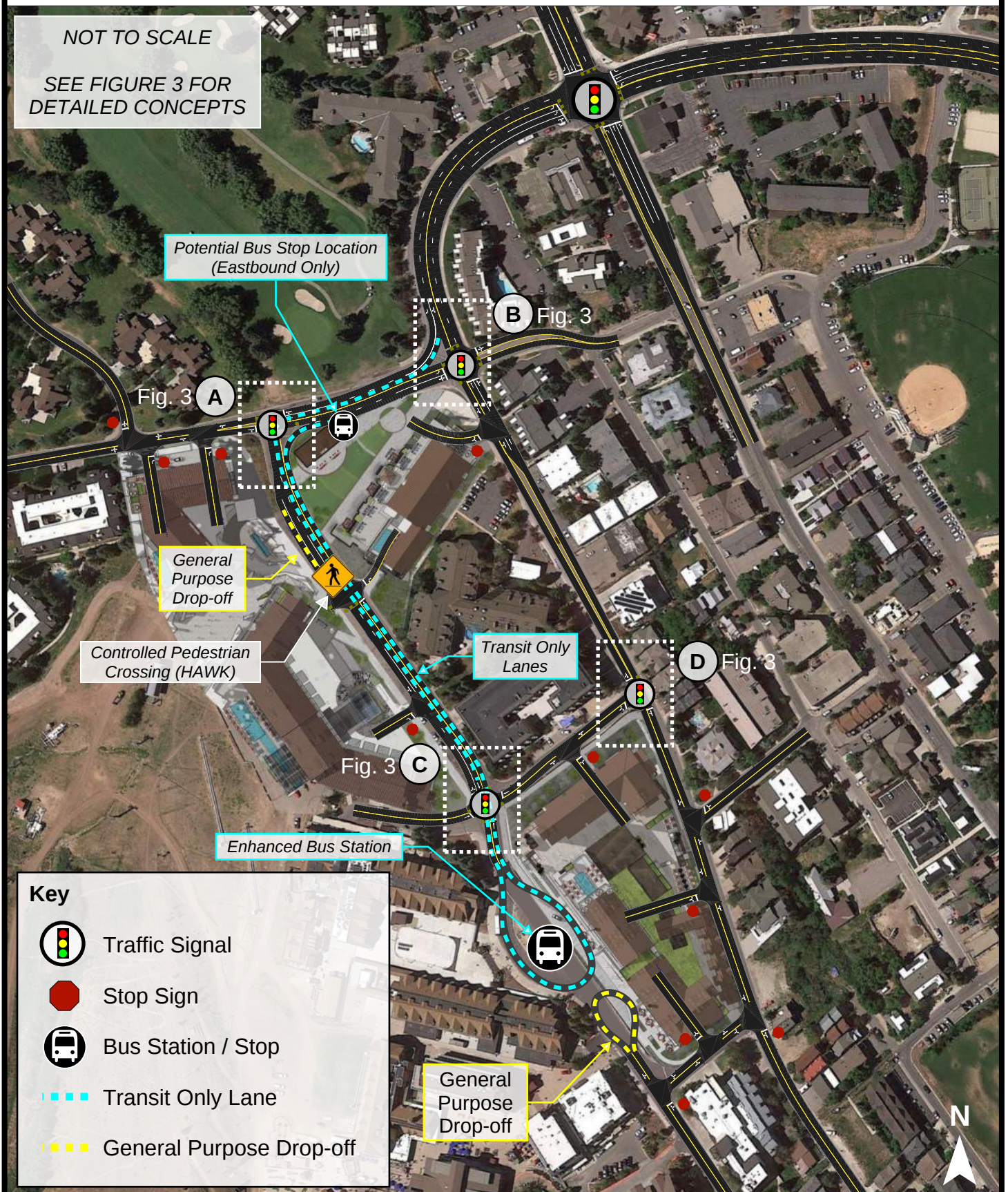
- Assign at least one staff member for each pick-up / drop-off to direct traffic
- Locate space in a parking garage for temporary pick-up / drop-off overflow space
 - Direct traffic to this location with signing and with staff members
- Consider finding other locations for pick-up / drop-off, such as on Shadow Ridge Road

Site Circulation

Hales Engineering updated the Scenario 2b concepts to match other drawings developed by the project team and also created detailed concepts for key intersections and locations. All concepts are provided in Figures 2 through 5.

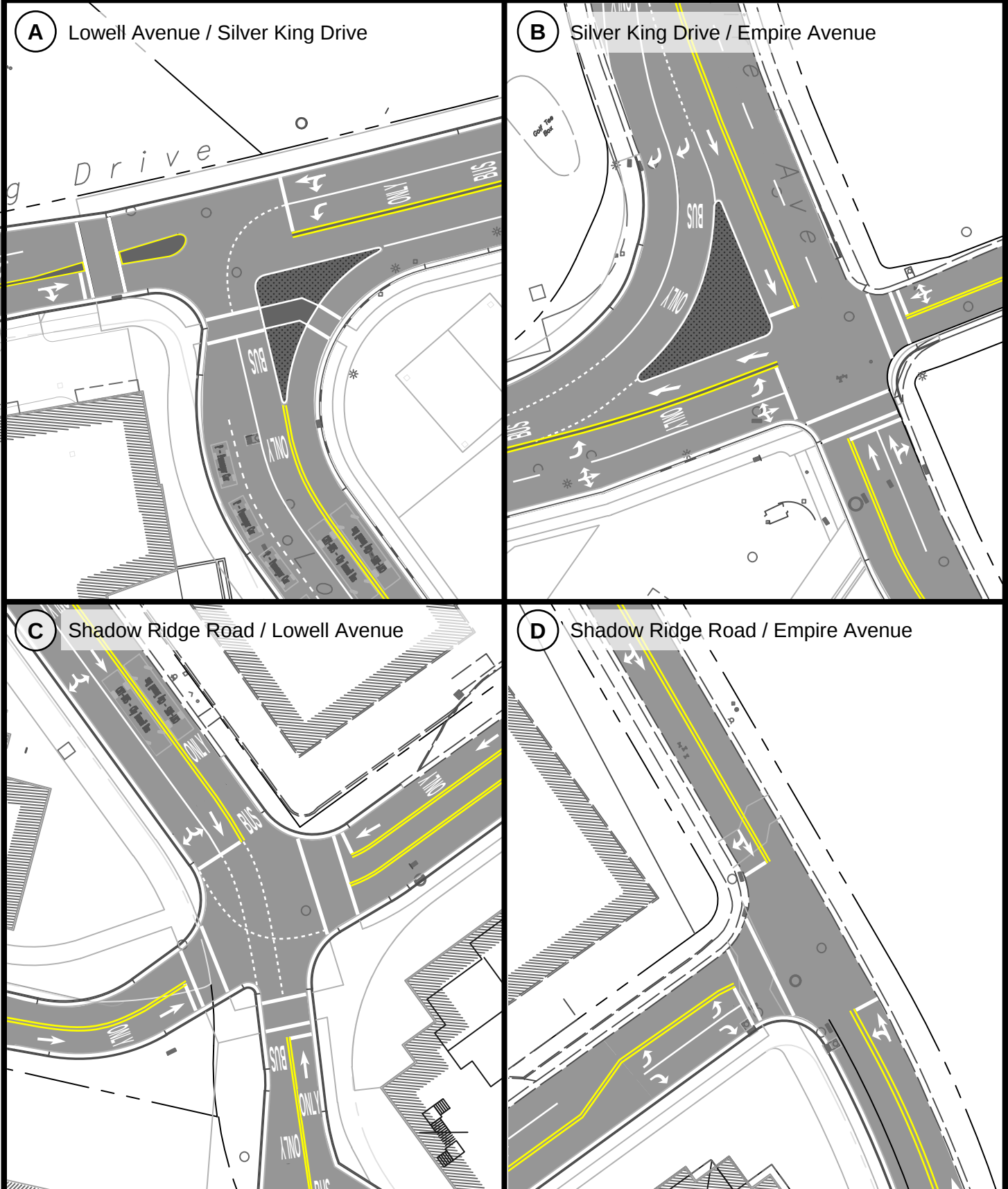
Scenario 2b

Transit and Vehicle Circulation and Control



Scenario 2b

Circulation Concept Details

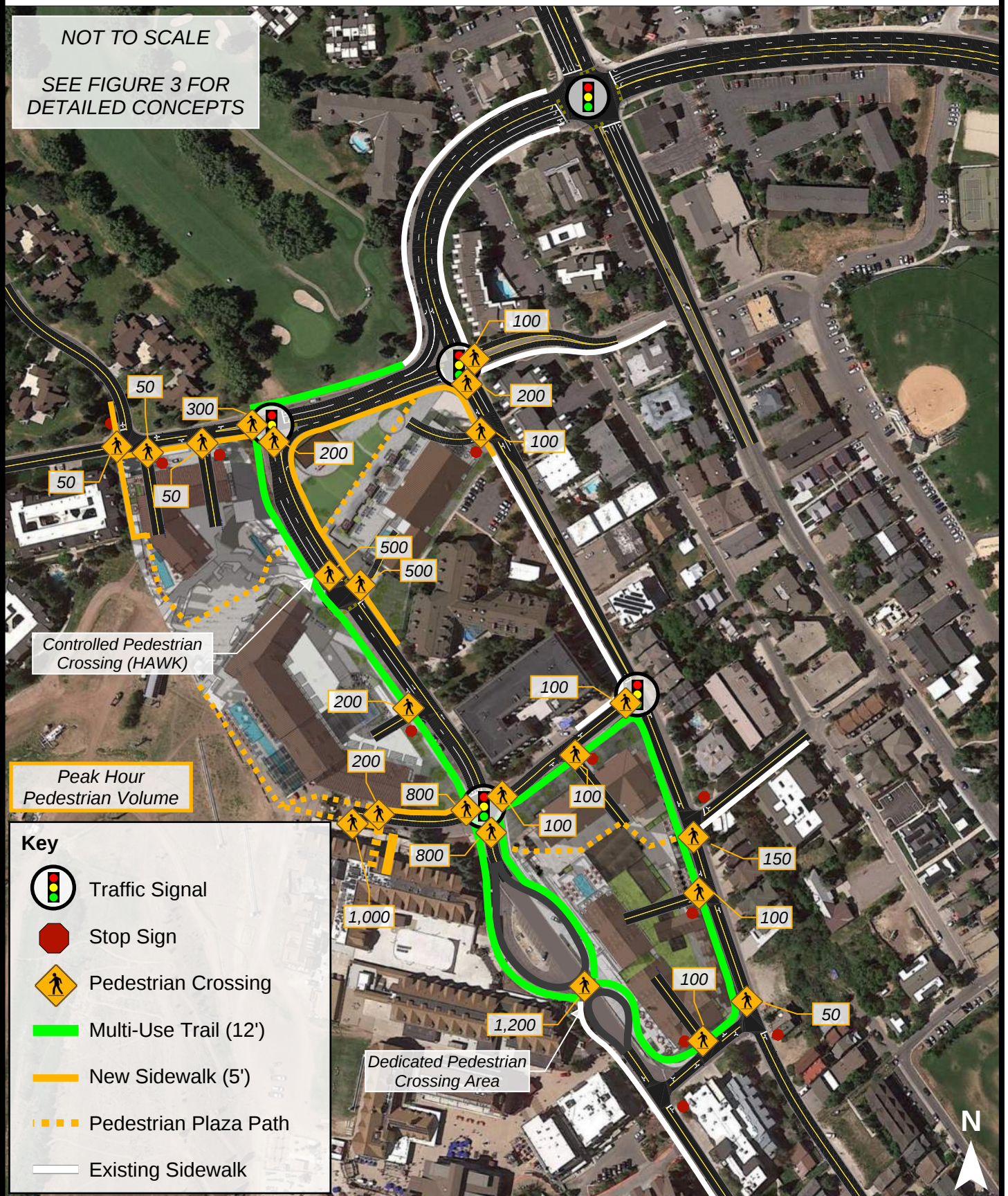


Scenario 2b

Pedestrian and Bike Paths

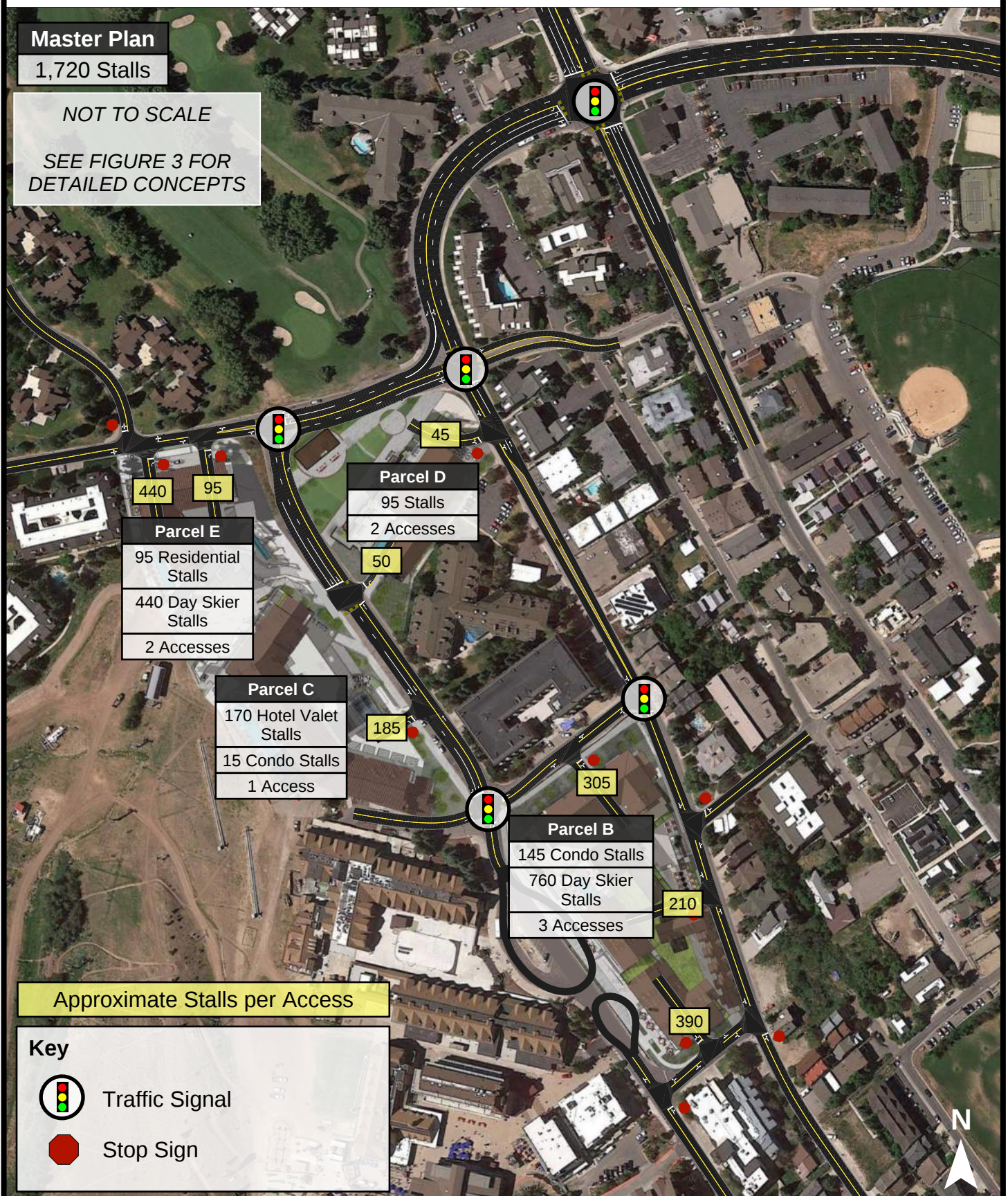
NOT TO SCALE

SEE FIGURE 3 FOR
DETAILED CONCEPTS



Scenario 2b

Parking & Driveways



4 – Responses to AECOM Review

03/22/2021

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MEMORANDUM

Date: March 22, 2021
To: Park City
From: Hales Engineering

Subject: Park City Mountain Resort – AECOM Review Responses

UT19-1481

This memorandum provides responses to the AECOM review of the Park City Mountain Resort development documents. The review was dated March 18, 2021. Responses with clarification or commentary have been provided for various points of the review. Below are the references to the review points in black text and a response by Hales Engineering in blue.

1. Page 2, Recommendations Section 1: A transit hub on parcel C or D is recommended.
 - a. Locating a hub on parcel C or D would increase pedestrian / vehicle conflict compared with Scenario 2b. Scenario 2b provides safe pedestrian crossings on Lowell Avenue south of Shadow Ridge with a dedicated pedestrian walkway and a controlled crosswalk at a signal (where only buses will be crossing). With a transit hub on parcel C, transit users will not have to cross Lowell Avenue, but more cars will be using Lowell Avenue to the south, resulting in heavy conflicts with thousands of day skiers crossing Lowell Avenue. A transit hub on parcel D would add even more pedestrians crossing Lowell Avenue.
 - b. To quantify the walking relative walking distance. Hales Engineering measured the potential walking distances to the Payday lift from potential 2b hub, parcel C hub, and parcel D hub locations, as summarized below. As shown, the proposed scenario 2b has the shortest walking distance to the Payday lift.

Transit Location	Walking Distance
2b	725 feet (0.14 mi)
Parcel C	850 feet (0.16 mi)
Parcel D	1,450 feet (0.27 mi)

2. Page 3, Figure 1: Based on this figure, the Parcel D hub seems to be the preferred scenario by AECOM.
 - a. This scenario would result in the longest walking distance to the slopes and would have high pedestrian / vehicle conflicts.
3. Pages 4-5, TDM bulleted summary
 - a. The TDM strategies listed here are not a complete list. Please see the 02/26/2021 memo by Hales Engineering to see a comprehensive bulleted summary of the strategies outlined in the current TDM.

4. Page 5, Section A3: Rate structure recommended for paid parking
 - a. Yes, a paid parking structure should be set in place. The plan is to set the rate and then adjust as necessary to discourage driving. Setting an exact rate for parking right now is unwise, as the rate will be adjusted based on observed conditions.
5. Page 5, Section A4: Additional information requested to increase AVO
 - a. Several strategies are summarized (from the TDM) to this end in the 02/26/2021 memo by Hales Engineering.
6. Page 6, Sections A8 and A9 Off-site employee parking / employee lockers and showers
 - a. These are already included in the TDM plan
7. Page 6, "Improve Pedestrian Experience"
 - a. Comparatively, the safety element of the pedestrian experience is better for Scenario 2b than the proposal of transit hubs on Parcel C or Parcel D, as outlined previously.
8. Page 7, Section B6 & Page 8, Section C4: Recommendation to move Lowell crosswalk north to cut into the proposed drop-off area
 - a. We believe that the entire drop-off area as proposed is needed for pick-ups/drop-offs to avoid overflowing. Moving this crosswalk would remove drop-off space and cause congestion issues.
9. Page 8, Section B10: Pedestrian movement near Building B is circuitous
 - a. We believe the proposed pedestrian crossings are good routes. Pedestrians can cross at a controlled location at the Shadow Ridge / Lowell intersection. Only buses will be traveling through this pedestrian crossing location. Pedestrians can also cross at the dedicated pedestrian walkway area between the transit hub and the south pick-up / drop-off zone.
10. Page 9, Section E: "managing parking to around 800 in accordance with the modified mode split goal above"
 - a. Based on our modified split numbers, we believe this would more likely be between 900 and 950 vehicles, instead of 800. However, your point is valid that there could be excess space to facilitate some of the mentioned elements.
11. Page 10, 2nd bullet of Section G: no improvements made to S.R. 224 / Empire Ave intersection; no no-build comparison in 2040
 - a. We were told previously that no improvements should be made at the S.R. 224 / Empire Ave intersection due to limited right-of-way, and due to the City and UDOT not wanting to make changes there. Therefore, we did not recommend any improvements there. However, we did mention on Page 3 of our memo dated 02/09/2021 that the City and UDOT could consider improvements there including striping a channelized southbound right-turn movement on the existing pavement. This would especially help in the morning peak hour for delays on S.R. 224. This improvement was not assumed for the analysis.
 - b. Due to time constraints of the submittal of our analyses, we went straight to a 2040 build scenario without running a no-build scenario. However, in a previous traffic impact study completed for this development, dated August 29, 2019, Hales Engineering did analyze 2040 no-build conditions. It was found then that the S.R. 224 / Empire Ave intersection would operate at LOS F in 2040 without the project.

12. Page 10, 2nd-to-last paragraph: No free right-turns recommended at Silver King Drive intersections due to pedestrian conflict
 - a. At Silver King / Empire, no crosswalk is being proposed across the proposed free right-turns (or across the west and north legs of the intersection). Therefore, no conflict is anticipated. If the free right-turns are removed and right-turns are controlled by the signal, it is anticipated that traffic may queue up onto S.R. 224 and other roadways.
 - b. At Lowell / Silver King, the free right is for buses only, so the conflict would be minimal there. However, the City could consider reducing the radius there as long as the buses can make the turn.
13. Page 10, last paragraph: Bus only lanes recommended on Empire Avenue, north of Silver King; bus only lane recommended for outside eastbound lane at Silver King / Empire intersection with queue jump for buses; bus only lane recommended for outside southbound right-turn lane at Silver King / Empire
 - a. We did not recommend bus only lanes on Empire north of Silver King knowing that it is a short distance for vehicles to make decisions and merge before getting to the S.R. 224 / Empire signal. Also, with queues that may back up a distance, vehicles will have to make their lane decision before they pass through the Silver King / Empire intersection. For this reason, we decided that buses should start merging and sharing lanes with other vehicles prior to the Silver King / Empire intersection for buses leaving the site.
 - b. Similar to the above reasoning, it is recommended that the outside eastbound lane become a shared lane prior to the Silver King / Empire intersection so that buses can choose the best lane to be in. This would also keep the outside lane available for cars wanting to travel through the intersection or make a right turn. The traffic volumes from the west will be low compared with those on Empire, so it is anticipated that the buses will still have sufficient priority to get through the Silver King / Empire intersection efficiently.
 - c. For buses entering the site, they need to be in the inside southbound right-turn lane at Silver King / Empire so that they are in the correct lane to turn onto Lowell and be in the inside southbound lane there.

5 – People-Based Analysis

04/20/2021

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MEMORANDUM

Date: April 20, 2021

To: Park City

From: Hales Engineering

Subject: Park City Mountain Resort – People-Based Analysis

UT19-1481

Background and Methodology

This memorandum provides discusses the people-based analysis that was completed for the PCMR development.

In the review process of the PCMR project by Park City and AECOM in 2020, it was requested that a people-based analysis be completed to understand how many people access the Park City Mountain base area during a typical peak day and during peak hours. Hales Engineering completed this people-based analysis to identify the following:

- How many people use the resort area per day and per peak hour? What modes?
- How may buses will be needed to service the area?
- How many pedestrians will cross Lowell Avenue during peak hours?

To perform this people-based analysis, Hales Engineering gathered all available data to make calculations and estimations. The data gathered includes the following:

- Traffic counts
- Peak hour bus headway and ridership data (provided by Park City staff)
- Comfortable carrying capacity (CCC) of Park City Mountain (provided by SE Group)
- Number of employees at existing and proposed facilities (provided by Vail and PEG)
- Existing and proposed parking supply
- Current average vehicle occupancy (AVO) data for busy and peak days (provided by SE group)
- The number of residential units and nightly rentals within ¼ mile of Park City Mountain (provided by SE group and Park City)

In collaboration with Park City staff and AECOM, a spreadsheet was built to evaluate and calculate the mode splits of the various groups and modes that access the Park City Mountain base area. In addition to the available data, several assumptions were made and verified with City staff and AECOM. Printouts of the spreadsheet inputs and outputs are provided in Appendix A.

Daily Analysis

The daily analysis evaluated various groups of different entities that use the Park City Mountain base area. The anticipated vehicle and person trip numbers for each group were estimated for typical and peak winter days based on all provided information. The daily analysis is reported in vehicles and people, and not necessarily vehicle and person trips. The groups that were evaluated and their respective vehicle and people percentages are summarized in Table 1.

Table 1: Daily Analysis Results

Group	Vehicles	People
PCMR Day Skiing	29.1%	55.5%
Existing PCM Hotels	20.8%	16.3%
New PCM Base	13.4%	10.1%
Local Cut-through Traffic	36.5%	18.0%
Deliveries, Service Vehicles, etc.	0.2%	0.1%
TOTAL	8,379	20,060

Peak Hour Analysis

The peak hour analysis evaluated the various modes during morning and evening peak hours for winter and summer conditions. The assumptions made were those of a peak day in the respective seasons. Many elements of the daily analysis were transferred to the peak hour analysis if applicable. The modes that were evaluated and their respective vehicle and person trip percentages are summarized for winter conditions in Table 2 and summer conditions in Appendix A.

Table 2: Peak Hour Analysis Results (Winter)

Mode	% of Vehicle Trips	% of Person Trips
Personal Passenger Vehicles	64.7%	59.8%
Active (Walking, Biking, & Lifts)	-	12.8%
Bus & Shuttles	3.9%	12.1%
Ride-hail	3.6%	2.8%
Local Cut-through Traffic	27.5%	12.4%
Deliveries	0.3%	0.1%
Total	2,789	7,141

As shown in Appendix A, the peak hour analysis also estimated the number of vehicles that would use Lowell Avenue. It was also assumed that Lowell would have a single lane of capacity due to proposed bus-only lanes. To maintain an acceptable level of service, it was found that 9 and 12 buses should be added during the AM and PM peak hours, respectively. Therefore, Park City should plan on up to 36 buses per peak hour to service the area.

The peak hour analysis also estimated the number of pedestrians that would cross Lowell Avenue during peak hours. It was estimated that approximately 2,700 pedestrians would cross Lowell Avenue at some point during the morning peak hour. This is a combination of pedestrians from the adjacent neighborhoods, the existing and proposed resort buildings, day skiers, and shuttles. The primary component of this pedestrian number is the day skiers that would cross from Parcel B, accounting for approximately 1,550 pedestrians crossing during the morning peak hour. The pedestrian facilities have been designed to accommodate this demand with exclusive and dedicated pedestrian crossings on Lowell Avenue. Minimal vehicle-to-pedestrian conflict is being designed on the south end of Lowell Avenue, where the pedestrian crossings will be highest.

Appendices

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MEMO 1: APPENDIX A

Trip Generation

Appendix A
Park City - Mountain Resort TIS
Trip Generation

Saturday Daily		# of	Unit	Trip Gen.	Trip	%	%	Trips	Trips	Internal	%	Net Trips	Net Trips	Total Daily
Parcel	Land Use	Units	Type	Rate	Generation	Entering	Exiting	Entering	Exiting	Capture	Occupied	Entering	Exiting	Trips
B	Condominiums ²	55	Dwelling Units	6.27	346	50%	50%	173	173	0%	85%	147	147	294
	Employee Housing (ITE 220) ¹	89	Dwelling Units	7.32	652	50%	50%	326	326	50%	-	163	163	326
	Condominiums ²	13	Dwelling Units	6.27	82	50%	50%	41	41	0%	85%	35	35	70
C	Hotel ²	249	Keys	6.27	1,562	50%	50%	781	781	0%	85%	664	664	1,328
	Meeting Space ³	20	1,000 sq. ft.	68.80	1,376	50%	50%	688	688	80%	-	138	138	276
	Retail (ITE 820) ¹	31.5	1,000 sq. ft.	46.12	1,454	50%	50%	727	727	80%	-	145	145	290
D	Condominiums ²	34	Dwelling Units	6.27	214	50%	50%	107	107	0%	85%	91	91	182
	Retail (ITE 820) ¹	19.3	1,000 sq. ft.	46.12	892	50%	50%	446	446	80%	-	89	89	178
E	Condominiums ²	42	Dwelling Units	6.27	264	50%	50%	132	132	0%	85%	112	112	224
	Retail (ITE 820) ¹	22.5	1,000 sq. ft.	46.12	1,038	50%	50%	519	519	80%	-	104	104	208
TOTAL					7,880			3,940	3,940			1,688	1,688	3,376
Saturday AM Peak Hour		# of	Unit	Trip Gen.	Trip	%	%	Trips	Trips	Internal	%	Net Trips	Net Trips	Total a.m.
Parcel	Land Use	Units	Type	Rate	Generation	Entering	Exiting	Entering	Exiting	Capture	Occupied	Entering	Exiting	Trips
B	Condominiums ²	55	Dwelling Units	0.41	24	23%	77%	6	18	0%	85%	5	15	20
	Employee Housing (ITE 220) ¹	89	Dwelling Units	0.46	42	23%	77%	10	32	50%	-	5	16	21
	Condominiums ²	13	Dwelling Units	6.27	82	50%	50%	41	41	0%	85%	35	35	70
C	Hotel ²	249	Keys	0.41	104	59%	41%	61	43	0%	85%	52	37	89
	Meeting Space ³	20	1,000 sq. ft.	6.50	130	65%	35%	85	46	80%	-	17	9	26
	Retail (ITE 820) ¹	31.5	1,000 sq. ft.	4.50	142	62%	38%	88	54	80%	-	18	11	29
D	Condominiums ²	34	Dwelling Units	0.41	14	23%	77%	3	11	0%	85%	3	9	12
	Retail (ITE 820) ¹	19.3	1,000 sq. ft.	4.50	88	62%	38%	55	33	80%	-	11	7	18
E	Condominiums ²	42	Dwelling Units	0.41	18	23%	77%	4	14	0%	85%	3	12	15
	Retail (ITE 820) ¹	22.5	1,000 sq. ft.	4.50	102	62%	38%	63	39	80%	-	13	8	21
TOTAL					746			416	331			162	159	321
Saturday PM Peak Hour		# of	Unit	Trip Gen.	Trip	%	%	Trips	Trips	Internal	%	Net Trips	Net Trips	Total p.m.
Parcel	Land Use	Units	Type	Rate	Generation	Entering	Exiting	Entering	Exiting	Capture	Occupied	Entering	Exiting	Trips
B	Condominiums ²	55	Dwelling Units	0.70	40	63%	37%	25	15	0%	85%	21	13	34
	Employee Housing (ITE 220) ¹	89	Dwelling Units	0.56	50	63%	37%	32	19	50%	-	16	10	26
	Condominiums ²	13	Dwelling Units	6.27	82	50%	50%	41	41	0%	85%	35	35	70
C	Hotel ²	249	Keys	0.70	176	56%	44%	99	77	0%	85%	84	65	149
	Meeting Space ³	20	1,000 sq. ft.	6.50	130	35%	65%	46	85	80%	-	9	17	26
	Retail (ITE 820) ¹	31.5	1,000 sq. ft.	4.50	142	52%	48%	74	68	80%	-	15	14	29
D	Condominiums ²	34	Dwelling Units	0.70	24	63%	37%	15	9	0%	85%	13	8	21
	Retail (ITE 820) ¹	19.3	1,000 sq. ft.	4.50	88	52%	48%	46	42	80%	-	9	8	17
E	Condominiums ²	42	Dwelling Units	0.70	30	63%	37%	19	11	0%	85%	16	9	25
	Retail (ITE 820) ¹	22.5	1,000 sq. ft.	4.50	102	52%	48%	53	49	80%	-	11	10	21
TOTAL					864			450	416			229	189	418

1. Based on Institute of Transportation Engineers (ITE), *Trip Generation*, 10th Edition, 2017

2. Based on data collected by Hales Engineering at ski resorts in the Park City area

3. Based on data collected by Hales Engineering at other meeting space land uses

SOURCE: Hales Engineering, February 2021

MEMO 1: APPENDIX B

VISSIM Results

VISSIM Level of Service Report

Project: PCMR
Analysis Period: Future 2040 Scenario 2b
Time Period: Morning Peak Hour
Project #: UT19-1481

Intersection: S.R. 248 & S.R. 224
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Queue (ft)		Delay/Veh (sec)	
			Avg	%	Max	Avg	Avg	LOS
WB	R2	350	338	97	79	4	24.3	C
	L3	443	405	91	679	282	166.7	F
	Subtotal	793	743	94			101.9	F
NWB	T	680	632	93	290	40	16.7	B
	R3	242	253	105	311	27	12.1	B
	Subtotal	922	885	96			15.4	B
SEB	T	1,447	1,128	78	1,015	678	162.8	F
	L2	505	410	81	300	106	108.7	F
	Subtotal	1,952	1,538	79			148.4	F
Total		3,667	3,166	86			98.7	F

Intersection: Homestake & Park Ave
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Queue (ft)		Delay/Veh (sec)	
			Avg	%	Max	Avg	Avg	LOS
WB	R2	15	16	107	57	6	21.6	C
	L3	10	8	80	59	8	86.1	F
	Subtotal	25	24	96			43.1	E
NWB	T	907	870	96	197	9	2.0	A
	R3	15	14	93	157	5	0.7	A
	Subtotal	922	884	96			2.0	A
SEB	T	1,870	1,504	80	722	583	94.2	F
	L2	20	16	80	508	248	72.3	F
	Subtotal	1,890	1,520	80			94.0	F
Total		2,837	2,428	86			59.2	F

VISSIM Level of Service Report

Project: PCMR

Analysis Period: Future 2040 Scenario 2b

Time Period: Morning Peak Hour

Project #: UT19-1481

Intersection: Iron Horse & Park Ave

Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Queue (ft)		Delay/Veh (sec)	
			Avg	%	Max	Avg	Avg	LOS
WB	R2	65	63	97	148	32	54.7	F
	L3	20	18	90	149	33	112.4	F
	Subtotal	85	81	95			67.5	F
NWB	T	857	819	96	18	0	0.5	A
	R3	35	31	89	27	0	-1.2	#N/A
	Subtotal	892	850	95			0.5	A
SEB	T	1,805	1,447	80	207	132	47.3	E
	L2	75	62	83	111	5	15.0	B
	Subtotal	1,880	1,509	80			45.9	E
Total		2,857	2,440	85			31.2	D

Intersection: Deer Valley & Park Ave

Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Queue (ft)		Delay/Veh (sec)	
			Avg	%	Max	Avg	Avg	LOS
WB	R2	220	205	93	574	192	32.6	C
	L2	375	366	98	571	190	63.8	E
	L3	55	53	96	95	20	79.8	E
	Subtotal	650	624	96			54.9	D
NWB	L	60	54	90	131	31	40.1	D
	T	202	192	95	156	36	48.3	D
	R3	70	65	93	162	40	20.8	C
	Subtotal	332	311	94			41.2	D
SEB	T	172	142	83	731	661	87.6	F
	R	1,168	929	80	735	665	111.5	F
	L2	485	391	81	609	151	45.5	D
	Subtotal	1,825	1,462	80			91.5	F
NEB	L	470	452	96	429	112	58.5	E
	R	32	28	88	353	55	26.6	C
	R2	250	233	93	347	52	35.2	D
	Subtotal	752	713	95			49.6	D
Total		3,559	3,110	87			69.5	E

VISSIM Level of Service Report

Project: PCMR

Analysis Period: Future 2040 Scenario 2b

Time Period: Morning Peak Hour

Project #: UT19-1481

Intersection: 15th & Empire
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Queue (ft)		Delay/Veh (sec)	
			Avg	%	Max	Avg	Avg	LOS
SB	R	853	720	84	362	127	24.5	C
	L2	750	625	83	488	105	13.0	B
	Subtotal	1,603	1,345	84			19.1	B
EB	L	87	102	117	275	36	43.6	D
	R2	10	10	100	307	53	23.3	C
	L2	13	14	108	275	36	23.9	C
	Subtotal	110	126	115			39.8	D
WB	T	20	18	90	78	17	58.5	E
	R	10	9	90	81	18	17.1	B
	L3	30	28	93	78	17	38.5	D
	Subtotal	60	55	92			41.5	D
NWB	R	30	27	90	166	27	13.0	B
	R2	655	600	92	166	27	11.9	B
	Subtotal	685	627	92			11.9	B
Total		2,458	2,153	88			18.9	B

Intersection: Lowell & 15th
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Queue (ft)		Delay/Veh (sec)	
			Avg	%	Max	Avg	Avg	LOS
NB	R	50	66	132	83	3	10.4	B
	Subtotal	50	66	132			10.4	B
EB	T	60	61	102	91	8	23.5	C
	R	5	4	80	94	6	13.2	B
	Subtotal	65	65	100			22.9	C
WB	L	522	443	85	418	162	17.1	B
	T	351	296	84	418	159	17.9	B
	Subtotal	873	739	85			17.4	B
Total		988	870	88			17.4	B

VISSIM Level of Service Report

Project: PCMR

Analysis Period: Future 2040 Scenario 2b

Time Period: Morning Peak Hour

Project #: UT19-1481

Intersection: NE E Access & 15th

Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Queue (ft)		Delay/Veh (sec)	
			Avg	%	Max	Avg	Avg	LOS
NB	R	20	21	105	41	1	10.8	B
	Subtotal	20	21	105			10.8	B
EB	T	45	45	100	8	0	1.8	A
	R	1	0	0	0	0	0.0	A
	Subtotal	46	45	98			1.8	A
WB	L	16	15	94	10	0	0.5	A
	T	335	282	84	2	0	0.5	A
	Subtotal	351	297	85			0.5	A
Total		417	363	87			1.3	A

Intersection: Three Kings & 15th

Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Queue (ft)		Delay/Veh (sec)	
			Avg	%	Max	Avg	Avg	LOS
NB	R	15	15	100	32	0	7.7	A
	Subtotal	15	15	100			7.7	A
SB	L	20	20	100	56	1	8.8	A
	T	1	0	0	33	0	0.0	A
	R	1	0	0	55	1	0.0	A
	Subtotal	22	20	91			8.8	A
EB	L	1	0	0	2	0	0.0	A
	T	10	12	120	2	0	0.3	A
	R	1	0	0	2	0	0.0	A
	Subtotal	12	12	100			0.3	A
WB	L	300	252	84	69	1	1.0	A
	T	10	9	90	79	1	0.7	A
	R	25	21	84	42	0	0.7	A
	Subtotal	335	282	84			1.0	A
Total		384	329	86			1.8	A

VISSIM Level of Service Report

Project: PCMR

Analysis Period: Future 2040 Scenario 2b

Time Period: Morning Peak Hour

Project #: UT19-1481

Intersection: West D Access & Lowell

Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Queue (ft)		Delay/Veh (sec)	
			Avg	%	Max	Avg	Avg	LOS
NWB	T	50	65	130	97	0	0.4	A
	Subtotal	50	65	130			0.4	A
SEB	T	287	450	157	160	4	7.1	A
	Subtotal	287	450	157			7.1	A
SWB	L	8	8	100	29	0	15.6	C
	Subtotal	8	8	100			15.6	C
Total		345	523	152			6.4	A

Intersection:

Type:

Approach	Movement	Demand Volume	Volume Served		Queue (ft)		Delay/Veh (sec)	
			Avg	%	Max	Avg	Avg	LOS

VISSIM Level of Service Report

Project: PCMR

Analysis Period: Future 2040 Scenario 2b

Time Period: Morning Peak Hour

Project #: UT19-1481

Intersection: C Access & Lowell

Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Queue (ft)		Delay/Veh (sec)	
			Avg	%	Max	Avg	Avg	LOS
NWB	T	50	64	128	0	0	1.2	A
	Subtotal	50	64	128			1.2	A
SEB	T	428	365	85	105	8	8.0	A
	R	107	91	85	145	15	4.3	A
	Subtotal	535	456	85			7.2	A
NEB	R	77	72	94	102	16	36.5	E
	Subtotal	77	72	94			36.5	E
Total		662	592	89			10.1	B

Intersection: Shadow Ridge & Lowell

Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Queue (ft)		Delay/Veh (sec)	
			Avg	%	Max	Avg	Avg	LOS
NB	L2	50	64	128	90	15	26.8	C
	Subtotal	50	64	128			26.8	C
SEB	L	410	356	87	241	101	31.0	C
	R	45	38	84	241	101	32.8	C
	R2	50	43	86	115	10	26.5	C
	Subtotal	505	437	87			30.7	C
NEB	T	60	60	100	82	13	24.2	C
	Subtotal	60	60	100			24.2	C
SWB	T	125	103	82	85	16	29.5	C
	Subtotal	125	103	82			29.5	C
Total		740	664	90			29.6	C

VISSIM Level of Service Report

Project: PCMR

Analysis Period: Future 2040 Scenario 2b

Time Period: Morning Peak Hour

Project #: UT19-1481

Intersection: North B Access & Shadow Ridge

Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Queue (ft)		Delay/Veh (sec)	
			Avg	%	Max	Avg	Avg	LOS
NWB	L	1	0	0	37	2	0.0	A
	R	20	20	100	37	2	11.1	B
	Subtotal	21	20	95			11.1	B
NEB	T	405	358	88	123	8	1.8	A
	R	65	58	89	156	11	1.9	A
	Subtotal	470	416	89			1.8	A
SWB	L	110	96	87	88	4	6.9	A
	T	125	102	82	61	1	1.7	A
	Subtotal	235	198	84			4.3	A
Total		726	634	87			2.9	A

Intersection: Shadow Ridge & Empire

Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Queue (ft)		Delay/Veh (sec)	
			Avg	%	Max	Avg	Avg	LOS
NWB	L	50	45	90	212	50	38.9	D
	T	334	318	95	212	50	21.1	C
	Subtotal	384	363	95			23.3	C
SEB	T	546	454	83	486	87	13.3	B
	R	185	154	83	486	87	15.4	B
	Subtotal	731	608	83			13.8	B
NEB	L	393	348	89	176	26	8.4	A
	R	32	29	91	176	26	8.4	A
	Subtotal	425	377	89			8.4	A
Total		1,540	1,348	88			14.9	B

VISSIM Level of Service Report

Project: PCMR

Analysis Period: Future 2040 Scenario 2b

Time Period: Morning Peak Hour

Project #: UT19-1481

Intersection: 14th & Empire

Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Queue (ft)		Delay/Veh (sec)	
			Avg	%	Max	Avg	Avg	LOS
NB	T	332	312	94	170	48	11.3	B
	R2	49	44	90	170	48	9.8	A
	Subtotal	381	356	93			11.1	B
SB	T	553	462	84	254	45	4.2	A
	L3	25	20	80	199	21	6.7	A
	Subtotal	578	482	83			4.3	A
EB	T	1	72	7200	21	1	0.0	A
	Subtotal	1	72	7200			0.0	A
SWB	R3	52	52	100	106	25	19.7	C
	L2	67	65	97	94	20	18.3	C
	Subtotal	119	117	98			18.9	C
Total		1,079	1,027	95			8.1	A

Intersection: East B Access & Empire

Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Queue (ft)		Delay/Veh (sec)	
			Avg	%	Max	Avg	Avg	LOS
NB	L	1	0	0	132	25	0.0	A
	T	361	337	93	109	20	8.5	A
	Subtotal	362	337	93			8.5	A
SB	T	420	361	86	82	1	1.2	A
	R	200	167	84	107	2	1.9	A
	Subtotal	620	528	85			1.4	A
EB	L	20	20	100	61	8	42.4	E
	R	1	0	0	61	8	0.0	A
	Subtotal	21	20	95			42.4	E
Total		1,003	885	88			5.0	A

VISSIM Level of Service Report

Project: PCMR

Analysis Period: Future 2040 Scenario 2b

Time Period: Morning Peak Hour

Project #: UT19-1481

Intersection: South B Access & Manor
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Queue (ft)		Delay/Veh (sec)	
			Avg	%	Max	Avg	Avg	LOS
SEB	L	46	43	93	55	9	14.9	B
	R	1	0	0	55	9	0.0	A
	Subtotal	47	43	91			14.9	B
NEB	L	1	0	0	34	10	0.0	A
	T	260	244	94	29	9	1.2	A
	Subtotal	261	244	93			1.2	A
SWB	T	200	171	86	25	0	0.8	A
	R	165	143	87	47	0	1.3	A
	Subtotal	365	314	86			1.0	A
Total		673	601	89			2.1	A

Intersection: Manor & Lowell
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Queue (ft)		Delay/Veh (sec)	
			Avg	%	Max	Avg	Avg	LOS
NWB	T	1	0	0	154	34	0.0	A
	R	175	166	95	122	25	9.4	A
	Subtotal	176	166	94			9.4	A
SEB	L	85	79	93	81	11	10.2	B
	T	1	0	0	111	15	0.0	A
	Subtotal	86	79	92			10.2	B
SWB	L	115	99	86	10	0	0.6	A
	R	85	72	85	10	0	0.4	A
	Subtotal	200	171	86			0.5	A
Total		462	416	90			5.9	A

VISSIM Level of Service Report

Project: PCMR

Analysis Period: Future 2040 Scenario 2b

Time Period: Morning Peak Hour

Project #: UT19-1481

Intersection: Manor & Empire

Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Queue (ft)		Delay/Veh (sec)	
			Avg	%	Max	Avg	Avg	LOS
NB	T	60	56	93	163	32	7.4	A
	L3	5	4	80	113	25	9.6	A
	Subtotal	65	60	92			7.5	A
SB	T	60	52	87	133	9	6.6	A
	R2	360	311	86	133	9	3.2	A
	Subtotal	420	363	86			3.6	A
EB	T	1	26	2600	5	0	0.0	A
	Subtotal	1	26	2600			0.0	A
WB	T	1	27	2700	12	0	0.0	A
	Subtotal	1	27	2700			0.0	A
NEB	R3	5	5	100	69	11	0.5	A
	L2	301	281	93	97	15	2.2	A
	Subtotal	306	286	93			2.2	A
Total		487	476	98			3.1	A

Intersection:

Type:

Approach	Movement	Demand Volume	Volume Served		Queue (ft)		Delay/Veh (sec)	
			Avg	%	Max	Avg	Avg	LOS
Total								

VISSIM Level of Service Report

Project: PCMR
Analysis Period: Future 2040 Scenario 2b
Time Period: Evening Peak Hour
Project #: UT18-1215

Intersection: S.R. 248 & S.R. 224
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Queue (ft)		Delay/Veh (sec)	
			Avg	%	Max	Avg	Avg	LOS
WB	R2	450	441	98	121	14	15.3	B
	L3	390	379	97	386	123	83.5	F
	Subtotal	840	820	98			46.8	D
NWB	T	1,526	1,288	84	533	76	14.8	B
	R3	506	474	94	528	54	13.4	B
	Subtotal	2,032	1,762	87			14.5	B
SEB	T	1,146	1,146	100	284	28	9.4	A
	L2	500	495	99	374	135	81.2	F
	Subtotal	1,646	1,641	100			31.1	C
Total		4,518	4,223	93			27.2	C

Intersection: Homestake & Park Ave
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Queue (ft)		Delay/Veh (sec)	
			Avg	%	Max	Avg	Avg	LOS
WB	R2	30	30	100	130	22	70.3	F
	L3	20	19	95	131	24	121.1	F
	Subtotal	50	49	98			90.0	F
NWB	T	2,002	1,738	87	219	11	1.6	A
	R3	20	21	105	179	6	0.4	A
	Subtotal	2,022	1,759	87			1.6	A
SEB	T	1,511	1,499	99	487	107	18.9	C
	L2	25	24	96	245	23	46.5	E
	Subtotal	1,536	1,523	99			19.3	C
Total		3,608	3,331	92			10.9	B

VISSIM Level of Service Report

Project: PCMR

Analysis Period: Future 2040 Scenario 2b

Time Period: Evening Peak Hour

Project #: UT18-1215

Intersection: Iron Horse & Park Ave

Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Queue (ft)		Delay/Veh (sec)	
			Avg	%	Max	Avg	Avg	LOS
WB	R2	95	89	94	181	41	55.7	F
	L3	20	20	100	181	42	90.4	F
	Subtotal	115	109	95			62.1	F
NWB	T	1,927	1,671	87	33	1	0.4	A
	R3	50	47	94	45	1	-1.3	#N/A
	Subtotal	1,977	1,718	87			0.4	A
SEB	T	1,451	1,427	98	167	38	15.0	B
	L2	80	78	98	193	33	62.4	F
	Subtotal	1,531	1,505	98			17.4	C
Total		3,623	3,332	92			10.1	B

Intersection: Deer Valley & Park Ave

Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Queue (ft)		Delay/Veh (sec)	
			Avg	%	Max	Avg	Avg	LOS
WB	R2	680	608	89	888	738	125.8	F
	L2	364	321	88	885	736	253.0	F
	L3	75	69	92	273	35	218.9	F
	Subtotal	1,119	998	89			173.2	F
NWB	L	59	58	98	93	14	63.9	E
	T	400	399	100	498	147	74.5	E
	R3	70	71	101	503	152	58.6	E
	Subtotal	529	528	100			71.2	E
SEB	T	365	363	99	534	92	38.0	D
	R	571	553	97	537	94	10.0	A
	L2	535	518	97	716	361	77.6	E
	Subtotal	1,471	1,434	97			41.5	D
NEB	L	897	701	78	707	389	97.6	F
	R	49	38	78	377	43	44.7	D
	R2	379	319	84	370	40	46.1	D
	Subtotal	1,325	1,058	80			80.2	F
Total		4,444	4,018	90			88.3	F

VISSIM Level of Service Report

Project: PCMR

Analysis Period: Future 2040 Scenario 2b

Time Period: Evening Peak Hour

Project #: UT18-1215

Intersection: 15th & Empire
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Queue (ft)		Delay/Veh (sec)	
			Avg	%	Max	Avg	Avg	LOS
SB	R	406	379	93	381	53	8.8	A
	L2	588	550	94	522	54	11.5	B
	Subtotal	994	929	93			10.4	B
EB	L	298	312	105	347	76	62.6	E
	R2	10	9	90	378	98	40.0	D
	L2	19	21	111	347	76	38.2	D
	Subtotal	327	342	105			60.5	E
WB	T	19	18	95	61	7	48.7	D
	R	13	14	108	63	7	34.0	C
	L3	15	14	93	61	7	41.6	D
	Subtotal	47	46	98			42.1	D
NWB	R	59	49	83	709	295	71.8	E
	R2	1,014	738	73	709	295	76.3	E
	Subtotal	1,073	787	73			76.0	E
Total		2,441	2,104	86			43.7	D

Intersection: Lowell & 15th
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Queue (ft)		Delay/Veh (sec)	
			Avg	%	Max	Avg	Avg	LOS
NB	R	50	65	130	114	7	17.3	B
	Subtotal	50	65	130			17.3	B
EB	T	277	273	99	135	57	16.6	B
	R	3	3	100	137	57	16.4	B
	Subtotal	280	276	99			16.6	B
WB	L	310	288	93	308	56	21.2	C
	T	115	109	95	308	49	18.2	B
	Subtotal	425	397	93			20.4	C
Total		755	738	98			18.7	B

VISSIM Level of Service Report

Project: PCMR

Analysis Period: Future 2040 Scenario 2b

Time Period: Evening Peak Hour

Project #: UT18-1215

Intersection: NE E Access & 15th

Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Queue (ft)		Delay/Veh (sec)	
			Avg	%	Max	Avg	Avg	LOS
NB	R	19	19	100	42	2	31.5	D
	Subtotal	19	19	100			31.5	D
EB	T	261	258	99	124	14	18.7	C
	R	1	0	0	137	17	0.0	A
	Subtotal	262	258	98			18.7	C
WB	L	27	27	100	35	0	2.4	A
	T	88	83	94	14	0	0.6	A
	Subtotal	115	110	96			1.0	A
Total		396	387	98			14.4	B

Intersection: Three Kings & 15th

Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Queue (ft)		Delay/Veh (sec)	
			Avg	%	Max	Avg	Avg	LOS
NB	R	229	226	99	131	20	16.6	C
	Subtotal	229	226	99			16.6	C
SB	L	25	26	104	57	1	10.9	B
	T	1	0	0	35	1	0.0	A
	R	1	0	0	56	1	0.0	A
	Subtotal	27	26	96			10.9	B
EB	L	1	0	0	4	0	0.0	A
	T	7	8	114	4	0	2.8	A
	R	1	0	0	4	0	0.0	A
	Subtotal	9	8	89			2.8	A
WB	L	56	56	100	17	0	0.7	A
	T	7	6	86	78	2	0.5	A
	R	25	23	92	4	0	0.4	A
	Subtotal	88	85	97			0.6	A
Total		353	345	98			12.0	B

VISSIM Level of Service Report

Project: PCMR

Analysis Period: Future 2040 Scenario 2b

Time Period: Evening Peak Hour

Project #: UT18-1215

Intersection: West D Access & Lowell

Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Queue (ft)		Delay/Veh (sec)	
			Avg	%	Max	Avg	Avg	LOS
NWB	T	50	65	130	97	0	0.5	A
	Subtotal	50	65	130			0.5	A
SEB	T	313	286	91	269	37	28.8	D
	Subtotal	313	286	91			28.8	D
SWB	L	8	8	100	27	0	30.6	D
	Subtotal	8	8	100			30.6	D
Total		371	359	97			23.4	C

Intersection:

Type:

Approach	Movement	Demand Volume	Volume Served		Queue (ft)		Delay/Veh (sec)	
			Avg	%	Max	Avg	Avg	LOS

VISSIM Level of Service Report

Project: PCMR

Analysis Period: Future 2040 Scenario 2b

Time Period: Evening Peak Hour

Project #: UT18-1215

Intersection: C Access & Lowell
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Queue (ft)		Delay/Veh (sec)	
			Avg	%	Max	Avg	Avg	LOS
NWB	T	50	65	130	0	0	1.2	A
	Subtotal	50	65	130			1.2	A
SEB	T	193	177	92	134	26	31.0	D
	R	128	114	89	174	38	13.8	B
	Subtotal	321	291	91			24.3	C
NEB	R	116	86	74	115	41	112.3	F
	Subtotal	116	86	74			112.3	F
Total		487	442	91			35.4	E

Intersection: Shadow Ridge & Lowell
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Queue (ft)		Delay/Veh (sec)	
			Avg	%	Max	Avg	Avg	LOS
NB	L2	50	64	128	90	14	25.1	C
	Subtotal	50	64	128			25.1	C
SEB	L	234	195	83	250	114	74.5	E
	R	25	19	76	250	114	71.1	E
	R2	50	43	86	106	8	20.3	C
	Subtotal	309	257	83			65.2	E
NEB	T	112	114	102	189	41	74.3	E
	Subtotal	112	114	102			74.3	E
SWB	T	24	22	92	28	1	9.6	A
	Subtotal	24	22	92			9.6	A
Total		495	457	92			58.8	E

VISSIM Level of Service Report

Project: PCMR

Analysis Period: Future 2040 Scenario 2b

Time Period: Evening Peak Hour

Project #: UT18-1215

Intersection: North B Access & Shadow Ridge

Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Queue (ft)		Delay/Veh (sec)	
			Avg	%	Max	Avg	Avg	LOS
NWB	L	1	0	0	183	75	0.0	A
	R	135	113	84	183	76	115.1	F
	Subtotal	136	113	83			115.1	F
NEB	T	324	286	88	223	59	33.2	D
	R	22	20	91	256	77	24.5	C
	Subtotal	346	306	88			32.6	D
SWB	L	40	36	90	41	1	7.9	A
	T	24	21	88	20	0	1.5	A
	Subtotal	64	57	89			5.5	A
Total		546	476	87			49.1	E

Intersection: Shadow Ridge & Empire

Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Queue (ft)		Delay/Veh (sec)	
			Avg	%	Max	Avg	Avg	LOS
NWB	L	14	10	71	222	69	38.2	D
	T	689	457	66	222	69	27.3	C
	Subtotal	703	467	66			27.5	C
SEB	T	549	509	93	526	74	19.1	B
	R	50	47	94	526	74	18.9	B
	Subtotal	599	556	93			19.1	B
NEB	L	354	307	87	185	100	27.4	C
	R	105	92	88	185	100	24.2	C
	Subtotal	459	399	87			26.6	C
Total		1,761	1,422	81			23.8	C

VISSIM Level of Service Report

Project: PCMR

Analysis Period: Future 2040 Scenario 2b

Time Period: Evening Peak Hour

Project #: UT18-1215

Intersection: 14th & Empire

Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Queue (ft)		Delay/Veh (sec)	
			Avg	%	Max	Avg	Avg	LOS
NB	T	683	447	65	184	151	19.2	C
	R2	138	89	64	184	151	18.5	C
	Subtotal	821	536	65			19.1	C
SB	T	624	571	92	325	40	8.6	A
	L3	30	29	97	283	30	15.4	C
	Subtotal	654	600	92			8.9	A
EB	T	1	76	7600	21	1	0.0	A
	Subtotal	1	76	7600			0.0	A
SWB	R3	20	20	100	54	3	21.4	C
	L2	19	18	95	42	2	17.7	C
	Subtotal	39	38	97			19.7	C
Total		1,515	1,250	83			13.1	B

Intersection: East B Access & Empire

Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Queue (ft)		Delay/Veh (sec)	
			Avg	%	Max	Avg	Avg	LOS
NB	L	1	0	0	262	141	0.0	A
	T	608	523	86	234	116	43.7	E
	Subtotal	609	523	86			43.7	E
SB	T	606	555	92	99	5	3.4	A
	R	37	34	92	128	8	2.9	A
	Subtotal	643	589	92			3.4	A
EB	L	213	11	5	145	127	1342.8	F
	R	1	0	0	145	127	0.0	A
	Subtotal	214	11	5			1342.8	F
Total		1,466	1,123	77			34.0	D

VISSIM Level of Service Report

Project: PCMR

Analysis Period: Future 2040 Scenario 2b

Time Period: Evening Peak Hour

Project #: UT18-1215

Intersection: South B Access & Manor
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Queue (ft)		Delay/Veh (sec)	
			Avg	%	Max	Avg	Avg	LOS
SEB	L	140	68	49	169	115	374.4	F
	R	1	0	0	169	115	0.0	A
	Subtotal	141	68	48			374.4	F
NEB	L	1	0	0	178	61	0.0	A
	T	392	376	96	152	47	20.6	C
	Subtotal	393	376	96			20.6	C
SWB	T	414	372	90	109	5	3.0	A
	R	80	74	93	135	7	2.6	A
	Subtotal	494	446	90			2.9	A
Total		1,028	890	87			34.4	D

Intersection: Manor & Lowell
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Queue (ft)		Delay/Veh (sec)	
			Avg	%	Max	Avg	Avg	LOS
NWB	T	1	0	0	266	49	0.0	A
	R	232	234	101	233	33	39.0	E
	Subtotal	233	234	100			39.0	E
SEB	L	160	143	89	146	53	63.3	F
	T	1	0	0	176	67	0.0	A
	Subtotal	161	143	89			63.3	F
SWB	L	254	230	91	62	6	1.8	A
	R	160	143	89	62	6	1.4	A
	Subtotal	414	373	90			1.6	A
Total		808	750	93			25.0	C

VISSIM Level of Service Report

Project: PCMR

Analysis Period: Future 2040 Scenario 2b

Time Period: Evening Peak Hour

Project #: UT18-1215

Intersection: Manor & Empire

Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Queue (ft)		Delay/Veh (sec)	
			Avg	%	Max	Avg	Avg	LOS
NB	T	81	85	105	76	7	21.0	C
	L3	5	5	100	56	3	13.2	B
	Subtotal	86	90	105			20.6	C
SB	T	117	112	96	263	81	13.5	B
	R2	489	442	90	263	81	9.9	A
	Subtotal	606	554	91			10.6	B
EB	T	1	26	2600	5	0	0.0	A
	Subtotal	1	26	2600			0.0	A
WB	T	1	27	2700	12	0	0.0	A
	Subtotal	1	27	2700			0.0	A
NEB	R3	5	5	100	156	108	8.2	A
	L2	527	440	83	199	145	16.6	C
	Subtotal	532	445	84			16.5	C
Total		694	697	100			13.2	B

Intersection:

Type:

Approach	Movement	Demand Volume	Volume Served		Queue (ft)		Delay/Veh (sec)	
			Avg	%	Max	Avg	Avg	LOS
Total								

VISSIM Level of Service Report

Project: PCMR
Analysis Period: Future 2040 Scenario 2b - 20% Reduction
Time Period: Morning Peak Hour
Project #: UT19-1481

Intersection: S.R. 248 & S.R. 224
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Queue (ft)		Delay/Veh (sec)	
			Avg	%	Max	Avg	Avg	LOS
WB	R2	280	282	101	50	2	6.3	A
	L3	354	356	101	242	83	63.0	E
	Subtotal	634	638	101			37.9	D
NWB	T	544	543	100	210	20	10.4	B
	R3	194	225	116	225	14	8.2	A
	Subtotal	738	768	104			9.8	A
SEB	T	1,158	1,161	100	250	17	5.4	A
	L2	404	400	99	279	90	67.7	E
	Subtotal	1,562	1,561	100			21.4	C
Total		2,934	2,967	101			22.0	C

Intersection: Homestake & Park Ave
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Queue (ft)		Delay/Veh (sec)	
			Avg	%	Max	Avg	Avg	LOS
WB	R2	12	13	108	38	1	10.2	B
	L3	8	7	88	40	1	19.9	C
	Subtotal	20	20	100			13.6	B
NWB	T	726	755	104	166	7	2.0	A
	R3	12	11	92	126	3	0.1	A
	Subtotal	738	766	104			2.0	A
SEB	T	1,496	1,501	100	176	6	2.0	A
	L2	16	16	100	22	0	5.5	A
	Subtotal	1,512	1,517	100			2.0	A
Total		2,270	2,303	101			2.1	A

VISSIM Level of Service Report

Project: PCMR

Analysis Period: Future 2040 Scenario 2b - 20% Reduction

Time Period: Morning Peak Hour

Project #: UT19-1481

Intersection: Iron Horse & Park Ave

Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Queue (ft)		Delay/Veh (sec)	
			Avg	%	Max	Avg	Avg	LOS
WB	R2	52	50	96	53	2	8.2	A
	L3	16	15	94	53	2	13.7	B
	Subtotal	68	65	96			9.5	A
NWB	T	686	715	104	4	0	0.3	A
	R3	28	26	93	8	0	-1.2	#N/A
	Subtotal	714	741	104			0.2	A
SEB	T	1,444	1,447	100	27	2	2.2	A
	L2	60	61	102	38	1	5.8	A
	Subtotal	1,504	1,508	100			2.4	A
Total		2,286	2,314	101			1.9	A

Intersection: Deer Valley & Park Ave

Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Queue (ft)		Delay/Veh (sec)	
			Avg	%	Max	Avg	Avg	LOS
WB	R2	176	168	95	463	121	7.3	A
	L2	300	310	103	460	119	62.8	E
	L3	44	45	102	95	17	70.6	E
	Subtotal	520	523	101			45.7	D
NWB	L	48	47	98	67	7	33.1	C
	T	162	160	99	115	23	37.2	D
	R3	56	54	96	121	26	14.1	B
	Subtotal	266	261	98			31.7	C
SEB	T	138	140	101	558	153	31.0	C
	R	934	933	100	562	156	24.8	C
	L2	388	384	99	370	72	31.7	C
	Subtotal	1,460	1,457	100			27.3	C
NEB	L	376	410	109	411	106	60.8	E
	R	26	24	92	301	53	30.5	C
	R2	200	202	101	295	49	39.3	D
	Subtotal	602	636	106			52.8	D
Total		2,848	2,877	101			36.7	D

VISSIM Level of Service Report

Project: PCMR

Analysis Period: Future 2040 Scenario 2b - 20% Reduction

Time Period: Morning Peak Hour

Project #: UT19-1481

Intersection: 15th & Empire

Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Queue (ft)		Delay/Veh (sec)	
			Avg	%	Max	Avg	Avg	LOS
SB	R	682	689	101	201	17	6.6	A
	L2	600	602	100	332	39	10.0	A
	Subtotal	1,282	1,291	101			8.2	A
EB	L	70	93	133	295	29	45.1	D
	R2	8	9	113	326	45	21.3	C
	L2	10	12	120	295	29	25.7	C
	Subtotal	88	114	130			41.2	D
WB	T	16	15	94	68	8	46.7	D
	R	8	8	100	71	8	18.1	B
	L3	24	23	96	68	8	38.9	D
	Subtotal	48	46	96			37.8	D
NWB	R	24	23	96	147	22	12.6	B
	R2	524	537	102	147	22	11.1	B
	Subtotal	548	560	102			11.1	B
Total		1,966	2,011	102			11.6	B

Intersection: Lowell & 15th

Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Queue (ft)		Delay/Veh (sec)	
			Avg	%	Max	Avg	Avg	LOS
NB	R	40	66	165	83	3	10.4	B
	Subtotal	40	66	165			10.4	B
EB	T	48	48	100	79	6	24.2	C
	R	4	4	100	82	4	11.6	B
	Subtotal	52	52	100			23.3	C
WB	L	418	423	101	409	106	16.1	B
	T	281	282	100	409	103	16.5	B
	Subtotal	699	705	101			16.2	B
Total		791	823	104			16.2	B

VISSIM Level of Service Report

Project: PCMR

Analysis Period: Future 2040 Scenario 2b - 20% Reduction

Time Period: Morning Peak Hour

Project #: UT19-1481

Intersection: NE E Access & 15th

Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Queue (ft)		Delay/Veh (sec)	
			Avg	%	Max	Avg	Avg	LOS
NB	R	16	17	106	37	1	10.3	B
	Subtotal	16	17	106			10.3	B
EB	T	36	35	97	0	0	1.7	A
	R	1	0	0	0	0	0.0	A
	Subtotal	37	35	95			1.7	A
WB	L	13	13	100	16	0	0.6	A
	T	268	268	100	5	0	0.5	A
	Subtotal	281	281	100			0.5	A
Total		334	333	100			1.1	A

Intersection: Three Kings & 15th

Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Queue (ft)		Delay/Veh (sec)	
			Avg	%	Max	Avg	Avg	LOS
NB	R	12	12	100	31	0	7.4	A
	Subtotal	12	12	100			7.4	A
SB	L	16	17	106	56	1	8.6	A
	T	1	0	0	33	0	0.0	A
	R	1	0	0	55	1	0.0	A
	Subtotal	18	17	94			8.6	A
EB	L	1	0	0	4	0	0.0	A
	T	8	8	100	4	0	0.5	A
	R	1	0	0	4	0	0.0	A
	Subtotal	10	8	80			0.5	A
WB	L	240	240	100	62	0	0.9	A
	T	8	8	100	76	1	0.6	A
	R	20	21	105	36	0	0.6	A
	Subtotal	268	269	100			0.9	A
Total		308	306	99			1.6	A

VISSIM Level of Service Report

Project: PCMR

Analysis Period: Future 2040 Scenario 2b - 20% Reduction

Time Period: Morning Peak Hour

Project #: UT19-1481

Intersection: West D Access & Lowell

Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Queue (ft)		Delay/Veh (sec)	
			Avg	%	Max	Avg	Avg	LOS
NWB	T	40	65	163	97	0	0.4	A
	Subtotal	40	65	163			0.4	A
SEB	T	230	426	185	117	3	6.4	A
	Subtotal	230	426	185			6.4	A
SWB	L	6	7	117	20	0	13.7	B
	Subtotal	6	7	117			13.7	B
Total		276	498	180			5.7	A

Approach	Movement	Demand Volume	Volume Served		Queue (ft)		Delay/Veh (sec)	
			Avg	%	Max	Avg	Avg	LOS

VISSIM Level of Service Report

Project: PCMR

Analysis Period: Future 2040 Scenario 2b - 20% Reduction

Time Period: Morning Peak Hour

Project #: UT19-1481

Intersection: C Access & Lowell

Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Queue (ft)		Delay/Veh (sec)	
			Avg	%	Max	Avg	Avg	LOS
NWB	T	40	64	160	0	0	1.2	A
	Subtotal	40	64	160			1.2	A
SEB	T	342	349	102	61	2	3.6	A
	R	86	84	98	98	3	2.7	A
	Subtotal	428	433	101			3.4	A
NEB	R	62	62	100	59	4	17.2	C
	Subtotal	62	62	100			17.2	C
Total		530	559	105			4.7	A

Intersection: Shadow Ridge & Lowell

Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Queue (ft)		Delay/Veh (sec)	
			Avg	%	Max	Avg	Avg	LOS
NB	L2	40	64	160	90	15	26.8	C
	Subtotal	40	64	160			26.8	C
SEB	L	328	334	102	235	60	24.6	C
	R	36	35	97	235	60	24.8	C
	R2	40	43	108	106	8	23.1	C
	Subtotal	404	412	102			24.5	C
NEB	T	48	49	102	61	5	24.7	C
	Subtotal	48	49	102			24.7	C
SWB	T	100	97	97	91	15	28.8	C
	Subtotal	100	97	97			28.8	C
Total		592	622	105			25.4	C

VISSIM Level of Service Report

Project: PCMR

Analysis Period: Future 2040 Scenario 2b - 20% Reduction

Time Period: Morning Peak Hour

Project #: UT19-1481

Intersection: North B Access & Shadow Ridge

Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Queue (ft)		Delay/Veh (sec)	
			Avg	%	Max	Avg	Avg	LOS
NWB	L	1	0	0	35	0	0.0	A
	R	16	17	106	35	1	9.8	A
	Subtotal	17	17	100			9.8	A
NEB	T	324	332	102	54	0	1.1	A
	R	52	51	98	85	1	1.7	A
	Subtotal	376	383	102			1.1	A
SWB	L	88	90	102	72	3	6.1	A
	T	100	96	96	45	1	1.6	A
	Subtotal	188	186	99			3.8	A
Total		581	586	101			2.2	A

Intersection: Shadow Ridge & Empire

Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Queue (ft)		Delay/Veh (sec)	
			Avg	%	Max	Avg	Avg	LOS
NWB	L	40	38	95	204	37	36.4	D
	T	267	274	103	204	37	18.9	B
	Subtotal	307	312	102			21.0	C
SEB	T	437	435	100	425	51	14.4	B
	R	148	148	100	425	51	16.8	B
	Subtotal	585	583	100			15.0	B
NEB	L	314	321	102	164	12	6.4	A
	R	26	26	100	164	12	7.8	A
	Subtotal	340	347	102			6.5	A
Total		1,232	1,242	101			14.1	B

VISSIM Level of Service Report

Project: PCMR

Analysis Period: Future 2040 Scenario 2b - 20% Reduction

Time Period: Morning Peak Hour

Project #: UT19-1481

Intersection: 14th & Empire

Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Queue (ft)		Delay/Veh (sec)	
			Avg	%	Max	Avg	Avg	LOS
NB	T	266	268	101	131	14	6.5	A
	R2	39	39	100	131	14	5.8	A
	Subtotal	305	307	101			6.4	A
SB	T	442	443	100	206	20	3.6	A
	L3	20	18	90	153	4	5.0	A
	Subtotal	462	461	100			3.6	A
EB	T	1	77	7700	21	1	0.0	A
	Subtotal	1	77	7700			0.0	A
SWB	R3	42	42	100	72	7	12.8	B
	L2	54	53	98	59	4	15.0	B
	Subtotal	96	95	99			14.0	B
Total		864	940	109			5.3	A

Intersection: East B Access & Empire

Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Queue (ft)		Delay/Veh (sec)	
			Avg	%	Max	Avg	Avg	LOS
NB	L	1	0	0	71	1	0.0	A
	T	289	288	100	57	1	1.7	A
	Subtotal	290	288	99			1.7	A
SB	T	336	338	101	78	1	1.2	A
	R	160	159	99	106	2	1.8	A
	Subtotal	496	497	100			1.4	A
EB	L	16	17	106	31	1	21.1	C
	R	1	0	0	31	1	0.0	A
	Subtotal	17	17	100			21.1	C
Total		803	802	100			1.9	A

VISSIM Level of Service Report

Project: PCMR

Analysis Period: Future 2040 Scenario 2b - 20% Reduction

Time Period: Morning Peak Hour

Project #: UT19-1481

Intersection: South B Access & Manor

Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Queue (ft)		Delay/Veh (sec)	
			Avg	%	Max	Avg	Avg	LOS
SEB	L	37	36	97	38	1	10.4	B
	R	1	0	0	38	1	0.0	A
	Subtotal	38	36	95			10.4	B
NEB	L	1	0	0	0	0	0.0	A
	T	208	208	100	0	0	0.3	A
	Subtotal	209	208	100			0.3	A
SWB	T	160	158	99	10	0	0.7	A
	R	132	137	104	32	0	1.3	A
	Subtotal	292	295	101			1.0	A
Total		539	539	100			1.3	A

Intersection: Manor & Lowell

Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Queue (ft)		Delay/Veh (sec)	
			Avg	%	Max	Avg	Avg	LOS
NWB	T	1	0	0	91	7	0.0	A
	R	140	141	101	58	1	7.9	A
	Subtotal	141	141	100			7.9	A
SEB	L	68	67	99	67	3	8.8	A
	T	1	0	0	97	5	0.0	A
	Subtotal	69	67	97			8.8	A
SWB	L	92	92	100	0	0	0.4	A
	R	68	66	97	0	0	0.3	A
	Subtotal	160	158	99			0.4	A
Total		370	366	99			4.9	A

VISSIM Level of Service Report

Project: PCMR

Analysis Period: Future 2040 Scenario 2b - 20% Reduction

Time Period: Morning Peak Hour

Project #: UT19-1481

Intersection: Manor & Empire

Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Queue (ft)		Delay/Veh (sec)	
			Avg	%	Max	Avg	Avg	LOS
NB	T	48	48	100	92	4	6.7	A
	L3	4	4	100	43	1	9.2	A
	Subtotal	52	52	100			6.9	A
SB	T	48	49	102	111	2	4.8	A
	R2	288	290	101	111	2	2.3	A
	Subtotal	336	339	101			2.7	A
EB	T	1	26	2600	5	0	0.0	A
	Subtotal	1	26	2600			0.0	A
WB	T	1	27	2700	12	0	0.0	A
	Subtotal	1	27	2700			0.0	A
NEB	R3	4	5	125	29	0	0.4	A
	L2	241	240	100	60	1	1.1	A
	Subtotal	245	245	100			1.0	A
Total		390	444	114			2.2	A

Intersection:

Type:

Approach	Movement	Demand Volume	Volume Served		Queue (ft)		Delay/Veh (sec)	
			Avg	%	Max	Avg	Avg	LOS
Total								

VISSIM Level of Service Report

Project: PCMR
Analysis Period: Future 2040 Scenario 2b - 20% Reduction
Time Period: Evening Peak Hour
Project #: UT18-1215

Intersection: S.R. 248 & S.R. 224
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Queue (ft)		Delay/Veh (sec)	
			Avg	%	Max	Avg	Avg	LOS
WB	R2	360	359	100	65	6	9.6	A
	L3	312	317	102	246	78	64.1	E
	Subtotal	672	676	101			35.2	D
NWB	T	1,221	1,127	92	421	56	13.2	B
	R3	405	429	106	363	37	11.0	B
	Subtotal	1,626	1,556	96			12.6	B
SEB	T	917	913	100	194	12	4.7	A
	L2	400	401	100	256	85	64.0	E
	Subtotal	1,317	1,314	100			22.8	C
Total		3,615	3,546	98			20.7	C

Intersection: Homestake & Park Ave
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Queue (ft)		Delay/Veh (sec)	
			Avg	%	Max	Avg	Avg	LOS
WB	R2	24	24	100	52	2	14.0	B
	L3	16	16	100	53	3	24.9	C
	Subtotal	40	40	100			18.4	C
NWB	T	1,602	1,533	96	186	11	1.7	A
	R3	16	18	113	146	6	0.4	A
	Subtotal	1,618	1,551	96			1.7	A
SEB	T	1,209	1,211	100	137	5	1.7	A
	L2	20	20	100	49	0	18.6	C
	Subtotal	1,229	1,231	100			2.0	A
Total		2,887	2,822	98			2.0	A

VISSIM Level of Service Report

Project: PCMR

Analysis Period: Future 2040 Scenario 2b - 20% Reduction

Time Period: Evening Peak Hour

Project #: UT18-1215

Intersection: Iron Horse & Park Ave

Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Queue (ft)		Delay/Veh (sec)	
			Avg	%	Max	Avg	Avg	LOS
WB	R2	76	72	95	72	5	13.4	B
	L3	16	15	94	73	5	22.0	C
	Subtotal	92	87	95			14.9	B
NWB	T	1,542	1,480	96	0	0	0.3	A
	R3	40	42	105	2	0	-1.1	#N/A
	Subtotal	1,582	1,522	96			0.2	A
SEB	T	1,161	1,161	100	32	0	0.8	A
	L2	64	64	100	67	8	24.7	C
	Subtotal	1,225	1,225	100			2.0	A
Total		2,899	2,834	98			1.5	A

Intersection: Deer Valley & Park Ave

Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Queue (ft)		Delay/Veh (sec)	
			Avg	%	Max	Avg	Avg	LOS
WB	R2	544	536	99	556	209	26.7	C
	L2	291	293	101	553	206	95.3	F
	L3	60	62	103	115	25	88.2	F
	Subtotal	895	891	100			53.6	D
NWB	L	47	46	98	67	9	41.5	D
	T	320	319	100	285	59	49.5	D
	R3	56	55	98	290	63	31.2	C
	Subtotal	423	420	99			46.2	D
SEB	T	292	294	101	279	59	33.4	C
	R	457	454	99	283	61	5.2	A
	L2	428	426	100	448	126	46.3	D
	Subtotal	1,177	1,174	100			27.2	C
NEB	L	718	666	93	655	209	65.6	E
	R	39	36	92	456	68	31.4	C
	R2	303	304	100	449	64	39.3	D
	Subtotal	1,060	1,006	95			56.4	E
Total		3,555	3,491	98			44.7	D

VISSIM Level of Service Report

Project: PCMR

Analysis Period: Future 2040 Scenario 2b - 20% Reduction

Time Period: Evening Peak Hour

Project #: UT18-1215

Intersection: 15th & Empire
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Queue (ft)		Delay/Veh (sec)	
			Avg	%	Max	Avg	Avg	LOS
SB	R	325	328	101	123	4	1.6	A
	L2	470	466	99	260	15	6.4	A
	Subtotal	795	794	100			4.4	A
EB	L	238	263	111	337	59	44.6	D
	R2	8	8	100	368	80	25.6	C
	L2	15	18	120	337	59	41.8	D
	Subtotal	261	289	111			43.9	D
WB	T	15	15	100	57	5	43.1	D
	R	10	10	100	60	5	16.4	B
	L3	12	11	92	57	5	39.8	D
	Subtotal	37	36	97			34.7	C
NWB	R	47	49	104	383	50	18.7	B
	R2	811	730	90	383	50	18.5	B
	Subtotal	858	779	91			18.5	B
Total		1,951	1,898	97			16.8	B

Intersection: Lowell & 15th
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Queue (ft)		Delay/Veh (sec)	
			Avg	%	Max	Avg	Avg	LOS
NB	R	40	65	163	118	6	16.8	B
	Subtotal	40	65	163			16.8	B
EB	T	222	220	99	134	41	17.9	B
	R	2	3	150	136	40	6.1	A
	Subtotal	224	223	100			17.7	B
WB	L	248	248	100	201	31	14.9	B
	T	92	94	102	201	24	13.7	B
	Subtotal	340	342	101			14.6	B
Total		604	630	104			16.0	B

VISSIM Level of Service Report

Project: PCMR

Analysis Period: Future 2040 Scenario 2b - 20% Reduction

Time Period: Evening Peak Hour

Project #: UT18-1215

Intersection: NE E Access & 15th

Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Queue (ft)		Delay/Veh (sec)	
			Avg	%	Max	Avg	Avg	LOS
NB	R	15	16	107	35	1	24.8	C
	Subtotal	15	16	107			24.8	C
EB	T	209	206	99	115	6	12.8	B
	R	1	0	0	128	7	0.0	A
	Subtotal	210	206	98			12.8	B
WB	L	22	25	114	36	0	1.7	A
	T	70	70	100	19	0	0.5	A
	Subtotal	92	95	103			0.9	A
Total		317	317	100			9.8	A

Intersection: Three Kings & 15th

Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Queue (ft)		Delay/Veh (sec)	
			Avg	%	Max	Avg	Avg	LOS
NB	R	183	182	99	91	9	10.8	B
	Subtotal	183	182	99			10.8	B
SB	L	20	20	100	56	1	9.2	A
	T	1	0	0	33	0	0.0	A
	R	1	0	0	55	1	0.0	A
	Subtotal	22	20	91			9.2	A
EB	L	1	0	0	2	0	0.0	A
	T	6	6	100	2	0	1.4	A
	R	1	0	0	2	0	0.0	A
	Subtotal	8	6	75			1.4	A
WB	L	45	47	104	17	0	0.5	A
	T	6	5	83	76	1	0.3	A
	R	20	19	95	2	0	0.4	A
	Subtotal	71	71	100			0.4	A
Total		284	279	98			7.9	A

VISSIM Level of Service Report

Project: PCMR

Analysis Period: Future 2040 Scenario 2b - 20% Reduction

Time Period: Evening Peak Hour

Project #: UT18-1215

Intersection: West D Access & Lowell

Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Queue (ft)		Delay/Veh (sec)	
			Avg	%	Max	Avg	Avg	LOS
NWB	T	40	65	163	97	0	0.5	A
	Subtotal	40	65	163			0.5	A
SEB	T	250	255	102	88	1	3.8	A
	Subtotal	250	255	102			3.8	A
SWB	L	6	7	117	22	0	13.6	B
	Subtotal	6	7	117			13.6	B
Total		296	327	110			3.3	A

Intersection:

Type:

Approach	Movement	Demand Volume	Volume Served		Queue (ft)		Delay/Veh (sec)	
			Avg	%	Max	Avg	Avg	LOS

VISSIM Level of Service Report

Project: PCMR

Analysis Period: Future 2040 Scenario 2b - 20% Reduction

Time Period: Evening Peak Hour

Project #: UT18-1215

Intersection: C Access & Lowell

Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Queue (ft)		Delay/Veh (sec)	
			Avg	%	Max	Avg	Avg	LOS
NWB	T	40	65	163	0	0	1.2	A
	Subtotal	40	65	163			1.2	A
SEB	T	154	160	104	37	0	0.9	A
	R	102	100	98	74	1	2.0	A
	Subtotal	256	260	102			1.3	A
NEB	R	93	94	101	62	4	10.3	B
	Subtotal	93	94	101			10.3	B
Total		389	419	108			3.3	A

Intersection: Shadow Ridge & Lowell

Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Queue (ft)		Delay/Veh (sec)	
			Avg	%	Max	Avg	Avg	LOS
NB	L2	40	64	160	90	14	25.1	C
	Subtotal	40	64	160			25.1	C
SEB	L	187	191	102	167	22	18.9	B
	R	20	20	100	167	22	19.5	B
	R2	40	44	110	106	7	19.6	B
	Subtotal	247	255	103			19.1	B
NEB	T	90	96	107	110	11	25.8	C
	Subtotal	90	96	107			25.8	C
SWB	T	19	18	95	28	1	8.2	A
	Subtotal	19	18	95			8.2	A
Total		396	433	109			21.0	C

VISSIM Level of Service Report

Project: PCMR

Analysis Period: Future 2040 Scenario 2b - 20% Reduction

Time Period: Evening Peak Hour

Project #: UT18-1215

Intersection: North B Access & Shadow Ridge

Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Queue (ft)		Delay/Veh (sec)	
			Avg	%	Max	Avg	Avg	LOS
NWB	L	1	0	0	71	5	0.0	A
	R	108	104	96	71	6	13.3	B
	Subtotal	109	104	95			13.3	B
NEB	T	259	270	104	67	1	1.9	A
	R	18	19	106	100	2	1.6	A
	Subtotal	277	289	104			1.9	A
SWB	L	32	31	97	26	0	2.4	A
	T	19	18	95	8	0	0.6	A
	Subtotal	51	49	96			1.7	A
Total		437	442	101			4.6	A

Intersection: Shadow Ridge & Empire

Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Queue (ft)		Delay/Veh (sec)	
			Avg	%	Max	Avg	Avg	LOS
NWB	L	11	10	91	217	61	33.9	C
	T	551	470	85	217	61	19.6	B
	Subtotal	562	480	85			19.9	B
SEB	T	439	432	98	398	36	12.8	B
	R	40	40	100	398	36	14.8	B
	Subtotal	479	472	99			12.9	B
NEB	L	283	286	101	178	26	10.4	B
	R	84	86	102	178	26	12.2	B
	Subtotal	367	372	101			10.8	B
Total		1,408	1,324	94			14.9	B

VISSIM Level of Service Report

Project: PCMR

Analysis Period: Future 2040 Scenario 2b - 20% Reduction

Time Period: Evening Peak Hour

Project #: UT18-1215

Intersection: 14th & Empire

Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Queue (ft)		Delay/Veh (sec)	
			Avg	%	Max	Avg	Avg	LOS
NB	T	546	463	85	181	119	16.4	C
	R2	110	92	84	181	119	14.9	B
	Subtotal	656	555	85			16.1	C
SB	T	499	494	99	301	22	6.1	A
	L3	24	25	104	257	16	14.5	B
	Subtotal	523	519	99			6.5	A
EB	T	1	76	7600	21	1	0.0	A
	Subtotal	1	76	7600			0.0	A
SWB	R3	16	17	106	49	2	23.0	C
	L2	15	14	93	37	1	13.5	B
	Subtotal	31	31	100			18.7	C
Total		1,211	1,181	98			10.9	B

Intersection: East B Access & Empire

Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Queue (ft)		Delay/Veh (sec)	
			Avg	%	Max	Avg	Avg	LOS
NB	L	1	0	0	246	48	0.0	A
	T	486	478	98	217	36	19.8	C
	Subtotal	487	478	98			19.8	C
SB	T	485	481	99	86	2	1.9	A
	R	30	29	97	114	3	1.7	A
	Subtotal	515	510	99			1.9	A
EB	L	170	76	45	155	124	378.5	F
	R	1	0	0	155	124	0.0	A
	Subtotal	171	76	44			378.5	F
Total		1,173	1,064	91			33.0	D

VISSIM Level of Service Report

Project: PCMR

Analysis Period: Future 2040 Scenario 2b - 20% Reduction

Time Period: Evening Peak Hour

Project #: UT18-1215

Intersection: South B Access & Manor

Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Queue (ft)		Delay/Veh (sec)	
			Avg	%	Max	Avg	Avg	LOS
SEB	L	112	105	94	102	15	28.6	D
	R	1	0	0	102	15	0.0	A
	Subtotal	113	105	93			28.6	D
NEB	L	1	0	0	39	2	0.0	A
	T	314	311	99	29	2	2.0	A
	Subtotal	315	311	99			2.0	A
SWB	T	331	321	97	22	0	1.0	A
	R	64	64	100	38	1	1.4	A
	Subtotal	395	385	97			1.1	A
Total		823	801	97			5.1	A

Intersection: Manor & Lowell

Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Queue (ft)		Delay/Veh (sec)	
			Avg	%	Max	Avg	Avg	LOS
NWB	T	1	0	0	104	10	0.0	A
	R	186	188	101	72	2	8.9	A
	Subtotal	187	188	101			8.9	A
SEB	L	128	124	97	88	8	11.6	B
	T	1	0	0	118	12	0.0	A
	Subtotal	129	124	96			11.6	B
SWB	L	203	199	98	11	0	0.7	A
	R	128	123	96	11	0	0.5	A
	Subtotal	331	322	97			0.6	A
Total		647	634	98			5.3	A

VISSIM Level of Service Report

Project: PCMR

Analysis Period: Future 2040 Scenario 2b - 20% Reduction

Time Period: Evening Peak Hour

Project #: UT18-1215

Intersection: Manor & Empire

Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Queue (ft)		Delay/Veh (sec)	
			Avg	%	Max	Avg	Avg	LOS
NB	T	65	66	102	70	5	12.4	B
	L3	4	4	100	50	2	12.7	B
	Subtotal	69	70	101			12.4	B
SB	T	94	99	105	246	27	8.2	A
	R2	391	384	98	246	26	5.5	A
	Subtotal	485	483	100			6.0	A
EB	T	1	26	2600	5	0	0.0	A
	Subtotal	1	26	2600			0.0	A
WB	T	1	27	2700	12	0	0.0	A
	Subtotal	1	27	2700			0.0	A
NEB	R3	4	4	100	129	14	2.0	A
	L2	422	412	98	172	22	3.5	A
	Subtotal	426	416	98			3.5	A
Total		556	606	109			5.1	A

Intersection:

Type:

Approach	Movement	Demand Volume	Volume Served		Queue (ft)		Delay/Veh (sec)	
			Avg	%	Max	Avg	Avg	LOS
Total								

MEMO 2: APPENDIX A

Required Parking (City Code)

PARKING REQUIREMENTS PER LMC 15-3																						
RESIDENTIAL PARKING REQ'S		MAX AREA	PARKING REQ'S	Rate	PARCEL B				PARCEL C					PARCEL E				PARCEL D			TOTAL	
				CONDOS	AFF Housing	EMP Housing	COMM	SUBTOTAL	GUESTROOMS	CONDOS	MEETING	RETAIL	COMM	SUBTOTAL	CONDO	SKICLUB	COMM	SUBTOTAL	CONDO	COMM	SUBTOTAL	
Hotel Room	650	1 per room	1					0	249					249				0			0	249
Apt/Condo<=1000 SQFT	1000	1 per DU	1	9	49	22		80		2				2	8			8	18		18	108
1000 SQFT < Apt/Condo <2000 SQFT	2000	1.5 per DU	1.5	32	8	7		71		9				14	34			51	16		24	160
Apt/Condo>=2000 SQFT	none	2 per DU	2	14	0	3		34		2				4				0			0	38
Total Residential Required				85	61	39		185	249	20				269				59			42	555
COMMERCIAL PARKING REQ'S																						
Accessory Resort Use Employees		1 per 400 sqft	2.5					0						0				0			0	0
Commerical Use		TBD																			0	
Meeting Space		1 per 200 sqft	5					0			20000			100				0			0	100
Retail& Service Commerical, Minor		3 per 1000 sqft	3.00					0						0				0			0	0
Retail& Service Commerical, Major		5 per 1000 sqft	5					0					31500	158			22500	113		19300	97	368
Multi-tenant complex		3.5 per 1000 sqft	3.50					0						0				0			0	0
Restaurant, Standard and Bar		1 per 100 sqft	10					0						0				0			0	0
Total Commercial Required								0						258				113			97	468
DAY SKIER PARKING REQ'S																						
Day Skier Parking		1200					760	760						0			440	440			0	1200
TOTAL REQUIRED, EXCLUDING COMM								945						269				499			42	1755
TOTAL REQUIRED								945						527				612			139	2223
TOTAL PROVIDED								906						185				535			95	1721

MEMO 2: APPENDIX B

Proposed Alternative Parking Calculations

PARKING REQUIREMENTS PER LMC 15-3																						
RESIDENTIAL PARKING REQ'S		MAX AREA	PARKING REQ'S	Rate	PARCEL B				PARCEL C					PARCEL E				PARCEL D			TOTAL	
				CONDOS	AFF Housing	EMP Housing	COMM	SUBTOTAL	GUESTROOMS	CONDOS	MEETING	RETAIL	COMM	SUBTOTAL	CONDO	SKICLUB	COMM	SUBTOTAL	CONDO	COMM	SUBTOTAL	
Hotel Room	650	1 per room	1					0	249					249				0			0	249
Apt/Condo<=1000 SQFT	1000	1 per DU	1	9	49	22		80		2				2	8			8	18		18	108
1000 SQFT < Apt/Condo <2000 SQFT	2000	1.5 per DU	1	32	8	7		47		9				9	34			34	16		16	106
Apt/Condo>=2000 SQFT	none	2 per DU	1	14	0	3		17		2				2				0			0	19
Total Residential Required					55	57	0	144	249	13				262	42			42	34		34	482
COMMERCIAL PARKING REQ'S																						
Accessory Resort Use Employees		1 per 400 sqft	2.5					0						0				0			0	0
Commerical Use		TBD																			0	0
Meeting Space		1 per 200 sqft	5					0			20000			100				0			0	100
Retail& Service Commerical, Minor		3 per 1000 sqft	3.00					0						0				0			0	0
Retail& Service Commerical, Major		5 per 1000 sqft	5					0					31500	158			22500	113		19300	97	368
Multi-tenant complex		3.5 per 1000 sqft	3.50					0						0				0			0	0
Restaurant, Standard and Bar		1 per 100 sqft	10					0						0				0			0	0
Total Commercial Required								0						258				113			97	468
DAY SKIER PARKING REQ'S																						
Day Skier Parking		1200					760	760						0			440	440			0	1200
TOTAL REQUIRED, EXCLUDING COMM								904						262				482			34	1682
TOTAL REQUIRED								904						520				595			131	2150
TOTAL PROVIDED								906						185				535			95	1721

Time	Parcel	Parcel B						Parcel C					Parcel D				Parcel E					All Parcels	
	Land Use	Condos	Afford. Housing	Employee Housing	Day Skier	TOTAL	SUPPLY / DELTA	Hotel Rooms	Meeting Space	Comm.	TOTAL	SUPPLY / DELTA	Condo	Comm.	TOTAL	SUPPLY / DELTA	Condo	Comm.	Day Skier	TOTAL	SUPPLY / DELTA	TOTAL	SUPPLY / DELTA
	Required Parking	55	57	0	760	872	906	249	100	158	507	185	34	97	131	95	42	113	440	595	535	2106	1721
	Internal Capture / Unoccupied	15%	15%	0%	0%			15%	80%	80%			15%	80%			15%	80%	0%				
	ITE Land Use #	330	221	N/A	N/A			330	Meeting	820			330	820			330	820	N/A				
12:00 AM		40	49	0	760	849	57	178	0	0	178	7	25	0	25	70	30	0	440	470	65	1522	199
1:00 AM		40	49	0	760	849	57	178	0	0	178	7	25	0	25	70	30	0	440	470	65	1522	199
2:00 AM		40	49	0	760	849	57	178	0	0	178	7	25	0	25	70	30	0	440	470	65	1522	199
3:00 AM		40	49	0	760	849	57	178	0	0	178	7	25	0	25	70	30	0	440	470	65	1522	199
4:00 AM		40	49	0	760	849	57	178	0	0	178	7	25	0	25	70	30	0	440	470	65	1522	199
5:00 AM		33	48	0	760	841	65	149	0	0	149	36	21	0	21	74	25	0	440	465	70	1476	245
6:00 AM		28	47	0	760	835	71	123	2	2	127	58	17	1	18	77	21	2	440	463	72	1443	278
7:00 AM		28	47	0	760	835	71	123	10	5	138	47	17	3	20	75	21	4	440	465	70	1458	263
8:00 AM		30	43	0	760	833	73	134	20	12	166	19	19	7	26	69	23	8	440	471	64	1496	225
9:00 AM		31	41	0	760	832	74	138	20	18	176	9	19	11	30	65	24	13	440	477	58	1515	206
10:00 AM		29	37	0	760	826	80	127	20	24	171	14	18	15	33	62	22	17	440	479	56	1509	212
11:00 AM		29	35	0	760	824	82	127	20	27	174	11	18	17	35	60	22	20	440	482	53	1515	206
12:00 PM		28	33	0	760	821	85	125	20	31	176	9	18	19	37	58	22	22	440	484	51	1518	203
1:00 PM		24	32	0	760	816	90	106	20	31	157	28	15	20	35	60	18	23	440	481	54	1489	232
2:00 PM		24	34	0	760	818	88	108	20	32	160	25	15	20	35	60	19	23	440	482	53	1495	226
3:00 PM		23	34	0	760	817	89	104	20	31	155	30	15	19	34	61	18	22	440	480	55	1486	235
4:00 PM		26	35	0	760	821	85	115	20	28	163	22	16	18	34	61	20	20	440	480	55	1498	223
5:00 PM		25	36	0	760	821	85	111	20	25	156	29	16	15	31	64	19	18	440	477	58	1485	236
6:00 PM		30	36	0	760	826	80	134	16	21	171	14	19	13	32	63	23	15	440	478	57	1507	214
7:00 PM		38	36	0	760	834	72	170	12	18	200	-15	24	11	35	60	29	13	440	482	53	1551	170
8:00 PM		44	37	0	760	841	65	199	8	13	220	-35	28	8	36	59	34	10	440	484	51	1581	140
9:00 PM		47	38	0	760	845	61	210	4	8	222	-37	29	5	34	61	36	6	440	482	53	1583	138
10:00 PM		47	40	0	760	847	59	212	0	4	216	-31	29	2	31	64	36	3	440	479	56	1573	148
11:00 PM		44	43	0	760	847	59	197	0	0	197	-12	27	0	27	68	34	0	440	474	61	1545	176

MEMO 5:

Appendix A

People-Based Analysis Spreadsheet

Daily People-Based Analysis by Source								
Source		Typical Winter Day			Peak Winter Day			
		# Vehicles	Veh. Occ.	# People	# Vehicles	Veh. Occ.	# People	
PCMR Day Skiing	Skiers at PCMR - Personal Vehicles	1,560	2.30	3,588	1,560	2.70	4,212	55.5%
	Skiers at PCMR - Alternative Modes (incl. Walking)	534	-	5,579	534	-	5,669	
	Vail Lodges - Day Skier Stalls	390	2.30	897	390	2.70	1,053	
	Skiers at PCMR SUBTOTAL	2,484	-	10,064	2,484	-	10,934	
	PCMR Ski & Lodge Employees - Personal Vehicles	96	1.05	100	-	-	0	
	PCMR Ski & Lodge Employees - Alternative Modes	13	8.00	100	25	8.00	200	
	PCMR Ski Employees SUBTOTAL	109	-	200	25	-	200	
Existing PCM Hotels	Existing PCM Hotel Guests - Personal Vehicles	1,034	2.00	2,067	1,034	2.00	2,067	16.3%
	Existing PCM Hotel Guests - Alternative Modes (incl. Walking)	525	-	517	525	-	517	
	Existing PCM Hotel Guests SUBTOTAL	1,559	-	2,584	1,559	-	2,584	
	PCM Base Development Employees - Alternative Modes	82	-	688	82	-	688	
	PCM Base Development Employees - Staying	150	1.15	172	150	1.15	172	
	Existing PCM Hotel Employees SUBTOTAL	232	-	860	232	-	860	
New PCM Base	PCM Base Development Guests - Personal Vehicles	637	2.00	1,274	637	2.00	1,274	10.1%
	PCM Base Development Guests - Alternative Modes (incl. Walking)	374	-	318	374	-	318	
	New PCM Base Development Guests SUBTOTAL	1,011	1.57	1,592	1,011	1.57	1,592	
	PCM Base Development Employees - Alternative Modes	53	-	425	53	-	425	
	PCM Base Development Employees - Staying	91	1.15	105	91	1.15	105	
	New PCM Base Development Employees SUBTOTAL	144	-	530	144	-	530	
Other	Local Cut-through Traffic	3,145	1.15	3,617	3,145	1.15	3,617	18.0%
	Deliveries, Service Vehicles, etc.	20	1.00	20	20	1.00	20	0.1%
TOTAL TRAVELING		8,463	2.27	19,190	8,379	2.39	20,060	
TOTAL ON SITE (Everything but Cut-through)		5,559	2.85	15,850	5,475	3.05	16,720	

Parking Supply		
Parking Area	Existing	Proposed
Day Skier Parking - Proposed in Lot B	760	760
Day Skier Parking - Proposed in Lot E	440	440
Day Skier Parking - SUBTOTAL	1,200	1,200
Existing Vail Lodge Day Skier Parking	300	300
Existing Hotel Parking	410	410
New Development - Lot B	-	114
New Development - Lot C	-	167
New Development - Lot D	-	96
New Development - Lot E	-	103
New Development - SUBTOTAL	-	480
Total	1,500	1,980

Housing (Units)		
Housing Type	Existing	Proposed
Existing Silver King	60	60
Existing Shadow Ridge	82	82
Existing Mountain Village	40	40
Existing Marriott's Mountainside	364	364
Existing Lowell Condos	50	50
Existing Legacy Lodge	50	50
New hotel	-	249
New apartments	-	149
Nightly rentals within 1/4 mile	260	260
Residential Units within 1/4 mile	1,500	1,500
TOTAL	2,406	2,804
People Walking / Unit (Daily)	2.4	2.4
# People Walking	5,774	6,730

1200	Stalls	30%	Turnover during the day
384	Buses	150	Shuttles
300	Stalls	30%	Turnover during the day
12570	Typical CCC	13440	Peak CCC
(Typical Day = 100 people on-site, 100-offsite; Peak Day = all off-site)			
(Shown in TDM document)			
80%	Personal vehicle		
20%	Alternative modes		
646	Units	4.0	Guests per Unit
(Assumed that employees park off-site and shuttle in)			Vehicle per guest ratio from New PCM Base used
(Assumed that 20% stay in affordable housing)			
3.004	Guests per Employee (Based on New PCM Base Ratio)	5%	of trips are employee trips
80%	Personal vehicle		
20%	Alternative modes		
1064	Daily Trips (TIS)	249	Hotel
		149	Res. Ur
		4.0	Guests per Unit
(Employees will park off-site at Richardson Lot or will take transit)			
20% of employees (105) will stay in affordable housing			
5%	of trips are employee trips		
629	PM peak hour trips in/out of Three Kings Drive, Lowell Ave, and Empire Ave neighborhood entrances (2024)		
Assume ~20			

Parking		
60	142	0.219814
50	504	0.780186
40	646	
160		
50		
50		

(2074 total parcels within 1/4 mile based on City data, including multi-family complexes/unit groups)

(SE Group assumed 4 guests per unit and a 60% occupancy / skier rate)		
60%	occupancy/skier rate	4
		guests per unit

Peak Hour People-Based Mode Split Analysis (Peak Winter Day)																								
Mode	AM Peak Hour (8:15 - 9:15 AM)												PM Peak Hour (4:00 - 5:00 PM)											
	Winter						Summer						Winter						Summer					
	# Vehicle Trips	Veh. Occ.	# People	Mode %	# Veh. on Lowell	# Peds X-ing Lowell	# Vehicle Trips	Veh. Occ.	# People	Mode %	# Veh. on Lowell	# Peds X-ing Lowell	# Vehicle Trips	Veh. Occ.	# People	Mode %	# Veh. on Lowell	# Peds X-ing Lowell	# Vehicle Trips	Veh. Occ.	# People	Mode %	# Veh. on Lowell	# Peds X-ing Lowell
Walking	-	-	634	8.4%	-	507	-	-	100	14.1%	-	80	-	-	634	8.9%	-	507	-	-	100	7.1%	-	80
Biking	-	-	0	0.0%	-	0	-	-	30	4.2%	-	24	-	-	0	0.0%	-	0	-	-	30	2.1%	-	24
Town and Silver Star Lifts	-	-	282	3.7%	-	0	-	-	50	7.0%	-	0	-	-	282	3.9%	-	0	-	-	50	3.5%	-	0
Resort Drive/Park - Lot B	27	2.00	54	51.4%	8	14	5	2.00	10	39.0%	2	10	46	2.00	92	51.0%	14	92	17	2.00	34	51.7%	5	34
Resort Drive/Park - Lot C	295	2.00	590		89	0	56	2.00	112		17	0	355	2.00	710		107	0	128	2.00	256		38	0
Resort Drive/Park - Lot D	46	2.00	92		14	23	9	2.00	18		3	18	56	2.00	112		17	112	20	2.00	40		6	40
Resort Drive/Park - Lot E	100	2.00	200		30	0	19	2.00	38		6	0	111	2.00	222		33	0	40	2.00	80		12	0
Day Skier Drive/Park - Lot B	570	2.70	1,539		171	1,539	0	2.00			0		380	2.70	1,026		114	1,026	0				0	
Day Skier Drive/Park - Lot E	330	2.70	891		99	0	0	2.00			0		220	2.70	594		66	0	0					
Drive/Park/Stay - Existing Hotels	226	2.30	520		68	130	43	2.30	99		13	25	386	2.30	888		116	222	139	2.30	320		42	80
Bus	48	8.00	384	5.1%	14	0	12	2.00	24	3.4%	4	0	48	8.00	384	5.4%	14	0	12	2.00	24	1.7%	4	0
Personal Drop off / Pick up	450	2.50	1,125	14.9%	135	0	25	2.00	50	7.0%	8	25	250	2.50	625	8.8%	75	313	25	2.00	50	3.5%	8	25
Shuttle (hotel, private)	60	8.00	480	6.3%	18	480	10	8.00	80	11.3%	3	40	60	8.00	480	6.7%	18	240	10	8.00	80	5.7%	3	40
Ride-hail	200	2.00	400	5.3%	60	0	25	1.10	28	3.9%	8	0	100	2.00	200	2.8%	30	0	25	1.10	28	2.0%	8	0
Local Cut-through Traffic	314	1.15	361	4.8%	94	0	60	1.15	69	9.7%	18	0	767	1.15	882	12.4%	230	0	276	1.15	318	22.5%	83	0
Deliveries	10	1.00	10	0.1%	3	0	2	1.00	2	0.3%	1	0	10	1.00	10	0.1%	3	0	2	1.00	2	0.1%	1	0
TOTAL	2,676	2.83	7,562		803	2,693	266	2.67	710		83	222	2,789	2.56	7,141		837	2,512	694	2.03	1,412		210	323

Peak Hour Back-Check (2040 PP)	2,703			1,373			514				261		2,789			1,028			1,004			370
Lowell Capacity (veh/hr)				800							800					800						800
Volume / Capacity		16.0%	Multi-modal Reduction	0.84			0.0%	Multi-modal Reduction			0.10			20.0%	Reduction due to Transit	0.84			0.0%	Reduction due to Transit		0.26
Level of Service				D							A					D						A
		675	Vehicles on Lowell (post-reduction)				83	Vehicles on Lowell (post-reduction)					670	Vehicles on Lowell (post-reduction)				210	Vehicles on Lowell (post-reduction)			
		256	People shifted to other modes - in this case, all were assumed to move to transit				0	People shifted to other modes - in this case, all were assumed to move to transit					334	People shifted to other modes - in this case, all were assumed to move to transit				0	People shifted to other modes - in this case, all were assumed to move to transit			
		30	Bus Occupancy				30	Bus Occupancy					30	Bus Occupancy				30	Bus Occupancy			
		9	Additional Buses				0	Additional Buses					12	Additional Buses				0	Additional Buses			

V/C	LOS
0	A
0.3	B
0.5	C
0.75	D
0.85	E
1	F

Day Skier Parking - Lot B	760
Day Skier Parking - Lot E	440

Existing Hotels	710
New Development - Lot B	114
New Development - Lot C	167
New Development - Lot D	96
New Development - Lot E	103

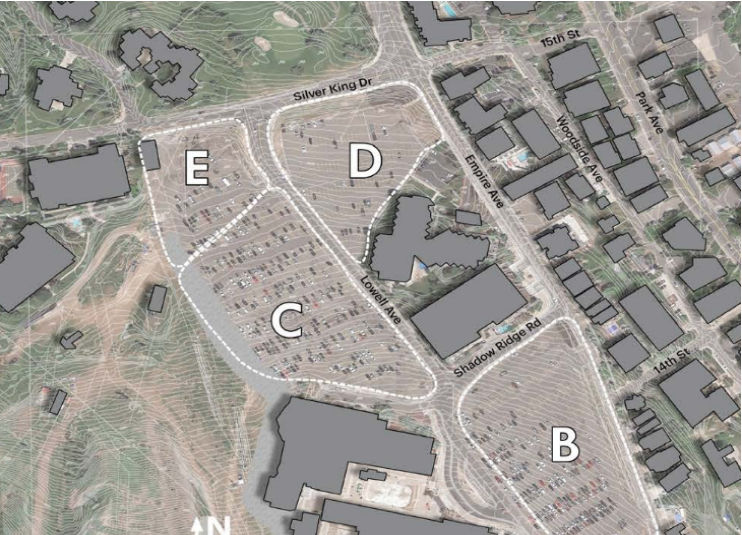
% of Stalls Transitioned - Day Skiers	
75%	AM Peak Hour
50%	PM Peak Hour

30%	AM Traffic on Lowell
30%	PM Traffic on Lowell

80%	of Off-site Peds X-ing Lowell
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19%	AM Winter to Summer Modifier
36%	PM Winter to Summer Modifier

25%	of resort traffic crosses Lowell
50%	of shuttle and pick-up crosses Lowell



TRANSPORTATION DEMAND MANAGEMENT PLAN AND PARKING MANAGEMENT PLAN

Park City Base Area Redevelopment

Updated May 7, 2021

This Transportation Demand and Parking Management Plan are provided in conjunction with approval of the Master Development Plan for the Park City Base Area Redevelopment. These plans have been developed in coordination with Park City Mountain Resort and Resort Center business owners and are intended to provide the framework for transportation demand and parking management within the new development.

The Applicant is committed to the City's evolving vision as a "Transit First" city. As such, the Applicant has developed the following Transportation Demand Management (TDM) plan with those objectives in mind, recognizing the unique resort destination nature of the development parcels and its draw of visitors from beyond Utah. These objectives, in connection with the Parking Management Plan, are anticipated to reduce the number of cars accessing the site by 20 percent. The Applicant agrees to refine this plan to reflect new information with the submission of each CUP on the site.

In prioritizing Transit First, the Applicant is proposing a total of 1,721 parking spaces within the project, in addition to the spaces located within the existing base development buildings. The LMC would require 2,223 spaces within the project. In addition, the expired MPD required an additional 600 day-skier spaces be constructed, which would bring the required parking for the project to 2,823 spaces. The Applicant is proposing a parking reduction, both for the parking to support the development but also from the expired MPD requirement, which will allow reduced traffic and further encourage use of transit. For the spaces required to support the new development, the Applicant is using the reduction allowance in the City Code for shared parking, based upon the unique attributes of the resort base area that provide the ideal synergies for shared parking proven in other resort locations. In addition, the Applicant is proposing to replace the existing day skier parking at a 1:1 ratio and not construct the additional 600 spaces contemplated in the expired MPD. This reduction is in line with the City's desire to limit traffic into the base area and the anticipated improvements and growth of the Resort. The Applicant is proposing 1,102 fewer spaces than this requirement, which results in a parking reduction of nearly 40 percent from what would be required under the LMC and current MPD, which will result in significantly decreasing traffic in the area.

The Applicant is proposing upgrades to parking, traffic, pedestrian, cycling and transit modes within the project. In addition to these physical improvements, the Applicant is proposing a series of programmatic and operational measures to implement a traffic solution, prioritizing transit and providing enhanced traffic circulation around and through the site. These measures are intended to further manage the demand on the facilities and to optimize those modes of transportation that are beneficial to the community such as transit, pedestrian and cycling modes while reducing single occupancy vehicles driving to the site. AVO will be counted on one select peak weekend and on one typical and one weekend day during traffic delay. These counts will be done annually for 5 years after final Certificate of Occupancy of all parcels.

Communication

- The Applicant proposes to prepare an annual coordination and communications plan in conjunction with City traffic operations outlining how daily operations will proceed on peak days,

including transportation to/from any satellite parking lots that may be in use. This plan will be prepared and submitted prior to start of ski season.

- The Applicant proposes to implement variable message boards on roads leading to the development, subject to UDOT and/or City approval. These message boards will inform motorists at key locations of the current parking status and price of the Parcel B garage, specifically discouraging neighborhood traffic on Thaynes Canyon Drive, directing vehicles to satellite parking locations and directing guests to appropriate destinations once they turn onto Empire Avenue. The Applicant will work with UDOT and/or the City to tie this signage into signage on Interstate 80, US-40, the Ecker Hill Parking Lot, future Quinn's Junction parking lots and SR 224 and 248, to the extent approved by UDOT and/or the City. Final locations and messaging will be determined in conjunction with the City and/or UDOT.
- The Applicant agrees to work with the City to broadly communicate to its guests, businesses and residents the availability and expansion of transit options, associated improvements in the base area and location and service to satellite parking areas, in an effort to shift to transit ridership.

Transit Center

- The Applicant is proposing to construct a centralized transit center as part of the first phase of the project. This transit center will be comprised of seven bus bays and shelters. In addition, the transit center will provide for driver amenities, including restrooms, a break room and a locker room. This transit center will allow for the City to expand its transit services to the Resort in furtherance of its Transit First goals.
- The current bus drop-off location accommodates three-four buses, end to end. The Applicant anticipates the transit center will allow for an expansion of current public and private transit services to access the resort, which will drive a decrease of over 14% for peak hour vehicle trips.
- The Applicant will encourage and provide information to businesses and residents within the existing and new development regarding developing incentives for employers, employees and residents to utilize transit as part of their daily lives. Implementation of incentives for the existing and new base area will be at the discretion of the business owner or resident, as the Applicant is unable to require participation.

Pedestrian and Bicycle Improvements

- The Applicant has designed the project with pedestrian and bicycle improvements in mind, in order to promote the Transit First city goal. Specifically, the Applicant is proposing year-round bike stalls, stalls for the shared bike program and charging stations for e-bikes. These stalls will be strategically placed in locations that allow for easy access to the mountain.
- The Applicant proposes 12-foot-wide sidewalks throughout the project (with the exception of the sidewalk bordering the open space plaza in order to encourage walkability within the open space.)
- The Applicant has included safe pedestrian crossings, designed with different traffic calming measures such as different road material textures, striping and removable bollards.

Road/Street Improvements

- The Applicant has proposed a raised median on Silver King Drive in front of Parcel E, in order to restrict traffic exiting the resort and traveling on the residential Three Kings Drive.

- The Applicant agrees to coordinate with the City to identify strategies, such as increased signage, messaging to guests and City patrols of those streets, to further prevent overflow parking into adjacent neighborhoods.

Day Guests

- The Applicant intends to implement a series of measures targeted to day guest demand management. The current average vehicle occupancy (AVO) ranges from 1.9 to 2.3 passengers per vehicles. The Applicant is anticipating that these measures will increase AVO to a range of 2.3 to 2.7 passengers per vehicle, which is anticipated to reduce peak hour vehicle trips by over 4 percent.
- The Applicant agrees to work with the City to broadly communicate to its guests, businesses and residents the availability and expansion of transit options, associated improvements in the base area and location and service to satellite parking areas, in an effort to shift to transit ridership.
- The Applicant, following considerable input to align with the City's parking management plans, is proposing to introduce paid parking as the primary tool to reduce private vehicle trips to the site. The Applicant agrees to establish the price of parking at a level to deter use of private vehicle and encourage use of transit or shuttle. The Applicant commits to work with the city to establish a minimum cost for parking. This may be adjusted in the future depending on the parking demand and traffic levels of the base area and to achieve the target mode split. An official paid parking plan for each of the parcels will be developed as part of the subsequent CUP applications.
- The Applicant will provide incentives for carpooling by day guests, such as priority parking locations within the garage, potential pricing adjustments for carpools and incentives to encourage guests to not leave the base area during peak hours of the day but remain as patrons of local businesses. The Applicant plans to accomplish this by working with businesses in the base area to offer specials and deals that incentivize people to arrive or depart outside of peak traffic hours. These methods are provided as examples of the types of be considered and the Applicant will coordinate with the City as part of the annual review of the TDM/PMP to determine appropriate and effective incentives.
- In addition to the drop off locations provided within the development, the Applicant is proposing to provide approximately 20 short-term parking spaces initially within the Parcel B garage and then split between Parcel B and E for additional guest drop-off areas/short term parking (30 minutes). The number and location of such spaces will be included in the PMP submitted with the Parcel B CUP. In addition, all parking spaces within the publicly available stalls will be 15-minutes free to accommodate pay on foot patrons and those who may be dropping someone off.
- The Applicant is proposing public lockers for guests to rent for the day, season or year-round to further encourage guests to ride transit. Provision of these lockers will be an incentive namely for locals to take transit without have to transport their gear to and from the Resort for each trip.
- The Applicant further agrees to meet annually, between the close of one ski season and the start of the next, with the City to discuss parking management and parking management plan and make adjustment as may be needed to parking management plans, including, but not limited to, implementing new parking management strategies, adjusting pricing, implementing incentives for transit or carpool, evaluating transit/shuttle capacities or identifying off-site parking opportunities. AVO will be counted on one select peak weekend and on one typical and one

weekend day during traffic delay. These counts will be done annually for 5 years after final Certificate of Occupancy of all parcels.

-
- The Applicant will develop a robust information and communication plan that will be distributed to all stakeholders and employees, informing them of these offsite parking areas, shuttle availability and schedules, carpooling using RideOn, regional transit options, etc. These communication may be provided in a number of ways, including onboarding materials, email communication or verbal information provided by employer/supervisor.
- The Applicant agrees to implement satellite parking for employees and guests, as demand warrants. The Applicant agrees to work with the City to ensure public or private transportation to the site is available.

Residential

- The Applicant will consider “unbundling” of parking, which would require that a resident purchase or rent a parking space separate from the price of their unit, at initial lease up or sale of a residential unit.
- The Applicant is proposing bike parking, both within a secured common area or within storage units in individual units.
- The Applicant will evaluate the needs of residents when considering variable messaging signage.
- The Applicant will provide information at initial lease up or sale of a residential unit about the availability and cost of parking, availability of taxi and ride share services and the availability of shuttles and transit within Park City.

Lodging

- The Applicant anticipates that guests will travel to/from the hotel consistent with industry trends, which for destinations like Park City, which falls within 45-60 minutes drive from a major airport, ride sharing services, such as Uber and Lyft, are highly utilized. These services dramatically reduce the need for a guest to rent a car from the airport and drive to the hotel. While these ride share services do generate vehicle trips, the driver is often able to capture a return trip, essentially cutting in half the number of trips.
- The Applicant intends to follow industry trends by charging separately from the rooms fees for parking onsite. The Applicant will provide information to guests who book a stay at the hotel about the availability and cost of parking, availability of taxi and ride share services and the availability of shuttles and transit within Park City.
- The Applicant agrees to review parking usage for hotel guests and consider additional incentives if warranted.

Employees

New Base Area Employees

- It is estimated that the new base area will generate approximately 530 employees. The onsite affordable housing program mitigates 20% of those employees, resulting in approximately 425 employees who will be commuting to/from work. It is anticipated that approximately 25 percent

of these employees will drive and/or carpool and necessitate parking. The Applicant is proposing accommodation of 200 satellite parking spaces to address employee demand.

- The Applicant will encourage these employees to park at offsite locations, as opposed to paying for parking on Parcel B. The Applicant currently proposes that during the week, these employees will be directed to park at the new Quinn's Junction or Ecker Hill Park-n-Ride in order to utilize existing public transit bus service. On weekends, these employees will be directed to Richardson Lot or other offsite locations, as may be necessary or appropriate in the future, and working together with base area stakeholders, the Applicant will provide a shuttle. The Applicant commits to providing amenities at the Richardson Lot to improve the comfort for employees waiting for the shuttles. This will include, at minimum, the purchase and installment of a city-approved shelter and bench. These locations may be adjusted in cooperation with the City. At this time, it is intended that parking operations will be eventually moved to the Richardson lot as a long-term solution.
- The Applicant agrees to implement satellite parking for employees and guests, as demand warrants. The Applicant agrees to work with the City to ensure public or private transportation to the site is available.
- The Applicant will encourage new base area businesses to support their employees by participating in programs similar to PCMR, such as PC-SLC connect, UTA Vanpool and Ride On, as well as encouraging employees how are able to ride transit, bike or walk.
- The Applicant is proposing bike storage facilities within the hotel facilities to encourage hotel employees to ride their bikes to work. The Applicant is proposing that the hotel will have an employee breakroom which will includes restrooms and showers, allowing employees to shower/dress for work if they walk or bike.

Park City Mountain Resort (the "Resort") Employees

- The Resort currently implements an extensive TDM program for its employees, which has substantially reduced employees vehicles trips to the site and is utilized by at least 30 percent of Resort employees. This program includes:
 - Providing PC-SLC Connect bus passes to employees at no cost.
 - Incentivizing car pooling through the Ride On Park City Platform, in collaboration with Canyons Village Master Association (CVMA) and Park City Municipal.
 - Providing multiple UTA van/shuttles for groups of employees departing from Salt Lake City and Heber at no cost to the employee.
 - Informing employees of transit options within and around Park City.
- The Resort currently utilizes several satellite parking locations for employees during peak days (weekends mid-December through closing and holidays). The Resort uses approximately 100-200 satellite space during these times. The Applicant is proposing accommodation of 200 satellite parking spaces to address employee demand.
- The Resort currently partners with Park City Municipal to provide increased transit and/or shuttle service from satellite parking lots for its employees from 6am – 6pm. These shuttles run continuously during peak periods (6:30 – 8:30 am and 4:30 – 6:00pm), with most intermittent service during non-peak periods. These shuttles times align with typical employee shift times.
- The Applicant agrees to work with the City and the Resort to develop an annual employee parking management plan as part of the annual review of this plan prior to the start of each ski season.

Existing Base Area Employees

- It is currently unknown how many employees are employed within business in the existing base area as those business are not required to report this information; however, it is estimated that approximately 50 vehicles are parked daily by employees within the existing base area, based upon observations of current parking patterns. Currently, these employees are requested to park offsite during peak times (weekends from mid-December through closing and holidays). It is the Applicant's understanding that these employees use public transportation if needed to travel between offsite parking and their place of employment.
- The Applicant will encourage these employees to park at offsite location, as opposed to paying for parking on Parcel B. The Applicant is proposing accommodation of 200 satellite parking spaces to address employee demand.
- The Applicant will encourage existing base area businesses to support their employees by participating in programs similar to PCMR, such as PC-SLC connect, UTA Vanpool and Ride On, as well as encouraging employees how are able to ride transit, bike or walk.
- The Applicant has conferred and will continue to engage with existing base area business owners to lead an effort to create and/or fund together enhanced bus service or private shuttle programs to/from satellite lots to meet the needs of these employees. Such a program may include incentives for local businesses to participate who are not obligated under existing approvals.

Review and Enforcement

- The Applicant further agrees to meet annually, between the close of one ski season and the start of the next, with the City to discuss parking management and parking management plan and make adjustment as may be needed to parking management plans, including, but not limited to, implementing new parking management strategies, adjusting pricing, implementing incentives for transit or carpool, evaluating transit/shuttle capacities or identifying off-site parking opportunities. AVO will be counted on one select peak weekend and on one typical and one weekend day during traffic delay. These counts will be done annually for 5 years after final Certificate of Occupancy of all parcels.
- The Parcel B parking structure will be open to day skiers, the general public, guests of the new development and guests of the existing base area. Given the variety of users for the Parcel B parking structure, the existing Condition of Approval #14, which allows the City to restrict the sale of lift tickets, is proposed to be eliminated, as it unfairly holds one party accountable for multiple users that are not in its control. The Resort currently meets annually to discuss parking with City staff and will agree to a condition formalizing this meeting, in conjunction with the annual meeting with the Applicant and City noted above.
- The Applicant agrees to coordinate with the City and the Resort to submit an annual written management plan, which provides for measures to meet the necessary vehicle reduction, coordinated efforts for satellite parking solutions and creative solutions for park day and special event parking, as warranted.

Parking Management Plan

- The Applicant agrees to submit a more detailed parking management plan for each parcel that contains parking for consideration as part of the CUP application for Parcels B and E at the time of application. The plan submitted with each CUP will allow for flexibility to adapt to changes in parking management strategies and any changes would be reviewed and approved administratively by City staff.
- The Applicant will contract with a parking manager to manage parking operations in the Parcel B garage and direct traffic. The parking manager may subcontract some or all of these services, if necessary. Any staff who will be directing parking or traffic within public rights-of-way shall receive training on spatial awareness, visibility, hand signaling, emergency vehicle protocol, pedestrian safety and transit protocol
- The Applicant is not proposing to direct all traffic to one garage or one entrance at this time. The ability to utilize multiple entrances to each garage will better distribute traffic throughout the site and reduce focused congestion at any one garage.
- The Applicant has designed all structures to meet Federal law relating to ADA accessibility.
- The Applicant further agrees to meet annually, between the close of one ski season and the start of the next, with the City to discuss parking management and parking management plan and make adjustment as may be needed to parking management plans, including implementing new parking management strategies, adjusting pricing, implementing incentives for transit or carpool or identifying off-site parking opportunities. AVO will be counted on one select peak weekend and on one typical and one weekend day during traffic delay. These counts will be done annually for 5 years after final Certificate of Occupancy of all parcels.
- The Applicant will develop a robust information and communication plan that will be distributed to all stakeholders and employees, informing them of these offsite parking areas, shuttle availability and schedules, carpooling using RideOn, regional transit options, etc. These communication may be provided in a number of ways, including onboarding materials, email communication or verbal information provided by employer/supervisor.

Parcel B Public Parking Structure

- The Applicant is proposing to charge a fee for parking in the Parcel B parking structure. These fees are a proven incentive for individuals, especially locals, to use transit instead of a personal vehicle and, at a minimum during peak season, will be set at an amount that will incentivize transit use. At this time, the Applicant commits to a minimum cost for parking of \$20 per day during peak season. This may be adjusted in the future depending on the parking demand and traffic levels of the base area, in order to meet the mode split.
- The Applicant proposes to utilize a commercially available parking management system that will also allow for variable messaging boards to convey the number of stalls available within the garages. This will inform visitors of the availability and location of spaces within the Parcel B garage, which will assist in the efficient ingress and egress from the garage during peak times.
- The Parking Management Plan for Parcel B will contain additional details regarding the specifics of how paid parking is anticipated to be administered.

Current and Proposed Parking

- The site currently contains 1,200 surface parking spaces, in addition to spaces within the existing base development buildings which serve those buildings and day skiers. The Applicant is proposing replacing those surface spaces 1:1 for day skier/public parking in addition to providing parking for the new development.
- The Applicant is proposing a total of 1,721 parking spaces within the project, in addition to the spaces located within the existing base development buildings. The LMC would require 2,223 spaces within the project. In addition, the expired MPD required an additional 600 day-skier spaces be constructed, which would bring the required parking for the project to 2,823 spaces.
- The Applicant is proposing a parking reduction, both for the parking to support the development but also from the expired MPD requirement, which will allow reduced traffic and further encourage use of transit. For the spaces required to support the new development, the Applicant is using the reduction allowance in the City Code for shared parking, based upon the unique attributes of the resort base area that provide the ideal synergies for shared parking proven in other resort locations.
- In addition, the Applicant is proposing to replace the existing day skier parking at a 1:1 ratio and not construct the additional 600 spaces contemplated in the expired MPD. This reduction is in line with the City's desire to limit traffic into the base area and the anticipated improvements and growth of the Resort.
- The Applicant is proposing 1,102 fewer spaces than this requirement, which results in a parking reduction of nearly 40 percent from what would be required under the LMC and current MPD, which will result in significantly decreasing traffic in the area.
- This parking reduction request is consistent with guest behavior and demands as shown at other resorts in the area, including the Canyons side of the Resort, which has a 95 percent capture ratio for commercial uses from day guests already parked at the Resort.

Residential/Hotel Parking

- The Applicant agrees to pursue shared parking agreements between the existing and proposed hotels, residents and businesses to most efficiently provide adequate parking at peak periods. Given that these are negotiations with third parties, the Applicant cannot guarantee that agreements will be reached.
- The Applicant will provide valet parking at the proposed hotel.
- The Applicant is proposing dedicated, reserved parking for condominium owners. The Applicant proposes that these spaces be located closest to the entrance to the condominium building within the parking garage.
- The Applicant agrees to coordinate with the hotel and HOA manager and the parking manager to make any meaningful amount of unused condo owner or hotel parking space available to public/day skier parking.

Employees

- The Applicant will encourage all employees, including new base area, existing base area and Resort employees, to park at offsite locations, as opposed to paying for parking on Parcel B. The Applicant currently proposes that during the week, these employees will be directed to park at the new Quinn's Junction or Ecker Hill Park-n-Ride in order to utilize existing public transit bus service. On weekends, these employees will be directed to Richardson Lot or other offsite

locations, as may be necessary or appropriate in the future, and working together with base area stakeholders, the Applicant will provide a shuttle. The Applicant commits to providing amenities at the Richardson Lot to improve the comfort for employees waiting for the shuttles. This will include, at minimum, the purchase and installment of a city-approved shelter and bench. These locations may be adjusted in cooperation with the City. At this time, it is intended that parking operations will eventually be moved to the Richardson lot as a long-term solution. As demand increases it is understood that all employee parking will be moved to the Richardson lot.

- The Applicant agrees to implement satellite parking for employees. The Applicant agrees to work with the City to ensure public or private transportation to the site is available. Such transportation will be made available, at a minimum, during the primary hours of transit operations and business operations at the Resort. Off hours transportation may require City or employer funding cooperation, similar to what was implemented for Main Street merchants at Homestake.
- The Applicant is also proposing a significant amount of onsite employee/affordable housing, which will allow those employees to live within the base area and thereby reducing the vehicle trips associated with those employees.
- The Applicant will encourage all businesses to support their employees by participating in programs similar to the Resort, such as PC-SLC connect, UTA Vanpool and Ride On, as well as encouraging employees who are able to ride transit, bike or walk.
- The Applicant is proposing bike storage facilities within the hotel facilities to encourage hotel employees to ride their bikes to work. The Applicant is proposing that the hotel will have an employee breakroom which will include restrooms and showers, allowing employees to shower/dress for work if they walk or bike.
- The Applicant agrees to work with the City and the Resort to develop an annual employee parking management plan as part of the annual review of this plan prior to the start of each ski season.
- The Applicant will lead an effort to create and/or fund enhanced bus service or private shuttle programs to/from satellite lots to meet the needs of these employees. The Applicant cannot guarantee participation in a bus service or private shuttle program as the existing base area business are not required to participate.

Special Event Parking

- The Applicant agrees to work with the City to make public parking available in Parcels B or E during special events.
- The Applicant agrees that parking for special events will be available to the public on an as available basis, subject to current prices, rules and regulations. The Applicant agrees to work with the City if an exclusive contract or special arrangements are desired by the City for certain events.
- The Applicant agrees to allow the City to promote availability of parking in the Parcel B and/or E garages during special events, subject to current prices, rules and regulations.
- The Applicant reserves the right to restrict parking to base area and resorts guests during large community events that occur during the ski season.

Summer Parking

- The Applicant proposed that public parking in Parcels B and E will be available to the public during the summer months, subject to current rules and pricing.

- The Applicant is proposing multiple drop off areas, which will allow for bicycles to be unloaded from vehicles prior to entering the garages. The Applicant is proposing bike racks be located convenient to these drop off areas to allow cyclists to secure their bikes while parking. These areas provide convenient access to the Parcel B garage and will be appropriately signed. Additional details regarding bike accommodations will be provided in the PMP associated with the Parcel B CUP.
- The Applicant agrees to consider supervised bike corrals on the plaza, should demand warrant.
- The Applicant is proposing that tall vehicles, such as RVs or vans, be accommodated in the parking structure on Parcel E during summer operations. Overnight parking will not be permitted.

Signage

- The Applicant proposes to implement variable message boards on roads leading to the development, subject to UDOT and/or City approval. These message boards will inform motorists at key locations of traffic conditions, parking availability and directional information, including but not limited to, discouraging neighborhood traffic on Thaynes Canyon Drive, directing vehicles to satellite parking locations and directing guests to appropriate destinations once they turn onto Empire Avenue.
- The Applicant proposes specifically that these signs will include pricing and availability of parking in the Parcel B garage and the Parcel E garage. These signs will gather information from the parking management system to display the number of spaces available and the current pricing.
- The Applicant will work with UDOT and/or the City to tie this signage into signage on Interstate 80, US-40, the Ecker Hill Parking Lot, future Quinn's Junction parking lots and SR 224 and 248, to the extent approved by UDOT and/or the City.
- Final locations and messaging will be determined in conjunction with the City and/or UDOT.



ADDENDUM TO THE TRANSPORTATION DEMAND MANAGEMENT PLAN AND PARKING MANAGEMENT PLAN

Park City Base Area Redevelopment
June 4th, 2021

Drop off parking

- a. As outlined in the May 7, 2021 Updated Transportation Demand Management Plan and Parking Management Plan, in addition to the drop off locations provided within the development, the Applicant is proposing to provide approximately 20 short-term parking spaces initially within the Parcel B garage and then split between Parcel B and E for additional guest drop-off areas/short term parking (30 minutes). The number and location of such spaces will be included in the PMP submitted with the Parcel B CUP. In addition, all parking spaces within the publicly available stalls will be 15-minutes free to accommodate pay-on-foot patrons and those who may be dropping someone off.
- b. The number of short-term spaces and the timing are based on successful resort models, including in the towns of Vail and Breckenridge. Thirty minutes is an appropriate time for ski school drop-off, or running an errand within the base area. Any additional time would actually increase traffic and not allow the parking structures to fill within the peak hours.

Special event parking

- c. As outlined in the May 7, 2021 Updated Transportation Demand Management Plan and Parking Management Plan, the Applicant agrees to coordinate with the City and the Resort to submit an annual written management plan, which provides for measures to meet the necessary vehicle reduction, coordinated efforts for satellite parking solutions and creative solutions for day and special event parking, as warranted.
- d. The Applicant agrees to work with the City (Special events coordinator, Public Works Streets Manager and Transit Operations) and the Police Department Traffic Unit to make public parking available in Parcels B or E during special events, similarly to today's coordination between the Resort and the City. In addition, the Applicant agrees to coordinate on base area parking Variable Message Boards to communicate price and availability of parking at the base area.
 - The Applicant agrees that parking for special events will be available to the public on an as available basis, subject to current prices, rules and regulations. The Applicant agrees to work with the City if an exclusive contract or special arrangements are desired by the City for certain events.
 - The Applicant agrees to allow the City to promote availability of parking in the Parcel B and/or E garages during special events, subject to current prices, rules and regulations.
 - The Applicant reserves the right to restrict parking to base area and resorts guests during large community events that occur during the ski season.



Parking in the Neighborhoods.

- e. The Applicant proposes to implement variable message boards on roads leading to the development, subject to UDOT and/or City approval. These message boards will inform motorists at key locations of the current parking status and price of the Parcel B garage, specifically discouraging neighborhood traffic on Thaynes Canyon Drive, directing vehicles to satellite parking locations and directing guests to appropriate destinations once they turn onto Empire Avenue. The Applicant will work with UDOT and/or the City to tie this signage into signage on Interstate 80, US-40, the Ecker Hill Parking Lot, future Quinn's Junction parking lots and SR 224 and 248, to the extent approved by UDOT and/or the City. Final locations and messaging will be determined in conjunction with the City and/or UDOT.
 - i. The Applicant agrees to coordinate with the City to identify strategies, such as increased signage, communication with surrounding HOA management, messaging to guests, and City parking management patrol of those streets and City potential to levy fines, to further prevent overflow parking into adjacent neighborhoods.

Mode Split

- f. Per the Hales Engineering Transportation Analyses, the mode split required to achieve a 20% reduction would need to be a global goal for the Applicant, City, Existing Base Area and Resort. To achieve this, Park City will have to increase bus service and public transit circulation.
- g. The Applicant intends to implement a series of measures targeted to increase the current average vehicle occupancy (AVO) (which ranges from 1.9 to 2.3 passengers per vehicles) to a range of 2.3 to 2.7 passengers per vehicle, which is anticipated to reduce peak hour vehicle trips.
 - i. These measures include:
 - 1. Paid parking
 - 2. Incentives for carpooling
- h. The Applicant agrees to work with Park City Municipal and Park City Mountain Resort.
- i. The Applicant agrees to implement satellite parking for employees and guests, as demand warrants. If satellite parking is provided, the Applicant agrees to work with the City to ensure public or private transportation to the site is available.

Bi-annual Review

The applicant will meet with the city to review the following:

- j. Utilization of Quinn's parking lot. Applicant will require that employees to park and will be shuttled to the resort – allowing guests to utilize the Quinn's parking lot.
- k. Success of the Parking Management Plan and whether any adjustments need to be made which may include, but is not limited to:
 - i. implementing new parking management strategies
 - ii. adjusting pricing, implementing incentives for transit or carpool
 - iii. evaluating transit/shuttle capacities or identifying off-site parking opportunities.



Shared Parking Agreement

- I. A shared Parking agreement will be put in place with all new proposed uses. This will help effectively use all available stalls at peak parking demand times.
- m. Valet parking will be available 24hours, 7days a week at on parcel C. This will increase the parking capacity by an extra 10-15% by enabling cars to be stacked behind each other vehicles. The applicant is also open to car stackers, if necessary.



PCMR Parking Response Memorandum

May 14, 2021

To: Planner Ananth and Members of the Park City Planning Commission

From: PEG Development

We very much appreciate the accommodation of ongoing review of our application file on your regular agenda and in supplemental work sessions and hearings. Due to the late hour on May 12 as we were discussing our proposed parking programming, the meeting concluded with the topic, including our responses to public comment and further questions by the Commission, tabled until our May 19 meeting.

We thought it would be helpful to provide at least some answers to questions and comments we heard in advance of May 19. We also picked up on confusion about parking counts, what City code allows and how Transit First goals are met with our parking program and we hope the tables below bring greater clarity.

We look forward to our continued discussion on May 19.

What We Heard & Response

- Item 1: "Does the parking study follow City code?"
 - Yes, City Code 15-3-7: "The parking study must analyze whether:"
 - "parking Uses will overlap,"
 - *See time-of-day / shared use analysis (see pages 2-3 of parking study)*
 - "commercial spaces within the project will serve those residing within the project rather than the general public,"
 - *See 80% internal capture (see pages 2-3 of parking study)*
 - "or other factors that support the conclusion that the project will generate less parking than this Code would otherwise require."
 - *See actual residential demand data (see page 2 of parking study)*
- Item 2: "How will the 1,200 day skier parking stalls be managed to 800 stalls?"
 - With the prioritization of Transit First and the goal to reduce the number of vehicles accessing the site by 20 percent, the Applicant is proposing numerous measures through its TDM and PMP to shift parking behaviors of skiers and guests over time. This will lead to approximate reductions to passenger vehicles of 24% due to mode shift and 13% due to an increase in AVO from 2.7 to 3.1 on peak days.

- Item 3: “PEG has not identified how the mode shift to reduce vehicles by 20% will be achieved.”
 - The Applicant is proposing many strategies that have been outlined in the draft TDM plan and PMP attached as well as the February 26, 2021 memorandum by Hales Engineering.
- Item 4: “Are you taking away current day skier parking?” “Is the project adding parking?”
 - No, there is no net loss of parking. The existing 1,200 surface stalls will be replaced with 1,200 stalls in parking structures. The additional 389 day skier stalls in the base area will remain.
 - The project will add an additional 521 stalls to the base area to right-size residential and commercial parking needs (who also may or may not be skiers).
 - In prioritizing Transit First, the Applicant is proposing a total of 1,721 parking spaces within the project, in addition to the spaces located within the existing base development buildings. The LMC would require 2,223 spaces within the project. In addition, the expired MPD required an additional 600 day-skier spaces be constructed, which would bring the required parking for the project to 2,823 spaces. The Applicant is proposing a parking reduction, both for the parking to support the development but also from the expired MPD requirement, which will allow reduced traffic and further encourage use of transit. For the spaces required to support the new development, the Applicant is using the reduction allowance in the City Code for shared parking, based upon the unique attributes of the resort base area that provide the ideal synergies for shared parking proven in other resort locations. In addition, the Applicant is proposing to replace the existing day skier parking at a 1:1 ratio and not construct the additional 600 spaces contemplated in the expired MPD. This reduction is in line with the City’s desire to limit traffic into the base area and the anticipated improvements and growth of the Resort. The Applicant is proposing 1,102 fewer spaces than this requirement, which results in a parking reduction of nearly 40 percent from what would be required under the LMC and current MPD, which will result in significantly decreasing traffic in the area.
- Item 5: “How do we know Vail won’t come back in the future and ask to expand the resort capacity?”
 - We don’t, and that is a process unrelated to the application before the Planning Commission currently. Any future resort improvements would be handled through the Mountain Upgrade Plan.
- Item 6: “Why did the parking lot fill up every day this past season in the morning?”
 - Last season, with pandemic realities, the ski industry saw the lowest AVO rates ever – averaging around 1.5 people per car. To a significant extent, skiers were not staying in lodging, riding transit, or carpooling in large numbers at all. Citywide, transit ridership was low due to COVID impact.
- Item 7: “Are you assuming that everyone in the lodging is skiing?”
 - No, we are using a reduction factor for the new lodging, the same as we did for the existing lodging. Lodging at the base does account for a lower traffic and parking impact since those guests will not be traveling on city streets and using day-skier parking to access the resort or other base area amenities.

- Item 8: “Your parking analysis is showing that there is plenty of existing parking, but we see the lots fill up every day.”
 - Yes, our analysis showed that there is an existing parking deficit of 347 cars on peak days. However, parking does not fill every day, especially during off-peak periods. The improvements at the base, including increasing transit capacity and a robust TDM plan, do show that this deficit is eliminated. It should be noted that there will still be days when the onsite parking fills and offsite/satellite parking is utilized. The TDM accounts for encouragement of day-skier carpool and for offsite transportation for guests and employees.
 - Please refer to strategies referenced in our TDM plan and PMP that addresses this deficit and encourages local changed behavior and participation in an employee management plan.
- Item 9: “How can you say that existing capacity is set, when annual skier visits are rising?”
 - Annual skier visits referenced in the Applicant’s analysis and the Mountain Upgrade Plan represent how many days per season the resort reaches or exceeds its Comfortable Carrying Capacity (CCC) which is a planning metric that does not represent actual capacity on the mountain. The CCC is intended to be exceeded on peak days.
- Item 10: “Do you have enough drop-off stalls or locations?”
 - In addition to the drop off locations provided within the development, the Applicant is proposing to provide approximately 20 short-term parking spaces initially within the Parcel B garage and then split between Parcel B and E for additional guest drop-off areas/short term parking (30 minutes). The number and location of such spaces will be included in the PMP submitted with the Parcel B CUP. In addition, all parking spaces within the publicly available stalls will be 15-minutes free to accommodate pay-on-foot patrons and those who may be dropping someone off.
 - The number of short-term spaces and the timing are based on successful resort models, including Vail and Breckenridge.
- Item 11: “Are your pedestrian and bike improvements adequate?”
 - The Applicant has designed the project with pedestrian and bicycle improvements in mind, in order to promote the Transit First city goal. Specifically, the Applicant is proposing year-round bike stalls, stalls for the shared bike program and charging stations for e-bikes. These stalls will be strategically placed in locations that allow for easy access to the mountain.
 - The Applicant proposes 12-foot-wide sidewalks - the standard enhance width for a sidewalk - throughout the project (with the exception of the sidewalk bordering the open space plaza in order to encourage walkability within the open space.)
 - The Applicant has included safe pedestrian crossings, designed with different traffic calming measures such as different road material textures, striping and removable bollards.
- Item 12: “Why can’t you move more of the day-skier parking out of B to another parcel?”
 - Critical to the current viability of commercial business at the base area and resort operations is never being down the 1,200 day-skier spots during peak winter season throughout the construction cycle. Putting 760 day-skier spots in Parcel B

allows us to achieve this because Parcel B is being constructed Phase 1, as well as coincide with the right number of day skiers efficiently accessing the Payday and Crescent lifts; allow for the Applicant to construct a centralized transit center also in the first phase of the project; and the construction of the onsite affordable housing - which mitigates 20 percent of those employees that the new base area will generate.

- Parcel B has the greatest opportunity for access, compared to the other parcels, allowing three separate entrance points, one onto each level of the garage. Having a higher number of day skier stalls on Parcel B evens out the vehicles accessing the various access points to the project parcels.
- Item 13: “The parking you’re proposing does not match the reality of today. How are you make the parking experience better?”
 - It is critical to note - in addition to the extraordinary impacts of COVID this past winter - that today’s parking reality is not implementing the tactics and strategies outlined in the TDM and PMP plans to meet the 20 percent vehicular reduction goal. Including but not limited to, the employee parking plan, the shared parking plan, pedestrian connectivity, paid parking, a greatly enhanced transit center, and carpool incentives.
 - The Applicant is making the experience measurably better by adding lodging units and associated parking (the additional 521 spaces.)

Parking Summary

Day Skier Parking:

	Existing	Proposed
Surface	1,200 stalls	1200 Stalls in B and E
Existing Base Area Garages	403 stalls	403 stalls (do not go away)
Total	1603 stalls	1603 Stalls

Development Parking:

Land Use			Parking (stalls)		
Type		Size	Required (City Code)	Adjustment(s)	Adjusted
R	Condo	144 units	206	Demand = 1 stall / occ. unit 85% occupancy	123
	Hotel	249 units	249	Demand = 1 stall / occ. unit 85% occupancy	212
	Affordable	57 units	61	Demand = 1 stall / occ. unit 85% occupancy	49
	Employee	32 units	39	No parking for employee units	0
	Total	482 units	555		384
C	Meeting Space	20,000 SF	100	80% internal capture	20
	Commercial	73,300 SF	368	80% internal capture	75
	Total	93,300 SF	468		95
Total		521 stalls provided	1,023 stalls required		479
Time-of-day / Shared Use: Peak Parking Demand of Project (9:00 p.m.) =					394
<i>Please see Hales Engineering parking study (dated 05/10/2021) for more details.</i>					

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June 4, 2021

Park City Planning Commission
445 Marsac Avenue (P.O. Box 1480)
Park City, UT 84060

Dear Commissioners,

*RE: PEG Companies' application to amend the 1998 Park City Mountain Resort (PCMR)
Development Agreement (the "Application")*

I am submitting this letter of support for the above-referenced Application on behalf of VR CPC Holdings, Inc., the operator of Park City Mountain Resort (the "Resort") and the owner of the base area parking lots that are the subject of the Application.

The Resort has been in communication with PEG throughout this project. We believe that it will be transformative for Park City residents and visitors alike, and that it will be instrumental in advancing the City's Transit First goals.

The Resort supports the City's efforts to reduce traffic and enhance transit for the entire community. We commend PEG for submitting a comprehensive transportation plan for the project, which includes measures to promote local use of transit, provide complementary transit modes and strategies, and reduce vehicle trips, and for its commitment to continued partnership with the City and the Resort to regularly review the plan to ensure it is producing the intended outcomes.

PEG's plan provides the critical framework and infrastructure to help launch and evolve with the City's Transit First vision. PEG's transportation plan balances the needs of locals, employees, and guests towards ensuring that the optimal amount of parking is provided, while also providing incentives to promote transit use and addressing potential mitigation needs for surrounding neighborhoods.

The Resort also supports the goals of the City and this development as a community partner. As we have done for years, we actively manage access and capacity across the Resort's two base areas (Park City Mountain and Canyons), using this dual access to the mountain to provide the best experience for our community and guests. We support transit use by our employees and have implemented an extensive transportation demand management plan. The Resort is committed to continuing our partnership with the City and PEG, including by meeting regularly to review the ever-changing dynamics of transit and transportation.

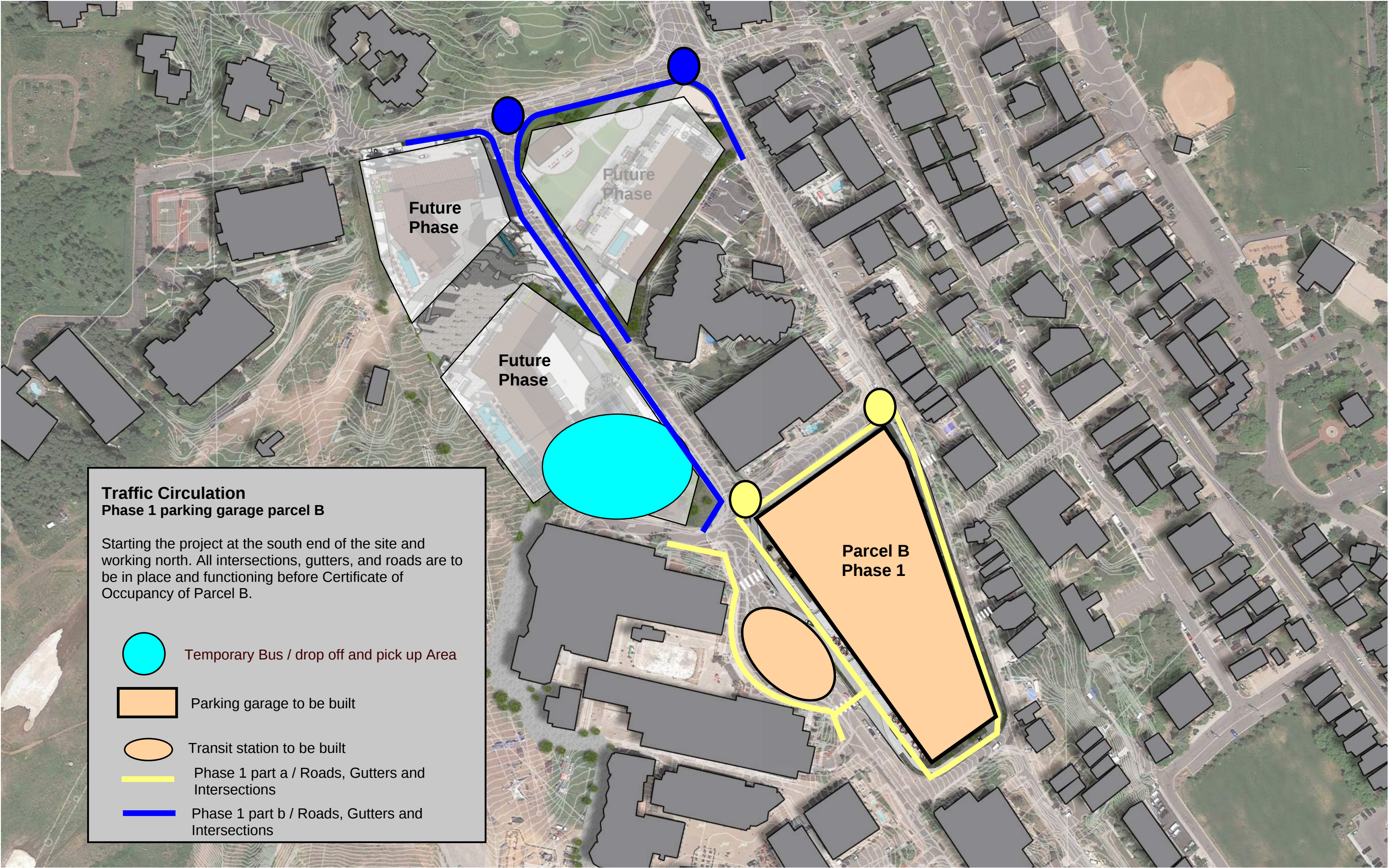
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Broomfield, CO 80021
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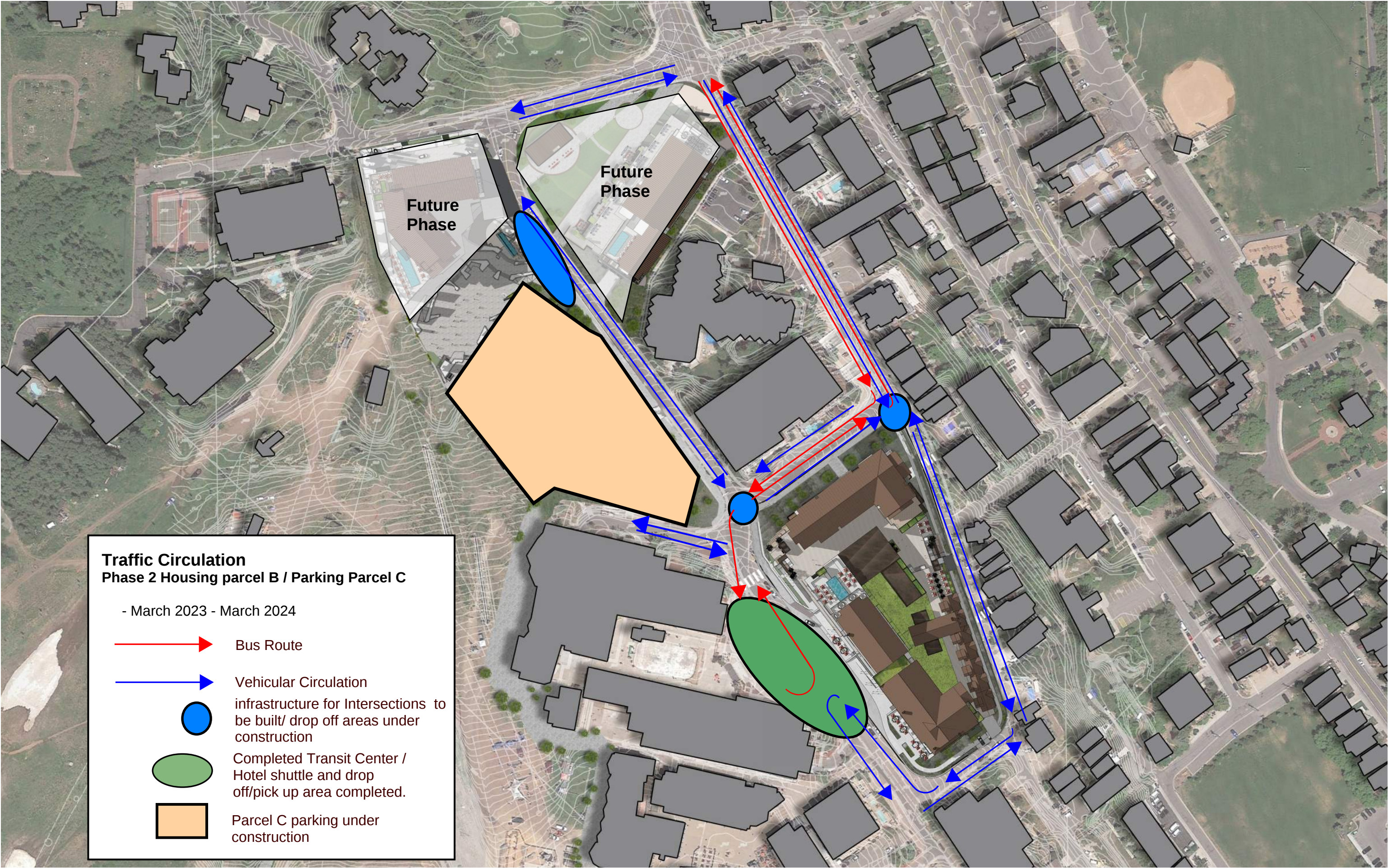
We encourage the Planning Commission to approve PEG's Application and begin this transformative journey for this development, the City, and the entire community.

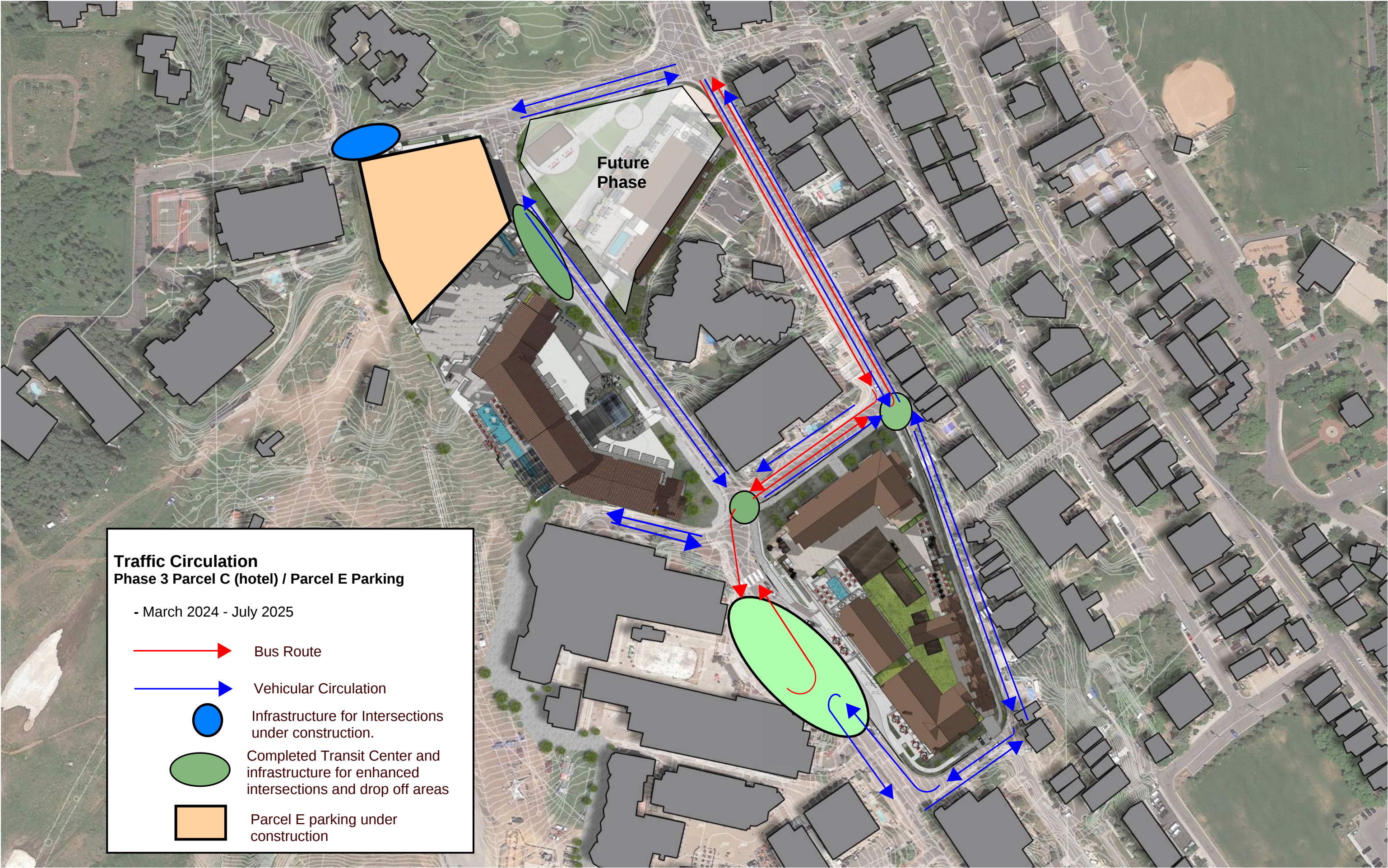
Sincerely,

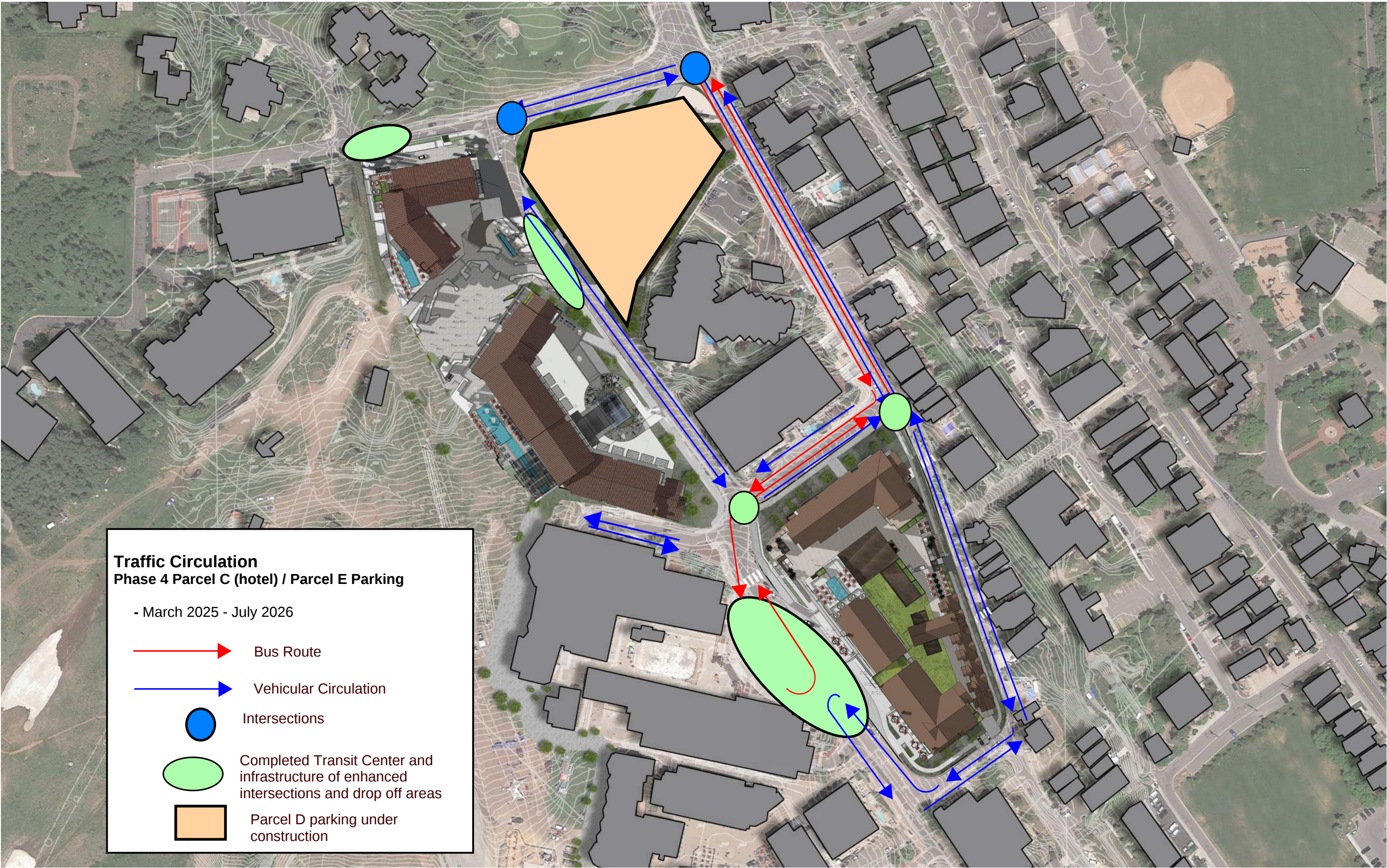
A handwritten signature in black ink, appearing to read 'Mike Goar', followed by a long, sweeping horizontal line that curves slightly upwards at the end.

Mike Goar
Vice President & COO
Park City Mountain Resort









Traffic Circulation
Phase 4 Parcel C (hotel) / Parcel E Parking

- March 2025 - July 2026

-  Bus Route
-  Vehicular Circulation
-  Intersections
-  Completed Transit Center and infrastructure of enhanced intersections and drop off areas
-  Parcel D parking under construction

