



**PARK CITY PLANNING COMMISSION MEETING
SUMMIT COUNTY, UTAH
February 17, 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, February 17, 2021.

NOTICE OF ELECTRONIC MEETING AND HOW TO COMMENT VIRTUALLY:

This meeting will be an electronic meeting without an anchor location as permitted by Utah Code Open and Public Meetings Act section 52-4-207(4) as amended June 18, 2020, and Park City Resolution 18-2020, adopted March 19, 2020. The written determination of a substantial health and safety risk, required by Utah Code section 52-4-207(4) is attached as Exhibit A. Planning Commission members will connect electronically. Public comments will be accepted virtually as described below.

To comment virtually, raise your hand on Zoom. Written comments submitted before or during the meeting will be entered into the public record, but not read aloud. For more information on participating virtually and to listen live, please go to www.parkcity.org/public-meetings.

Exhibit A: Determination of Substantial Health and Safety Risk

The Board Chair has determined that conducting a meeting with an anchor location presents a substantial risk to the health and safety of those who may be present at the anchor location. Utah Code section 52-4-207(4) requires this determination and the facts upon which it is based, which include:

- Statewide COVID cases and hospitalizations remain high;
- Based on metrics established by the statewide COVID-9 Transmission Index, Summit County moved to the High Risk designation on October 22, 2020; and
- Park City is a resort community continually hosting visitors from areas which may be experiencing rapid COVID-19 spread.

This determination is valid for 30 days, and is set to expire on February 20, 2021.

Dated: January 20, 2021

MEETING CALLED TO ORDER AT 5:30 PM.

1.ROLL CALL

2.PUBLIC COMMUNICATIONS

3.STAFF AND BOARD COMMUNICATIONS AND DISCLOSURES

4.REGULAR AGENDA

- 4.A. Land Management Code (LMC) Amendment – Proposal to amend the LMC to address Shared Driveways and Common Parking Structures within the Historic Residential Medium Density Zoning District, amending LMC Chapter 15-2.4 and LMC Chapter 15-15.
(A) Public Hearing (B) Continuation to March 10, 2021
[PC Continuation Report 2.17.21.pdf](#)
- 4.B. Park City Mountain Resort Base Parking Lots - MPD Modification - 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. This Hearing Will Focus On the Applicant's Proposed Circulation and Transportation Plans, Scenario 2b, in Accordance with the MPD, and Applicable LMC, General Plan and Transportation Master Plan Criteria. PL-20-04475.
Public Input will be taken via e-comments
(A) Public Hearing, No Action Will Be Taken
[PCM Base Staff Report 02172021](#)
[Exhibit A: Background Information Related to Transportation](#)
[Exhibit B: AECOM Review of PCMR Transportation Proposal](#)
[Exhibit C: Applicant's Scenario 2b Evaluation](#)
[Exhibit D: Illustrative Alternative Circulation Scenario](#)
[Exhibit E: Applicant's PMP](#)
[Exhibit F: Applicant's TDM](#)
[Exhibit G: Public Comments](#)
[Exhibit H: MPD Process](#)
[Exhibit I: Applicant's bus stop, transit station and potential bridge](#)

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: LMC Amendment – Shared Parking Structures
Author: Laura Kuhrmeyer, Planner
Project Number: PL-20-04644
Date: February 17, 2021
Type of Item: Legislative – LMC Amendment

Summary Recommendation

Staff recommends continuing this item to the March 10, 2021 meeting to allow the Historic Preservation Board to provide a recommendation to Planning Commission.

Description

Project Name: Land Management Code (LMC) Amendments to Chapter 15-2.4, Historic Residential-Medium Density (HRM) District, and Chapter 15-15, Defined Terms.

Applicant: Planning Department

Reason for Review: Amendments to the Land Management Code (LMC) affecting the Historic Districts require Historic Preservation Board and Planning Commission recommendation to City Council for adoption. The purposes of the Historic Preservation Board include providing input to staff, the Planning Commission, and City Council to safeguard the heritage of the City and to protect Historic Sites, Buildings, and Structures; as well as making recommendations to the Planning Commission and City Council on ordinances that may encourage Historic preservation.

Executive Summary

The City received a Historic District Design Review Pre-Application that proposed a shared driveway between two properties in the Historic Residential – Medium Density (HRM) Zoning District. After reviewing the project, staff determined that the LMC does not contemplate the Shared Driveway and below-Grade Common Parking Structures occurring on lots that generally do not have steep slopes, such as Lots in the HRM zone. The LMC currently allows for one (1) Shared Driveway and, as a Conditional Use, a below-Grade Common Parking Structure between the two Side Setbacks of participating Properties. As a result, staff recommends amending LMC Section 15-2.4-3, *Lot and Site Requirements* and LMC Section 15-2.4-11, *Parking Regulations* to amend Rear and Side Setback exceptions for below-Grade Shared Parking Structures.

Should the proposed amendments move forward, the Historic District Design Guidelines (LMC Chapter 15-13) will need to be amended alongside these proposed amendments.

However, Staff has only included the original LMC Amendments, as included in the [February 3, 2021 HPB Packet](#), in this report and exhibits. Staff will return with additional redlines for LMC 15-13 in March.

This proposed LMC Amendment was scheduled to be reviewed by HPB on February 3, 2021. However, the meeting ran late, and the item was continued, without discussion, to the following meeting, March 3, 2021.

Recommendation

Staff recommends continuing this item to the March 10, 2021 meeting to allow the Historic Preservation Board and to provide a recommendation to Planning Commission.

Planning Commission Staff Report



Subject: Park City Mountain Base Area Development
Project #: PL-20-04475
Authors: Alexandra Ananth – Senior Planner
John Robertson – City Engineer
Julia Collins – Senior Transportation Planner
AECOM – Transportation Consultant to the City
Date: February 17, 2021
Type of Item: Administrative Public Hearing – Substantive MPD Modification

Summary Recommendation

Staff recommends the Planning Commission conduct a public hearing with a focus on the applicant's proposed circulation and transportation plans, Scenario 2b, in accordance with the MPD, and applicable LMC, General Plan and Transportation Master Plan criteria.

No action on the proposed [Park City Base Area Lot Redevelopment Master Plan Study](https://www.parkcity.org/departments/planning/park-city-mountain-base-area-development-project) is expected until the Commission has completed its review of the entire project. The next Planning Commission public hearings for this project is scheduled for March 17, 2021. Schedule updates will be posted here as soon as they are available:

<https://www.parkcity.org/departments/planning/park-city-mountain-base-area-development-project>

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)	Finding of Fact (FOF)
Bus Rapid Transit (BRT)	Land Management Code (LMC)
Comfortable Carrying Capacity (CCC)	Level of Service (LOS)
Condition of Approval (COA)	Master Planned Development (MPD)
Conditional Use Permits (CUP)	Park City Mountain Resort (PCMR)
Development Agreement (DA)	Park City Mountain (PCM)

Parking management Plan (PMP)
Recreational Open Space (ROS)
Traffic Impact Study (TIS)
Transportation Network Companies
(TNCs)
Transportation Demand Mng't. Plan
(TDM)

Recreation Commercial (RC)
Return on Community (ROC)
Trip Reduction Plan (TRP)
Utah Department of Transportation
(UDOT)
VR CPC Holdings, Inc. (VRCPC)

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

Transportation and circulation were last discussed on [January 20, 2021](#), with the Planning Commission challenging the applicant and City to improve circulation at the base area and meet the City's "transit first" priority as the teams collaborated to explore design alternatives at the base area.

Unfortunately, the applicant, City and our respective consultants have not arrived at a common solution. The applicant will present their preferred Scenario 2b, and staff and AECOM provide analysis of that proposal. The second part of this report focuses on the proposed parking.

Prior to the January meeting, Transportation and Circulation were discussed at the [September 23, 2020](#), meeting.

Background Information

On July 8, 2020, the Planning Commission determined the applicant's site plan was a "Substantive Modification" to the 1998 Master Planned Development, as defined in [LMC § 15-6-4\(K\)\(2\)](#), and would therefore justify review of the entire Master Plan and Development Agreement (DA).

Although unit Density is vested under 1998 DA, the applicant's site plan has been newly applied for and is being reviewed under the current [MPD Code](#). Exceptions to Setbacks and Building Height have also been newly applied for and will be evaluated under the current MPD Code. Without limiting the Planning Commission's review of the full MPD, staff understands current expectations of the Commission are to focus primarily on the following:

Topic	How Reviewed	Relevant Code
Unit Density	1998 DA including allocation between parcels and maximum gross square footage allowance; net reduction of UE's proposed along with a shifting of density among parcels; shifted density = Substantive Amendment/ Blended Review	1998 DA; 2019 First Amendment to the DA
New Site Plan	Substantive Amendment to Exhibit D of the 1998 DA	15-6-5(G)
Perimeter Setback Reductions	Newly applied for	15-6-5(C) 15-2.16-3(C), (E), and (G)
Building Height Exceptions	Newly applied for	15-6-5(F) 15-2.16-4
Parking	Substantive Amendment to Exhibit K of the 1998 DA; Reduction newly applied for	15-6-5(E) and comparison to mitigation in 1998 DA
Traffic and Transportation Mitigation	Substantive Amendment to Exhibit J of the 1998 DA	Traffic and Transportation Master Plan and comparison to mitigation in 1998 DA
Affordable Housing	Blended proposal per 2015 COA; Newly applied for Housing Authority review	Current LMC/ Housing Resolution for parcels B-E based on employee generation; propose incorporating 23 bed deficiency but not apply new Housing Resolution; pending review of Housing Authority
Phasing Plan	Substantive Amendment to Exhibit H of the 1998 DA	15-6-4(G)(7) requires a Phasing Plan

Analysis

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

1. The applicant's proposed transportation and transit circulation plan, Scenario 2B.
2. An illustrative example of a "transit first" circulation plan that integrates transit into the proposed site plan.
3. Parking at the base area including the applicant's Transportation Demand Management (TDM) Plan, and Parking Management Plan (PMP).

Background information is included in Exhibit A, 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.

2. A summary of the 1998 DA and related Exhibits relevant to transportation, parking, circulation and construction mitigation.
3. A summary of the Relevant LMC MPD Criteria and Required Findings related to transportation, parking and circulation.

The City's Engineering and Transportation Planning Departments, as well as the City's 3rd party Transportation Consultants on this project contributed to this Staff Report. As a reminder, the City hired a third-party consultant, AECOM, as certified transportation engineers, to review and evaluate transportation circulation scenarios and propose transportation solutions. AECOM's technical review of the applicant's site plan is attached as Exhibit B.

1. Update on the applicant's proposed transportation and transit circulation plan.

The applicant remains committed to the "Scenario 2b" circulation plan they presented at the January 20, 2021, Planning Commission Meeting. This is a significant improvement from the applicant's initial February 2020 submittal, which was based on a one-way traffic circulation loop and included two-lane roundabouts at multiple intersections that the City had concerns with. However, many concerns still remain and must be resolved prior to a vote on this application.

The applicant submitted additional analysis on February 4, 2021, including an updated transportation analysis for their proposed Scenario 2b, as well as a concept for a transit station building and pedestrian bridge across Lowell Avenue.

In order to fully evaluate the applicant's preferred scenario, staff requested the applicant submit additional information, including:

- proposed cross sections and turning templates showing how City Transit buses would be able to make the applicant's proposed U-turn on Lowell Avenue in front of Parcel B;
- a mode shift analysis to achieve the necessary 20% reduction in the number of vehicles accessing the site;
- a transit station that meets the City's requirements as outlined in the September Staff Report;
- additional information on the applicant's proposed multi-use paths;
- additional information on bike facilities;
- signal warrants for all proposed signals; and
- an analysis for the vehicular loading zones on Lowell Avenue to verify that these areas will not block through traffic.

Some of this information was submitted on February 9, 2021 (Exhibit C), but much of the requested information remains outstanding.

While the applicant partially responded to the request from the City for more information on Scenario 2b, they did not provide sufficient engineering detail to fully evaluate the following:

- bus turning radius
- roadway elevations
- bus movements and spacing through the U-turn
- pedestrian connectivity
- drop off/waiting area spacing

Without these details, the City and AECOM lack sufficient information to fully evaluate Scenario 2b. The applicant has committed to providing additional details, as well as additional visuals for the public hearing on February 17, 2021.

The applicant's preferred transportation alternative, Scenario 2b, includes exclusive transit lanes south of the Silver King Drive/Empire Avenue intersection, four (4) traffic signals internal to the PCM base area and one HAWK pedestrian crossing on Lowell Avenue between Silver King Drive and Shadow Ridge Road. A bus turn around with seven (7) bays is proposed for Lowell Avenue at the existing transit stop, and a 1,100 square foot transportation station is proposed at the existing base area.

As noted in the January Staff Report, advantages of Scenario 2b include:

- Exclusive transit lanes mean the bus will not get caught in traffic
- 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)
- There may be sufficient space for a bus stop including 7 bus bays.
- The space between the bus stop and the shuttle/drop off area would provide a car-free pedestrian crossing across Lowell Avenue.
- This scenario removes general traffic from Lowell Avenue in front of the bus U-turn, creating a safer crossing for the pedestrians crossing at the intersection of Lowell Avenue and Shadow Ridge Extension

At the September 23, 2020, public hearing and in the Staff Report prepared for that meeting, City staff reiterated that in accordance with the [LMC § 15-6](#), General Plan for the [Resort Center](#), and adopted [Transportation Plans](#), the City's two critical transportation objectives for the site plan include:

1. **Prioritization and integration of a "transit first" approach.** This includes multimodal transportation options for visitors, residents, and employees that are integrated and easily accessible throughout the site as well as improving active transportation connections in keeping with the City's recently adopted [Modal Hierarchy](#); *LMC Sections [15-6-5\(G\)\(5\)](#), [15-6-5\(G\)\(8\)](#), see also Park City's General Plan for the [Resort Center](#), and [TDM Plan Adopted 2016](#).*
2. **Adherence to the modal shift and sustainable transit goals for this site as identified in Park City's General Plan.** More specifically for the resort center, that includes modal shifts to transit and providing more sustainable transportation options that address and mitigate the amount of traffic going to and from the Resort base area. *LMC Section [15-6-6\(P\)](#).*

City staff remains concerned that the applicant has still not sufficiently addressed these issues.

In the analysis submitted by the applicant on February 4, 2021, Hales Engineering (the applicant's traffic consultant) acknowledges that there is excessive queuing and delays at the Park Avenue/SR 224/Empire Avenue intersection for both morning and evening peak hours, resulting in unacceptable levels of service and delays at this intersection today, and that queuing and delays will be made worse under the applicant's build conditions. Hales acknowledges that a reduction in traffic volumes of approximately 20% is necessary in order for this intersection to function efficiently and not cause back-ups and delays on SR 224.

To date, the applicant has not presented a substantive modal shift analysis or provided a concrete operations plans for how they *and Vail Park City Mountain* intend to address, reduce and mitigate traffic to and from the base area by the 20% required to improve congestion and failing intersections. The Planning Department has repeatedly expressed it is the applicant's responsibility to improve traffic conditions and prioritize transit circulation at the base area in order to meet the requirements of the Original MPD, Park City's General Plan, along with the criteria and findings in LMC § 15-6-5 and 15-6-6. The applicant and Vail Park City Mountain are expected to demonstrate a mode shift from personal vehicle trips to transit trips, add shuttles or other sustainable transportation modes, implement alternative satellite parking locations coupled with transit, and/or reduce parking at the base area, in order to make this traffic volume reduction possible.

In the January Staff Report staff outlined everything the City is doing to create the infrastructure to reduce traffic to the base area including developing satellite park and ride facilities at the City's gateway entrances and developing shoulder running bus lanes on SR 224 and SR 248. However, the applicant and Vail Park City Mountain must work with the City to achieve the targeted 20% reduction in the number of vehicles accessing the site by including a state of the art transit station integrated into the new base area design, moving some day skier parking off site, partnering with the City to increase transit, pedestrian and bike connections and implementing robust Transportation Demand Management (TDM) strategies.

The applicant's preferred transportation alternative, Scenario 2b, does not adequately integrate increased and prioritized transit, active transit use and connections into the proposed site plan for the base area. To date, the design of Scenario 2b effectively makes transit to the Resort look like an afterthought or add on to the design. The City believes transit facilities and amenities must be better integrated into the applicant site plan.

In addition, the Scenario 2b design lacks adequate pedestrian, bike, and trail connectivity for the anticipated volumes the site will experience during normal and peak conditions. For example, the pedestrian HAWK signal across Lowell does not align with the pedestrian plazas on either side, creating an awkward, inconvenient and potentially

dangerous crossing point. Another example is the applicant's proposed solutions for accommodating the approximately 2,700 pedestrians that will cross Lowell Avenue, and the 200 pedestrians crossing at the Empire/Silver King intersection during peak hours. For the Lowell Ave section, this is broken down as follows: 500 at the pedestrian plaza crossing, 200 at the Hotel Building C, 800 at the Shadow Ridge intersection and 1,200 by the existing transit station/Building B coming out of the parking garage. Due to the large volume of pedestrian crossings per hour, it is essential that details such as pathway widths, crosswalk design, etc. are provide for a full evaluation of their proposal.

Although the applicant is now proposing a new 1,100 square foot transit station at the existing base area, which would be an improvement from the current bus stop, the proposed transit station has limited amenities and does not meet the City's expressed recommendations which Transit determined as necessary to encourage, enhance and efficiently expand existing bus service..

Transit recommendations include:

- A 21st century end of line BRT station for the anticipated number of transit riders to and from the Resort over the next 30 years. This includes the appropriate amount of active and passive bus bays for expanded transit ridership;
- All season outdoor and indoor shelters that serves all of the bus bays;
- A bus station that accommodates independent bus movements, where the bus is not constricted by another bus or other vehicles;
- Equipment storage facilities (i.e. ski lockers) conveniently located nearby;
- Real time transit information displays that include when the bus will be arriving/departing, and transit and pedestrian wayfinding signage to make easy connections (this is also tied to the applicant's broader wayfinding and signage plan that the city has requested include real-time driver awareness, parking capacity and road conditions;
- Pedestrian and safety-oriented lighting around the transit station and leading up to it;
- Infrastructure for future electric bus charging facilities;
- Accommodations for a bike share station in close proximity to the transit station;
- Space for end of line transit facilities which are an important component of a functioning transit network that sees a significant amount of buses per hour. This includes space for a bus to park and layover, which allows for schedule changes, driver break room, restrooms, and covered facilities for end of line procedures;
- Public restroom facilities; and
- Compliant ADA access.

The Planning Department notes that the applicant's site plan does not appear to provide a handicap accessible connection to the proposed transit station.

Traffic signals will be required to meet City engineering and communications standards, along with providing specific transit signal preemption software and hardware to allow for prioritizing the buses throughout the site. The applicant must be expected to cover to

the traffic signal operating and maintenance expenses over the life of the project if these signals are necessary for the proposed project. The City has requested warrants for these signals, but these have not been submitted to date.

The applicant's site plan now includes seven bus bays planned in a U-turn fashion in the middle of Lowell Avenue at the existing transit station. The City has requested additional information to review the turning and engineering realities of the proposed station, particularly while buses are parked in these active bays. The applicant is proposing an additional U-turn maneuver in the middle of Lowell Avenue, south of the transit area, for private vehicles and shuttles. Again, no conceptually engineered plans have been submitted to show the safety of this maneuver and that it can accommodate the number of vehicles anticipated to make this turn, without backing up traffic. Roadway elevations, anticipated bus movements for the transit U-turn, spacing throughout both U-turns, along with pedestrian pathway connectivity must be submitted to the City's Engineering Department for evaluation. Both of these proposed U-turn maneuvers do not appear as well thought out and as effectively integrated into the applicant's site plan as should be expected given the magnitude of this project. Additionally, this area must safely accommodate the pedestrian activity anticipated to be crossing in this location.

The applicant is proposing a 12-foot wide multi-use trail for pedestrians and bikes along Lowell Avenue and around Parcel B. Pedestrian sidewalks are planned at other locations and crosswalks are shown in the applicant's updated submission. As mentioned before, the applicant has identified that over 2,900 pedestrians will be crossing Empire Avenue and Lowell Avenue during the peak traffic period. The Planning Department is concerned that twelve feet is not sufficient for the number of pedestrians at the site and is potentially dangerous if bikes are expected to share this multi-use trail. The applicant should provide further details and rendering for staff to review. Due to the lateness of the applicant's submission, staff has had less time to focus on pedestrian and bike connectivity than we would have liked, and hope to provide additional comments on this aspect of the plan for the March meeting.

A transportation related objective, as identified in Park City's General Plan, is to discourage resort impacts on surrounding residential communities; and discourage resort through traffic on Three Kings Drive. A raised median is now proposed on Silver King Drive in front of Parcel E (which includes over 500 day skier parking stalls) in order to restrict traffic from exiting the resort via Three Kings Drive. No mitigation is proposed at the other end of Three Kings Drive to discourage traffic from accessing the Resort from that direction, or any other residential neighborhood. The applicant should consider what can be done at this end to discourage this cut through.

The applicant is now proposing to move the loading dock from Parcel E to Parcel C and integrate it into the hotel building. Details on how trucks will make this maneuver should be submitted to the Planning and Engineering Departments so that the City can ensure that traffic and pedestrians are not negatively impacted.

The applicant has not clarified if the drop off areas are sufficient for the number and types of vehicles that will be accessing the site without backing up traffic. Staff recommends the applicant submit additional information showing the anticipated number of drop-offs (current and future) compared against the available space. Without the benefit of this analysis AECOM, recommends additional space and flexibility for drop-offs to allow for an increase in micro-transit, shuttles, buses, ride-hail and autonomous vehicles in the future. It is also reasonable to assume that with the shift to paid parking, additional vehicles will be traveling to the base for drop-off and pick-up and it is not clear that this is included in Hales' analysis.

Finally, staff notes that the applicant has not resolved the existing and proposed traffic congestion and volumes on Empire Avenue and Silver King that result during peak hours and exceed the roadway's capacity. Even if there is sufficient paid parking on site the applicant's analysis shows that many of the surrounding roads do not have the capacity to adequately serve the resort and the applicant is not effectively addressing or mitigating this issue. Staff notes that the City and community demonstrated through the Vision 2020 and General Plan goals, that they do not wish to widen or add road capacity. Instead the applicant has been asked to consider other sustainable alternative mechanisms for reducing traffic and vehicle volumes but little information on this has been submitted to date.

The applicant has not considered reducing parking on site or made alternative parking locations and off-site parking part of their strategy to improve traffic and circulation at the base area, as recommended in the General Plan. Additionally, the application does not include any commitments to improve multimodal connections between the Resort and Main Street, Deer Valley and the Bonanza Park areas, as recommended in the General Plan, such as adding sidewalks and bike lanes to 14th and 15th Streets.

Based on the above, staff can not recommend the Planning Commission approve the current site plan with respect to transportation at the present time. As a reminder, [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.

2. Illustrative Example of a “transit first” circulation plan that integrates transit into the proposed site plan (Exhibit D).

In the future, as demonstrated by the Vision 2020 and General Plan goals, it is fair to assume that transit will become the preferred alternative to visit the Resort, as paid parking and transit priority amenities are proven to shift travel behaviors. In compliance with LMC Section [15-6-5\(G\)\(8\)](#), the City has encouraged the applicant to consider better integrating transit priority through the resort and into their proposed site plan, as well as

to expect to provide a 21st century worthy transit hub that will support a modern resort well into the future and promotes Park City's free transit system.

As noted in previous meetings, the City and applicant have looked at many scenarios for circulation at the base area. However, at the last meeting, the Planning Commission challenged the applicant and staff to further explore creative solutions for circulation at the base area, which like the original MPD, did not confine planning to existing alignments.

Although the City hoped to align with the applicant on the best transit circulation scenario, given the applicant's current site plan and the proposed roadway configuration, the City would like to put forth an alternative vision that is scalable over the long term and provides the amenities critical to making transit work, and prioritizes the customer experience on transit at the base area.

The City has worked with both AECOM and Parametrix transportation consulting firms to advance this design to a conceptual level. We are calling this the Hotel Loop, and it is based off of the applicant's preferred circulation Scenario 2b, except instead of making an U-turn in the middle of Lowell Avenue, buses would turn right on Shadow Ridge Extension, where there could be up to three active or passive bus bays with charging options, and then turn right again, passing through the applicant's proposed hotel, with up to two additional active bus bays in front of the hotel. Passenger and driver amenities could be located and integrated within one wing of the applicant's hotel. This scenario brings the user directly to the skier services and indoor commercial amenities programmed within the hotel already, further enhancing the transit rider experience.

To be clear, staff is not suggesting that this scenario is the solution to the applicant's site plan, as many of the aforementioned challenges still exist, particularly with respect to roadway capacity. However, we are attempting to illustrate an alternative site plan that does the following:

1. prioritizes transit with dedicated transit only lanes and traffic signal priority through the development;
2. provides reasonable bus turning radius movements;
3. is scalable in terms of meeting future transit routing and staging needs;
4. allows for the necessary supportive transit amenities and end of line facilities to be located within the hotel building and surrounding areas;
5. provides proximate access to the slopes/trails, and minimizes pedestrian conflicts;
6. better connects the new development to the existing base area by increasing connectivity through the site and providing an additional connection to the upper base area through the hotel;
7. keeps transit proximate to the upper base area close to existing pedestrian connections through the Lodge; and

8. allows for the repurposing of the existing bus stop as an additional drop-off area and maximizes the space bringing more users closer to the resort destination and improves the arrival experience for transit riders.

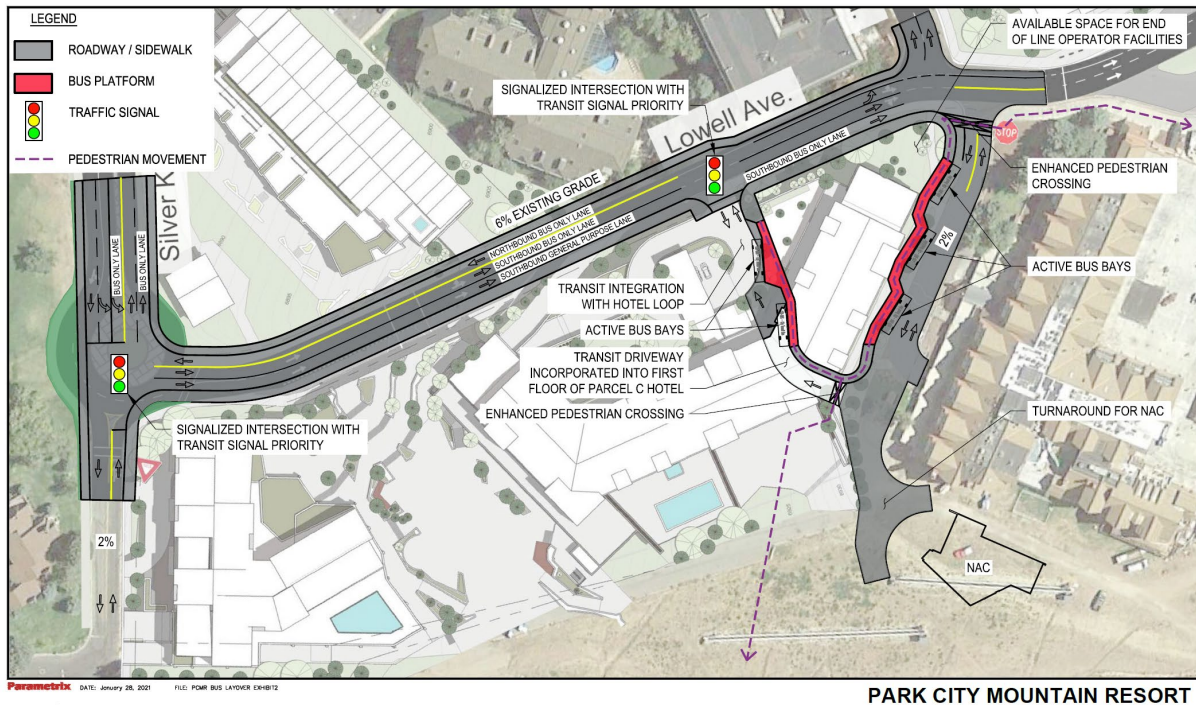


Figure 1: Alternative “transit first” site plan, showing potential bus station integrated into applicant’s hotel, with bus bays along Shadow Ridge Extension as well as in front of hotel. See Exhibit D for additional renderings of the City’s “transit first” illustrative scenario. Note: This alternative focuses only on an alternative integrated transit hub, it does not address pedestrian connectivity across Lowell Avenue.

3. Parking at the base area.

The 1998 Development Agreement Section 2.1.13 notes that “If, in practice, the parking mitigation plan fails to adequately mitigate 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.”

To date, the City and Park City Mountain have implemented short term measures to supplement the long term parking solutions anticipated by the MPD in an effort to support the resort economy, mitigate SR 224/248 load in/out, and maximize operations of their parking lots and off-site options. Despite this collaboration, the existing parking configuration and supply appears to be inadequate as demonstrated by the Resort parking lots reaching capacity almost every day during ski season, including on non-peak parking days. Vail Park City Mountain operations staff are strategic and hardworking, but the load-in and load-out of day skier traffic results in extreme

congestion and safety issues on SR 224, as well as on surrounding residential streets. In addition, busses get stuck in traffic and cannot service the resort adequately because of congestion. As noted above, the applicant's application does not adequately address and mitigate these issues.

The applicant submitted a Draft Parking Management Plan (PMP) (Exhibit E). Historically Vail Park City Mountain and the City have shared parking and parking mitigation (police details, barricades, additional transit, residential mitigation, transit/transp. flow etc.) for 10-12 events, totaling approximately 40 days. This document does not address 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 Markets, summer concerts and ski events, etc. In addition, the applicant should clarify how many stalls are available for taller vehicles on Parcel E. These issues should be addressed prior to a decision on this project. It is expected that the Parking Management Plan will also be updated during the CUP process for each lot as necessary.

The PMP discusses Summertime parking and anticipated vehicles being able to offload bicycles at the drop off area between Parcels C and E prior to entering the garage. Tall vehicle parking is anticipated to be accommodated on Parcel E. The central loading dock has been moved from Building E to Building C and the Planning Department requests additional details illustrating how the loading dock will work without backing up traffic on Lowell Avenue.

The applicant also submitted a Transportation Demand Management Plan (TDM Plan) (Exhibit F). The TDM Plan conflicts somewhat with the February 2020 application. The application notes an Average Vehicle Occupancy (AVO) of 2.7 skiers per parking space and the TDM notes the AVO as 1.9 to 2.3. The application discusses increasing the AVO to 3.7 skiers per space and the TDM notes a goal of 2.3 -2.7, with peak days seeing an increase to 3.1. The applicant should clarify the current AVO and the projected AVO at or prior to the public hearing, and how this impacts the resulting parking analysis.

The applicant is expecting that all employees will park off-site in the future but does not specify how they intend to achieve this. Although Vail Park City Mountain has approximately 100 parking stalls at the Munchkin parking Lot (owned by Vail Park City Mountain), additional information on the number of Resort employees, the 530 expected new base area employees, and the employees of existing base area businesses should be clarified so that the City is assured the Resort has sufficient off-site parking for all employees, and that surrounding neighborhood streets and residents will not be negatively impacted. The shift of employees parking off-site will require enhanced private and public transit to the base area, and the City looks forward to hearing how the applicant and the Resort intend to fulfill this gap.

Day Skier Parking

Finding 13 of the [1997 Planning Commission MPD](#) approval notes that 1,200 skier

parking stalls exist in the surface parking lots, and that these 1,200 surface stalls will be replaced by 1,800 underground stalls for the exclusive use of the Resort, and that it is anticipated that all Resort parking will be paid parking. Of the 600 proposed new stalls, the Mountain Upgrade Plan notes that 500 of these stalls will be available for day skier parking, and 100 stalls will be set aside for employees. *The current application does not include any additional parking despite the Resort reaching parking capacity on most days during the season, including non-peak days during a pandemic when reservations were capped and few spaces were lost to snow storage.*

Page 88 of PEG's application states that a recently updated CCC Analysis conducted by SE Group (the same group that prepared the 1998 Mountain Upgrade Plan analysis), concluded 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 existing conditions. Therefore, the applicant is proposing to eliminate the additional 600 parking stalls proposed in 1998 *despite the Resort reaching parking capacity on most days during the season, including non-peak days.*

The applicant is proposing 1,688 parking stalls, 1,200 day skier parking stalls as well as 488 stalls for the proposed new residential and commercial uses as follows:

Proposed Parking Summary		
Parcel	Type	Parking Stalls
Parcel B	Day Skier	786
	Condo	87
Parcel C	Hotel Valet	183
Parcel D	Retail	44
	Condo	51
Parcel E	Day Skier	414
	Ski Club and Condo	123
Total Parking Stalls		1,688

Besides the Base Area not being built out as anticipated, changes from the 1988 Mountain Upgrade Plan include a reduction in average vehicle occupancy (AVO) from 3.7 people per car to 2.7 people per car (which reflects actual 2019 conditions at PCM), an increase in skiers from nightly rentals, and an increase in ride sharing services. Usage of Town Lift and Park City Transit are also down from what was anticipated in 1998.

The applicant is proposing to use paid parking to increase the AVO from the 2019 ratio to 3.7, and to eliminate all on-site employee parking within the 1,200 structured parking stalls. Although the Planning Department agrees that paid parking will increase the AVO, ***we question how realistic it is to increase the AVO by almost 40%.***

Parking Conditions by Parcel		
Parking Lot	Existing Stalls	Proposed Day Skier Stalls
Main Lot (Parcel B)	388	786
Lower Lot (Parcels C & E)	584	414
Silver King Lot (Parcel D)	214	0
Underground Garage	297	297
Mountainside/Legacy	17	17
Total Skier Parking	1500	1514
Sweetwater Admin Lot	75	75

The Planning Department notes that two times the number of stalls are proposed for Parcel B (which has three entrances/exits on three separate streets), raising circulation and congestion concerns as so many cars are forced to drive all the way into the Resort, versus being more equitably distributed throughout the site. In addition, the proposed 414 parking stalls on Parcel E will be accessed from Silver King Drive (which has two entrances/exits, both onto Silver King Drive), where they used to be accessed from Lowell Avenue only. The applicant is proposing a median on Silver King Drive in front of Parcel E so that vehicles exiting this garage are forced to turn right and away from Three Kings Drive. The applicant should clarify how through traffic to the resort will be discouraged from using Three Kings Drive, as recommended in the City's General Plan.

2019 MASTER PLAN PROPOSAL	
Source	Skiers Provided
I. Parking	
1514 <i>net parking spaces @ 3.7 skiers per space</i>	5,602
100 Ski Club parking spaces @ 2 skiers per space	200
60 Flex Parking from condo/hotel parking @ 3.7	222
II. Lodging at Base Area	
Existing Beds (4274 beds)	
<i>Net skiers from existing beds</i>	3,249
New Hotels	
<i>Additional skiers from new hotels</i>	437
New Nightly Rentals, i.e. Airbnb, VRBO, etc. (260 units)	
<i>Net skiers from nightly rentals</i>	624
New skiers from Master Plan new residential program	710
III. Town Lift	
Actual usage (950 in 2019, but better useage could easily increase to 1100 without upgrade to the lift)	1100
IV. Transit	
Park City Transit Usage grown at 5%/year over 7 years	2,533
Hotel Shuttles	398
Drop-off/Ride-share grown at 5%/year over 7 years	317
Total skier supply at peak destination occupancy	15,391
Upgraded CCC	13,440
Ratio	115%

The application states, that as a result of the project, including flex parking from the hotel and condominiums, new beds proposed by this project, and increased transit usage, total skier supply will increase to 15,391 at peak occupancy, and that the upgraded CCC will be 13,440. This is a 115% ratio, which is considered allowable on peak days by general industry standards.

The existing parking lot configuration and supply appears to be increasingly inadequate as demonstrated by the Resort lots reaching capacity almost every day during the ski season, including on non-peak parking days. However, as the City is seeking to reduce traffic at the base area, ***the Planning Department recommends that the applicant and the Resort work with the City and commit to satisfying at least the 600 additional parking stalls required in the 1998 DA off-site, as well as discuss reducing parking on site in order to reduce congestion to and from the Resort base during peak hours.***

Commercial and Residential Parking

The proposed plans include 1,688 parking spaces. Of these, 1,200 spaces are dedicated to day skiers. The remainder 488 parking spaces are reserved for residential (hotel and condo) and resort commercial patronage.

The application states that based on initial calculations of the parking needed for the proposed land uses, the LMC requires 852 parking spaces (excluding day skier parking), ***thus the applicants are looking for a 364 parking stall exception for the residential and commercial parking requirements, in addition to the 600 stalls they are proposing not to provide the Resort from the 1997 MPD approval, for a total parking stall exception of 964 stalls. The applicant should provide the Planning Department with their parking calculations so that we can verify the number of stalls the applicant is seeking exceptions for.***

Hales Engineering collected data from a nearby ski resort and recommends the following parking reductions based on analysis of shared uses, as much of the commercial patronage will also be day skiers, meaning restaurant and commercial use patrons are likely to already be at the resort and need not be double counted. Based on their studies, Hales recommends the following parking reductions:

1. A reduction of 95% for commercial space,
2. A reduction of 75% for restaurant space, and
3. A reduction of 50% for meeting space.

The above parking reductions, according to the applicant, are conservatively in line with what is experienced at the Canyons side of the Resort, where the applicant reports a 95% capture ratio for the retail uses from day skiers already parked on site.

Hales also quantified how many residential parking stalls were expected to be occupied per unit based on studied nearby resorts and is recommending 0.6 parking stalls per unit. The applicant's TDM notes a robust Lodging and Residential TDM plan. Given Park City's proximity to a major airport, the trends in ride sharing and Park City's free transit system coupled with the practice of the hotel industry to charge for parking, this ratio appears reasonable. The applicant is also committing to provide transit information on the hotel booking website and in confirmation emails.

Hales estimates the peak parking demand for residential and commercial parking will be at 8:00 PM, when residents are using the residential parking spots, and patrons are visiting the restaurants on-site.

Utilizing Hales' mixed-use reductions and time of day parking needs results in a shared parking demand ranging from 195 to 326 spaces during peak hours for the residential and commercial stalls. The Planning Department's preliminary finding is that some degree of parking supply reduction is justified but cannot agree that 488 spaces is the right number until all the specifics and mitigation plans are available. Staff finds that during the peak parking period for commercial uses almost all of the day skier parking will be available, therefore the Planning Department has no concerns with commercial or residential parking.

However, the Planning Department notes that LMC Section 15-6-5(G)(2) states that the Planning Commission may permit an applicant to pay an in-lieu parking fee in consideration for a reduction of required on-site parking. ***The Planning Commission may wish to consider a payment in-lieu fee for the 964 stall requested parking waiver that could be used to help the City construct off-site parking and signage for day skiers at the Quinn's Junction/Richardson Flats area, and/or at alternative locations.***

The applicant is also proposing to actively manage the parking with real time, dynamic parking signs that guide patrons to open parking spaces within Parcels B, C, D and E, creating a more efficient hunt for parking availability. ***The Planning Department recommends that the applicant's signage be tied in with signage on I-80, US-40, the Ecker Hill Parking Lot, the future Quinn's Junction Parking Lot, and SR 224 and 248, and include the ability to message real time surrounding traffic conditions.***

The applicant's application notes that Parcels B, C, D, and E will be served by a shuttle service provided to move patrons around Park City, if scheduled in advance. A shuttle pull-out is proposed on Parcel B, a porte-cochere is planned on Parcels C and E, and a drop-off near parcel D can be used as a drop-off/pick-up site. This is not noted in the applicant's most recent TDM and should be added if still under consideration or clarified if it has been removed from the program.

As noted earlier, the City also recommends the applicant and *Vail Resorts Park City Mountain* consider proactive parking strategies that prioritize the City's transportation goals, in order to further reduce congestion at the Resort. The applicant and Vail Park City Mountain are familiar with off-site parking strategies as Vail Park City Mountain has been renting 450 parking stalls at Park City High School on weekends and holidays for many years.

Off-site parking allows the Resort to seek more overall visitation and accommodate growth without drawing in more vehicles to the already congested base area. If this is accomplished, the Resort will shift more trips onto transit or other sustainable options

like carpooling, shuttles, micro-transit, etc., and improve the overall circulation and congestion that exists today. To illustrate how effective this off-site parking strategy could be, staff has put together the illustrative example below.

If the applicant reduces available parking at the base area from 1200 to 800 parking stalls and provides the balance off-site, this accomplishes the City's transportation goals as roughly 400 less cars are traveling to the site in the AM or PM peak, equating to roughly 800 less vehicle traveling through Park City each day (although some additional drop-off and pick up may occur as a result of paid parking and decreased parking at the base). The 400-car reduction captures roughly 800-1200 people, which could be handled by shifts onto current bus service, employee shuttles, carpooling or other shuttle services.

Furthermore, building or contributing to parking off-site could be significantly less expensive than constructing underground parking, saving the applicant money and potentially reducing the overall mass and height of the project.

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 and Park Record on February 3, 2021.

Public Input

Public comments received since the last Staff Report are attached (Exhibit G). 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 transportation, parking and "transit priority" circulation scenarios.

Project History

PEG Development has submitted an application requesting to amend the [1998 Park City Mountain Resort \(PCMR\) Development Agreement \(DA\)](#), and specifically, to 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](#).

On [July 8, 2020](#), the Planning Commission made a formal determination that the applicant's proposed new site plan was a substantive modification to the MPD and therefore will justify review of the entire master plan and Development Agreement by the Planning Commission. The public hearing process was opened on [August 26, 2020](#), with a focus on the site plan, programming, architecture, landscape design and Open

Space, and consideration of the applicant's requested exceptions to perimeter Setbacks and Building Height requirements; a hearing on [September 23, 2020](#), focused on transit and pedestrian connectivity, traffic, parking and circulation. A meeting on [October 28, 2020](#), focused on Sustainability, Utilities, Project Phasing and Construction Mitigation. A public hearing on [November 18, 2020](#), focused on changes to Building B. The [December 16, 2020](#), public hearing focused on Sustainability. A public hearing on [January 20, 2021](#), focused on potential transportation and circulation scenarios being evaluated, as well as the applicant's [Updated Architectural Plans](#). It is expected that many of these topics will be discussed further at future public hearings.

The redevelopment of the Park City Mountain base area provides an exciting opportunity to greatly improve the existing base area with improved transit access and amenities, purposeful and active open spaces, attractive mountain architecture, skier services and amenities, conference space and housing opportunities, in keeping with [Park City's General Plan](#) and the MPD Requirements of [LMC Chapter 15-6](#).

Proposal

On February 13, 2020, PEG Development submitted an application to the City Planning Department to amend the 1998 PCMR Development Agreement (1998 DA) by replacing expired Exhibit D, *the PCMR Base Area Master Plan Study or Concept Master Plan*, with a new Master Plan.

Approval of the proposed amendment to the DA will result in either a new or amended DA, replacing the 1998 DA. Should this project be approved, subdivision and conditional use permit (CUP) approvals will be required for each parcel prior to the issuance of any building permits.

Additional background information on the MPD process can be found in Exhibit H of this Staff Report.

Exhibits

- Exhibit A – Background Information Related to Transportation
- Exhibit B – AECOM's Transit and Multimodal Review of Scenario 2b
- Exhibit C - Hales Engineering Transportation Scenario 2b Analysis
- Exhibit D – Example of a "transit first" circulation plan
- Exhibit E – Applicant's PMP
- Exhibit F – Applicant's TDM
- Exhibit G – Public Comments
- Exhibit H – Summary of MPD Process

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](#)

1998 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. A recommended location is expected in time for the February 17, 2021, Planning Commission meeting.

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 March 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. In addition, the Planning Department notes that even though only a fraction of terrain has been opened this year, reservations are capped and very few stalls have been lost

to snow storage, the parking lots at the base area appear to be at capacity on most ski days.

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.

Date: February 12, 2021

To: John Robertson, PE – City Engineer

From: Kordel Braley, PE, PTOE
Laynee Jones, PE

cc: Alexandra Anath – Park City
Julia Collins – Park City
Gretchen Milliken – Park City

Re: Transit/Multimodal Review of PCM Development Transportation Proposal
AECOM Project 6064001

Memo

On behalf of Park City, AECOM has reviewed the following plans for the Park City Mountain (PCM) development:

- Applicant's traffic study: Park City Mountain Resort – Scenario 2b Year 2040 Evaluation, Hales Engineering, February 3, 2021
- Supporting files including concepts for a transit station building, Lowell bridge, and civil drawings
- Applicant's Transportation Demand Management (TDM) Plan dated February 2, 2021

This memo documents AECOM's findings and recommendations.

Previous AECOM Recommendations

AECOM reviewed the applicant's initial plans and traffic impact study and provided analysis in a memo dated September 17, 2020. Key recommendations from this review included:

1. *Conduct people-based analysis to quantify the number of people circulating on site and by each mode (for summer and winter, and for existing and future desired conditions).*
2. *Calculate travel demand management reduction to achieve LOS goal at key intersections and use this reduction in vehicles to set a goal for transit and other non-vehicular mode split. Size the bus, drop-off, and pedestrian infrastructure for the desired mode split (for summer and winter).*
3. *Design site with more substantial bus infrastructure.*

AECOM subsequently reviewed revised plans from the applicant, including Scenario 2b. Recommendations are in the Park City staff report (Staff Report) dated January 20, 2021. Key findings included:

- Based on the applicant's people-based analysis of current conditions:
 - Approximately 75% of people in the AM peak arrive via personal vehicle,
 - Approximately 13% arrive via walking or ski lift, and

- Approximately 12% arrive via bus/shuttle.
- The new development offers a generational opportunity to shift the modes toward fewer personal vehicles (page 8 of the Staff Report) and reduce congestion surrounding the resort base.
- Everyone arriving at the site, other than those taking the Town/Silverstar lifts or staying at slope-side hotels, becomes a pedestrian once on the site. Under current conditions, more than 2,700 people cross Lowell Avenue as pedestrians in the peak hour to access the ski area from parking lots and town (page 8 of the Staff Report).

Recommendations included:

1. *Develop future design conditions to reduce personal vehicular access consistent with the city 'transit first' goals such as dedicated transit lanes (page 8 of the Staff Report).*
2. *Add employee trips to the people-based analysis including resort and proposed development employees and the respective arrival modes (page 8 of the Staff Report).*
3. *Revise plans (including Scenario 2b) to accommodate anticipated/desired future conditions (rather than designing according to current mode splits). Future conditions include increased bus and shuttle service and increases in ride-hailing, drop-offs, and micro-transit (page 12 of the Staff Report).*
4. *Increase bus and shuttle service to decrease the overall number of vehicles circulating on site and to meet desired LOS conditions. Approximately 1,200 vehicles are expected in the northbound direction in the peak hour on Empire, and the capacity is estimated at 800 vehicles per hour (page 14 of the Staff Report).*
5. *Include signals with the ability to prioritize transit and manage traffic on site, noting that there are additional considerations such as operational and maintenance costs. Signals provide the opportunity to be programmed differently depending on the season. Signal warrants will need to be conducted by the applicant (page 15 of the Staff Report).*

Summary of New Recommendations for Applicant's Scenario 2b (February 2021)

1. AECOM recommends evaluating a more centrally located bus stop/state-of-the-art mobility hub on parcel C or D integrated into Building C or D (requiring redesign of one or both buildings) to allow for current and future transit growth, promote ridership, enhance users' experience, and respond better to changing demographics and technology trends. A joint workshop between the City and the applicant could facilitate a redesigned site that meets developer and City goals.
2. AECOM recommends a joint effort between the developer, Vail Resorts, and the City to develop a plan to achieve a 20% reduction in the number of vehicles accessing the site as described in the February 3, 2021 Hales Engineering memo. This would include moving some day skier parking off-site (approximately 400 stalls pending further study); a significant increase in bus transit, shuttles, and microtransit; improved pedestrian, bicycle, and transit connections; smart communications; and other TDM policies.

3. AECOM recommends the site design be revised to accommodate significant modal shifts to substantial pedestrian, transit, and drop-off activity. The design should have the flexibility to adapt to peak conditions, seasonal variations, or future emerging technologies and trends. Specifically, the design should be more pedestrian, bicycle, and mountain-bike friendly.

Park City Municipal Code 15-6-6 Findings

Per Park City Municipal Code [15-6-6 Required Findings And Conclusions Of Law](#), the planning commission must find (in addition to other findings) that the development:

- Protects residential neighborhoods,
- Promotes the use of non-vehicular forms of transportation through design and by providing trail connections, and
- Addresses and mitigates traffic.

Review of Scenario 2B Year 2040 Evaluation by Goal

The following reviews the most recent plan submitted on February 2, 2021 (Scenario 2b Year 2040 Evaluation by Hales Engineering) according to each goal.

a) Protects residential neighborhoods

The congestion on Empire Avenue, particularly in the PM peak, impedes access for adjacent residents. Although these congestion problems exist under current conditions, the City's General Plan, Resort Center Area Plan Principle 6, is to decrease destination resort impacts on surrounding residential communities. Table 1 of the February 3, 2021 Hales Engineering memo shows that with a 20% global reduction in anticipated traffic volumes (assuming current mode split), most intersections will operate at an acceptable LOS. This criteria will not be met unless the development plan includes concrete measures to reduce vehicular access to the site.

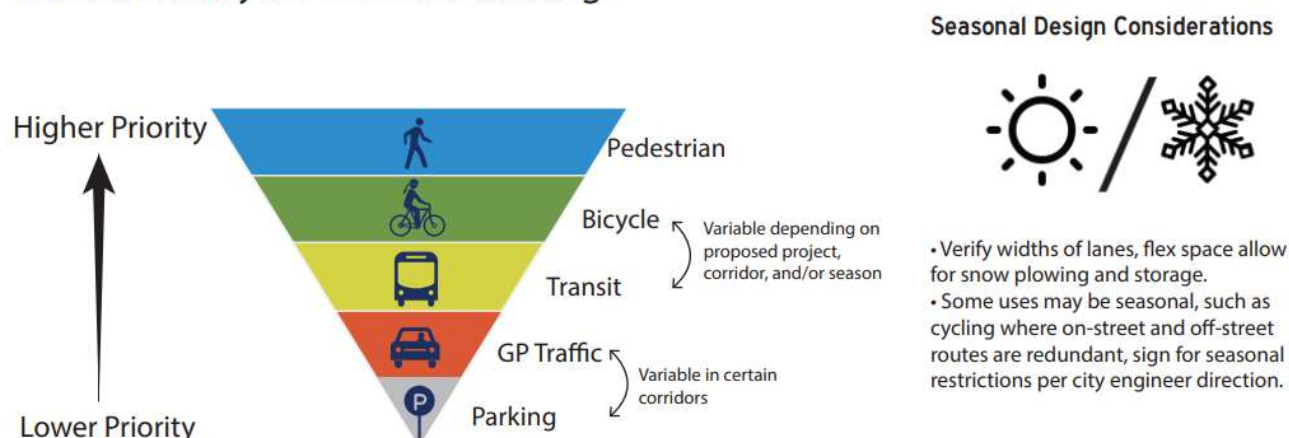
In addition, the plan did not include specific measures to discourage resort traffic on Three Kings Drive.

b) Promotes the use of non-vehicular forms of transportation through design and by providing trail connections

This section addresses **pedestrian and bicycle modes**. Transit is discussed in a separate section below.

As a reference, the Park City modal hierarchy included in the draft PCMC Street Typologies (included below) shows the pedestrian as the highest priority, with cyclists and transit next, and general purpose traffic and parking last.

Modal Priority for Decision Making



Scenario 2b includes a wide pedestrian plaza between Buildings C and E with activated businesses on either side which is anticipated to be a new activity center. The plaza will promote pedestrian activity in all seasons. The latest Scenario 2b plan shown on Figure 2 of the February 3, 2021 Hales Engineering memo shows a 12-foot wide multi-use trail for pedestrians and cyclists and 5-foot sidewalks adjacent to existing roads.

Concerns or deficiencies with the proposed design are listed below:

1. According to this plan, pedestrian and cycling facilities are adjacent to traffic. Park City Municipal Code 15-6-5 Master Planned Development Requirements Section G (Site Planning) states that pedestrian and bicycle circulations shall be separated from vehicular circulation. It is unclear from the concept presented how much separation can be accomplished with the available space.
2. The multi-use paths and sidewalks are shown on the plan in concept only, and it is not clear if there is adequate space to accommodate the proposed widths. A multi-use path that is 12 feet wide is generally desirable with 2 feet of clear zone on either side. Additional engineering drawings are necessary to understand if that can be achieved within the proposed footprint. A capacity analysis of the paths that accounts for both summer and winter use should be provided.
3. The estimated number of pedestrians and cyclists using the facilities should be compared to the size of the facility. A 5-foot wide sidewalk may not be adequate. The draft PCMC Street Typologies shows a 6-foot minimum, with 8 feet preferred (behind curb placement).
4. Pedestrians must take a circuitous route to access the pedestrian plaza and its associated businesses, the ski slope, and trails from the main direction of travel (the town or east side of Lowell Avenue). The crosswalk across Lowell Avenue is adjacent to the loading dock for Building C (Hotel), and the space immediately in front of the plaza is reserved for vehicle drop-offs.

5. The pedestrian connection continuing on 14th Street through Building B is an improvement over the original proposal. However, Buildings C, D, and E are not designed at a human-scale with aesthetic, comfort, and convenience of the pedestrian as the priority. The massing of buildings, in particular Building C, create physical and visual barriers.
6. There is a significant amount of biking activity in Park City and the plan does not show parking areas, electric bike share stations, or other amenities for cyclists. Bike paths that allow mountain bikes to reach the base without dismounting through the development would also be ideal. The paths should also be evaluated to determine if they can accommodate both pedestrian and bicycle activity, particularly in the summer.
7. The site plan does not identify clear connections to mountain bike trails on the slope side of Building C. Pedestrians may use the pedestrian plaza; however, mountain bikers will have to navigate stairs. Building C creates a wide barrier for pedestrians and cyclists to access trails from the town or east side of Lowell Avenue. This area sees a significant amount of mountain bike activity. People currently park in the surface parking lots on Lowell to access the trails and also ride from town and neighboring residences. With the removal of the surface parking lots which currently serve as staging areas for bikers, there should be a plan specific to mountain bike staging and access to trails.

c) Addresses and mitigates traffic

The current circulation plan is an improvement over the original submission and clearly improves transit priority. However, some deficiencies in traffic operations still exist.

- Table 1 of the February 3, 2021 Hales Engineering memo indicates that many intersections will operate at an unacceptable LOS unless there is a 20% reduction in the total number of vehicles accessing the site (20% reduction over current modal splits). The congestion on Empire Avenue, particularly in the PM peak, impedes access for adjacent residents.
- The applicant's TIS shows that the intersection of SR 224/Deer Valley Drive/Park Avenue/Empire Avenue operates at LOS D under current conditions and is projected to operate at LOS F under the build conditions. The applicant is not offering mitigation to improve this intersection. The updated traffic memo from February 3, 2021, shows poor LOS at this intersection in 2040 with project traffic added, but does not provide the no-build LOS, so there is no basis for comparison.
- The applicant is proposing circulation modifications in the form of four traffic signals and one HAWK signal; however, no signal warrants have been submitted to date.
- No detailed analysis is provided for the vehicular loading zones on Lowell Avenue to verify that this area won't block through traffic on Lowell Avenue.

AECOM agrees with the City's initial assessment not to add capacity to address these traffic issues, as it would not be in accordance with City goals. Therefore, a 20% reduction would have to be achieved through TDM measures such as additional transit, shuttles, and microtransit. AECOM reviewed the applicant's TDM plan (as discussed below); however, the plan does not outline how a 20% reduction in vehicular traffic could be achieved.

AECOM recommends a joint effort between the developer, Vail Resorts, and the City to develop a plan to include moving some day skier parking off-site; a significant increase in shuttles and microtransit; improved pedestrian, bicycle, and transit connections, aesthetics, and comfort; smart communications; and other TDM policies.

The applicant has not demonstrated that the design of Scenario 2b can accommodate significant modal shifts to substantial pedestrian, transit, and drop-off activity. There is also not sufficient flexibility built into the concepts to adapt to peak conditions, seasonal variations, or future emerging technologies and trends.

Transit Evaluation

As stated above, the Park City modal hierarchy included in the draft PCMC Street Typologies shows the pedestrian as the highest priority, with cyclists and transit next, and general purpose traffic and parking last.

Bus Stop Location

Although Scenario 2b includes exclusive lanes for buses and space for seven bus bays, the circulation and amenities for the transit rider are not ideal. The space for the bus drop-off is 0.2 miles from the slopes and a similar distance from the activated pedestrian plaza between Buildings C and E. The bus drop-off area has limited space, is not activated or programmed, has limited amenities, and is not programmed for future mobility trends (for example, bike share, electric charging). The current bus stop location is disorienting for transit riders to navigate through the existing development to the slopes. The design appears to add transit on to an existing development rather than integrating it into the design.

AECOM recommends evaluating a more centrally located bus stop/state-of-the-art mobility hub integrated into Building C or D (requiring redesign of one or both of these buildings). The hub would be closer to the pedestrian plaza (including the activated businesses on either side), skier services, amenities, and ski beach. Lockers/restrooms could be integrated into either Building C or D or in a separate building. This would offer the opportunity to separate drop-offs from transit operations and accommodate an anticipated growth in drop-offs from microtransit, ride-hailing, shuttles, and eventually automated vehicles. This would also offer the opportunity to more distinctly separate transit operations from automobile traffic. If the mobility hub were located on parcel D, a second bus stop could be located in the current location, providing transit riders access to both the new pedestrian plaza and the current development.

Transit Station Design

In reviewing the applicant's conceptual layout for the transit station, the following issues were identified:

- The concept plan does not demonstrate that buses can enter and exit all seven bays without conflicts with other parked buses. For example, a bus parking at the first bus stop (when entering the station area) probably cannot get the rear doors close enough to the curb and a bus parked here will probably block a bus entering the second bus bay.
- The applicant should provide detailed dimensions of the buses used in the Autoturn analysis.

- Buses laying over should be able to reenter the station without leaving the station area.
- As a potential end-of-line station, the applicant should demonstrate how electrical charging infrastructure could be accommodated.
- Flexibility should be incorporated to ensure that longer articulated buses can be accommodated as these types of buses could be used by Park City in the future.
- The applicant should demonstrate how snow removal is accommodated in the transit area.
- The plans include a small building with restrooms, lockers, and a seating area. End-of-line services are needed for bus operators, but it is not clear if this building is for drivers or transit riders. Transit riders also need amenities.

Applicant's TDM Plan Dated February 2, 2021

The City adopted a TDM plan in 2016 that recommends:

- Collaboration between public agencies and employers.
- A program with a variety of TDM strategies.
- Adaptation of typical strategies to fit resort settings.
- Ongoing monitoring of conditions and success over time.

The City's TDM plan provides suggested strategies and performance metrics for each travel market. The City's TDM plan recommends focusing on the following five travel markets:

- Full-time residents
- Part-time residents
- Commuters
- Visitors/tourists
- Employees

The applicant's TDM plan is high-level in nature and includes a suggestion that the approval of their concept be contingent on a more detailed TDM plan being developed and approved before the first building's Certificate of Occupancy. The TDM plan includes the following key proposals:

- A contracted transit manager (it is unclear who would employ the transit manager).
- Paid parking (no analysis was provided on the proposed rate structure or transit ridership elasticities of changing parking costs).
- Integration of available parking with third-party apps or other electronic wayfinding.
- Coordination and communications plan developed in conjunction with City staff to identify where people are directed to when parking is limited.
- Ski lockers to mitigate the inconvenience of day skiers carrying equipment on the buses.
- Accommodating 35+ buses per hour (up from 24 to 26 per hour) by providing eight bus bays.
- Marketing efforts including highlighting the existing and proposed park-and-ride facilities as well as proposed BRT.
- Limited detail on how to eliminate current PCM employee parking or address employees of the future development.
- Limited details on the required number of shuttles/buses to accommodate all employees parking off-site.

In summary, more detail is recommended to demonstrate how the applicant's TDM plan could reduce vehicle access to the site by the 20% required to achieve an acceptable LOS.

Parking Recommendation

For comparison purposes, AECOM outlined two parking scenarios.

Parking Scenario A

Congestion at the resort base is caused mainly by vehicles accessing skier parking and vehicular drop-offs. If the on-site parking were reduced from 1,200 to 800 stalls (with the balance provided off-site), the number of cars circulating in the AM and PM peak would be substantially reduced. The capacity of the surrounding roads would approach an acceptable LOS, as described in Table 1 of the February 3, 2021 Hales Engineering memo. The capacity of Empire and Silver King (which surrounding neighbors must use) is about 800 vehicles per hour.

Under this scenario, the following mitigation would be required:

1. Off-site parking is available and increasing (for example at Richardson Flats and the future Quinn's Junction P&R).
2. Frequent bus and shuttle service is offered from the off-site parking lots to the resort.
3. Parking conditions were communicated at I-80 and US 40 to direct people to park and take the bus when the parking is approaching full.
4. No parking on neighborhood roads around the site is enforced.

Without these conditions, skiers will continue to the resort and circulate without available parking, creating further congestion and parking problems in the neighborhood.

Parking Scenario B

Another approach is to build the 1,200 underground parking stalls and price them to reduce the number of cars accessing the site to around 800. Under this scenario, there would be 400 empty stalls in the parking garage under ideal conditions. The extra parking stalls could be available for contingency and/or the space could be used for electric charging, bus maintenance or storage, or shuttle staging.

Note that the transportation trends are increasing curbside drop-off activity, including ride-hailing and microtransit, and eventually automated vehicles. If these trends continue, the demand for parking (especially underground) may decrease in the future.

AECOM recommends pursuing **Parking Scenario A** with further study by the applicant to understand parking demand on opening day and in the future under various pricing strategies; specific time periods for parking demand; opportunities for shared parking with residential, commercial, and hotel uses; opportunities for innovative uses of underground parking; and specific plans for parking mitigation as outlined above.

This recommendation is consistent with Park City Municipal Code 15-6-5 Master Planned Development Requirements E (Off-Street Parking), which states the Planning Commission

may permit an applicant to pay an in-lieu parking fee in consideration for required on-site parking. The code states that off-street parking requirements can be adjusted with:

1. An analysis of time periods of Use for each of the Uses in the project and opportunities for shared parking by different Uses. This shall be considered only when there is Guarantee by Use covenant and deed restriction.
2. A plan to discourage the Use of motorized vehicles and encourage other forms of transportation.
3. An evaluation of potential adverse impacts of the proposed Parking reduction and Density increase, if any, upon the surrounding neighborhood and conditions of approval to mitigate such impacts.

The City's General Plan ([Resort Center](#)) also encourages off-site parking:

- *Implement alternative parking location with state-of-the-art public transportation connection.*
- *Consider reducing parking requirement combined with investment in alternative public transportation.*
- *Develop cooperative, trip reduction strategies through shared management plan of multiple public and private entities.*
- *Utilize a park-n-ride facility for the resort to assist with both employee and visitor peak parking.*

Back-of-House Circulation

The applicant has not provided a plan for back-of-house services and how they would overlay with the guest experience including vehicular circulation, loading docks, deliveries, waste, snow removal, and service/maintenance. Park City Municipal Code 15-6-5 Master Planned Development Requirements G (Site Planning) states, "the site plan must include adequate areas for trash and recycling containers and shall include an adequate circulation area for pick-up vehicles. Service and delivery access and loading/unloading areas must be included in the site plan. The service and delivery should be kept separate from pedestrian areas."

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.

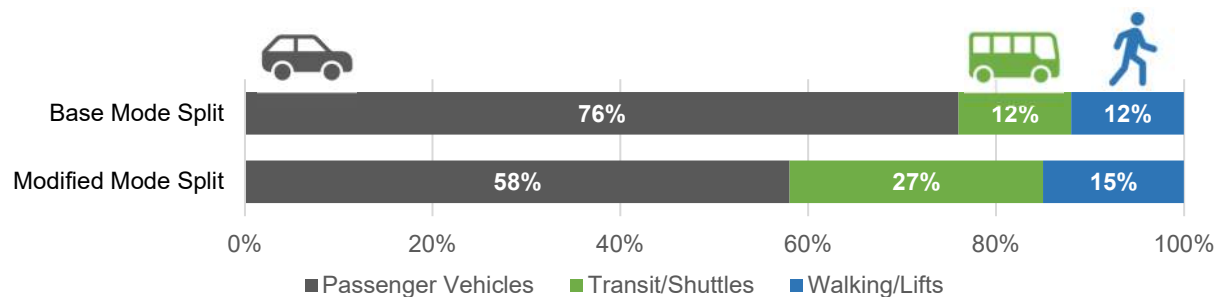


Figure 1: Mode Split Scenarios

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

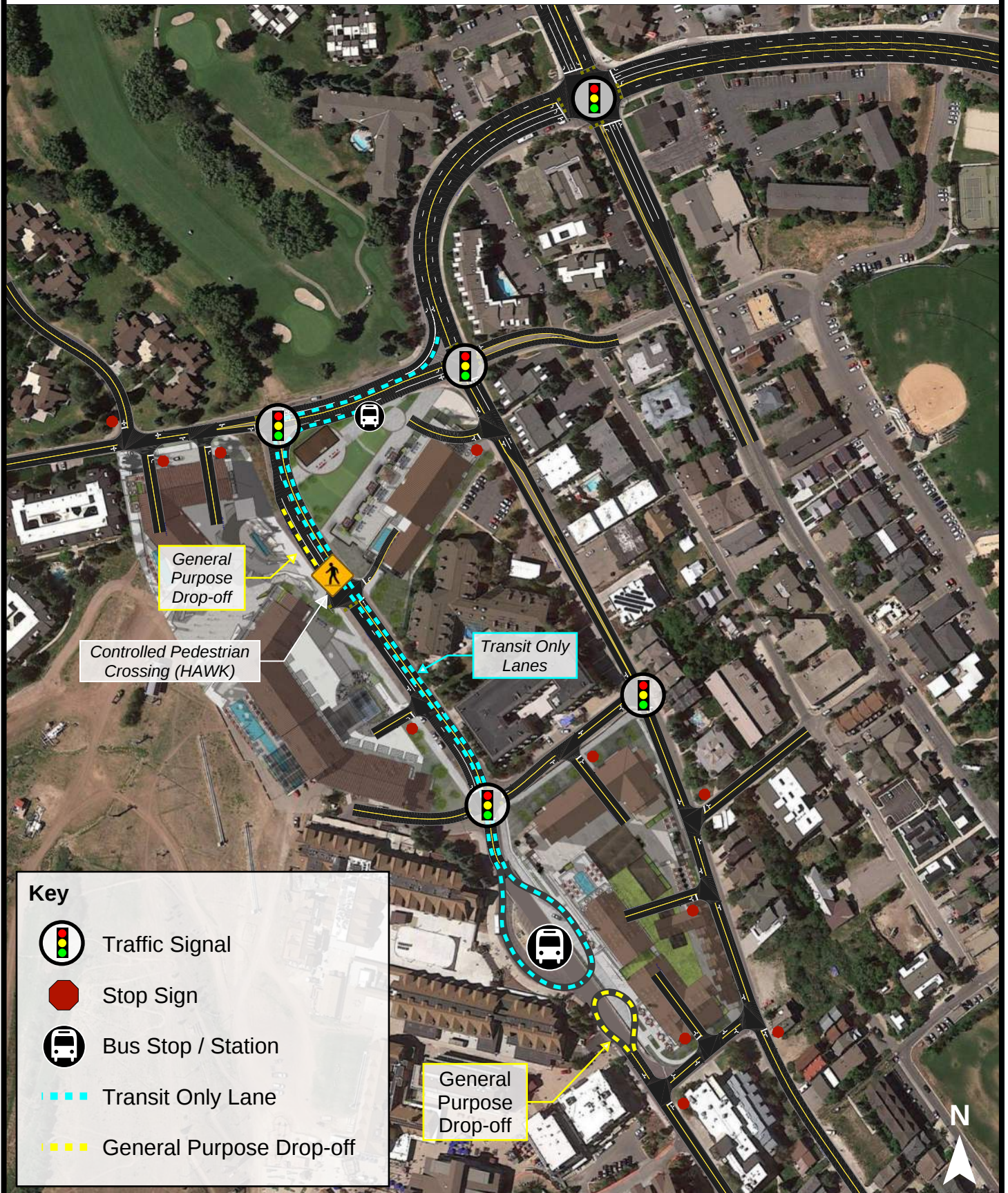
It is recommended that both the north drop-off area and the south drop-off loop on Lowell Avenue be available for general purpose resort and day skier traffic. This will maximize the drop-off area on site to reduce back-ups during peak times. It is anticipated that there will be enough pick-up / drop-off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

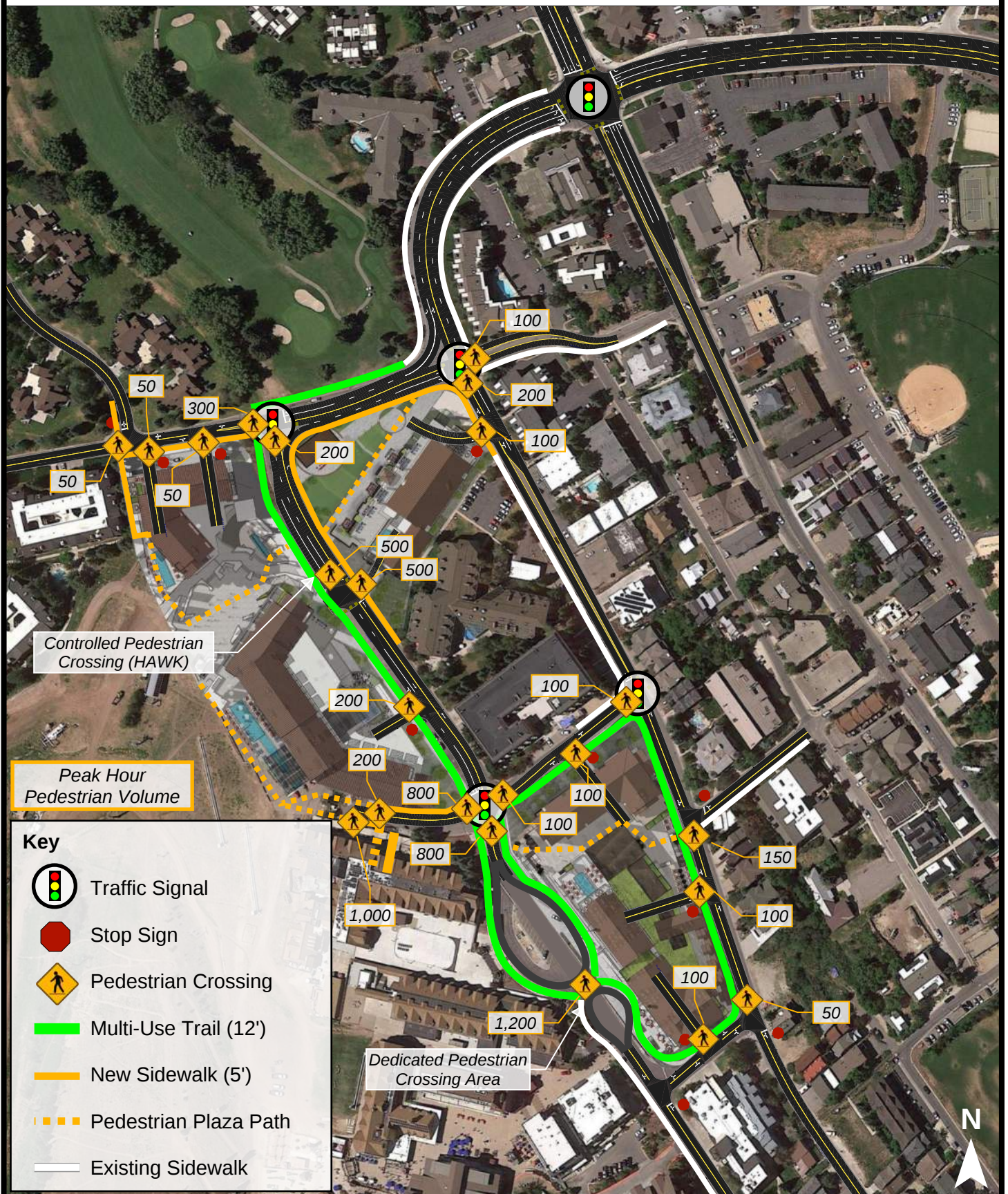
Walking Distance from Transit

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

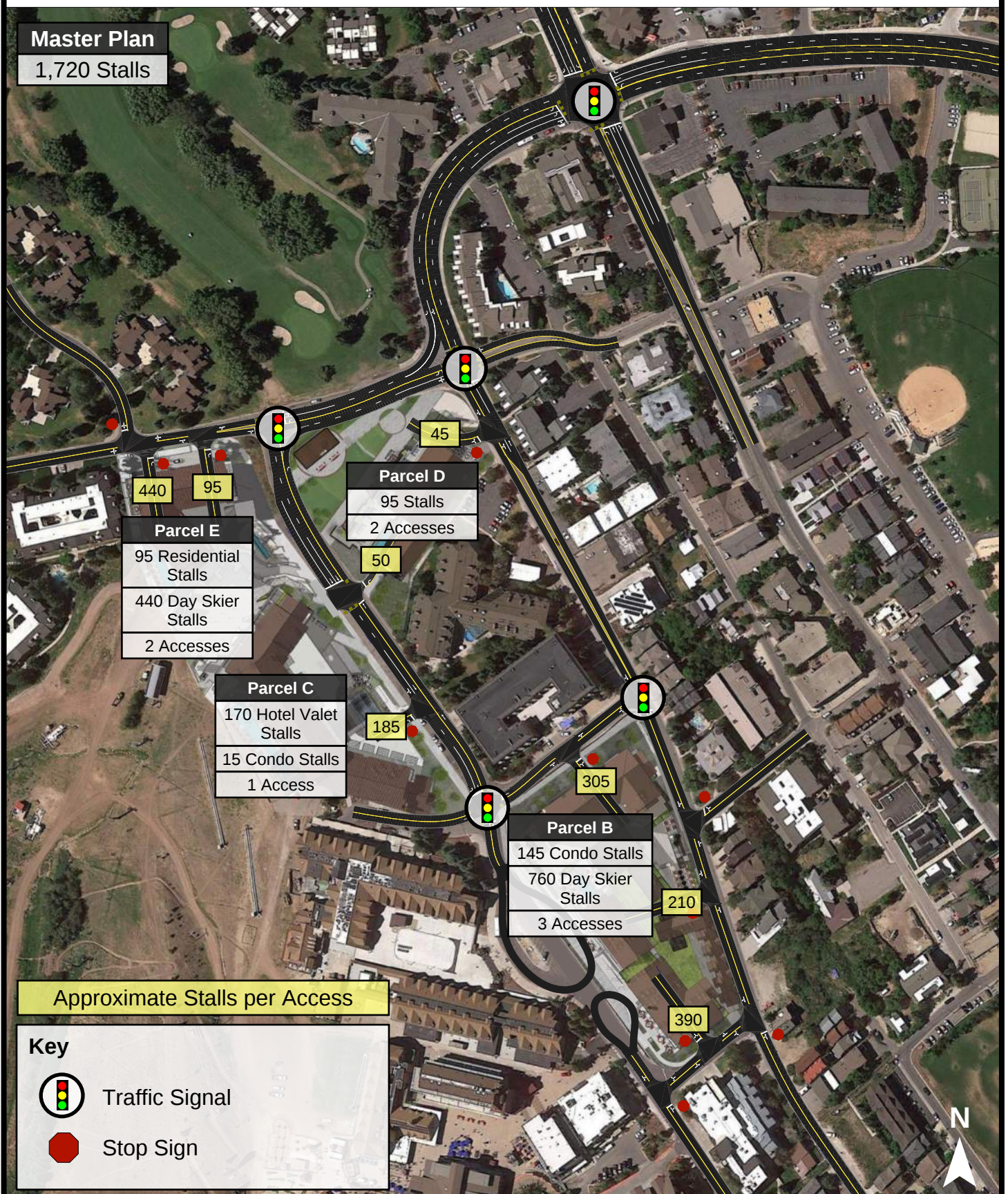
Resort	Transit Station/Stop	Lift(s)	Walking Distance (ft)
Park City	Lowell Avenue	Payday	700
Deer Valley	Deer Valley Dr.	Carpenter	450
Canyons	Canyons Transit Hub	Cabriolet + Red Pine + Saddleback	700





Scenario 2b

Parking & Driveways



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

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	<i>E</i>

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	<i>E</i>

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								

Exhibit D: Illustrative example of an “transit first” circulation plan that integrates transit into the proposed site plan.

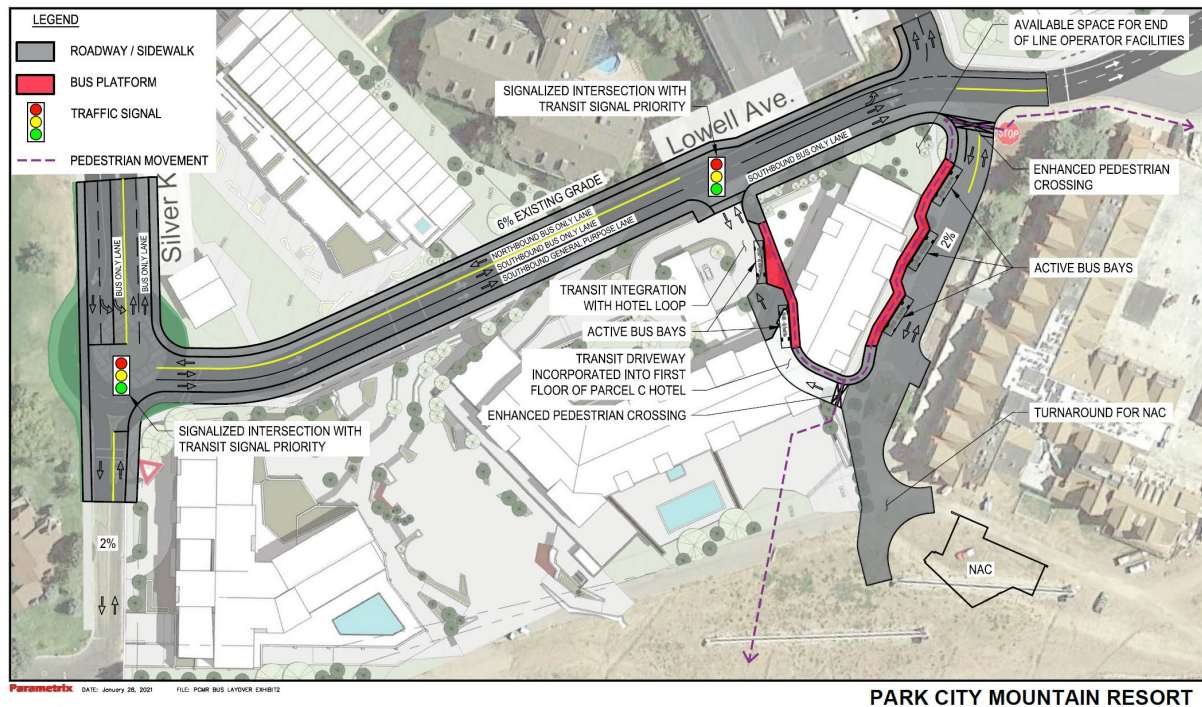
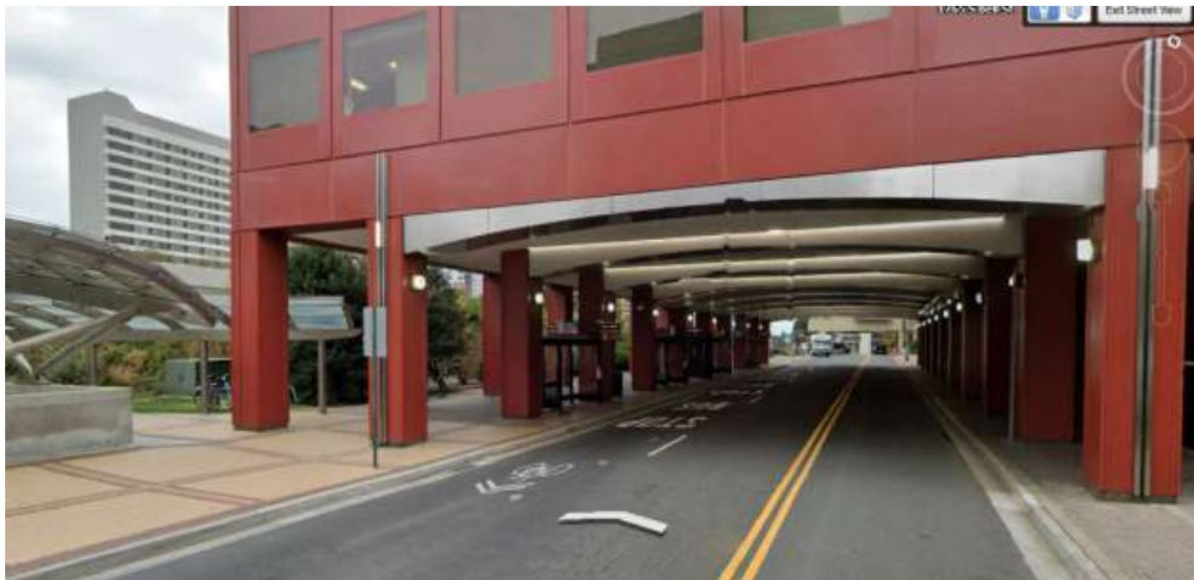


Figure 1: Alternative “transit first” site plan, showing potential bus station integrated into applicant’s hotel, with bus bays along Shadow Ridge Extension as well as in front of hotel.



Figures 2 and 3: Examples of a street running through a building (Nashville's Music City Center above, and Redmond, WA's transit station below). Proposed scenario would require one lane for buses and a separated pedestrian/bike path.





Figures 4 and 5: View of bus bays in front of Hotel (above), and behind Hotel from the slopes (below).





Figure 6: Repurposing of existing bus station as additional drop off area.

Because of where we are in the entitlement process and premature requests for operational planning detail, this Parking Management Plan is intended to provide a high-level programmatic overview of anticipated parking operations and not a detailed management plan. The Applicant can agree to a condition that requires a detailed Parking Management Plan be submitted for administrative approval prior to Certificate of Occupancy and the commencement of structured parking operation.

Traffic Management and Transit Prioritization:

Implementation of the proposed traffic solution, prioritizing transit and providing enhanced and controlled vehicular circulation, parking will be efficiently automated and self-regulating. Using variable message boards, in coordination with Park City Municipal Corp., day-motorists will be able to make parking decisions among two different structured garages. Traffic signalization will provide traffic control to keep traffic moving. In addition, variable message boards or other signage will enforce no parking zones in adjacent neighborhoods.

The parking manager, in conjunction with City traffic operations, will prepare a coordination and communications plan outlining how daily operations will proceed on peak days, including transportation from any skier lots satellite lots that are utilized.

Parking Garage Prioritization:

It is not anticipated that parking garage prioritization will occur. Traffic will flow better if it can be distributed among the different garages at the same time, allowing vehicles to spread out to reduce focused congestion in any given garage. This can be evaluated with time and adjusted as necessary.

A parking manager will be contracted to manage parking operations and direct traffic. The parking manager may subcontract these services, if necessary. Traffic managers who direct 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.

Parking Garage Operation:

After considerable discussion with Park City Municipal and community stakeholders, parking fees are a critical form of parking management and a significant incentive to use transit instead of a personal vehicle. Day-vehicles will pay to park in the base area parking garages. At this time, it is anticipated that there will not be any entry or exit control devices. Parking will be paid via pay on foot stations and mobile app (subject to changes in technology and best practices over time.) The parking manager may elect to place parking attendants within the garage on peak days to assist with traffic flow and circulation. Condo owners will have dedicated parking spaces reserved. It is anticipated that these stalls will be concentrated nearest to the entrance to the condo from the parking garage. It is not determined yet if there will be access control to the condo parking. Condo owner parking will be flex parking, meaning if a condo owner isn't using the parking then it could be used for day-skier parking – this is a highly-functional parking

management tool that supports not over-building day-skier parking. The HOA and parking manager will coordinate to make any meaningful amount of unused condo owner parking spaces available for public/day-skier parking. It will be necessary to compensate the condo owner for use of the stalls. These details of stall management and compensation will be worked out with the HOA and condo declaration.

Hotel parking will primarily be reserved for hotel guests. The hotel operator and parking manager will coordinate to make any meaningful amount of unused hotel parking spaces available for public/day-skier parking.

Parking for special events will be on an as-available basis available to any member of the public and will be paid parking at the posted rates and subject to any applicable rules and regulations, during the time of the event. Parking may be restricted to resort visitors, including base area guests, during large community events that occur during the ski season.

Summertime Parking:

Recognizing the popularity of cycling throughout the spring, summer and fall seasons, parking operations have been contemplated for the summer recreationalist, as well. Parking will operate in the summer in the same manner as it is operated in the winter, subject to applicable pricing, rules and regulations.

Vehicles desiring to offload bicycles prior to entering the parking garages may do so at the drop-off between parcels C and E. Bike racks will be staged at the drop-off to allow bicycles to be secured while the driver parks. Easy access to parking in Parcel B can be obtained from this location with easy pedestrian access back to the bikes. From this location access is easy to the mountain. Should demand warrant it, supervised bike corrals established on the plaza may be considered.

Tall vehicle parking may be accommodated in the parking structure on Parcel E during summer operations. One level of parking on E is tall enough to accommodate tall vans. Access for vans requiring 8'-2" clearance for ADA accommodation will be provided in all structures per federal law.

Central Loading Dock and Design:

A central loading dock will be built on Parcel C. The dock will accommodate two delivery vehicles at a time and will provide access to all the retail/food users on the plaza, on the mountain and hotel deliveries. Deliveries to the dock will be coordinated with the different users so as to avoid delivery vehicles waiting on the street. The dock access will be designed so that trucks can escape Lowell Avenue and then back into the dock and not hold up traffic.

Because of where we are in the entitlement process and premature requests for transportation demand management detail, this Transportation Demand Management Plan is intended to provide a high-level programmatic overview of anticipated parking operations and not a detailed management plan. The Applicant can agree to a condition that requires a detailed Transit Demand Management Plan be submitted for administrative approval prior to the first building's Certificate of Occupancy.

Executive Summary

PEG Development is proposing a new Master Plan for the Base Area of Park City Mountain. As part of the new Master Plan, the existing 1,200 +/- surface stalls will be replaced with 1,200 structured parking stalls for the day skier. In addition, new retail, restaurant, hotel and condominiums will be built, along with the necessary parking for these uses. The current situation of parking, traffic, pedestrian and cycling, and transit modes will all be significantly upgraded to help meet Park City Municipal goals to reduce single-occupancy vehicles and lessen any burden on base-area parking. In conjunction with the actual physical improvements it is important to provide programmatic and operational guidelines to further manage the demand on these facilities and to optimize those modes of transportation that are beneficial to the community such as transit, pedestrian, and cycling modes while reducing single occupant vehicles driving to the base area.

A transit manager will be contracted to coordinate with parking operations to assess and grow programs that will promote carpooling and ridesharing programs and additional employee commuter incentive ideation. Regular employee communications will be an aligned and a consistent effort, and will be outlined in a detailed Transit Demand Management Plan.

Day Skier Transportation Demand Management

Parking Management

Current Average Vehicle Occupancy (AVO) for private vehicles arriving at the resort ranges from 1.9 to 2.3. After considerable input from Park City Municipal traffic and transit staff, it is the intent of this plan to increase the AVO to a range of 2.3-2.7, with peak days seeing an increase to 3.1. To accomplish this, PEG was encouraged to implement paid parking as the most meaningful parking management tool. PEG is further proposing tools to manage day-motorists with a dynamic parking monitoring program where the number of stalls available will be broadcast using technology, especially useful during peak periods, and including collaboration with parking apps that can provide real-time information before drivers get into their car that includes alternative transit options. The most current technology will also be able to direct drivers away from the resort when parking becomes limited or unavailable to satellite parking lots or alternative transit options. The technology may also be used to allow drivers to pay for their stall prior to arrival.

There are several commercially-available parking management systems. The intent would be to use one of these to manage the parking garages, specifically to manage the number of stalls available and then to transmit that information to variable message boards at

locations outlined in the formal application. These boards would then transmit that information, while also displaying transit options. An example of a very capable system can be found at <https://www.skidata.com/en-us/products-services/products-for-parking/>. Examples of systems in use that manage stalls available can be found at City Creek in Salt Lake City, and most major airports.

The parking manager, in conjunction with City traffic operations, will prepare a coordination and communications plan outlining how daily operations will proceed on peak days, including transportation from any skier lots satellite lots that are utilized. Processes for making decisions about which lot and when to direct drivers can be coordinated operationally with the City and Deer Valley Resort once the infrastructure is in place.

As previously stated, PEG has concurred that charging for parking is a very effective parking management tool. We currently believe that once operations start, the impact of the holistic parking management system in conjunction with new and enhanced transit solutions will mitigate traffic and transit concerns. We will commit to re-evaluating and adding additional incentives/restrictions in the detailed Transit Demand Management Plan.

Offsite Transportation Service

Historically, on select peak days, transportation has been provided to supplement City bus service from off-site parking locations. As operations of the redeveloped base area get under way, the parking manager will continue to work with Park City Municipal, and in collaboration with other stakeholders, on transportation from designated satellite lots and in alignment with the City's bus program, as well as the coordination of necessary communication to car travelers.

Encouraging Transit

One of the key objectives of this development and goals of the City is to increase the number of riders on existing and future transit (i.e. shifting vehicle trips to transit trips.) In conducting community outreach, the primary objections we heard from locals to using transit is that it wasn't convenient to carry skis on the bus. In order to help resolve this inconvenience PEG is proposing to install day skier lockers at the new base area. These lockers would be available for rent by the day for bus riders, season or year providing flexibility for all guests (locals and visitors alike).

PEG is also proposing upgrades to the current bus stop at the base area. There are currently several options for transit routes and solutions under consideration. This draft will be updated when a final solution has been selected by PEG and the City. It is the goal to increase the number of buses in the peak hour from 24-26 per hour to 35+per hour. It is also PEG's goal, within its current preferred option 2B, to provide dedicated bus lanes on Silver King and Lowell with 8 bus bays.

Marketing

With plans being finalized for the Quinn's Junction park and ride and a side running bus lane into town, it is anticipated that more skiers and employees from out of Park City will

be encouraged to utilize these facilities and shift to transit ridership. We will work with the City and all of our base area partners to ensure this information is incorporated in all employee and guest communications and marketing efforts, and this will be outlined in the detailed Transit Demand Management Plan..

Employee Transportation Demand Management

Current Park City Mountain Resort Programs

Park City Mountain has implemented and continues to implement various measures to ease traffic and provide employees alternate transit options to/from work. These options include:

- Providing PC-SLC Connect bus passes to employees at no cost. This accounted for 7,035 employee trips during the 2019/2020 winter season.
- Incentivizing carpooling through the RideOn Park City Platform as a piloted program and during the 2018/2019 winter season. Due to its success, Park City Mountain moved to the RideOn platform during the 2019/2020 season as a collaborative partnership between the resorts, CVMA, and Park City Municipal. Thirty percent of Park City Mountain employees participated in the RideOn program.
- Providing multiple UTA vans/shuttles to groups of employees departing from Salt Lake City and Heber at no cost to the employee. These vans accounted for an estimated 6,656 employee trips during the 2019/2020 winter season.
- Park City Mountain – in coordination with City transit and traffic - currently operates multiple shuttles and buses for employees and guests from off-site parking lots during peak days. These efforts will continue by the redeveloped base area's parking manager, as there will not be free employee parking provided within the new parking structures to ensure these spaces are available for guests. During non-peak periods, there are currently 200 employees that park in Lot E – this total is reduced during peak periods (weekends and holidays) as Park City Mountain shifts parking for approximately 100 employees to Munchkin (which is owned by Park City Mountain and in close proximity to the base area) or other remote lots. As development progresses at the base area, Park City Mountain will establish new employee parking procedures that shift employee parking to alternate locations, including Munchkin and other off-site locations during both peak and non-peak periods. These locations may include the new Quinn's Junction park and ride, the Richardson Lot located approximately 4 miles from the Park City Mountain base area, or to other locations yet to be identified. Although Park City Mountain or PEG do not currently have a lease or contract for use of the Richardson Lot, there is no reason to expect that sufficient spaces in the Richardson Lot would not be available if needed.

Existing Base Area Employees

The existing base area businesses employ approximately ?? people. As part of the new base area project, and similar to Park City Mountain employees, these employees will be encouraged to park at off-site locations versus paying to park at the base. Historically, these employees had the option to use off-site parking locations during peak periods and

have utilized the provided transit to/from these locations. PEG is leading an effort (in conjunction with the other stakeholders/users) to create and/or fund enhanced bus service or private shuttle programs to/from satellite lots(s) to meet the enhanced transit demands to accommodate the increased usage of off-site employee parking. Additionally, existing Base Area employers will be encouraged to support their employees as Park City Mountain does by participating in programs such as PC-SLC connect, UTA Van Pool, and the RideOn program as is best suited to their employees. Those employees who live within town, or near a Park City Transit stop will be encouraged to use this service to arrive at work.

Proposed Base Area Employees

The newly proposed base area businesses will employ approximately 530 people. The affordable housing proposal mitigates 20%, or 105 people resulting in 425 employees who will be commuting in some form to/from work. Those that drive will be directed to park at the new Quinn's Junction park and ride during weekdays in order to use the bus, at the Richardson Lot on weekends/holidays, or other off-site locations to be designated in the future. New Base Area employers will be encouraged to support their employees by participating in programs such as PC-SLC connect, UTA Van Pool, and the RideOn program as is best suited to their employees. Those employees who live within town, or near a Park City Transit stop will be encouraged to use this service to arrive at work.

The proposed hotel will have an employee breakroom which will include bathrooms and showers. Employee bike storage facilities can be accommodated within the hotel facilities to encourage hotel employees to ride their bikes to work, particularly during the warmer parts of the year. Enhanced pedestrian connectivity provided by the new base area plan will provide options for employees that may live close enough to the resort to walk to work. Bike racks will be available throughout the project. Additionally, PEG will seek to provide a Summit Bike Share station on the project.

The shift of employee parking to off-site locations (otherwise employees will be subject to base area parking fees) will require enhancements to both private and public transit systems to/from the base area. PEG will lead the coordination of this effort, as it will require multiple partners to participate in a final TDM plan, including cost-sharing, and anticipates needing transportation that accommodates the peak morning and afternoon commuting periods – these hours are assumed to be 6am – 10am and 3pm – 7pm. The off-peak period (10am – 3pm) will see reduce service from that of the peak period. The exact number of shuttles and/or trips will be coordinated with the various stakeholders and based on demand – this program will need to be monitored and adjusted to ensure needs are being met and that we continue to eliminate unnecessary vehicles and traffic in the base area – and will be further detailed in the final TDM plan. All ADA requirements will be adhered to.

Additionally, PEG intends to develop a robust information and communication plan that will be distributed to all stakeholders and employees, informing them of these off-site parking areas, shuttle availability and schedules, carpooling using RideOn, regional transit options, etc. As with any change there is always a ramp up period. Hotel employees may receive communication in a number of ways, including from supervisors, in company payroll processing websites (such as ADP).

Lodging Transportation Demand Management

The lodging industry has seen unprecedented changes in the way guests arrive, particularly for destinations like Park City, which falls within 45-60 minutes from a major airport. The advent of Uber, Lyft and other ride-sharing services has drastically reduced the need for a guest to rent a car from the airport and drive to the resort. While it is recognized that if a guest uses a ride share/Taxi/Black Car service they are still generating a trip, usually the driver will seek to pick up a return trip, thus essentially cutting in half the number of trips versus the traditional rent a car method. For all guests arriving at the new lodging, information will be provided about the availability and cost of parking, availability of rideshare and taxi, and the availability of shuttles to arrive at the resort. Information will also be provided about the free Park City Transit system, informing guests of the ease of getting around within Park City without a car. All with the aim of reducing the number of individual vehicles used to arrive at the resort for the lodging.

It is common practice in the hotel industry to charge parking separately from the hotel room, this project will be no different. Hotel information, including park and ride and transit options will be provided on the hotel booking website. Confirmation emails to guests will also have the information provided. We will commit to re-evaluating and adding additional incentives in the detailed Transit Demand Management Plan.

Residential Transportation Demand Management

Regarding unbundling of parking spots, we will certainly consider the recommendation. Bike parking for residents will be provided. It may be in a secured area with camera, or it could be in storage closets provided with the condo. Variable message boards specific to residents will be considered. The front door for Parcel B is right at the bus bay as proposed.

TDM Reporting

We will commit to an annual report in the detailed Transit Demand Management Plan, including an annual meeting to review data, including how people travel to and from the redeveloped base area and, if needed, how TDM strategies can be improved. Elements of the report should consider efforts to:

- reduce automobile travel and parking demands;
- improve air quality;
- articulate health benefits by way less day-motorists;
- a phased approach to incentivize a growth in employee and guest transit usage year over year.

TRP Comments

A TRP plan will be directly commensurate with the level of service increase by Park City Transit. PEG is committed to reducing trips, recognizing that our customers are also the City's customers on transit. Improved access to the bus for local residents must be accomplished (i.e. in-town bus stops need parking and covered waiting areas), improved access to satellite parking lots and improved bus access along 224 and 248 are necessary to achieve the stated goals. It will require everyone working together.

DRAFT

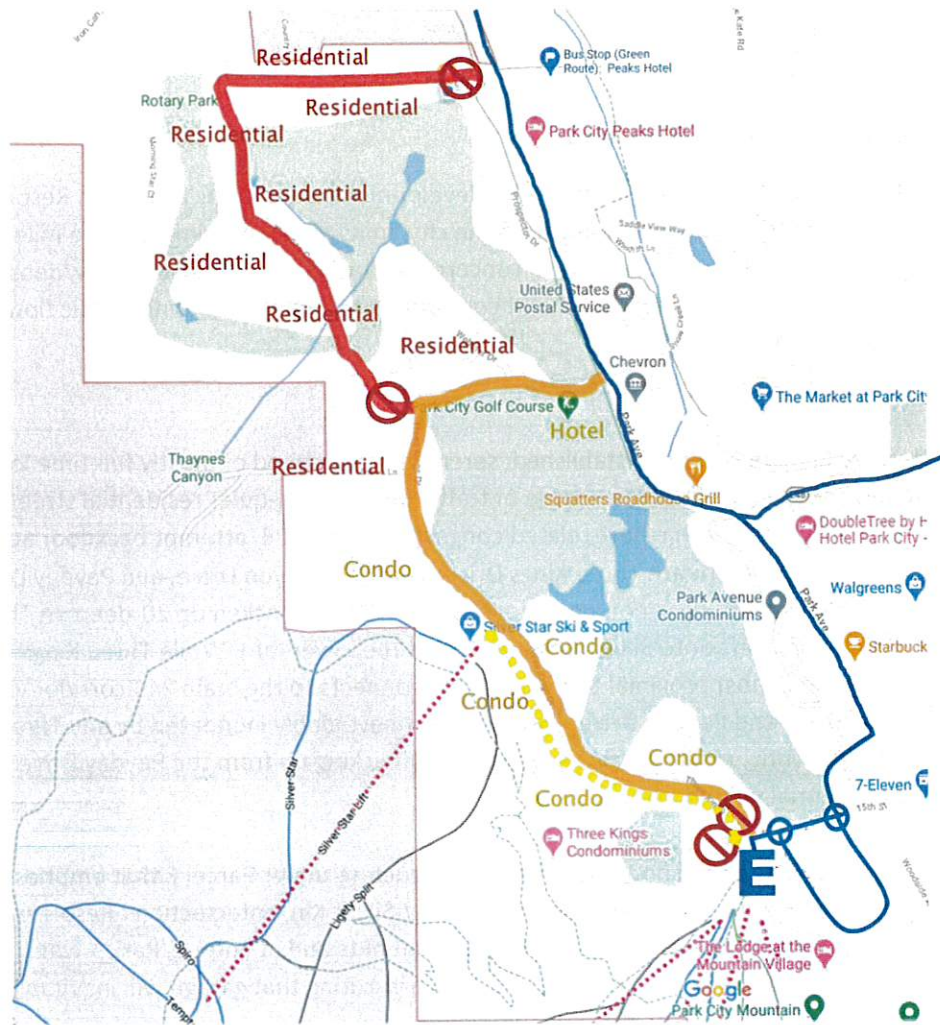
31 January 2021

Dear Park City, PEG, and PCMR Planners,

I write to share some thoughts regarding the redevelopment of Park City Mountain Resort. We are fulltime local residents in PC, our home within the city limits and approximately one mile from the resort base. I appreciate PEG's responsiveness to concerns regarding the 14th Street view/density corridor and general building height, and I hope you might consider some points regarding traffic flow and pedestrian access and safety.

Traffic Flow

- Thaynes Canyon is a long established, serene neighborhood of mostly full-time locals. That said, we have seen considerable increase of traffic on our once-quiet residential streets as PCMR guests, frustrated with resort-related congestion along 224, attempt backdoor access to parking.
- Of particular concern are Three Kings Drive, Thaynes Canyon Drive, and Payday Drive. (For example, this morning -- not a powder day -- traffic was backed up 20-deep on Three Kings, waiting to turn left onto Silver King and access the lower lot.) While Three Kings Drive is, of these streets, most proximal to the resort, it connects to the main 244 corridor via Thaynes Canyon Drive and Payday Drive -- so both are unavoidably inundated by any Three Kings Drive traffic. Recently, resort traffic began regularly backing up from the Payday Drive stoplight into the residential neighborhood.
- Parcel E
 - Current plans show a large parking structure under Parcel E that empties out to the north, adjacent the Three Kings Drive / Silver King intersection. Resort traffic will, unquestionably, back up at the roundabouts and at Empire/Park -- which means that, without deterrent, hundreds of the cars exiting that garage will inevitably opt for Three Kings Drive.
 - Similarly, any traffic entering the resort along Silver King that makes it as far as Parcel E but doesn't want to (pay to?) enter that garage, will have no choice but to either (disastrously) attempt a U-turn or turn right onto Three Kings and loop back through the Thaynes Canyon neighborhood -- effectively duplicating resort entry traffic and creating additional traffic through Thaynes.
- Please preclude resort traffic from using Thaynes Canyon as a backdoor to PCMR -- both along Three Kings Drive and, especially, through the residential areas along Thaynes Canyon Drive and Payday Drive. Non-resident traffic exiting the parking garage at Parcel E must be directed towards the traffic circles and Empire.



Pedestrian Access & Safety: Three Kings Drive

- Three Kings Drive has in recent seasons become a perilous pedestrian-vs-auto scenario. There is no paved/plowed walkway, so wintertime pedestrians must walk in the driving lanes, often trapped into traffic by roadside plow-banks.
- Likewise, bus stops are rarely cleared, so transit dumps bus riders out onto slippery snowbanks a few feet from moving cars. Ever-increasing auto traffic – comprised of local residents, visitors searching a back door to the resort, Uber/Lyft drivers avoiding 224, and city busses – zooms by snowbank-trapped pedestrians on these sloped, often-slick roads.
- To make the matter worse on high-use days, busses often delay, so skiers waiting for a ride between Silver Star and PCMR eventually give up and choose instead to walk in traffic.
- Please see Three Kings traffic flow concerns above.

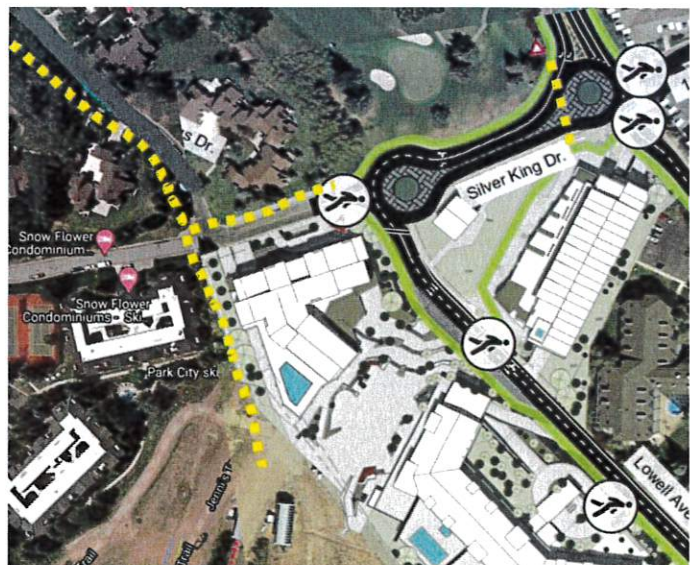
- Please add a paved-and-plowed pedestrian walkway between Parcel E and Silver Star – ideally, set back from the road. This is not PCMR property, but there is a wide setback between the road and any existing development, plenty of space for a universally beneficial walkway.



Pedestrian Access & Safety: Silver King Drive

- I love the idea of traffic circles along Silver King Drive, as well as the plan for an outdoor events arena at the new entrance to the resort. However. . .
- To encourage walkability, pedestrians must have fully prioritized mobility throughout the resort. Pedestrian access, as indicated on the PEG plan, is inadequate:

- Pedestrians enter the resort not only from the northeastern Empire/Park intersection, but also from the northwest – e.g., the condo clusters along Three Kings Drive.
- Pedestrians from Three Kings Drive should be able to directly access the slopes, without looping around Parcel E and creating more congestion at the resort entry loops. Please demarcate a clear pedestrian passage between Parcel E and the existing Snowflower condos.
- Pedestrians approaching the new resort entrance from the northeast (Empire/Park) are fully trapped on the north side of Silver King until they reach the Lowell intersection circle. It's unreasonable to expect pedestrians approaching an event on the outdoor plaza to loop all the way around the venue and then enter from the back. They will attempt to cross Silver King and enter the event directly. Please add a pedestrian crossing immediately west of the Empire/Silver King traffic circle.



Summary of Requests:

- Preclude resort traffic from using the Thaynes Canyon neighborhood as a backdoor to PCMR – both along Three Kings Drive and, especially, through the residential areas along Thaynes Canyon Drive and Payday Drive.
- Non-resident traffic exiting the parking garage at Parcel E must be directed towards the traffic circles and our Empire Drive.
- Ensure bus stops are cleared of snow along Three Kings Drive -- and throughout town.
- Add a paved-and-plowed pedestrian walkway between Parcel E and Silver Star, ideally, set back from the road.
- Provide pedestrian passage between Parcel E and the existing Snowflower condos.
- Add a pedestrian crossing on the west side of the Empire/Silver King traffic circle.
- Continue the walkway from the Lowell Traffic Circle along the north side of Silver King to the Three Kings intersection.

Thank you for your consideration,

A handwritten signature in cursive script that reads "Krista Dana". The signature is written in dark ink and is positioned above the printed name and phone number.

Krista Dana
(435) 565-0355

Alexandra Ananth

From: Rich and Linda Dolan <rlmj72@comcast.net>
Sent: Friday, January 29, 2021 8:19 AM
To: Alexandra Ananth
Subject: Park city mountain development

Hi,

I had emailed Tim Henney and he referred me to the planning commission. I am concerned about the lack of parking at Park City Mountain. There has never been a lot but with the new development, where will locals park?

Many of us in the town are not on the bus routes. It becomes a major event to go skiing which we all love to do. Where do locals park? Please ask the developers what will they do with all the locals that support the resorts when times are tough. We are all their bread and butter and support system. It would be nice of them to remember we are still here.....

Thank you
Linda Dolan

Alexandra Ananth

From: Howard Locker <holocker@yahoo.com>
Sent: Friday, January 22, 2021 3:31 PM
To: Alexandra Ananth
Subject: RE; PEG Base Development

I was able to join the beginning of the meeting regarding the base development on January 20th and then lost my zoom connection. I do have some specific questions regarding the parking and transportation options.

It was discussed that the total number of parking spaces would be reduced. Based on the number of units proposed what is the city requirement for the number of parking spaces and how many spaces would that leave for day skiers? Even now I see cars on the road looking for parking after all spaces are full, will there be traffic signs on the streets leading to the ski resort directing skiers to other parking areas when the spots are full, otherwise I envision worse traffic as people hunt for parking spaces. I am of the thought that either offer the number of parking spaces there now for day skiers or none at all as a reduction in parking would just lead to more cars in the area looking for parking. There would also need to be more enforcement of no parking in residential zones where non-resident parking is not allowed.

Has it been thought out how a designated bus lane on Empire Ave would work as at Park Ave, depending on the bus route, some buses turn left, others go straight and still others turn right.

There are also bus stops on both sides of Empire Ave in front of the Silver King Condos. There are 2 buildings of Employee housing in that area whose residents use the stops. Depending upon the configuration of Empire Ave will those bus stops be able to be maintained?

Thank You

Alexandra Ananth

From: ruzica djerki <ruskadjerki@gmail.com>
Sent: Thursday, January 21, 2021 8:09 PM
To: Alexandra Ananth
Subject: Commissioners Approval Power?

Dear Alex,

I have a question for you and the commissioners:

Is it clear what are the commissioners' duties, i.e. responsibilities? It seems not to be clear for some of them as it came yesterday at the end of our meeting as a question from one of them.

It is a really unfortunate situation that at this time, after so many meetings, we had a question like that. The situation assessment from the RRAD lawyer seems very clear to me (what could be approved and what couldn't under given circumstances) but it seems it is not the same way heard or understood by all commissioners. It seems that commissioners have no full understanding what is their approval power.

The most damaging thing, coming from this misunderstanding, is that developers are getting mixed signals- almost approvals from commissioners and contrary opinions from others. This only prolongs and complicates this complex process in itself.

Looking forward to your reply. I would really appreciate your answer before our next meeting. It would be also very helpful if you could clarify this at the beginning of our next meeting with the developers. I believe it would be useful for all parties.

Thank you very much for your help!

Warm regards
Ruska
RRAD Member

Alexandra Ananth

From: L.R. Schott <lrschott@hotmail.com>
Sent: Thursday, January 21, 2021 3:00 PM
To: Alexandra Ananth
Subject: Transparency Concerns Re: Accessing & Speaking at Planning Commission Meetings

To the Park City Planning Department and the Planning Commissioners:

With regards the Planning Commission Meeting last night, please know that I tried to "raise my hand" near the end of the meeting, but was unable to do so. I joined the meeting last night through accessing the "In Progress" link from:

<https://www.parkcity.org/government/boards-commissions/planning-commission>

The the link(s) available to view Planning Commission Meetings from the Park City website is awkward, particularly if a link does not provide the ability to speak. Any link to the meeting should allow for this. There were only about five residents that commented about last night's presentations, a couple for a very long time. Perhaps not having a more transparent way to access the Planning Commission Meeting explains why more people are not participating in these meetings. The development of the Park City Resort will remain for lifetimes and everyone that has vested interests in the future of the Resort should have their views heard and considered. I'm concerned that such comments and feedback are not being nearly as fully considered during the pandemic via Zoom than if the meetings were made in public during more "normal" times. The difficulty of finding the link on Park City's website to access these meetings could be partly to blame, and needs to be improved.

Sincerely,
Ried Schott
Managing Principal, Silver Mill LLC

Alexandra Ananth

From: Scott D. Pomfret <scott.pomfret@gmail.com>
Sent: Thursday, January 21, 2021 12:20 PM
To: planning; Alexandra Ananth
Cc: Sarah Hall; John Kenworthy; John Phillips; Mark Sletten; Laura Suesser; Douglas Thimm; Christin VanDine
Subject: Public Comments Concerning Last Night's Meeting and Traffic Patterns

Dear Ms. Ananth and the Planning Commissioners:

My name is Scott Pomfret. I am the owner of a unit in the Lodge at Mountain Village. I attended the January 20 planning committee meeting and wanted to offer my observations on the relative merits of Scenario 2b and Scenario 3a.

I favor Scenario 2b for three primary reasons: it better meets transit goals; it better meets pedestrian safety goals; and it does not orphan the existing businesses at the resort base as a relocated transit center would.

Meeting Transit Goals

I want to make a preliminary point that the commission cannot look at the "slopes" as if that designated a single solitary place. The presenters and the presentation asserted that 3a would be "closer to the slopes." In fact, it would only be closer to the base of the Eagle and First Time lifts ("lower slopes"). It would emphatically NOT be closer to the high-speed PayDay and Crescent lifts ("upper slopes"), which is the place most transit riders want to access. To encourage people (particularly daytrippers) to park at a distance and take a long busride, you ought to drop them off where they want to go and not down a significant slope from that place (up which they would struggle with all their gear). The Eagle lift is a slow, three-person lift not designed to carry enormous capacity, and the First-Time lift is supposed to be reserved for beginner skiers and does not provide wide access to the mountain as PayDay and Crescent do. So long as the new plaza at the lower slopes has a bus stop, 2b will link the lower slopes and upper slopes. 3a would not do so.

2b also has a shuttle drop-off point, which can continue to encourage high-capacity vehicles from Deer Valley and hotels. This, too, accords with transit goals. While 2b is slightly longer route than 3a, the dedicated transit lanes ought to ensure the extra length entails negligible impact.

Further, an underground bus route would be less visible to potential users (especially if the stops were underground) and needs to come back to grade right at the edge of the current transit center, so it is not clear that 3a actually would present additional benefit (not to mention the grade issues raised by PEG with respect to the below-grade bus route).

Needless to say, the existing transit center would need to be expanded to allow buses to turn around and at the same time could be improved to feature better lighting, shelters, and bathrooms at relatively low cost.

Meeting Pedestrian Safety Goals

Scenario 2b has an exclusive pedestrian crosswalk where no vehicle traffic would present a safety hazard (between the transit loop and the shuttle loop). Scenario 3a offers no such option. Further, the grade-level 3a variant would result in constant pedestrian-bus conflict as pedestrians sought to cross from the new buildings to the slopes and back again. Moreover, the 2b transit center location has existing pedestrian access to the

desirable "upper" slopes through multiple places in and around the lodge, whereas Scenario 3a would require building such access anew (and orphaning the businesses around the current existing access points).

3a puts non-transit traffic on Lowell Ave., which is likely to increase car-pedestrian conflict. 2b, on the other hand, has only transit (with therefore professional drivers used to the area) on Lowell Ave., and thus is likely to have less pedestrian conflict, even if pedestrians fail to cross in the designated area or at the traffic lights.

Supporting Existing Businesses

Existing businesses, which have been part of and contributed to the Park City community, would be orphaned by efforts to move the transit center from its current location. These businesses are part of the draw of the resort base and to make them more difficult for visitors to access (because more distant) runs counter to the interests of businesses and visitors alike.

Thank you for your consideration.

Respectfully submitted,

Scott Pomfret
1385 Lowell Ave. #306
Park City UT 84060

Alexandra Ananth

From: Nancy Lazenby <nhlazenby@hotmail.com>
Sent: Wednesday, January 20, 2021 9:58 PM
To: Alexandra Ananth
Subject: Parking for the new development

Hi Alex

Thanks for all your work on this project. It's a monster! 😊

Do you have any statistics on the use of China Bridge parking since it became paid parking?

Prior to it being Paid it was extremely difficult to ever get a spot, since the Paid parking was implemented it seems there is always lots of empty spots available. It seems almost empty at times.

I'm thinking that this may be a good barometer of the change in needed parking at PCMR once paid parking is implemented.

The cost of parking at China Bridge is significantly less than the proposed cost of parking at the Resort so I would think the impact of Paid parking at the Resort would be even more significant.

Just an idea.

Thanks again for everything you do.

Nancy Lazenby

From: noreply@granicusideas.com
Sent: Wednesday, January 20, 2021 4:45 PM
To: planning; maymary1@msn.com; Alexandra Ananth
Subject: New eComment for Planning Commission



New eComment for Planning Commission

Sherie Harding submitted a new eComment.

Meeting: Planning Commission

Item: 4.A) Park City Mountain Resort Base Parking Lots - MPD Modification - 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. This Hearing Will Focus on an Update on the Applicant's Circulation Scenarios, the Applicant's Updated Architectural Plans, Building Height and Setbacks. PL-20-04475. *Public Input will be taken via e-comments* (A) Public Hearing, No Action Will Be Taken

eComment: Scenario 2b. Transit Lane on Lowell with South Lowell Bus Drop Off = the best option so far. Besides exclusive lanes for buses, the Transit Center remains in its current location. In conjunction with realignment of Lowell and a fabulous gateway to PCM (per 1998 DA), scenario 2b can eliminate the traffic light at Lowell and Silver King Drive. The result allows space for the Parcel E building to spread out which escapes the towering monolithic structure on Parcel E and allows cascading roof lines down to neighbors. With added space on Parcel E from the realignment of Lowell Ave, options open for the helicopter pad.

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Alexandra Ananth

From: bobbiwhitehead@verizon.net
Sent: Wednesday, January 20, 2021 12:33 PM
To: planning; Alexandra Ananth
Subject: PEG Development Comments

Planning Commission - Greetings-

I am an owner of a Silver King condo and a long time Summit County Resident. Having seen the new proposed plans last week, I am inclined to voice my opinion. While I note that they have made significant changes to the previous - I find the following:

- The height is still unacceptable as are the setbacks
- The density is still too great, it should not be transferred from 1998
- Employee housing does not belong at the base, add it to the Canyons location housing and use the transit system that is available for this use
- The traffic design will not work and could be a detriment for first responders to get to the resort and beyond and affect the businesses at the existing Plaza. Plan 2B that has been offered is a much better solution.
- Needs better connectivity to the existing Base/Plaza areas
- This should be designed with the least impact, fit the community, preserve the views and the lifestyle that so many are here for

Thank you.

Sincerely,
Bobbi Whitehead

Jan 20, 2021

To the Park City Planning Commissioners:

As a resident of the Silver King Condominiums, I remind you to consider the impact on the existing neighborhood, especially the Silver King and Shadow Ridge Condominiums which to date seem to be left out of your conversations about local impact. As many owners are now residents of their units since the migration of thousands of people across the nation to Park City (Covid 19 inspired relocation) - I implore you not to forget the investment and sacrifice that many residents and owners have incurred to own some of the earliest structures built at the Base Area. Our access, views, serenity and property values should not be negatively impacted.

Tonight's meeting will address the redesign of some portions of PEG's development plan and the transportation issues to the area. While we review your studies and findings, we remain concerned about how you will apply the Park City Vision Statement to guide your review of this massive project.

Park City has grown tremendously since the 1998 Base Area Development plan was approved. While the legal rights of this plan belong to the property, you have now indicated that you will offer a blended review and approvals of the amendments that PEG is requesting for it's benefit. This is a tremendous responsibility to the Planning Commission to enact the 2020-2021 Vision Statement of the people of Park City. This is not a time to allow for excessive density to be inserted in a small group of parcels at the Base Area while forcing local citizens to be channeled away from daily access to the area via remote parking lots.

If the Planning Commission believes that a development with less parking offered is the best approach then we should also ask for a reduction of all building heights, off-site employee housing and an environmentally friendly approach to all aspects of the development. We hope you will offer the very best solutions to the most concerning issues to promote Park City as a world-class innovative place to reside and visit. Let's set an example to the World as Park City bids for a future Olympic Game.

Best regards,

Deborah Hickey

Alexandra Ananth

From: Bob Rieve <bobrieve@outlook.com>
Sent: Wednesday, January 20, 2021 7:26 AM
To: Alexandra Ananth
Subject: Scenario 2b

Good Morning Alexandra,

Alexandra, please share my email with the Commissioners before the January 20, 2021 planning meeting.

I've been an owner at the base of the Park City Ski Resort for over thirty years. I have been fortunate to witness the construction and take advantage of the improvements to Rt 224 and transportation advances for the 2002 Olympics. I have also observed the traffic patterns, the increased congestion, and several close calls between vehicles and pedestrians on the roadways converging at the mountain base area. For these reasons, with great interest, I read the Planning Commission Staff Report, subject Park City Mountain Base Area Development – Sustainability (PL-20-04475) of which you are the lead author. The Announcement of the Planning Commission Meeting for January 20, 2021 provided me with your report. An excellent report that has encouraged me to contact you and the Commissioners to express my conclusions on the two traffic scenarios (2b & 3a) presented.

Scenario 2b is the only reasonable plan of the two, and I urge you and the Commissioners to approve this plan.

Why is 2b the best solution?

- The bus traffic is unimpeded by other vehicles and will be the quickest way to the base area(s). This encourages bus use over private vehicles and promotes the “transit first” philosophy.
- Since the buses will stop at the new plaza(s) and turnaround at the current plaza this scenario helps to link all plazas.
- This plan has a dedicated pedestrian walkway between the new garage and the ski hill. This is key to pedestrian safety and eliminates the need for a pedestrian bridge that others are promoting.
- No one way traffic on Lowell and Empire as is scenario 3a. I believe the Lowell vehicle traffic can exceed 2,000 vehicles an hour at peak times. This volume of traffic enhances the probability of pedestrian–vehicle contact with a high degree of certainty which needs to be avoided. One-way traffic will cause vehicles trying to pick up skiers to circle if the skiers are not present when their ride arrives. Also, vehicles with a destination on Empire will have to transit via Lowell further increasing the number of vehicles on Lowell.

Thank you for reading my non-technical analysis and considering my recommendation.

Respectfully,

Bob Rieve

January 19, 2020

VIA E-MAIL (planning@parkcity.org)

Park City Planning Commission
P.O. Box 1480
Park City UT 84060

Re: Park City Mountain Base Area Development—MPD Modification

Dear Commissioners and Staff:

I am writing on behalf of RRAD Coalition, Inc, a non-profit organization comprised of hundreds of Park City residents, business owners, and homeowners. RRAD submits the following comments in response to the January 20, 2021 Planning Staff Report issued by the City.

Transportation

The planning staff notes in its January staff report that the developer has submitted a Transportation Demand Management Plan which is being reviewed by staff and should be presented at the February meeting. RRAD is also studying the proposed circulation scenarios included in the recent staff report and looks forward to additional data from AECOM to assist with that analysis. RRAD therefore intends to defer most of its substantive comment until the February meeting but wishes to raise a few initial issues here as well.

As a condition of approval, the LMC expressly requires the developer to demonstrate "connectivity and continuity with the existing base area" and "ease of circulation throughout project." The project must "promote the use of non-vehicular forms of transportation through design and by providing trail connections." The current plans do not satisfy those criteria for at least the following reasons:

Vehicular Traffic. With the latest revisions to the design plans, it is unclear how many additional vehicles are actually being added to the current traffic study to account for the 249+ room hotel and 149 residences. For example, the developer is now proposing to move 14,093 square feet from Parcel D to add to the hotel on Parcel C. It is unclear how many additional hotel rooms or parking spaces will be required to accommodate those additional guests. The three proposed traffic circulation scenarios do not reflect what impact that change would have on traffic on Silver King and Lowell, at a minimum. And it does not appear that the number of condos on parcel D has decreased with the square footage reduction. The traffic situation will also change with whatever is approved with respect to affordable housing/employee housing, as will adding in employee traffic to the counts as requested by the AECOM.

Parking. RRAD continues to have grave concerns with the amount and location of parking on the site. Although not mentioned in the January staff report, the Development Agreement requires the developer to provide 1,800 underground day skier parking spaces and the LMC additionally requires 500 parking spaces for commercial use. The developer is proposing to provide only 1,200 above- and below-grade spaces for day skier parking and just 480 for commercial use.

The 1,200 spaces currently available at the resort for day skier parking is already woefully inadequate. The developer's Table 1 shows that currently there are 1,594 personal vehicles parking at the base area just during the AM peak hour. Although the January staff report mentions in passing that parking is currently at capacity, the reality is far more grim. The resort parking lot is filled to capacity every day of the week by 9:30 a.m. That is true despite the fact that there is currently a global pandemic, caps on the number of tickets sold each day, and no snow. All 1,200 spaces are taken each day with cars circulating constantly looking for open spots. Yet, planning staff has suggested not only overlooking the developer's 600 parking space shortfall for day-skier use from what is required under the Development Agreement, but also allowing it to move an additional 400 spots far off-site. That would leave just 800 parking stalls for day skiers to fight over at the resort. And there is no discussion in the report at all about the missing commercial parking spaces.

If the developer is allowed or required to move day-skier parking to off-site park-and-ride lots, it should be required to provide for not only the 400 spaces suggested by the staff but for the 600 stalls that are missing in the current plans as opposed to what is required by the DA. The developer also cannot be allowed to replace any of the relocated parking area with development. The buildings must get shorter and smaller if parking is allowed to move off-site and not be filled in with more residential, commercial or other uses.

The developer must also be required to comply with the DA by shifting parking from Parcel B to other areas of the site, particularly Parcel D. The DA requires that parking be equitably distributed across the site to avoid the very problems created by this design. Yet, under the current plans, 65% of the day-skier parking and 50% of total parking would be condensed onto Parcel B. By concentrating so much parking on a single parcel, the developer has created an unsustainable confluence and crush of vehicles, pedestrians, and transit that is impossible to fully mitigate. And the streets around Parcel B are already some of the worst in the area with failing intersections and narrow residential streets. To this, the developer wants to add multiple parking garage entrances and exits as well as numerous new private driveways and garages. Then it wants to funnel all of the pedestrians through the same area to the resort base. There is no mitigation or circulation pattern that can adequately fix this mess.

That is why the developer and staff are struggling to come up with a reasonable traffic circulation plan. For example, staff notes that under Scenario 2b approximately 1,200 vehicles are expected in the northbound direction in peak hour. Yet, Empire Avenue has a capacity of only 800 vehicles per hour. Staff further notes that this "could impact emergency access and travel times for surrounding residents," which seems a gross understatement. In reality, there is no mitigation or circulation pattern that can adequately fix this mess of the developer's own making. The only solution is to disperse the parking across the site rather than concentrating it onto Parcel B. That is what the DA requires as well.

Pedestrian Access and Connectivity. Staff emphasized the “transit first” philosophy the City has subscribed to. But the latest design and traffic circulation plans show no bike or pedestrian connectivity—no sidewalks, crosswalks, or bike lands other than a single HAWK signal in one scenario. At a minimum, crosswalks will be necessary at Empire and Shadow Ridge, Empire and 14th Street, Empire and Silver King, Lowell and Silver King, Lowell and Shadow Ridge, and Lowell and Manor Way.

The lack of detail makes it very difficult to review or assess the true impact of pedestrians on the site and possible vehicular conflicts. In Table 1, the developer anticipates 2,693 pedestrians crossing Lowell in a single hour during the AM peak under Scenario 2b. As mind-boggling high as that number is, RRAD believes it is actually too low. For example, given the boots-on-the-ground experience of its members, the estimate of 634 people walking from offsite as reflected in Table 1 is certainly low. In fact, in Table 3, the developer claims that there are currently 2,400 housing units within walking distance of the resort, which will increase to 2,800 with this development. The developer further claims that there are 2.4 people walking per unit, resulting in an anticipated number of pedestrians of 6,720 per day. The developer needs to more thoughtfully address this serious issue of pedestrian volume, accessibility, and safety by including pedestrian circulation more explicitly in whatever plan it submits.

Design Updates

RRAD appreciates the efforts made by the developer and staff to improve the project design and address a number of the concerns expressed by residents and the Planning Commission. However, there are still many issues that must be addressed to comply with the LMC, including particularly the requirement to “ensure neighborhood compatibility—building height, setbacks and massing.”

Building Heights. The buildings proposed in the latest plans have maximum heights ranging from 74-88 feet above grade—more than double the 35-foot maximum allowed in the LMC. Furthermore, when considering the building heights proposed in the new plans, it is critical to keep in mind that the proposed heights are often measured from existing grade at the highest elevation on a building site despite the fact that many of the building lots are steeply sloped from front to back. For example, the 7-story building/parking garage proposed for Parcel B would be approximately 76 feet above grade if measured from Lowell but approximately 86 feet if measured from Empire and Manor Way or 106 feet if measured from Empire and Shadow Ridge. The Planning Commission must keep in mind the reality on the ground when considering the developer’s variance request.

It is also misleading to suggest that the peak heights of these 6-7 story buildings are “in keeping with the height of some buildings in the resort area.” Most of the buildings in the area are just 2-4 stories. There is only one building in the entire area that is taller than four stories—the Marriott Mountainside. But the Marriott’s peak height is in the back of building, next to the mountain, hundreds of feet from the road, and nowhere near any residential home. It significantly steps back at various levels from the street to the roof to avoid the massing and setback issues that are pervasive in the developer’s current plans. At its highest point, it is 340 feet from Lowell and set into the mountainside.

Building Height Variance Request. In considering the developer’s massive building height variance request, it is critical to keep in mind that the Planning Commission cannot

grant any height variance unless the developer meets its burden of showing that *all* of the following criteria are met. The Planning Commission must make specific findings of fact that *each* of the six conditions has been met before it can grant *any* height variances. If any one of these conditions is not met, the variances cannot be granted under the LMC.

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

Until the developer settles on a plan with fixed square footage and appropriate calculations, it is impossible to determine whether this factor is met.

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

The second condition is not met because the developer has made no showing at all concerning any of listed factors. It has provided no shadow studies and has not adequately stepped down the buildings from roof to street level, as noted above. The Development Agreement sheds additional light on the conditions that originally were imposed in return for the building height variances that were granted there and are relevant to this factor. It provides that the roof steps shown in the CMP "are a significant design element that cannot be substantively changed without demonstrating that any alternate design has not additional adverse massing and/or significant shadow impacts." Stepping from roof to street level was therefore a critical mitigating factor for the agreed-upon height variances in the original DA, consistent with the current LMC criteria. Such stepping helped to mitigate against the massing and shadowing impacts that would result from increased height.

The current plans do not comply with the stepping requirements under the LMC or the DA. For example, Parcel C has no stepping at all on the north side of the building and it is unclear from the drawings what if any stepping there is on the south side. Parcel D is a five-story building that includes no stepping until you reach the top story, which is just a rooftop deck. So it is a sheer four-story wall along Empire. Parcel E is perhaps the most egregious example of the lack of stepping. It is a six-story building with a peak building height of 88 feet on a small lot with reduced setbacks. The developer complains that it should be granted the height variance and setback reductions despite the lack of stepping because the lot is small. But the reason the lot is small is because the developer unilaterally decided not to reroute Lowell Avenue to enlarge the lot, as contemplated in the DA. That is no reason for approving height increases or setback reductions under the LMC.

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

To satisfy the third condition, the developer must submit landscaping plans to demonstrate that there is sufficient buffering from adjacent projects. This cannot be delayed until after approval. It is a condition of approval. The developer has provided nothing.

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

The fourth condition requires *increased* setbacks and separations from adjacent projects as a conditions for approval of building height variances. Yet, the developer is proposing precisely the opposite. It wants to *double* the maximum building height while *reducing* the perimeter setbacks to 20 feet. That is not permitted under the LMC.

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

The fifth condition is not met because the developer has not made any showing that the building heights result in more open space or that such open space is publicly available.

6. The additional Building Height is designed in a manner that provides a transition in roof elements in compliance with Chapter 15-5, Architectural Review, or the Design Guidelines for Park City's Historic Districts and Historic Sites if the Building is located within the Historic District.

The sixth condition has not been met because the developer has not shown compliance with Chapter 15-5 of the Architectural Guidelines. It cannot delay this compliance until after approval. It is a condition of approval.

Setbacks. In its report, the planning staff confirms what RRAD has repeatedly pointed out—that the developer's plans show setbacks less than 20'. Planning staff has confirmed that such setbacks are not allowed under the LMC under any condition and will not be granted.

Additionally, the developer has not met its burden under the LMC of showing that its request for a perimeter setback reduction to 20 feet is "necessary to provide desire architectural interest and variation." Here, the developer has requested setback reductions in order to maximize the site envelope and squeeze in as much density as possible. That is not a valid excuse for setback reductions under the LMC. If the developer cannot fit all approved density within the existing site envelope without violating the mandatory requirements of the LMC, it must sacrifice that density. Compliance with the LMC is not an excuse for setback reductions.

The developer has tellingly responded to RRAD's resistance to setback reductions by threatening to make the building facades flat and steep with no architectural interest or variety. This it cannot do. First, there are requirements for facade variation and design in the LMC and the DA that must be met regardless of the requested setback variations. Second, as noted above, the developer's requested building height variances require stepping of the buildings from the street to the peak height. Flat, monolithic facades would not comply with that requirement.

14th Street View Corridor. RRAD wishes to correct several statements made in the staff report concerning the new pedestrian corridor through Parcel B, as reflected in the developer's latest plans. The report states that the corridor is "approximately 60 feet in width across the parcel, which allows for a significant view corridor to the mountains beyond." In fact, the corridor is only that wide at the access point and thereafter significantly narrows. Moreover, as shown in the attached renderings from the developer, the corridor immediately jogs to the south from the Empire access point, which results in most of the mountain view corridor from

14th Street being blocked by a 6-story building. The plans therefore do not preserve the mountain view corridor as was required in the DA.

Reallocation of Density. The Development Agreement expressly stated that the "maximum square footages, unit equivalents and volumetrics as described in the [CMP] are the maximum permitted for each development Parcel" and that "square footage will not be transferred to another parcel." (DA § 3.1) Faced with this unequivocal language in the DA, it is surprising that the City seems so willing to backtrack from this mandate. That is particularly true given that it is the impermissible reallocation of density that is causing so many of the major traffic issues with the project.

Resort and Accessory Uses. As staff notes, Parcel C still exceeds the allowed 10% of building square footage for Residential Support Commercial and Accessory Uses. The developer must be required to comply.

Open Space. RRAD agrees with staff that the developer needs to provide updated open space calculations based on the new plans. It also needs to identify precisely which areas it is claiming as open space and state whether and how they are publicly accessible. Private club space and amenities space do not count as open space under the LMC. Nor do private hotel patios or plazas.

Employee Housing; Affordable Residential Housing. RRAD concurs with staff about moving employee housing off-site with shuttle access to the resort, as required by the DA. In fact, RRAD believes that all employee housing and affordable residential housing for the project should be moved off-site to mitigate the considerable traffic and parking issues created by the development. It should further be noted that the DA requires that all off-site employee housing be completed and ready for occupancy *before* the city can approve such MPDs.

Drawings. The drawings provided are still misleading as they do not include the scale for adjacent structures, including Snowflower, Three Kings, Shadow Ridge, Silver King, residences along Empire, and existing base area on the west side of Lowell. It is also important to see the buildings from all sides and at all elevations to determine compliance with the LMC.

Thank you for your consideration of RRAD's concerns.

Sincerely,



Nicole M. Deforge

Encl.
cc: client; alexandra.ananth@parkcity.org

Alexandra Ananth

From: deb <der0813@aol.com>
Sent: Tuesday, January 19, 2021 7:33 PM
To: Alexandra Ananth; planner@parkcity.org
Subject: PCMR Base Area - Comment for 1/20/21 Meeting

Dear Commissioners,

The current proposal before the Planning Commission for the PCMR Base Area raises several concerns, one of which is traffic circulation.

In 2019, the city hired a consultant and spent many hours and dollars on a new vision study for Park City. The Vision 2020 Think Tank Report identified traffic and transportation as the biggest opportunity for Park City over the next decade. While I was not a part of this process and only followed it on the city website and Park Record, we can all agree traffic is a major problem for our community. As stated in the Staff Packet for the January 20th, 2021 Planning Commission Meeting, the redevelopment of the base area is a generational opportunity for the City to 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. **The current proposal does not fit these criteria and will increase traffic and congestion considerably due to the density of the project.**

The General Plan also addresses traffic specific to the Resort Center including increasing opportunities for public transit (dedicated bus lanes), circulation modifications to improve the user experience of arriving and leaving the Resort Center, decreasing resort impacts on surrounding residential communities and discouraging resort thru traffic on Three Kings Drive. **The current proposal does not fit these criteria and will increase traffic and congestion considerably due to the density of the project.**

The Land Management Code (LMC) also requires Master Planned Developments (MPD) have Site Planning which includes adequate internal vehicular, pedestrian, and bicycle circulation. In fact, pedestrian and bicycle circulations shall be separated from vehicular circulation and shall provide safe travel within the boundaries of the MPD and safe travel to adjoining public sidewalks, trails, and Rights-of-Way. **The current proposal does not meet the requirements and will increase traffic and congestion and the potential for vehicle and pedestrian or cyclist conflict will increase.**

The 1998 Development Agreement Findings of Fact identified the need for a management plan to minimize neighborhood impacts, provide for significant pedestrian circulation and improve the efficiency of the road and transit system to name a few. **The current proposal does not meet the requirements and will increase traffic and congestion and the potential for vehicle and pedestrian or cyclist conflict will increase.**

We cannot continue to allow development without addressing and correcting the severe traffic issues which already exist impacting the quality of life and reducing the safety of both residents and visitors today. The intersection of 224, Park Avenue and Empire cannot support any additional traffic. Even in a year with limited lift ticket availability and minimal terrain open due to lack of snow, all surface lots are full even during the week. The digital signs along 224 announcing the lots are full I would suggest do little to nothing to deter the number of cars arriving in hopes of finding a spot or parking on a side street. In addition, unless dedicated bus lanes are developed all of the way to the resort center transit hub from multiple directions, it is likely most people will choose to use their own vehicles as the bus offers no time savings if it is stuck in the same traffic and the additional hassle of parking at a satellite location, unloading gear from the vehicle, loading gear onto the bus, then unloading gear once again upon arrival, simply isn't enticing.

It is imperative the Planning Commission only approve a plan which meets the required objectives and City code which the current application fails to accomplish.

Thank you again for your time and consideration on this most important matter.

Sincerely,
Deb Rentfrow

From: noreply@granicusideas.com
Sent: Tuesday, January 19, 2021 8:50 AM
To: planning; maymary1@msn.com; Alexandra Ananth
Subject: New eComment for Planning Commission



New eComment for Planning Commission

Jim Kunkle submitted a new eComment.

Meeting: Planning Commission

Item: 4.A) Park City Mountain Resort Base Parking Lots - MPD Modification - 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. This Hearing Will Focus on an Update on the Applicant's Circulation Scenarios, the Applicant's Updated Architectural Plans, Building Height and Setbacks. PL-20-04475. *Public Input will be taken via e-comments* (A) Public Hearing, No Action Will Be Taken

eComment: Residents and their guests, resort visitors, and local businesses all heavily use the transportation center at PCMR Resort Center. The existing transportation center must be maintained for the following reasons. • Reduce Park City vehicle traffic especially in the downtown area. Because of the convenient location of the PCMR transportation center, I often leave my car in the parking garage and ride the Park City bus system. If the PCMR transportation center is removed, and replaced with a new transportation center that is not as convenient, then individuals will be much more likely to drive around Park City. Examples include 1) Downtown access: Rather than riding the bus downtown, myself and others would choose to drive our own cars and park downtown, and 2) Shopping: because the proposed location of the new center is too far away to walk, especially with groceries in snow and ice (this area is not heated pavement). • Provide transportation for the 800 parking spaces planned for Parcel B. The bulk of the parking spaces planned for the new PCMR base construction are on Parcel B. Parcel B is located directly across from the PCMR transportation center. Once those 800 cars are parked on Parcel B, the adjacent transportation center will encourage visitors to leave their cars parked and not drive around Park City. • Protect the value of Resort Center homes and maintain existing businesses. The existing homes and businesses at Resort Center have been in place since the 1970's. The value of homes would be negatively impacted by removing the transportation center. Resort Center businesses would be hit with a direct financial impact, and as a result local business owners may be displaced.

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Alexandra Ananth

From: Belinda Simile <bhsatty@gmail.com>
Sent: Monday, January 18, 2021 3:37 PM
To: planning; Alexandra Ananth
Cc: PEG Companies
Subject: Comments for January 20th Planning Commission Mtg re PEG Base Area

To: Park City Planning Commission and Ms. Alexandra Ananth, Project Planner

Re: Planning Commission Meeting 1/20/2021- Park City Mountain Base Redevelopment

Please accept these comments for the upcoming Planning Commission meeting regarding PEG's proposed redevelopment of the Park City Base of Park City Mountain Resort.

In considering a new development at the resort base, great care must be taken so as not to diminish and impair the value and economic utility of the existing base. The City must hold the developer accountable to take the appropriate steps to support and enhance that which is already developed.

This can be achieved in part by 1) requiring as many interconnections between the two areas as is possible so that they seamlessly function as one, and 2) by not permitting resources and amenities to be removed from the existing base and relocated to the new base area to the detriment of the existing base. Commercial and residential owners who have invested in properties at the existing base, from which both the City and community have benefitted, deserve to have their interests protected and their damages from the inevitable changes to the base area minimized.

Our commercial and residential/rental owners are NOT in favor of the removal of the Transit Center at The Lodge at Mountain Village to a location further north on Lowell Ave. Its current location is a reasonably central location to the Resort (existing *and* new) and results in the Center being close to the newly proposed 'Grand Staircase' public area pass-through that connects to 14th street, the ice rink, Payday, and Crescent lifts, and much retail and residential rental property. Having the Transit Center moved north would also siphon away much of the foot traffic to our retail owners to the benefit of the new retail owners. Further, our residential rental values would also suffer a diminution of value if close proximity to such an important amenity was lost.

In furtherance of interconnectivity, more needs to be done to connect the two bases on the West/snow side of the resort so that foot traffic (not just ski traffic) can easily move between the retail, restaurants, ski school/lesson centers etc., without further crowding the sidewalks on Lowell Ave. If the Commission and developer took a few minutes to walk on the west side of the existing base, perhaps they could tell where to locate a new sidewalk based on the existing 'desire' paths in the snow.

Finally, it is our hope that the City and the developer will continue to consider the possibility of a pedestrian bridge over Lowell Avenue in order to minimize the interaction between pedestrian and vehicular traffic. Of course, there would still be pedestrians crossing Lowell Avenue at the proposed Grand Staircase near the corner of Shadow Ridge. However, skiers using the Parcel B garage and parking on the southern end of that building would be able to avoid crossing at street level by taking a bridge from one of the mid-levels of the garage. The exact location and floor in the garage of the bridge's endpoints would of course have to be determined by the respective elevations of the endpoints. We believe this is a concept deserving of additional thought as it would reduce the amount of foot traffic across Lowell and would preserve foot traffic up through the fire lane into the upper plaza from the parking area.

In summary, our Association strongly opposes any plans which divert pedestrian foot traffic from the historic 'Transit Center' and 'fire lane' and patterns unless the City and PEG can demonstrate compelling public interests that would outweigh our owners' interests. Additionally, we implore the City and developer to work together and with Vail to do everything possible to integrate the existing base with the future development, particularly with regard to accessibility, connectivity, activity, and aesthetics. If done successfully, such will be a benefit to all.

Respectfully,

Belinda Simile, President
Marsac Mill Manor and Silver Mill House Condominiums Association

Alexandra Ananth

From: Ken Cook <kmcook04@hotmail.com>
Sent: Monday, January 18, 2021 9:43 AM
To: Alexandra Ananth
Cc: Stan Kozlowski Jr.
Subject: PCMR Base Area Parking Lots-Comments for Planning Commission Meeting

I have been an owner of a Shadow a Ridge condominium for over 12 years. I have heard about potential development of the base area parking lots for at least 15 years. I have participated in numerous conference calls, Planning Commission meetings and walking tours of the property. I listened in to the PEG update on January 12, sent my comments to PEG and as of now I have not received a response.

I am open to the development, but I have several concerns about the proposal. Generally, I do not think that the proposal has taken Shadow Ridge/Silver King into consideration. It seems that the Shadow Ridge property will essentially be an island surrounded by very high walls, traffic congestion, noise and very limited access to the new development. (sidewalks/crosswalks, etc.)

In addition, the 'affordable housing' seems to be concentrated directly across from Shadow Ridge. There hasn't been clear definition of 'affordable' and 'workforce' housing, and combined with the workforce housing that already exists on Empire Avenue adjacent to Shadow Ridge, creates a concentration and imbalance of affordable/workforce housing in the neighborhood. Please recall that the Marriott was supposed to have constructed 23 affordable units years ago adjacent to their property, but due to their failure to comply, all of the units are now planned to be built across from Shadow Ridge.

I understand that the traffic plan will be discussed at a later date, but I am concerned about the entrance to the proposed garage on Shadow Ridge Road, ingress/egress from the existing Shadow Ridge Condominium parking garage, and pedestrian access from Shadow Ridge.

The construction disruption over the next 5-6 years, if everything goes as planned, will be a significant issue for owners/renters at Shadow Ridge, and it does not appear that PEG and/or the City are making any accommodation.

I realize that there are numerous issues to address and a variety of constituents to be appeased, so I appreciate the Planning Commission taking my comments into consideration.

I look forward to successful resolution of these issues, and a great addition to Park City!
Thank you,
Ken Cook
Shadow Ridge #4407

Get [Outlook for iOS](#)

Exhibit H

Master Planned Development Process

The regulatory process and requirements for Master Planned Developments are outlined in [LMC § 15-6, Master Planned Developments](#).

The purpose of the MPD Chapter is to describe the process and criteria for review of Master Planned Developments (MPDs) in Park City. The Master Planned Development provisions set forth Use, Density, height, parking, design theme and general Site planning criteria for larger and/or more complex projects where the MPD process can provide design flexibility necessary for well-planned, mixed use developments that are Compatible with the surrounding neighborhood. The goal of this section is to result in projects which:

- A. complement the natural features of the Site;
- B. ensure neighborhood Compatibility;
- C. strengthen the resort character of Park City;
- D. result in a net positive contribution of amenities to the community;
- E. provide a variety of housing types and configurations;
- F. provide the highest value of open space for any given Site;
- G. efficiently and cost effectively extend and provide infrastructure;
- H. provide opportunities for the appropriate redevelopment and reuse of existing structures/sites and maintain Compatibility with the surrounding neighborhood;
- I. protect residential uses and residential neighborhoods from the impacts of non-residential Uses using best practice methods and diligent code enforcement; and
- J. encourage mixed Use, walkable and sustainable development and redevelopment that provide innovative and energy efficient design, including innovative alternatives to reduce impacts of the automobile on the community.
- K. Encourage opportunities for economic diversification and economic development within the community.

The Planning Commission is the primary review body for MPD's. The Planning Commission shall approve, approve with modifications, or deny a requested MPD with written findings of fact, conclusions of law, and in the case of approval, conditions of approval. All MPD applications shall be reviewed for consistency with the goals and objectives of the Park City General Plan.

To approve an MPD, the Planning Commission is required to make the Findings outlined in [LMC § 15-6-6\(A-O\)](#) as follows:

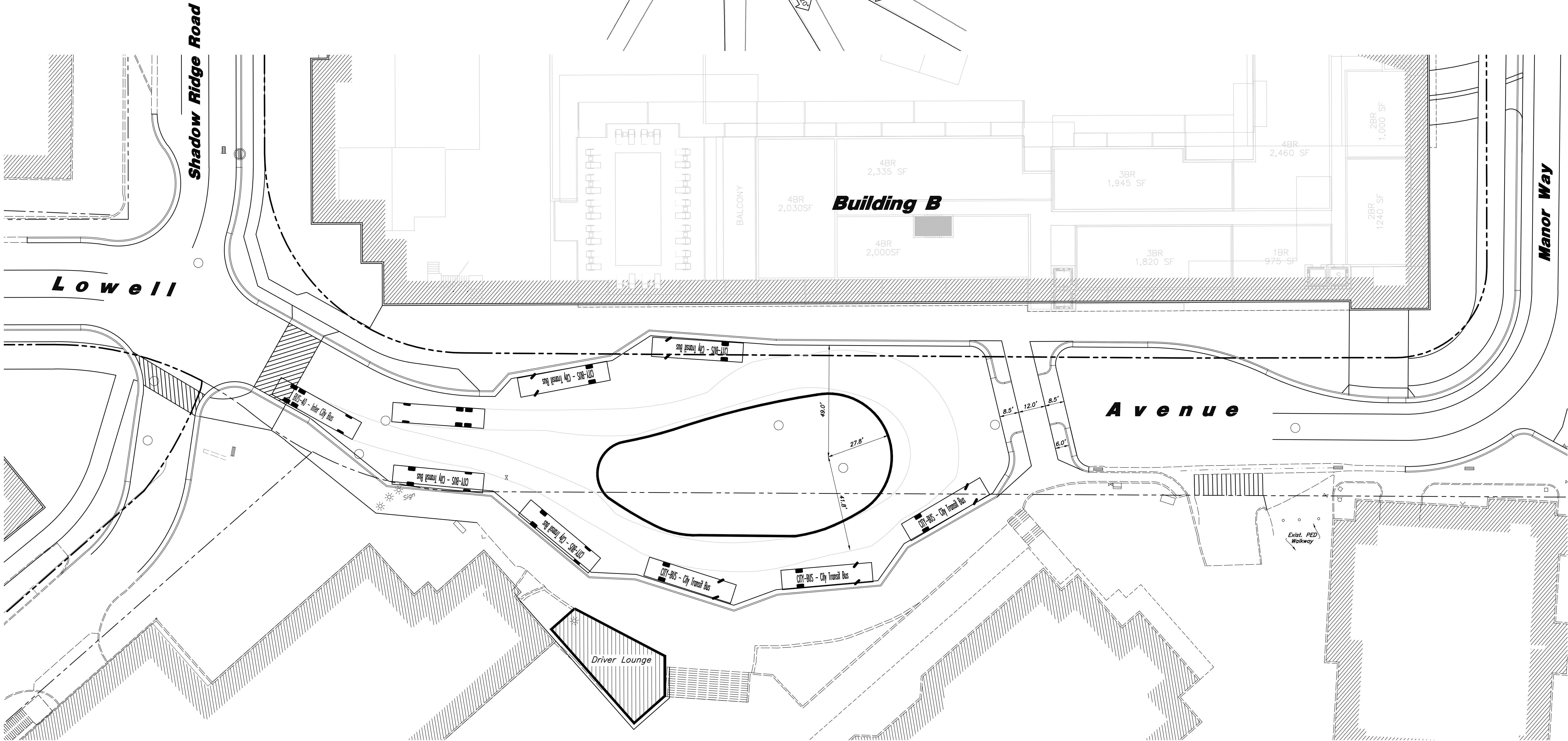
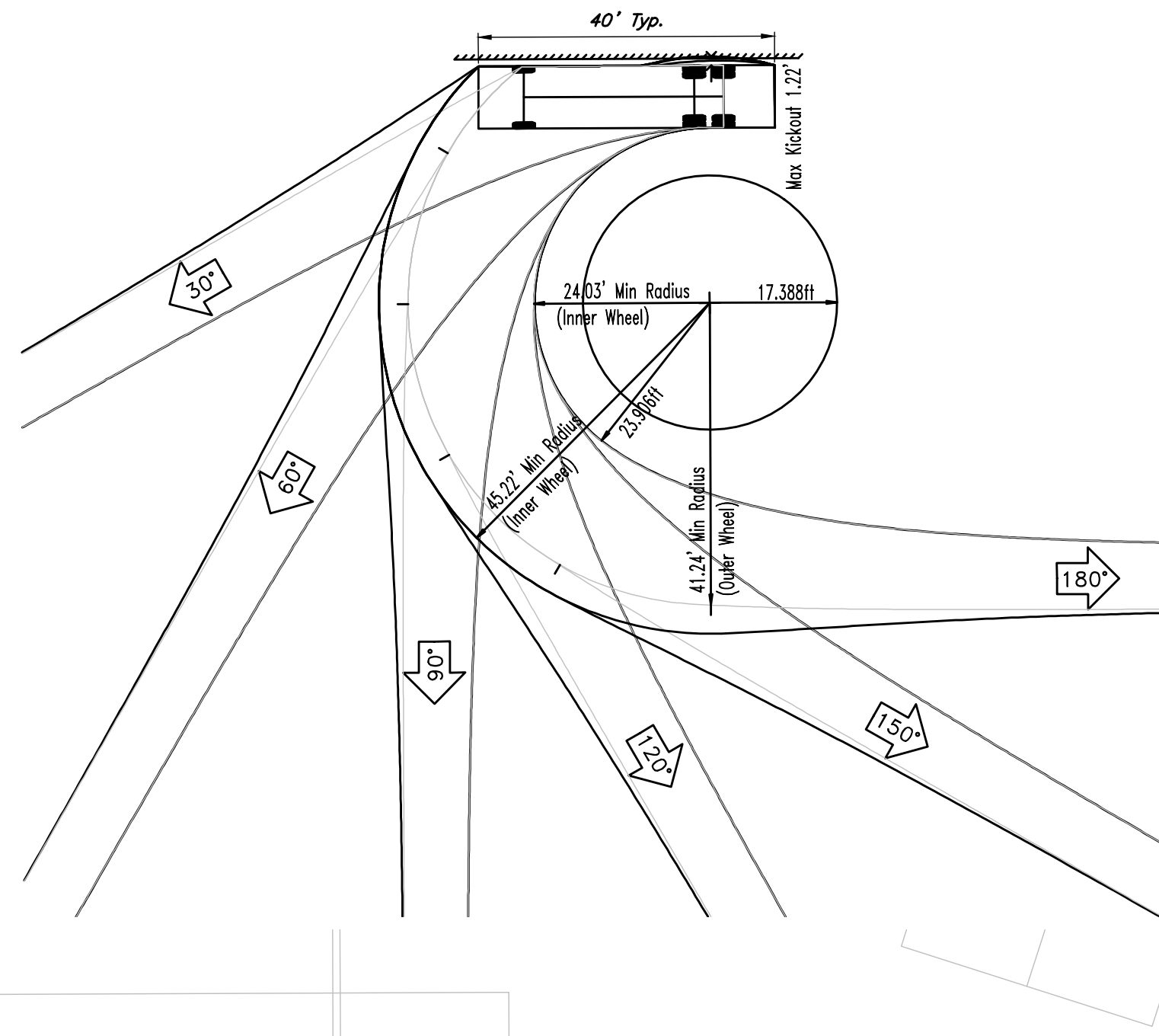
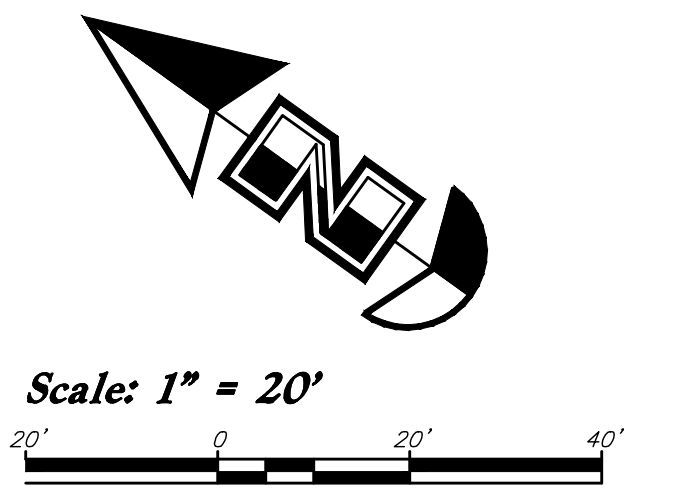
- A. The MPD, as conditioned, complies with all the requirements of the Land Management Code;
- B. The MPD, as conditioned, meets the minimum requirements of Section 15-6-5 herein;
- C. The MPD, as conditioned, provides the highest value of Open Space, as determined by the Planning Commission;

- D. The MPD, as conditioned, strengthens and enhances the resort character of Park City;
- E. The MPD, as conditioned, compliments the natural features on the Site and preserves significant features or vegetation to the extent possible;
- F. The MPD, as conditioned, is Compatible in Use, scale, and mass with adjacent Properties, and promotes neighborhood Compatibility, and Historic Compatibility, where appropriate, and protects residential neighborhoods and Uses;
- G. The MPD, as conditioned, provides amenities to the community so that there is no net loss of community amenities;
- H. The MPD, as conditioned, is consistent with the employee Affordable Housing requirements as adopted by the City Council at the time the Application was filed.
- I. The MPD, as conditioned, meets the Sensitive Lands requirements of the Land Management Code. The project has been designed to place Development on the most developable land and least visually obtrusive portions of the Site;
- J. The MPD, as conditioned, promotes the Use of non-vehicular forms of transportation through design and by providing trail connections; and
- K. The MPD has been noticed and public hearing held in accordance with this Code.
- L. The MPD, as conditioned, incorporates best planning practices for sustainable development, including water conservation measures and energy efficient design and construction, per the Residential and Commercial Energy and Green Building program and codes adopted by the Park City Building Department in effect at the time of the Application.
- M. The MPD, as conditioned, addresses and mitigates Physical Mine Hazards according to accepted City regulations and policies.
- N. The MPD, as conditioned, addresses and mitigates Historic Mine Waste and complies with the requirements of the Park City Soils Boundary Ordinance.
- O. The MPD, as conditioned, addresses Historic Structures and Sites on the Property, according to accepted City regulations and policies, and any applicable Historic Preservation Plan.

Appeals of Planning Commission action shall be conducted in accordance with [LMC § 15-1-18](#).

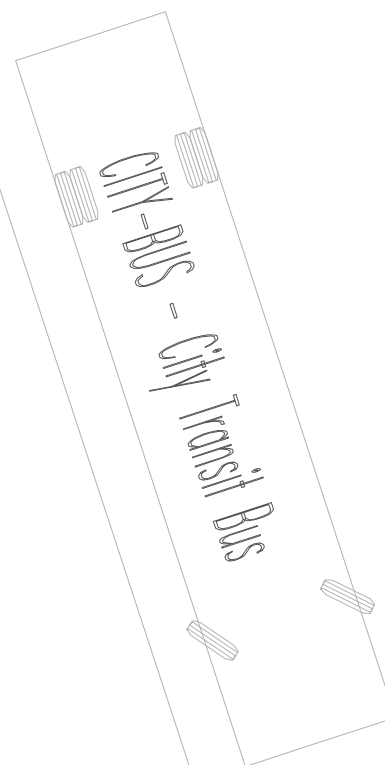
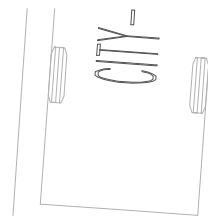
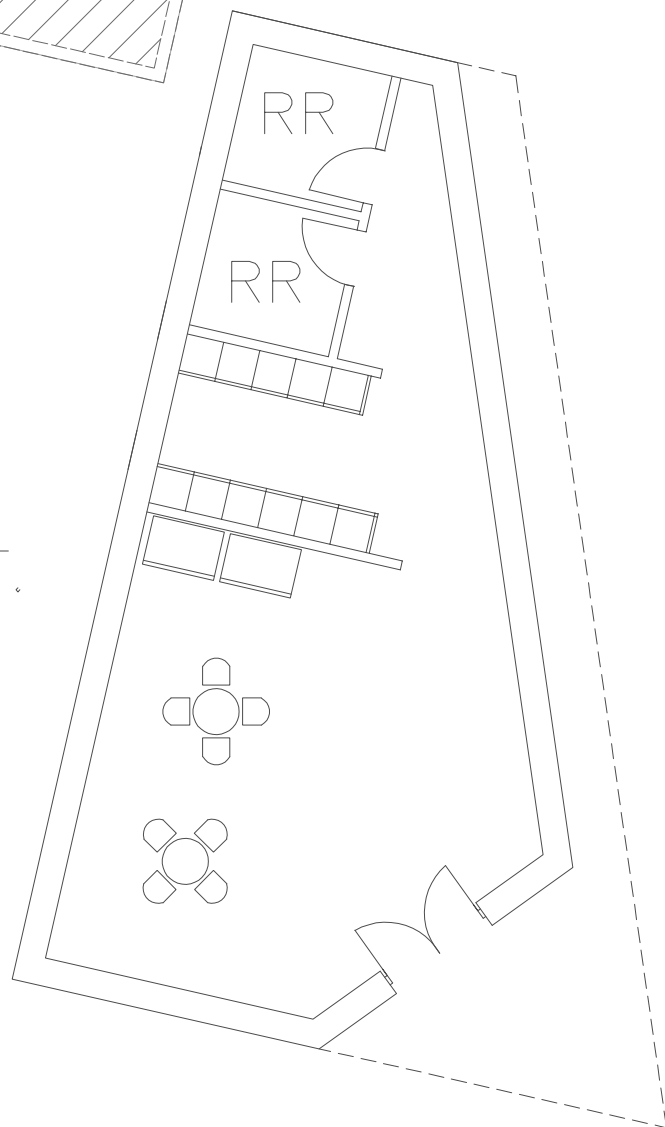
Once the Planning Commission has approved an MPD, the approval is put in the form of a Development Agreement (DA). The DA must be ratified by the Planning Commission, signed by the Mayor and the Applicant, and recorded with County. Minor administrative modifications are allowed. Construction is required to commence within two (2) years.

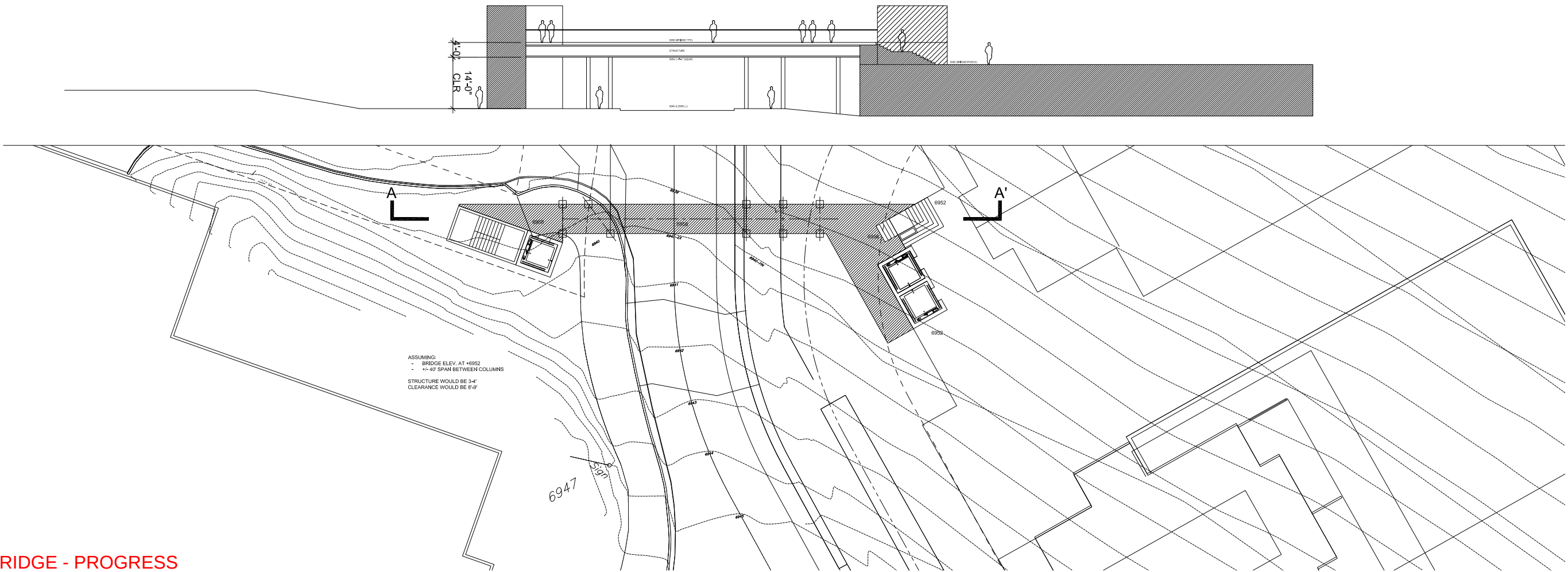
After an MPD is approved the developer must subdivide individual parcels, and seek Conditional Use permits if required by the Planning Commission at the time of the MPD approval.



Transit Exhibit
02-10-2021

TRANSPORT.
STATION
1,100 SF





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.

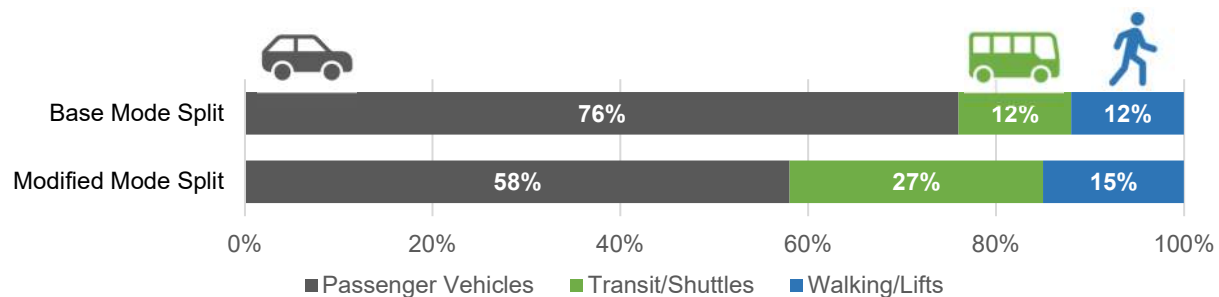


Figure 1: Mode Split Scenarios

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

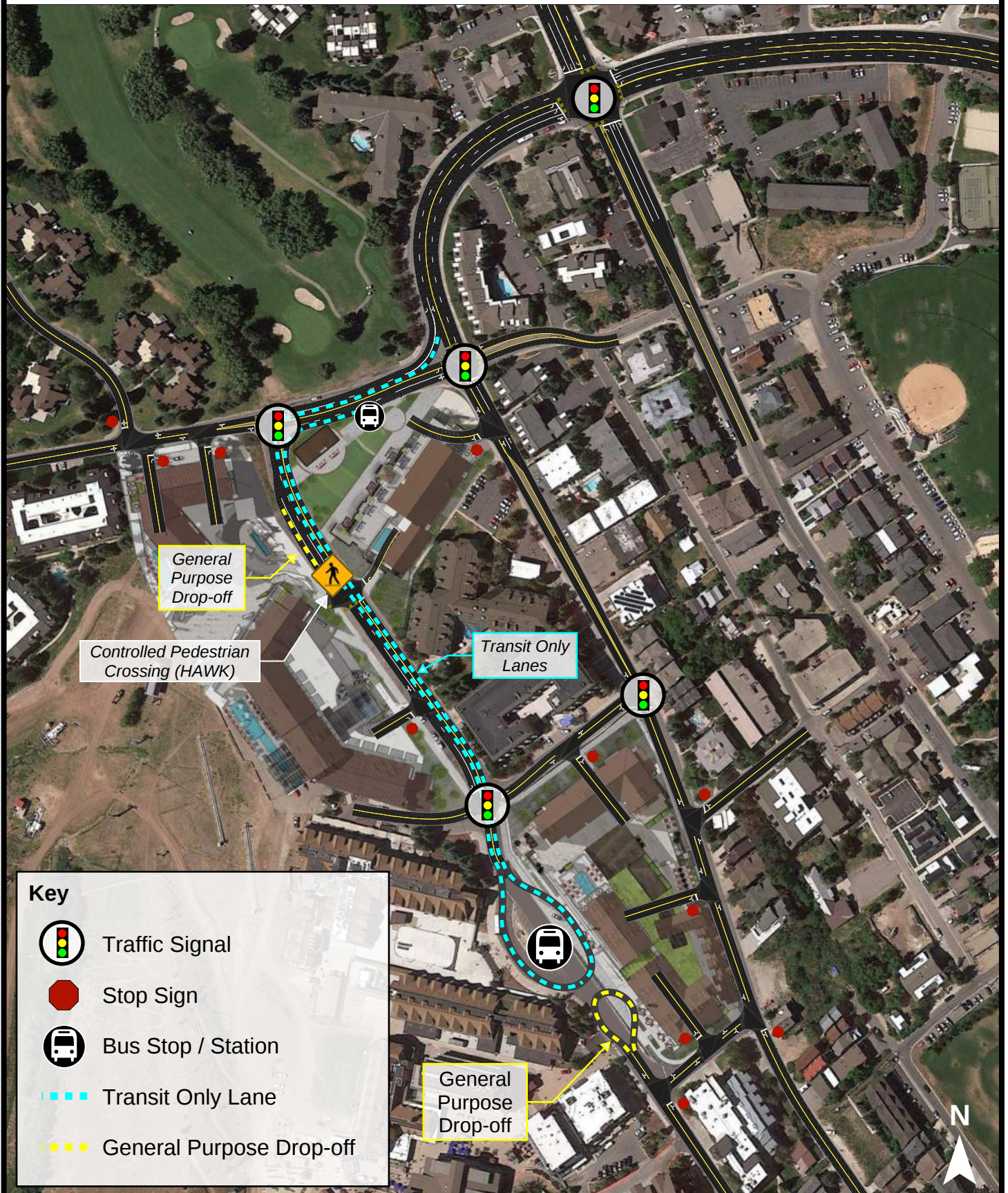
It is recommended that both the north drop-off area and the south drop-off loop on Lowell Avenue be available for general purpose resort and day skier traffic. This will maximize the drop-off area on site to reduce back-ups during peak times. It is anticipated that there will be enough pick-up / drop-off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

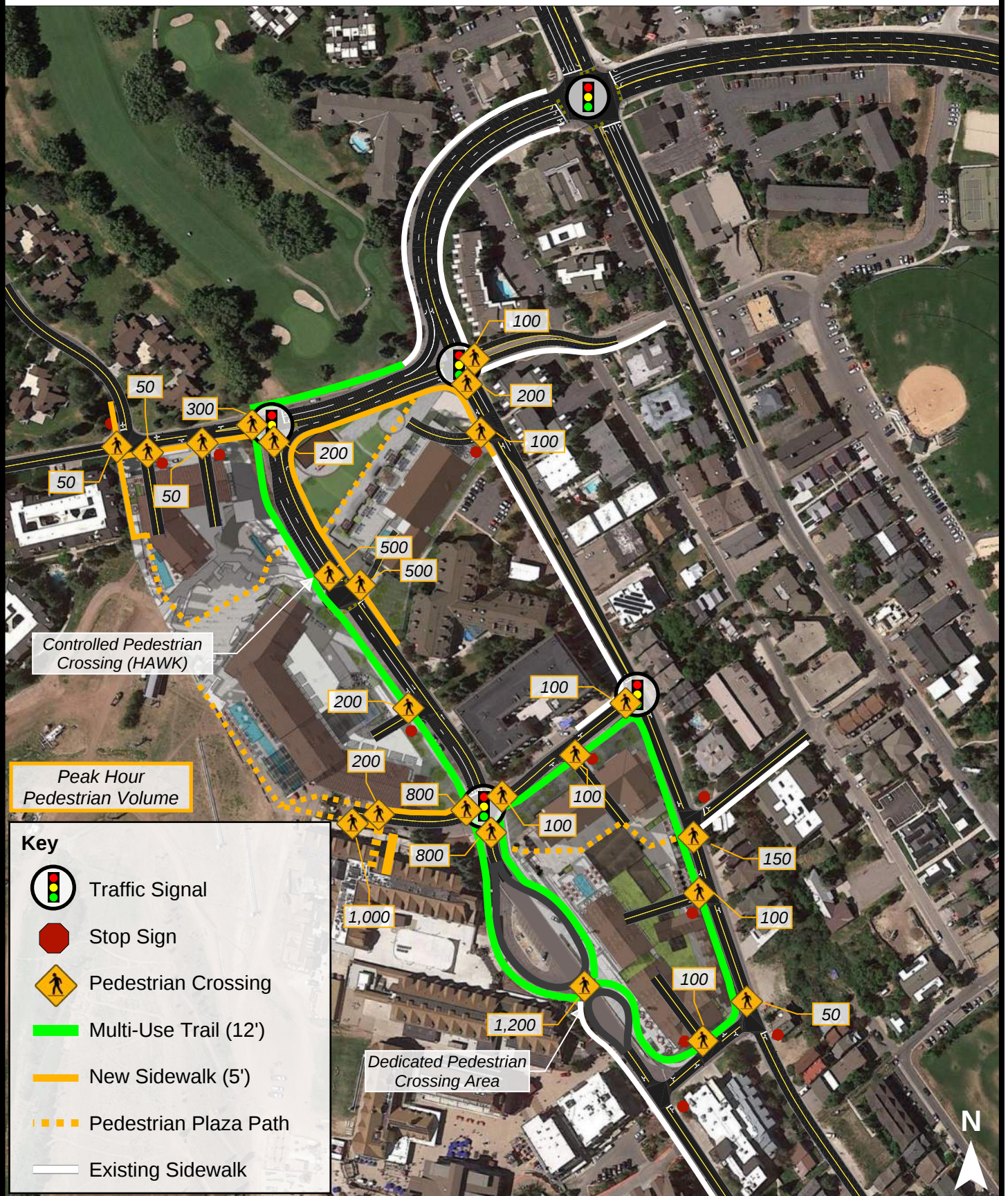
Walking Distance from Transit

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

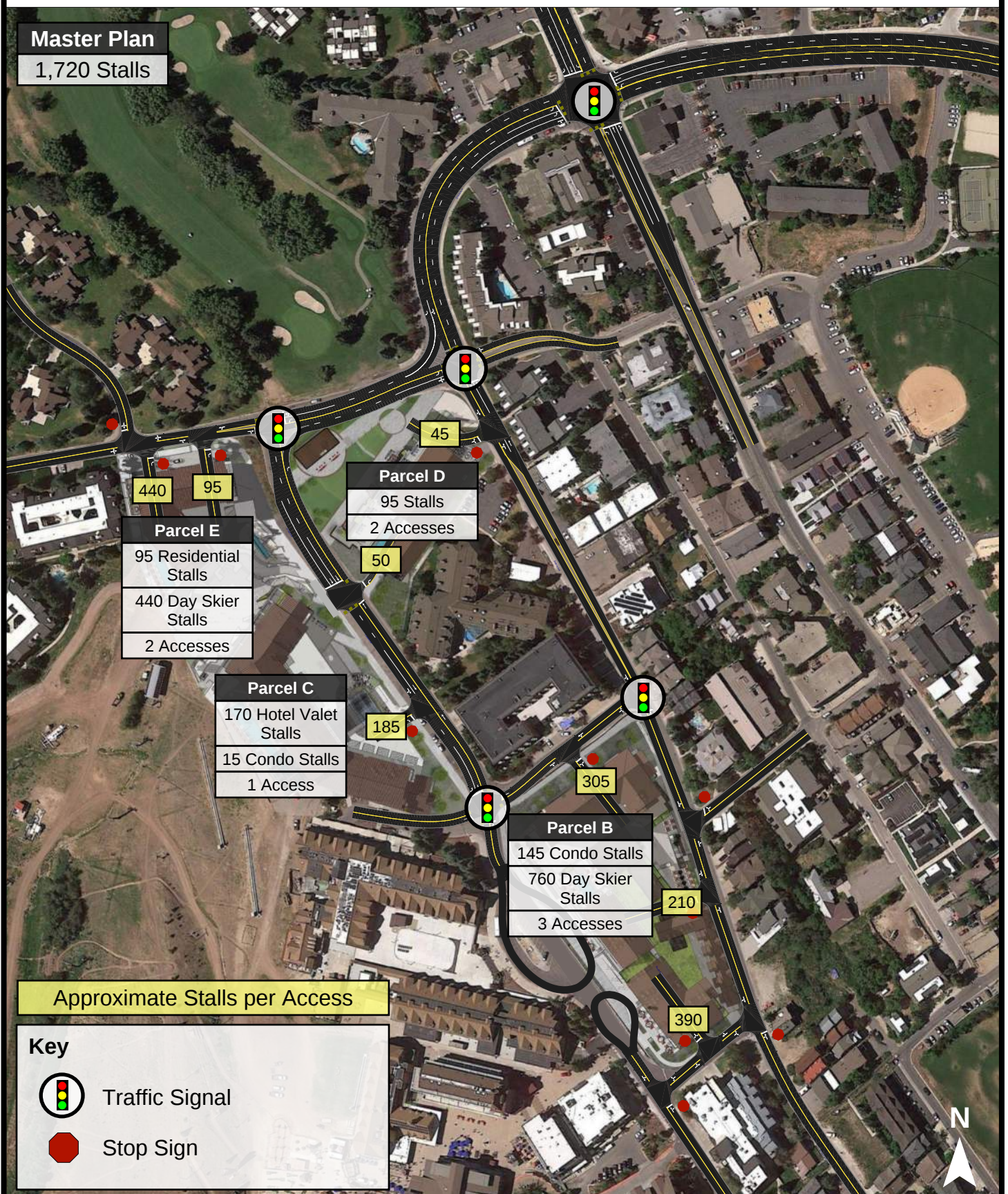
Resort	Transit Station/Stop	Lift(s)	Walking Distance (ft)
Park City	Lowell Avenue	Payday	700
Deer Valley	Deer Valley Dr.	Carpenter	450
Canyons	Canyons Transit Hub	Cabriolet + Red Pine + Saddleback	700





Scenario 2b

Parking & Driveways



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

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								