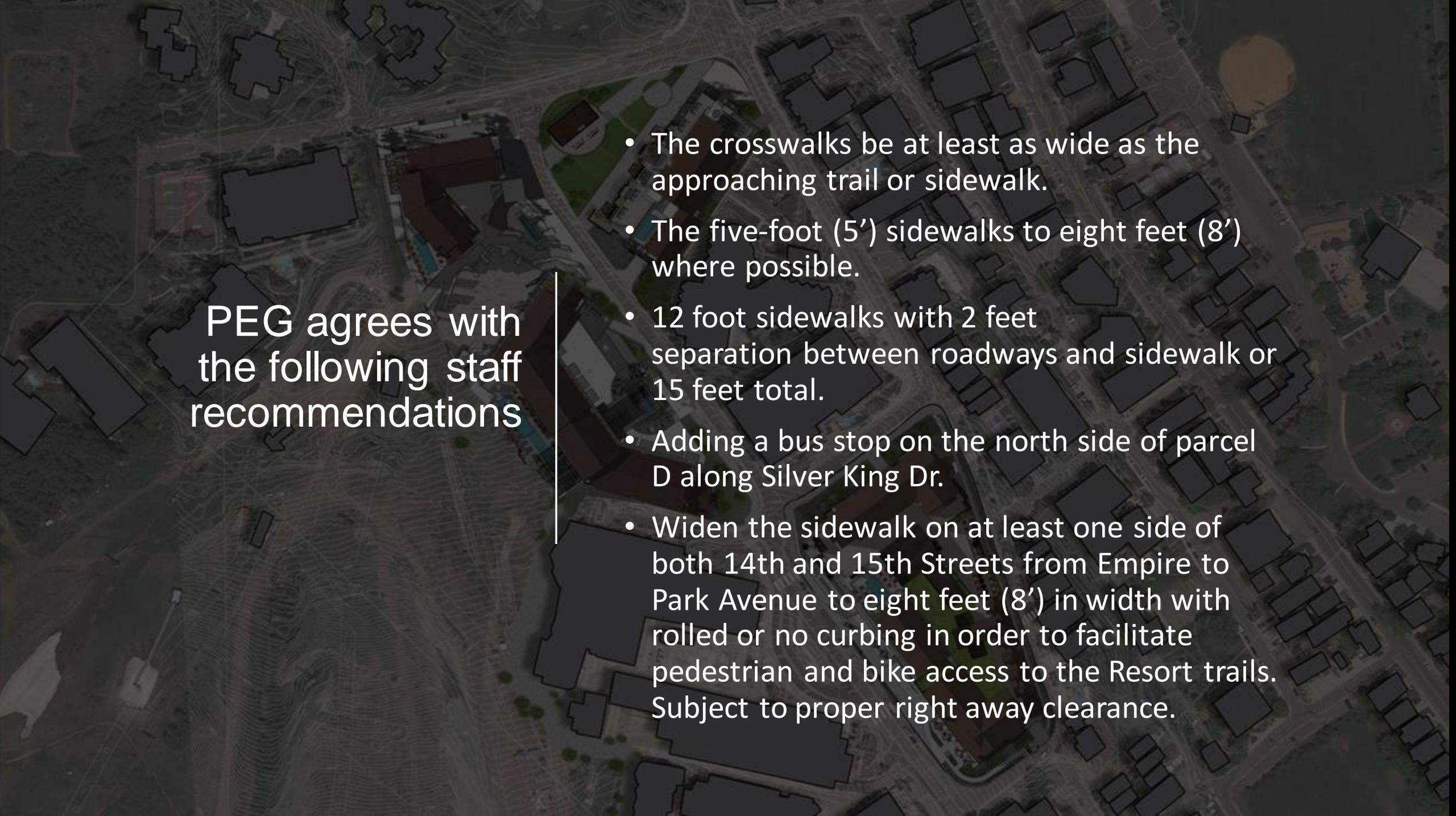


An architectural rendering of a city street scene. The scene is viewed from an elevated perspective, looking down a wide, paved street that curves to the right. On the left side of the street, there are several multi-story buildings with modern architectural features, including large windows and dark wood accents. On the right side, there are more buildings, some with gabled roofs, and a bus stop shelter. The street is lined with young trees and greenery. In the background, a large, modern building with a distinctive roofline is visible. The sky is blue with scattered white clouds. The overall atmosphere is bright and clear.

Park City Base Area Redevelopment

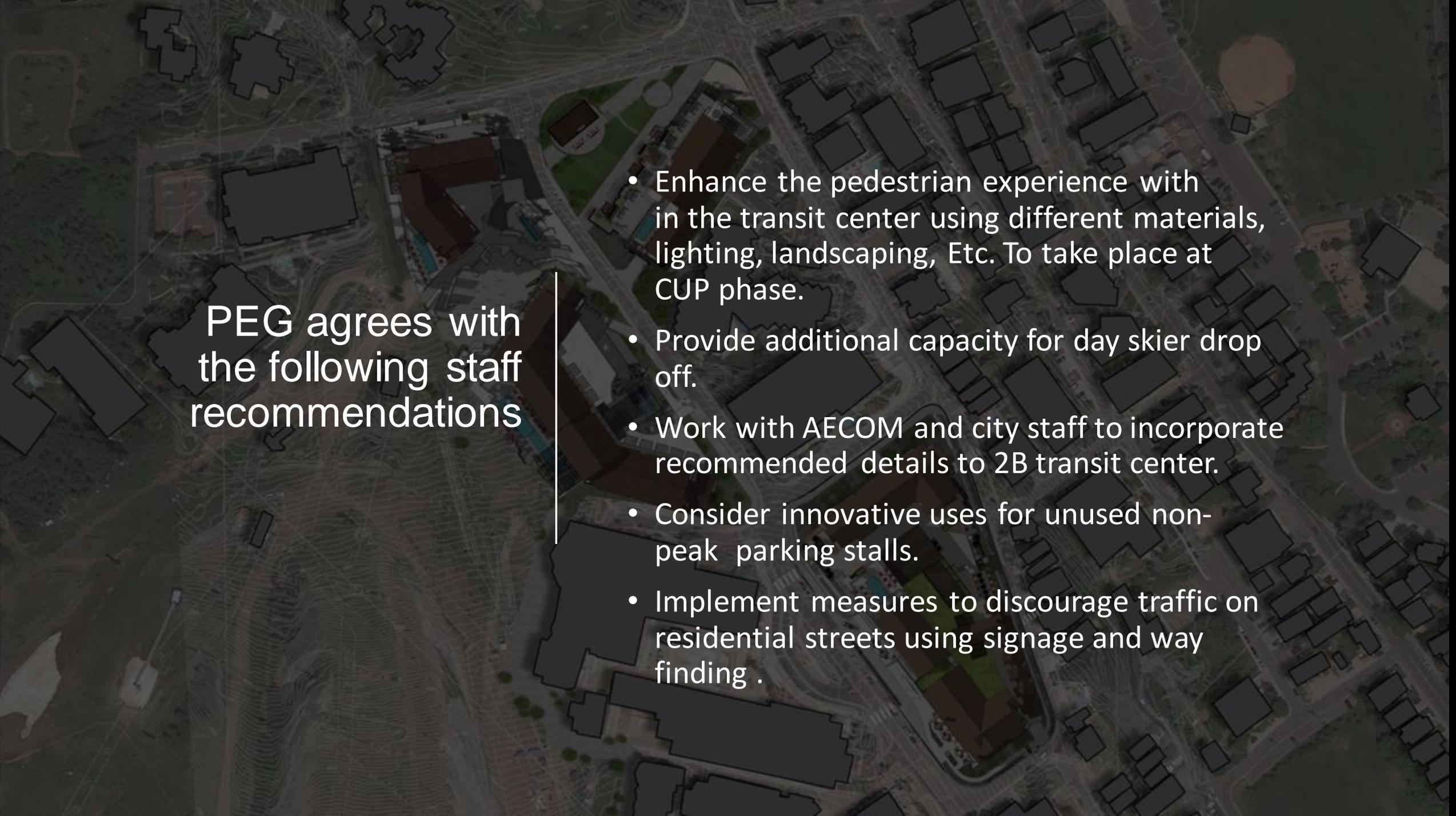
An architectural rendering of a transit center. The scene features a multi-level building with a mix of wood paneling and large glass windows. A prominent feature is a wide set of stairs leading up to a glass-enclosed structure. Several people are shown walking on the stairs and on the ground level, providing a sense of scale and activity. The background shows a hillside with some trees and a clear sky. The overall aesthetic is modern and functional.

PEG and Design Team have worked closely with City Planning staff, City Engineering and City Transportation to reach our proposed plan today. From Day One, we have put traffic first -along with housing, architecture, engineering, parking and our neighbors and guests. We have evolved our planning based on feedback from the Planning Commission, the City staff and our residential and commercial neighbors. We're excited to show you why our dramatically enhanced transit center is in the right location and why it absolutely also puts transit first.



PEG agrees with
the following staff
recommendations

- The crosswalks be at least as wide as the approaching trail or sidewalk.
- The five-foot (5') sidewalks to eight feet (8') where possible.
- 12 foot sidewalks with 2 feet separation between roadways and sidewalk or 15 feet total.
- Adding a bus stop on the north side of parcel D along Silver King Dr.
- Widen the sidewalk on at least one side of both 14th and 15th Streets from Empire to Park Avenue to eight feet (8') in width with rolled or no curbing in order to facilitate pedestrian and bike access to the Resort trails. Subject to proper right away clearance.

An aerial photograph of a residential development, likely a ski resort area, showing a grid of streets, numerous buildings, and a central transit center. The image is overlaid with a semi-transparent dark grey layer containing text and a list of recommendations. A vertical white line is positioned to the left of the list, separating the header text from the list items.

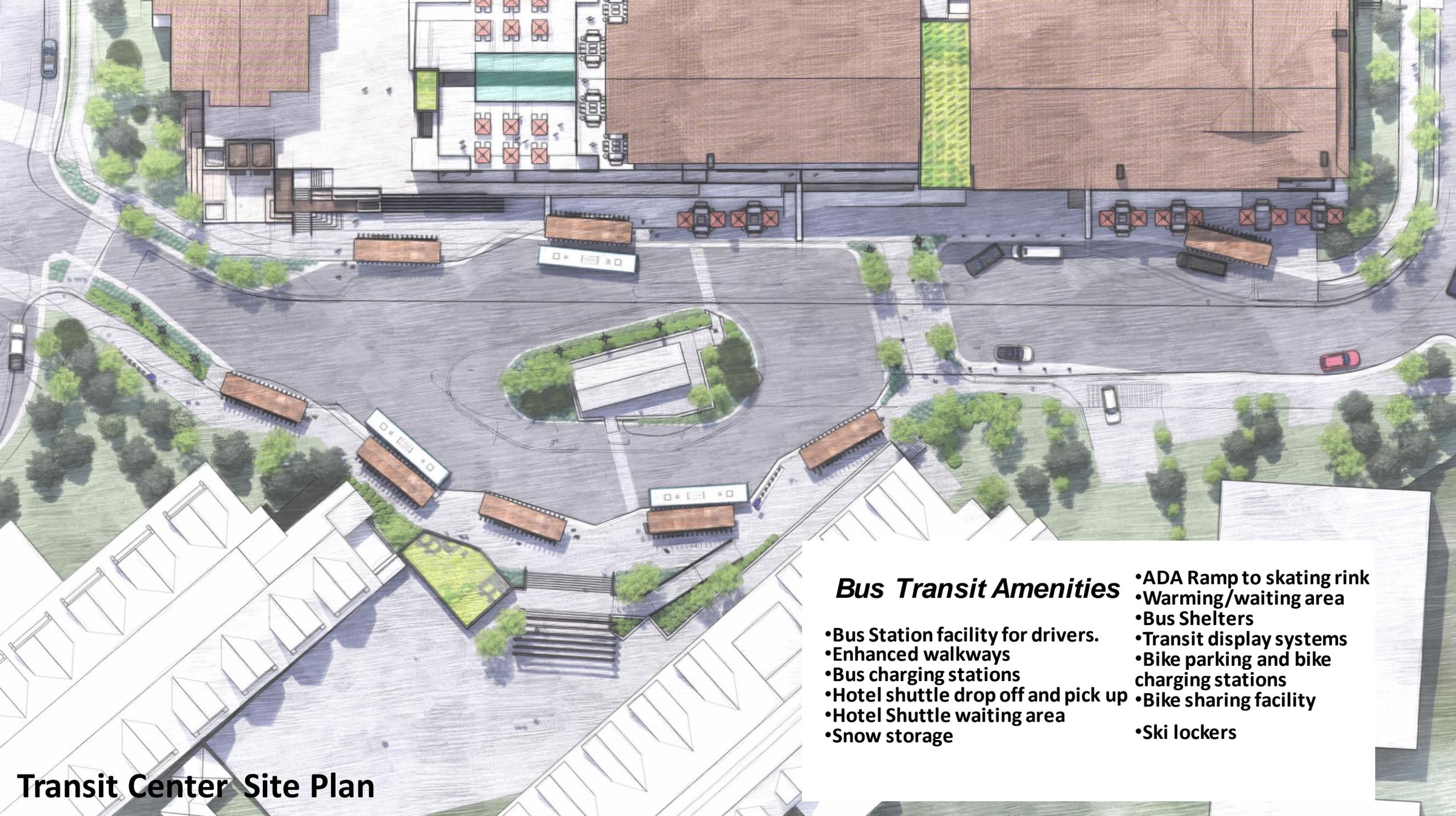
PEG agrees with the following staff recommendations

- Enhance the pedestrian experience with in the transit center using different materials, lighting, landscaping, Etc. To take place at CUP phase.
- Provide additional capacity for day skier drop off.
- Work with AECOM and city staff to incorporate recommended details to 2B transit center.
- Consider innovative uses for unused non-peak parking stalls.
- Implement measures to discourage traffic on residential streets using signage and way finding .



2B

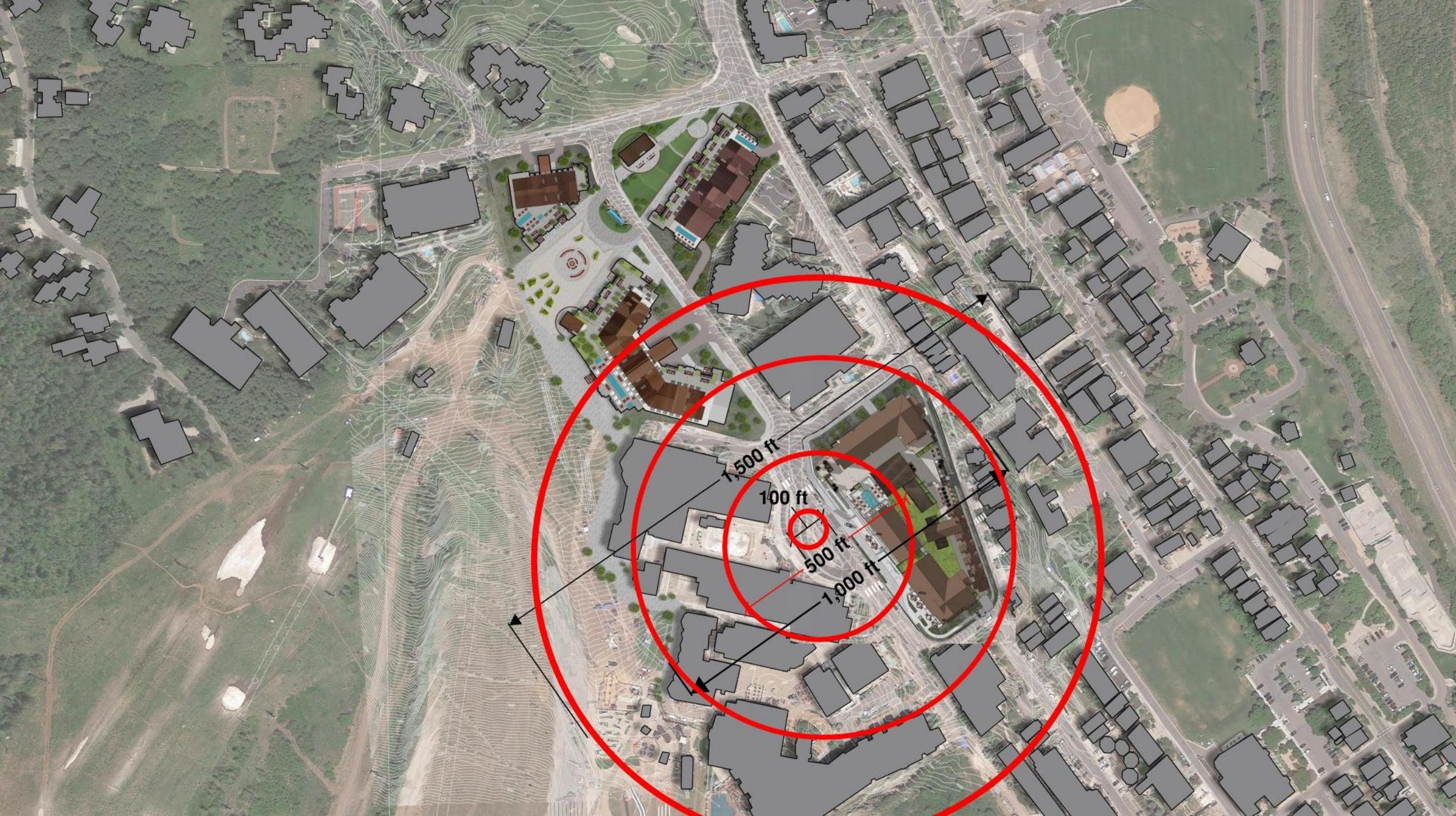
**Circulation pattern
& Transit Station**



Bus Transit Amenities

- Bus Station facility for drivers.
- Enhanced walkways
- Bus charging stations
- Hotel shuttle drop off and pick up
- Hotel Shuttle waiting area
- Snow storage
- ADA Ramp to skating rink
- Warming/waiting area
- Bus Shelters
- Transit display systems
- Bike parking and bike charging stations
- Bike sharing facility
- Ski lockers

Transit Center Site Plan

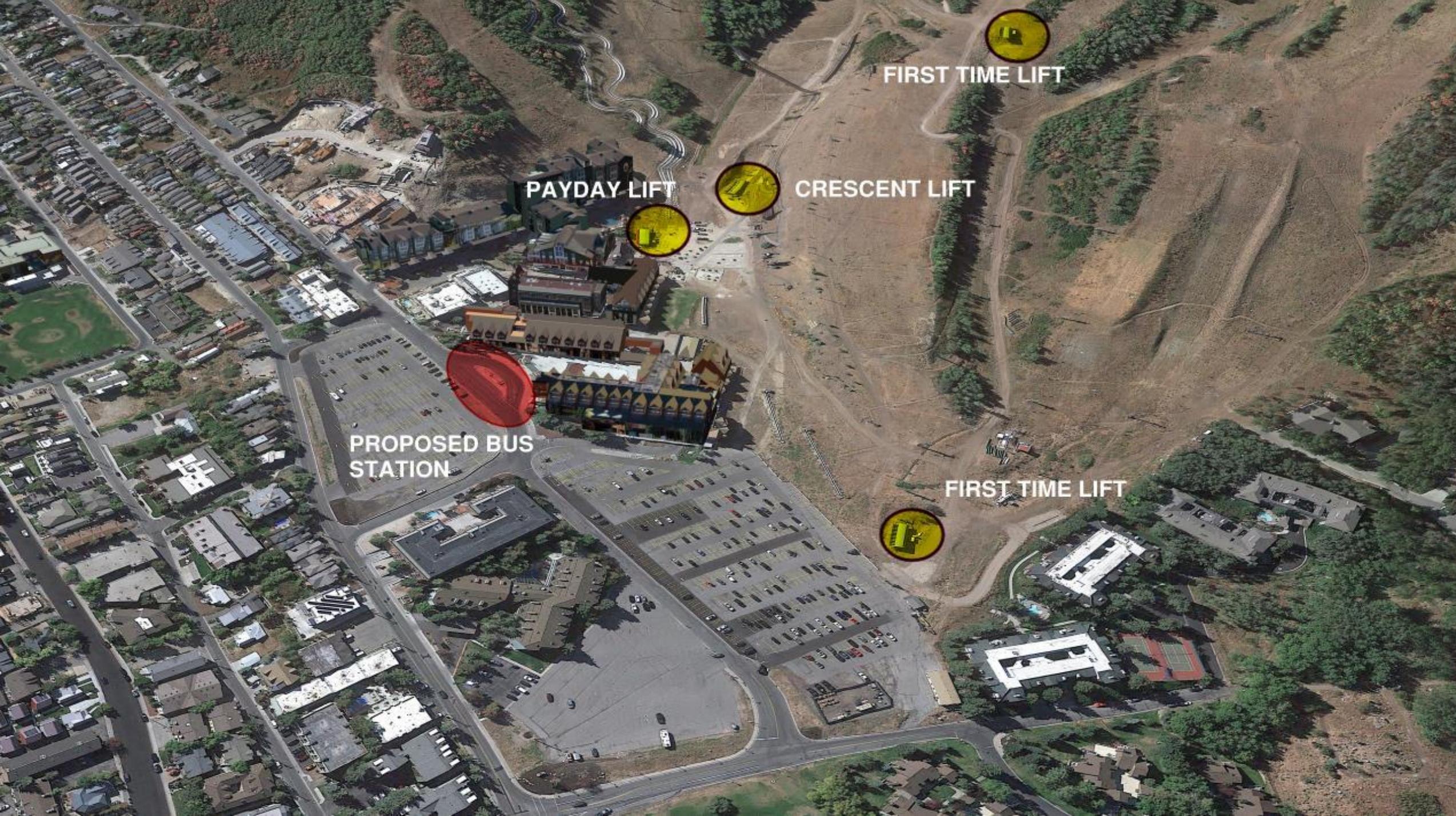


100 ft

500 ft

1,000 ft

1,500 ft



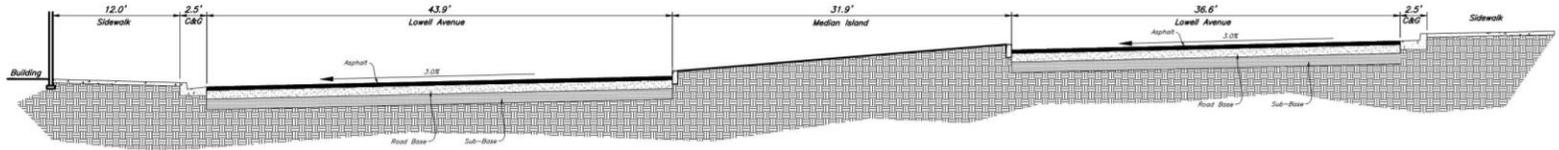
FIRST TIME LIFT

PAYDAY LIFT

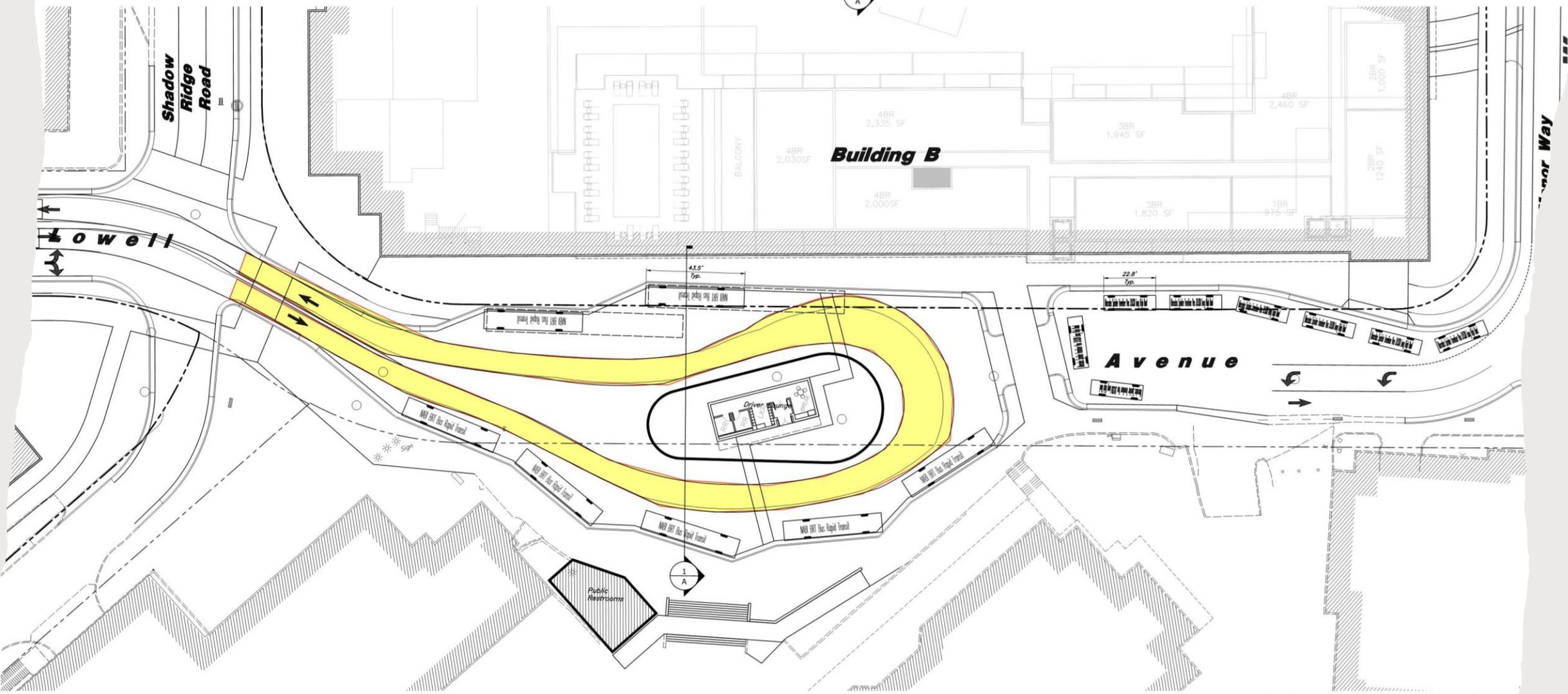
CRESCENT LIFT

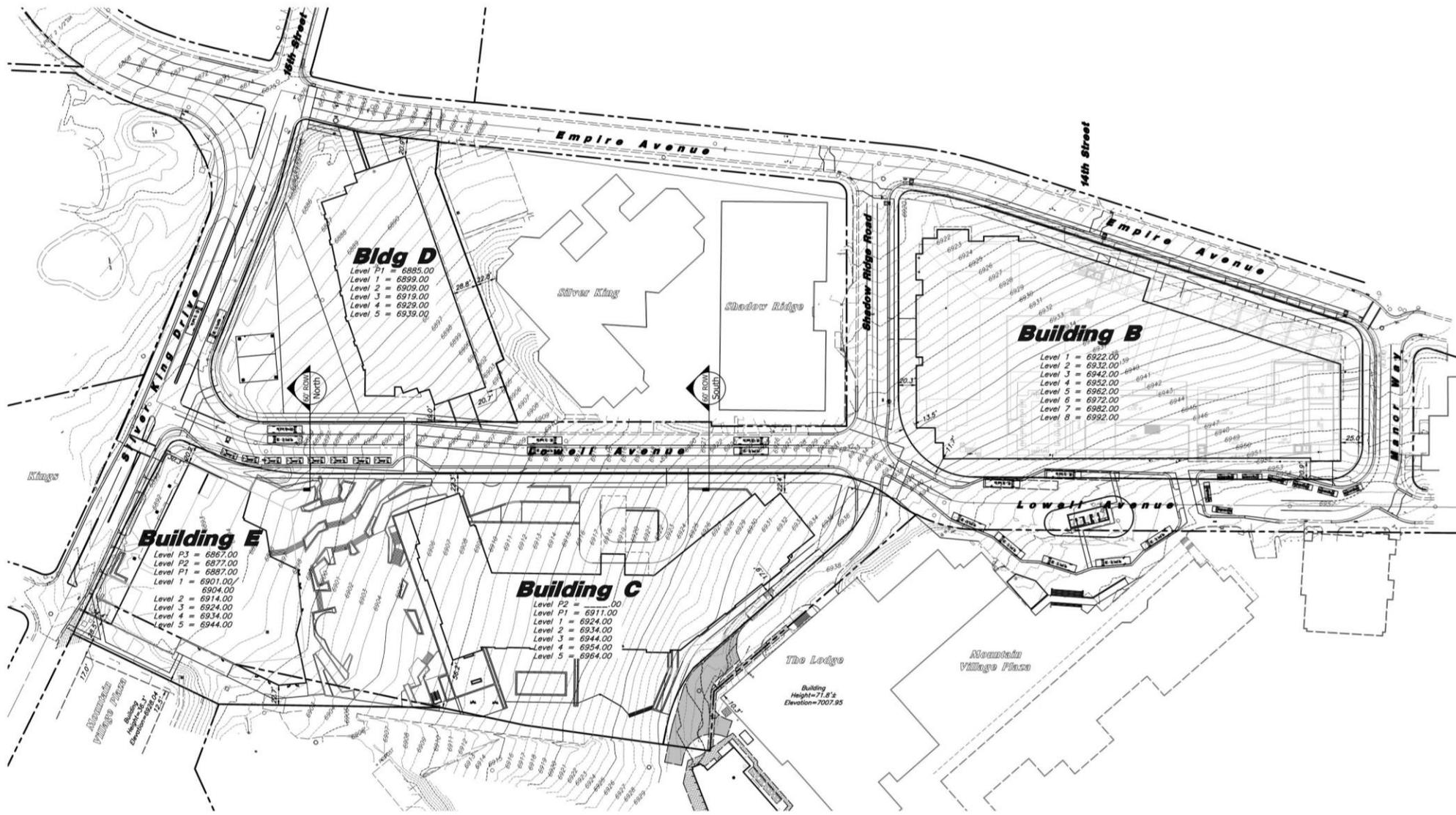
PROPOSED BUS STATION

FIRST TIME LIFT



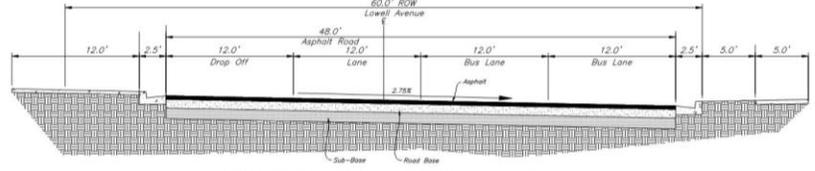
Bus Turn Section



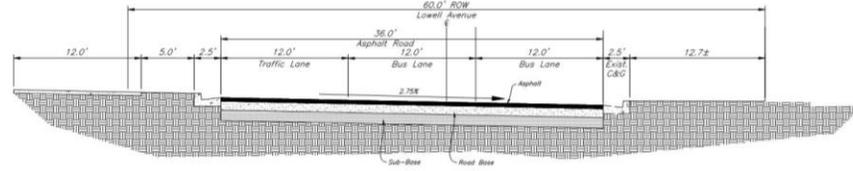


Legend

- Proposed Curb & Gutter
- Proposed Open Face C & G
- Proposed Asphalt
- Proposed Concrete
- Proposed Truncated Domes
- Proposed Fence
- Ridge line
- Grode Break
- Proposed Contour
- Direction of Drainage
- Proposed Spot
- ADA Accessible Route
- Property Line
- Sewer Line
- Proposed Building
- Existing Improvements
- Existing Asphalt
- Existing Concrete
- Existing Fence
- Flowline
- Centerline
- Existing Contour
- Existing Spot
- Existing Light Pole
- Existing Street Light
- Existing Building



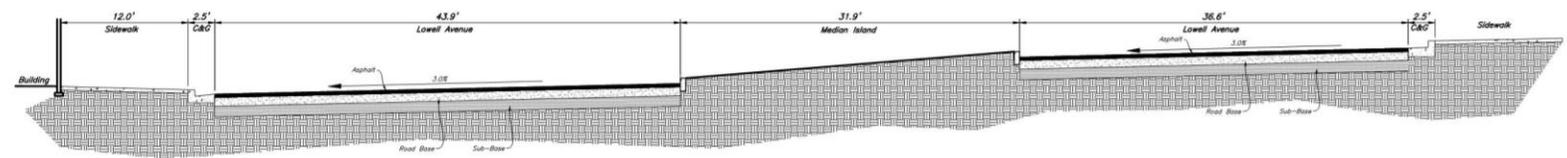
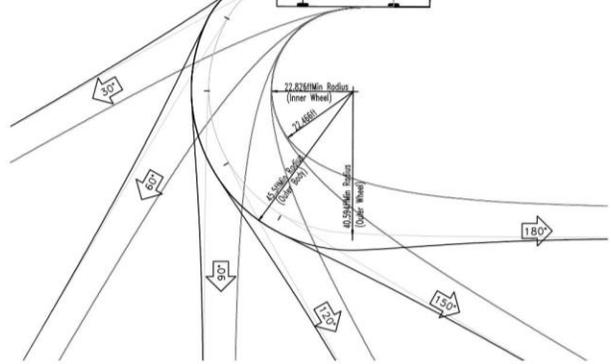
60' ROW Lowell Avenue Section - North
 Not to Scale



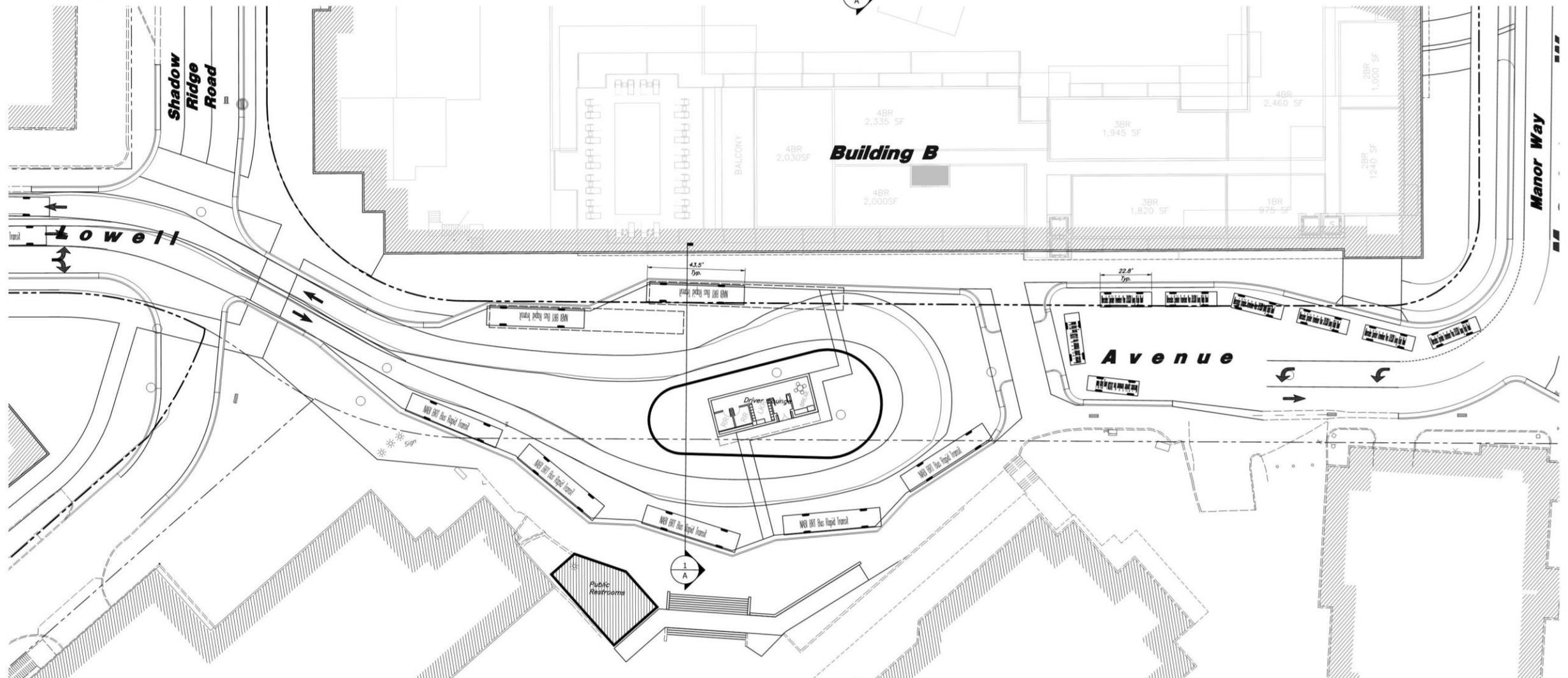
60' ROW Lowell Avenue Section - South
 Not to Scale

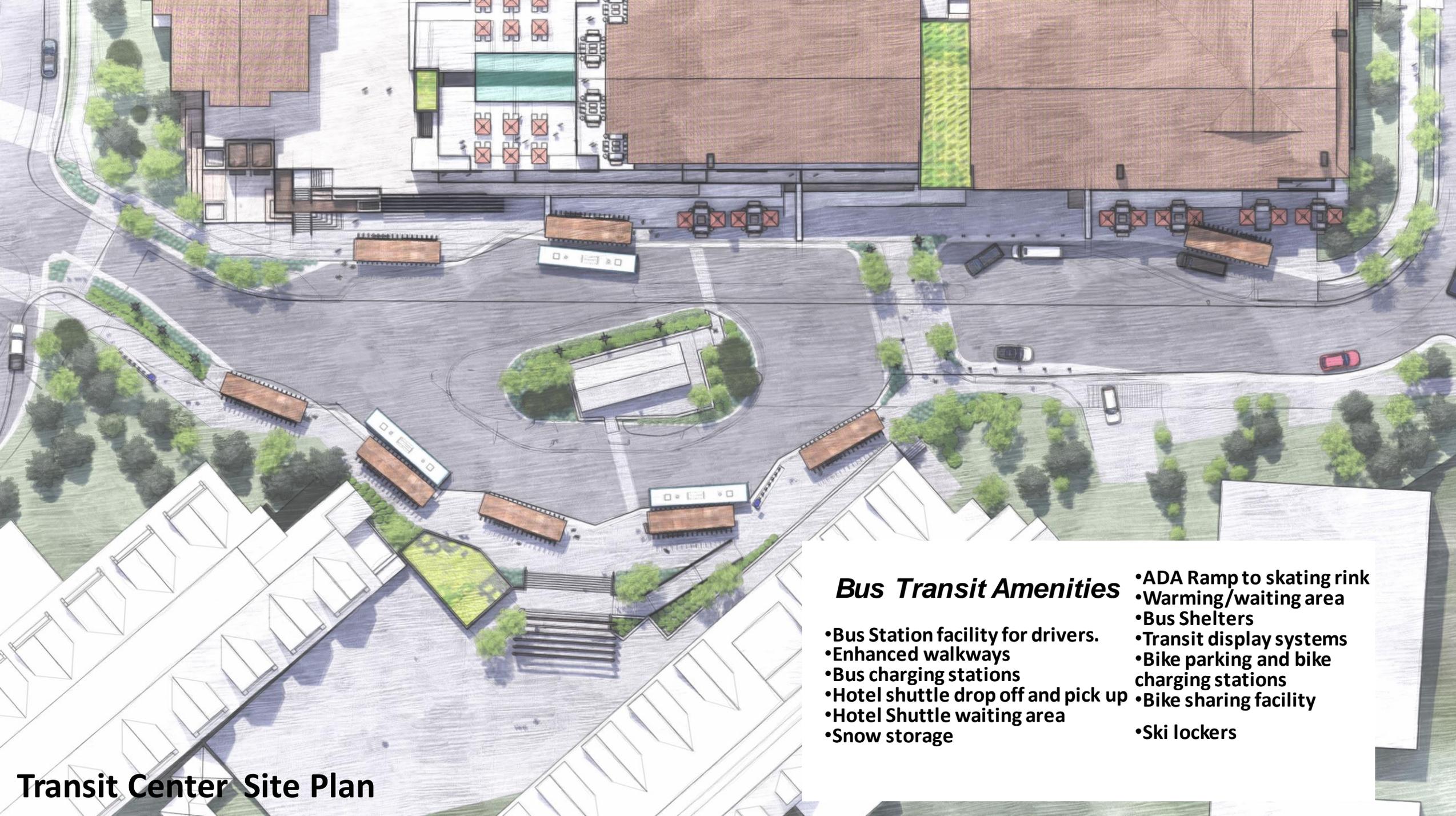
PROPOSED OVERALL GRADING PLAN





Bus Turn Section





Bus Transit Amenities

- Bus Station facility for drivers.
- Enhanced walkways
- Bus charging stations
- Hotel shuttle drop off and pick up
- Hotel Shuttle waiting area
- Snow storage
- ADA Ramp to skating rink
- Warming/waiting area
- Bus Shelters
- Transit display systems
- Bike parking and bike charging stations
- Bike sharing facility
- Ski lockers

Transit Center Site Plan



Transit Center Looking East



Transit Center Looking West



Transit Center – Lowell Approach



Transit Center-Pedestrian Crossing

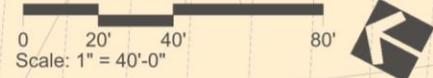


Transit Center- Hotel Shuttle dropoff

Drop Off & Loading Areas



Pedestrian Dropoff



Loading Area

The City raised concerns about sufficient loading area for passenger vehicles



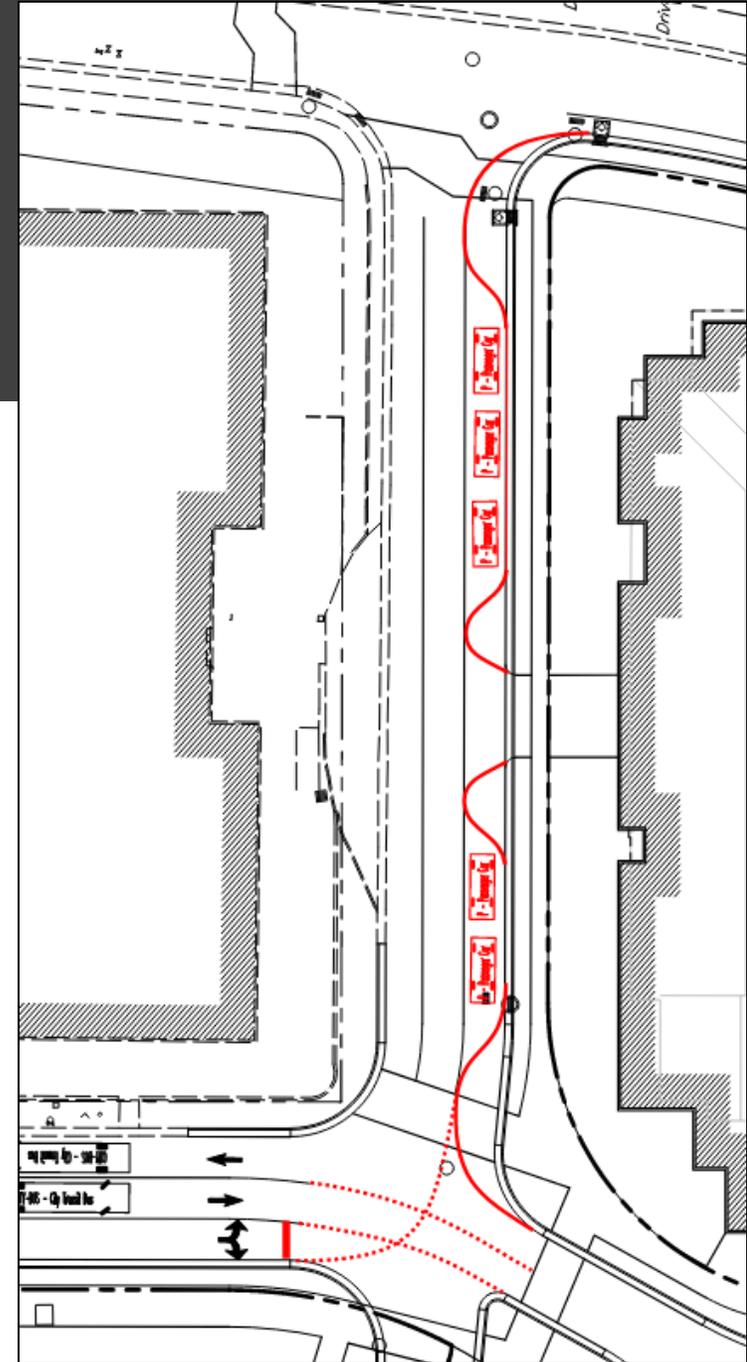
Additional loading areas for pick-ups and drop-offs can be provided on Shadow Ridge Road, providing space for 5 additional vehicles



Overflow loading areas may also be allocated in excess parking areas in the garages



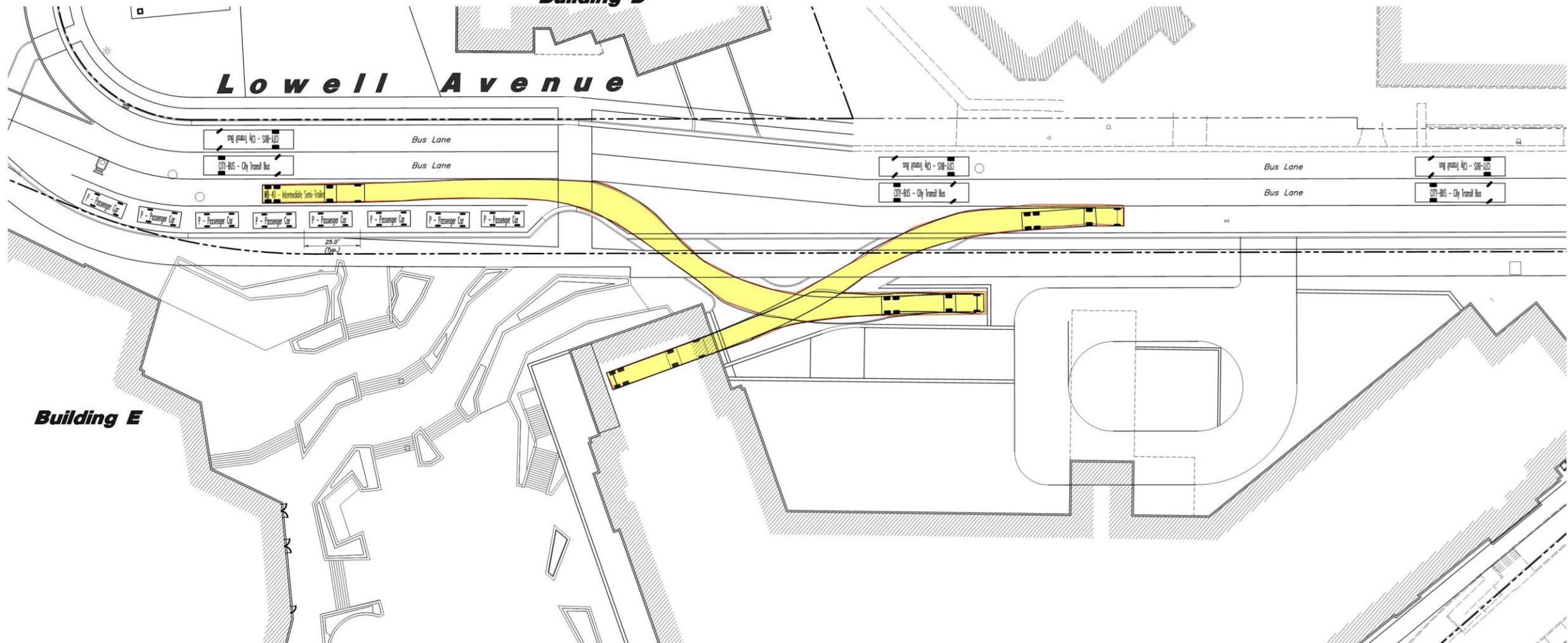
AECOM stated in their review that they agree with the general drop-off plan that has been presented



Silver King Drive

Building D

Lowell Avenue

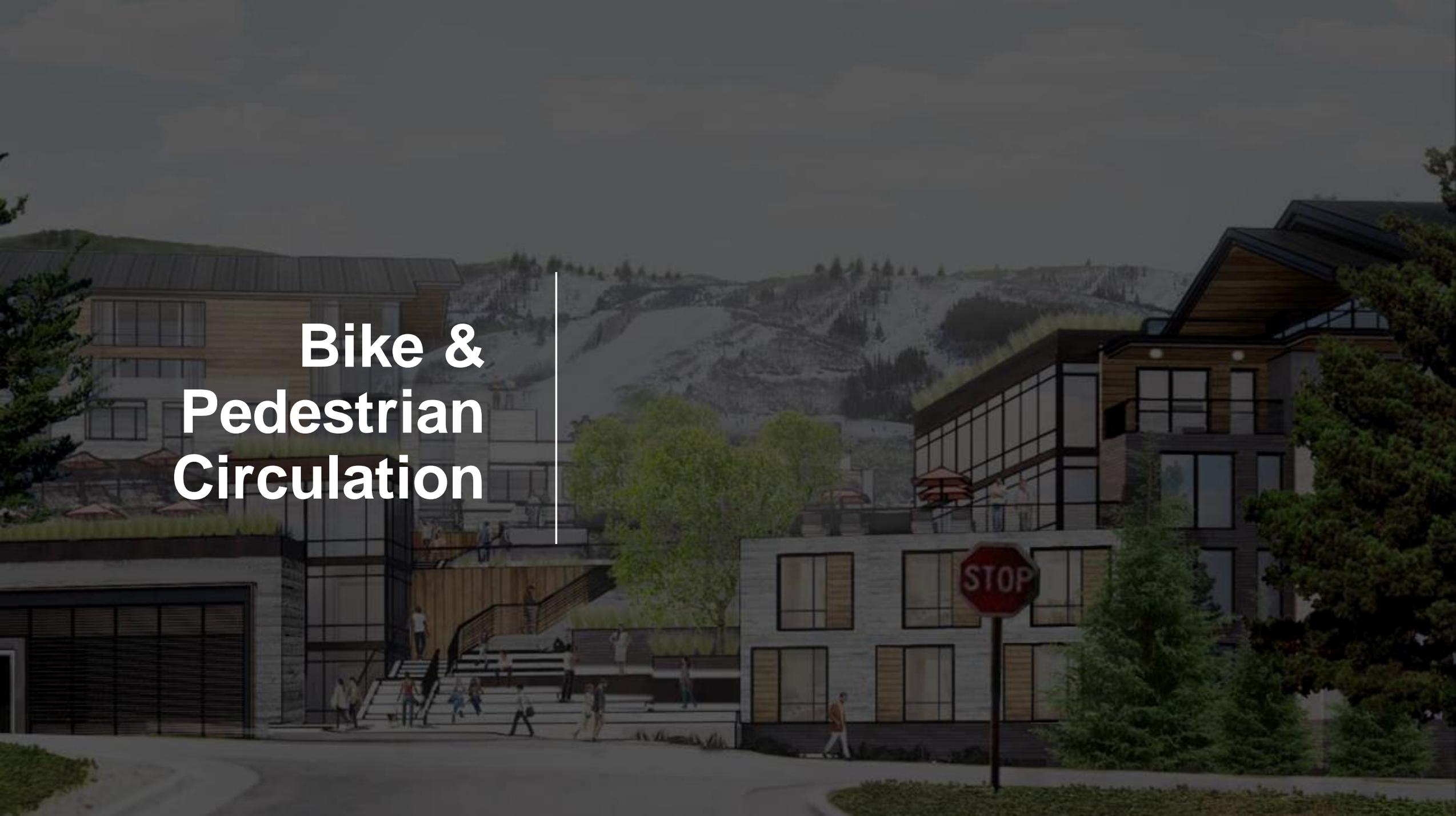


Building E

Drop Off Exhibit

03-01-2021

Bike & Pedestrian Circulation

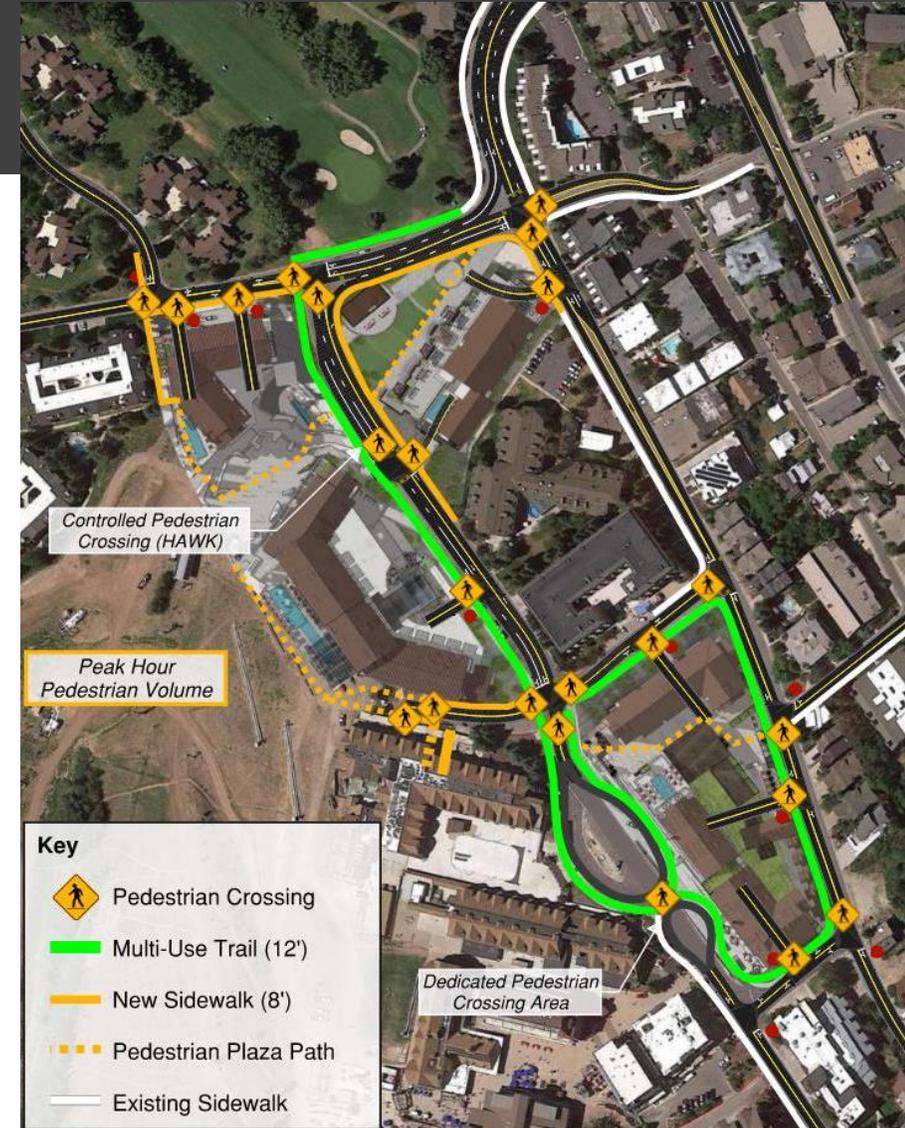




Pedestrian Level of Service

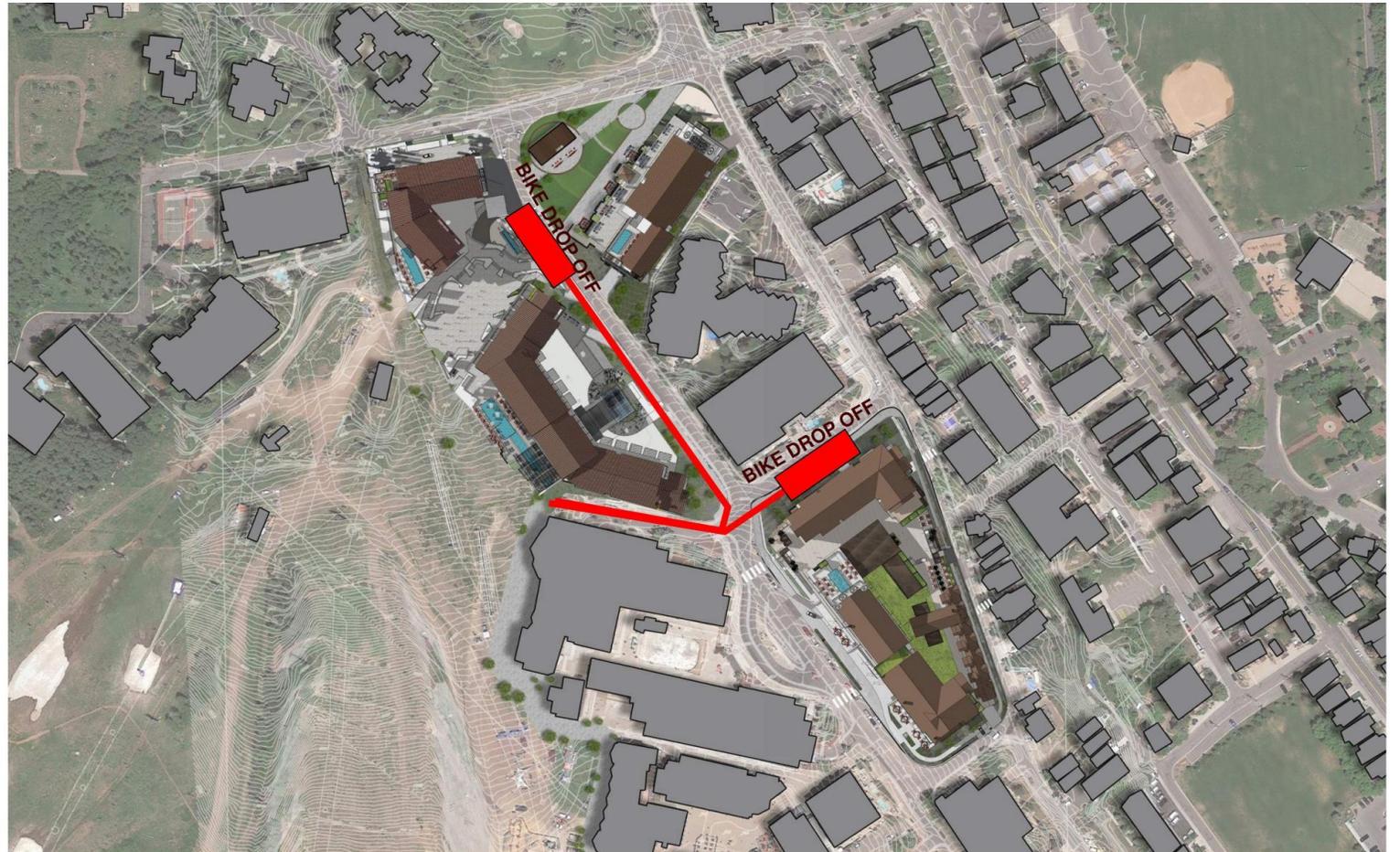
The City has raised concerns regarding pedestrian walkway sizing

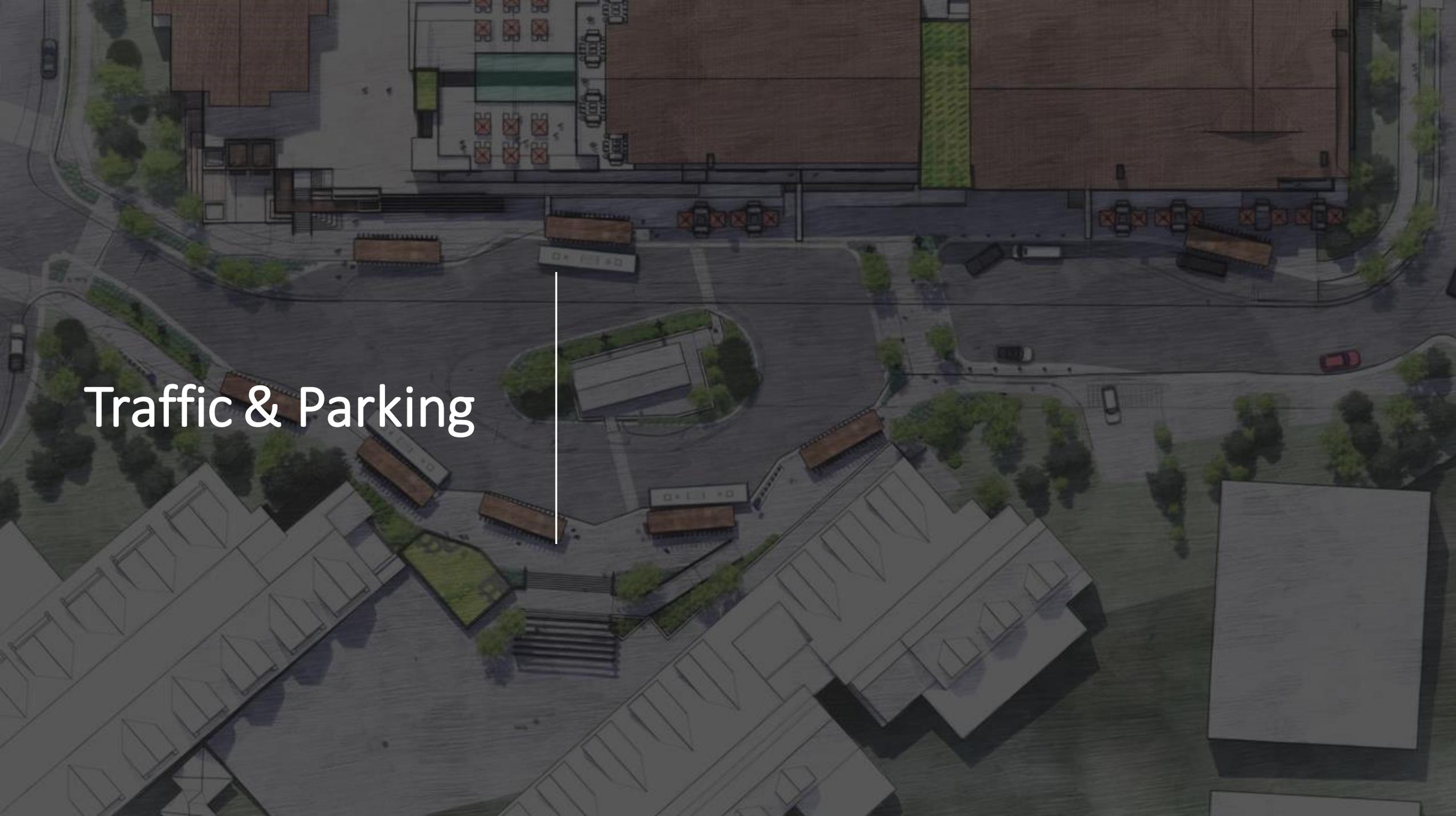
- Peak of 1,200 pedestrians per hour anticipated near Parcel B
- Highway Capacity Manual outlines level of service (LOS) for sidewalks and walkways
- For a 12-foot path, 1,200 pedestrians in an hour would represent **LOS B**
- The LOS C capacity (acceptable) of a 12-foot path is 4,320 pedestrians in 1 hour, or 3.6 times the anticipated demand



Bike Path

The City has raised concerns regarding bike path access to the mountain

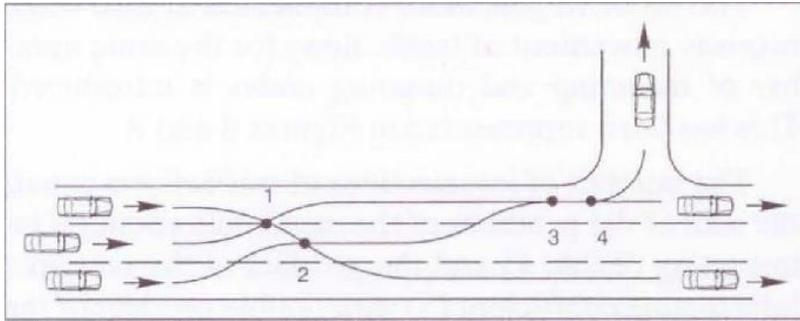




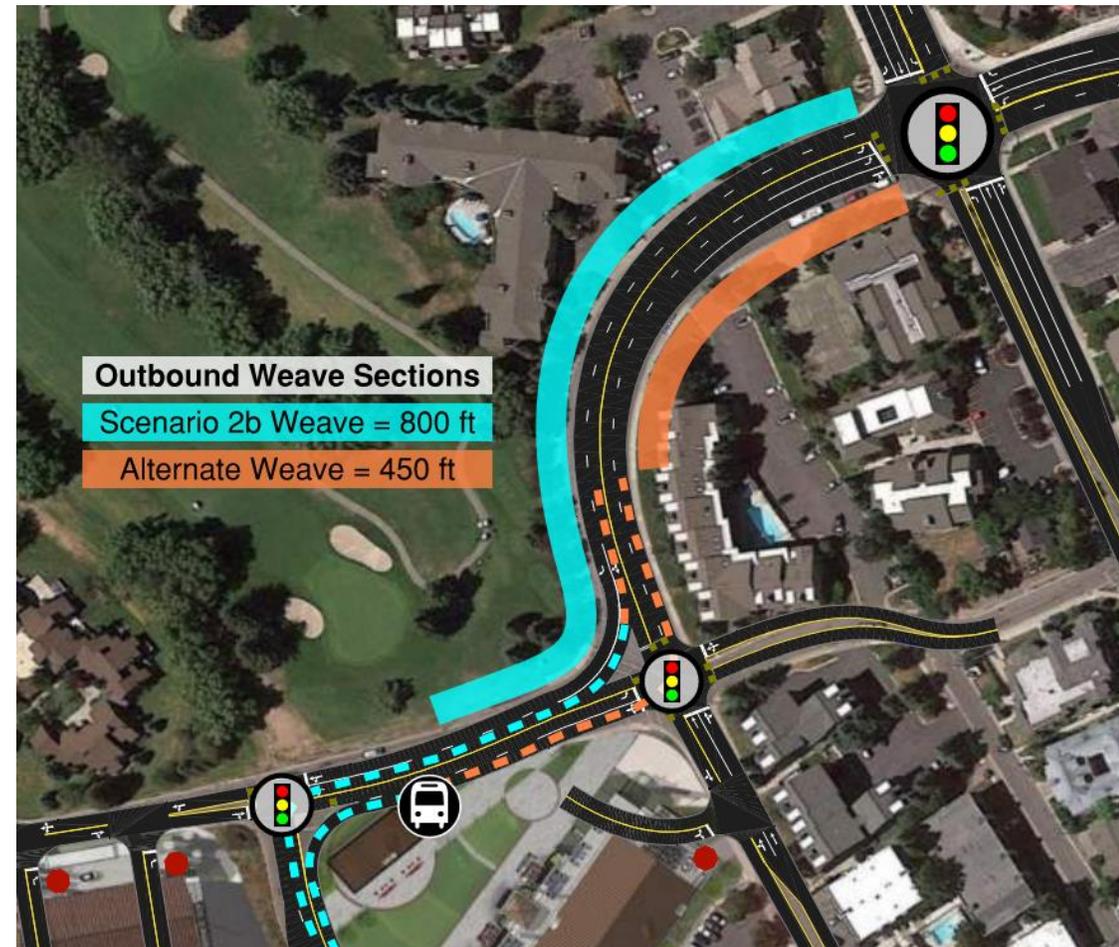
Traffic & Parking

Weaving

The City has raised concerns about weaving sections



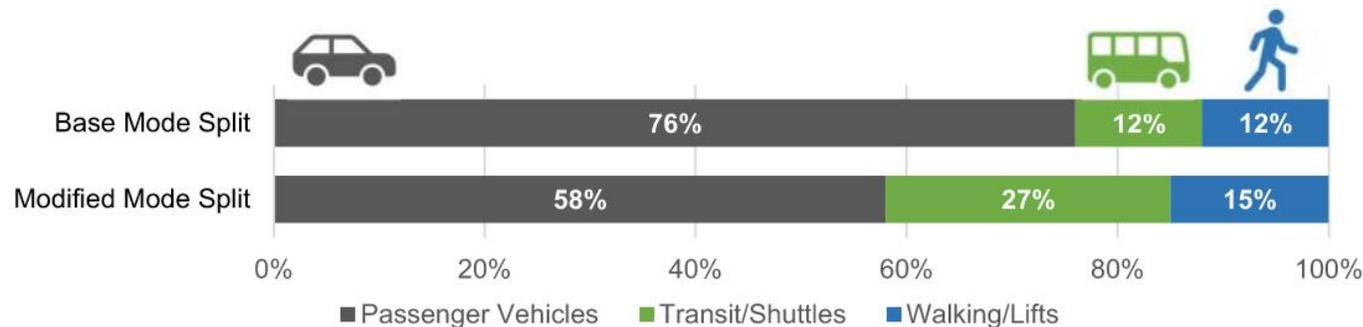
- The proposed Scenario 2b minimizes weaving sections by starting the bus lanes at Silver King / Empire instead of north of Silver King
- AECOM has proposed dedicated bus lanes on Empire Ave, north of Silver King
 - This would result in a very short outbound weave section (~450 ft) for traffic going to the signal at S.R. 224 and dangerous conditions
- The proposed weave section of buses and vehicles on Silver King has relatively low volumes



Traffic Document Summary

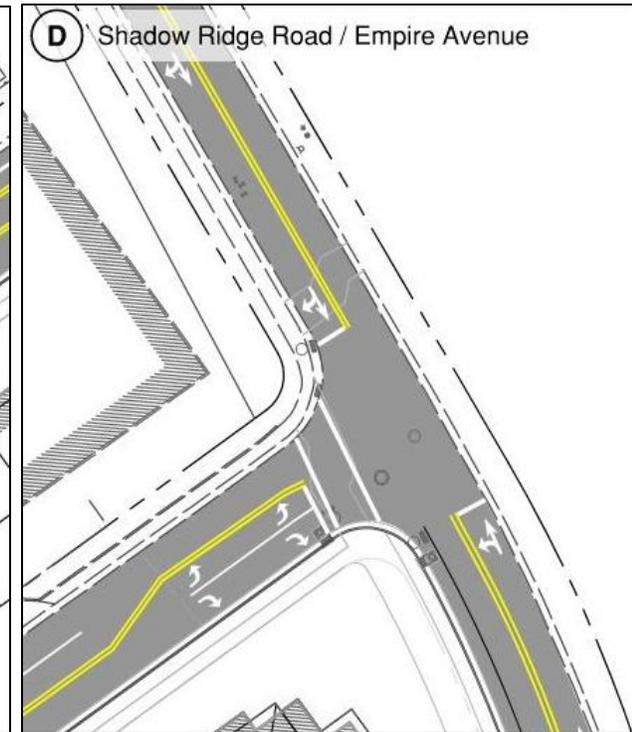
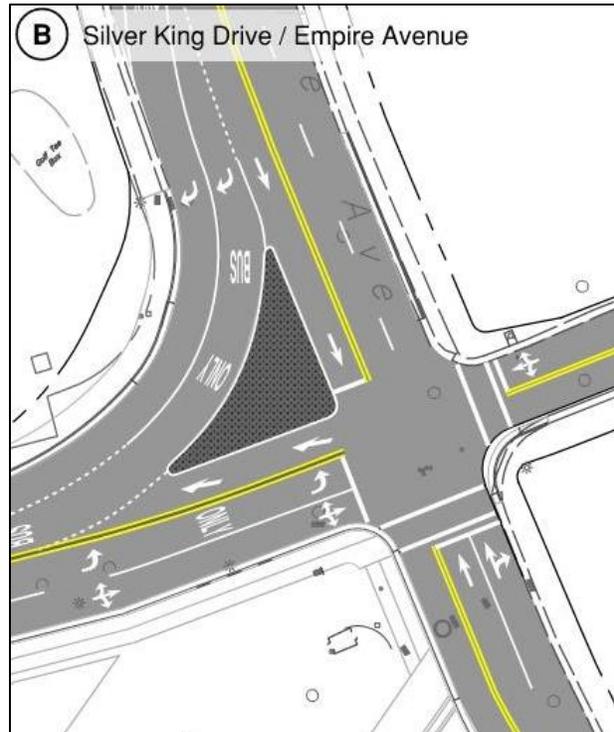
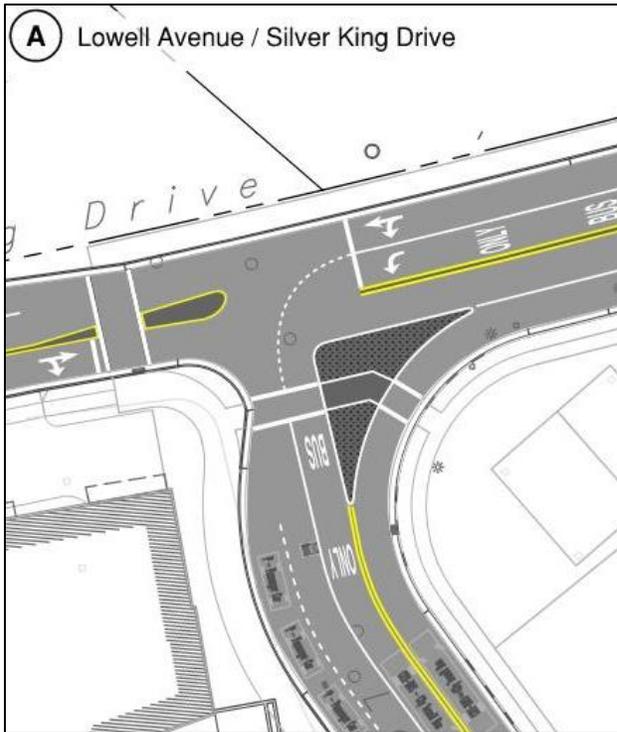
Memo: Scenario 2b Evaluation (02/09/2021) Exhibit D of Packet

- Traffic simulation analysis (VISSIM):
 - Dedicated bus lanes included
 - Future (2040) condition with project and other City growth
 - Two scenarios of mode split analyzed
- Base Mode Split:
 - Poor level of service (LOS) on S.R. 224 and internal intersections
- Modified Mode Split:
 - Increase in alternative mode use, resulting in ~20% global reduction in vehicles
 - Acceptable LOS at almost all intersections
 - Bus travel time of ~3 minutes in and out of site (not including dwell time)



Traffic Document Summary

Memo: Additional Traffic Information (02/26/2021)
Exhibit D of Packet



Traffic Document Summary

Memo: Additional Traffic Information (02/26/2021) *Exhibit D of Packet*

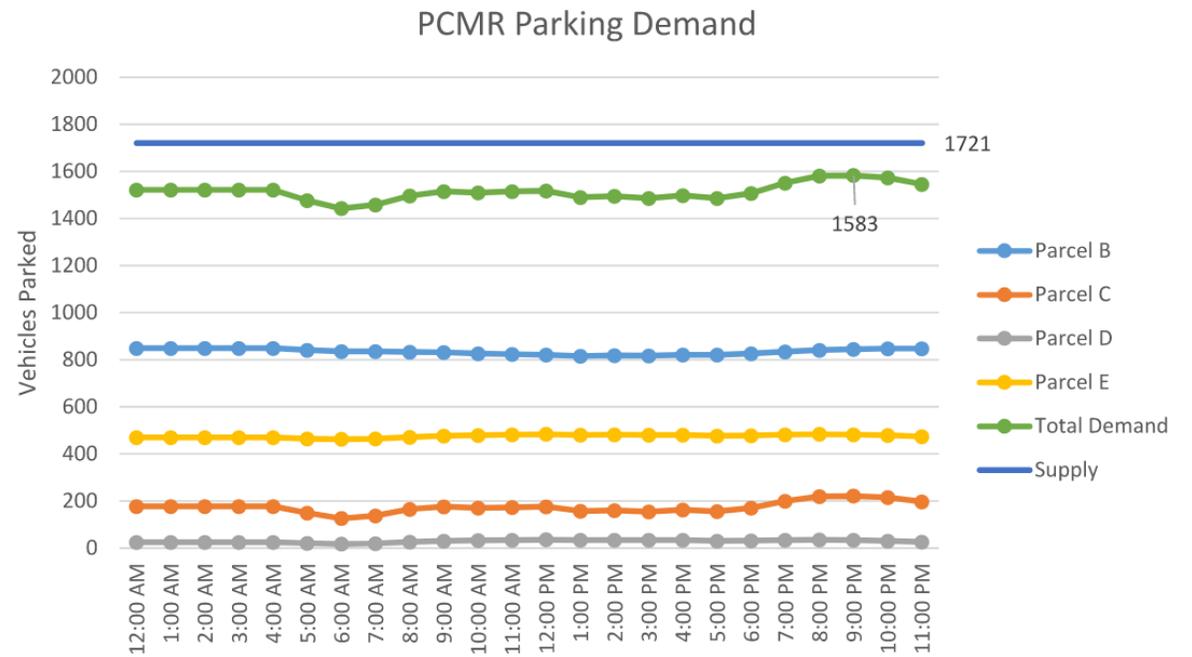
- Modified Mode Split:
 - Summarized strategies from TDM draft that will lead to modified mode split
- Pick-up / Drop-off Area:
 - Identified that 8 vehicle spaces will be sufficient for demand at north area with additional space available on Shadow Ridge Road and in parking garage
- Site Circulation:
 - Additional exhibits provided to clarify circulation

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

Traffic Document Summary

Memo: Parking Study (02/11/2021) Exhibit G of Packet

- 2,223 parking stalls required by City code
- 1,721 parking stalls proposed
- Anticipated peak demand of 1,583 stalls, based on the following:
 - Parking demand at other resorts suggests that peak parking demand is less than 1 stall per occupied unit
 - Commercial land uses will primarily serve internal resort community, not requiring its own parking
 - Parking demand fluctuates based on time-of-day by land use
 - Assumed that all 1,200 day-skier stalls need to be available 24 hours a day



Traffic Document Summary

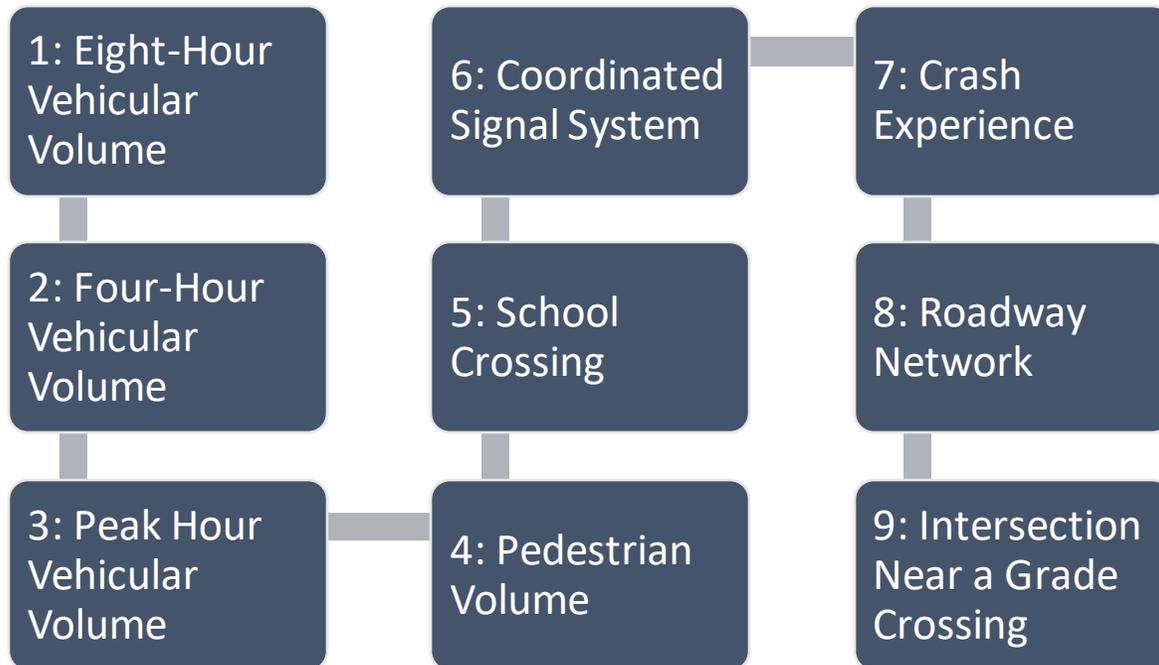
Memo: Additional Traffic Information, Response to AECOM Comments (03/22/2021)

Clarified points made in 03/18/2021 review of traffic items by AECOM. Key takeaways:

- **Transit Hub location:**
 - AECOM: Recommended relocating transit hub to Parcel C or D
 - This will result in more pedestrian / vehicle conflicts and longer walking distances to Payday lift
- **Mid-block pedestrian crosswalk on Lowell:**
 - AECOM: recommended moving crosswalk to the north
 - This will result in less pick-up / drop-off space
- **S.R. 224 / Empire Avenue:**
 - AECOM: Wanted improvements to be recommended here
 - City staff and UDOT do not want to make improvements to this signal beyond mode split changes
 - This intersection will reach LOS F in the future even without the project, unless a better mode split is achieved
- **Free right-turns on Silver King Dr:**
 - AECOM: Recommended no free right-turns due to ped. impact
 - No pedestrian crossing is proposed across the dual free right-turn movement at Silver King / Empire. Not having free right-turns may result in excessive queueing to S.R. 224
 - The free right-turn from Lowell to Silver King is transit-only and will have minimal impacts

Signal Warrants

The City has requested signal warrants for the proposed traffic signals



- Signals are evaluated as traffic increases and installed when warranted
- For PCMR, it would be best to wait until the new roadway configuration is implemented, and then study the intersections for signal warrants
- Likely scenarios for warranting these signals may include the following:
 - Need to coordinate and prioritize transit flow through the area (related to Warrant 6)
 - Example: signals on University Ave. In Provo for UVX Bus Rapid Transit system
 - High traffic volume (Warrants 1, 2, and 3)
 - High pedestrian volume (Warrant 4)