

MEMORANDUM

Date: October 8, 2009

To: Rob Brueck, Hauge Brueck Associates, LLC

From: Katy Cole, P.E., Fehr & Peers
Marissa Harned, Fehr & Peers

SUBJECT: Homewood Mountain Resort Existing Volumes and Trip Generation

RN08-0403

This memorandum addresses the trip generation, pass-by, and internal capture rates used in the analysis of the Homewood Mountain Resort (HMR). A discussion of both the summer and winter trip generation is provided.

EXISTING HOMEWOOD VOLUMES

The existing HMR consists of a small, day-use ski resort that primarily serves locals of the Lake Tahoe area. No lodging is available on site, so skiers must arrive in the morning and leave at the end of the day. During the summer, HMR is not in operation on a regular basis.

The Friday PM peak hour was analyzed for the summer and winter seasons. During the summer, the Friday PM peak hour is typically evaluated, as it is generally when peak traffic volumes occur on the roadways. Three analysis periods were considered for winter – Friday, Saturday, and Sunday. The Friday PM peak hour is expected to have the biggest change in operations compared to existing conditions and was therefore studied. A more detailed explanation of the selection process for the winter analysis period is provided in the Winter Trip Generation section of this memo.

Summer

The existing HMR does not have any regular summer uses on site. The Lake Tahoe Music Festival holds one or two concerts per summer at Homewood. Since the event only occurs twice a summer, at most, it was not included when analyzing the existing summer trip generation of the site.

Winter

Existing winter traffic volumes generated by HMR were developed using traffic counts and parking data collected by the applicant. The existing winter trip generation (shown in **Table 1**) was developed based on the following steps:

- 1.) Counts were collected by a consultant hired by the applicant at all of the driveways and access roads to HMR during the AM and PM peak periods on Saturday, December 30, 2006. The PM peak hour volumes at the driveways are shown in the table, as well as the total two-way volume during the count periods (8:15 – 10:00AM and 2:15-5:00PM).

- 2.) HMR collects daily peak parking data on a regular basis. This data shows that on the day the traffic counts were collected at the driveways, 789 parking spaces were occupied. Parking data collected during the 2007-2008 and 2008-2009 ski seasons (including holidays) was reviewed to determine the peak Friday attendance at the existing site. The five highest Fridays of parking space occupancy for each of the 2007-2008 and 2008-2009 ski seasons were averaged. The results show that on a typical peak Friday, approximately 532 parking spaces are occupied.
- 3.) The ratio of average peak Friday parking space occupancy over occupied parking spaces on the day of the traffic counts ($532 / 789 = 0.67$) was used to factor the two-way volume during the count period, and estimate PM peak hour traffic volumes on a peak Friday.
- 4.) Data collected at Heavenly Ski Resort in Lake Tahoe provided the hourly variation of ski area traffic over the course of a day. This information was used to determine the total daily traffic volumes based on the peak period volumes collected at HMR.
- 5.) Fawn Drive and Tahoe Ski Bowl Way provide access for residential units (permanently occupied and recreational homes), as well as the ski resort. Trip generation estimates were calculated (using ITE *Trip Generation, Eighth Edition*) for the units and subtracted from the ski area trip generation estimates.

TABLE 1 EXISTING WINTER FRIDAY TRIP GENERATION SUMMARY				
	Calculation Factors	Daily Trips	PM Peak Hour Trips	
			In	Out
Traffic Volumes Counted at Driveways (Saturday - 12/30/06)			194	550
Total Two-Way Volume in Count Periods (8:15-10:00 AM, 2:15-5:00 PM)	2,347			
Ski Area Parking Count on Date of Count	789			
Average Peak Friday Parking for 2007-2008 and 2008-2009 Ski Seasons	532			
Ratio of Friday Parking vs. Parking on Date of Count	0.67			
Estimated Traffic Volume on Peak Friday	1,572		130	369
Ratio of Total Daily Traffic to Traffic During Count Period	1.79			
Total Daily Traffic on Peak Friday		2,815		
Traffic Generated by Other Land Uses in Count Area		(-280)	(-15)	(-12)
Total Estimated Friday Traffic Generation of Existing Ski Area		2,535	115	357
Source: Fehr & Peers, 2009				

The existing HMR generates 2,535 daily trips on the typical peak Friday, and 472 PM peak hour trips.

TYPICAL TRIP GENERATION RATES

Vehicle trips were generated for the HMR development using trip generation rates from *Trip Generation, Eighth Edition* (Institute of Transportation Engineers (ITE), 2008) and the TRPA Trip Table (Tahoe Regional Planning Agency, 2004).

A daily trip generation rate is not provided by TRPA or ITE for a Miniature Golf Course (summer only land use). It is a typical practice methodology to assume that the PM peak hour rate is 10% of the daily rate; therefore, this assumption was used to determine the daily trip generation rate for the Miniature Golf Course.

Standard trip generation rates are not available for a destination ski resort; therefore, the foundation for winter season trip generation calculations in this analysis is resort occupancy, maximum carrying capacity of the mountain, and the fluctuation or “turnover” of resort residents and guests.

Pass-By, Internal Capture, and Mode Split

Pass-by trips are made as intermediate stops on the way from an origin to a primary trip destination without a route diversion. For example, someone who regularly drives on SR 89 to go home from work stops at the retail use and then continues on their regular route would be considered a pass-by trip. No additional vehicle trips are added to the external roadway network.

In a mixed use development it is expected that trips will be made internally within the development. For example, people who live in the residential units on-site will travel to the retail or restaurant uses, and then return home. Their trip making activity never ventures to the external roadway network. By applying an internal capture reduction rate to the overall project trip generation, the number of estimated vehicle trips added to the surrounding roadway network is reduced.

Alternative modes of travel are also considered when analyzing project sites that are located near accessible bicycle and pedestrian paths and transit stops. Alternative mode reduction rates account for trips that are made by means other than a vehicle.

SUMMER TRIP GENERATION (ALTERNATIVE 1)

Assumed Accessory Uses

The ITE description of the hotel land use category includes accessory uses such as restaurants, cocktail lounges, meeting and banquet rooms or convention facilities, limited recreational facilities (pool, fitness room), and/or other retail and service shops. Based on this definition, the restaurant, bar, meeting space, and fitness center/spa uses were included as accessory uses to the hotel for analysis purposes.

Land Uses

The following land uses were included in the trip generation analysis of the proposed project (Alternative 1):

North Base

- Hotel - 75 rooms
 - Accessory uses include:
 - Meeting Space – 3,005 square feet
 - Fitness Center/Spa – 10,590 square feet
 - Restaurant – 1,800 square feet
 - Bar – 1,260 square feet
- Condo/Hotel Rooms – 60 units (40 units, 20 with lock-offs)
- Penthouse Condos – 30 units

- Residential Condos – 36 units
- Fractional Condos (Timeshares) - 20 units
- Townhomes – 16 units
- Apartment (Workforce Housing) – 13 units
- Retail – 25,000 square feet (CFA)*
- Miniature Golf Course – 12 holes
- North Base Lodge/Skier Services – 30,000 square feet (winter only)
- Outdoor Amphitheater – 1,500 seats (special events only – infrequent use)

South Base

- Residential Condos – 99 units
- Skier Services – 2,000 square feet (winter only)

Mid Mountain

- Day Lodge – 15,000 square feet (winter only)

* Note: The applicant has indicated the 25,000 square feet of commercial floor area (CFA) at the North Base may be reduced or split between the North Base and Mid Mountain Day Lodge. Further analysis will incorporate any changes.

Analysis Methodology

Trip generation estimates for HMR were developed through comprehensive evaluation of the variety of land uses within the resort, the internal interaction of these uses, and the interaction between the project and the surrounding community.

The foundation for summer trip generation calculations in this analysis is resort occupancy and the fluctuation or “turnover” of resort residents and guests. This study takes a conservative approach and assumes that 100% of the lodging units are occupied on peak weekends. Monday and Thursday occupancy rates are estimated at 50% with mid-week occupancies around 35%.

The following steps were taken to develop summer trip generation estimates for the proposed project:

- Based on the information discussed above, it was assumed that 50% of the lodging guests will arrive at the resort on Friday. To present a conservative analysis, it was further assumed that all 50% of the lodging guests will arrive during the PM peak hour. It was also estimated that an average of 1.5 vehicles will arrive per lodging unit.
- Trips were generated for the remaining 50% of lodging units and the residential units using typical TRPA and ITE trip generation rates. Trips were also generated for the retail uses using these rates.
- The North Base Lodge, Mid Mountain Day Lodge, and other skier services buildings are generally winter-only uses. Any summer operation of these uses is expected to be 100% internalized. The purpose of these uses is to accommodate skiers (in the winter) and resort guests.

Internal Capture, Mode Split, and Pass-By Reductions

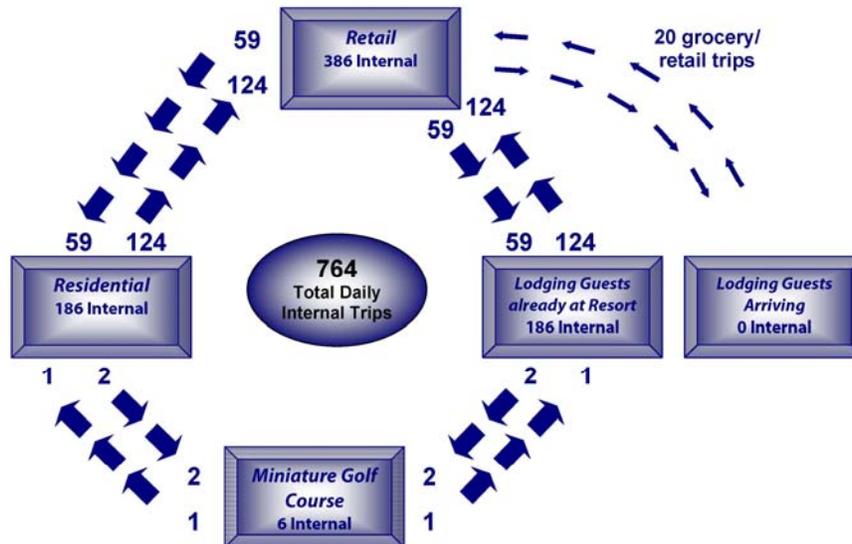
Internal Capture

The ITE *Trip Generation Handbook* provides procedures and data for estimating internal capture at mixed use project sites. The ITE information was used, however some of the defaults in the calculations spreadsheet were modified to reflect local information. U.S. Census data was utilized to determine the number of households in the vicinity of the project. Daily trips were estimated for the households and compared to the number of daily trips generated by the residential and hotel uses of the project. The comparison was used to modify the internal interaction between the residential and retail uses of the project.

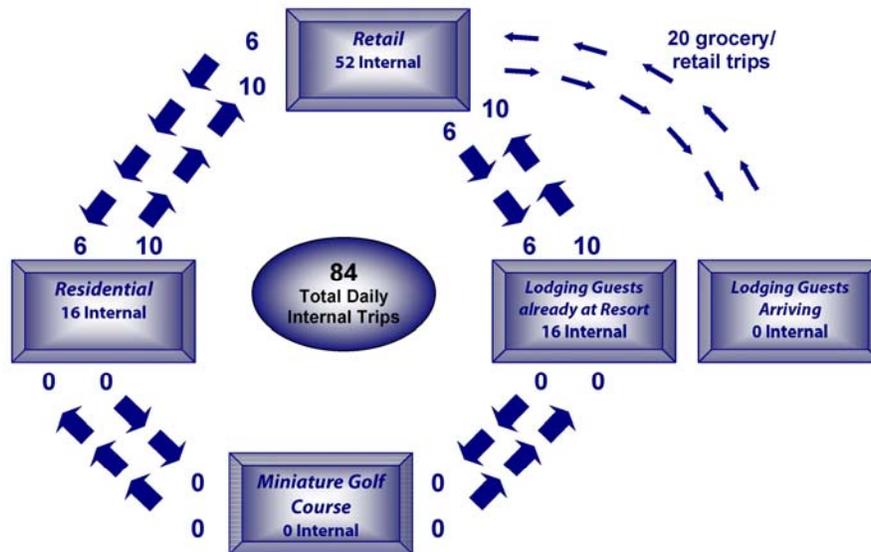
The internal trips between the retail, residential and lodging guests already at the resort were calculated using ITE methodology and are shown in the figures below. The internal trips between the retail and lodging guests arriving on Friday were also calculated, using ITE methodology, to account for guests who stop at the grocery store/retail to stock up on supplies during their stay at the resort upon their arrival. Therefore, the trips entering and exiting the retail as lodging guests arrive were counted as internal trips to the retail uses.

The figures below provide a visual representation of the internal interaction between the proposed project uses for the daily and PM peak hour analysis periods.

Daily



PM Peak



Alternative Modes of Travel

Fehr & Peers has completed considerable research to develop a series of trip generation equations that are used to evaluate the potential for alternative modes of travel to a development. The data used to develop the Fehr & Peers mixed use equations has been validated through comparison to field data and accounts for project land uses and sizes, population and employment created by the project, number of transit stops and intersections within the project site, employment within one mile of the project site, employment within a 30 minute transit trip, and the regional jobs to housing ratio.

The analysis estimates that 6% of trips generated by HMR will use alternative modes of travel.

Pass-By

The following pass-by rate, presented in *Trip Generation Handbook* (ITE, 2004), was used for the project:

- Shopping Center – 34%

Transit/Shuttle Service Provided by Homewood Mountain Resort

HMR is proposing to provide a shuttle service between Homewood and Tahoe City, and a Dial-A-Ride service, during the summer season. The HMR shuttle service will operate hourly from 7:00AM – 11:00PM. Trips generated at the HMR driveways by the shuttle service (32 daily trips, 2 PM peak hour trips) were added to the trip generation estimates.

A Dial-A-Ride service will be provided and will include up to 10 vans. It is estimated that 20 calls can be served during the peak hour (40 total PM peak hour trips) on a busy day. During off-peak hours, it is assumed that 10 calls will be served each hour (20 trips per hour), during a 16 hour service day. Assuming two peak hours during the day (80 peak hour trips), and 14 off-peak hours (280 trips), the daily trip generation of the Dial-A-Ride service is 360 daily trips.

Trip Generation Summary

Table 2 presents a summary of the trip generation for the proposed project including internal capture, mode splits, and pass-by reductions. Please see the attachments for the complete trip generation spreadsheet.

TABLE 2 PROPOSED PROJECT (ALTERNATIVE 1) SUMMER TRIP GENERATION SUMMARY									
Land Use (ITE Code)	Density¹	Rates²				Trips³			
		Daily	PM	PM In	PM Out	Daily	PM	PM In	PM Out
North Base									
<i>50% of lodging guests arrive on Friday *</i>									
Hotel	38 rooms	1.5	1.5	100%	0%	57	57	57	0
Condo/Hotel	30 rooms	1.5	1.5	100%	0%	45	45	45	0
Penthouse Condos	15 units	1.5	1.5	100%	0%	23	23	23	0
Timeshare	10 units	1.5	1.5	100%	0%	15	15	15	0
<i>Remaining 50% of lodging units, all residential units, and retail use analyzed using typical TRPA and ITE trip generation rates</i>									
Hotel (310)	37 rooms	8.92	0.70	49%	51%	330	26	13	13
Condo/Hotel (310)	30 rooms	8.92	0.70	49%	51%	268	21	10	11
Penthouse Condos (230)	15 units	5.86	0.52	67%	33%	88	8	5	3
Timeshare (265)	10 units	10.1	0.79	40%	60%	101	8	3	5
Residential Condos/Townhomes (230)	52 units	5.86	0.52	67%	33%	305	27	18	9
Apartment (220)	13 units	6.72	0.62	65%	35%	87	8	5	3
Shopping Center (820)	25 ksf	42.94	3.75	48%	52%	1,074	95	45	49
Meeting Space	3.005 ksf	Accessory Use to Hotel							
Fitness Center/Spa	10.59 ksf	Accessory Use to Hotel							
Restaurant	1.80 ksf	Accessory Use to Hotel							
Bar	1.26 ksf	Accessory Use to Hotel							
Miniature Golf Course (431)	12 holes	3.30	0.33	33%	67%	40	4	1	3
South Base									
Residential Condos (230)	99 units	5.86	0.52	67%	33%	580	51	34	17
Total "Raw" Trip Generation						3,011	386	275	111
Internal Capture Trips						(-764)	(-84)	(-42)	(-42)
External Project Trips						2,247	302	233	69
Alternative Mode Trips⁴ (6%)						(-135)	(-18)	(-14)	(-4)
External Vehicle Trips						2,112	284	219	65
Pass-By Trips⁴ (Shopping Center – 34%)						(-220)	(-25)	(-12)	(-13)
HMR Shuttle Trips						32	2	1	1
Dial-A-Ride Trips						360	80	40	40
Total Net New External Roadway Trips						2,284	341	248	93
Notes: ¹ ksf = 1,000 square feet									
² Daily rates are from the TRPA Trip Table and PM rates are from ITE. ITE Daily rates were used where the TRPA Trip Table did not provide rates.									
³ Numbers may differ slightly from the trip generation spreadsheet due to rounding.									
⁴ Alternative Mode trips (6%) were subtracted from the external project trips. Pass-By trips were subtracted from the external vehicle trips.									

The proposed project (Alternative 1) is expected to generate 2,284 net new daily trips and 341 Friday PM peak hour trips on the external roadway network during the summer season.

WINTER TRIP GENERATION (ALTERNATIVE 1)

Winter Study Period

Typically, traffic volumes in the Lake Tahoe Basin are highest during the summer months; therefore, traffic analysis is usually performed for the summer condition. However, the proposed project is a major winter trip generator due to the ski operation. Therefore, the winter trip generation was evaluated. Three winter study periods were considered for analysis of the proposed HMR – Friday, Saturday, and Sunday. Each study period was qualitatively evaluated to determine which period would result in the highest net new trip generation (accounting for the existing ski resort operation).

- Friday - The Friday PM peak hour is expected to have the biggest change in operations compared to existing conditions. Currently the resort is primarily occupied by day skiers who arrive in the morning and leave in the afternoon/evening. The proposed project will include skier accommodations, residential and lodging units, and retail uses. These uses will change the distribution of vehicle trips in to and out of the project site. Currently, the majority of vehicle trips exit the resort during the PM peak hour; however, with the proposed project, the day skiers will still leave at the end of the day, but a large portion of the lodging guests will arrive during the Friday PM peak hour.
- Saturday - The proposed project is expected to generate fewer trips than the existing HMR on Saturday. The skier capacity of the mountain is not expected to change, and the number of day skier parking spaces will be reduced by approximately 70%. The remaining skier capacity of the mountain is expected to be filled with the residents and hotel guests. Since the residents already live at the project site, they will not be generating new trips to the resort, and the majority of hotel guests will likely arrive and leave, prior to and after, Saturday.
- Sunday – As mentioned, the skier capacity of the mountain will not change, just the mix of attendees. Currently, a majority of the skiers are day skiers who leave the resort at the end of the day. With the proposed project, the smaller number of day skiers will still be leaving during the Sunday peak hour, as well as the people who are lodging at the site. The trip generation on a winter Sunday will be similar for the proposed project and the existing facility; therefore, the proposed project will not result in new trips to the roadway network.

Based on this qualitative assessment, we propose to analyze winter Friday PM peak hour conditions.

Assumed Accessory Uses

The ITE description of the hotel land use category includes accessory uses such as restaurants, cocktail lounges, meeting and banquet rooms or convention facilities, limited recreational facilities (pool, fitness room), and/or other retail and service shops; therefore, the restaurant, bar, meeting space, and fitness center/spa uses were included as accessory uses to the hotel for analysis purposes.

Land Uses

The following land uses were included as part of the proposed project (Alternative 1):

North Base

- Hotel - 75 rooms
 - Accessory uses include: Meeting Space – 3,005 square feet
 - Fitness Center/Spa – 10,590 square feet
 - Restaurant – 1,800 square feet
 - Bar – 1,260 square feet
- Condo/Hotel Rooms – 60 units (40 units, 20 with lock-offs)
- Penthouse Condos – 30 units
- Residential Condos – 36 units
- Fractional Condos (Timeshares) - 20 units
- Townhomes – 16 units
- Apartment (Workforce Housing) – 13 units
- Retail – 25,000 square feet
- Miniature Golf Course – 12 holes (summer only)
- North Base Lodge/Skier Services – 30,000 square feet
- Outdoor Amphitheater – 1,500 seats (summer only)
- Day Skier Parking – 270 spaces

South Base

- Residential Condos – 99 units
- Skier Services – 2,000 square feet

Mid Mountain

- Day Lodge – 15,000 square feet

Analysis Methodology

Winter trip generation estimates for HMR were developed through comprehensive evaluation of the variety of land uses within the resort, the internal interaction of these uses, and the interaction between the project and the surrounding community. Standard trip generation rates are not available for a destination ski resort, therefore land use specific trip analysis, considering internal trip making, is necessary for the proposed project.

The foundation for trip generation calculations in this analysis is resort occupancy, maximum carrying capacity of the mountain, and the fluctuation or “turnover” of resort residents and guests. This study takes a conservative approach and assumes that 100% of the lodging units are occupied on peak weekends. Monday and Thursday occupancy rates are estimated at 50% with mid-week occupancies around 35%. Based on data collected by the Park City Chamber of Commerce, the length of a typical stay at a ski resort is 3 to 5 days, with most arrivals on Fridays and the majority of departures on Sundays.

The maximum carrying capacity of the mountain is not going to change, however the number of day skier parking spaces will be reduced to 270 (approximately 70% of existing). This indicates

that the majority of skiers at the proposed project site will also be lodging at the resort, or residents on the property.

The following steps were taken to develop winter trip generation estimates for the proposed project:

- Friday parking data collected by HMR during the 2007-2008 and 2008-2009 ski seasons (including holidays) was reviewed to determine the peak Friday attendance at the existing site. The five highest Fridays of parking space occupancy for each of the 2007-2008 and 2008-2009 ski seasons were averaged. The results showed that on a typical peak Friday, the day skier parking spaces are approximately 56% occupied. This factor was applied to the 270 proposed day skier parking spaces to determine the number of occupied spaces on a peak Friday at the proposed project ($270 \times 56\% = 151$ occupied spaces). It was assumed that all occupied spaces will be vacated during the PM peak hour for analysis purposes. Daily trip generation was determined by doubling the number of occupied spaces (to account for the entering trip and exiting trip made by each vehicle).
- Based on the information discussed previously, it was assumed that 50% of the lodging guests will arrive at the resort on Friday. To present a conservative analysis, it was further assumed that all 50% of the lodging guests will arrive during the PM peak hour. It was also estimated that an average of 1.5 vehicles will arrive per lodging unit.
- Trips were generated for the remaining 50% of lodging units and the residential units using typical TRPA and ITE trip generation rates. Trips were also generated for the retail uses using these rates.
- Trips generated by the North Base Lodge, Mid Mountain Day Lodge, and other skier services buildings are expected to be 100% internalized. The purpose of these uses is to accommodate skiers and resort guests.
- The same methodology used for summer trip generation was used to determine the internal capture, alternative mode, and pass-by reductions for the winter analysis.

Internal Capture, Mode Split, and Pass-By Reductions

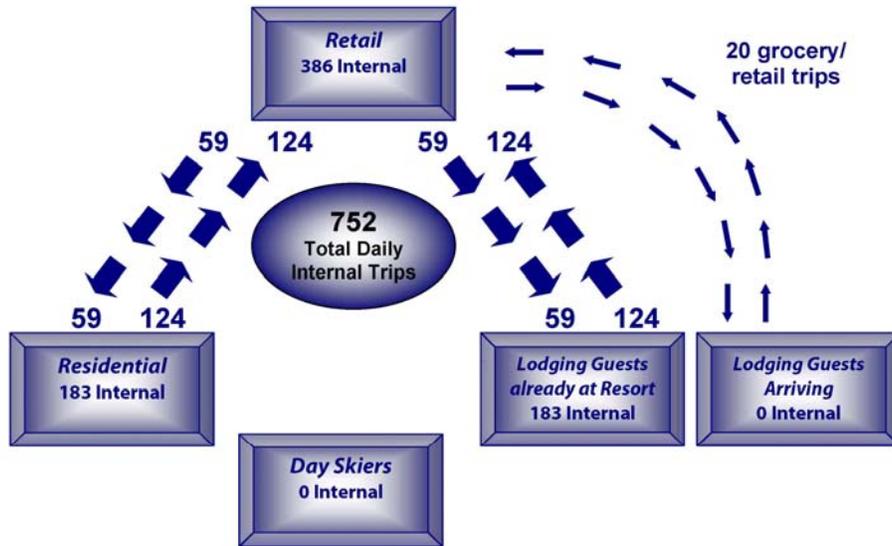
Internal Capture

The internal trips between the retail, residential and lodging guests already at the resort were calculated using ITE methodology and are shown in the figures below. The internal trips between the retail and lodging guests arriving on Friday were also calculated, using ITE methodology, to account for guests who stop at the grocery store/retail to stock up on supplies during their stay at the resort upon their arrival. Therefore, the trips entering and exiting the retail, as lodging guests arrive, were counted as internal trips to the retail uses.

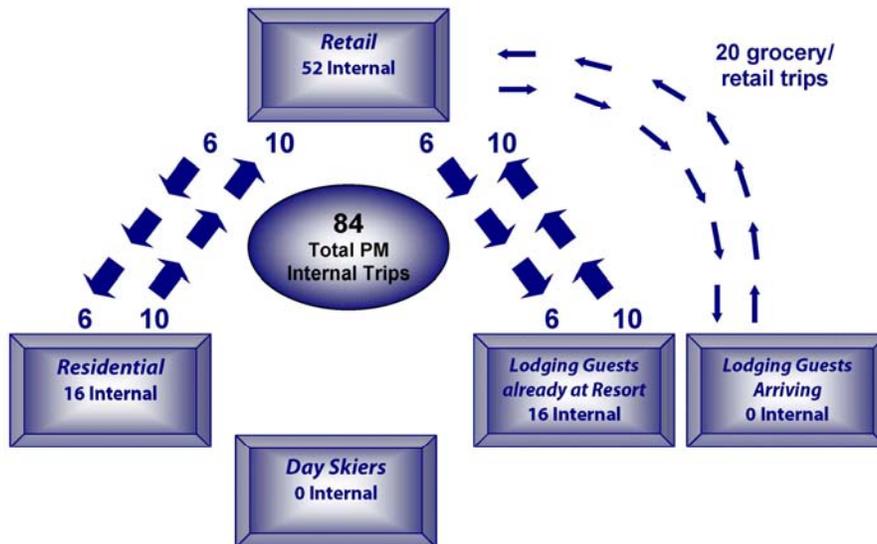
Note that the estimate of internal trips is conservative because no internal capture was applied to the day skiers, and they will likely go to the retail uses.

The figures below provide a visual representation of the internal interaction between the proposed project uses for the daily and PM peak hour analysis periods.

Daily



PM Peak



Alternative Modes of Travel

The Fehr & Peers mixed use equations were used to determine the alternative mode reduction rate of the project. The analysis estimates that 6% of trips generated by HMR will use alternative modes of travel.

Pass-By

The following pass-by rate, presented in *Trip Generation Handbook* (ITE, 2004), was used for the project:

- Shopping Center – 34%

Transit/Shuttle Service Provided by Homewood Mountain Resort and Skier Drop Off and Pick Up

Transit/Shuttle Service

HMR is proposing to provide skier shuttles to and from HMR. Each shuttle will have a 12 skier capacity, but to provide a conservative analysis, it is assumed that each shuttle is only half full. It is assumed that 100 skiers will use the shuttle daily. During the PM peak hour it is estimated that 17 buses (to accommodate all 100 skiers) will enter and exit HMR. The total daily trip generation of the skier shuttles is 68 trips.

A Dial-A-Ride service will be provided and will include up to 10 vans. It is estimated that 20 calls can be served during the peak hour (40 total PM peak hour trips) on a busy day. During off-peak hours, it is assumed that 10 calls will be served each hour (20 trip per hour), during a 16 hour service day. Assuming two peak hours during the day (80 peak hour trips), and 14 off-peak hours (280 trips), the daily trip generation of the Dial-A-Ride service is 360 daily trips.

Skier Drop Off and Pick Up

For analysis purposes it was assumed that 100 day use skiers will be dropped off and picked up from HMR. Assuming a vehicle occupancy of 2.5 skiers per vehicle, drop off/pick up trips will account for 80 PM peak hour trips and 160 daily trips.

Trip Generation Summary

Table 3 presents a summary of the trip generation for the proposed project including internal capture, mode splits, and pass-by reductions. Please see the attachments for the complete trip generation spreadsheet.

TABLE 3 PROPOSED PROJECT (ALTERNATIVE 1) WINTER TRIP GENERATION SUMMARY									
Land Use (ITE Code)	Density ¹	Rates ²				Trips ³			
		Daily	PM	PM In	PM Out	Daily	PM	PM In	PM Out
North Base									
<i>50% of lodging guests arrive on Friday *</i>									
Hotel	38 rooms	1.5	1.5	100%	0%	57	57	57	0
Condo/Hotel	30 rooms	1.5	1.5	100%	0%	45	45	45	0
Penthouse Condos	15 units	1.5	1.5	100%	0%	23	23	23	0
Timeshare	10 units	1.5	1.5	100%	0%	15	15	15	0
<i>All occupied day skier parking spaces vacate during PM peak hour</i>									
Day Skier Parking	270 spaces	1.12	0.56	0%	100%	302	151	0	151
<i>Remaining 50% of lodging units, all residential units, and retail use analyzed using typical TRPA and ITE trip generation rates</i>									
Hotel (310)	37 rooms	8.92	0.70	49%	51%	330	26	13	13
Condo/Hotel (310)	30 rooms	8.92	0.70	49%	51%	268	21	10	11
Penthouse Condos (230)	15 units	5.86	0.52	67%	33%	88	8	5	3
Timeshare (265)	10 units	10.1	0.79	40%	60%	101	8	3	5
Residential Condos/Townhomes (230)	52 units	5.86	0.52	67%	33%	305	27	18	9
Apartment (220)	13 units	6.72	0.62	65%	35%	87	8	5	3
Shopping Center (820)	25 ksf	42.94	3.75	48%	52%	1,074	94	45	49
Meeting Space	3.005 ksf	Accessory Use to Hotel							
Fitness Center/Spa	10.59 ksf	Accessory Use to Hotel							
Restaurant	1.80 ksf	Accessory Use to Hotel							
Bar	1.26 ksf	Accessory Use to Hotel							
South Base									
Residential Condos (230)	99 units	5.86	0.52	67%	33%	580	51	34	17
Total "Raw" Trip Generation						3,275	534	274	260
Internal Capture Trips						(-752)	(-84)	(-42)	(-42)
External Project Trips						2,523	450	232	218
Alternative Mode Trips ⁴ (6%)						(-151)	(-27)	(-14)	(-13)
External Vehicle Trips						2,372	423	218	205
Pass-By Trips ⁴ (Shopping Center – 34%)						(-220)	(-13)	(-6)	(-7)
Skier Drop Off and Pick Up						160	40	20	20
HMR Shuttle Service						68	34	17	17
Dial-A-Ride						360	80	40	40
Total New Project Trips						2,740	564	289	275
Existing Homewood Volumes						(-2,535)	(-472)	(-115)	(-357)
Total Net New External Roadway Trips						205	92	174	(-82)
Notes: * An average of 1.5 vehicles per unit was assumed. ¹ ksf = 1,000 square feet ² Daily rates are from the TRPA Trip Table and PM rates are from ITE. ITE Daily rates were used where the TRPA Trip Table did not provide rates. ³ Numbers may differ slightly from the trip generation spreadsheet due to rounding. ⁴ Alternative Mode trips (6%) were subtracted from the external project trips. Pass-By trips were subtracted from the external vehicle trips.									

The proposed project (Alternative 1) is expected to generate 205 net new daily trips, and 92 net new Friday PM peak hour trips on the external roadway network during the winter season.

However, the directional split of trips during the Friday PM peak hour will change. The number of trips entering HMR will increase by 174, and the number exiting trips will decrease by 82 compared to existing conditions.

TRIP DISTRIBUTION

Vehicle trips generated by the project were distributed to the roadway network based on travel patterns in the study area and locations of complementary land uses. The trip distribution and assignment for the proposed project is described below:

- 11% enter/exit from/to the south on SR 89
- 89% enter/exit from/to the north on SR 89
 - 45% enter/exit from/to the west on SR 89
 - 55% enter/exit from/to the east on SR 28
- Vehicle trips entering and exiting the driveway access points of the project site were distributed based on the locations of the land uses and parking facilities on site.

Alternative 1 (Summer)

ITE Land Use & Code	Project Land Use	Density	Measure	Daily	Friday PM Peak		Daily	Friday PM Peak	
				Rate	Rate	In	Out	Trips	Trips

NORTH BASE											
<i>50% of lodging guests arrive on Friday *</i>											
310 - Hotel	Hotel Rooms	38	occupied rooms	1.5	1.5	100%	0%	57	57	57	0
310 - Hotel	*2-bedroom condo/hotel	30	occupied rooms	1.5	1.5	100%	0%	45	45	45	0
230 - Residential Condos	Penthouse Condos	15	rooms	1.5	1.5	100%	0%	23	23	23	0
265 - Timeshare	Fractional Ownership	10	units	1.5	1.5	100%	0%	15	15	15	0
<i>Remaining 50% of lodging units, residential units, and retail use analyzed using typical TRPA and ITE trip generation rates</i>											
310 - Hotel	Hotel Rooms	37	occupied rooms	8.92	0.70	49%	51%	330	26	13	13
310 - Hotel	*2-bedroom condo/hotel	30	occupied rooms	8.92	0.70	49%	51%	268	21	10	11
230 - Residential Condos	Penthouse Condos	15	rooms	5.86	0.52	67%	33%	88	8	5	3
265 - Timeshare	Fractional Ownership	10	units	10.1	0.79	40%	60%	101	8	3	5
230 - Residential Condos	Residential Condos & Townhomes	52	units	5.86	0.52	67%	33%	305	27	18	9
220 - Apartment	Employee Housing	13	units	6.72	0.62	65%	35%	87	8	5	3
820 - Shopping Center	Commercial	25	ksf	42.94	3.75	48%	52%	1074	94	45	49
Restaurant	**Hotel Accessory	1.8	ksf								
Bar	**Hotel Accessory	1.26	ksf								
Meeting Space	**Hotel Accessory	3.005	ksf								
Fitness Center/Spa	**Hotel Accessory	10.59	ksf								
Base Lodge		30	ksf	Winter Only							
431 - Miniature Golf Course	Miniature Golf Course	12	holes	3.30	0.33	33%	67%	40	4	1	3
RAW Trip Generation								2431	335	241	94

SOUTH BASE											
230 - Residential Condos	Residential Condos	99	units	5.86	0.52	67%	33%	580	51	34	17
RAW Trip Generation								580	51	34	17

MID MOUNTAIN											
Base Lodge		15	ksf	Winter Only							

ADDITIONAL RECREATION											
Outdoor Amphitheater		1500	seats	Special Events only - not typical							

Total RAW Trip Generation	3011	386	275	111
Internal Capture	764	84	42	42
Alternative Mode Reduction 6%	135	18	14	4
Shopping Center Pass-By 34%	220	25	12	13
HMR Shuttle trips	32	2	1	1
Dial-A-Ride	360	80	40	40
Total External Trip Generation	2285	341	248	93

*40 condo units, 20 with lock-offs

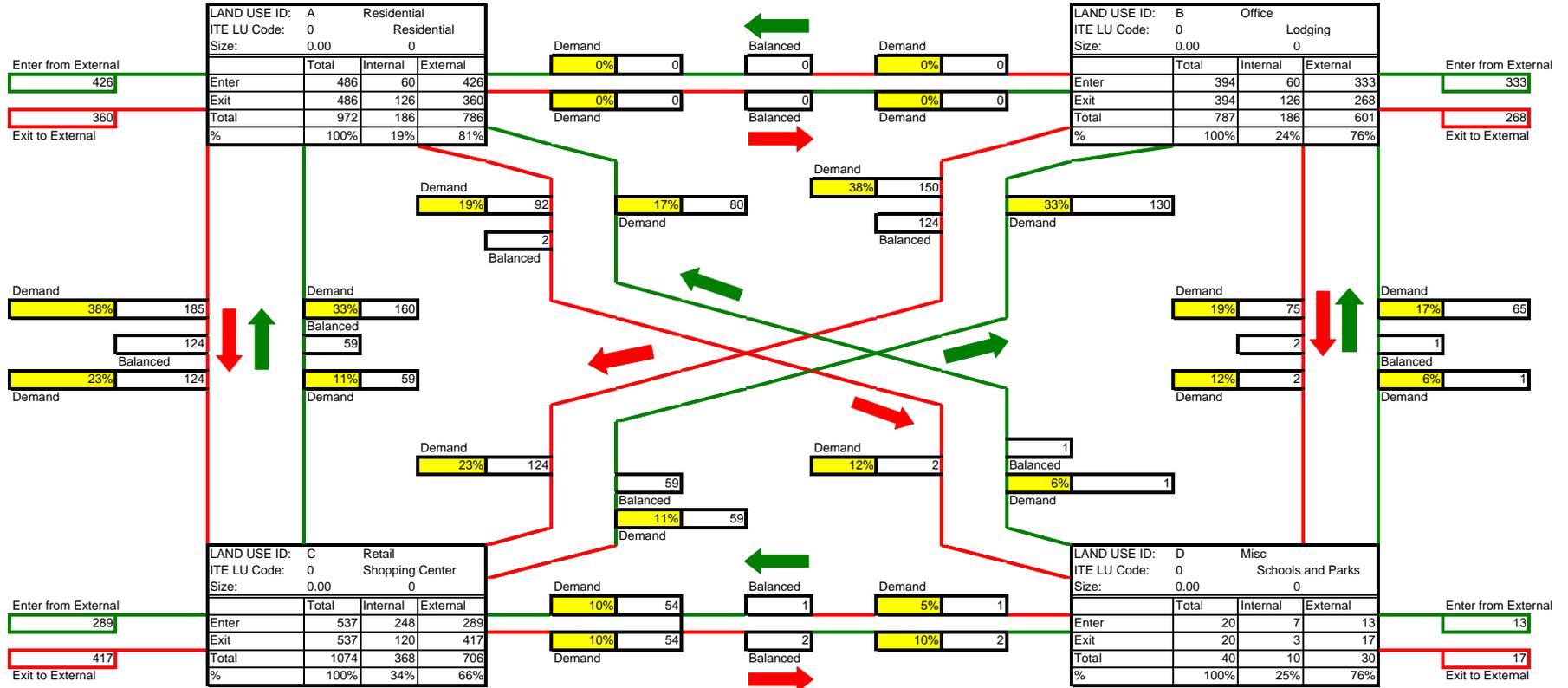
** Hotel definition includes accessory uses.

DAILY

Analyst: MH
Date: 10/8/2009
Project #: RN08-0403

**MULTI-USE DEVELOPMENT
TRIP GENERATION
AND INTERNAL CAPTURE SUMMARY**

Name of Development/Title: **Homewood - Summer**
Time Period: **Daily**

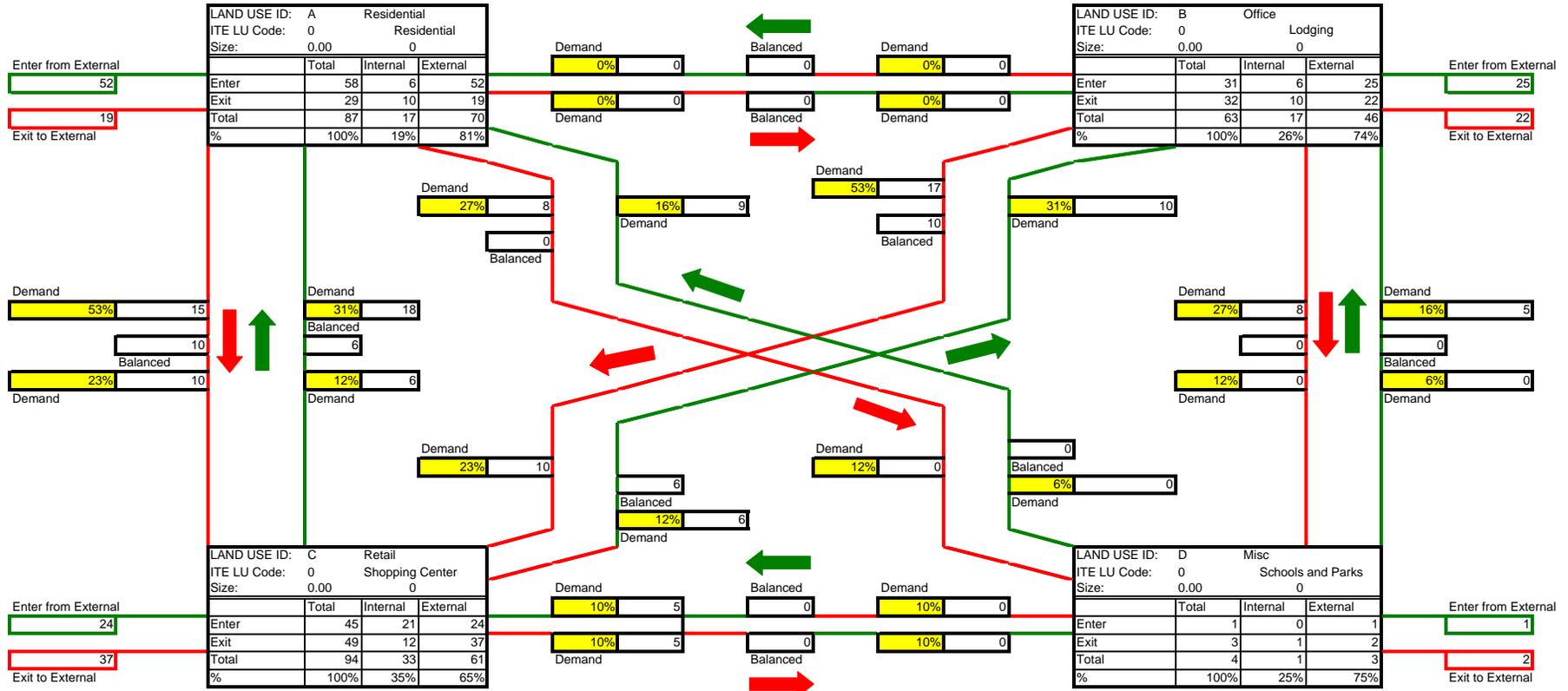


Net External Trips for Multi-Use Development					
Land Use ID	A	B	C	D	Total
Enter	426	333	289	13	1062
Exit	360	268	417	17	1062
Total	786	601	706	30	2123
Single-Use Trip Gen. Est.	972	787	1074	40	2873
					INTERNAL CAPTURE
					26%

Analyst: MH
 Date: 10/8/2009
 Project #: RN08-0403

**MULTI-USE DEVELOPMENT
 TRIP GENERATION
 AND INTERNAL CAPTURE SUMMARY**

Name of Development/Tile: **Homewood - Summer**
 Time Period: **PM Peak Hour**



Net External Trips for Multi-Use Development					
Land Use ID	A	B	C	D	Total
Enter	52	25	24	1	102
Exit	19	22	37	2	80
Total	70	46	61	3	181
Single-Use Trip Gen. Est.	87	63	94	4	248

INTERNAL CAPTURE
 27%

Alternative 1 (Winter)

ITE Land Use & Code	Project Land Use	Density	Measure	Daily	Friday PM Peak		Daily	Friday PM Peak			
				Rate	Rate	In	Out	Trips	Trips	In	Out
NORTH BASE											
50% of lodging guests arrive on Friday *											
310 - Hotel	Hotel Rooms	38	occupied rooms	1.5	1.5	100%	0%	57	57	57	0
310 - Hotel	*2-bedroom condo/hotel	30	occupied rooms	1.5	1.5	100%	0%	45	45	45	0
230 - Residential Condos	Penthouse Condos	15	rooms	1.5	1.5	100%	0%	23	23	23	0
265 - Timeshare	Fractional Ownership	10	units	1.5	1.5	100%	0%	15	15	15	0
All occupied day skier parking spaces vacate during PM peak hour											
Skier Parking Spaces	Ski Resort	270	spaces	1.12	0.56	0%	100%	302	151	0	151
Remaining 50% of lodging units, residential units, and retail use analyzed using typical TRPA and ITE trip generation rates											
310 - Hotel	Hotel Rooms	37	occupied rooms	8.92	0.70	49%	51%	330	26	13	13
310 - Hotel	*2-bedroom condo/hotel	30	occupied rooms	8.92	0.70	49%	51%	268	21	10	11
230 - Residential Condos	Penthouse Condos	15	rooms	5.86	0.52	67%	33%	88	8	5	3
265 - Timeshare	Fractional Ownership	10	units	10.1	0.79	40%	60%	101	8	3	5
230 - Residential Condos	Residential Condos & Townhomes	52	units	5.86	0.52	67%	33%	305	27	18	9
220 - Apartment	Employee Housing	13	units	6.72	0.62	65%	35%	87	8	5	3
820 - Shopping Center	Commercial	25	ksf	42.94	3.75	48%	52%	1074	94	45	49
Restaurant	**Hotel Accessory	1.8	ksf								
Bar	**Hotel Accessory	1.26	ksf								
Meeting Space	**Hotel Accessory	3.005	ksf								
Fitness Center/Spa	**Hotel Accessory	10.59	ksf								
Base Lodge		30	ksf	Internal Trips Only							
RAW Trip Generation								2694	482	239	243
SOUTH BASE											
230 - Residential Condos	Residential Condos	99	units	5.86	0.52	67%	33%	580	51	34	17
RAW Trip Generation								580	51	34	17
MID MOUNTAIN											
Base Lodge		15	ksf	Internal Trips Only							
ADDITIONAL RECREATION											
Outdoor Amphitheater		1500	seats	Summer Only							

Total RAW Trip Generation	3274	534	274	260
Internal Capture	751	86	43	43
Alternative Mode Reduction 6%	151	27	14	13
Shopping Center Pass-By 34%	220	13	6	7
Skier Drop Off and Pick Up	160	40	20	20
HMR Shuttle Service	68	34	17	17
Dial-A-Ride	360	80	40	40
Total External Trip Generation	2740	562	288	274

*40 condo units, 20 with lock-offs

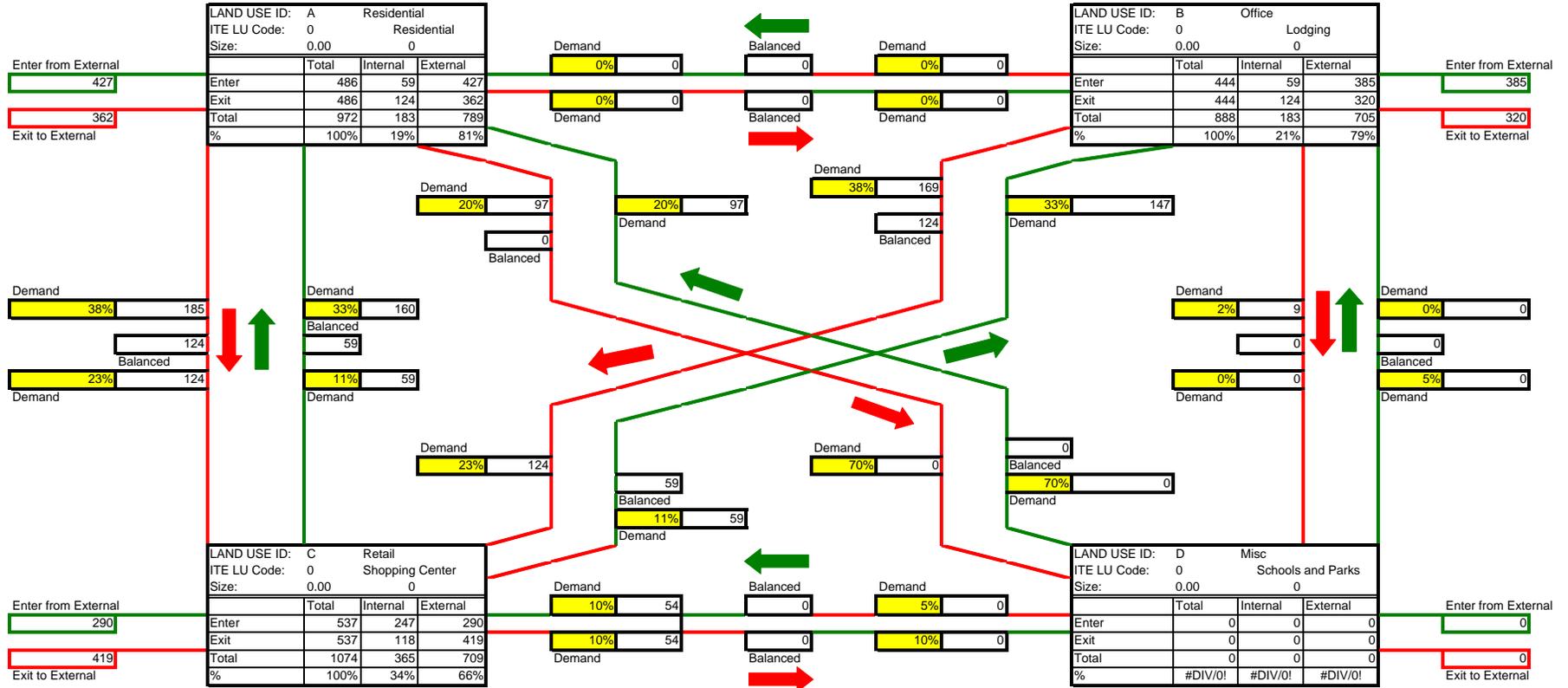
** Hotel definition includes accessory uses.

DAILY

Analyst: MH
Date: 10/8/2009
Project #: RN08-0403

**MULTI-USE DEVELOPMENT
TRIP GENERATION
AND INTERNAL CAPTURE SUMMARY**

Name of Development/Title: **Homewood**
Time Period: **Daily**

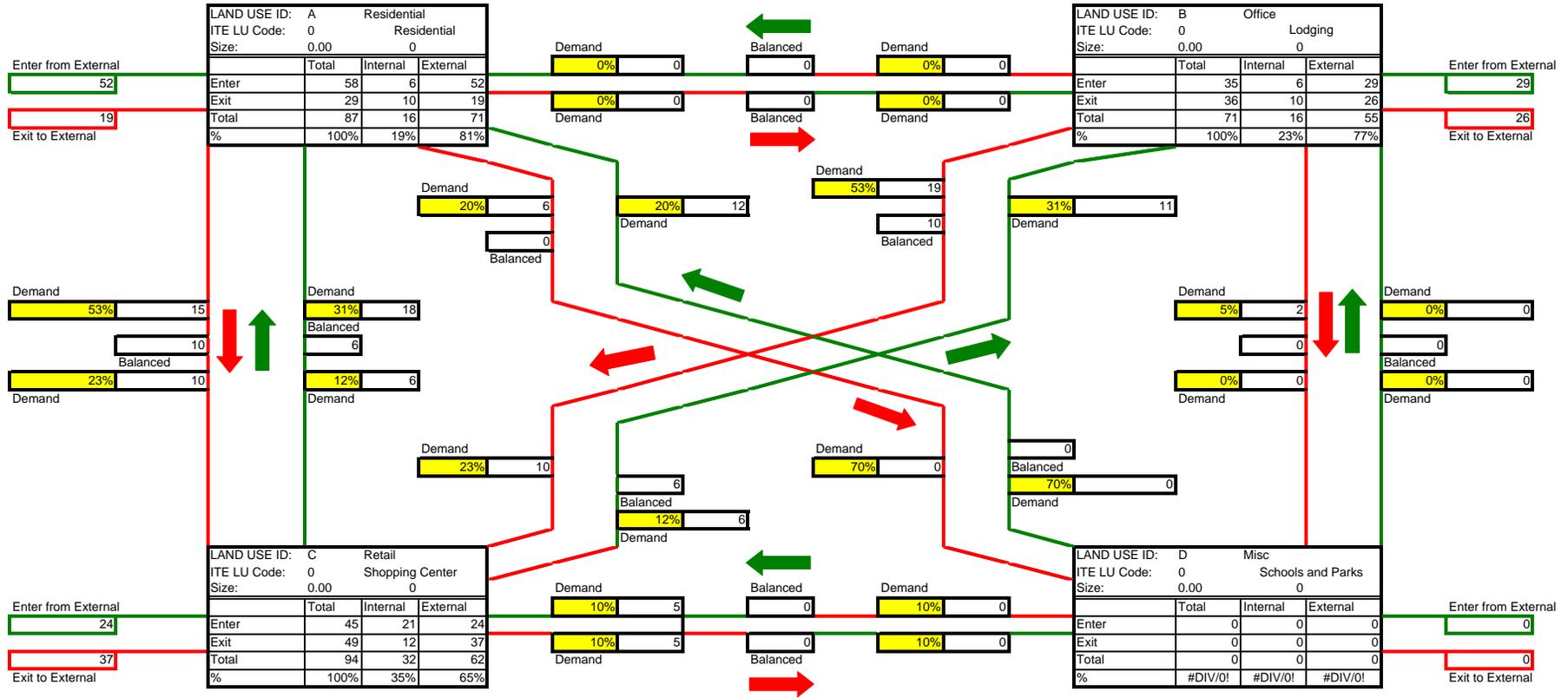


Net External Trips for Multi-Use Development					
Land Use ID	A	B	C	D	Total
Enter	427	385	290	0	1102
Exit	362	320	419	0	1102
Total	789	705	709	0	2204
Single-Use Trip Gen. Est.	972	888	1074	0	2934
					INTERNAL CAPTURE
					25%

Analyst: MH
 Date: 10/8/2009
 Project #: RN08-0403

**MULTI-USE DEVELOPMENT
 TRIP GENERATION
 AND INTERNAL CAPTURE SUMMARY**

Name of Development/Tile: **Homewood**
 Time Period: **PM Peak Hour**



Land Use ID	A	B	C	D	Total
Enter	52	29	24	0	106
Exit	19	26	37	0	82
Total	71	55	62	0	187
Single-Use Trip Gen. Est.	87	71	94	0	252

INTERNAL CAPTURE
 26%