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Planning Commission Staff Report



Author: Kirsten Whetstone
Subject: Treasure Hill CUP
Date: December 14, 2005
Type of Item: Administrative

Planning Department

Summary Recommendations:

Staff recommends the Planning Commission resume the Treasure Hill Traffic Review discussion and conduct a public hearing, continued from October 12, 2005.

Background

At the last meeting on October 12, 2005, the Planning Commission requested information from the traffic consultants on the following three specific issues: 1) an understanding of the incremental impacts of the Treasure Hill project, 2) an understanding of the traffic impacts of construction and the proposed Construction Mitigation Plan, and 3) an understanding of the potential pedestrian/vehicular conflicts. (See attached minutes from the October 12, 2005 meeting.)

Staff has provided the consultants, Fehr and Peers, with a revised scope of work to address these items (see attached). The consultants will provide additional information and analysis, for Planning Commission review at the December 14, 2005 meeting. The consultants will be available at this meeting to discuss these three issues and to answer any remaining questions regarding the traffic issues.

Staff conducted a parking analysis of existing off-street parking on Lowell and Empire Avenues and will present a summary of that analysis at the December 14 meeting.

Summary

In summary, Staff finds that additional discussion of the Fehr and Peers traffic review and recommended mitigation measures is warranted. Recommendations of the traffic review, with additional mitigation measures raised by staff, should be discussed. The Planning Commission should provide specific direction regarding the proposed mitigation measures as outlined by the applicant and the staff at the previous meetings, in terms of responsibility for, timing of construction, and wording of specific conditions to address these measures.

Staff also finds that based on the Fehr and Peers traffic review, conditions related to these recommendations would be necessary to address, in part, the standards of review for Conditional Use permits (specifically as they relate to the mitigation of effects of any

differences in Use or scale, as well as, compatibility in terms of use, scale, and circulation) (LMC Section 15-1-10 (D)). Staff also finds that such conditions would be necessary to address LMC conditional use permit criterion #2 – traffic considerations including capacity of the existing Streets in the Area, as well as criterion #4- emergency vehicle access (LMC Section 15-1-10 (E) (2) and (4)).

Recommendation

Staff recommends the Planning Commission hold a public hearing on this matter and discuss with the consultants, the three primary areas of question raised at the October 12, 2005 meeting.

Exhibits

- A. Staff report and minutes of the October 12, 2005 meeting**
- B. Letters and e-mails received since the last meeting (attached to Planning Commission packets)**
- C. Fehr and Peers updates and revised scope of work**

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Background

See attached staff report and minutes from the September 14, 2005 meeting.

Questions asked at the Public Hearing

There were a number of questions raised by the public and/or Commission at the public hearing on September 14th that have not yet been addressed by the consultants, staff, or Planning Commission. In order to determine whether or not the recommendations outlined in the Traffic Review (see Sept. 14th staff report) adequately mitigate traffic impacts from the Treasure Hill Conditional Use Permit staff is requesting a thorough discussion of the following questions raised by the public and Commission:

1. What does the term "adequate" mean in terms of the traffic study? This term is used throughout the study, ie. "adequate assessment of the traffic characteristics", "the conditions are adequate", the "corner radius is adequate for service and delivery vehicles", etc.
2. There has been much testimony about the current conflicts between pedestrians and vehicles on these streets, due to lack of adequate parking for the existing houses, lack of adequate snow plowing, insufficient snow storage, lack of sidewalks, etc., and questions regarding how this project further degrades such conditions. Recommendations included in the traffic study include mitigation measures to reduce future and current conflicts, such as reconstruction of the streets, adding sidewalks and staircases, constructing a people mover, improved snow removal, and alternatives to address the current parking situation.
3. Does the Commission agree that the project will not contribute additional cars to

the current parking situation on Empire Avenue, since all parking and delivery is required to occur on-site? The project will contribute additional vehicles and pedestrians to the streets which will impact the flow and compatibility of pedestrians and vehicles. How would implementation of recommended mitigation measures (as elaborated below) affect this "pedestrian issue"?

4. Can the Commission further define specifics regarding the "human factor" as raised by the Planning Commission where it disagrees with technical recommendations/findings by the consultant? Are there other measures that can address these issues? Do the necessary mitigation measures improve, rather than de-grade the quality of life in this area? Recommended mitigation measures include:
 - 1) Construct a sidewalk (possibly a 5' paved and 3' soft for additional snow storage) on the west side of Lowell Avenue from the project to PCMR- there is room within the dedicated Lowell Avenue ROW for these improvements (**Applicant**);
 - 2) Construct additional staircase connections between Empire and Lowell in both the 9th and 10th Street ROW- to direct pedestrians off of Empire and onto a designated pedestrian/bike lane that would lead directly to PCMR without causing additional pedestrian conflicts at Manor Way (such connections already existing in 11th and 12th streets) (**Applicant**);
 - 3) Reconstruct Empire and Lowell Avenues to clearly delineate auto travel lanes, gutters, and possibly provide bulb-outs and additional paved "off-street" parking spaces along Empire Avenue (such as was done on Park Avenue) (**City and Applicant**);
 - 4) Enforce no parking within the drive-lanes (as is done on Park Avenue), as well as no parking on the west side of Lowell (currently in effect), with the goal being no net loss of resident parking on these streets, but reducing all day skier and resort parking on these streets-implement residential parking program) (**City**);
 - 5) Implement no parking (ie. no day skier parking and no PCMR or Sweetwater employee parking) on the east side of Lowell in front of the PCMR Administration building and Sweetwater, which causes snow removal issues (**City and PCMR**);
 - 6) Construct people mover, ski lift, or gondola between the project and Main Street and/or Ski Resort prior to issuance of any certificates of occupancy (**Applicant**);
 - 7) Construct new stairs in the 6th Street ROW (already a requirement of the MPD) (**Applicant**);
 - 8) Construct new stairs from the project to Crescent walkway with additional improvements to the walkway (already a requirement of the MPD) (**Applicant**); and

- 9) Construct new stairs in the 8th Street ROW between Norfolk and Woodside (**Applicant**).
- 10) Improve and/or prioritize snow removal on Empire and Lowell Avenues (**City**).
- 11) Pedestrian crossings and traffic flow improvements at PCMR (Lowell Avenue, Empire and Manor Way, etc. (**Applicant and PCMR**))

The responsibility of these mitigation measures is primarily the Applicant's, although some would be the City's responsibility because they involve use or management of (parking, snow removal, etc) the City's dedicated ROW, which is a City function.

5. Should the existing use of the dedicated rights of way (Lowell and Empire Avenues) for off-site parking, take priority over the use of these dedicated streets to carry traffic and for the City to efficiently plow snow? Are there ways to ensure that existing garages and driveways are utilized for parking cars?
6. Are there other acceptable solutions to the current parking, snow removal, access, pedestrian conflict problems that occur today on Empire Avenue? How would this impact the traffic study results?
7. Could Empire Avenue be re-constructed similar to upper Park Avenue to allow parking free travel lanes, gutters, and paved parking areas?
8. Does the Commission find the project worsens the pedestrian/vehicle conflict and travel delay at the intersection of Empire Avenue and Manor Way? Are additional mitigation measures necessary to resolve any impacts at Empire and Manor Way? Is additional information needed to mitigate impacts on this area? If traffic flow is directed down Lowell Avenue to Three Kings Drive and pedestrian improvements are implemented at PCMR, would traffic flow and pedestrian conflicts be further mitigated?
9. Should Crescent road be improved as part of this project? What would those improvements be, curb, gutter, profile, pavement? Do the projected 16 additional trips on Crescent at the peak hour warrant additional improvements for those vehicles?
10. Should the Commission recommend changes in the plans and priority of public improvements in the CIP as a result of this project?
11. The traffic study did not include Norfolk or Woodside Avenues. What impacts are anticipated on these streets that should be included in the mitigation, if any?
12. What additional items should the traffic study address in terms of emergency

access and public safety? Emergency access was addressed by the Traffic Review and is also discussed at length in the Fire Protection Plan, approved by the Fire District and the Chief Building Official (see attached). What additional information or mitigation measures are needed to consider this issue (fire protection, emergency access, public health and safety, etc.)?

13. Further discussion of proposed improvements to the Deer Valley Drive and Park Avenue intersection is needed. What project impacts, ie. What percent of the traffic through that intersection at peak times is attributed to the Treasure Hill project and what improvements can be recommended to mitigate that impact?

Summary

In summary, Staff finds that additional discussion of the Fehr and Peers traffic review and recommended mitigation measures is warranted. Recommendations of the traffic review, with additional mitigation measures raised by staff that may also resolve many of the existing problems in the area, should be thoroughly discussed.

Staff also finds that based on the Fehr and Peers traffic review, conditions related to these recommendations would be necessary to address, in part, the standards of review for Conditional Use permits (specifically as they relate to the mitigation of effects of any differences in Use or scale, as well as, compatibility in terms of use, scale, and circulation) (LMC Section 15-1-10 (D)). Staff also finds that such conditions would be necessary to address LMC conditional use permit criterion #2 – traffic considerations including capacity of the existing Streets in the Area, as well as criterion #4- emergency vehicle access (LMC Section 15-1-10 (E) (2) and (4)).

In response to City liability questions, any new road or pedestrian improvements will meet applicable standards and are unlikely to increase City liability. The City's liability for the existing condition is minimal. The City is allowed to prioritize on-going maintenance and upgrades to its historic roads in the CIP in accordance with legal standards.

Recommendation

Staff recommends the Planning Commission hold a public hearing on this matter and directly respond to public and Commission questions, including questions raised at the September 14th meeting.

Note: The exhibits for this report are not attached. They were handed out at the previous meeting. See below for minutes.

PARK CITY MUNICIPAL CORPORATION
PLANNING COMMISSION MEETING MINUTES
COUNCIL CHAMBERS
MARSAC MUNICIPAL BUILDING
October 12, 2005

Treasure Hill - Conditional Use Permit

Planner Kirsten Whetstone reported that this project is part of the Sweeney properties master plan which is 120 acres west of town called Treasure Hill. She noted that a project design booklet is available at the Planning Department for public review. The applicant also has a website that contains additional information and minutes from previous meetings.

Planner Whetstone stated that the project has access from Lowell and Empire Avenues at the switchback of those two streets. The two streets connect slightly south of the Park City Mountain Resort. She noted that consultants from Fehr and Peers provided a presentation at the September 14 meeting regarding their review of the applicant's traffic study as requested by the City. The consultants also addressed additional information requested by the City in a Scope of Work. Planner Whetstone stated that she reviewed the minutes from that meeting and identified some of the questions that were raised. She believed the issues raised warrant a discussion on the specifics of this project, particularly the impacts. Planner Whetstone remarked that the Planning Commission must find that the impacts of this project can be mitigated before a conditional use permit can be granted.

Planner Whetstone outlined some of the questions and concerns raised at the last public hearing. She asked the Planning Commission to prioritize the discussion points and to determine if additional information is necessary. Planner Whetstone noted that the consultants from Fehr and Peers were not present this evening but they are prepared to provide additional information or answer any questions at the next meeting this item is scheduled to be discussed.

Planner Whetstone submitted emails and letters the Staff had received over the past few months. A public hearing was scheduled this evening. Director Putt requested that the Planning Commission look at the comprehensive list of issues provided by Planner Whetstone and identify the primary issues. The Staff will take these to the consultants and allow them enough time to prepare a formal response or explanation of their findings. Director Putt suggested that some of the lesser issues could be addressed this evening. He hoped they could begin to close the chapter on the traffic discussion and move forward with other unaddressed elements of the conditional use permit.

Planner Whetstone remarked that several questions were raised at the last public hearing about why the City is looking at this project twenty years later. She explained that in 1985 a master plan was approved with a phasing plan and a condition that any phase of that plan would be reviewed as a conditional use permit. However, the Planning Commission will review the master plan against the conditional use criteria in the current Land Management Code. Another question related to amending the master plan. Planner Whetstone explained that a previous plan was informally submitted during the Town Lift Bridge which was an amendment to the Sweeney Master Plan. The Staff, the applicants, and the City discussed the Town Lift Bridge for a number of years and during those discussions the applicants presented for discussion an alternative plan for the Mid-station/Creole site which included a number of single

family homes on streets. That plan was not accepted by the Staff because it did not meet the concept of the master plan. Therefore, that alternative plan was never formally submitted.

Planner Whetstone referred to page 58 of the Staff report noting that she had included mitigation measures under Item 4. Some of the measures were recommended by the consultants and some were discussed by Staff. She noted that mitigation measures such as connections between Empire and Lowell in the form of City staircases, as well as an 8-foot wide bike lane that could be part of the trails master plan on the west side of Lowell Avenue were discussed by Staff and not specifically recommended by the consultants. Planner Whetstone identified an error in her report. The Staff report indicated that there was a staircase between Lowell and Empire on 12th Street and there is not. That right-of-way was vacated. There is a staircase on 11th Street and the Staff is recommending a staircase in the 9th and 10th Street rights of way.

Pat Sweeney, representing the applicants, stated that he and his brothers, Mike and Ed Sweeney, were prepared to respond to some of the comments and questions raised by the public at the last meeting. He introduced a number of people who were present this evening to answer additional questions.

Ed Sweeney stated that in 1986, following at least six years and thousands of hours of effort by the Sweeney family, the Park City Council approved the Sweeney Properties master plan which envisioned the development of various Sweeney family properties in Park City, including Treasure Hill. The master plan approval resulted in a 50% reduction in permitted density and came after the City had considered and rejected seven other development plans or alternatives. The plan ultimately adopted maximized open space, created additional bed base for Main Street, clustered density, and it was supported by ten findings of fact. In reliance upon, and as a condition of the master plan approval, the Sweeney's have deeded various parcels of land to Park City, agreed to the rezoning of certain of their properties as recreation open space, opened certain parcels of their property to public use, built and maintained over four miles of walking and biking trails for the use of the public, granted an easement to Park City at no cost for the location of a major water line, and expended hundreds of thousands of dollars and thousands of man hours on design work. Mr. Sweeney remarked that apparently some citizens want the Planning Commission to prohibit further development on Treasure Hill or to direct further studies that might kill the project or scale back the development to such a point that it lacks economic viability. He doubted that if these same citizens were a party to a contract that may have been breached by another party they would not take the breach lying down. Mr. Sweeney stated that several years ago, under the constraints of the master plan approval, the Sweeney's sought approval for the construction of the Town Lift Plaza now completed. As a family they went through a very rigorous approval process imposed by the Land Management Code. In connection with that process, with respect to the development of the Town Lift Base, they had numerous discussions with the Staff and the Planning Commission over volumetrics of the Town Lift Base, particularly with issues pertaining to density and height limitations. Mr. Sweeney commented on the current conditional use approval they are now seeking in connection with the Creole and Mid-station sites. When they appeared before the Planning Commission regarding the Town Lift Base, some Commissioners favored their plan, others were opposed, and some were undecided. At the time of that hearing, the Planning Commission was well aware of the Sweeney family position and that they were contractually entitled to design and construct the Town Lift Base in accordance with the parameters of the master plan.

Mr. Sweeney read a memo from 1992 that then City Attorney, Jim Carter, had sent to the Planning Commission. In his memo, Mr. Carter stated that the Staff had taken the position that the Sweeney MPD approval should remain viable and he outlined why they had taken that position. The memo further stated that there had been substantial compliance with the terms of the MPD approval and it, therefore, remains in effect. Mr. Sweeney noted that Mr. Carter's successors, Jody Hoffman and Mark Harrington, do not dispute the conclusion that the Sweeney's remain in compliance with the approved MPD, including that the Sweeney's have substantially complied with the contractual elements of the MPD.

Mr. Sweeney remarked that at the Town Lift Base hearings there were many pro and con comments. One that stood out in his mind was the comment made by then Commissioner Joe Tesch. Mr. Tesch stated that at some point government must have the integrity to honor its commitments. Mr. Sweeney asked the Planning Commission to honor the City's commitment to them. The Sweeney's have, in good faith, negotiated with the Planning Staff and the Planning Commission to meet their concerns. Those negotiations have gone on since May of 2002 and the plans generated by the Sweeney's in connection to Staff's review came at significant cost to the three brothers. Mr. Sweeney stated that they have done everything they can to move this process forward. They waited patiently for the City to authorize a separate traffic study which validated their previous study and said that with certain mitigations there are no health, safety, or welfare issues. Mr. Sweeney stated that they are not willing to cut back on their development rights or their plans any longer. There are people who hoped that the latest traffic study, which took seven months to complete and validated the prior study, would derail the Sweeney application. That is not the case. He and his brothers are anxious to have discussions related to the specific issues of mitigating traffic as outlined in the Staff report. Mr. Sweeney remarked that the current conditional use application reflects the accumulation of a twenty year effort by the Sweeney family. They have conceded as much as they are willing to concede and at some point the government needs to have the integrity to honor its commitments.

Pat Sweeney provided a brief history of various plans presented for this property from 1977 to 1981. None of those plans moved forward and he was not specifically involved. Mr. Sweeney stated that he became involved with the property in 1982. After reading the rules he came up with a plan that he felt fit within those rules. He presented his plan to the City and he was asked to work with them to find a better solution. Mr. Sweeney stated that his family agreed to work with the City and over time they looked at eight different versions. The plan of choice is the plan being considered today. He believed they did everything they said they would do and now they would like to finish. Mr. Sweeney stated that Lowell and Empire were considered with every plan. They were responsible for the connection between Lowell and Empire and if they had not cooperated with the City in that connection Lowell Avenue would not exist and Empire would not have a secondary access. Mr. Sweeney stated that they have a commitment to that road and believe they have an equal right to use it. Mr. Sweeney noted that 90% of the property is open space and another 7% is open space within development parcels. He commented on all that the Sweeney's have contributed to the City and he believes it has benefited their property and the surrounding properties. Mr. Sweeney noted that Lowell and Empire are the main access to their property and they were required to mitigate the impacts starting with pedestrian connections. In developing this particular part of the master plan, they paid particular attention to mitigating the impacts. Mr. Sweeney reviewed a list of things they have done or propose to do to decrease those impacts.

Jenny Smith, representing Park City Mountain Resort, stated that the Resort understands the issues and acknowledges that it contributes to some of them. Ms. Smith stated that the Resort is ready to sit down with others and work through these issues because they believe it is possible to achieve positive resolutions. Ms. Smith addressed the question raised by Mr. Allred about designating a portion of Lowell Avenue as one-way. People talk about that road being closed but it is not closed. One portion is one-way. Ms. Smith referred to 5th Street and Park Avenue during the winter, noting that some streets function better as one-way. Based on a collaborative effort with City Officials from Public Works, they spent a lot of time walking the route, observing the traffic flow, and dealing with the problems. She was unsure if people remember the gridlock when Lowell was two-way through the bus area. Ms. Smith believes the solution of a one-way street has improved the situation. She recognized that it is not perfect and 14-20 days per year they still have significant traffic issue on Lowell, Empire and Manor. It is also an issue on Park Avenue, Main Street, Bonanza Drive, and Deer Valley Drive. Traffic is a bigger issue that needs to be dealt with and they are willing to sit down and work with the developer, the City, and neighborhood representatives to do what they can to help resolve some of these situations.

Chair Barth opened the public hearing. He requested that the public address the Planning Commission on issues related to pedestrian and traffic concerns. The public hearing will be continued and there will be opportunity to make comments at a future meeting.

Peter Roberts, a resident of Old Town, stated that he has known the Sweeney brothers for many years and they are very thoughtful, considerate, and deliberate in their actions. Mr. Roberts felt the Sweeney's have done the best they can in addressing the issues of pedestrian traffic and vehicular traffic in and around their project. He believes they have done a great job in preparing the site to meet their plan.

Tom Humes, a resident of Old Town, remarked that when he investigated this project last fall he was amazed at the level of detail that was available. He believes the funicular will be a tremendous benefit to Old Town residents and tourists. As an Old Town resident he is concerned with traffic volume. Mr. Hume stated that although the residents of Lowell and Empire will have to deal with construction impacts; the efforts taken by the Sweeney's to give back to the town are very impressive. Considering his personal bias against vehicular traffic, he was surprised to find himself supporting this development and the benefits it will bring to Old Town and Park City.

Ken Davis, acting president for the HMBA, reported that as of last night Mike Sweeney resigned this position feeling that he was in a conflicted situation. Mr. Davis clarified that the HMBA does not endorse one project or another, however they have taken a stand and that is to see more beds on Main Street. The Sweeney's have proposed a way to get more beds on Main Street without increasing traffic. The HMBA members believe that the traffic with this project would be less than with something else. Having a people mover take people down the mountain into town will give a boost to the merchants. He noted that the merchants are very concerned with all the development at Kimball Junction, Quinn's Junction, and Pinebrook. These developments will take business from Park City and they are concerned about bringing people to Old Town without increasing the amount of cars. Mr. Davis stated that the HMBA

believes this project is a very good solution. He reiterated that the HMBA will not endorse a particular project but they do endorse the concept of having more beds on Main Street and they endorse the way it is being done.

Mitch Cohen, a former board member of the Historic Business Alliance offered his perspective from being on the board. He felt this project is vitally important to Main Street because Main Street has a real potential of becoming irrelevant. With everything else going on around them, businesses are leaving Main Street. Mr. Cohen remarked that beds are vitally important on Main Street and this project should secure the future of Main Street for many decades. He felt that anyone who knows the Sweeney's understand that they have gone way out of their way to overcome the hurdles and they would never do anything to hurt the City. Mr. Cohen stated that he has seen the traffic studies and he believes this project needs to move forward.

Tim Murtons, a board member for the HMBA and a business owner on lower Main Street, stated that he was the first commercial operation in 1992 to be in that area. He has watched car flow and pedestrian flow for a number of years, as well as the approval process since the early 1980's for the Sweeney projects. This was the main reason he set up his business on Main Street in 1992. Mr. Murtons stated that in the last few years he has begun to see light at the end of the tunnel during the winter and summer seasons. A large component of the Sweeney project is built-in convention facilities and spring and fall months are very good for convention business. Mr. Murtons believed conventions would add a viable aspect to all of Main Street. He remarked that Main Street is the most excellent place for a destination visitor to recreate in Park City. Mr. Murton stated that he worked with Pat Sweeney when he was still in med school as a ski patrolman in Park City. He knows the entire family now and finds them to be high on integrity. He was assured that the Sweeney's will work with the City and the community and they will perform on what they promise. Mr. Murtons requested that the Planning Commission expedite their decision in a timely manner since this has been dragging on for quite a while.

Devon Stanfield, a two year business owner on Lower Main Street, stated that he has been aware of the Sweeney project for two years and he has participated in a number of their presentations. He has looked at the details of the plan and believes that the Sweeney's have addressed most of the concerns regarding traffic. In his opinion, this plan would alleviate traffic at the Park City Mountain Resort and on Main Street and it would diversify where the traffic goes. Mr. Stanfield believed the Sweeney's are addressing the concerns in a thoughtful and considerate way. He felt the benefits from adding beds to Main Street would far outweigh any flaws in the plan. Mr. Stanfield would like to see this project move forward as a resident, a skier, and a business owner on Lower Main Street.

Peg Bodell stated that she was speaking as one of the original co-authors of the environmental impact statement for Silver Mountain in 1980. She is familiar with the property based on what it could have been and what it is today. Being in the engineering field, she has also had a lot of experience with traffic mitigation. Ms. Bodell recognized that mitigation issues need to happen and the Sweeney's and the City Staff are working on it. She believed the impacts can be mitigated. Ms. Bodell remarked that she is also a resident at 817 Woodside Avenue. She has lived at that residence for five years and she has owned property and worked in Old Town for over fifteen years. She stated that traffic issues in her neighborhood come from the residents and construction trucks and not from the tourists. Traffic impacts can be mitigated with a lot of community effort. Ms. Bodell believes it is a rationale expectation that neighborhoods should

take care of their own streets and sidewalks because the City cannot possibly do it. Ms. Bodell remarked that adding the stairs to 8th Street and other streets is wonderful and that is what Park City is about. Ms. Bodell urged the City to take the twelve traffic questions back to the consultants so they can be answered as quickly as possible and this project can move on.

Peter Barnes stated that he was desperately finding a reason to love this project. He believed it is potentially exciting and wonderful and the traffic issues can most likely be mitigated. Mr. Barnes stated that if this intends to be a world class project, endorsements from Park City Mountain Resort leads him to many architectural conclusions and traffic will be the least of their problems. He suggested that the traffic questions get answered so they can move on to the next elements of the project. Mr. Barnes felt the major problems will come from the neighborhood and not from the project. It is important to resolve the snow shed issues and how the City and engineering will deal with the future traffic in town. Mr. Barnes remarked that the rest of the project will have bigger issues and architectural problems. He wanted a reason to get excited about this project and he wanted to move on.

Harry Reed stated that he has an interest on Main Street and he believes this project will be very good for all of Main Street. Mr. Reed stated that he was very involved in getting Marriott Summit Watch approved and traffic was a major concern with that project. He remarked that since the Summit Watch project, they have found that half the people bring cars and those who do bring cars learn that it is more of a hassle and end up taking public transportation. He felt there will be fewer cars than one would consider with a large project. Mr. Reed noted that this project is supposed to provide faster ski lifts up from Main Street and that is important for everyone.

Norm Anderson stated that he met Mike Sweeney on the summer leadership tour last year and he was very impressed. Mr. Sweeney took pictures of things he wanted to incorporate into this project from heated sidewalks to architectural issues. Mr. Anderson remarked that Mike Sweeney and his brothers are very dedicated and have a lot of integrity. Mr. Anderson felt it was time to move forward and try to get this project done.

Mike Allred did not believe there was any question about the integrity of the Sweeney's. However, there is question about the amount of traffic that this project will introduce on to streets that are already failing, particularly in the winter time. Mr. Allred outlined the big questions he would like to see addressed. He explained why it would be a major issue to have Lowell Avenue one way as suggested by Jenny Smith. He appreciated Ms. Smith's comment about Park City Mountain Resort's willingness to discuss this issue with the neighbors to see if they can open up Lowell Avenue so it can be used to unload this project as it was designed to do. Mr. Allred stated that this project has not adequately demonstrated how they intend to separate the pedestrians from vehicular traffic. At the last meeting, Commissioner Thomas mentioned that this is the first issue addressed in architectural school. It is an issue of public safety and Mr. Allred felt that Commissioner Thomas summarized it concisely in his statement. Mr. Allred thought it was clearly demonstrated at the last meeting that there are enormous issues between pedestrians and the public uses on Empire and Lowell. No one has shown how those issues can be mitigated and how the pedestrians are going to be adequately separated from the increased volume of traffic generated by this project. Mr. Allred commented on the computer models and the parking strategies presented and wondered how they can be successfully mitigated and enforced. He believed that additional significant

pedestrian situations will be a part of this project. No one is responding to the existing serious conditions and he is not convinced that anyone will respond in the future. Mr. Allred felt an important issue to address is whether the City will respond and enforce whatever conditions are necessary to make this project successful. Mr. Allred did not think that construction traffic has been adequately addressed in any of the studies. As a citizen of Old Town, he wanted it known that the residents are looking to the Planning Commission to protect their quality of life in the community.

Kevin Doolan, a business owner on lower Main Street, stated that when he first came to Park City he met Mike and Ed Sweeney and they helped him tremendously. The first thing he saw on lower Main Street was how slow business was during the off season. Mr. Doolan remarked that the Sweeney plan is a great opportunity for the City and he thinks they have adequately addressed all the traffic problems. He read all the reports and available information and saw nothing but positive things for Park City.

Missy O'Neal, a resident at 1127 Woodside Avenue, referred to a City goal to make Park City a great place for families. When they first moved to Old Town five years ago the City was encouraging families to move to Old Town. She loves Old Town and they moved there so they would not have to drive their car all the time. Ms. O'Neal appreciated the fact that the Sweeney's have the right to develop their property, however she wished it were a smaller scale so it would not overwhelm the town. Traffic is a major concern for residents on Woodside because drivers will try to avoid Lowell if traffic is backed up. Ms. O'Neal remarked that this project is a huge benefit to the Sweeney's and the business owners but it is not such a benefit to the residents in Old Town. She understood that the businesses who left Main Street were forced out because the owners doubled their rent and not because there were no patrons.

Ken Whipple, a business owner on Main Street, expressed his concern about traffic. He felt a simple solution would be to allow mass transit to come up from Salt Lake. This would provide mass transportation for employees and tourists and it would alleviate the traffic volumes in Park City. Mr. Whipple stated that the tourism and convention business in Park City could be better with a larger convention center. The Sweeney's are proposing a convention center that is three times larger than anything currently existing in Park City. He noted that Midway has a larger convention center than Park City. Mr. Whipple stated that he has reviewed this project and believes that it is a benefit to the community. He suggested that the City approve this project and not make it so difficult for people to move their projects forward or hold them for years until they give up and go away leaving the property to someone who might put houses all over the side of the mountain.

Brad Stewart, stated that he lives on Empire Avenue, he owns 12 condos up and down Empire Avenue, and he owns a Main Street business. Mr. Stewart commented on the traffic issues from the standpoint of a resident. In watching his guests come and go from the condos he has noticed that the traffic issues are caused by him and other Park City residents. He takes five or six times more car trips per day than any of his guests. Mr. Stewart believed that blaming the Sweeney project for additional traffic on the street is falsely directed. Pedestrians walk in the middle of the street because the streets are lined with snow and cars are parked on the side. As the streets get narrower and narrower with snow the cars should not be parked there. He wondered why this issue has never been addressed. Mr. Stewart commented on enforcement of the streets noting that it is not the Sweeney's fault and they are not responsible for the

enforcement. He believed that once the City addresses those issues other issues will be resolved. Mr. Stewart echoed previous comments regarding the economic viability of Main Street. He submitted a letter he had written for the record.

Monty Coates, a business person on Main Street for 18 years, expressed his support for this project. Mr. Coates felt it was important to mitigate the resident's concerns with traffic management and other measures to preserve their quality of life. He also believed it was important to find a way to let this project move forward. Mr. Coates stated that the Old Town region is now a resort. The lumber yard, the car dealership, and other businesses have moved out and the downtown core is an integral part of the Resort experience. It is a resort and it needs to be managed as such. Mr. Coates remarked that the main economic engine of a resort is the bed base and PCMR needs some fresh hotel base. It would be helpful and beneficial towards marketing the area and the Resort. Mr. Coates supported this project and he urged the Planning Commission to find a way to mitigate the concerns of the residents and allow this project to move forward.

Dave Shafner, a business owner on Main Street for 20 years, stated that he has seen a number of things happen over time. He remarked that Main Street is beginning to feel like a beaten stepchild. The Chamber does not provide much support and many of the local residents shop elsewhere. Mr. Shafner stated that Aspen, Vail, Jackson, and Sun Valley are all isolated islands with very little competition. He noted that the Park City business owners are not getting the local business needed to survive on Main Street and they depend more and more on out-of-town visitors. If they can get a developer to provide more beds and more reasons for visitors to come to town and stay as long as possible, it allows the Main Street businesses to provide them with goods and services that are not available anywhere else. Mr. Shafner supported this project and everyone he has talked to on Main Street shares his support. The only negative response is coming from the people who will be inconvenienced within their own neighborhoods and that is not uncommon in any neighborhood in the County. Mr. Shafner encouraged the Planning Commission to do the right thing for Park City and Main Street by moving this project forward.

Thea Leonard, representing the Treasure Mountain Inn, encouraged Jenny Smith to consider a gondola from the top of Main Street to Deer Valley in the interest of mitigating traffic. Ms. Leonard felt they needed to think way outside the box in terms of moving people out of their cars. She challenged PCMR and the Sweeney's to put their money where their mouth is and figure out how they are going to move people. Ms. Leonard felt it was silly to talk about people coming because the people are already here and they are trying to get in. It is up to the community to make sure the infrastructure is in place and to find ways to move people outside of their cars. Park City is an outdoor community and they should be encouraging people to walk, bike, and get on the mountain without motorized vehicles. Ms. Leonard believed the funicular is a step in that direction and they should all get behind it.

Chair Barth continued the public hearing.

Director Putt read from the first paragraph of the Land Management Code regarding a conditional use permit, "There are certain uses that, because of their unique characteristics or potential impacts on the municipality, surrounding neighborhoods, or adjacent land uses, may not be compatible in some areas or may be compatible only if certain conditions are required

that mitigate or eliminate the detrimental impacts". Director Putt remarked that the process is aimed at identifying the problem and trying to figure out if there is a way to eliminate that bad impact. The Fehr and Peers report recommends approximately six or seven mitigation factors that were contained in the Staff report. Director Putt suggested that the Planning Commission have a discussion with the consultant as to how each of these mitigation measures makes the traffic, circulation, and the pedestrian issues better. He recommended that the consultants explain this in layman terms and have an opportunity to dialogue with the Planning Commission on whether or not they agree with some or all of their comments. In addition, Director Putt recommended a discussion on what, if any, additional mitigations can be implemented into the project to help eliminate some of the problems created by the proposed project. He noted that all the problems expressed in the September 14 meeting have a tie to one of those mitigation measures. He recommended that the mitigations outlined in Item 4 of the Staff report be the first item on their punch list.

Commissioner O'Hara agreed with Director Putt but he felt they should first identify and define the incremental impacts. He did not believe the applicants have the responsibility to fix Lowell and Empire but they do have a responsibility to show how they intend to mitigate the incremental impacts their project will create on Lowell and Empire. He agreed with the comment that the traffic and speed problems are created by the residents more than the tourists. However, he is concerned with how the traffic will be impacted through construction and deliveries. Commissioner O'Hara stated that the applicant, not the Planning Commission, should determine the punch list based on the incremental impacts.

Commissioner Sletten agreed with Commissioner O'Hara that the real issues are the incremental increase in traffic, pedestrian, delivery vehicles, and construction vehicles and what that looks like going forward. He agreed that they cannot ask the Sweeney's to cure the problems that exist today, however they need to go back to their traffic engineer to look at those specific issues and come back with plans that address the fears of the residents. The residents cannot be ignored and to the extent that new development is going to detrimentally impact them the Planning Commission needs to make sure they are protected.

Commissioner Volkman remarked that the traffic study provides information on how the impacts can be mitigated but personal experience tells them that the street fails every winter without additional traffic. Commissioner Volkman felt it was imperative to weigh both the study and their experience. They would be remiss to follow the study alone and not listen to the testimony of the residents or rely on their own personal experience. He felt the Planning Commission should draw on City Staff beyond the Planning Staff to discuss some of those issues. Based on what has been recommended to mitigate the problems and the City's willingness to implement these mitigating measures, Commissioner Volkman felt the applicant should come up with a plan on how to do it. He felt this would give the Planning Commission something on which to make a decision.

Commissioner Thomas agreed with Commissioner Volkman. He echoed his previous comments regarding the issues outlined in the Staff report. Anything relating to pedestrian and automobiles are hot spots in his opinion. Another hot issue for him is the construction traffic, particularly after having the personal experience of being run off the road by a tandem truck. Commissioner Thomas remarked that the human factor such as improper stops, improper parking, accidents, etc. are issues that have not been adequately addressed and he would like to hear more on how those factors can be mitigated. If you build it they will come and he fears they will have additional unanticipated parking and traffic issues. Commissioner Thomas referred to the question of whether Crescent Road should be improved and suggested that it at least be studied. Crescent Road is a straight line access to the heart of town and the Sweeney's have done a great job of offering additional transportation modes to get into the community. However, as with any transportation system, the moment it is built all the other networks increase as well. He believed people will use Crescent Road to get into town, either walking or driving.

Commissioner Wintzer remarked that the General Plan talks about maintaining the quality of life in Old Town. In his mind, the biggest issue is finding a way to maintain the quality of living for the people who live there. Commissioner Wintzer agreed with the comment that tourists cause less traffic problems than residents or employees. He was concerned about whether the mitigation plans proposed are feasible. He wanted someone to physically show him that these mitigations can be done before making a decision.

Commissioner Volkman noted that a lot of the comments this evening represented businesses on Main Street. He did not think anyone questioned the benefits this project would have on Main Street or Park City in general. However, the process has taken a long time because it is a gigantic project that will impact this town more than anything else they have looked at in 20 years. Commissioner Volkman stated that they would all like to process this project quickly and move on to other business. They have spent hundreds of hours pouring over reports and deliberating the issues. The Staff and the Planning Commission tried to sift the issues down to the most important points and they decided that traffic was a lynch pin in this project because it involves the health, safety, and welfare of the people who live in town. It is necessary for the Planning Commission to spend a lot of time considering the elements and impacts of this project and they will do it as quickly as possible.

Commissioner O'Hara stated that the role of the City in this project is a partnership that needs to be defined. For example, if a mitigation measure for some of the impacts is to enforce parking on Lowell that is a requirement for the City that the applicant cannot enforce. Commissioner O'Hara felt that another consideration is the liability of the City in entering into that type of partnership. Commissioner O'Hara remarked that the Planning Commission will honor the commitment to the Sweeney's that was made by the City, however they have a duty under the Land Management Code to completely apply all the review criteria of the conditional use permit.

Commissioner Wintzer felt it would be helpful to know what PCMR sees as the future for Lowell. If they add more traffic the Resort may have to widen the road or do something on their property. Ms. Smith replied that they are keeping this in mind when they work through this situation with the Sweeney's. The Resort understands that they need to do something and they are looking at this as one big plan. The Resort and Treasure Hill are integral to each other.

Chair Barth agreed with all the comments stated. He summarized that the key issues are incremental impacts, construction traffic impacts, pedestrian/vehicular conflict exploration and definition, the feasibility of mitigation attempts, the City's role in mitigation, the study of Crescent Tram, an employee traffic plan, input from other City Staff including Public Works and the City

Engineer, General Plan application, protect quality of life for existing residents, PCMR involvement now and long term, and consideration of the existing entitlements.

Director Putt asked if the Planning Commission wanted to address all these issues or begin with the top priority issues. Chair Barth noted that pedestrian/vehicular continually comes up. Commissioner Thomas agreed that pedestrian/vehicular issues should be the first priority. Commissioner Wintzer felt that the number one issue should be the feasibility of whether or not it is physically possible. Planner Whetstone stated that she has already begun to look at existing conditions in terms of parking, street size, location of right-of-ways, etc. She agreed that they should continue working on the feasibility of the plan with input from other City Departments.

Commissioner O'Hara stated that he was not interested in participating in the solution. He was interested in reviewing the solutions as they come before them. Commissioner Sletten added current and long term construction traffic as a third item of importance. Commissioner Wintzer felt it would be helpful if the Sweeney's could provide something on how they plan to mitigate the construction impacts. Commissioner Volkman believed that if they could answer some of these questions a lot of the other questions will take care of themselves.

Director Putt stated that the Staff will work with the consultants on these issues. Director Putt remarked that he will test the consultants' recommendations against these three priority issues to help frame the discussion for the next meeting. Commissioner Volkman requested that they follow up the recommendation with the feasibility of doing it.

MPE, Inc.

PO Box 2429

Park City, Utah 84060

Email mesgold@yahoo.com, ed@fundgroup.com, psbro23@mac.com

November 30, 2005

Kirsten A. Whetstone, AICP
Senior Planner
Park City Municipal Corporation
PO 1480
Park City, UT 84060

Re: Responses to Public Works Staff's Comments and Questions

Dear Kirsten,

On Tuesday October 24, 2005, I had the opportunity to spend time with Brian Andersen and respond to his questions in his October 11, 2005 email to you. I appreciate the time he took to allow me to respond and review the Treasure Hill Project with particular attention paid to the traffic issues brought up by some of the residents along Lowell and Empire and Public Works Staff.

Public Works Staff's Comments:

1. There is a consensus there would be a significant impact on all residential areas, which would increase enforcement needs in all of the surrounding neighborhoods.

Response: There are traffic conditions existing today that the neighbors have concerns with respect to on-street parking, traffic management, including enforcement of current parking restrictions and snow removal. The Treasure Hill Project will have minimal impact on the current traffic conditions, according to the City's traffic consultants Timothy J. Taylor and Diego Carroll of Fehr & Peers ("F&P") and Treasure Hill's traffic consultant Gary Horton of Project Engineering Consultants ("PEC"). The main reasons are: Treasure Hill Project requires no on-street parking, provides skiing directly to Old Town (eliminates the need of Upper Old Town Residents from using Lowell and Empire to drive to Park City Mountain Resorts Main Base), and is designed to be pedestrian friendly. Treasure Hill's visitors, guests and residents will be directed to Main Street via an overhead mass transit people mover (cabriolet gondola – approximately a 40 second ride) and stairs and walkways into Old Town. Once in Old Town pedestrians if they so desire may take free public mass transit to locations throughout Park City and Summit County. In addition, all employees who require a personal vehicle to get to work will park said vehicle on-site. All deliveries will be scheduled to be made off-street in the underground loading dock area. During construction, all construction vehicles and contractor employees' vehicles will be required to park on-site, i.e. no on-street parking. During the startup of construction, the contractor employees will be driven to the site from a remote parking location until such time as there is sufficient on-site parking to accommodate the contractor employees.

2. All of the uphill side on Lowell [Lowell/Empire connection] and downhill side should be no parking (current treatment but more signs are needed).

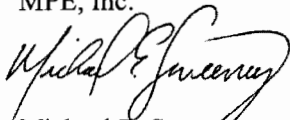
Response: The property that borders the Lowell/Empire connection is part of the Treasure Hill Project. We agree there should be no parking along either side of the Lowell/Empire connection and the uphill side of Lowell from Manor Way to the Project, as currently signed.

EXHIBIT B.

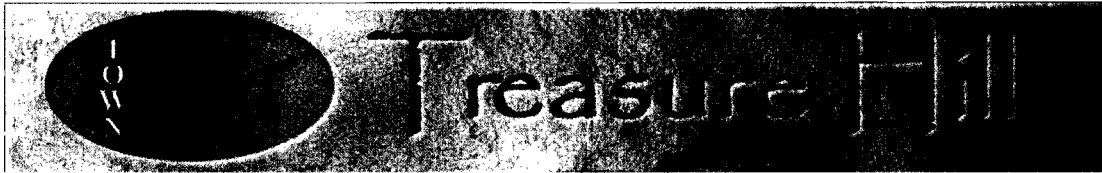
Public Works Staff's Questions:

1. Who pays for increased enforcement beyond the current scope of services if it is determined necessary? This is paid by the current citizens of Park City (including the property owners along Lowell and Empire) and out of town guests through the taxes they pay to have the City manage traffic. When Treasure Hill is developed, Treasure Hill will create a new tax base that will contribute a substantial annual amount of revenue to the City over and above its demands on City services (currently working on a financial model to estimate Treasure Hill's contribution).
2. Where do the employees park? All employees will park in the underground parking structure on-site.
3. And can there be a guarantee no spillover of employees? Yes.
4. What about day skier parking? Currently there are no plans for day skier parking. There could be some space made available if the City and Resort desire such subject to our agreement.
5. How are the garages enforced and regulated? We propose to have a company such as Diamond Parking manage the parking garages. At the Town Lift garage Diamond has a person that checks the garage several times a day to see if there are parking violations and issues tickets to violators or if required tow vehicles off-site. During major events, such as Sundance Film Festival, the entrance is manned. All users of the garage will have a parking pass.
6. Who maintains the road into Treasure Hill? Park City Municipal Corporation is responsible for maintaining Lowell and Empire, there are no new public roads into Treasure Hill. The drive way to buildings 1a, 1b, and 1c will be maintained by Treasure Hill. There will be one management entity that will be responsible for the day to day operations.

Sincerely,
MPE, Inc.



Michael E. Sweeney,
Vice President



Welcome to Treasure Hill Project and the Sweeney Master Plan – a work in progress for over 30 years. Treasure Hill Project is where the mountain meets Main Street and is situated at the confluence of Park City Mountain Resort and Historic Main Street Park City, Utah.

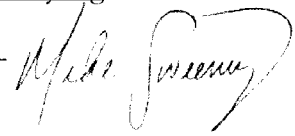
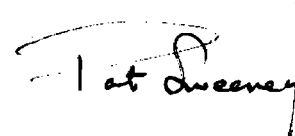
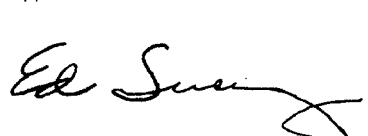
Main Street must compete with new commercial and lodging growth in Summit and Wasatch Counties. Main Street needs customers living on it in order to successfully compete with this new growth. Clearly, customers staying on Main Street spend more money there than customers staying off of Main Street. Treasure Hill is designed to add customers to Main Street, while limiting new support commercial and minimizing increases in City Services and Infrastructure.

New Bed Base Created means new tax revenues for the City. More importantly it is tax revenue generated on Main Street.

- Property tax
- Sales tax
- Transit tax
- Resort tax

Main Street economic data shows that sales and resort tax more than doubled when Lower Main Street opened for business. In part, this is due to the Marriott Summit Watch bed base.

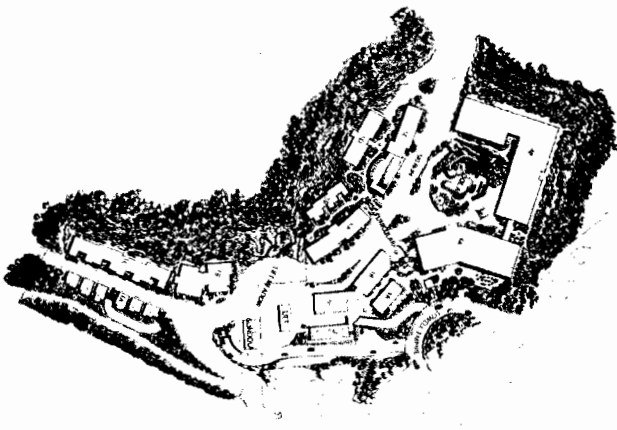
Mike, Pat and Ed Sweeney are asking for your support. We firmly believe that Treasure Hill will fit into the fabric of Old Town and be accepted by the majority of Park City citizens just as they accepted the Town Lift Base and Town Bridge. Please come to the October 12, 2005 Planning Commission meeting to voice your support in person, or if you can not make the meeting, e-mail Kirsten Whetstone at the Park City Planning Department at kirsten@parkcity.org. See Benefits on the back for additional supporting information.

Thank you –   



Benefits

- Places 2,000 new pillows on Main Street – cities must continually redevelop their downtown districts in an effort to keep or move people back into these districts.
- Pedestrian oriented – designed to let people live on Main Street – to shop, dine, and have fun without the use of personal automobiles. Cabriolet gondola from Town Lift Plaza to Treasure Hill – 40 second ride – free to the public.
- Project support commercial limited to 19,000 sq. ft.
- Underground parking for guests, employees and service traffic.
- 97% overall open space – 110 acres wide open with over 4 miles of biking and hiking trails and existing and new ski runs. 70% open space within the building sites.
- Sunk into Treasure Hill to minimize height – average height of buildings is approximately 30 feet above existing grade.
- New tax base without heavy infrastructure burden on the City, such as road maintenance and snow removal.
- Improved skiing to Main Street – a new yoyo ski lift to the top of Pay Day, new snow making and new intermediate/beginner runs.
- Decreased total transit time from the Town Lift Plaza to the top of Payday – eight minutes as compared to 13 minutes currently.
- Possibly an underground mine tour exhibit attracting visitors year round to Main Street.
- Boutique conference space on Main Street.
- Water conservation – minimal irrigation water usage compared to single family residences.





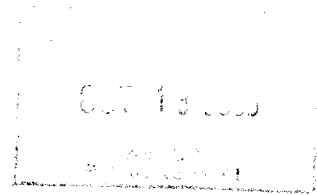
Treasure Hill Traffic Mitigators for Lowell and Empire Avenues:

1. Provides ski access to Old Town and thereby decreasing traffic that might otherwise occur on Crescent, Lowell and Empire streets.
2. Physically blocks Woodside Ave. with the Town Run – thus making it more inconvenient for southwesterly Old Town to use Crescent to get to the Park City Mountain Resort.
3. Eliminates a through street that would have passed across Treasure Hill to the south and connected to upper Old Town and possibly Deer Valley.
4. Provides convenient pedestrian access to Main Street by way of 6th Street and the Crescent Walkway.
5. Provides mass transit between Treasure Hill and Main Street which does not require the use of roads, i.e. the Cabriolet gondola.
6. Provides all off-street-covered parking.
7. Provides off-street-service to Treasure Hill including covered delivery areas.
8. Provides an off-street covered point of arrival for residents and guests.
9. Provides heat melted sidewalks and plaza, thereby eliminating the need for snow storage adjacent to Lowell/Empire.
10. Provides ski-on – ski-off access.
11. Provides improved beginner and intermediate ski access to Old Town.
12. Provides on-site amenities.
13. Provides limited on-site support commercial.
14. Reduces the need for personal transportation – pedestrian oriented project designed to bridge the mountain to Main Street.
15. 50% reduction in density of underlying zoning (2 unit equivalents per acre as compared to 16 units equivalents per acre for Empire Avenue and 8 unit equivalents per acre for Lowell Avenue).
16. Provides secondary emergency access for Lowell and Empire visa vi the Lowell/Empire connection.
17. Provides road improvements to Lowell and Empire.

Very little has changed since the Sweeney Master Plan was approved.

1. 97% open space – 110 acres wide open.
2. 2 units per acre (50% reduction from underlying zoning).
3. Skiing to Old Town.
4. Public trails.
5. Dedication of right-of-way – Lowell/Empire, Lower Norfolk, Upper Norfolk and City water main.
6. Public street right-of-ways Lowell/Empire.
7. Zoning and anticipated build out Lowell/Empire.
8. Zoning and anticipated build out Resort.
9. Two major positive MPD changes – Town Bridge and overhead mass transit.

DOOLAN'S
SPORTS BAR & GRILL
738 MAIN ST. PARK CITY



13 October 12, 2005

Kirsten A. Whetstone
Park City Municipal Corporation
P.O. Box 1480
Park City, Utah 84060

Dear Kirsten,

I am writing in support of the Treasure Hill Project.

I am currently a business owner on Main St. I think this project will make a significant improvement for all of Main St and Park City. I have only been here for 18 months. In that time I have become very aware of what this town is all about. Tourism that is what makes this town what it is. I have traveled all over the world to many resort communities. What makes one better than the rest is amenities, activities, and bed space close to the heart of the central area of the resort you are at. The project the Sweeney Brothers are proposing will greatly increase all of these things.

I moved here 18 months ago because I believe this great city and resort community is committed to positive growth. This project would positively be a good step in continuing evolvement of Park City.

Sincerely
Kevin Doolan



Jupiter Peak LODGING, LLC

October 10, 2005

Dear Kirsten,

I am a local resident on Empire Ave(1159 Empire Ave), own 12 condos on Empire Ave, and am a Main St. business owner(RumBunnies). As someone that is affected both personally and professionally by this project I want to voice my opinion on the Treasure Hill Project. In the interest of full disclosure, our Main Street business is a lessee of Brothers III, LLC.

As far as I am concerned, the heart of Park City is its Main St. At this moment in time I believe that it's a vibrant part of town for our out of town visitors and guests. However, it seems to me that with the expanded developments at Red Stone, Kimball Junction, The Canyons and Deer Valley this vibrant location will lose some of it's draw due to the increased resort sprawl development if it isn't allowed to keep pace with its neighbors in town as well as other ski towns.

Park City is a unique town in that it is one of the only, if not only ski towns where you can ski all the way into the center of town. This should be an advantage the town can use to leverage itself over other ski towns and destinations but at the moment is done poorly. Adding a needed bed base to the Main Street core as well as replacing an aging Town Lift, while taming the difficult trails that lead into town would be beneficial in promoting the town as a premier ski town.

While I do feel that this project would be beneficial to this town, I should be honest and admit like most other residents have noted, the winter traffic on Empire Ave. is a disaster right now. Specifically, the parking is a disaster that cascades into other issues like pedestrians walking in the street and competing with cars while the cars themselves are not able to move freely on the street. In P.O. Box 681817 • Park City, Utah 84068 • 877-275-0801 • res@jupiterpeaklodge.com

www.jupiterpeaklodging.com

large part I believe that this is the result of poor parking enforcement on the lower end of the street, poorly delineated parking zones and poor snow removal and plowing. If the city and project developers could put forth a plan that deals with the specifics of how Empire and Lowell would be reconstructed with better lane and parking zone delineation, a commitment to enforce parking restrictions during winter and better snow removal then I believe many of these traffic problems would be alleviated.

What makes Park City Park City is its Main Street. It's Sundance, it's the Arts Festival. Main Street is what distinguishes Park City from other ski towns, and its accommodations and amenities need to keep pace with the other Park City locations and other ski towns if it is to remain competitive. If we don't allow the Main Street core to evolve responsibly and meet the needs of our guests, then I fear that the core will slowly decay until it becomes an afterthought to the guests of this town. I believe that the Treasure Hill Project and its developers balance these needs while still being responsible residents of the community.

Regards,



Brad R. Stewart

Owner, President

RumBunnies Beach Bar & Grill

Jupiter Peak Lodging, LLC

Empire House, LLC

OCT 20 2005
10:00 AM
CITY OF PARK CITY



October 21, 2005

Park City Planning Commission and Staff
Attn: Patrick Putt
P.O. Box 1480
Park City, UT 84060

Re.: Treasure Hill Development

Dear Planning Commission Members:

We represent the interests of the Park Station Condominium Home Owners Association (the HOA), with regard to the proposed Treasure Hill Development. Our project recently held its Annual Meeting and a number of owners present expressed substantial concerns about the development. As a Park City condominium project that is over 25-years old, with many owners having owned for years, we are hopeful that you will take our concerns to heart when reviewing this development.

Ski hill access: There is concern that the Treasure Hill development as proposed, combined with the use of a funicular, will minimize the convenience of the Old Town condominiums and residences making them less attractive from a rental and possibly, resale standpoint. The HOA would want assurances from the City that the development as proposed will not negatively impact the ability of the Old Town residences to access the ski hill either via the Town Lift, or via the Town Skier Bridge and would request written details as to how we will be able to access the mountain, and return to Old Town.

Park Station owners waited many years for the Town Lift and Skiers Bridge. They are disappointed that their access to the mountain will be interrupted for no other reason than to make a another development more attractive to the consumer.

Traffic: The HOA has reviewed the traffic survey as provided by the developer, and has read the City sponsored traffic review that supports the conclusions of the developers traffic survey. Regardless of the results of these surveys, the HOA believes that the traffic impact to the Old Town area will be substantial. We believe that as currently planned, traffic will use 8th Street and Crescent Tram and then proceed down Park Avenue especially on winter weekends when Lowell Avenue and Empire Avenue are at a standstill, contrary to the conclusions of the reports.

As you are no doubt aware, the Old Town area currently sees sizeable impact from day skiers during high occupancy periods as people access the Resort via the Town Lift. Already vehicles are parked along both sides of Park Avenue, and are even found parked in the parking lots of both the Park Station and Town Pointe projects which are adjacent to the Town Lift. We believe that the development of this project will further, and negatively, impact Old Town. We believe that the City should spend additional time considering the impact of traffic and street parking from this development on Old Town.

In closing, thank you for your thoughtful consideration of the HOA's concerns.

Sincerely,

Park Station Board of Trustees
Max Baca
Trudy Giesel
Mike Taylor
Bill Kashul
Bill Fahey

Kirsten Whetstone

From: Jim Hier
Sent: Saturday, October 22, 2005 9:20 AM
To: Leslie Herning; Kirsten Whetstone
Subject: RE: I tried kristens?

Leslie,
Thanks for the input. I'm forwarding this to Kirsten also. It didn't get to her because it is Kirsten, not Kristen.

Jim

From: Leslie Herning [mailto:leslieherning@yahoo.com]
Sent: Fri 10/21/2005 2:15 PM
To: Jim Hier
Subject: I tried kristens?

postmaster@parkcity.org wrote:

From: postmaster@parkcity.org
To: leslieherning@yahoo.com
Date: Fri, 21 Oct 2005 12:42:29 -0600
Subject: Delivery Status Notification (Failure)

This is an automatically generated Delivery Status Notification.

Delivery to the following recipients failed.

kristen@parkcity.org

Date: Fri, 21 Oct 2005 11:42:24 -0700 (PDT)
From: Leslie Herning <leslieherning@yahoo.com>
Subject: traffic problems sweenys project
To: kristen@parkcity.org

Hi Kristen,
My Name is Leslie Herning I live up on Lowell in the yellowslicker condo's. I've lived here for almost 4 years. Sorry its taken me so long to get this to you, I've been out of town alot.
One really big problem the sweenys project concerns me with is people getting hurt. I live right above the big S turn between Empire & Lowell, last winter I was walking my dog around 8pm there was a fire truck ambulance & another fire truck 2 of them were stuck on the S turn for about an hour. It was right near Fred Moores house, I think they had a problem with their chimney!!

10/24/2005

The other day I was walking my dog, and saw a large coke truck come up Empire, the truck took the turn and went into on coming traffic & almost caused a bad accident. Big Trucks & other vehicles come up that corner with alot of speed & go into on coming traffic. It is very dangerous. Please take this into consideration & also pass it along. I will try to contact the others but hoped you could pass along.. Thank You Very Much, I don't want anyone hurt on this corner or any where else.
Leslie Herning

Start your day with Yahoo! - Make it your home page!
<http://www.yahoo.com/r/hs>

[Yahoo! FareChase - Search multiple travel sites in one click.](#)