Planning Commission
Staff Report

PARK CITY 1884
PLANNING DEPARTMENT

Subject: **Treasure Hill**
Author: **Katie Cattan**
Date: **July 22, 2009**
Type of Item: **Administrative – Conditional Use Permit**

Summary Recommendations

Staff recommends that the Planning Commission review the traffic updates for the Treasure Hill Conditional Use Permit (CUP) as analyzed in the staff report and presented by the applicant, and discuss the project as a work session item. The focus of discussion should be traffic mitigation as it relates to the CUP review criteria 2, 4, 5, 6, and 13. A public hearing shall follow the work session during the regular meeting. The public hearing should be continued to August 22, 2009.

Topic

Applicant:	MPE, Inc.
Location:	Creole Gulch and Mid-station of Sweeney Properties MPD
Zoning:	Estate MPD (E-MPD)
Adjacent Land Use:	Ski resort area and residential
Reason for Review:	Conditional Use Permit is required per the Sweeney MPD
Topic of Discussion:	TRAFFIC

Background

The Sweeney Properties Master Plan (SPMP) was approved by the Planning Commission on December 18, 1985. The Hillside properties consist of Creole Gulch and the Mid-station. These Hillside properties are the last two parcels to be developed within the SPMP. The following is the maximum density allowed for each of the parcels:

Creole Gulch 7.75 acres
- 161.5 residential UEs
- 15.5 commercial UEs

Mid-station 3.75 acres
- 35.5 residential UEs
- 3.5 commercial UEs

Total 11.5 acres
- 197 residential UEs
- 19 commercial UEs

A residential UE is 2000 square feet and a commercial UE is 1000 square feet. Per the MPD, commercial UEs may only be used for support commercial use.

Under the SPMP, each development parcel is required to attain the approval of a Conditional Use Permit from the Planning Commission. On January 13, 2004, the applicant submitted a Conditional Use Permit application for the Creole Gulch and Mid-station sites. The CUP was reviewed by the Planning Commission from April 14, 2004 until April 26, 2006 in a series of twenty-three (23) previous meetings.

Summary of Recent Previous Meetings

January 7, 2009 - Planning Commission - Overview
Reviewed history of the original Sweeney Properties Master Plan, outlined the current review criteria for the current Conditional Use Permit, reviewed affordable housing plan (recommended on-site units), discussed review process, and setbacks.

February 11, 2009 – Planning Commission – Traffic
Staff provided the Planning Commission with an outline of the previous Planning Commission meetings regarding traffic. Staff outlined four issues raised within the previous Planning Commission review followed with specific questions. The topics were proposed use and traffic generation, pedestrian circulation, on-site parking, and displaced parking

February 26, 2009 – Housing Authority- Employee Housing
During this meeting, the Housing Authority directed the applicant to place the employee housing onsite.

April 22, 2009 – Planning Commission – Traffic
Attorney Jody Burnett, who had been retained as independent counsel to render an advisory opinion on the issue of vested rights for the Sweeney MPD presented his findings. Next, the applicant responded to concerns raised by the Planning Commission during the February 11, 2009 meeting that were outlined by staff in a letter. In general, the Planning Commission expressed concern that the proposed mitigation was creating too much of a burden on the adjacent neighborhood and that mitigation to Empire Avenue had not been addressed. (Note: Due to an issue with the recording device, the minutes of April 22, 2009 meeting are not currently available. A full recording has been obtained but the minutes have not been adopted.)

Analysis

Standard of Review for Conditional Use Permit (Traffic)
Land Management Code: Conditional Use Permit 15-1-10:

"The Planning Department will evaluate all proposed Conditional Uses and may recommend conditions of approval to preserve the character of the zone and to mitigate potential adverse effects of the Conditional Use.
A Conditional Use shall be approved if reasonable conditions are proposed, or can be imposed, to mitigate the reasonably anticipated detrimental effects of proposed use in accordance with applicable standards.

If the reasonable anticipated detrimental effects of a proposed conditional use cannot be substantially mitigated by the proposal or imposition of reasonable conditions to achieve compliance with applicable standards, the conditional use may be denied."

The Planning Department and Planning Commission must review each of the following items when considering whether or not the proposed conditional use mitigates impacts of the following criteria related to traffic:

2. Traffic considerations including capacity of the existing Streets in the area;
4. Emergency vehicle access;
5. Location and amount of off-street parking;
6. Internal vehicular and pedestrian circulation system;
13. Control of delivery and service vehicles, loading and unloading zones, and screening of trash pickup areas;

Overview of Traffic Mitigation
Traffic to and from the project has been the focus of the previous Planning Commission meetings. During the previous April 22, 2009 Planning Commission meeting, the applicant had proposed improvements to Lowell Avenue. The applicant had focused mitigation to make improvements to Lowell Avenue and prevent through traffic on Empire Avenue. It was proposed that the uphill side of Lowell would be utilized for parking and snow storage in 150 feet intervals. A sidewalk was proposed on the downhill side. The road would have to be widened within the right-of-way on the uphill side to prevent impact to the existing conditions (landscaping, driveways) on the downhill side of the road. The applicant proposed to mitigate traffic impacts to Empire Avenue through signs directing traffic to utilize Lowell Avenue and by constructing a staircase at 10th street to move people from Empire Avenue to the sidewalk on Lowell Avenue.

For the City to maintain the proposed mitigation, no parking would be allowed on Lowell Avenue between 2 am – 6 am in order to maintain the road with snow plowing to a level to accommodate the projected traffic. The same parking restrictions would apply to Empire Avenue due to the anticipated spill-over of cars from Lowell Avenue. The Planning Commission and the public voiced concern for the impact of this proposal on the local residents. Not all residents of Lowell and Empire have off street parking and parking is limited on those properties that do.

Since the April 22, 2009 meeting the applicant has changed the proposed mitigation. The following summarizes the newly proposed changes:

Empire Avenue
- All sections 31 feet wide including curb.
- Anticipate future public process involving all impacted properties to arrive at detailed design customizing sections to meet individual neighbor needs based on the three sections provided (Options A - C).

- Accommodate snow storage equivalent to present conditions.
- Suggest permit parking for residents and guests.
- All current right-of-way parallel, perpendicular, and driveway parking maintained. and located outside of the two travel lanes.
- Suggest 15 mph speed limit.
- Signs to limit truck traffic on Empire (subject to fine).
- Encourage traffic from Treasure project to utilize Lowell Avenue with left turn only sign.

Lowell Avenue and Manor Way

- Four foot sidewalk from Manor up Empire on downhill (east) side. The sidewalk will continue in front of Treasure and around to Lowell Avenue. In this section it will be 5 feet wide. The sidewalk will continue down Lowell on the uphill (west) side at 4 feet wide down to Manor Way.
- Removed previous proposal to construct 10th street stair between Lowell and Empire.
- Removed snow storage location on the project site.
- Cross walks added at Empire and Lowell.
- Do not support prohibiting parking between 2 – 6 am for snow removal. Suggest occasional snow emergencies where residents are noticed to move their cars for a period of time for snow removal as happens in the rest of Old Town.
- Additional cost of maintenance will be covered by project tax base.
- Agree to participate in cost of improvements north of Manor based on the projects pro rata share of traffic as determined by studies.

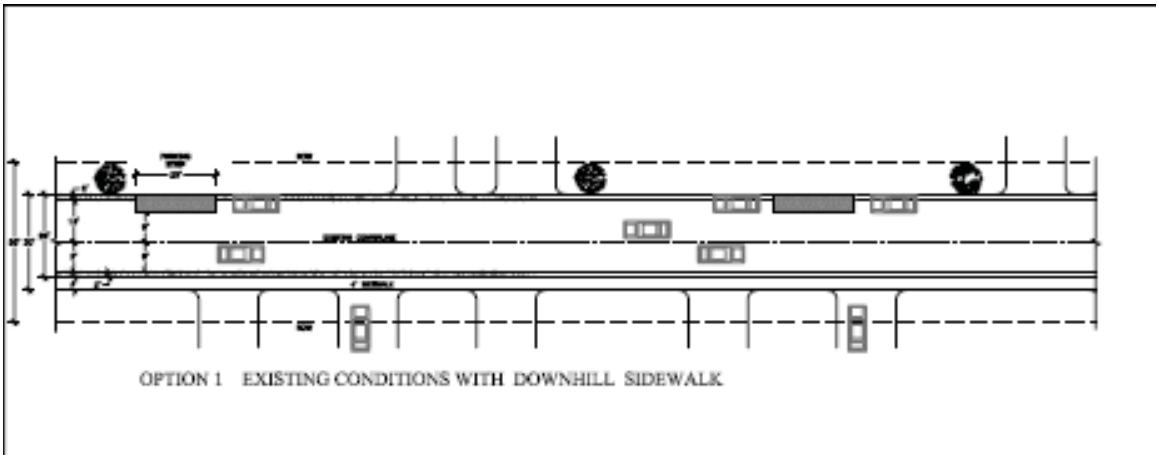
The new revisions also include changes to Lowell Avenue. Previously the sidewalk was proposed on the downhill side of the street. The City supported this location because it would result in greater utilization. By moving the sidewalk between the parking/snow storage and the retaining wall it will be very difficult to keep clear and will be utilized less. The applicant's engineer has stated that the two reasons for this modification to the plan are;

> "1) By putting the sidewalk on the downhill side of Empire Ave and on the uphill side of Lowell, it make for a continuous pedestrian path from the lower end of Empire all the way up and around the Treasure project and then down Lowell all the way to the Park City Mountain Resort without having to cross the street. The sidewalk was put on the downhill side of Empire because it creates the least impact to existing structures/driveways.
>
> 2) By putting the sidewalk on the uphill side of Lowell it allows for tailoring the grading to fit the existing conditions and approaches and is the option that creates the least impact to the existing conditions."

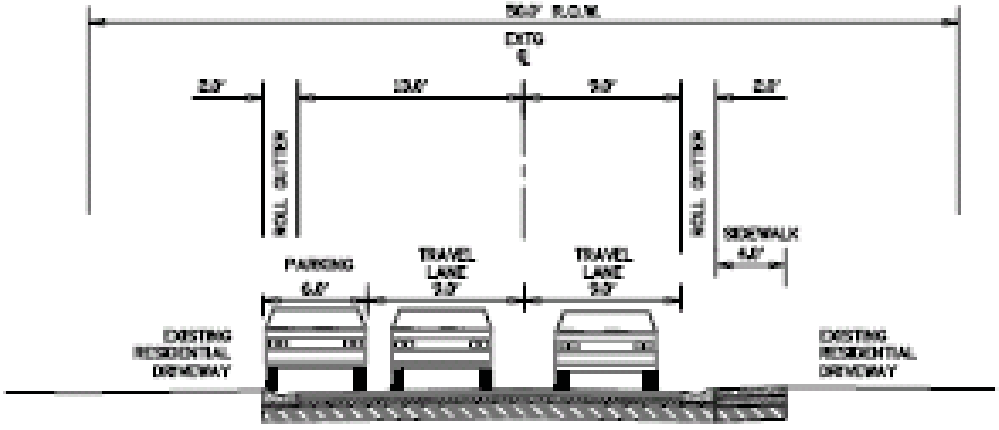
The three options proposed for Empire Avenue address the issues of pedestrian safety (introduction of sidewalk) and traffic calming (narrower streets). The customized approach to accommodate existing conditions is an improvement over the sole mitigation of signs to deter traffic. Each of the options decreases the width of travel

lanes and would be customized toward the existing conditions on the street. The City's analysis of the proposed options follows within the CUP analysis section of this report.

Option 1. Existing Conditions with Downhill Sidewalk on Empire. This Option includes two 9 feet wide travel lanes with a 2 ½ foot curb and gutter. Parking, landscaping, and a 4 feet wide sidewalk is also included.

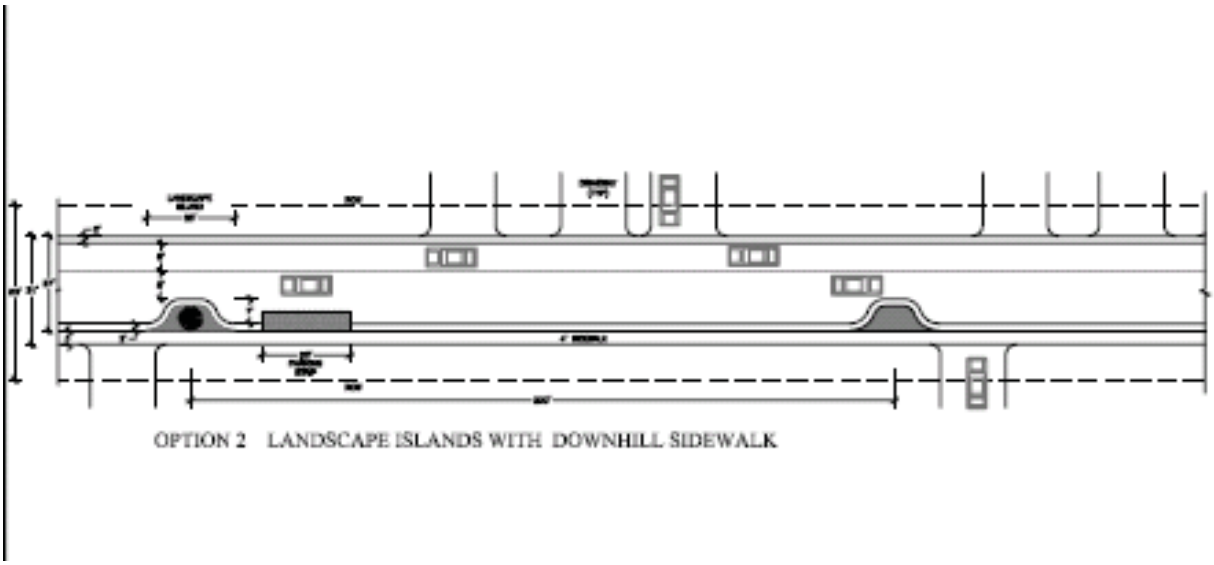


OPTION 1 EXISTING CONDITIONS WITH DOWNHILL SIDEWALK

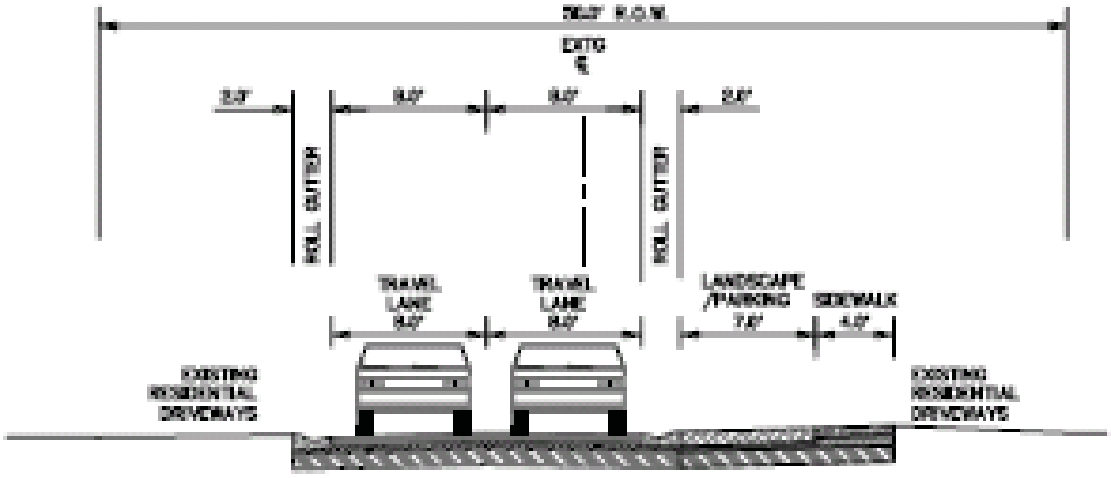


OPTION 1
TYPICAL ROAD SECTION

Option 2: Landscape Islands with Downhill Sidewalk on Empire. Option 2 includes two 8 feet wide travel lanes with 2 ½ foot curb and gutter on each side of the travel lanes. Alternating parking and landscape islands, and a 4 feet wide sidewalk is also included.

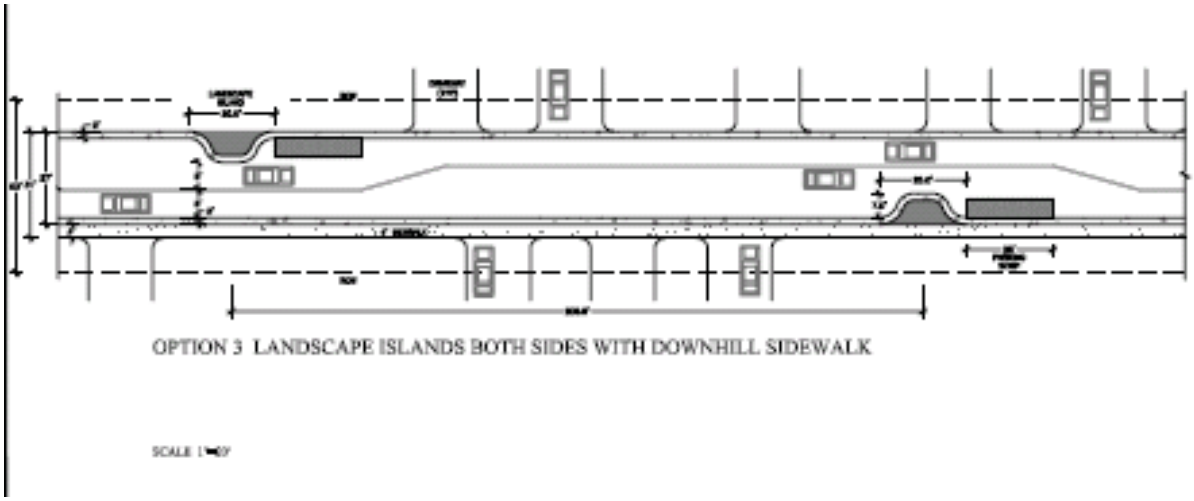


OPTION 2 LANDSCAPE ISLANDS WITH DOWNHILL SIDEWALK



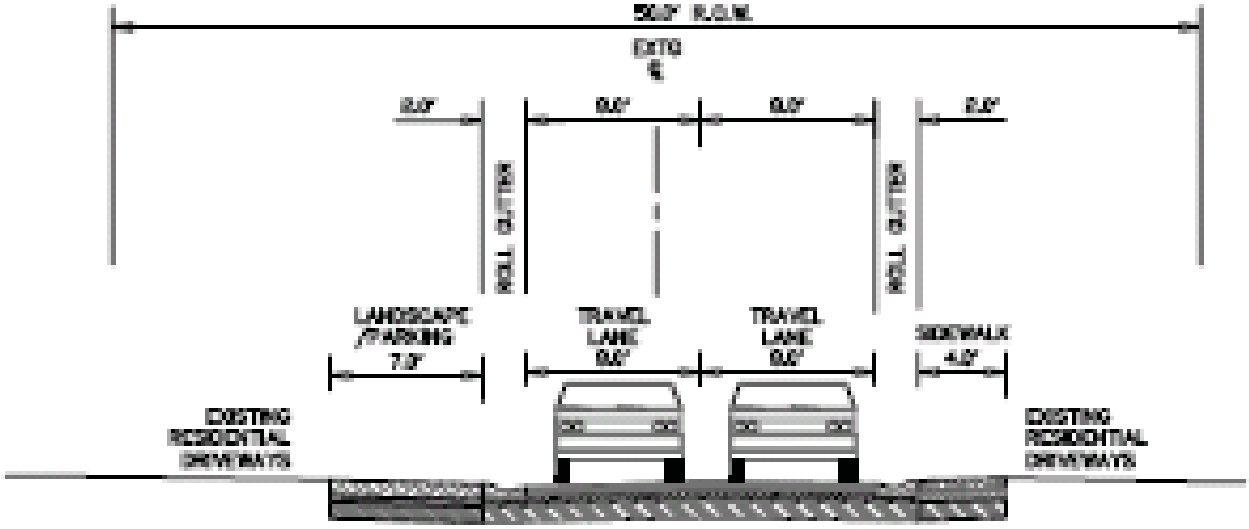
OPTION 2
TYPICAL ROAD SECTION

Option 3: Landscape Islands Both Sides with Downhill Sidewalk on Empire. Option 3 includes two 8 feet wide travel lanes with 2 ½ foot curb and gutter on each side of the travel lanes. Alternating parking and landscape islands on both sides of the street and a 4 feet wide sidewalk are also included.



OPTION 3 LANDSCAPE ISLANDS BOTH SIDES WITH DOWNHILL SIDEWALK

SCALE 1"=40'



OPTION 3
TYPICAL ROAD SECTION
SCALE: 1"=5'

The applicant has provided mitigation to decrease trips from the project once guest/residents have arrived.

- Cabriolet: Replace the current town lift with a cabriolet that will take guests from the project to Main Street and vice versa. The ski lift will begin at the project to take the public up the mountain. The hours of operation for the Cabriolet will mirror the hours of operation of the City buses.
- 8th Street Improvement: A staircase will be built up 8th street to the project creating safer pedestrian connectivity to Main Street.
- Bike and ski trail: The existing bike trail from the town lift will be graded more gradually to accommodate beginner bikers. The ski trail to Main Street will also be graded more gradually to accommodate beginner skiers.
- Ticket Sales: Ticket sales for skiing will be sold onsite so guests will not have to travel down Lowell Avenue to pick up tickets for skiing. Also, guests staying on Main Street or in the vicinity may take the cabriolet to the project to purchase ski tickets.
- Connectivity to public transportation: The cabriolet will unload at the town lift plaza on Main Street. This is on the public bus line and within walking distance to the City Transportation Center.
- Onsite amenities: Within the support commercial area there will be a convenient store onsite and food and beverage options.
- Storage. There are large storage areas included within the building plans to provide less dependency on daily deliveries of goods for onsite services.

The applicant has also submitted a proposal to decrease the demand to the site. Exhibit A is the Treasure Parking and Traffic Operations Plan. This plan includes:

- Personal vehicle minimization plan with a goal of 80% of hotel guests not driving a personal vehicle.
- No general public will be allowed to park onsite
- ½ of employees living on site will be allowed to have a parking spot onsite. Other employees will be encouraged to arrive via public transportation and cabriolet.
- Delivery schedules and check-in times will be managed during non-peak hours.
- Maps showing the use of Lowell and management of deliveries to only utilize Lowell.

Analysis of Conditional Use Permit

2. Traffic consideration including capacity of the existing Streets in the area
The PEC traffic study dated April 2, 2009 provided the following table projecting traffic.

Table Three

Type of Facility	# of Units	AM Trip Generation	PM Trip Generation	AM Peak Hour # Entering	AM Peak Hour # Exiting	PM Peak Hour # Entering	PM Peak Hour # Exiting
Hotel	200	63	61	37	27	30	31
Condominium/Townhouse	105	27	31	5	22	21	10
Employee Housing	58	18	21	4	14	14	7
Commercial	19	0	34	0	0	15	19
TOTAL		108	147	45	63	79	68

The applicant has provided staff with an updated traffic study which places the through traffic to the site on Lowell Avenue. The previous study distributed the traffic between the two streets. The PEC updated addendum (Exhibit B) dated June 25, 2009 states:

> "by moving that portion of the site traffic that was previously projected to use Empire Avenue over to Lowell Avenue, some of the traffic movements at the analysis intersections are projected to experience less delay, while other movements will experience increased delay. The net effect at both intersections is a minor increase in total intersection average delay. Both intersections are still projected to operate well within acceptable levels of delay in both the AM and PM peak periods on ski-days."

The original traffic study assumed road widths to be 25 feet. The City Engineer and the Public Works Transportation Manager have determined that in order to provide the level of service that will accommodate the projected traffic the roads must be maintained to a width of 25 feet as the PEC traffic study suggest. In order to maintain the 25 feet width, the City must impose the management practice of no parking between the hours of 2 am and 6 am. Currently, the parking on the street is not a problem due to the existing traffic levels. With increased traffic levels from the project, the road must be kept clear and therefore the additional demand requires that additional impact is mitigated.

The applicant has stated that "We no longer support the winter prohibition of parallel street parking from 2 AM to 6 AM." Then the applicant suggests "occasional snow emergencies where residents are noticed by the placement of temporary signs over existing to move their cars for a period of time to the designated snow storage areas having been previously cleared." City staff can not support the newly proposed snow management plan. The City utilizes the management practice of emergency snow removal in order to haul snow from tight residential streets. This management practice does not occur on a regular basis due to the impacts to the residents, the difficulty in logistics, and the expense. **In order to keep the width of the road to 25 feet on a daily basis through out the winter, the snow on Lowell Avenue and Empire**

Avenue must be cleared regularly and necessitates the removal of on-street parking nightly. (Emphasis Added) This management practice is consistent in old-town for high volume roads, including Park Avenue and Main Street.

The applicant asserts the increase in the snow removal cost on the street will be funded through the tax dollars generated from the development. The applicant estimated an increased contribution of $26,846 toward annual snow removal. Public Works has reviewed this number and has estimated that snow removal on the two roads maintaining 25 feet of width will cost the City $69,874.50 dollars annually, well above the amount contributed by the taxes of the project. (Exhibit C) Additionally, staff rejects the assertion that the applicant may rely upon or obligate future city councils to an enhanced level of service not generally available to the public as a mitigation method.

City staff asked the applicant to answer the following questions in response to the need to remove cars from Lowell and Empire between the hours of 2 – 6 am.

1. How many cars will be displaced due to the snow removal management plan?
2. Where will the displaced cars park?

Not all residents have off-street parking. City staff has requested a number associated with the number of residents actually impacted to determine if mitigation is achieved. If a number is known, then the Planning Commission can make a determination of an acceptable level where mitigation is achieved.

The applicant's response to these questions is not conclusive. Parking spaces were calculated within the general neighborhood by the applicant, but no definitive plan was proposed for displaced parking. The applicant has clarified that they do not feel an obligation to create parking for cars that are parked within the public right-of-way. The applicant will have the opportunity to discuss this point during the work session as staff does not have an explanation in writing.

Within the revisions, the applicant has addressed the Planning Commissions concern for pedestrian safety with the addition of a sidewalk. The side walk is proposed on the downhill side of Empire and the uphill side of Lowell. The City does not maintain sidewalks that are not on major connector streets. The only sidewalks maintained by the City are those which connect neighborhoods. (Example: Park Ave (224) Connecting Thaynes to Main Street, Upper Park Ave is not maintained). The upkeep of the sidewalk will be the responsibility of the residents. The City can not assume that the sidewalk will be maintained by the public at a level to protect the health and safety of the residents from the increase in traffic generated by Treasure. City staff finds that the sidewalk will not sufficiently mitigate the pedestrian safety issues due to inadequate snow removal. The previous snow removal cost did not include the maintenance of the sidewalk. The sidewalk plow mentioned in the bid is only slated for use for hauling, not for regular plow service. Public Works use the small sidewalk plow to get snow from around obstacles and out of the gutter during hauling events.

City Staff does not support the location of the sidewalk on the uphill side of Lowell Avenue. It is expected that the sidewalk will be utilized by the local residents more that

the visitors of the development. By placing the sidewalk closer to the majority of the existing neighbors on the downhill side it will be easier access for the residents and snow will melt more quickly. The challenges of locating the sidewalk on the uphill side include grade issues due to the steeper existing conditions and keeping a sidewalk cleared adjacent to the proposed snow storage areas.

Another concern of City Staff is the proposed improvements to Empire Avenue. The proposed landscape islands on Empire Avenue will necessitate ongoing planting, watering and maintenance, again creating another financial and labor burden on the City for years to come. The City Engineer has concern for the proposed travel lane width of 8 feet. A standard truck width of 7'9" not including the side mirrors.

4. Emergency vehicle access

The applicant has proposed three new options for Empire Avenue. Each of the options decreases the width of travel lanes and would be customized toward the existing conditions on the street. The Fire Marshall requires that all streets have a minimum width of 20 feet in a residential neighborhood. All three proposals comply with the Fire Marshall requirement.

7. Location and amount of off-street parking.

The parking for all buildings within the Sweeney Properties Master Plan Development is required to be provided on-site and in enclosed structures (Finding #5 of SPMP). The following parking requirement reflect sheet 22 of the exhibits of the MPD:

	Hotel Room Suite not to exceed 650 s. f.	Apt. not to exceed 1000 s.f.	Apt. not to exceed 1500 s.f.	Apt. not to exceed 2000 s.f.	Apt. in excess of 2000 s.f.
# of parking spaces	.66	1	1.5	2	2

It is important to note that the MPD calculation for parking only included parking for the residential units. It did not include a calculation for the 19 unit equivalents of support commercial and approximately 23,000 square feet of employee housing. The Housing Authority directed the applicant to provide a mixture of onsite housing. The following parking ratio requirements (LMC 15-3-6(A)) could be applied to the employee housing parking if the Planning Commission directs staff to include employee parking to the project.

Use	Parking Ratio (Number of Spaces)
Multi-unit Dwelling (Apartment/Condominium not greater than 650 sf floor area)	1 per Dwelling Unit
Multi-unit Dwelling (Apartment/Condominium greater than 650 sf and less than 100 sf floor area	1.5 per Dwelling Unit
Multi-unit Dwelling (Apartment/Condominium greater than 1,000 sf and less than 2,500 sf floor area	2 per Dwelling Unit
Dormitory	1 per 200 sf floor area devoted to accommodations

Per the MPD calculation for parking, the development is required to have 366 spaces. The proposed project contains 424 parking spaces. During the April 22, 2009 Planning Commission meeting, several Commissioners stated that they would not support any parking in excess of the MPD requirement.

Since the April 22, 2009 meeting, the applicant contracted Project Engineering Consultants to conduct a parking generation study (Exhibit D). This study calculated the parking based on the proposed uses. The raw parking generation analysis estimated 833 spaces on the weekend as the greatest demand. The study then introduced a parking reduction of 10% for the residential uses and 90% for the support commercial. The study explains that the support commercial is "intended for the use of the resort guest only. Therefore no public parking is provided. However, a certain amount of parking will be needed for managers/employees living off-site, service issues, etc. 90% reduction was assumed." After introducing the reductions the reduced parking generation identified a need for 435 parking spots. The applicant is proposing a net of 424 parking spaces. No public parking is proposed within the 424 parking spaces. The additional 58 spaces proposed will be utilized by staff (living onsite and off) and service vehicles. The applicant has estimated that 300 employees will be necessary to manage Treasure. 300 is the total amount of employees within all the rotating shifts.

The applicant has not changed his perspective on the requested decrease in onsite parking. The following statement is from the previous response letter dated April 2, 2009:
"With respect to reducing onsite parking, we are not willing to do this. The intent of the Master Plan parking requirement was to establish a minimum number of parking spaces not a maximum. It is advantageous for the project and the City to build more parking in order to reduce parking pressure on neighboring streets and employee parking pressure in the vicinity of the Town Lift base. Furthermore, since the parking is required to be located below finish grade, it has no effect on mass."

LMC 15-3-7 (A) states:

> In Master Planned Developments and in review of Conditional Use Permits, the initial parking requirement is determined by referring to the requirements for the use and the underlying zone. The Planning Commission may reduce this initial parking requirement to prevent excessive parking and paving. The applicant must prove by a parking study that the proposed parking is adequate."

Staff disagrees with the applicant on the establishment of minimum not maximum parking levels. The Code gives the Planning Commission the authority to reduce the amount of parking in the CUP review. Also, to address the applicants' last point, below-grade parking does affect above-grade mass in that other support uses could be provided below grade instead of parking. These uses occupying above-grade mass, if reduced, would therefore reduce the above-grade mass as well.

Staff requests discussion on employee housing and parking.

Staff requests input from the Planning Commission regarding whether the applicant has proven that the proposed parking is adequate or should be reduced from the initial determination.

6. Internal vehicular and pedestrian circulation system

The internal vehicular circulation system will be further analyzed during mass and scale of the building. The Planning Commission has been focused on the traffic patterns off-site. This CUP criterion will be further explored during a later meeting.

13. Control of delivery and service vehicles, loading and unloading zones, and screening of trash pickup areas;

Control of delivery and service vehicles has been analyzed during the traffic portion of the review. The applicant is proposing the utilization of signs to prohibit through truck traffic. The applicant is also proposing to improve Empire Avenue with a sidewalk, landscaping, and parking to preserve the residential experience of the street and slow down through traffic. According to the applicant, the new design will deter delivery and service vehicles from utilizing Empire Avenue. Staff is skeptical of this proposal in that access to and from the project on Empire will not be encumbered by Stop signs while the route utilizing Lowell has a three-way Stop at Lowell and Manor Way and a Stop sign on Manor onto Empire. Further, unenforced signs have no effect and frequent delivery trucks will quickly utilize the fastest route to and from the project which will continue to be Empire Avenue.

Loading and unloading zones are located onsite and do not effect the traffic circulation. The trash pickup areas are also located within the project and do not effect the current analysis on traffic circulation.

Exhibits
Exhibit A – Treasure Parking and Operations Plan
Exhibit B – PEC 6th Addendum to Traffic Analysis
Exhibit C – Cost Calculation by City Staff
Exhibit D – PEC 5th Addendum to Traffic Analysis (Parking Study)
Exhibit E – Alta Engineering road sections for Empire and Lowell
Exhibit F – PEC Updated Walkability Study
Exhibit G – Sketch of Empire Avenue and Lowell Avenue changes

Summary Recommendations
Staff recommends that the Planning Commission review the traffic updates for the Treasure Hill Conditional Use Permit (CUP) as analyzed in the staff report and presented by the applicant, and discuss the project as a work session item. The focus of discussion should be traffic mitigation as it relates to the CUP review criteria 2, 4, 5, 6, and 13. A public hearing shall follow the work session during the regular meeting. The public hearing should be continued to August 22, 2009.

During the August 22, 2009 work session, the applicant will host a site visit for the Planning Commission and the public at 5pm leaving from the town lift plaza. Staff plans to begin the analysis on mass, scale, architecture, and compatibility during the next meeting.

July 16, 2009

Proposed Treasure Parking and Traffic Operations

When Treasure (the "Project") opens, it is estimated the Project will employ approximately 300 persons, including the PCMR employees operating the Town Cabriolet gondola and Treasure Express ski lift. That number is spread over 24 hours, 7 days a week, for one year. It assumes a 2080 hour full time equivalent. That is an average of 71 employees per hour. During busy times it is reasonable to assume there will be upward of a hundred employees working. Keep in mind that over a 24-hour period, the number of employees will fluctuate because of the differing requirements for various operating hours. In addition there will be seasonal variation.

A personal vehicle minimization program for employees and guests will be implemented when Treasure opens for business and owner occupancy takes place. Hotel guests will be encouraged and incentivized to use shuttles or limo services from the airport directly to Treasure. It may be possible to bundle the shuttle price into the room rate. Additionally, it will be explained to incoming Treasure's guests that it is unnecessary to have a personal vehicle onsite because of the availability of free, easily-accessible public transportation, that public transit can transport guests quickly and efficiently to the other two local ski resorts and to many other nearby locations. Most importantly, it will be explained that they are within a minute ride on the Town Cabriolet gondola to Main Street with its eclectic shops, entertainment, and fine and casual dining. The desired goal will be to have 80% of guests arrive without a personal vehicle. Currently, some lodging facilities in Park City are exceeding 60% guest arrivals without personal vehicles. Condominium association documents will be subject to the development agreement with Park City Municipal Corporation with respect to the forgoing and should insure that the Project operator works towards this end.

Nonetheless, keep in mind there will invariably be some full time residents in the Project and guests that have plans that will require personal vehicles. It is not our intent to restrict or limit the freedom of this type of Project resident.

There will be approximately 50 employee parking spaces onsite primarily assigned to those living onsite. The Housing Authority's has expressed a desire to have a mixed use employing housing configuration, i.e., dorm space and two-bedroom family units. It is estimated that approximately 100 employees will live in the Project. There will be limited onsite parking for service providers. Offsite employees living within Park City will be asked to walk, ride bikes or take public transit and the Town Cabriolet gondola to access Treasure. A shuttle service will be provided for employees as needs dictate.

MPE, INC., PO Box 2429, Park City, UT 84060 • (801) 244-9696 • info@treasureparkcity.com

Employees living outside of Park City will be encouraged to use the Park & Rides and take public transportation to the Town Lift Base and from there use the Town Cabriolet gondola to access the Project.

To further restrict vehicular traffic to Treasure, there will be no general public parking. Only individuals residing in the Project and their authorized guests will be permitted to use Treasure's parking. To minimize the traffic impact of hotel guests, arrival and checkout times will be scheduled avoid the peak day skier traffic to and from Park City. Delivery vehicles will be scheduled to avoid peak traffic as well, and, ample underground storage space will be provided to provide flexibility and help limit the number of delivery trips.

Guests that drive to Treasure will be provided a map detailing "How to Drive to Treasure using Lowell Avenue." Delivery vehicles will be instructed to use only Lowell Avenue. Vehicles leaving Treasure will be directed to drive down Lowell Avenue. Through truck traffic will be prohibited on Empire Avenue. The goal is to minimize Treasure's traffic on Empire Avenue. Treasure is recommending that both Lowell and Empire Avenues be redesigned and reconstructed to present an image of a neighborhood, pedestrian-friendly, secondary streets, all be it with Lowell having the greater traffic capacity.

MPE, INC., PO Box 2429, Park City, UT 84060 • (801) 244-9696 • info@treasureparkcity.com

PROJECT ENGINEERING CONSULTANTS

June 25, 2009

Matthew Cassel, P.E.
Park City Engineer
445 Marsac Avenue
P.O. Box 1480
Park City, UT 84060-1480

RE: Sixth Addendum to the Treasure Hill Traffic Impact Analysis, July, 2004
Intersection Operations Limiting Development Traffic on Empire Avenue

Dear Mr. Cassel,

Project Engineering Consultants (PEC) has performed a re-analysis of the anticipated traffic impacts of the site traffic on the local street system. This new analysis is due to changes to the development plan made to minimize the use of Empire Avenue south of Manor Way by traffic to and from the development.

The proposed change affects the traffic projections and analysis at the Manor Way intersections with Lowell Avenue and Empire Avenue. The original traffic study analyzed the traffic operations for both the Design Non Ski-Day and the Design Ski-Day. Because the Design Ski-Day is the "worst case" this re-analysis includes only that scenario. The results of the re-analysis are presented in Table 1 below. The highway capacity output sheets for each analysis run are attached.

Table 1 – Design Ski-Day Summary

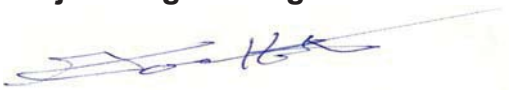
	Empire / Manor		***Lowell / Manor***	
	AM Peak	PM Peak	AM Peak	PM Peak
Total Intersection	*A / 8.6*	*B / 10.6*	*A / 7.7*	*B / 11.4*
Northbound	*A / 7.9*	*A / 8.6*	*A / 7.3*	*B / 10.7*
Southbound	*A / 8.1*	*A / 9.4*	*A / 7.9*	*B / 12.3*
Eastbound	*A / 9.2*	*B / 11.7*	*N/A*	*N/A*
Westbound	*N/A*	*N/A*	*A / 8.3*	*B / 11.3*
Legend: A / 8.7 A = Level of Service 8.7 = Delay Time in Seconds				

By moving that portion of the site traffic that was previously projected to use Empire Avenue over to Lowell Avenue, some of the traffic movements at the analysis intersections are projected to experience less delay, while other movements will experience increased delay. The net effect at both intersections is a minor increase in total intersection average delay. Both intersections are still projected to operate well within acceptable levels of delay in both the AM and PM peak periods on ski-days.

After a review of this addendum, if there are any questions or need for further clarifications, please contact me at your earliest convenience.

Respectfully,

Project Engineering Consultants



Gary Horton, P.E.
Principal

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	*KJF*
Agency/Co.	*PEC*
Date Performed	*6/25/2009*
Analysis Time Period	*AM Peak*

Site Information

Intersection	*Manor/Empire*
Jurisdiction	*Park City*
Analysis Year	*Total Traffic - Ski Day*

Project ID *Treasure Hill TIA - Addendum 6*

East/West Street: *Manor Way* North/South Street: *Empire Avenue*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume	*179*	*0*	*2*	*0*	*0*	*0*
%Thrus Left Lane	*50*			*50*		

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume	*2*	*41*	*0*	*0*	*53*	*117*
%Thrus Left Lane	*50*			*50*		

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	*LR*				*LT*		*TR*	
PHF	*0.90*				*0.90*		*0.90*	
Flow Rate	*200*				*47*		*188*	
% Heavy Vehicles	*0*				*0*		*0*	
No. Lanes	*1*		*0*		*1*		*1*	
Geometry Group	*1*				*1*		*1*	
Duration, T	*0.25*							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	*1.0*				*0.0*		*0.0*	
Prop. Right-Turns	*0.0*				*0.0*		*0.7*	
Prop. Heavy Vehicle								
hLT-adj	*0.2*	*0.2*			*0.2*	*0.2*	*0.2*	*0.2*
hRT-adj	*-0.6*	*-0.6*			*-0.6*	*-0.6*	*-0.6*	*-0.6*
hHV-adj	*1.7*	*1.7*			*1.7*	*1.7*	*1.7*	*1.7*
hadj, computed	*4.61*				*4.61*		*4.61*	

Departure Headway and Service Time

hd, initial value	*3.20*				*3.20*		*3.20*	
x, initial	*0.18*				*0.04*		*0.17*	
hd, final value	*4.61*				*4.61*		*4.61*	
x, final value	*0.26*				*0.06*		*0.21*	
Move-up time, m	*2.0*				*2.0*		*2.0*	
Service Time	*2.6*		*2.6*		*2.6*		*2.6*	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity	*450*				*297*		*438*	
Delay	*9.18*				*7.90*		*8.12*	
LOS	*A*				*A*		*A*	
Approach: Delay	*9.18*				*7.90*		*8.12*	
LOS	*A*				*A*		*A*	
Intersection Delay	*8.58*							
Intersection LOS	*A*							

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	*KJF*
Agency/Co.	*PEC*
Date Performed	*6/25/2009*
Analysis Time Period	*PM Peak*

Site Information

Intersection	*Manor/Empire*
Jurisdiction	*Park City*
Analysis Year	*Total Traffic - Ski Day*

Project ID *Treasure Hill TIA - Addendum 6*

East/West Street: *Manor Way* North/South Street: *Empire Avenue*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume	*292*	*0*	*16*	*0*	*0*	*0*
%Thrus Left Lane	*50*			*50*		

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume	*2*	*55*	*0*	*0*	*85*	*130*
%Thrus Left Lane	*50*			*50*		

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	*LR*				*LT*		*TR*	
PHF	*0.90*				*0.90*		*0.90*	
Flow Rate	*341*				*63*		*238*	
% Heavy Vehicles	*0*				*0*		*0*	
No. Lanes	*1*		*0*		*1*		*1*	
Geometry Group	*1*				*1*		*1*	
Duration, T	*0.25*							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	*1.0*				*0.0*		*0.0*	
Prop. Right-Turns	*0.0*				*0.0*		*0.6*	
Prop. Heavy Vehicle								
hLT-adj	*0.2*	*0.2*			*0.2*	*0.2*	*0.2*	*0.2*
hRT-adj	*-0.6*	*-0.6*			*-0.6*	*-0.6*	*-0.6*	*-0.6*
hHV-adj	*1.7*	*1.7*			*1.7*	*1.7*	*1.7*	*1.7*
hadj, computed	*4.79*				*4.79*		*4.79*	

Departure Headway and Service Time

hd, initial value	*3.20*				*3.20*		*3.20*	
x, initial	*0.30*				*0.06*		*0.21*	
hd, final value	*4.79*				*4.79*		*4.79*	
x, final value	*0.45*				*0.09*		*0.30*	
Move-up time, m	*2.0*				*2.0*		*2.0*	
Service Time	*2.8*		*2.8*		*2.8*		*2.8*	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity	*591*				*313*		*488*	
Delay	*11.70*				*8.60*		*9.43*	
LOS	*B*				*A*		*A*	
Approach: Delay	*11.70*				*8.60*		*9.43*	
LOS	*B*				*A*		*A*	
Intersection Delay	*10.55*							
Intersection LOS	*B*							

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	*KJF*
Agency/Co.	*PEC*
Date Performed	*6/25/2009*
Analysis Time Period	*AM Peak*

Site Information

Intersection	*Manor/Lowell*
Jurisdiction	*Park City*
Analysis Year	*Total Traffic - Ski Day*

Project ID *Treasure Hill TIA - Addendum 6*

East/West Street: *Manor Way* North/South Street: *Lowell Avenue*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume	*0*	*0*	*0*	*94*	*0*	*0*
%Thrus Left Lane	*50*			*50*		

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume	*0*	*0*	*140*	*37*	*32*	*0*
%Thrus Left Lane	*50*			*50*		

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration			*L*		*R*		*LT*	
PHF			*0.90*		*0.90*		*0.90*	
Flow Rate			*104*		*155*		*76*	
% Heavy Vehicles			*0*		*0*		*0*	
No. Lanes	*0*		*1*		*1*		*1*	
Geometry Group			*1*		*1*		*1*	
Duration, T	*0.25*							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns			*1.0*		*0.0*		*0.5*	
Prop. Right-Turns			*0.0*		*1.0*		*0.0*	
Prop. Heavy Vehicle								
hLT-adj			*0.2*	*0.2*	*0.2*	*0.2*	*0.2*	*0.2*
hRT-adj			*-0.6*	*-0.6*	*-0.6*	*-0.6*	*-0.6*	*-0.6*
hHV-adj			*1.7*	*1.7*	*1.7*	*1.7*	*1.7*	*1.7*
hadj, computed			*0.00*		*0.00*		*0.00*	

Departure Headway and Service Time

hd, initial value			*3.20*		*3.20*		*3.20*	
x, initial			*0.09*		*0.14*		*0.07*	
hd, final value			*0.00*		*0.00*		*0.00*	
x, final value			*0.13*		*0.16*		*0.09*	
Move-up time, m			*2.0*		*2.0*		*2.0*	
Service Time								

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity			*354*		*405*		*326*	
Delay			*8.27*		*7.31*		*7.86*	
LOS			*A*		*A*		*A*	
Approach: Delay			*8.27*		*7.31*		*7.86*	
LOS			*A*		*A*		*A*	
Intersection Delay	*7.73*							
Intersection LOS	*A*							

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	*KJF*
Agency/Co.	*PEC*
Date Performed	*6/25/2009*
Analysis Time Period	*PM Peak*

Site Information

Intersection	*Manor/Lowell*
Jurisdiction	*Park City*
Analysis Year	*Total Traffic - Ski Day*

Project ID *Treasure Hill TIA - Addendum 6*

East/West Street: *Manor Way* North/South Street: *Lowell Avenue*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume	*0*	*0*	*0*	*180*	*0*	*0*
%Thrus Left Lane	*50*			*50*		

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume	*0*	*0*	*327*	*181*	*112*	*0*
%Thrus Left Lane	*50*			*50*		

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration			*L*		*R*		*LT*	
PHF			*0.90*		*0.90*		*0.90*	
Flow Rate			*200*		*363*		*325*	
% Heavy Vehicles			*0*		*0*		*0*	
No. Lanes	*0*		*1*		*1*		*1*	
Geometry Group			*1*		*1*		*1*	
Duration, T	*0.25*							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns			*1.0*		*0.0*		*0.6*	
Prop. Right-Turns			*0.0*		*1.0*		*0.0*	
Prop. Heavy Vehicle								
hLT-adj			*0.2*	*0.2*	*0.2*	*0.2*	*0.2*	*0.2*
hRT-adj			*-0.6*	*-0.6*	*-0.6*	*-0.6*	*-0.6*	*-0.6*
hHV-adj			*1.7*	*1.7*	*1.7*	*1.7*	*1.7*	*1.7*
hadj, computed			*0.00*		*0.00*		*0.00*	

Departure Headway and Service Time

hd, initial value			*3.20*		*3.20*		*3.20*	
x, initial			*0.18*		*0.32*		*0.29*	
hd, final value			*0.00*		*0.00*		*0.00*	
x, final value			*0.32*		*0.44*		*0.46*	
Move-up time, m			*2.0*		*2.0*		*2.0*	
Service Time								

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity			*450*		*613*		*575*	
Delay			*11.32*		*10.73*		*12.28*	
LOS			*B*		*B*		*B*	
Approach: Delay			*11.32*		*10.73*		*12.28*	
LOS			*B*		*B*		*B*	
Intersection Delay	*11.43*							
Intersection LOS	*B*							

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Treasure Hill
Snow removal/ Hauling

Empire Ave and Lowell Ave will require enhanced levels of snow removal/hauling during a typical snow fall season. Comparisons can be made between current efforts along Park Ave with Lowell and Empire. Below illustrates cost and effort of a single snow haul.

Contract Support

Service	Hourly rate	Quantity	Hours	Total
Haul trucks	$85.00	18	10	$15,300.00
Dump site dozer	$120.00	1	10	$1,200.00
				$16,500.00

City Services

Service	Hourly rate	Quantity	Hours	Total
Loader w/ blade	103.10	1	10	$1,031.00
Unimog	96.30	1	10	$963.00
Two ton truck w salt	62.60	2	10	$626.00
Sidewalk plow	62.60	1	10	$626.00
Loader with snow blower	180.55	1	10	$1,805.50
Traffic Control officers	40.00	2	10	$800.00
Variable message boards	120.00 day	2	1 day	$240.00
Mechanic	30.00	1	10	$300.00
Supervisor	40.00	1	10	$400.00
				$6,791.50
			Total per event	$ 23,291.50

Staff budgets for three snow hauling events along Park Ave and Main Street during a typical season. This level of service is consistent with proposed level of service for Lowell and Empire Ave.

Providing expended service to Lowell Ave and Empire Ave will cost **$69,874.50** for a typical snow season.

PROJECT ENGINEERING CONSULTANTS

June 18, 2009

Matthew Cassel, P.E.
Park City Engineer
445 Marsac Avenue
P.O. Box 1480
Park City, UT 84060-1480

RE: Fifth Addendum to the Treasure Hill Traffic Impact Analysis, July, 2004 Parking Generation Study

Dear Mr. Cassel,

Upon your request, Project Engineering Consultants (PEC) has performed a parking generation study to estimate the demand for parking that the Treasure Hill development in Park City would be expected to create. We have used information provided in the Traffic Impact Analysis completed in July, 2004 (including addendums 1-4), as well as information provided via other submitted development documents.

Forecasts of vehicle parking demand for the proposed development were calculated using the 3rd edition of *Parking Generation*, published by the Institute of Transportation Engineers (ITE). Land use codes that matched the codes in the original traffic impact analysis were used to estimate the trips generated by the facility with the exception of the hotel support commercial. The original traffic impact analysis used land use code 814: Specialty Retail which is not currently available in *Parking Generation*. Land use code 820: Shopping Center was the closest available land use and was used in place of the original land use code. Regression equations were used to determine the parking generation. Details of the land use codes and generation rates used are attached.

Table 1 - Raw Parking Generation

Type of Facility	***# of Units***	***Weekday Parking Generation***	***Weekend Parking Generation***
Hotel	202	168	235
Condominium/Townhouse	103	176	143
Hotel/Resort Support Commercial	19	189	394
Employee Housing	58	57	61
TOTAL		590	833

Details on how each land use was used in this analysis include:

- Land Use 310: Hotel – The data for this land use was fairly limited. Actual parking generation data was only available for the Weekday peak period. However, in the accompanying description of the data, the Parking Generation document noted that Saturday parking demand rates averaged 40 percent higher than the weekday rates. Therefore, calculated weekday rates were increased by 40 percent to reflect estimated weekend rates.
- Land Use 230: Residential Condominium/Townhouse – Similar to the Hotel land use, no data was available for weekend parking generation rates. However, the description of the data stated that in one set of data, the Saturday peak demand was 19 percent lower than the weekday demand. Therefore, calculated weekday rates were reduced by 19 percent to obtain estimates for weekend demand.
- Land Use 820: Shopping Center (used for the hotel support commercial) – This land use had substantial data and included data for weekday (December), weekday (non-December), and separate data for Friday, Saturday, and Sunday for both December and non-December. For the purposes of this analysis, the Mon.-Thurs. (December) data was used to estimate the weekday parking demand and the Sunday (December) data was used to estimate weekend parking demand at the proposed development. An assumption was made that the difference in December vs. non-December parking demand was similar to the difference in ski-day vs. non-ski-day demand at the proposed development.
- Land Use 221: Low/Mid-Rise Apartment (used for employee housing) – This land use was chosen as best representing the parking generation for the employee housing. PEC was informed that approximately 23,000 SF of employee housing will be provided. It was assumed that 400 SF of space (dormitory style) would approximate the parking generation of one urban low/mid-rise apartment, resulting in 58 units for analysis purposes. The weekday urban peak period and Saturday urban peak period from *Parking Generation* were used.

Similar to the original traffic impact analysis, the raw estimated parking demand was calculated assuming no interaction or internal sharing of trips by the different land uses. This is unrealistic considering the mixed use nature of the development and the high probability of shared trips between the different land uses. In the original traffic impact analysis, a reduction was made to the calculated trips to account for the trips that are made internal to the development. In addition, trips were further reduced to account for the addition of on-site employee housing. Similarly, a portion of the parking demand is expected to be shared between the different land uses. This is especially true of the support commercial, where a large portion of visitors to these areas will be patrons of the Hotel, residents of the Condominium/Townhomes, or employees.

However, the reduction in parking demand due to shared demand is not expected to be as great as the reduction in vehicle trips. In some instances, the reduction in vehicle trips does not correlate to a similar reduction in parking demand. Some examples of this could include patrons of the Hotel that access Main Street via the gondola or walking and employees who live on site and walk to work, Main Street, etc. In both of these examples, there is justification for reducing the number of vehicle trips. However, the demand for parking still exists since, in both cases, the patron and employee still have a car parked in the project.

Addendum four of the traffic impact analysis showed a reduction in trips (compared to the raw numbers) of 55% with on-site employee housing. The reduction in trips was applied across the board for the various land uses. Many of the mitigating factors that allow for that reduction also apply to the parking need, but for the reasons stated above, the reduction in parking generation is expected to be somewhat less. The assumed reductions for each of the land uses are as described below:

- Residential Uses (Hotel, Condominium/Townhouse, and Employee Housing) – While vehicle trips for these land uses are greatly reduced by the ability to walk or ride the cabriolet, the reduction in parking demand is expected to be modest. For purposes of this study, a 10% reduction was assumed.
- Hotel/Resort Support Commercial – These facilities are intended for the use of the resort guests only. Therefore no public parking is provided. However, a certain amount of parking will be needed for managers/employees living off-site, service issues, etc. 90% reduction was assumed.

The reduced parking generation is shown in Table 2.

Table 2 – Reduced Parking Generation

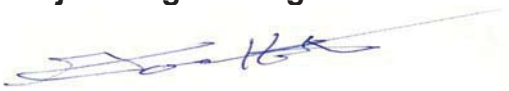
Type of Facility	***# of Units***	***Weekday Parking Generation***	***Weekend Parking Generation***
Hotel	202	151	212
Condominium/Townhouse	103	158	129
Hotel/Resort Support Commercial	19	19	39
Employee Housing	58	51	55
TOTAL		379	435

Based on the information presented in this addendum, PEC recommends that approximately 435 parking spaces be provided to service the expected parking demand at the Treasure Hill development.

After a review of this addendum, if there are any questions or need for further clarifications, please contact me at your earliest convenience.

Respectfully,

Project Engineering Consultants



Gary Horton, P.E.
Principal

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Land Use: 221
Low/Mid-Rise Apartment

Land Use Description

Low/mid-rise apartments are rental dwelling units located within the same building with at least three other dwelling units, for example quadraplexes and all types of apartment buildings. The study sites in this land use have one, two, three, or four levels. High-rise apartment (Land Use 222) is a related use.

Database Description

The database consisted of a mix of suburban and urban sites. Parking demand rates at the suburban sites differed from those at urban sites and therefore the data were analyzed separately.

- Average parking supply ratio: 1.4 parking spaces per dwelling unit (44 study sites). This ratio was the same at both the suburban and urban sites.
- Suburban site data: average size of the dwelling units at suburban study sites was 1.7 bedrooms and the average parking supply ratio was 0.9 parking spaces per bedroom (three study sites).
- Urban site data: average size of the dwelling units was 2.2 bedrooms with an average parking supply ratio of 0.8 spaces per bedroom (eight study sites).

Saturday parking demand data were only provided at two suburban sites. The average Saturday parking demand at these two sites was 1.13 vehicles per dwelling unit.

One urban site with 15 dwelling units was counted on a Sunday during consecutive hours between 1:00 p.m. and 5:00 a.m. Peak parking demand occurred between 12:00 and 5:00 a.m. and was measured at 1.00 vehicle per dwelling unit.

About half of the urban sites were identified as affordable housing.

Several of the suburban study sites provided data regarding the number of bedrooms in the apartment complex. Although these data represented only a subset of the complete database for this land use, they demonstrated a correlation between number of bedrooms and peak parking demand. Study sites with an average of less than 1.5 bedrooms per dwelling unit in the apartment complex reported peak parking demand at 92 percent of the average peak parking demand for all study sites with bedroom data. Study sites with less than 2.0 but greater than or equal to 1.5 bedrooms per dwelling unit reported peak parking demand at 98 percent of the average. Study sites with an average of 2.0 or greater bedrooms per dwelling unit reported peak parking demand at 13 percent greater than the average.

Land Use: 221
Low/Mid-Rise Apartment

For the urban study sites, the parking demand data consisted of single or discontinuous hourly counts and therefore a time-of-day distribution was not produced. The following table presents a time-of-day distribution of parking demand at the suburban study sites.

Based on Vehicles per Dwelling Unit (Suburban)	*Weekday Data*	
Hour Beginning	Percent of Peak Period	Number of Data Points*
12:00–4:00 a.m.	100	19
5:00 a.m.	96	15
6:00 a.m.	92	22
7:00 a.m.	74	15
8:00 a.m.	64	2
9:00 a.m.	–	0
10:00 a.m.	–	0
11:00 a.m.	–	0
12:00 p.m.	–	0
1:00 p.m.	–	0
2:00 p.m.	–	0
3:00 p.m.	–	0
4:00 p.m.	44	1
5:00 p.m.	59	1
6:00 p.m.	69	1
7:00 p.m.	66	10
8:00 p.m.	75	9
9:00 p.m.	77	11
10:00 p.m.	92	26
11:00 p.m.	94	11

* Subset of database

Parking studies of apartments should attempt to obtain information on occupancy rate and on the mix of apartment sizes (in other words, number of bedrooms per apartment and number of units in the complex). Future parking studies should also indicate the number of levels contained in the apartment building.

Additional Data

- Apartment occupancy can affect parking demand ratio. In the United States, successful apartment complexes commonly have a vacancy rate between 5 and 8 percent.[2]
- While auto ownership has increased over time, based on the limited data sample, the parking demand ratios for the provided data set did not vary significantly with age. There is a wide range of data from the 1960s to 2000s (primarily from the 1980s to 2000s) in the database. In fact, a series of surveys conducted in 1961 and 1963 found a peak parking demand ratio very similar to the data collected in *Parking Generation.* The study conducted in Hayward, CA[3] surveyed 53 apartment complexes with a total of 1,759 dwelling units between the hours of 3:00 and 5:00 a.m. on seven consecutive days in both years. The study found an average of 1.26 parked vehicles per dwelling unit.

[2] Rental and Homeowner Vacancy Rates for the United States: 1960 to 2001, U.S. Census Bureau. www.census.gov/hhes/www/housing/hvs/q401tab1.html

[3] Crommelin, Robert. *Planning for Parking: Residential Requirements,* Proceedings of the 16th California Street and Highway Conference. UC Berkeley: Institute of Transportation Studies, January 30, 1964.

Land Use: 221
Low/Mid-Rise Apartment

- Additional research was conducted in the Portland, OR region using 2000 U.S. Census data[4] to relate rental households to the availability of vehicles. These data provided trends in the ratio of vehicles owned per rental household. While it was recognized that area type was not the only factor affecting vehicle ownership (household income was a very significant factor), this general assessment provided a means of comparison to the survey data submitted to ITE. The following table summarizes the number of vehicles owned per household, based on year 2000 Census data. Note that these data do not include visitor parking demand.

Area Type	Vehicles Owned per Household
Suburban (within urban growth boundary)	1.4
Central City, Not Downtown	1.2
Central Business District (CBD)	0.7
Areas within 1/3 mile of a light rail station and more than 10 miles from CBD	1.0–1.3
Areas within 1/3 mile of a light rail station and less than 10 miles from CBD	0.8–1.2

SOURCE: DKS Associates. Portland, OR, 2002 (based upon 2000 Census block data).

Study Sites/Years

Suburban:
Skokie, IL (1964); Glendale, CA (1978); Irvine, CA (1981); Newport Beach, CA (1981); Dallas, TX (1982); Farmers Branch, TX (1982); Euless, TX (1983, 1984); Baytown, TX (1984); Syracuse, NY (1987); Devon, PA (2001); Marina del Rey, CA (2001); Milburn, NJ (2001); Parsippany, NJ (2001); Springfield, NJ (2001); Westfield, NJ (2001); Beaverton, OR (2002); Hillsboro, OR (2002); Portland, OR (2002); Vancouver, WA (2002)

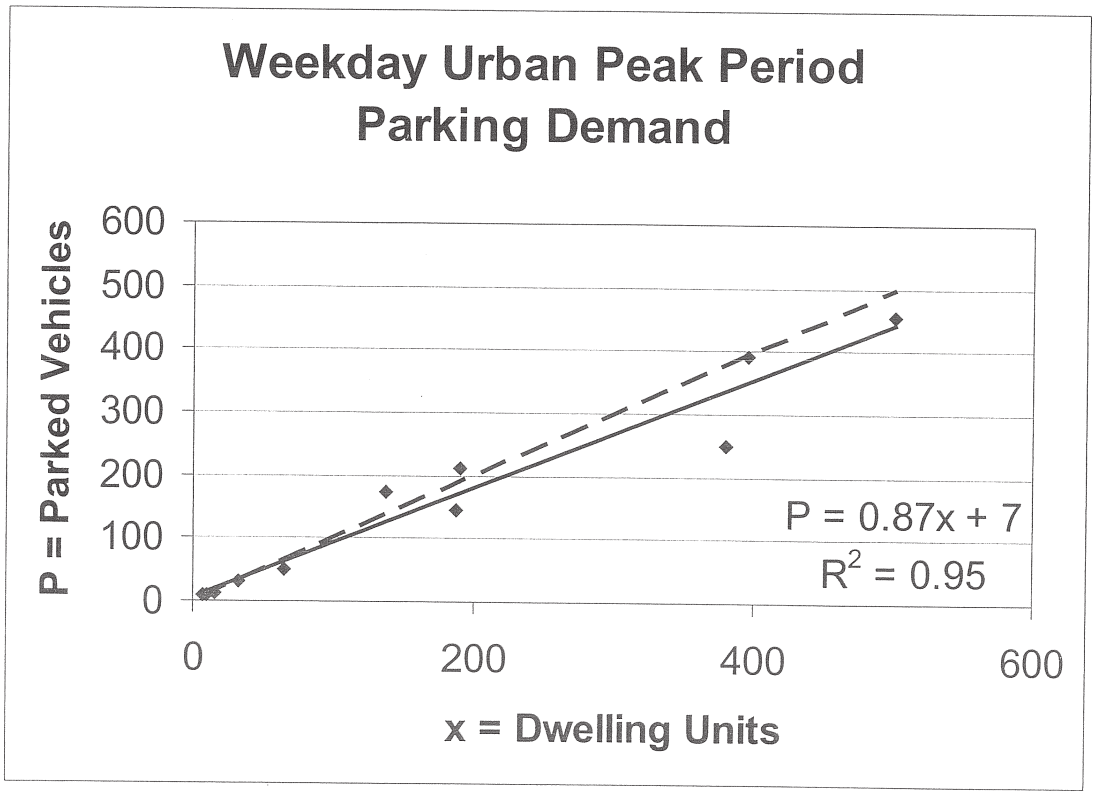
Urban:
Dallas, TX (1982, 1983); San Francisco, CA (1982); Syracuse, NY (1984, 1987); Santa Barbara, CA (1994); Long Beach, CA (2000); Santa Monica, CA (2001); San Diego, CA (2001)

[4] Census 2000, U.S. Census Bureau, 2002, Table H44.

Land Use: 221
Low/Mid-Rise Apartment

Average Peak Period Parking Demand vs: Dwelling Units
On a: Weekday
Location: Urban

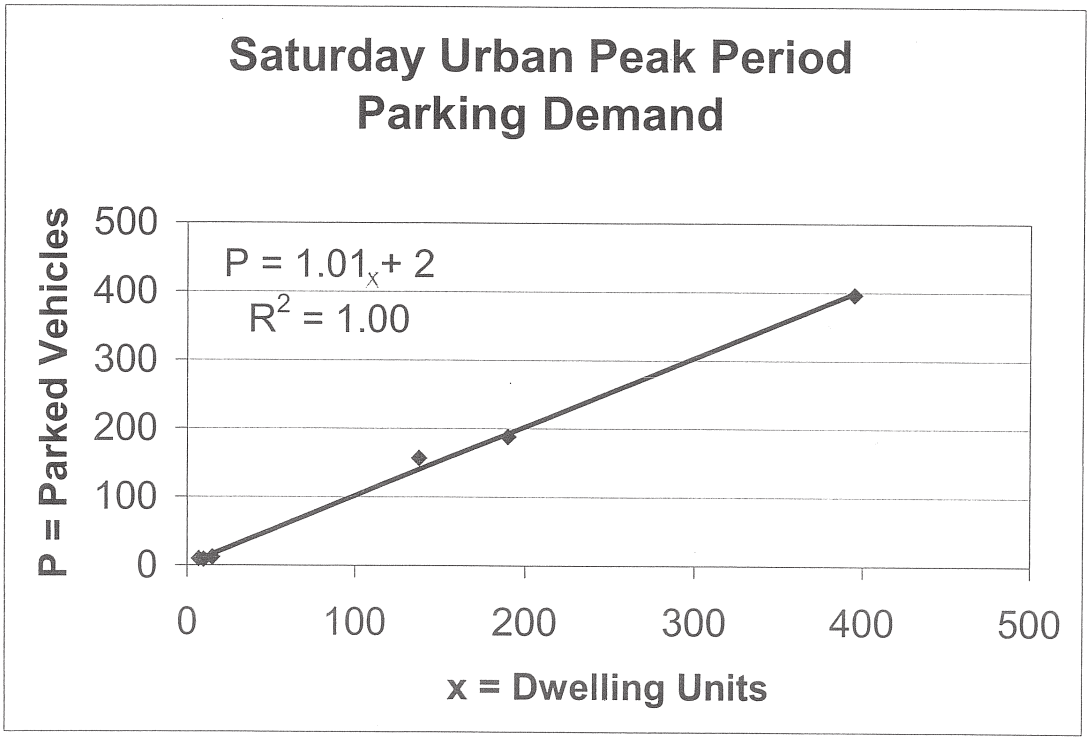
Statistic	Peak Period Demand
Peak Period	9:00 p.m.–5:00 a.m.
Number of Study Sites	12
Average Size of Study Sites	165 dwelling units
Average Peak Period Parking Demand	1.00 vehicles per dwelling unit
Standard Deviation	0.22
Coefficient of Variation	22%
Range	0.66–1.43 vehicles per dwelling unit
85th Percentile	1.17 vehicles per dwelling unit
33rd Percentile	0.92 vehicles per dwelling unit



Land Use: 221
Low/Mid-Rise Apartment

Average Peak Period Parking Demand vs: Dwelling Units
On a: Saturday
Location: Urban

Statistic	Peak Period Demand
Peak Period	9:00 p.m.–7:00 a.m.
Number of Study Sites	7
Average Size of Study Sites	110 dwelling units
Average Peak Period Parking Demand	1.02 vehicles per dwelling unit
Standard Deviation	0.21
Coefficient of Variation	20%
Range	0.80–1.43 vehicles per dwelling unit
85th Percentile	1.17 vehicles per dwelling unit
33rd Percentile	0.90 vehicles per dwelling unit

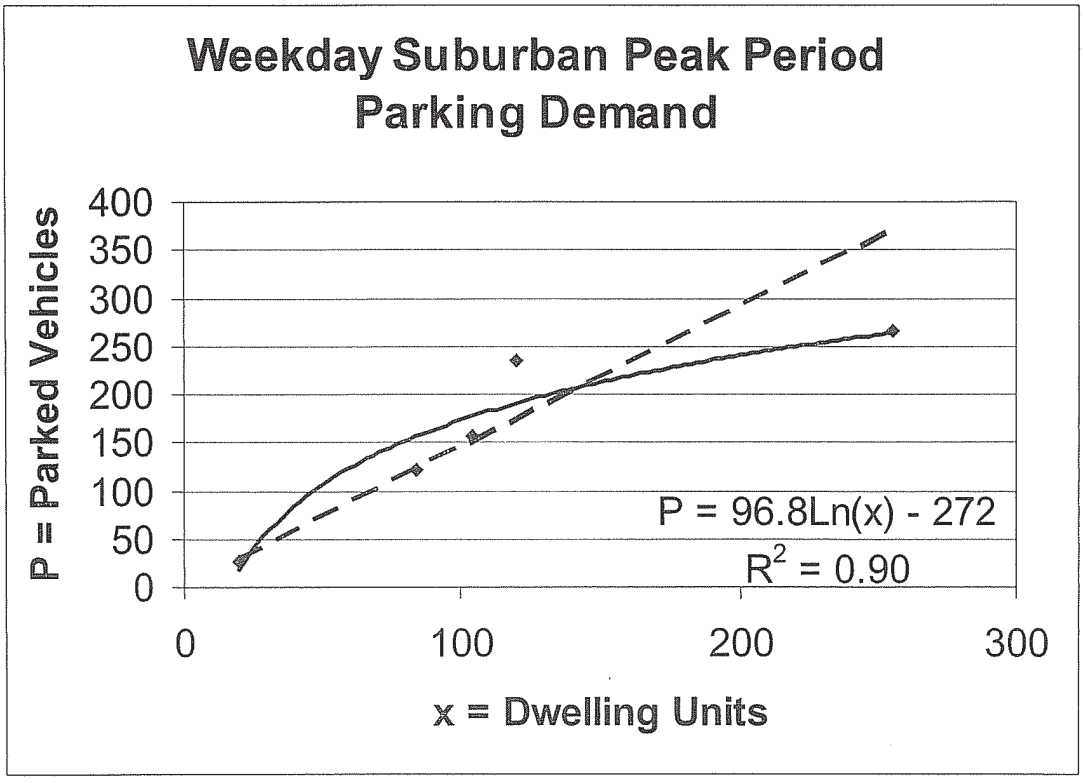


◆ Actual Data Points ——— Fitted Curve/Average Rate

Land Use Group: 230
Residential Condominium/Townhouse

Average Peak Period Parking Demand vs: Dwelling Units
On a: Weekday
Location: Suburban

Statistic	Peak Period Demand
Peak Period	5:00–6:00 a.m.
Number of Study Sites	5
Average Size of Study Sites	120 dwelling units
Average Peak Period Parking Demand	1.46 vehicles per dwelling unit
Standard Deviation	0.33
Coefficient of Variation	23%
Range	1.04–1.96 vehicles per dwelling unit
85th Percentile	1.68 vehicles per dwelling unit
33rd Percentile	1.38 vehicles per dwelling unit



◆ Actual Data Points ——— Fitted Curve - - - - Average Rate

Land Use: 310
Hotel

Land Use Description

Hotels are places of lodging that provide sleeping accommodations and supporting facilities 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. All suites hotel (Land Use 311), business hotel (Land Use 312), motel (Land Use 320) and resort hotel (Land Use 330) are related uses.

Database Description

- Average parking supply ratio: 1.3 spaces per room (nine study sites).

Some of the submitted studies provided information on the size of the supporting facilities. For example, seven of the study sites reported the presence of convention facilities and two of these seven sites reported meeting or banquet rooms with capacities of 1,300 and 4,100 seats. As another example, five of the study sites reported the presence of a restaurant with an average capacity of 300 seats. However, none of the studies indicated the level of activity at these supporting facilities during observations (such as, full, empty, partially active, number of people attending a meeting/banquet).

Although the weekend database was limited, it indicated that Saturday peak parking demand was higher than on weekdays. Three study sites provided both Saturday and weekday parking demand data; Saturday parking demand rates averaged 40 percent higher than the weekday rates. It should be noted that all three sites included significant supporting facilities (restaurants, lounges, meeting space), which may be more active on weekends.

The following table presents a time-of-day distribution of parking demand for four study sites.

Based on Vehicles per Room	*Weekday*	
Hour Beginning	Percent of Peak Period	Number of Data Points*
12:00–4:00 a.m.	–	0
5:00 a.m.	–	0
6:00 a.m.	100	3
7:00 a.m.	95	3
8:00 a.m.	91	3
9:00 a.m.	87	2
10:00 a.m.	82	2
11:00 a.m.	100	3
12:00 p.m.	98	4
1:00 p.m.	90	4
2:00 p.m.	82	4
3:00 p.m.	70	3
4:00 p.m.	70	4
5:00 p.m.	66	4
6:00 p.m.	73	4
7:00 p.m.	81	4
8:00 p.m.	79	3
9:00 p.m.	80	3
10:00 p.m.	80	3
11:00 p.m.	–	0

*Subset of database

Land Use: 310
Hotel

Parking demand at a hotel may be related to the presence of supporting facilities, such as convention facilities, restaurants, meeting/banquet space and retail facilities. Future data submissions should specify the presence of these amenities.

For all lodging uses, it is important to collect data on occupied rooms as well as total rooms in order to accurately estimate parking generation characteristics for the site.

Additional Data

During the course of a year most hotels maintain at least an overall average occupancy ratio of 60 to 70 percent. Peak (above 90 percent) occupancy is common, but generally occurs for limited times throughout the year. Analysts are encouraged to consider the month and day activity/occupancy trend of hotels. Supplementary information on seasonal and daily variation in hotel room occupancy is presented below from Smith Travel Research for all hotels in North America. Its direct applicability to this land use code is limited because the occupancy data averages all regions and hotel types, including resort, business, convention and all-suites hotels. More parking survey data is needed to better understand these peak and non-peak trends.

Month	Average Hotel Occupancy (%)
January	51
February	61
March	66
April	65
May	67
June	72
July	72
August	71
September	67
October	67
November	59
December	48

Day of Week	Average Hotel Occupancy (%)
Sunday	51
Monday	62
Tuesday	67
Wednesday	69
Thursday	66
Friday	69
Saturday	72

SOURCE: Smith Travel Research, average data from North American hotels from 2000. www.wwstar.com

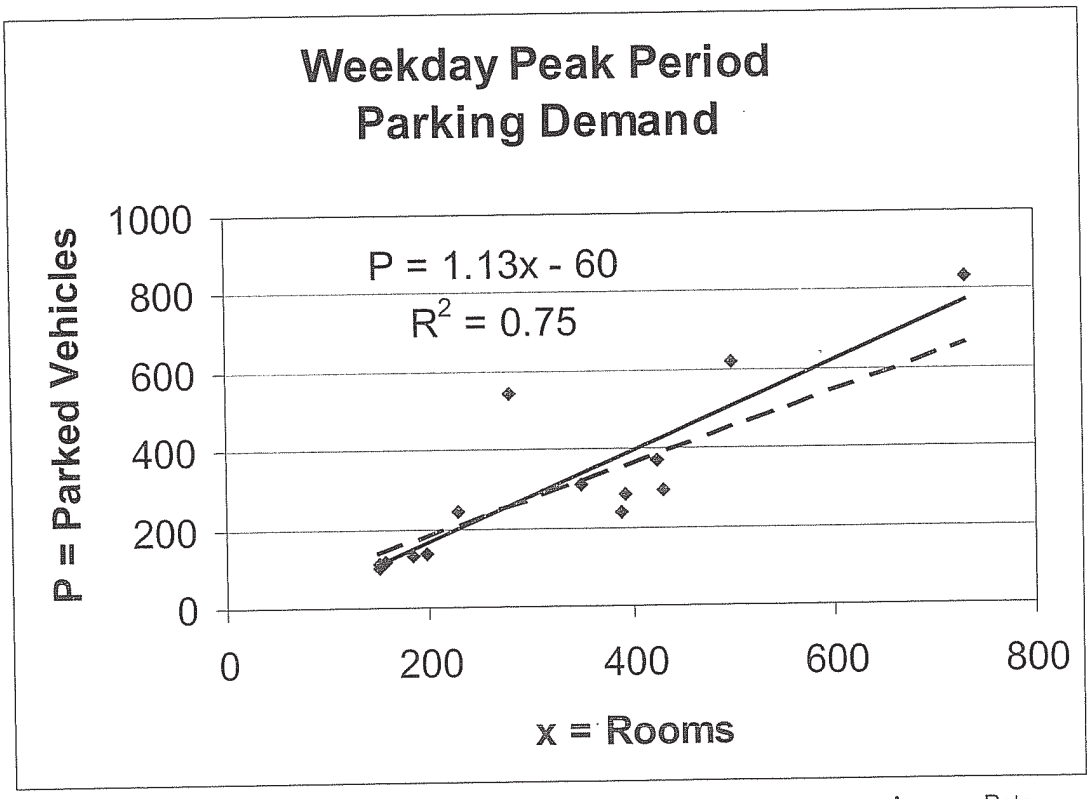
Study Sites/Years

Rosemont, IL (1969); Chicago, IL (1973); Newport Beach, CA (1981); Boca Raton, FL (1983); Scottsdale, AZ (1983); Concord, CA (1985); Orlando, FL (1988); Cypress, CA (1989); La Palma, CA (1989); Burlingame, CA (2001); Millbrae, CA (2001); Milpitas, CA (2001); San Mateo, CA (2001)

Land Use: 310
Hotel

Average Peak Period Parking Demand vs: Rooms
On a: Weekday

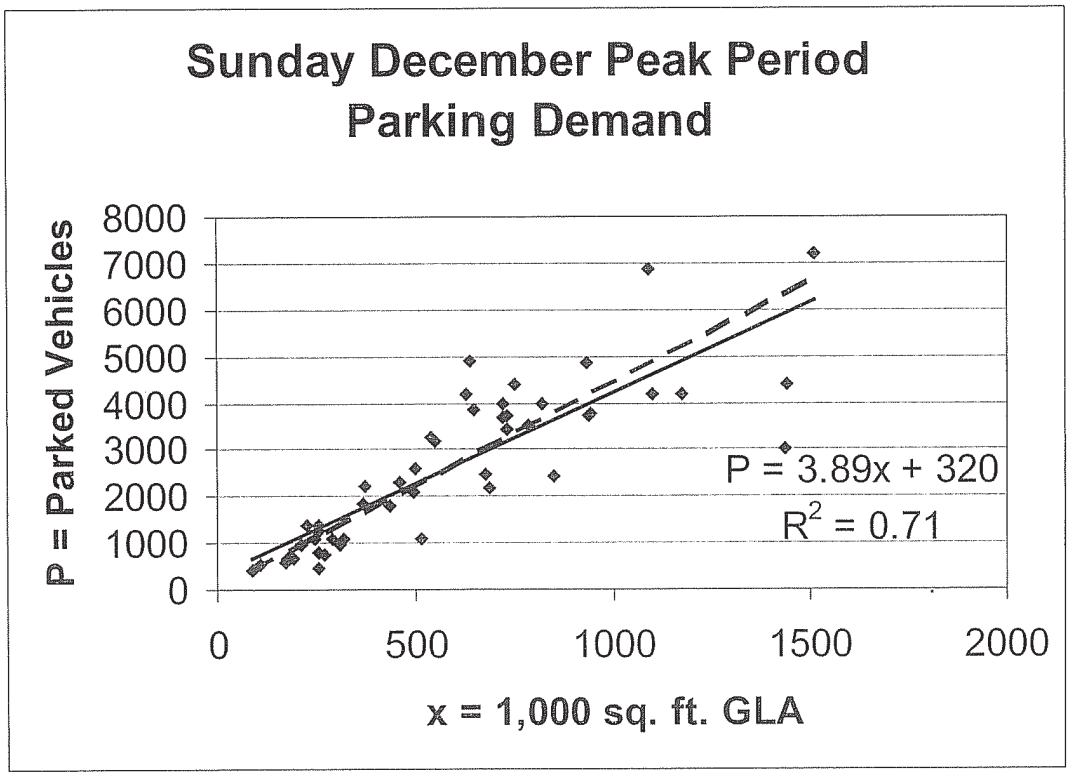
Statistic	Peak Period Demand
Peak Period	12:00–1:00 p.m.; 7:00–10:00 p.m.; 11:00 p.m.–5:00 a.m.
Number of Study Sites	14
Average Size of Study Sites	340 rooms
Average Peak Period Parking Demand	0.91 vehicles per room
Standard Deviation	0.35
Coefficient of Variation	39%
Range	0.61–1.94 vehicles per room
85th Percentile	1.14 vehicles per room
33rd Percentile	0.72 vehicles per room



Land Use: 820
Shopping Center

Average Peak Period Parking Demand vs: 1,000 sq. ft. GLA
On a: Sunday (December)

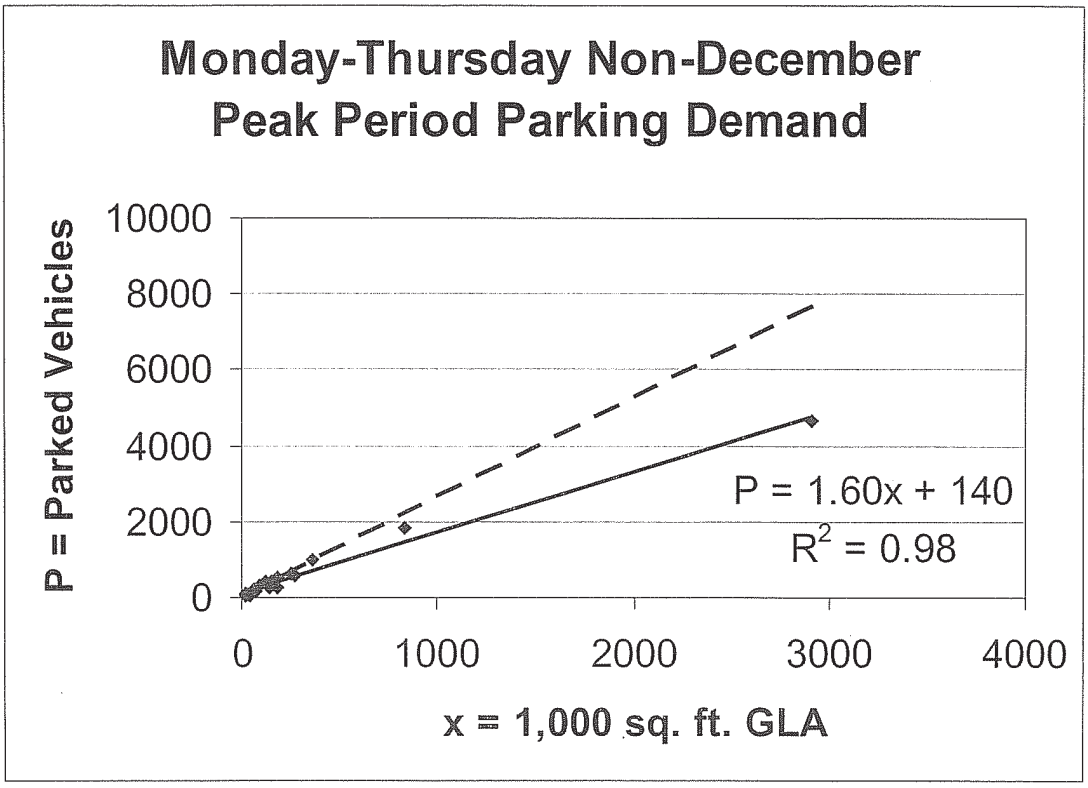
Statistic	Peak Period Demand
Peak Period	1:00–4:00 p.m.
Number of Study Sites	47
Average Size of Study Sites	593,000 sq. ft. GLA
Average Peak Period Parking Demand	4.45 vehicles per 1,000 sq. ft. GLA
Standard Deviation	1.28
Coefficient of Variation	29%
95% Confidence Interval	4.09–4.81 vehicles per 1,000 sq. ft. GLA
Range	1.79–7.67 vehicles per 1,000 sq. ft. GLA
85th Percentile	5.85 vehicles per 1,000 sq. ft. GLA
33rd Percentile	3.83 vehicles per 1,000 sq. ft. GLA



Land Use: 820
Shopping Center

Average Peak Period Parking Demand vs: 1,000 sq. ft. GLA
On a: Monday through Thursday (Non-December)

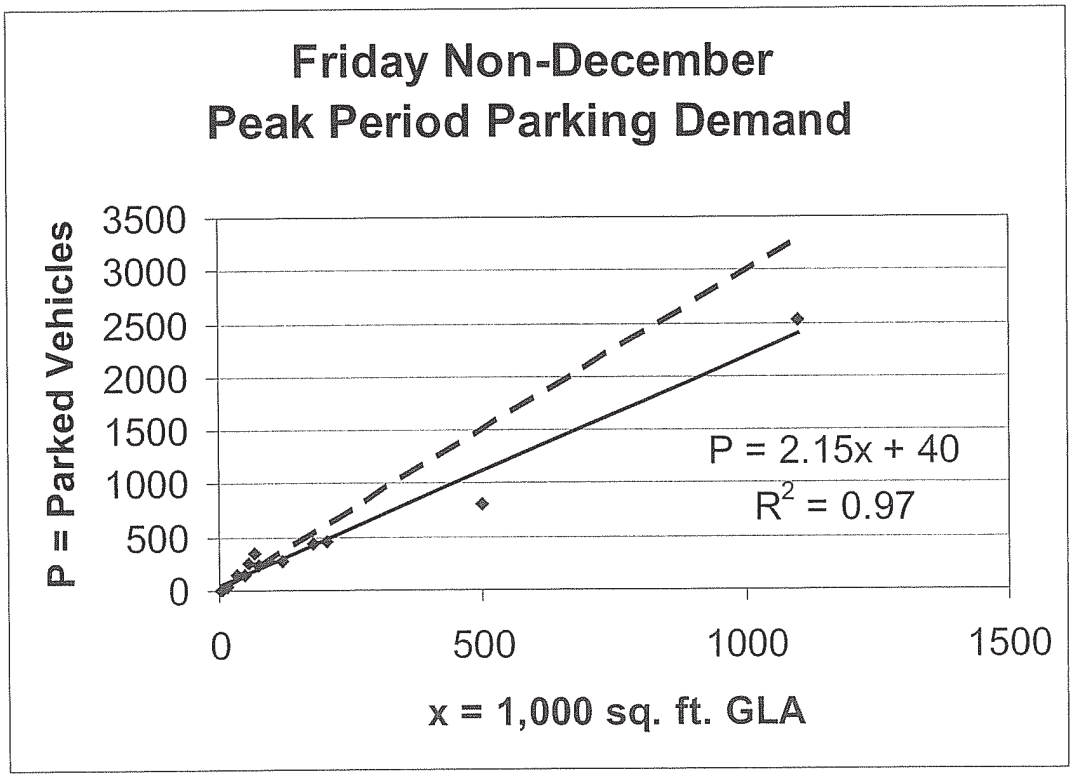
Statistic	Peak Period Demand
Peak Period	11:00–3:00 p.m.; 6:00–7:00 p.m.
Number of Study Sites	19
Average Size of Study Sites	331,000 sq. ft. GLA
Average Peak Period Parking Demand	2.65 vehicles per 1,000 sq. ft. GLA
Standard Deviation	0.98
Coefficient of Variation	37%
Range	1.33–5.58 vehicles per 1,000 sq. ft. GLA
85th Percentile	3.35 vehicles per 1,000 sq. ft. GLA
33rd Percentile	2.26 vehicles per 1,000 sq. ft. GLA



Land Use: 820
Shopping Center

Average Peak Period Parking Demand vs: 1,000 sq. ft. GLA
On a: Friday (Non-December)

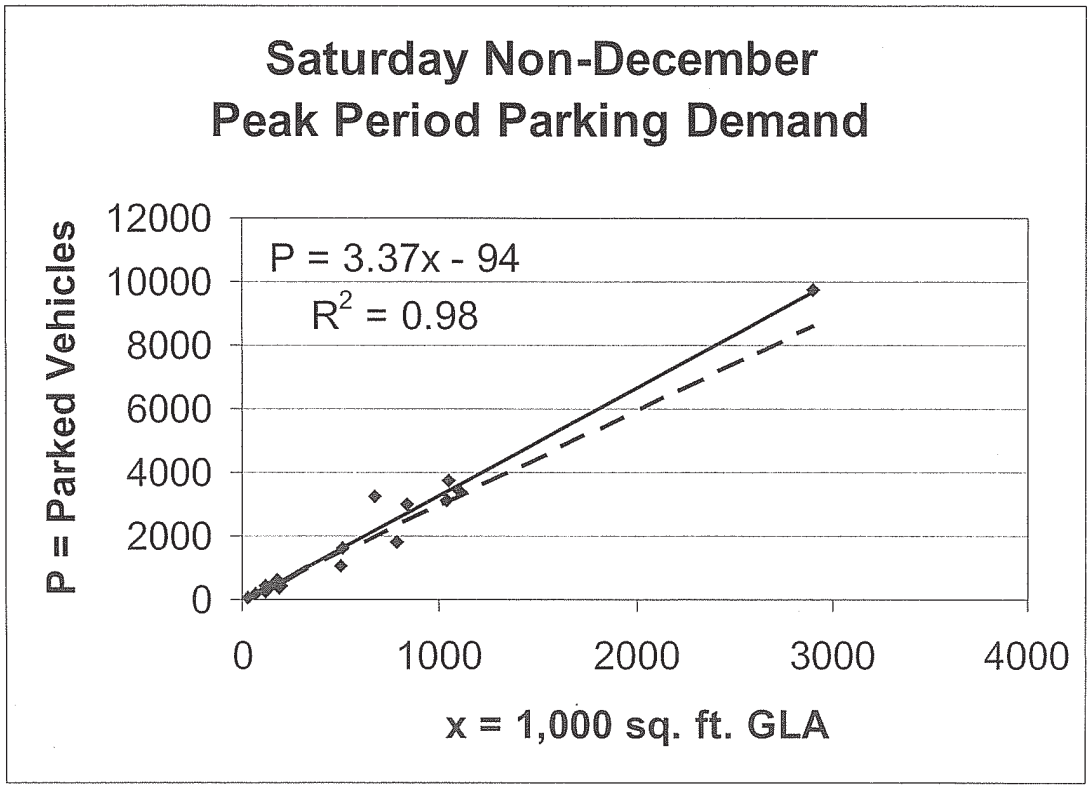
Statistic	Peak Period Demand
Peak Period	12:00 p.m.–1:00 p.m.
Number of Study Sites	14
Average Size of Study Sites	172,000 sq. ft. GLA
Average Peak Period Parking Demand	3.02 vehicles per 1,000 sq. ft. GLA
Standard Deviation	1.12
Coefficient of Variation	37%
Range	1.62–5.25 vehicles per 1,000 sq. ft. GLA
85th Percentile	4.36 vehicles per 1,000 sq. ft. GLA
33rd Percentile	2.30 vehicles per 1,000 sq. ft. GLA



Land Use: 820
Shopping Center

Average Peak Period Parking Demand vs: 1,000 sq. ft. GLA
On a: Saturday (Non-December)

Statistic	Peak Period Demand
Peak Period	1:00–2:00 p.m.
Number of Study Sites	20
Average Size of Study Sites	549,000 sq. ft. GLA
Average Peak Period Parking Demand	2.97 vehicles per 1,000 sq. ft. GLA
Standard Deviation	0.71
Coefficient of Variation	24%
95% Confidence Interval	2.66–3.28 vehicles per 1,000 sq. ft. GLA
Range	1.85–4.82 vehicles per 1,000 sq. ft. GLA
85th Percentile	3.56 vehicles per 1,000 sq. ft. GLA
33rd Percentile	2.65 vehicles per 1,000 sq. ft. GLA

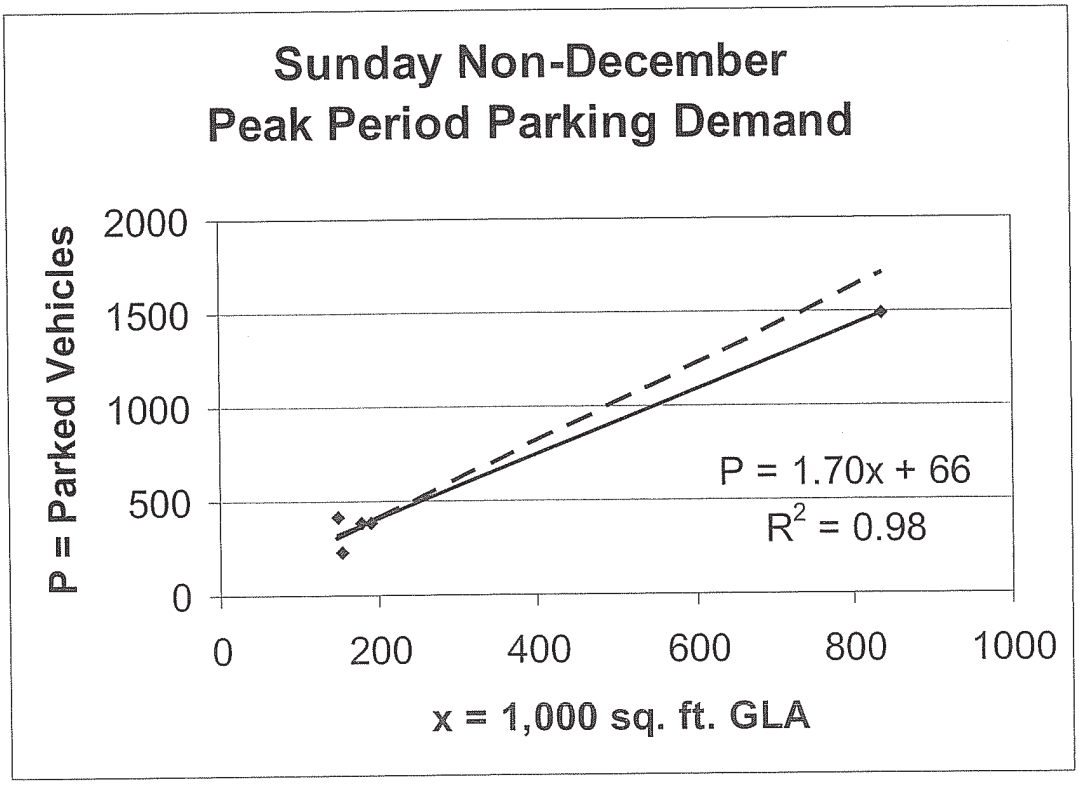


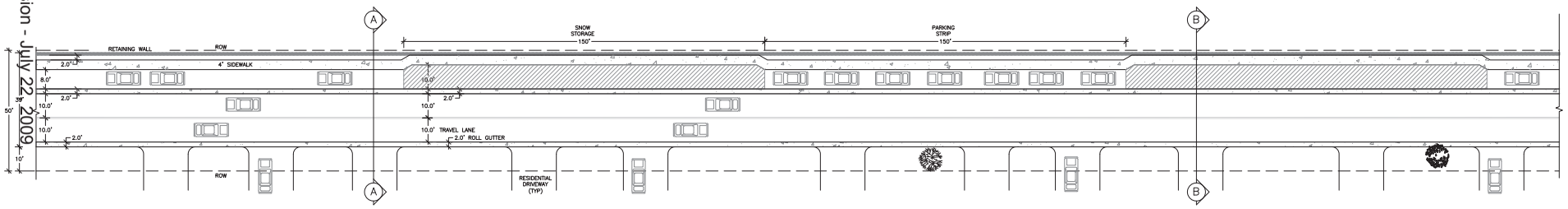
◆ Actual Data Points ——— Fitted Curve - - - - Average Rate

Land Use: 820
Shopping Center

Average Peak Period Parking Demand vs: 1,000 sq. ft. GLA
On a: Sunday (Non-December)

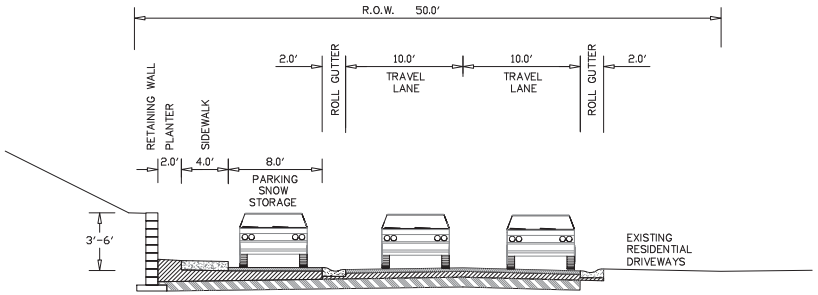
Statistic	Peak Period Demand
Peak Period	12:00–3:00 p.m.
Number of Study Sites	5
Average Size of Study Sites	306,000 sq. ft. GLA
Average Peak Period Parking Demand	2.04 vehicles per 1,000 sq. ft. GLA
Standard Deviation	0.48
Coefficient of Variation	23%
Range	1.47–2.75 vehicles per 1,000 sq. ft. GLA
85th Percentile	2.39 vehicles per 1,000 sq. ft. GLA
33rd Percentile	1.86 vehicles per 1,000 sq. ft. GLA





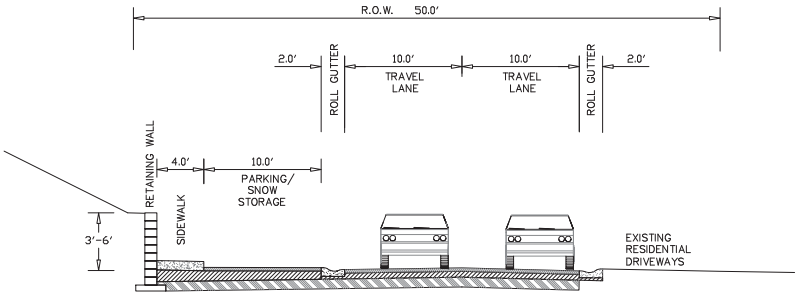
RECOMENDED TRAVEL LANE WITH SNOW STORAGE & UPHILL SIDEWALK

SCALE 1"=20'



SECTION A: PARKING STRIP & UPHILL SIDEWALK

SCALE: 1"=5'



SECTION B: SNOW STORAGE & UPHILL SIDEWALK

SCALE: 1"=5'

DATE: JULY 22, 2009

PROJECT NO.: 01-08-02

FILE: \PROJECTS\THPH4

MPE INCORPORATED

treasure PARK CITY, UTAH

ALTA ENGINEERING, INC.

CIVIL ENGINEERING • LAND PLANNING SURVEYING • PROJECT MANAGEMENT

PO BOX 2854 PARK CITY, UTAH 84060 435-649-9731

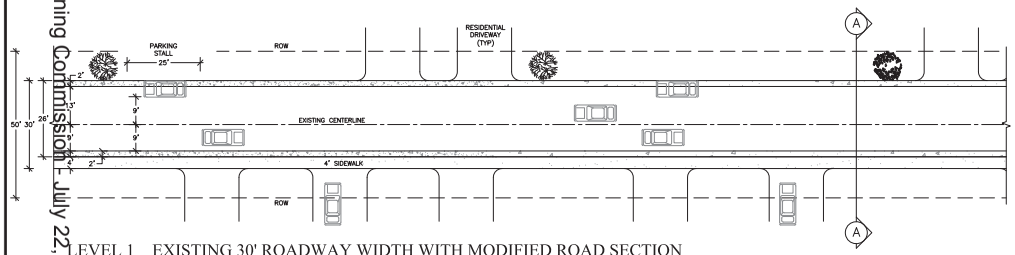
TREASURE

LOWELL AVENUE IMPROVEMENTS

RECOMENDED CROSS SECTION

FOR: MPE INC.

SHEET NO: OS10



LEVEL 1 EXISTING 30' ROADWAY WIDTH WITH MODIFIED ROAD SECTION AND DOWNHILL SIDEWALK

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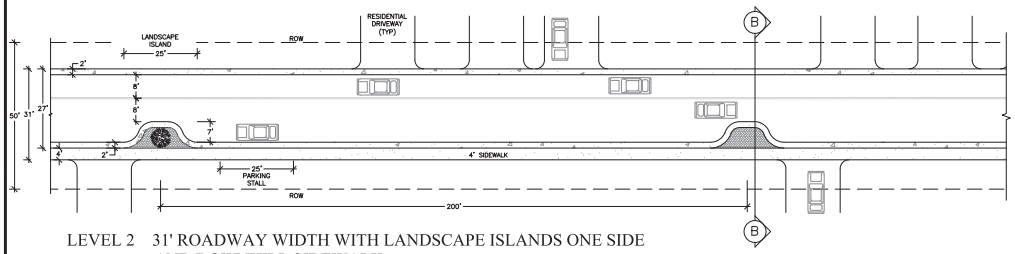
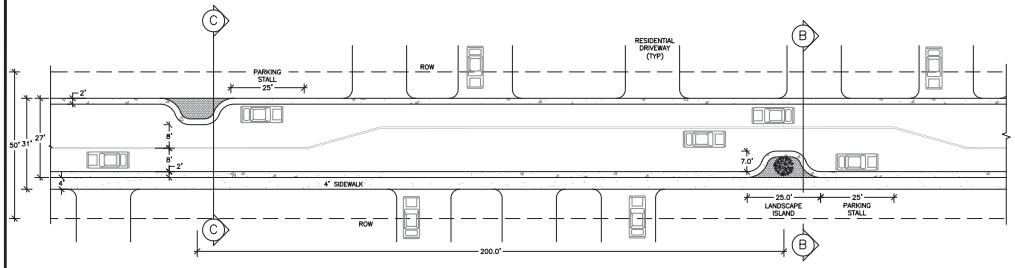


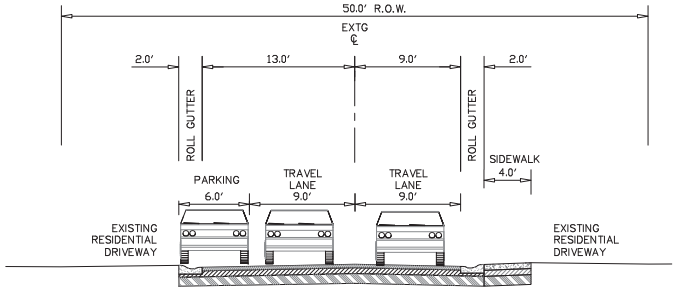
LEVEL 2 31' ROADWAY WIDTH WITH LANDSCAPE ISLANDS ONE SIDE AND DOWNHILL SIDEWALK

SCALE 1"=20'

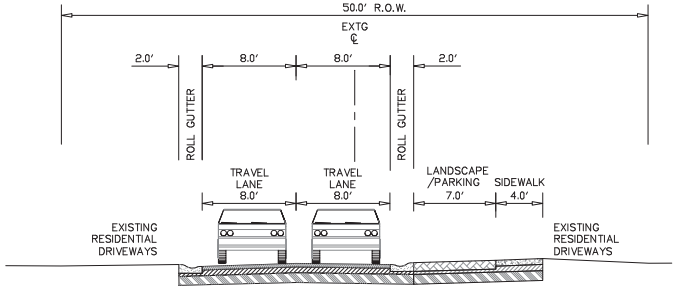


LEVEL 3 31' ROADWAY WIDTH WITH LANDSCAPE ISLANDS BOTH SIDES AND DOWNHILL SIDEWALK

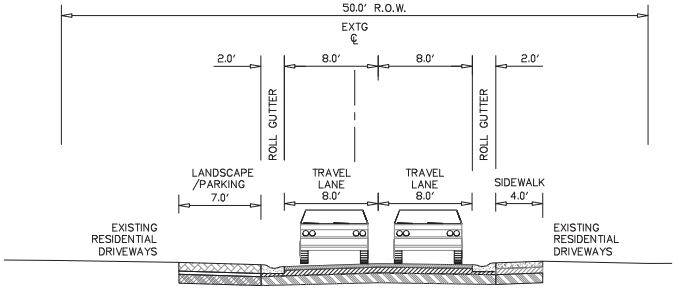
SCALE 1"=20'



SECTION A
TYPICAL ROAD SECTION
SCALE: 1"=5'



SECTION B
TYPICAL ROAD SECTION
SCALE: 1"=5'



SECTION C
TYPICAL ROAD SECTION
SCALE: 1"=5'

DATE:
JULY 22, 2009
PROJECT NO.:
01-08-02
FILE:
\PROJECTS\THPH4

MPE INCORPORATED

treasure
PARK CITY, UTAH

ALTA ENGINEERING, INC.
CIVIL ENGINEERING • LAND PLANNING
SURVEYING • PROJECT MANAGEMENT
PO BOX 2664 PARK CITY, UTAH 84060 435-649-9731

FOR: MPE INC.

TREASURE
EMPIRE AVENUE IMPROVEMENTS
PEDESTRIANIZATION LEVELS

SHEET NO:
OS11

PROJECT ENGINEERING CONSULTANTS

June 18, 2009

Mr. Pat Sweeney
MPE, Inc.
P.O. Box 2429
Park City, UT 84060

RE: Revised Letter
Treasure Hill – Walkability Study / Recommended Improvements and Effects on Traffic of Proposed Roadway Section on Empire Ave.

Dear Mr. Sweeney,

The purpose of this letter is two-fold: present revisions to the walkability study and comment on the effect of the proposed changes to the roadway section on Empire Ave.

Walkability Study

PEC performed a walkability study for the Treasure Hill development and surrounding Park City Resort area in March 2009. The recommended improvements from that study were documented in a letter from PEC to MPE, Inc. dated March 31, 2009. In summary, the study concluded that improvements need to be made in order to provide safer pedestrian accommodations, with or without the proposed project. A list of recommended pedestrian improvements was included.

This letter updates the previous walkability study based on concerns brought forward by the Park City Planning Commission regarding safety on Empire Avenue. Changes to the walkability study recommended improvements include:

- Installation of sidewalk on the downhill side of Empire Avenue, and
- Elimination of the proposed sidewalk/stair improvements from Empire to Lowell on 10th Street (need eliminated by improvements on Empire).

The attached figure provides a graphical representation of the suggested improvements described with the addition of the changes listed above. The complete list of suggested improvements, as updated, is as follows:

- Install new sidewalk on the west side of Lowell Avenue and on the east side of Empire Avenue from the Park City Mountain Resort area to the Treasure Development. Current conditions warrant this improvement without the Treasure Development. It would also be the in the best interest of pedestrian safety to provide for the sidewalks to remain reasonably clear of snow during the winter season to allow for continued pedestrian use. It is PEC's experience that the adjacent property owners can not be relied on to complete this in a timely fashion. Accordingly, we recommend that the City take on this responsibility.

- Install new sidewalk/stair connections. This includes connections from Woodside to Crescent on 8th Street and Empire to Lowell on Manor.

- Install signs and paint crosswalks in eight (8) locations in the Park City Mountain Resort Area. These installations will help increase the safety of pedestrians using the area and their locations have the least amount of impact on vehicle traffic. Because of the current pedestrian habits of walking these roads freely, once the crosswalks are established it may be necessary for the City to enforce the crossing restrictions in order to realize safer traffic and pedestrian interaction.

- There are currently two (2) locations where sidewalk/stair improvements are warranted in order to provide adequate access for future growth. These improvements are understood to be scheduled for completion by others sometime in 2009. They are from Woodside to Treasure on 6th Street and Park to Woodside on 8th Street.

Pursuit of these recommendations will contribute to safe pedestrian access around the Park City Resort area and the Treasure Development.

Empire Avenue

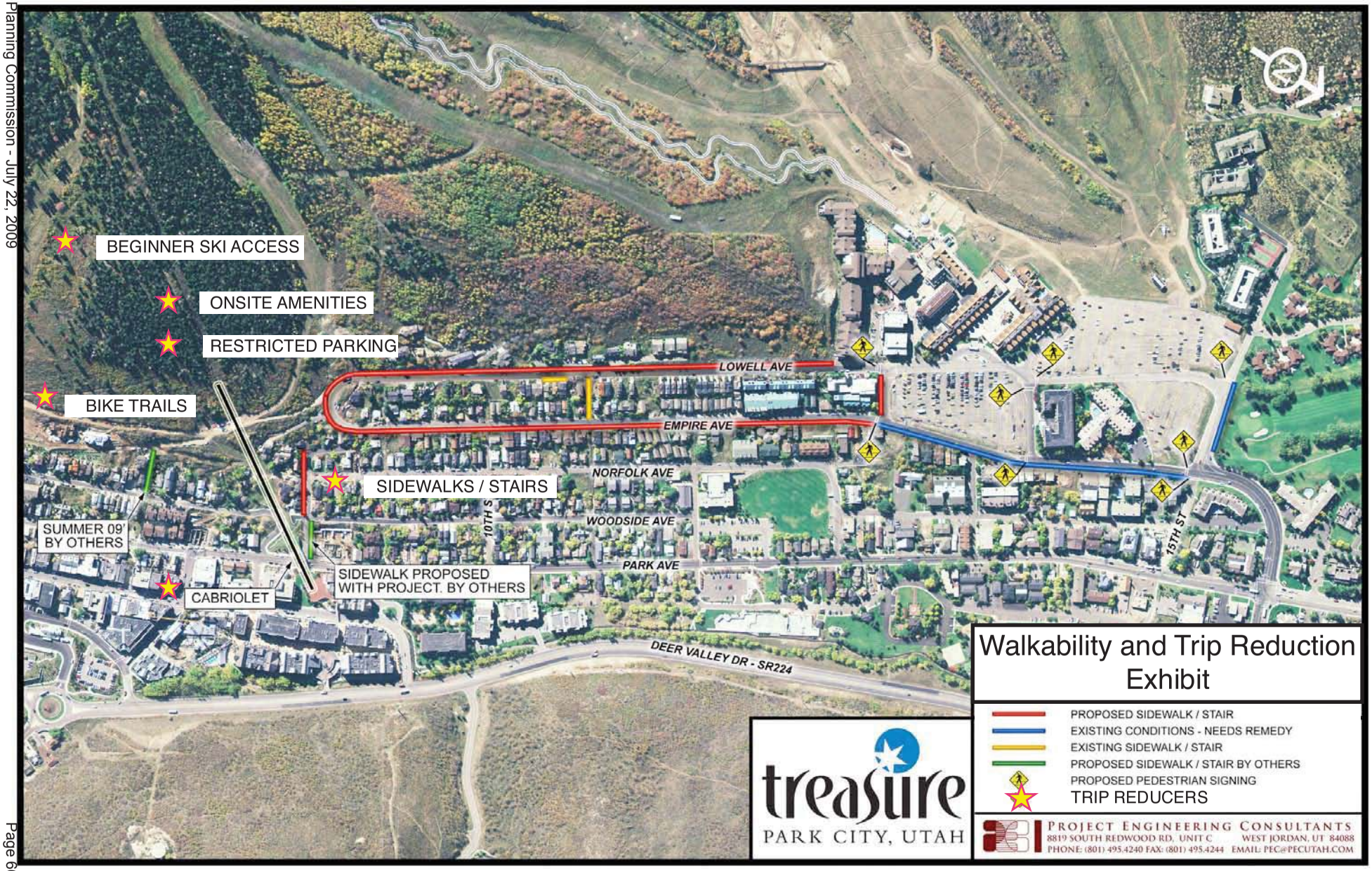
The walkability study as presented above reflects the current proposal to install sidewalk on Empire Ave. between the project and Manor Way. It is our understanding that some narrowing of the roadway will be required in order to create the space for that sidewalk. The question has been raised as to whether or not that action would reduce the traffic-carrying capacity of Empire Ave. significantly enough to affect the conclusions of the traffic impact analysis performed previously.

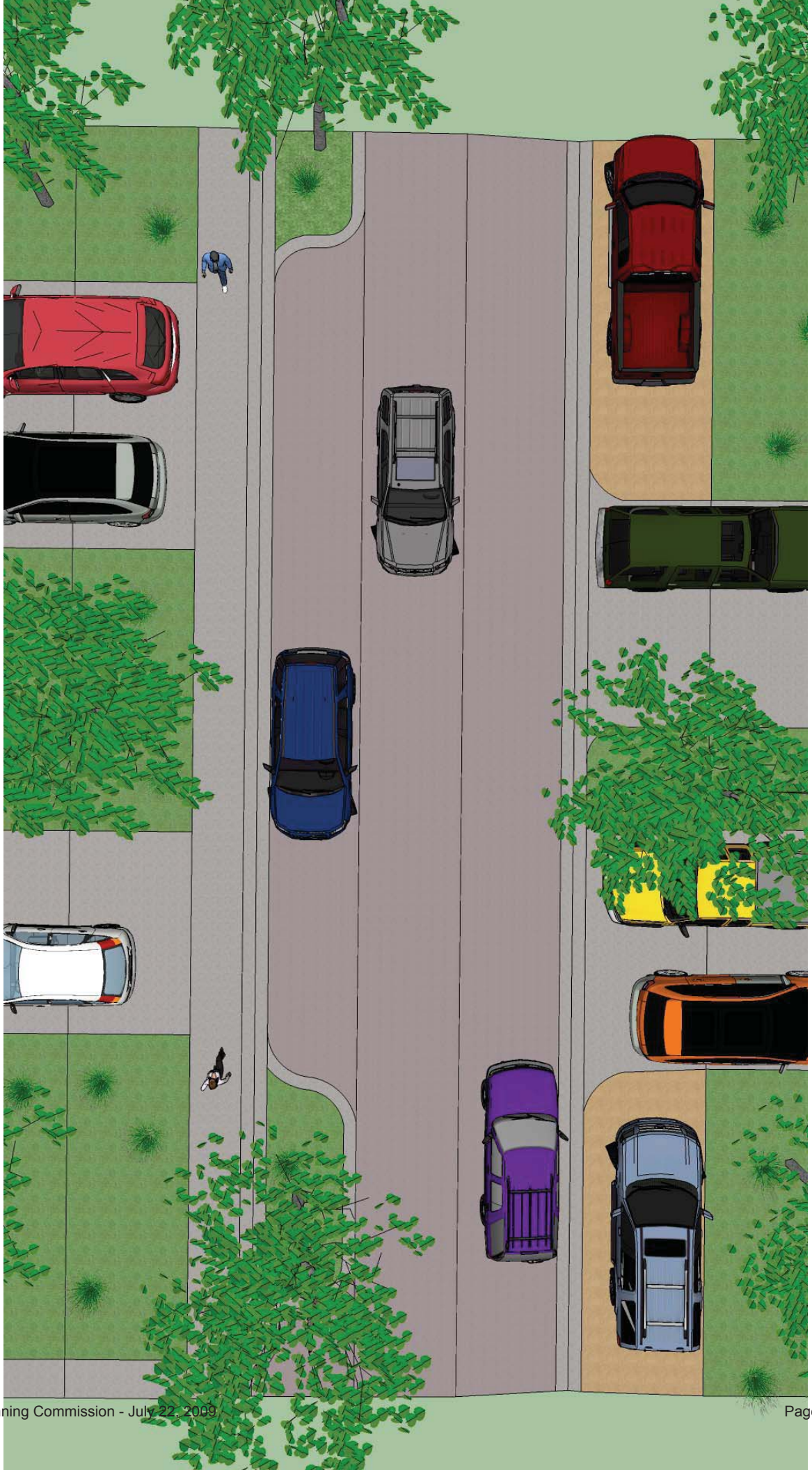
The original traffic study concluded that traffic on Empire south of Manor would operate at LOS A during the AM and PM peak hours. While the roadway narrowing may affect operating speeds on the roadway, it is our opinion that the operations will remain at LOS A. Those lower speeds are in line with the anticipated and desired character of that roadway. The traffic impact of the proposed change is negligible.

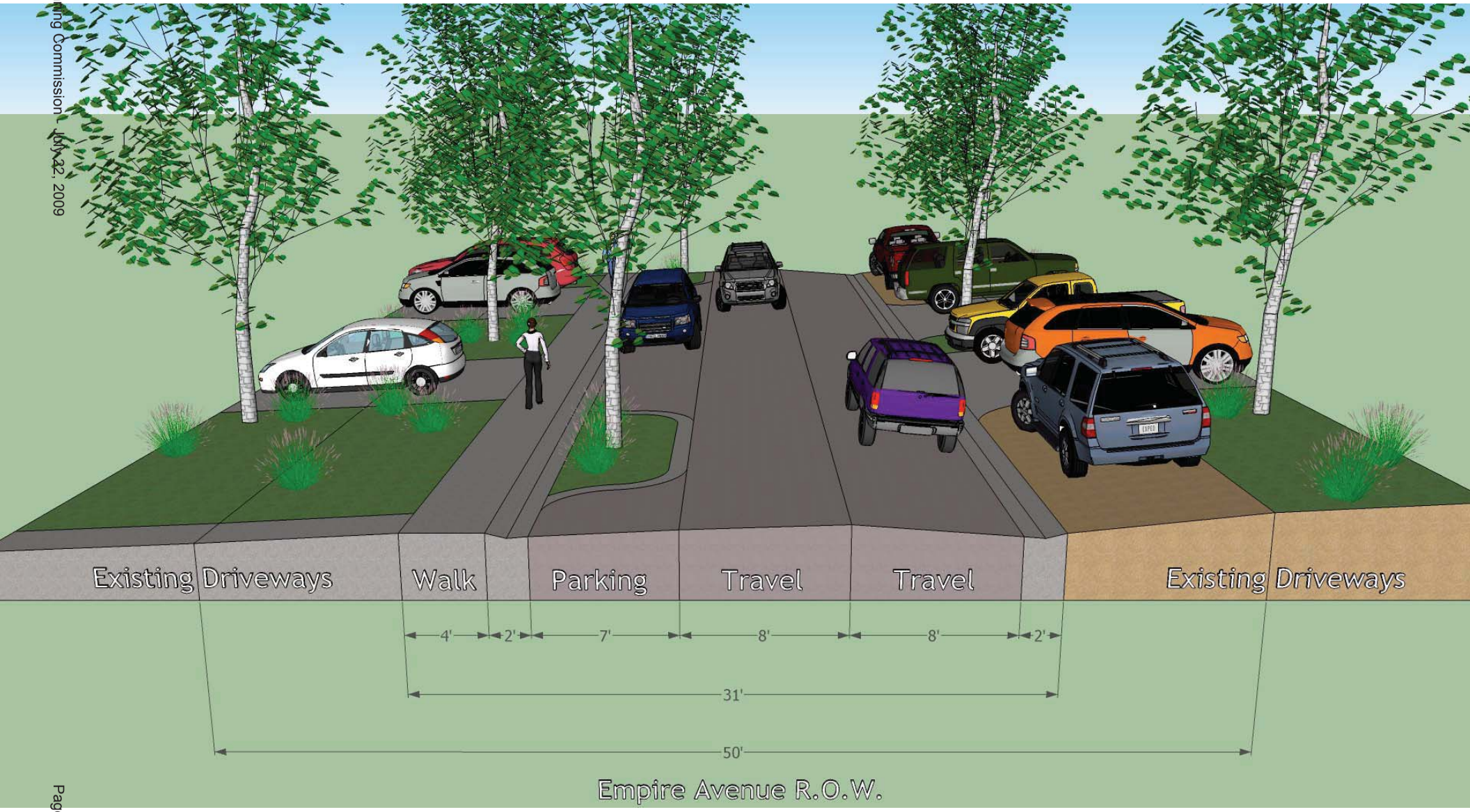
Respectfully,
Project Engineering Consultants

Gary Horton, P.E.
Principal

Cc: Project File


BEGINNER SKI ACCESS
ONSITE AMENITIES
RESTRICTED PARKING
BIKE TRAILS
SIDEWALKS / STAIRS
SUMMER 09' BY OTHERS
CABRIOLET
SIDEWALK PROPOSED WITH PROJECT. BY OTHERS
LOWELL AVE
EMPIRE AVE
NORFOLK AVE
WOODSIDE AVE
PARK AVE
10TH S
15TH ST
DEER VALLEY DR - SR224
Walkability and Trip Reduction Exhibit
PROPOSED SIDEWALK / STAIR
EXISTING CONDITIONS - NEEDS REMEDY
EXISTING SIDEWALK / STAIR
PROPOSED SIDEWALK / STAIR BY OTHERS
PROPOSED PEDESTRIAN SIGNING
TRIP REDUCERS
treasure
PARK CITY, UTAH
PROJECT ENGINEERING CONSULTANTS
8819 SOUTH REDWOOD RD, UNIT C WEST JORDAN, UT 84088
PHONE: (801) 495.4240 FAX: (801) 495.4244 EMAIL: PEC@PECUTAH.COM




Existing Driveways
Walk
Parking
Travel
Travel
Existing Driveways
4'
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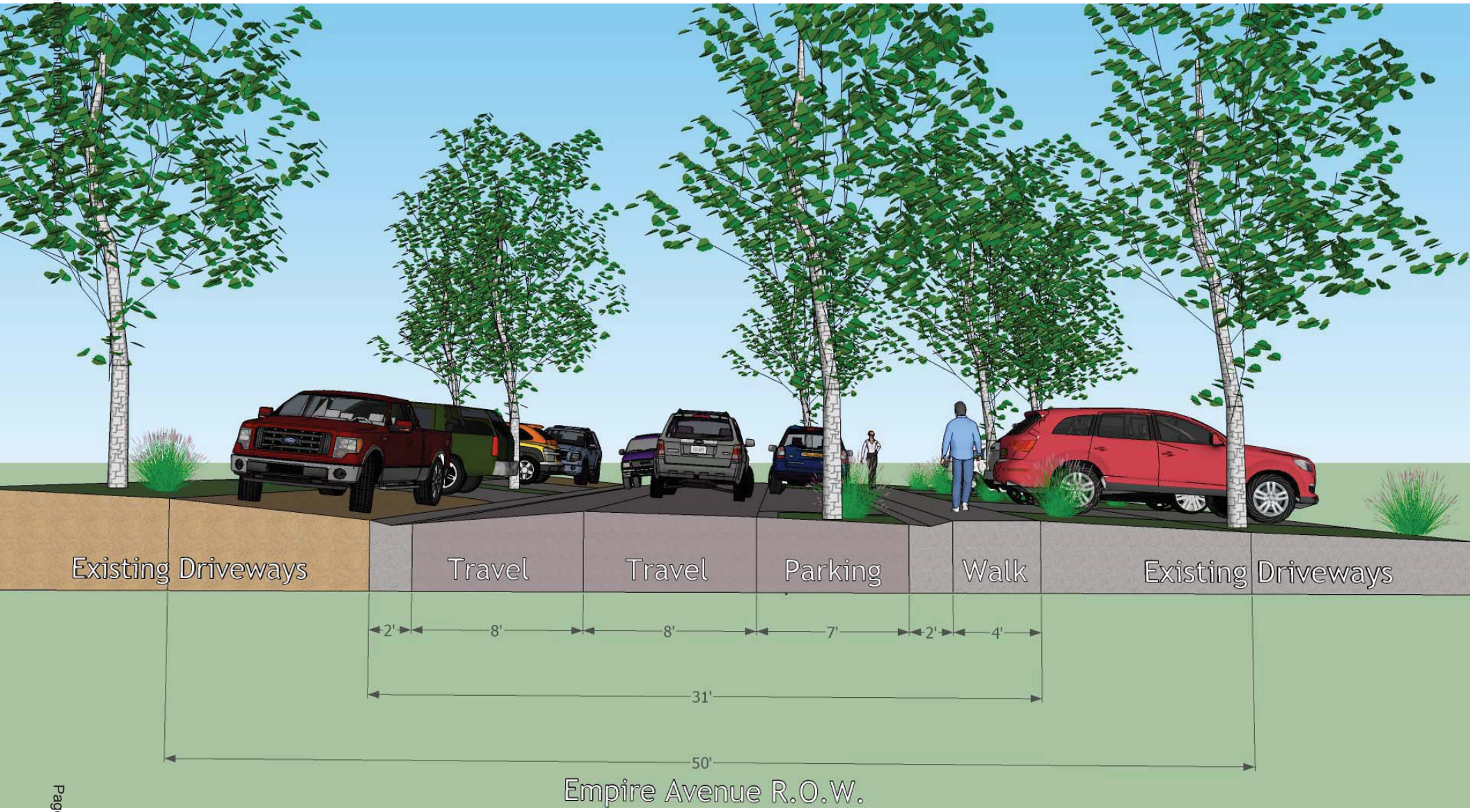
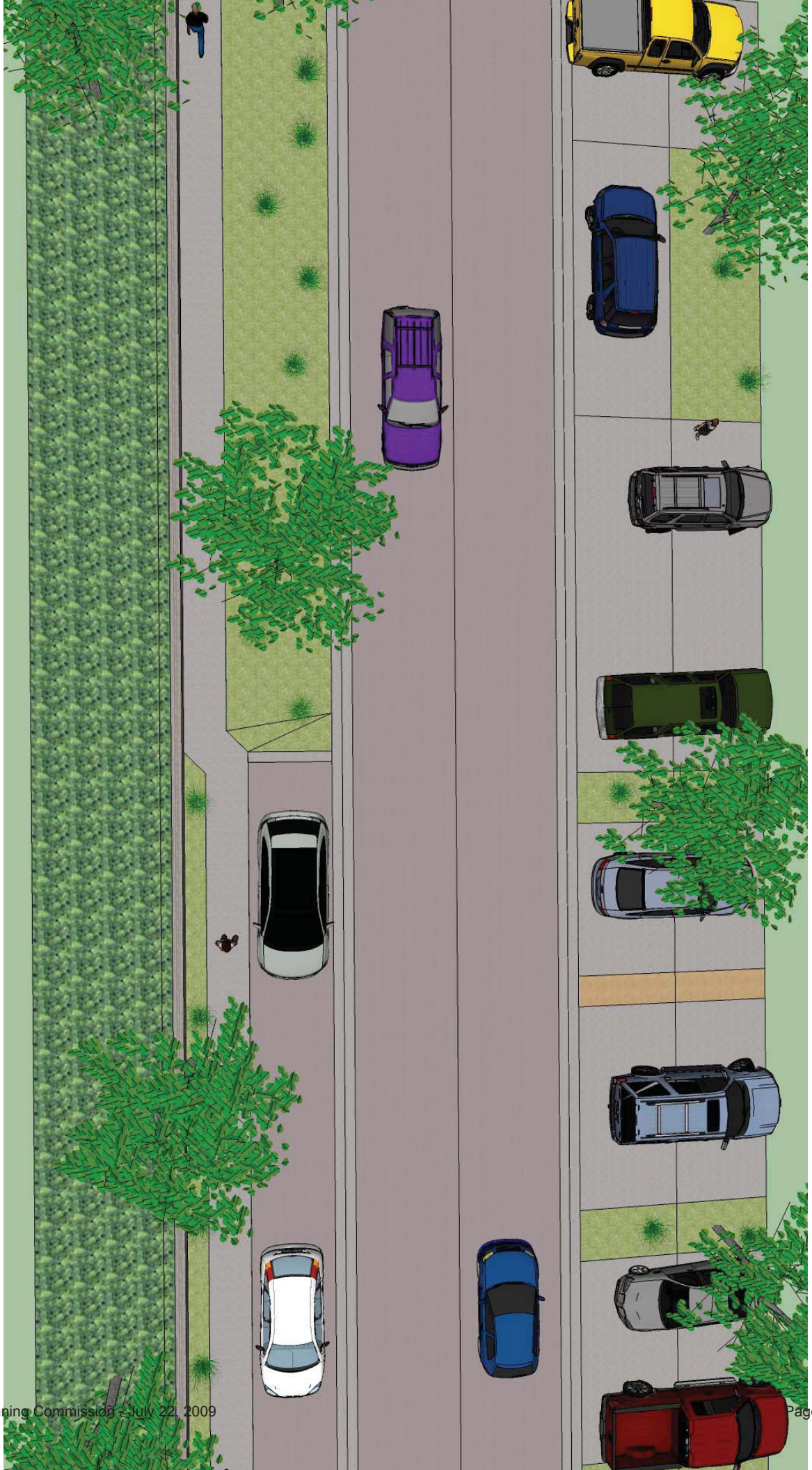
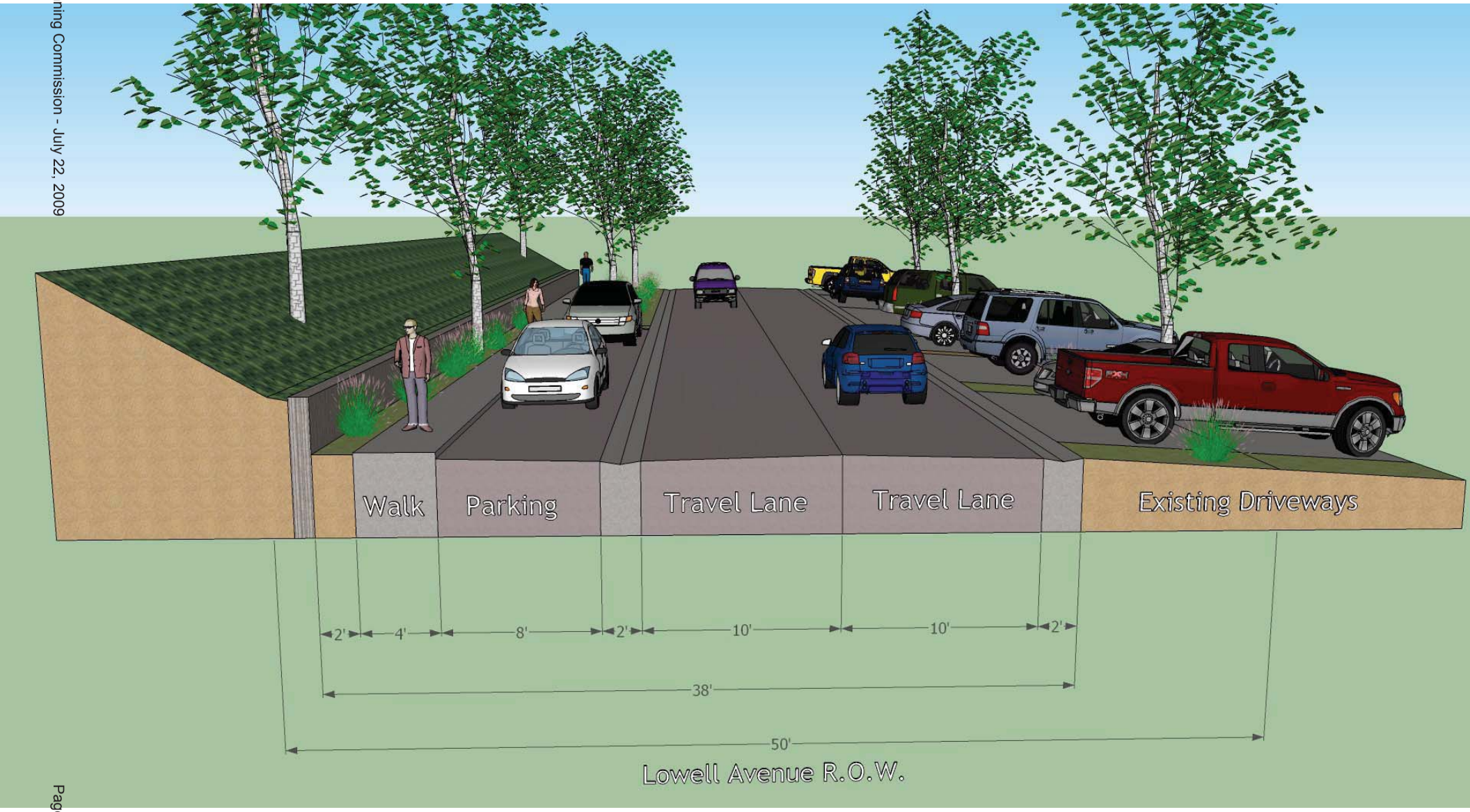
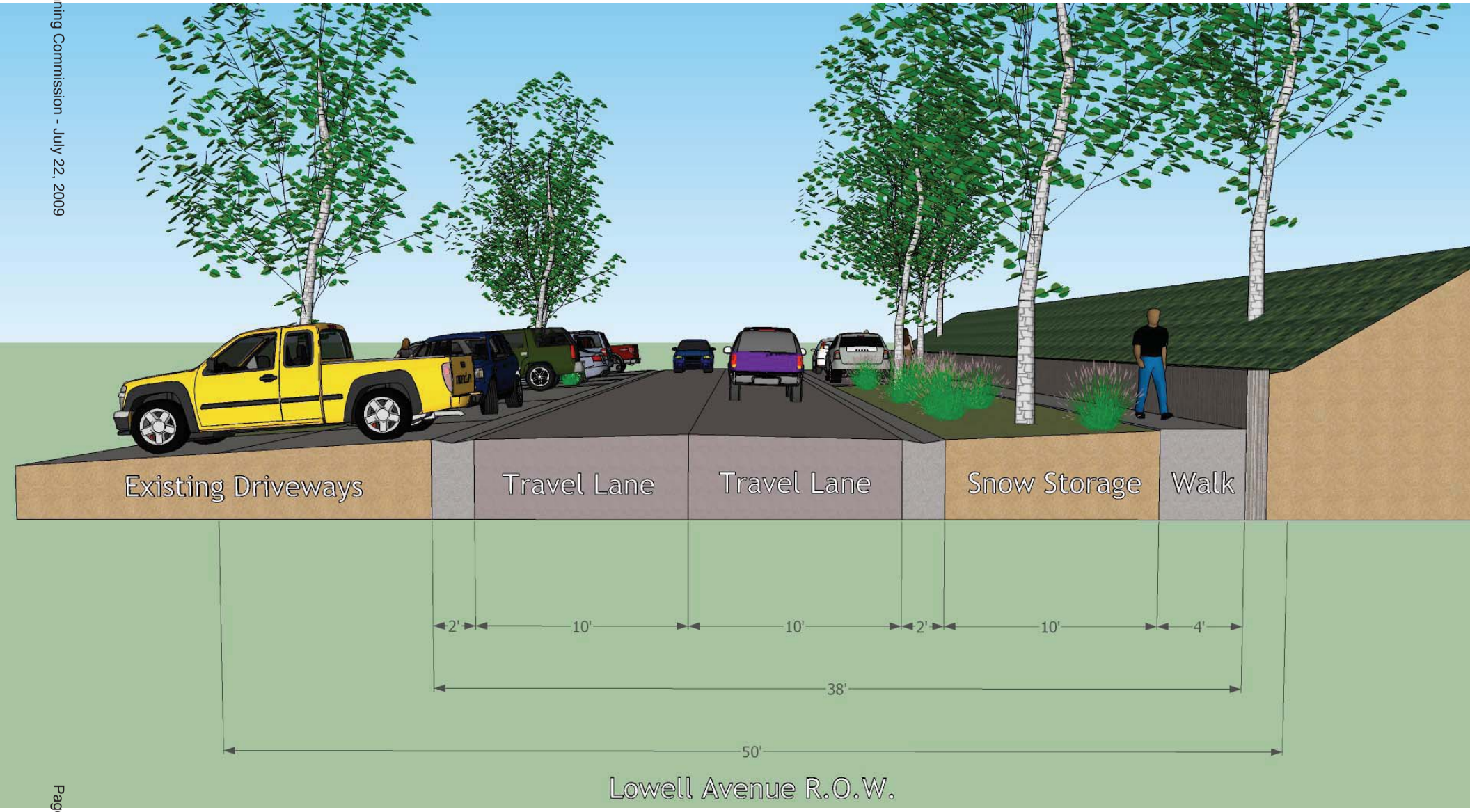
50'
Empire Avenue R.O.W.


Existing Driveways
Travel
Travel
Parking
Walk
Existing Driveways
2'
8'
8'
7'
2'
4'
31'
50'
Empire Avenue R.O.W.




Walk
Parking
Travel Lane
Travel Lane
Existing Driveways
2'
4'
8'
2'
10'
10'
2'
38'
50'
Lowell Avenue R.O.W.


Existing Driveways
Travel Lane
Travel Lane
Snow Storage
Walk
2'
10'
10'
2'
10'
4'
38'
50'
Lowell Avenue R.O.W.

Katie Cattan

From: Stuart Shaffer [stubio@earthlink.net]
Sent: Friday, June 26, 2009 9:28 PM
To: patsweeney@treasureparkcity.com; mikesweeney@treasureparkcity.com; edsweeney@treasureparkcity.com
Cc: Brian Van Hecke; Katie Cattan

Dear Sweeneys:

I do not know if it is appropriate to contact you directly, however...

I am enclosing one of the many letters I have written to the Planning Commission, the City Council, and to the Park Record. I am very afraid that you are not receiving the vast numbers of letters and messages expressing opposition to your proposed project. I spent the past hour pouring over letters from Park City residents who are concerned about your efforts.

The bottom line, of course, is money.

My hope is that your statements about being good citizens of Park City are not hollow and that you will find some way for the city or a land conservancy to provide you with enough capital to halt your efforts to develop "Treasure Hill," which would, in my opinion, ruin Park City. I have donated money to Brian Van Hecke's organization and to the Land Conservancy in the hopes that someone can change the course of your efforts.

I have attended many Planning Commission meetings, and it seems that you turn a blind eye to those present and to the wishes of the rest of the citizens of Park City. It also seems that you change meeting dates to reduce the numbers of those who do not want your development to progress. As a mere half-time resident of Park City, I cannot attend the meeting you postponed from June 24 to July 22. I have a teaching commitment at the University of California at Santa Barbara during that time, but my absence does not diminish my concern over your "Treasure" Hill project.

Please be aware of what you are doing to everyone else in the city, and please read this letter, one of many.

Very respectfully,
Stu Shaffer

Dear Katie and Members of the Park City Planning Commission:

I find myself fretting about Mr. Burnett's April 22nd report to the Planning Commission. Mr. Burnett states that, although the Treasure Hill proposal was approved in 1986 in a town far different from the Park City of today, the Sweeney's do have the right to develop Treasure Hill above Historic Old Town.

Most of the opposition to the project comes from those on Empire and Lowell whose rights are being trampled. The topic of traffic and safety has centered around just those two streets. I don't understand why so little discussion includes the rest of the people in Old Town. I do feel sorry for the residents on Lowell and Empire Streets. Their lives would be turned upside down by the Sweeneys' development, but so would mine.

07/16/2009

My condo is in the back of a building on Main Street. I have lived there (currently a little over half time) for over twenty years. At one time, mine was the last building on Main Street except for The Depot. As everyone knows, Historic Old Town does not provide adequate parking, particularly overnight parking. My building does not have parking facilities, and to ensure an overnight space, I rent monthly at the Diamond Parking facility on 7th Street. On months when I know my guests will need it, I rent two spaces. Still a parking space is not guaranteed. The Sweeneys' solution to traffic on Lowell and Empire Streets is to provide minimal parking at their new project. That decision has a direct impact on me. Parking in Old Town will be even more strained than it is today. Workers will take up Old Town parking spaces. Visitors to Treasure Hill who aren't staying there will not be allowed to park there, and so they will occupy parking spaces in Old Town and ride the cabriolet. Many owners and guests at Treasure Hill will choose to drive to Main Street instead of taking the cabriolet, further impacting the already short supply of Old Town parking spaces. To be sure, most people will vacate their spaces after shopping and a nico dinner, but I need to park overnight. Am I supposed to wander around looking for a space until they finish their after-dinner drinks? Apparently, the Sweeneys have a right to flood Old Town with people and cars, but I have no right to an overnight parking space near the condo I've owned since 1988.

Looking out my living room window, my view is of the hillside in question. Do I not have a right to that natural view instead of looking up at a new "downtown" featuring "near- skyscrapers" which do not blend with the character and personality of Old Town? I've enjoyed that view for over twenty years. Can the Sweeney's just take it away? Proudly, they point out their land donation to Park City for open space, never to be developed. I fear their motivations are more selfish than altruistic. Their donation guaranteos that their view is protected forever, even from their own developmont, while my view and that of numerous others will be ruined.

I ski over fifty days a year and for years have enjoyed the convenience of the Town Lift, a block and a half from my condo. To me and my guests, the uninterrupted ride through the trees is a treat in itself. Now the Sweeneys tell me I'll have to ride on their cabriolet, stop at their dovelopment, and change to a different chairlift. To be sure, a high speed quad would be nice, but why do they have the right to force me into their development? As slow as it is, I'd rather ride the existing lift from Old Town all the way to the resort. If they want a cabriolet, why can't the Sweeneys build one beside the Town Lift to bring their guests into and out of Old Town instead of inconveniencing evoryone else?

This past winter I had twenty-seven guests and six more last summer. Everyone loves the character and convenience of Historic Old Town, Main Street, and Park City Mountain Resort. Everyone dreads the impact Treasure Hill would have on the area and hope that through some miracle the project will not go through.

Because this project makes so little sense, I have hoped the Treasure Hill development would just go away. Now, after Mr. Burnett's report, I can only hope this recession will slip into a long deep depression or that the Sweeneys will suddonly develop a social conscience and realize the eyesore and inconvenience they want to impose on everyone else in Park City.

Maybe I should hope for a miracle... some sort of divine intervention.

Very truly yours,
Stu Shaffer
613 Main Street, #403

07/16/2009

Katie Cattan

From: Stuart Shaffer [stubio@earthlink.net]
Sent: Monday, May 04, 2009 5:44 PM
To: Katie Cattan
Cc: Brian Van Hecke
Subject: Treasure Hill Report, April22

Dear Katie and Members of the Park City Planning Commission:

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07/16/2009

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Maybe I should hope for a miracle... some sort of divine intervention.

Very truly yours,
Stu Shaffer
613 Main Street, #403

07/16/2009

Planning Commission
Park City, Utah

John R. Stephens, M.D.
503 Riverside Drive
Newport News, VA 23606
757 595 7494

1260 Empire Avenue
Park City, Utah 84060

Regarding Sweeney Family Treasure Project:

Dear Sirs: July 15, 2009

I will not be able to attend the July 22, 2009 meeting, but I did want to comment on the proposed Treasurer development above Empire and Lowell.

I think this foolish enterprise is going to destroy the quality of life for those living on Empire and Lowell, and frustrate the people who invest in this new property.

I am not a traffic engineer but 200 hotel rooms, 100 condos and 19,000 square feet of commercial space may be an additional 400 to 500 cars during the peak season. Lowell is supposedly built to handle increased traffic but the traffic, just like water, will follow the path of least resistance. The cars coming up Empire will follow Empire, rather than turning at the upper edge of the Park City Resort parking lot. Buses and skiers compete on this connecting road. The increased traffic will erode the character of the neighborhood as a river erodes the bank. I would not be surprised if the tremors from the trucks and cars destabilized the houses and drive ways perched on the side of the hills.

Empire is barely 1 lane in the winter, with cars and skiers mixed. The proposed Empire sidewalk is an illusion as there is no available land on either side of the road The skiers will use the road as it is the path of least resistance. Clearly the skiers will be at risk from motorist eager to travel to and from Treasure.

I do not understand the need for more commercial space to compete with an appealing downtown which the city is trying to develop and improve.

I think this plan should be summarily rejected. A smaller alternative might be considered. The geography and infrastructure do not work.

Sincerely,

John R. Stephens, M.D.