

Date: 1-16-2017

To: Park City Planning Commission

Re: Traffic & Street Capacity Elements-Treasure Hill Application

I have been considering the current discussion regarding traffic impacts, carrying capacities and "mitigation" strategies for and in regards to the proposed Treasure Hill CUP, and find that there are obvious factors going undiscussed pertaining to this issue. I believe it needs further clarification during the upcoming public hearings.

I contend this term is at best ambiguous, and therefore needs to be clearly debated as we move forward. Who are we "mitigating" the effects of construction and service vehicle impacts for? The developer, or the HR community being asked to accommodate it? I contend that we are merely "mitigating" **for** the developer the ability to allow incompatible and unreasonable increases in these types of traffic volumes that will inevitably require the widening of, followed by increased use of our cherished, low-volume, narrow-by-design HR streets in order to facilitate the completion of this proposed commercial project. It does nothing to mitigate the impacts from them. It would certainly not preserve nor protect the quality of life that we have clearly described and imbedded in our Land Management Code and Historic District Guidelines.

Our planning commissioners need to clearly define what "mitigating traffic impacts" really means. Is it "improving" the narrow HR streets to allow the developer and its resulting massive volume of trucks and service vehicles to use these incompatible streets to diminish our quality of life? Or, is it the possible reduction and/or elimination, or "mitigation" of the actual physical negative effects of construction & commercial traffic using our residential streets and access points that would be required in order to approve ANY development, much less one this massive?

Again, I contend that it is impossible to mitigate these extremely negative & unhealthful traffic impacts. Perhaps discuss in a more clear and in-depth way during upcoming meetings what this term refers to, and begin to debate logically whether these effects from the associated construction and service vehicle traffic can realistically or reasonably be eliminated in, on and around our HR-zoned streets in order to approve a development of this size and scale.

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