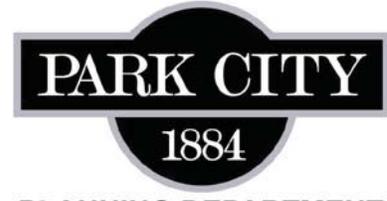


Planning Commission Staff Report



PLANNING DEPARTMENT

Subject: Treasure Hill
Author: Katie Cattan
Date: February 11, 2009
Type of Item: Administrative – Conditional Use Permit

Summary Recommendations

Staff recommends that the Planning Commission review the traffic analysis of the Treasure Hill Conditional Use Permit (CUP) as provided in the staff report and within the staff presentation, allow the applicant to discuss the traffic analysis, open the public hearing and provide the applicant and staff with direction on the items outlined. No action is scheduled. (note: No changes have been made to the traffic studies within the past two years). The public hearing should be continued to March 25, 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

Summary of Previous Meeting

The Planning Commission reviewed the Treasure Hill Conditional Use Permit (CUP) on January 7, 2009 during a work session. During this meeting, staff provided the Planning Commission with a brief history of the original Sweeney Properties Master Plan (SPMP) and outlined the review criteria for the current Conditional Use Permit.

Staff requested that Planning Commission review the proposed Affordable Housing plan and provide staff with a recommendation. The Planning Commission unanimously recommended that the applicant have all the required Affordable Housing on-site, rather than have partial on-site in conjunction with payment an in lieu fee for the remainder as proposed by the Applicant. The City Housing Authority (City Council) will review the proposed employee housing plan during the City Council work session and regular meeting on February 26, 2009. The public and Planning Commission are welcome to attend.

Also discussed during the January 7th meeting was the process for CUP review as outlined by staff. The Planning Commission agreed with concentrating on one aspect of the CUP review at a time and in the order outlined by staff (affordable housing, traffic, mass and scale, etc.) The Planning Commission requested that staff provide a recap of each previous meeting within each newly prepared staff report. The Planning Commission also requested copies of the original MPD exhibits in full-sized document

format as well as a document stating that each of the items requested during the April 26, 2006 meeting were received. The Planning Commission received each of the original MPD exhibits in full-sized format on January 28, 2009. Exhibit E is the list of the requested items from the April 26, 2006 Planning Commission meeting followed by their location within the submitted documents.

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 containing: 161.5 residential UEs 15.5 commercial UEs
Mid-station	3.75 acres containing: 35.5 residential UEs 3.5 commercial UEs

A combined total of 197 residential UEs and 19 commercial UEs were approved for the 11.5 acre remaining development parcels. A residential UE is 2000 square feet and a commercial UE is 1000 square feet.

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 thru April 26, 2006 in a series of twenty-three (23) separate meetings.

During the previous 23 meetings, Traffic was the primary topic of review by staff and the Planning Commission in 9 of the meetings. Conditional Use Permit criteria 2, 4, 5, 6 and 13 are related to traffic:

2. Traffic consideration including the capacity of 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.

In addition, the public concern regarding traffic was expressed in letters (Exhibit F) and meeting minutes through-out the previous two years of review. Additional letters of concern have been received by staff since the CUP has returned to the Planning Commission agenda (Exhibit G).

The following is a timeline of the previous meetings which addressed traffic. Rather than add the 23 previous staff reports and minutes as an exhibit to this report, they can

be viewed at the following Park City Municipal Corporation website:
<http://www.parkcity.org/citydepartments/planning/treasurehill.html>.

Timeline of Planning Commission meetings regarding Traffic
(Summaries obviously may not include all comments or concerns)

May 26, 2004 – Planning Commission discussion on Traffic

- Review of preliminary traffic study done by Project Engineering Consultants (PEC). Study concludes: 185 AM trips and 246 PM trips at 100% occupancy. Study assumes 1) 50% commercial business would be walk-in or from existing guests/residences and 2) average residential occupancy rate of 41% reduces the trips to 74 AM trips and 106 PM trips. Peak hours were identified as 7 AM to 9 AM and 4 PM to 6 PM. Ski resort traffic was not included in study. The Study looked at Lowell and Empire Avenues, not the impact at the ski resort or the traffic signal at the Park Avenue (Route 224) and Deer Valley Drive Intersection. Trip reduction was estimated at 30% with the cabriolet and alternative modes of transportation.
- Public Comment: None
- Commissioner's concerns: parking and snow storage; danger of Crescent Tramway; request for intersection study and comprehensive traffic study of area; request a service vehicle control plan in terms of health, safety and welfare; and incorporate previous traffic study of Four Seasons at Park City Mountain Resort

July 14, 2004 – Planning Commission: 2004 Study presented by the consultant PEC (Exhibit A)

- Review new PEC Traffic Study. Study reviews project access points through the following intersections: Lowell Ave/Manor Way; Empire Ave/Manor Way; Lowell Ave/Shadow Ridge; Empire Ave/Shadow Ridge; Silver King Dr./Empire Ave; Park Ave/Empire Ave and Deer Valley Dr. Traffic counts were performed on June 16, 2004. To forecast a typical ski day, existing "non ski-day" counts were multiplied by the difference in the occupancy rate (June vs. February). Study assumes 25 mph road, average width of 25 feet, intermittent parking on the street; and 30% trip reduction due to alternative modes of transportation (cabriolet/walking). The traffic generation numbers were based on unit equivalents of hotel rooms, condominiums/townhomes, and the permitted commercial (19 UEs). The study showed that by 2012 the level of service would decrease at the major intersections, but the project would contribute little to the existing delays. Suggested mitigation measures included human traffic control, additional turning lanes, and a roundabout. Below is the trip generation

expected during 100% occupancy:

TABLE THREE – ADJUSTED TRIPS 100% OCCUPANCY						
	<i>AM Trip</i>	<i>PM Trip</i>	<i>AM Peak Hour</i>		<i>PM Peak Hour</i>	
	<i>Generation</i>	<i>Generation</i>	<i># Entering</i>	<i># Exiting</i>	<i># Entering</i>	<i># Exiting</i>
<i>Total Original Trip Generation</i>	190	232	104	85	113	119
<i>Total Trips after Reduction</i>	133	162	73	60	79	83

- Public Comment: Construction traffic disruptive to neighborhood; time of day and number of trucks must be addressed; take into account the construction impacts on the residents.
- Commissioner Comment: Cabriolet mitigation; City Engineer commending traffic work; need service vehicle and construction vehicle plan to be memorialized in approval documents; prohibit a lot of activity during Sundance; timeshare not allowed in zone but included in report; request staff to be sure the construction mitigation plan incorporates the location for construction vehicle parking.

January 12, 2005 – Planning Commission discussion on PEC Traffic Study

- Staff report outlined previous description in July 14th, 2004 meeting. Also included a recommendation for additional signs directing traffic flow to and from the project. Applicant introduced the following mitigation for traffic:
 - Pedestrian Connections. Cabriolet and various footpaths and stairs between project and town.
 - Service Design. Centralized, off-street, and covered. No parking for project on Lowell or Empire Avenues.
 - Ski in/out of project.
 - Onsite amenities.
 - No new public roads.

Applicant presented personal traffic counts done during peak winter season and had PEC present findings of previous official traffic study.
- Public Comment: Safety issues related to traffic; upper Empire is a one-way street with few places to pull over for others to pass; no sidewalks and no place for sidewalks; people must walk in the street; traffic report was an estimate of how many vehicles will be added; provide photos of Lowell and Empire with pedestrians walking in the street, not unusual conditions; Empire is safe only to the extent that that drivers are polite and pedestrians are careful; width of road not accurate in report; no pedestrians are accounted for in any of the traffic studies; questions credibility of chart on page 10 showing how many people will come to resort at different times of day (no commercial between 7 AM -9 AM); practicality of proposed turning questioned; 1% truck traffic questioned; Swede Alley does not have residential area like Empire and Lowell; no parking within 200 feet of entrance not realistic for those that live there without a garage; safety of cement mixers and steel bearing trucks not addressed; suggestion to create an additional entrance and exit; traffic study does not include quality of life for people who live on the adjacent residential streets; driving up Lowell is not

realistic, most people drive up Empire; structural stability of roads and grade major issue for construction traffic; concern for emergency vehicle access; quality of live regarding construction trucks, dust, and children safety; Lowell is one lane and has barely enough room for an SUV; concern for volume and frequency of cars, busses and shuttles; traffic congestion on 8th Avenue; increased traffic dangers along Norfolk; request for study on the impacts of development diverted to streets that can accommodate the increase in cars and traffic.

- Commissioner Comments: Existing development agreement in effect and bound by a legal contract; 30-35% increase in traffic over build out and developer needs to look at human health and safety not only traffic numbers; request for traffic impacts to be rated in terms of life safety issues; creating a central place with this project and a central place creates more demand and inclination to visit, do mitigators increase additional traffic; life safety issues relative to the residential community along Empire and Lowell rates at no impact or serious impact (response from PEC - winter impacts would depend on how quickly the road is plowed and how well it is cleared of snow. Difficult to analyze because of impacts fluctuate in the winter.); buying down density by City.

January 26, 2005 – Planning Commission requires an additional traffic study. New study parameters will be outlined by a Peer Review committee and funded by the City.

- Focus on traffic study: Applicants to provide presentation on traffic for public benefit. Presentation outlines construction mitigation plan and construction traffic impacts and mitigation. Purpose of meeting is to focus on traffic and service and delivery, including construction-related traffic. Staff requested additional info regarding more accurate winter counts, more documentation and information regarding trip reductions, and information and ideas about the ability to further reduce trips with the centralization of certain activities.
- Work Session - Commissioner comments: Road barely wide enough for two cars on Lowell; consensus of Commissioners for additional traffic study including winter months, pedestrian traffic, parking and snow storage. Concern for safety must be addressed in next study. More definitive numbers on construction workers impact on road; and City Engineer clarifies that the development agreement did not require improvement to widen Empire and Lowell but rather to reconstruct them in the same dimensions so the pavement can withstand the construction impacts.
- Applicant (regular meeting):
 1. Committed to safety of pedestrians
 2. Applicant addressed concerns of previous meeting (public and commissioner). Clarified they are not interested in a “buy down.”
 3. Construction Mitigation Plan presentation by Big D Construction
 - Phasing: Phase 1 hotel element. Portions of retail and commercial element, and underground parking structure. Excavated material will be moved up the hill on site.
 - Phase II is an elevated aspect of the project with condominium and residential units.

- Phase II is single family homes with a parking structure underneath and includes the lifts down to Main Street and the lifts going up the hill.
 - Ski runs will operate throughout the phases.
 - Bus employees in during construction
- Public Hearing: Condition of roads; zoning has changed in past 20 years; roads fail regularly; parking at Sweetwater Condos; disagree with traffic study; no consideration to pedestrian; 75% access through Lowell to project; future liability of City insurance due to the project; health, safety, and welfare; increase in development of Lowell and Empire over the past 20 years; Citizens Allied for Responsible Growth (CARG) – facetious numbers in traffic report; Crescent Tram Road is direct access to Main Street from the 473 proposed parking spaces; soil removal will be dumped onto proposed open space. Is this allowed; concern for soil contamination; bottleneck at Manor Way.
- Commissioner Comments: Concern with human health and safety (would like to have Ron Ivie, Kelly Gee, Eric DeHaan, and Jerry Gibbs involved at a PC meeting); traffic study to include winter traffic counts; traffic study to include proposed direction of traffic flow or mitigation of traffic flow to assist in mitigating impacts; pedestrian safety; do not agree with approach noted in study that states that a project of this complexity must be reviewed annually to re-examine conclusions and determine whether changes need to be implemented. Do not agree with band-aid approach; disappointed that applicant is not willing to enter into negotiations with the City; recommend that the City pay for a study (1. look at bottlenecks on Manor Way, 2. impact to Crescent tramway from project, 3. analysis should indicate how many times Lowell and Empire could or would fail); need to look at impact on bottleneck at the end of ski day. Will people staying at the lodges add to this or is this an assumption; hotel traffic may not peak, construction traffic will peak.

March 24, 2005 – PEC addendum to Traffic Impact Analysis (TIA) received (Exhibit B)

August 10, 2005 – City funded traffic study by Fehr and Peers received by Planning Commission (Exhibit C). Plan to review the study at Planning Commission on September 14, 2005. Engineers will be in attendance. Notice for public hearing. Study is available for public.

September 14, 2005 – Planning Commission review of Fehr and Peer traffic study.

- Fehr and Peers presentation.
 - Fehr and Peers findings
 - Background and forecast traffic volumes prepared in original study and addendum by PEC, Inc were adequate
 - Confirmed accuracy of trip generation assumptions and calculation for peak winter use reported by PEC.
 - Fehr and Peers recommendations
 - Prioritizing snow removal for impacted street;
 - Regulating and managing on-street parking;

- a. Limit on-street parking to one side of street only
- b. Do not allow on-street parking on more than half of the roadway length of Lowell Avenue and Empire Avenue from Manor Way to the switchback. At least half of these segments should be clear of snow and parked vehicles and allow two directional travel.
- c. Limit segment lengths of on-street parking to no more than six continuous parking spaces (150 feet) and separate each segment of on-street parking by a minimum of 150 feet.
- d. Prohibit on-street parking in the vicinity of the Lowell/Empire switchback
- e. Provide strict enforcement of parking restrictions during the winter season.
- Modifications to the Deer Valley Drive/Park Avenue intersection (DOT jurisdiction). Mitigation necessary;
 - a. Modify the eastbound approach to provide separate dual left turn lanes and a shared thru-right lane,
 - b. Provide southbound dual left turn lanes, and
 - c. Replace the east/west split signal phasing with protected only left turns.
- Signalization (requires further study) or human traffic control during peak periods at the Empire/Silver King Dr. Intersection;
- Managing “friction” created by pedestrians, pick-up/drop-off traffic, transit traffic at Lowell Avenue/ Manor Way (and Empire) with various improvements;
- Restricting or limiting turning movements to and from Crescent and Empire/Lowell Avenues;
- Assuring, i.e. imposing conditions of approval, that traffic reducers proposed as part of the CUP, such as the cabriolet, ski runs, trails, staircases, improvements to the Crescent walkway, shuttles, etc. are built and operated per the approved CUP and any required agreements; and
- Consideration of additional non-skier pedestrian connections to PCMR base from Treasure Hill such as sidewalks, shuttles, transit, etc.
 - a. Lack of adequate non-ski pedestrian connections between Treasure Hill and PCMR

Fehr and Peers Corrections for PEC Study

- Forecasting for existing plus project traffic may not have accounted for background growth unrelated to Treasure Hill CUP that is likely to occur in the interim until construction (2012 design year).
- Assumed no use on Crescent Tram from Treasure Hill. Expect increase of 10% worst case scenario.
- Concern regarding TIA underestimating the delay at Deer Valley Drive and Park Avenue.
- Also looked at potential capacity limitations resulting from snow storage and on-street parking.

Fehr and Peers also assessed:

- Public safety in regards to emergency access

- Roadway capacity of Lowell Avenue and Empire Avenue
 - Intersection capacity and queuing
 - Pedestrian connectivity
- Public Hearing: Demonstration of pedestrian safety on Empire; problems and inconveniences that residents will endure if the City applies some of the recommended restrictions for Treasure Hill; many changes over past 20 years; concern regarding City liability for safety of pedestrians; Study must be done in the winter during peak conditions; need to pay attention to pedestrian safety; solutions good for developer but not acceptable to the local residents; on-street parking needed unless provided close by. Eliminating the parking does not eliminate the need for parking for the local residents. Reducing parking not fair to local residents; restricting parking on Lowell Empire with impact parking on Norfolk and 8th adversely; proposed recommendations will not work and are unsafe; Lowell Ave under development agreement is major access. PCMR and PC transit give Lowell Avenue back to citizens; Park City made a fundamentally wrong decision by not including a sunset clause in the development. Reconsider that conditions have changed dramatically; impacts to Norfolk and Woodside not addressed. Parking will be impacted on these streets. Cannot accommodate more parking; Matter of public safety; neighbor's house has been hit by sliding car in winter; where will residents park, how will snow removal function; pedestrians: no room for sidewalks and study mentioned shuttling pedestrians but did not add the numbers to the report; no projection of vehicle traffic during construction; in winter roads reduced to one lane; degrade quality of life; and City is responsible for pedestrian safety
- Commissioner Comments: Utah is a very liberal state in terms of vesting laws. Entitlements and density are vested and no choice but to address the project; good study and good mitigation but does not fit the reality; liability of City raised. Want to know the City's liability before moving forward; how can parking mitigation be handled without penalizing the existing residents; human factor of experience that the study does not work; pedestrian component is a huge issue and do not know how that is being resolved; vehicle and pedestrian traffic should be separated to the greatest extent possible; health, safety, and welfare on public and pedestrian safety and the degradation of the quality of life that would result from the increase traffic. Proposed plan will not work. Health, safety, and welfare issues not adequately addressed within Study.

October 12, 2005 – Planning Commission review of Traffic

- List of thirteen questions raised during the September 14th meeting that have not been addressed by the consultants, staff, or Planning Commission; listed eleven possible conditions of approval to mitigate traffic; liability was clarified that any new road or pedestrian improvement will meet applicable standards and are unlikely to increase City liability. The City's liability for the existing condition is minimal. The City is allowed to prioritize on-going maintenance and upgrades to its historic roads in the CIP in accordance with legal standards; ask commissioners to look at list of issues and identify the primary issues. Staff will

take them to consultants and allow them enough time to prepare a formal response or explanation of their finding.

- Applicant: they have conceded as much as they are willing to concede and at some point the government needs to have the integrity to honor its commitments; brief history of project; right to use road and have access on Lowell and Empire
- Park City Mountain Resort: Jenni Smith. Need to meet as a group: City, PCMR, Applicant, and a representative of the neighborhood.
- Public Hearing: Support for Sweeney effort on site plan; funicular is a tremendous benefit to Old Town residents and tourists; concern with traffic volume; construction impacts; HMBA: more beds on Main Street; vitality of Main Street economy on project; mitigation of traffic can be worked out; convention facilities would add a viable aspect to all of Main Street; adding stairs at 8th street wonderful; not adequately demonstrated how they intend to separate the pedestrians from the vehicular traffic; protect quality of life of old town residents and safety; mass transit should be allowed from SLC; need for convention center; Main St. does not get local business and depends on tourists; gondola from top of Main to Deer Valley
- Director Putt reiterates LMC CUP, "There are certain uses that, because of their unique characteristics or potential impacts on the municipality, surrounding neighborhoods, or adjacent land uses, may not be compatible in some areas or may be compatible only if certain conditions are required that mitigate or eliminate the detrimental impacts." Suggests that the Planning Commission have a discussion with consultant focus on how suggested mitigation measures make the traffic, circulation, and the pedestrian issues better.
- Commissioner comments: First identify and define the incremental impacts; real issues are incremental increase in traffic, pedestrian, delivery vehicles, and construction vehicles; applicant must return with plans that address the issues caused by development; Crescent Road will be utilized more than forecast; General Plan: maintaining the quality of life in Old Town, must find a way to maintain quality of life; tourist cause less traffic than residents or employees; City partnership in project needs to be defined (enforcing parking on Lowell); applicant and PCMR work on future of Lowell; need to address the following impacts:
 1. Incremental impacts
 2. Construction traffic
 3. Pedestrian/vehicular conflict exploration and definition
 4. Feasibility of mitigation attempts
 5. City's role in mitigation
 6. Study of Crescent Tram
 7. Employee traffic plan
 8. Input from City: Public Works, City Engineer,
 9. General Plan application
 10. Protect quality of life
 11. PCMR involvement short and long term
 12. Existing entitlements

December 14, 2005 – Planning Commission review of Traffic; additional presentation by Fehr and Peers (Exhibit D)

- Resume traffic review discussion requesting traffic consultants provide info on three specific issues
 - 1) An understanding of the incremental impacts of Treasure Hill
 - 2) An understanding of the traffic impacts of construction and the proposed construction mitigation plan, and
 - 3) An understating of the pedestrian/vehicular conflicts

Staff conducted a parking analysis of existing off-street parking on Lowell and Empire Avenue: 173 units in area and 345 off-street parking spaces in garage or driveway.

- Fehr and Peers Update (Exhibit D): Elaborated on previous study and included additional recommendations. Created a chart to compare PEC report and FP report.

Recommendations include:

- 1) On Street Parking: provide a parking option if on-street parking is allowed for one side of the street in 150 foot increments of parking/no-parking
- 2) Existing roadway options
 - a. Widen existing roadway: Must consider travel lanes (10' minimum each direction), snow storage (6' min.), Pedestrian walkway (5'min), and parking (8' min.)
 - b. Restrict and enforce parking
 - c. Construct stair and walkway connections to old town
- 3) Trip generation: Future trip generation - background traffic should have been increased based on an area study of growth or other proposed developments, to provide a more comprehensive/accurate estimation of future traffic. However, net impact of development would remain similar.
- 4) Pedestrian Access: Sidewalk could be built by City. Other recommendation is a walkway could be striped on west side of Lowell Ave in road. No parking allowed. Snow plows would clear walkway with road. Construct stairs via 8th, 9th and 10th avenue right of ways during phase one of construction
- 5) Construction mitigation: simple but appropriate. Further development and refinement of plan is appropriate
- 6) Intersection mitigation
 - a. Deer Valley Dr./Park Ave: Current problem needs to be addressed with co-ordination between UDOT and Park City. TH will add 6.6% more traffic during the peak hour
 - b. Empire Ave/Silver King: Human traffic control at end of day. Further study recommended for signalization
 - c. Lowell and Empire at Manor Way: restrict parking further from intersections and control snow storage at intersections to improve site distances.
- 7) Crescent Tram Road: Discourage use. Possibly prohibit right turns from Empire Avenue and left turns from Crescent Tram
- 8) Snow Removal: Should receive prioritized snow removal treatment

- 9) Signage: project should be signed to encourage guest to use Lowell to travel to and Empire to travel from Treasure Hill.
- Commissioner Questions
 - 1) Why up Lowell and down Empire
 - a. Answer: maximize right-hand turns
 - 2) Do industry standards take into consideration annual snow fall and cold temps?
 - a. Yes. This study took these coefficients into consideration.
 - 3) If parking is limited to one side how many of the existing 300 spaces will be lost?
 - a. 300 spaces were in garages or driveways. None will be eliminated.
 - 4) Can intersection be widened to have two left turn lanes?
 - a. Yes.
 - 5) Have they looked at widening Manor Way or adding a sidewalk? Can it handle large construction vehicles?
 - a. Four Seasons was going to improve pedestrian and traffic improvements on Manor Way. City Engineer states that Manor Way needs additional attention. There is not enough right-of-way.
- Open Public Hearing: Lowell Avenue ideas are workable. Concern from Empire Avenue; Construction timing? 10 – 15 years rumored; Who will pay for snow removal during construction when there is no revenue from project?
- Commissioner Comment: Applicant must be responsible for mitigating the incremental impacts generated by project; construction impacts must be shown better; continued.

February 8, 2006 – Additional questions were outlined by Planning Commissioner Charlie Wintzer regarding traffic impacts. Below is the list from the February 8, 2006 Planning Commission meeting minutes:

1. Commissioner Wintzer requested that someone show him that the recommendations contained in the traffic study could physically work.
2. He requested a scaled aerial photo showing the area with all the improvements recommended in the study, starting at Park Avenue going up to the project
3. He wanted to see the turning radius for the largest truck that would be allowed on the street at each intersection.
4. He requested that the applicant show how traffic will be handled at the Resort Center and whether any easements will be granted to the City.
5. He wanted to make sure there is enough land in the right-of-way by Cole's and Jan's to widen the road and whether UDOT would allow them to change the road.
6. He wanted to know how and where they would put walking traffic.
7. He wanted to know what widening Lowell and Empire would do to the existing off street parking.
8. He wanted to know if the City could make the commitment suggested in the traffic study for stepping up snow removal and parking enforcement.
9. He wanted to know how this project will impact the traffic compared to what exists today and to what degree the traffic will be increased.

10. He wanted to know how much additional traffic would be added to the streets during the ten year build out period.

Review Process

The developments of Creole Gulch and Mid-station must be reviewed by the Planning Commission as a Conditional Use Permit and must comply with the development parameters and conditions of the original Sweeney Properties Master Plan approval.

Conditional Use Permit Review

The fifteen Conditional Use Permit review criteria have not changed since the original submittal. The following are the criteria against which the application must be evaluated when considering whether or not the proposed conditional use mitigates impacts of 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.

Master Plan Development Parameters and Conditions

The Planning Commission will also review conformance with the approved master plan of 1986. This includes conformance with the development parameters and conditions, as well as the ten findings identified in the original SPMP. The following are the development parameters and conditions which relate to traffic:

December 18, 1985 Sweeney Master Plan Findings:

4. The commercial uses will be oriented and provide convenient service to those residing within the project.
5. The required parking can readily be provided on-site and in enclosed structures.

December 18, 1985 Master Planned Development--Development Parameters and Conditions:

3. **The approved densities are those attached as an Exhibit, and shall be limited to the maximums identified thereon. Parking shall be provided on-site in enclosed structures and reviewed in accordance with either the table or the approved Restrictions and Requirements Exhibit or the adopted ordinances at the time of project approval. All support commercial uses shall be oriented and provide convenient service to those residing within the project and not designed to serve off-site or attract customers from other areas (emphasis added).**

4. Access to the Town Lift and Creole sites shall be provided by a private roadway with acceptable emergency access and utility easements provided. No city maintenance of these streets is expected. All utility lines shall be provided underground with private maintenance required wherever located in inaccessible locations or outside approved easements.
7. All easements, deeds, and/or rights-of-way shall be provided without cost to the City and in accordance with the Master Plan documents and phasing plan approved. Likewise, it shall be the developer's sole responsibility to secure all easements necessary for the provision of utility services to the project.
8. The Master Planned Development approval only conceptually established the ability of local utility service providers to supply service to the projects. It does not constitute any formal approval per se. The applicant has been notified that substantial off-site improvements will be necessary and that the burden is on the future developer(s) to secure various easements and upsize whatever utility lines may be necessary in order to serve this project. Prior to resale of this property in which this MPD approval is carried forward, or prior to any conditional use application for any portion of the MPD, a utility plan addressing water, fire flows, and sanitary sewer, storm drainage, cable utilities, and natural gas shall be prepared for review and approval by City Staff and the Snyderville Basin Sewer Improvement District. Part of the plan shall be cost estimates for each item of utility construction as it is anticipated that costs for these utilities will be major. All such costs shall be paid by the developer unless otherwise provided. If further subdivision of the MPD property occurs, the necessary utility and access improvements (see below) will need to be guaranteed in roads, and access questions which will need to be resolved or upgraded by the developers at their cost, in addition to impact fees, water development and connection fees, and all other fees required by City Ordinances are as follows:
 - a) Empire Avenue and Lowell Avenue will be the main access routes to the Creole Gulch site. As such, during construction these roads will need to carry heavy traffic, probably in the vicinity of up to 300 heavy trucks per day. At the present time and until the Creole Gulch site develops, Empire and Lowell south of Manor Way are and will be low-volume residential streets, with a pavement quality, width, and thickness that won't support that type of truck traffic. The City will continue to maintain the streets as low-volume residential streets, including pavement overlays and/or reconstruction. None of that work will be designed for the heavy truck traffic, but in order to save money for the developer of the Creole Gulch site, he or she is encouraged to keep the City Public Works Director notified as to the timetable of construction at Creole Gulch. If the City is notified that the construction is pending such that an improved pavement section can be incorporated into normal City maintenance projects, then it is anticipated that the incremental additional cost of the additional pavement thickness (which is likely to be in the vicinity of 3 additional inches of asphalt over the entire 46,000 linear feet [25-foot asphalt width])

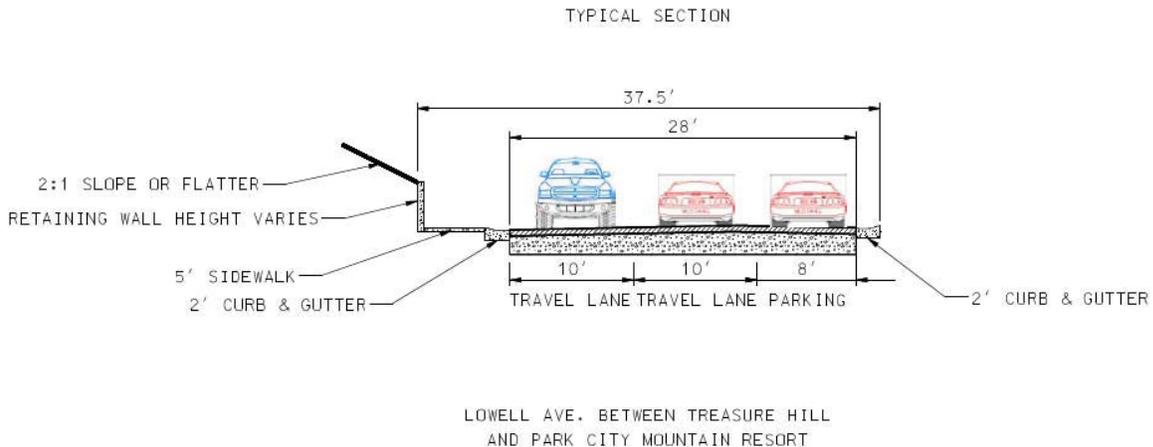
of Lowell/Empire south of Manor Way, or approximately \$80,000 additional cost in 1986 dollars) could be paid by the developer with said amount deducted from future impact fees paid to the City as long as it did not exceed the total future impact fees. However, if the increased pavement section is not coordinated with the City by the developer such that the pavement of Lowell and Empire south of Manor Way remains inadequate at the time the Creole Gulch site is developed, then the developer shall essentially reconstruct the entire 4,600-foot length of Lowell and Empire south of Manor Way at his or her cost, which with excavation and reconstruction of an anticipated 6-inch asphalt thickness on top of 10 inches of road base, plus all other normal construction items and costs, would be in the approximately cost range of \$300,000 to \$400,000 in 1986 dollars. Further, because that reconstruction would be inconvenient to residents and the City, and because delays, impacts, and potential safety hazards would be created over and above normal City maintenance of existing streets, that action by the developer would be a new impact on City residents and the cost therefore would not be deductible from any developer impact fees.

9. To minimize additional construction traffic impacts, on-site material stockpiling/staging and parking shall be provided during the course of construction. Similarly, cut and fill shall be balanced and distributed on-site whenever practical, with any waste material to be hauled over City specified routes. Also at the time of conditional use review/approval, individual projects or phases shall provide detailed landscaping, vegetation protection, and construction staging plans.

Applicant's Proposed Traffic Mitigation

Traffic Mitigators

1. Improvement of Lowell Avenue
 - a. Uphill sidewalk
 - b. Two Travel Lanes
 - c. Downhill Parking
2. Cabriolet to Main Street
 - a. Extended hours (Hours of operation will reflect bus hours of operation)
 - b. Connection to Main Street Trolley
 - c. Connection to Park Avenue bus
3. Beginner ski run
 - a. Top of Payday to Town Lift Base
4. Pedestrian Connections
 - a. Trails, stairs, and sidewalks
5. On-site Amenities



Construction Mitigation

1. No public road transport of mass excavation material.
2. No construction staging or parking on public roads. Workers park and ride from remote location.
3. Up-front improvement of Lowell Avenue. Widened road section and sidewalk.
4. On-site traffic control manager. PCMR coordination and public website updates. Coordinator for human traffic control for major deliveries.
5. Wash station and graveled entrance. Keeps streets clean
6. Construction traffic limited to Lowell Avenue.
7. Construction delivery schedule modulation. Adjusted to account for weather, day-skier flow, special events, holidays, etc.
8. Priority completion of landscaping adjacent to neighbors and public street
9. Scheduled dust abatement.
10. Secure site with aesthetically sensitive fencing.

*Previous Mitigation Measures recommended by Staff (October 12, 2005 Planning Commission Meeting). Fiscal responsibility for mitigation is in **bold**. None of the proposed mitigation has been decided upon.*

1. Construct a sidewalk (possibly a 5' paved and 3' soft for additional snow storage) on the west side of Lowell Avenue from the project to PCMR- there is room within the dedicated Lowell Avenue ROW for these improvements (**Applicant**);
2. Construct additional staircase connections between Empire and Lowell in both the 9th and 10th Street ROW - to direct pedestrians off of Empire and onto a designated pedestrian/bike lane that would lead directly to PCMR without causing additional pedestrian conflicts at Manor Way (such connections already existing in 11th and 12th streets) (**Applicant**);
3. Reconstruct Empire and Lowell Avenues to clearly delineate auto travel lanes, gutters, and possibly provide bulb-outs and additional paved "off-street" parking spaces along Empire Avenue (such as was done on Park Avenue) (**City and**

Applicant);

4. Enforce no parking within the drive-lanes (as is done on Park Avenue), as well as no parking on the west side of Lowell (currently in effect), with the goal being no net loss of resident parking on these streets, but reducing all day skier and resort parking on these streets-implement residential parking program) (**City**);
5. Implement no parking (i.e. no day skier parking and no PCMR or Sweetwater employee parking) on the east side of Lowell in front of the PCMR Administration building and Sweetwater, which causes snow removal issues (**City and PCMR**);
6. Construct people mover, ski lift, or gondola between the project and Main Street and/or Ski Resort prior to issuance of any certificates of occupancy (**Applicant**);
7. Construct new stairs in the 6th Street ROW (already a requirement of the MPD) (**Applicant**);
8. Construct new stairs from the project to Crescent walkway with additional improvements to the walkway (already a requirement of the MPD) (**Applicant**);
9. Construct new stairs in the 8th Street ROW between Norfolk and Woodside (**Applicant**);
10. Improve and/or prioritize snow removal on Empire and Lowell Avenues (**City**); and
11. Pedestrian crossings and traffic flow improvements at PCMR (Lowell Avenue, Empire and Manor Way, etc. (**Applicant and PCMR**).

Analysis

Staff has identified the following areas of concern from the previous Planning Commission Meetings and current review: proposed uses and traffic generation; human element of health and safety; on site parking; and displaced parking. No new traffic analysis was requested by staff at the close of the 2004-2006 review, and no new traffic analysis has been received by staff.

Proposed Use and Traffic Generation

Use is directly correlated to amount of traffic. Both the PEC and Fehr & Peers traffic analysis was based on 264 hotel rooms, 19 condominiums and 19 unit equivalents of commercial. Not included in the traffic report are the impacts of the additional support commercial and meeting space (up to 5% of gross floor area). The Master Plan was very specific in stating that the commercial use was for the convenience of those residing within the project and was not to serve off-site or attract customers from other areas.

December 18, 1985 Sweeney Master Plan Findings:

4. The commercial uses will be oriented and provide convenient service to those residing within the project.

December 18, 1985 Master Planned Development--Development Parameters and Conditions:

3. The approved densities are those attached as an Exhibit, and shall be limited to the maximums identified thereon. Parking shall be provided on-site in enclosed structures and reviewed in accordance with either the table or the approved Restrictions and Requirements Exhibit or the adopted ordinances at the time of project approval. **All support commercial uses shall be oriented and provide convenient service to those residing within the project and not designed to serve off-site or attract customers from other areas** (emphasis added).

In this respect, the businesses on-site should not create more traffic in terms of visitor traffic. It will create an increase in commercial service trucks providing goods and services to the support commercial. The current traffic analysis is not an accurate representation of the **total** proposed support commercial and meeting space areas. The study only includes the 19 unit equivalents of support commercial allowed under the MPD. It does not include the additional 5% support commercial/meeting space as allowed within a hotel under the 1985 LMC Section 10.12. Staff finds that the traffic analysis should include the number of service vehicles necessary to provide services to the additional support commercial areas/meeting space. Currently, the applicant's proposal exceeds the additional 5% support commercial/meeting space that may be dedicated under Section 10.12 of the 1985 Land Management Code. This non-compliance must be resolved prior to the next Planning Commission meeting. Staff is working with the applicant on this issue.

In reviewing the conditional use permit, the Planning Commission must conclude that the proposed support commercial complies with the findings and development parameters and condition.

Support Commercial Use is defined by the Land Management Code Section 15-15-1.49. as

Commercial Use, Support. A Commercial Use oriented toward the internal circulation of a Development, for the purpose of serving the needs of the residents or users of that Development, and not persons drawn from Off-Site.

The proposed development includes ballrooms/convention space, bars, lounge, gift shop, restaurant/bar, deli, a Creole Mine exhibit, and uncategorized commercial space. Staff does not find that the Creole Mine exhibit and the large amount of ballroom/convention space will only be utilized by those residing within the project. The applicant is required to find a solution from attracting off-site customers to the site. Further mitigation and explanation of the uses are necessary. If the applicant does not suggest a solution from attracting off-site customers to the site, planning staff would suggest that the Planning Commission not allowing the additional 5% of meeting space. The additional 5% is not entitled density and the impacts of the additional 5% must be mitigated as well.

- **Does the Commission concur with Staff’s finding that the proposed commercial space does not meet the support commercial requirement of the MPD?**
- **Does the Commission concur with Staff’s finding that the existing traffic study does not take into consideration the traffic impacts of the additional 5% of support commercial as allowed by the LMC for hotels and nightly rental condominiums?**

Pedestrian Circulation

Road width and snow were major factors. The City has three priority levels for snow removal. Lowell Avenue and Empire Avenue are currently “Priority 1” streets, the highest level for snow removal. Priority 1 streets with over two inches of snow must be plowed once within an eight hour period. The City budget includes funds for all Priority 1 streets to have snow hauled off-site to assist in widening the roads once per year. For fire and safety reasons, some roads experience multiple snow hauling events to maintain the width for an emergency vehicle. With the proposed widening of Lowell Avenue to 37.5 feet wide, more snow storage will be created and therefore a greater road width will be able to be maintained. The proposed sidewalk will decrease the amount of available snow storage on the shoulder of the road. Sidewalks create added snow maintenance and often more snow hauling.

Many of the previous Planning Commission meeting minutes were concerned with the safety of pedestrians in regards to the increased traffic on Lowell and Empire Avenues. The Commission raised many questions previously regarding the safety of pedestrians. The previous studies did not quantify the level of safety for pedestrians with the increased traffic from the development, nor did the studies quantify the degree that pedestrian safety has been improved due to the proposed mitigation measures. The studies did suggest mitigation measures to enhance pedestrian safety issues: sidewalks, staircases, and human traffic control. The applicant has proposed a five feet wide sidewalk extending the entire length of Lowell Avenue in order to mitigate impacts of human safety. The applicant is also willing to build staircases between Lowell and Empire Avenue to assist in getting pedestrians from Empire to the new sidewalk on Lowell.

- **Does the Planning Commission find that the proposed mitigation plan provides adequately for pedestrian safety?**
- **Have pedestrian traffic circulation issues been resolved through the proposed mitigation?**

On-site 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

The proposed project contains 433 parking spaces total. Per the MPD, 366 spaces are required for the proposed unit sizes. The applicant has designed additional spaces for the use of employees. Below is the breakdown of the parking as provided by the applicant. It must be noted that the original MPD did not require parking for the support commercial. No parking should be required for the support commercial because the support commercial is not suppose to bring additional visitors to the site, as emphasized in the MPD.

SUBTOTAL BY UNIT TYPE	TYPE	QTY.	AREA	QTY.	AREA	QTY.	AREA	QTY.	AREA	QTY.	AREA	TOTAL	
	RESIDENCES	0	0	0	0	0	0	4	7,333	42	150,067	46	
HOTEL	161	76,330	4	3,936	35	37,907	1	1,515	1	2,537	202		
CLUB	0	0	0	0	13	15,795	11	20,311	33	83,114	57		
REQUIRED PARKING SPACES		161 @ 0.66 =	106	4 @ 1.0 =	4	48 @ 1.5 =	72	16 @ 2.0 =	32	76 @ 2.0 =	152	366	
PARKING STRUCTURE		CREOLE			MIDSTATION		BLDG, 2		BLDG, 4B		BLDG, 5A-D		TOTAL
	LEVEL	USER	QTY.	LEVEL	QTY.	LEVEL	QTY.	LEVEL	QTY.	LEVEL	QTY.		
	L1		96	L1	53	L1	6	L1	23	L1	70		
	L2		39					L2	51				
								L3	51				
								L4	44				
PROVIDED PARKING SPACES			135		53		6		169		70	433	
LESS 1 STALL PER REQUIRED ACCESSIBLE SPACE IN ACCORDANCE WITH I,B,C, ToL 1106,1 (FOR AISLES)												(9)	
NET TOTAL PROVIDED												424	

Section 15-3-7 of the LMC States:

(A) 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. The Parking Study must analyze whether:

(1) parking Uses will overlap,

(2) commercial spaces within the project will serve those residing within the project rather than the general public, and

(3) or other factors that support the conclusion that the project will generate less parking than this Code would otherwise require.

This allows for the Planning Commission to reduce the required parking without re-opening the Master Planned Development.

- **Does the Commission find that the original 366 parking spaces is sufficient or should be reduced (requiring a Parking Study)?**
- **Has the applicant provided sufficient information to justify the 433 parking spaces proposed?**

Displaced Parking

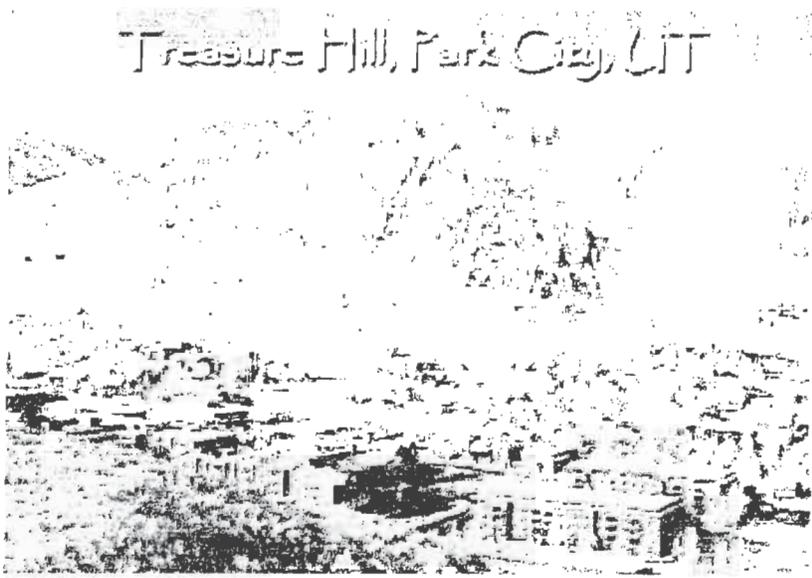
Within the previous Planning Commission meetings, there was a concern raised by the public and the Planning Commission for the displacement of parking on Lowell Avenue. The applicant, in response to this concern, has proposed permit regulated parking on the downhill (east) side of Lowell Avenue. Staff had previously completed a field study on the existing parking spaces on Lowell Avenue. The outcome of this study was that all but one of the existing homes had onsite parking within driveways or a garage.

- **Does the Commission find that the proposed permit parking on the downhill side of Lowell Avenue will resolve the issue of displaced parking for the neighborhood?**

Summary Recommendations

Staff recommends that the Planning Commission review the traffic analysis for the Treasure Hill Conditional Use Permit (CUP) as provided in the staff report and within the staff presentation, allow the applicant to discuss the traffic analysis, open the public hearing, and provide the applicant and staff with direction on the items outlined. No action is scheduled.

TREASURE HILL
PARK CITY, UTAH
TRAFFIC IMPACT ANALYSIS

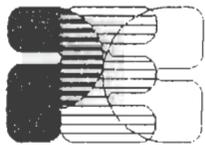


Prepared for:

MPE Inc.

July, 2004

Prepared by:



Gary Horton
Project Engineering Consultants
3760 South Highland Dr. Suite 450
Salt Lake City UT 84106 USA
Tel: (801) 273 3366 Fax: (801) 273 3466

F
I
N
A
L
R
E
P
O
R
T



Table of Contents

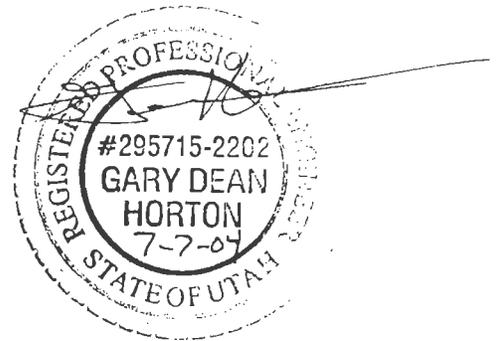
- I. Executive Summary
- II. Introduction
- III. Study Area Conditions
- IV. Existing Conditions
- V. Project Trip Generation
- VI. Project Trip Reduction
- VII. Project Trip Distribution
- VIII. Traffic and Improvement Analysis
- IX. Construction Traffic Plan
- X. Service Vehicle Plan
- XI. Residential Project Traffic Plan
- XII. Parking and Related Considerations
- XIII. Summary and Recommendations
- XIV. Appendices

List of Figures

- Figure 1 Site Plan
- Figure 2 Existing Lane Configuration
- Figure 3 Existing AM/PM Weekday Traffic Non Ski Day
- Figure 4 Existing AM/PM Weekday Traffic Ski Day
- Figure 5 Project Generated Trips
- Figure 6 Design Year AM/PM Weekday Traffic Non Ski Day
- Figure 7 Design Year AM/PM Weekday Traffic Ski Day
- Figure 8 Construction Traffic Plan

List of Tables

- Table 1 Park City Occupancy Rates
- Table 2 Raw Trips 100% Occupancy
- Table 3 Adjusted Trips 100% Occupancy
- Table 4 Park Ave. / Empire Summary
- Table 5 Silver King / Empire Summary
- Table 6 Empire / Shadow Ridge Summary
- Table 7 Lowell / Shadow Ridge Summary
- Table 8 Empire / Manor Summary
- Table 9 Lowell / Manor Summary





I. Executive Summary

This report concludes that the development accesses and surrounding intersections will function adequately to transfer the project-generated traffic to and from the Treasure Hill site. Existing traffic delay problems during occasional peak periods are addressed in this report with respect to any contributions from the Treasure Hill Project (Project). Recommendations are included for addressing these and undertaking other measures to assure the most favorable level of service (LOS) in the traffic study area.

II. Introduction

The traffic portion of this development has been previously studied in two reports. The first report was prepared by CRS Group Engineers, Inc. in the early 1980's for the proposed Silver Mountain Development. This report studied a development nearly twice the size than proposed today. The Silver Mountain Plan did receive conceptual access approval in the early 1980's. A second report was commissioned for the Park City Village in 1998. This report included anticipated Project trips in baseline traffic volumes and those trips were a small contributor to the overall numbers. In the 1980's the Park City Council approved the Sweeney Master Plan which included the Project along with its Empire and Lowell access.

A summary of prior traffic reports and updated calculations of estimated trips generated by the Treasure Hill Project was presented to the Park City Planning Commission on May 26th, 2004. The Planning Commission requested additional analyses of the general study area based on specific input from the Park City staff. Project Engineering Consultants (PEC) on May 31, 2004 met with the Project proponents and the Park City staff to discuss the scope of such analysis. The agreed upon objective was to determine the effects of the proposed development on the surrounding traffic corridors and intersections located within a specific the study area. PEC was retained by the MPE Inc. to perform such analysis.

The development site currently consists of undeveloped land located above the Lowell/Empire Loop. It is bisected by the Town Lift. The Project will be a hillside resort complex similar to the Town Lift Base area. The complex anticipates a combination of hotel, timeshare, condominium, and commercial uses. Commercial uses could include a café, a formal restaurant, a sports shop, and



retail stores. Other possible amenities could consist of a pool and waterfall complex, spa facilities, mine exhibit and convention space. The Project will have two access points, both onto the Lowell / Empire Loop. A general site plan of the Project is illustrated in Figure One. The study area includes the Project access points along with the following intersections:

- Lowell Ave. / Manor Way
- Empire Ave. / Manor Way
- Lowell Ave. / Shadow Ridge
- Empire Ave. / Shadow Ridge
- Silver King Dr. / Empire Ave.
- Park Ave. / Empire Ave. and Deer Valley Dr.

There are three primary destination locations in Park City: Main Street and the two Ski Areas. In planning the Treasure Hill Project, great consideration has been given to reduce vehicular traffic and encourage a pedestrian/ski friendly development. It should be noted that the overall Sweeney Master Plan, which the Treasure Hill Project is a part of, is unique because while it contributes vehicles to the study area, at the same time, it reduces traffic in the study area by providing ski-to-ski access to all of Old Town.

III. Study Area Conditions

The study area for this development includes the Project accesses onto the Empire / Lowell Ave. Loop. Based on information gathered during a site visit, it was determined that the Empire / Lowell Ave. Loop has a speed limit of 25 mph. It generally is a 25-foot wide road, with intermittent parking allowed in various locations by permit.

IV. Existing Conditions

In order to quantify the impact that the proposed development could have on adjacent traffic flow, a traffic survey and an assessment were performed. PEC gathered counts of the existing traffic volumes at selected intersections within the specified study area. The traffic counts were performed on Wednesday, June 16, 2004. This day was considered to be a representative traffic volume day during the "non-ski" season since weather conditions were fair and no unusual impacts existed. The selected intersections within the study area recommended by Park City staff were:

- Lowell Ave. / Manor Way
- Empire Ave. / Manor Way
- Lowell Ave. / Shadow Ridge
- Empire Ave. / Shadow Ridge
- Silver King Dr. / Empire Ave.
- Park Ave. / Empire Ave. and Deer Valley Dr.

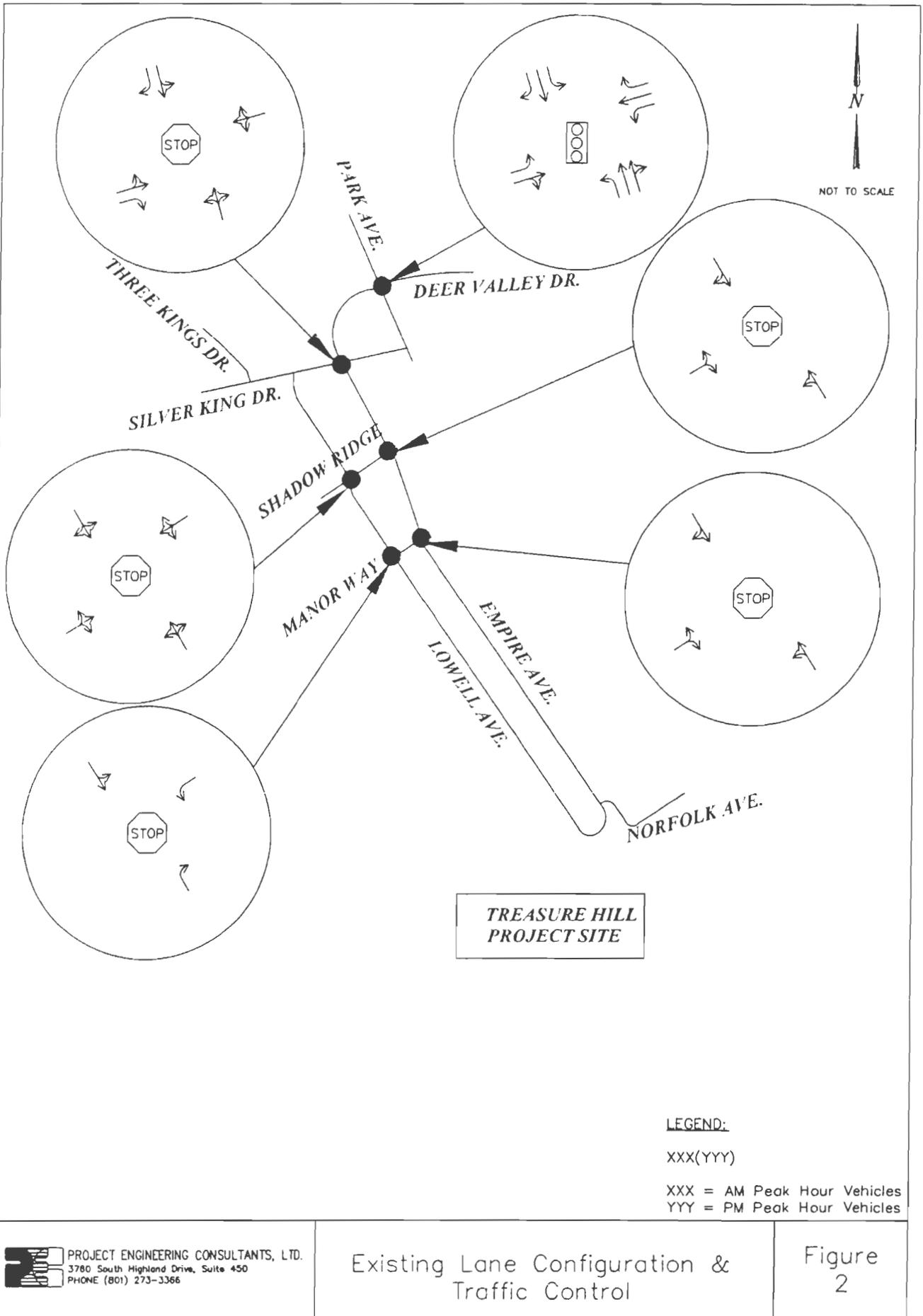
The counts were performed between the hours of 7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM. These hours were obtained from *The Institute of Transportation Engineers (ITE) Trip Generation Manual, 6th Edition, 1997* and were considered to be the peak operating hours for the proposed development. Figure two shows each of these six intersections and the existing lane configurations. The existing traffic volumes for each of the peak operating hours are illustrated in Figure Three.

To determine the expected vehicular traffic on an average "ski day" the *Economic Report to the Governor, 2003*, was referenced. In the Tourism Chapter, historical information was documented regarding occupancy rates in Park City. Table One below summarizes the pertinent information.

MONTH	2003	2002	2001	2000	1999	1998	1997	1996	1995	AVE.
June	25%	33%	34%	30%	32%	32%	36%	28%	30%	31%
January	55%	63%	62%	63%	63%	62%	60%	72%	71%	63%
February	56%	76%	71%	66%	78%	71%	79%	66%	76%	71%



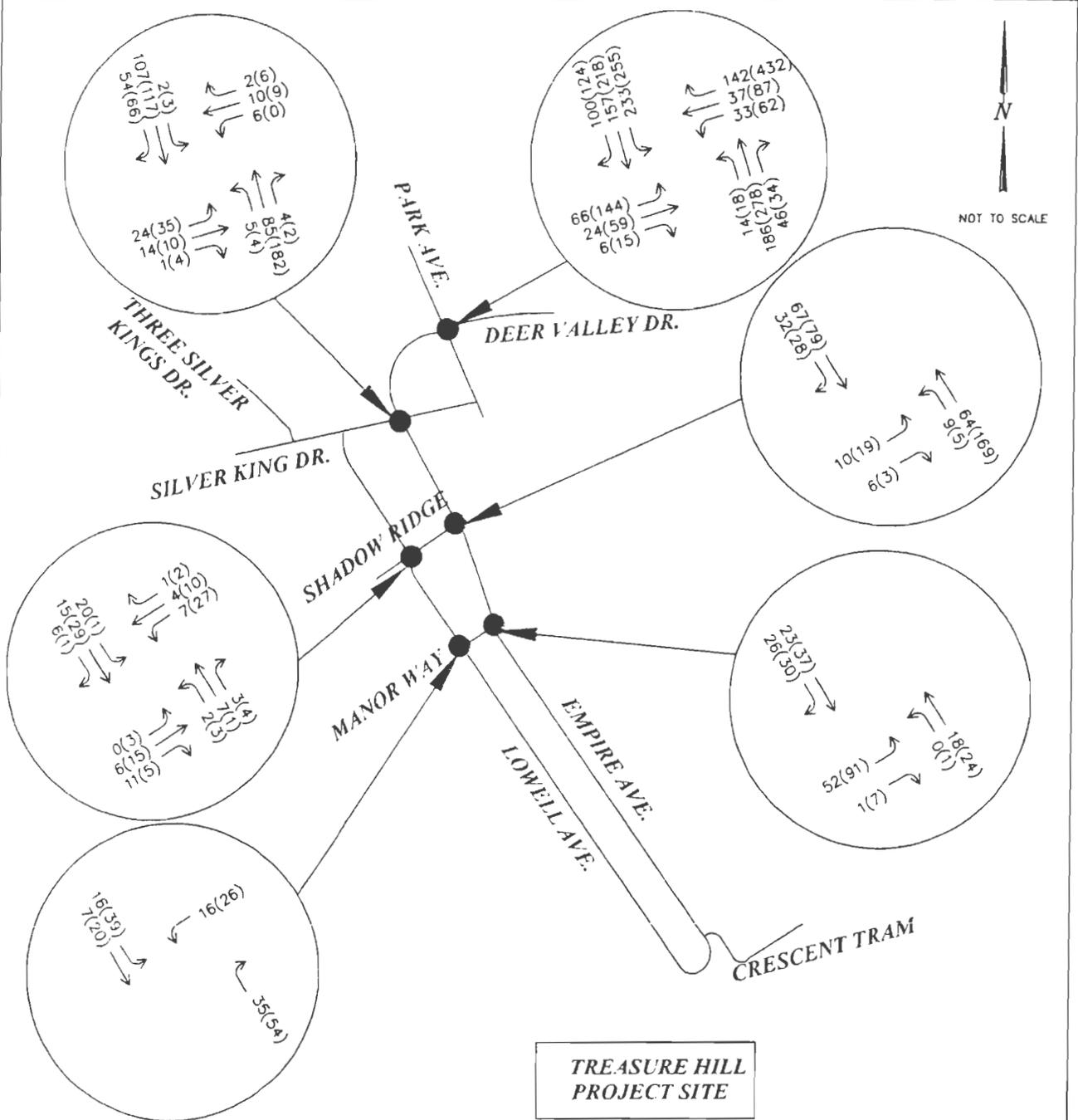
As detailed in Table One the nine-year average occupancy rate in June has been 31%. February produced the highest ski season occupancy rate at 71%. To forecast the expected traffic volumes for a typical "ski-day," existing "non ski-day" counts were multiplied by the difference in the occupancy rate. The existing traffic volumes for "ski-day" peak operating hours are illustrated in Figure Four.



PROJECT ENGINEERING CONSULTANTS, LTD.
 3780 South Highland Drive, Suite 450
 PHONE (801) 273-3366

Existing Lane Configuration & Traffic Control

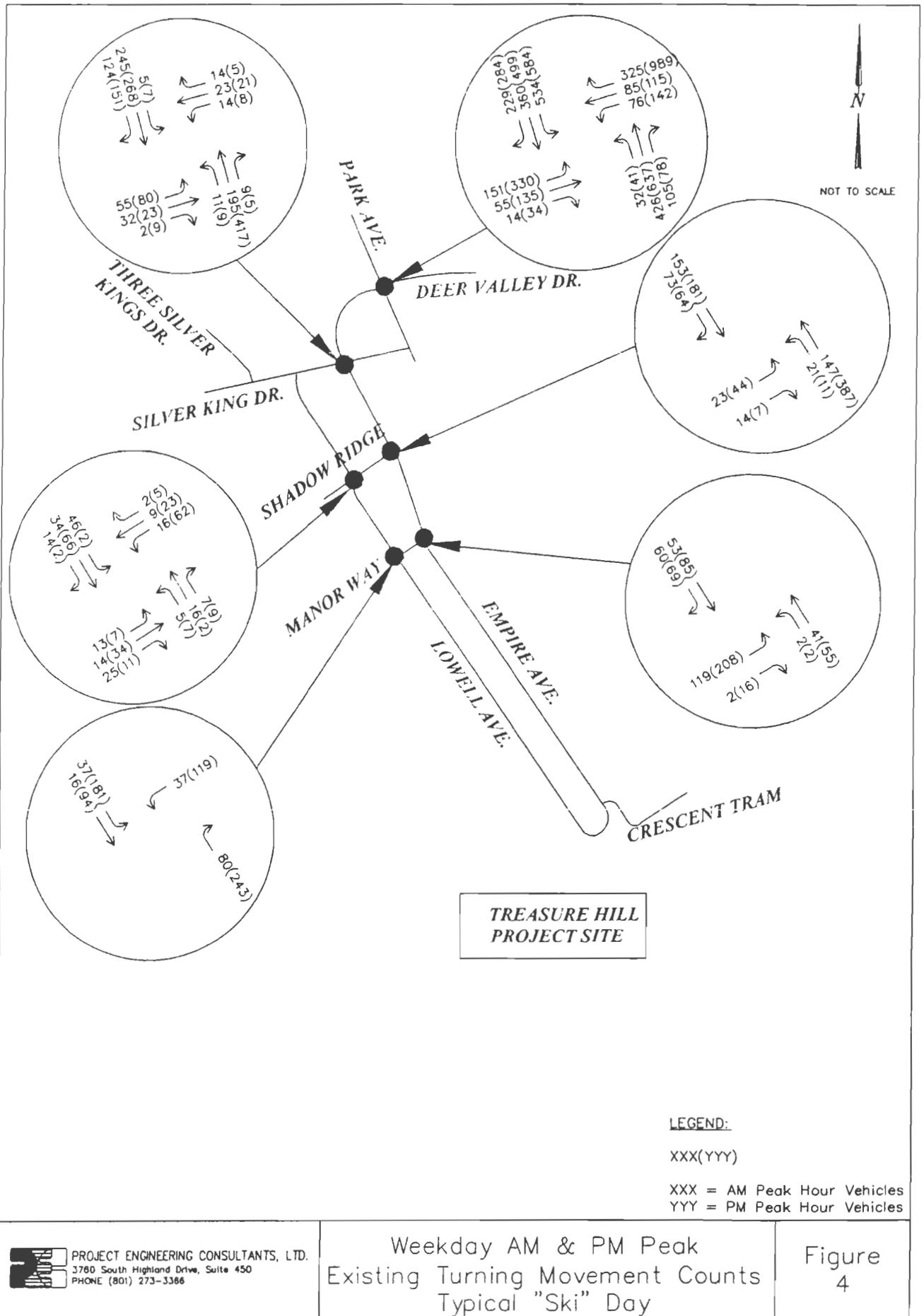
Figure 2



PROJECT ENGINEERING CONSULTANTS, LTD.
 3760 South Highland Drive, Suite 450
 PHONE (801) 273-3366

Weekday AM & PM Peak
 Existing Turning Movement Counts
 Typical "Non-Ski" Day

Figure
 3



PROJECT ENGINEERING CONSULTANTS, LTD.
 3780 South Highland Drive, Suite 450
 PHONE (801) 273-3386

Weekday AM & PM Peak
 Existing Turning Movement Counts
 Typical "Ski" Day

Figure
 4



V. Project Trip Generation:

Trip Generation is defined as the number of vehicle trips a development will generate during the peak hours of the day. Peak hours usually occur one hour in the morning between 7:00 – 9:00 AM and one hour in the evening between 4:00 – 6:00 PM. These are typically the highest volumes of the day and are used for analysis purposes to create a "worst-case" scenario.

PEC used *The Institute of Transportation Engineers (ITE) Trip Generation Manual, 6th Edition, 1997* to project the trips that would be generated by the development. The *ITE Trip Generation Manual* is a standard compilation of trip counts for different types of facilities at different time periods. The ITE land use (L.U.) cited was: L.U. 230 for Condominium/Townhouse, L.U. 310 for Hotel and L.U. 814 for Specialty Retail. The trip generation rate for the proposed development was determined from the ITE Manual based on hotel, Condominium/Townhouses and gross floor area for Specialty Retail.

Based on the number of units (1000 sq. feet of gross floor area per commercial unit) displayed in Table Two, the Treasure Hill development would be expected with 100% occupancy, worst case, to generate the following vehicle trips:

TABLE TWO - RAW TRIPS 100% OCCUPANCY							
Type of Facility	# of Units	AM Trip	PM Trip	AM Peak Hour		PM Peak Hour	
		Generation	Generation	# Entering	# Exiting	# Entering	# Exiting
<i>Hotel</i>	264	176	171	102	74	84	87
<i>Condominium/Townhouse</i>	19	14	12	2	11	8	4
<i>Commercial</i>	19	0	49	0	0	21	28
TOTAL		190	232	104	85	113	119

It is important to note that these Trip Generation Estimates include service vehicles and employee vehicular trips. Copies of the land use, as seen in the ITE manual, can be found in the appendix of this report.

VI. Project Trip Reduction

Reduction trips are vehicle or pedestrian trips that stop at more than one place in the same complex or use alternative modes of transportation. For example a driver might pull into the hotel to stay for the night and later walk across the parking lot to the restaurant. There is only one vehicle



trip generated, however; the complex sees two customers, one at the hotel and another at the restaurant. From a traffic reduction perspective, this is counted as one trip and only shows in the reduced traffic volumes once. Trip reduction also takes into account those people who may choose to come to the Project in something other than a personal vehicle, i.e. shuttle, bus, taxi etc. or choose to go to Main Street by the gondola or stairs/pathways. Downward adjustment of trips in this manner will reduce the raw trips shown in Table Two above. Adjusted trips are shown in Table Three below. They are based on the following detailed analysis.

As pointed out, in the *Economic Report to the Governor, 2003*, Tourism Chapter, three of the primary activities for tourists are skiing, dining and visiting Main Street. Accordingly, the following features contribute to trip reduction.

- The Main Street gondola which traverses between Main Street and the Project with a one way capacity of 2,600 passengers per hour, transit time of one minute, and operating without charge during similar hours as the Park City bus system
- Pedestrian connections to Main Street via the 6th Street Stairs and the 8th Street Stairs / Crescent Walkway
- Alternative modes of transportation (bus, airport shuttles, etc.)

With respect to trip reduction due to mode of transportation, local resorts with similar characteristics to the proposed Treasure Hill Project were surveyed to discover historical modes of transportation.

The results of the survey are:

- Marriott Mountain Side - 70% Alternate vs. 30% Private Vehicle
- Marriott Summit Watch - 60% Alternate vs. 40 % Private Vehicle
- Deer Valley Ski Resort - 50% Alternate vs. 50% Private Vehicle

It is likely that a percentage of the units in the Treasure Hill Project will be occupied by year round residents and therefore generate trips similar to a standard personal residence. Considering all of the above factors, a 30% trip reduction is conservative. It is important to note this still assumes 100% occupancy and trip reduction is only due to the factors mentioned above.



TABLE THREE – ADJUSTED TRIPS 100% OCCUPANCY

	<i>AM Trip</i>	<i>PM Trip</i>	<i>AM Peak Hour</i>		<i>PM Peak Hour</i>	
	<i>Generation</i>	<i>Generation</i>	<i># Entering</i>	<i># Exiting</i>	<i># Entering</i>	<i># Exiting</i>
<i>Total Original Trip Generation</i>	190	232	104	85	113	119
<i>Total Trips after Reduction</i>	133	162	73	60	79	83

VII. Project Trip Distribution

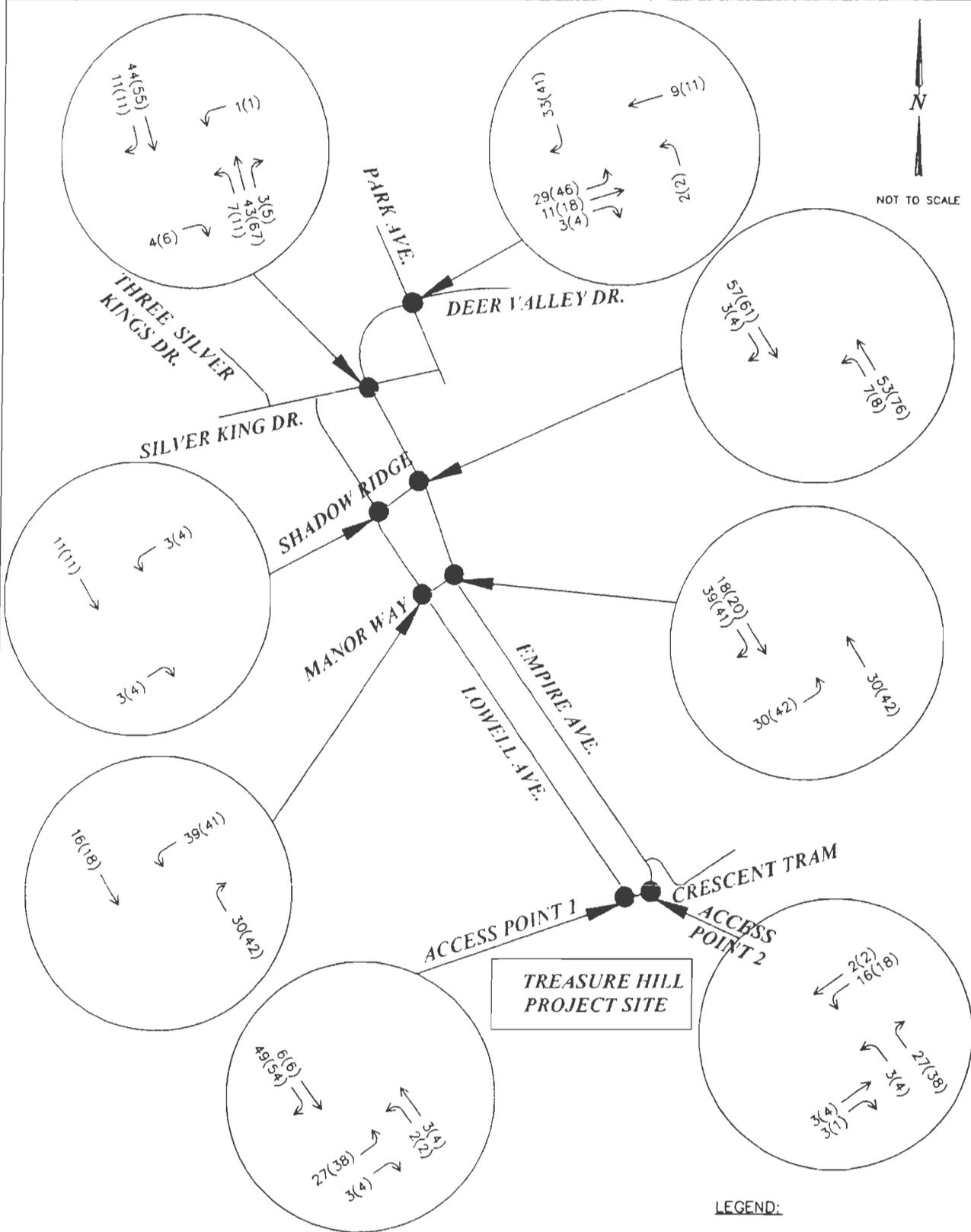
Project Trip Distribution was determined by analyzing three elements: major traffic corridors, traffic count data, and the proposed Project Traffic Plan (see signing detail). From these elements, an accurate representation of the direction that the Project generated traffic will travel can be obtained. It is anticipated that 75% of the traffic will enter using the Access Point 1 (Lowell) and the remaining 25% will enter using the Access Point 2 (Lower/Empire Loop). Vehicles leaving the Project are anticipated to distribute evenly between the two access points. Using adjusted trips, the Project Generated traffic volumes are illustrated in Figure Five.

A benefit of the Project location is the ability to encourage a circular traffic pattern. With the layout of the Lowell Ave. and Empire Ave. Loop it is anticipated most vehicles arriving will enter from along Lowell Ave. (see signing details), creating a right turn movement into the Project site. When exiting the Project site it is anticipated the majority of the vehicles will turn right and proceed along Empire Ave. back to their destination. This circulation pattern and available right turning movements at the Project access points creates a safer traffic environment due to the reduction in conflicting turning movements.

“Design Year” is defined in this report as the year that the development opens. For the purposes of this report, the design year was determined to be the year fall 2012. “Design Year” traffic volumes are obtained by adding the distributed project generated volumes to the existing traffic volumes. Using adjusted trips, the total future traffic volumes after the development is constructed and occupied for a typical “Non Ski-Day” and “Ski-Day” are illustrated in Figures Six and Seven, respectively.



NOT TO SCALE



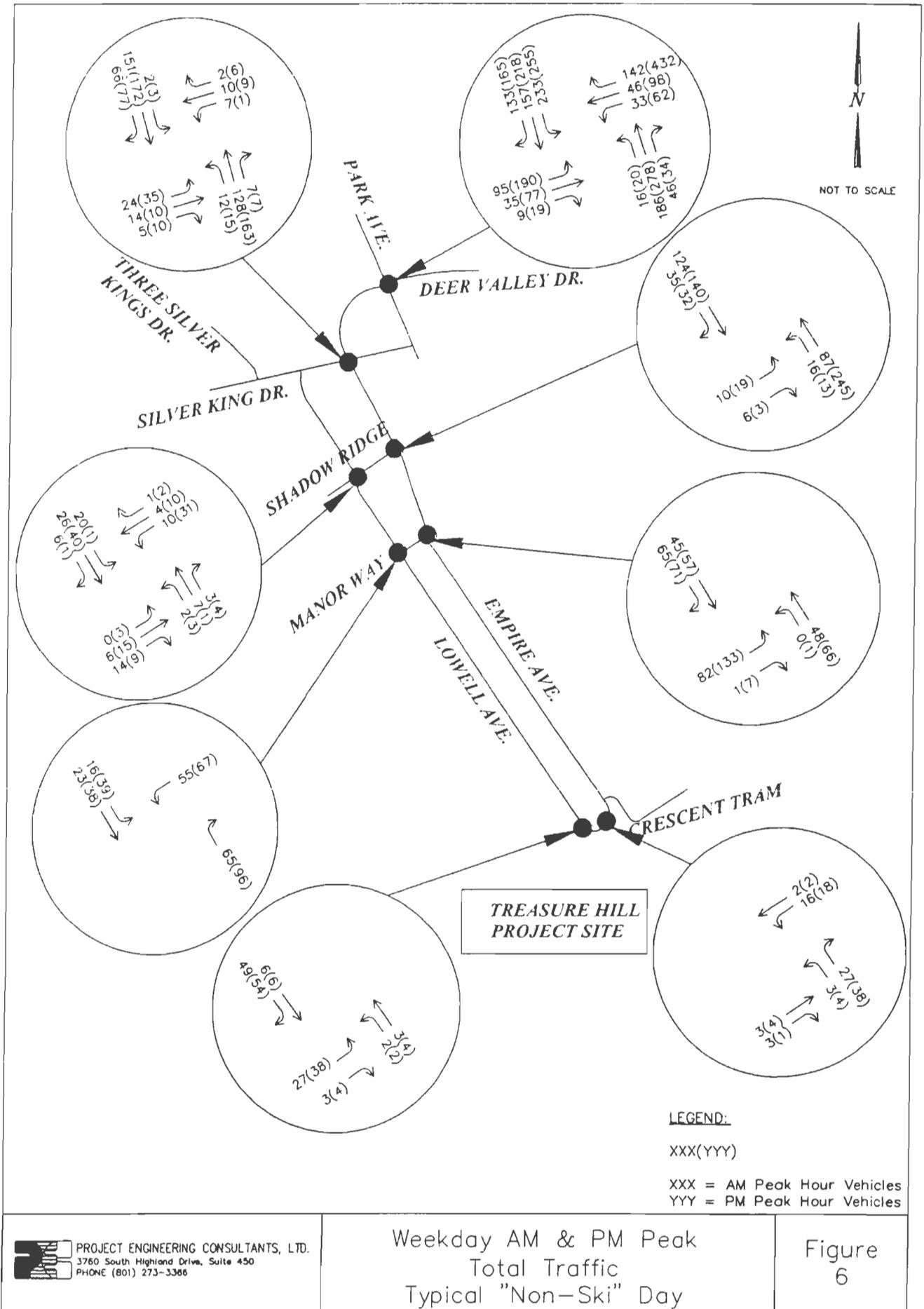
TREASURE HILL PROJECT SITE

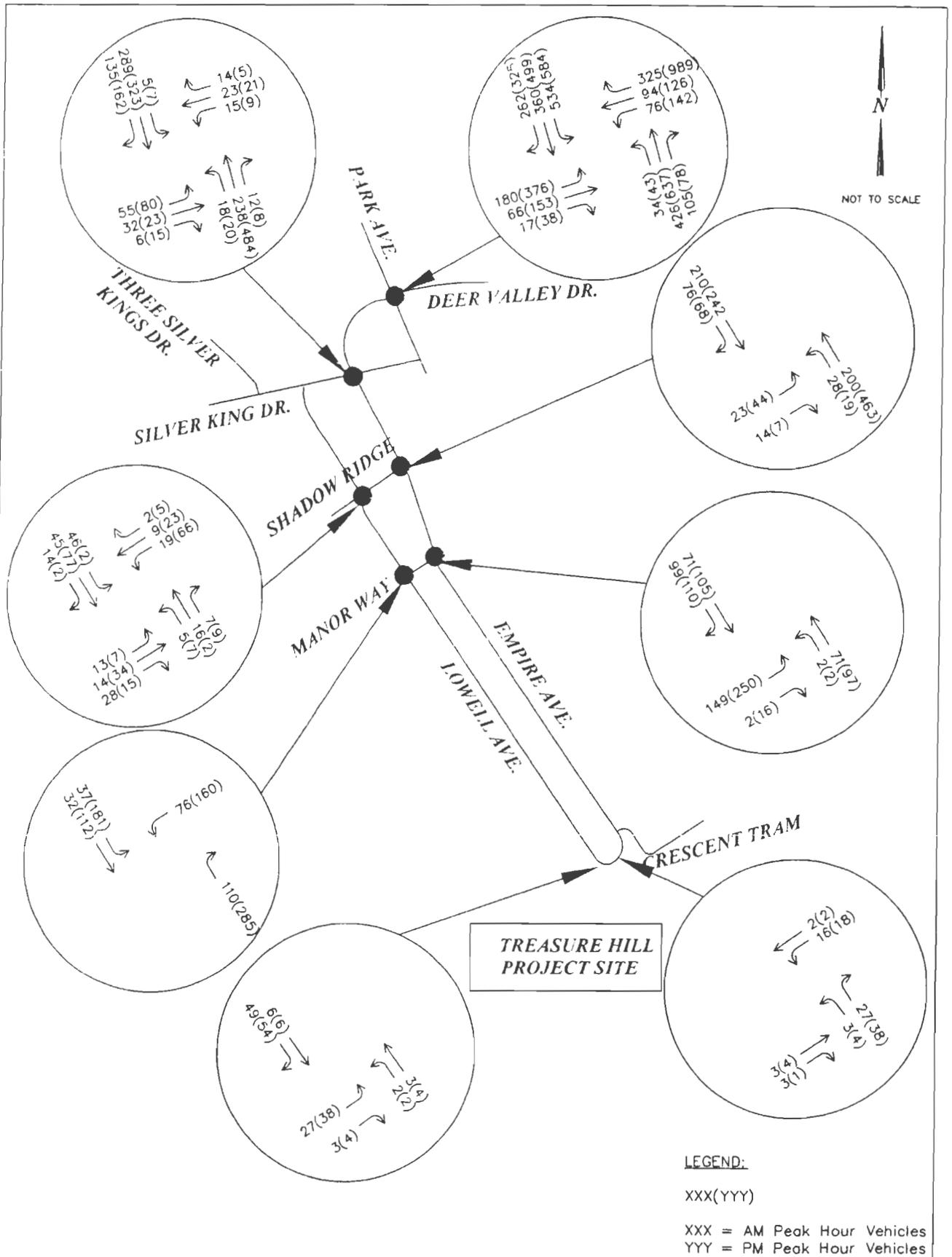
LEGEND:
 XXX(YYY)
 XXX = AM Peak Hour Vehicles
 YYY = PM Peak Hour Vehicles

 PROJECT ENGINEERING CONSULTANTS, LTD.
 3760 South Highland Drive, Suite 450
 PHONE (801) 273-3366

Weekday AM & PM Peak
 Project Generated Traffic
 with Trip Reduction

Figure
 5





PROJECT ENGINEERING CONSULTANTS, LTD.
 3760 South Highland Drive, Suite 450
 PHONE (801) 273-3366

Weekday AM & PM Peak
 Total Traffic
 Typical "Ski" Day

Figure
 7

VIII. Traffic and Improvement Analysis

Intersection analyses have been conducted in accordance with the 2000 Highway Capacity Manual guidelines using Highway Capacity Software (HCS). The intersections are given a level of service (LOS) from A through F. LOS is a qualitative measure describing operational conditions within a traffic stream and their perception by motorists and/or pedestrians. A Level of Service definition generally describes these conditions in terms of such factors as speed and travel time, freedom to maneuver, traffic interruptions, comfort and convenience, and safety. There are six levels of service describing these conditions, ranging from A to F, which have been standardized by the Transportation Research Board. LOS A represents a free-flowing traffic condition where motorists are affected very little by other motorists, there is a high degree of freedom to select a desired speed, and the level of comfort and convenience to the motorist is excellent. LOS F is characterized by congested flow conditions with stoppages as the amount of traffic approaching a point exceeds the amount that can pass that point. Motorists have little if any freedom to choose speeds or lanes of travel, and experience discomfort, inconvenience, and delay. In general, governing agencies consider improvements at a LOS D or less.

The existing and "design-year" traffic volumes for both the "Non Ski-Day" and "Ski-Day" were input into the Highway Capacity Software. The existing traffic control devices as shown in Figure 2 were applied at the intersections and a two-way stop intersection was analyzed at both the proposed Access Points. The road widths were taken to be 25 feet and the percent of heavy vehicles used in the analysis was taken as 1% due to the very small number of heavy truck traffic observed during data collection and expected upon completion of the Project. The proposed accesses are planned for full ingress and egress, with one designated lane for receiving traffic into the development, and one designated lane for exiting the development.

The LOS and expected delay time for all intersections and each leg of the intersection are depicted in the tables below. The HCS output for the traffic conditions can be found in the appendix of this report.

TABLE FOUR - PARK AVE. / EMPIRE SUMMARY								
	Existing Non Ski-Day		Existing Ski-Day		Design Non Ski-Day		Design Ski-Day	
	AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak
Intersection	A / 8.7	B / 11.3	B / 15.2	D / 48.0	A / 9.7	B / 11.9	B / 16.9	D / 52.9
Northbound	A / 5.5	B / 17.5	B / 18.6	E / 71.6	A / 7.1	B / 19.1	C / 21.3	E / 75.8
Southbound	A / 2.7	A / 5.8	B / 10.5	C / 27.6	A / 3.8	A / 8.7	B / 12.4	D / 36.2
Eastbound	C / 25.5	B / 19.7	D / 35.5	E / 69.3	C / 22.9	B / 16.0	D / 36.3	E / 80.0
Westbound	C / 21.0	B / 10.4	B / 13.0	D / 47.5	B / 18.3	A / 9.4	B / 12.0	D / 45.6
<i>Legend:</i> A / 8.7 A = Level of Service 8.7 = Delay Time in Seconds								

As highlighted in Table Four, the Intersection of Park Ave. and Empire currently experiences heavy delays on certain ski-days, which will be minimally impacted after occupation of the proposed Project. The delay is an existing problem due to Park City Mountain Resort and Deer Valley Resort day-skiers leaving the respective resort parking lots at approximately the same time and converging on the Park Ave. / Empire Ave. and Deer Valley Dr. intersection. This happens when both resorts approach their respective maximum parking capacity and skiers depart the Resorts at about the same time. This usually occurs on weekends or holidays, particularly if good weather prevails. This intersection experiences delays also during the Sundance Film Festival and other Special Events when all of Park City frequently reaches gridlock. This phenomenon is analogous to large sporting events letting out. One way to handle these traffic bottlenecks is with human traffic control as often provided for major sporting events. If such delays become more frequent and involve longer time periods in the future, consideration based on updated Peak Hour analysis can be given to adding additional turning lanes to help address this problem.

TABLE FIVE - SILVER KING / EMPIRE SUMMARY								
	Existing Non Ski-Day		Existing Ski-Day		Design Non Ski-Day		Design Ski-Day	
	AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak
Intersection	NA	NA	NA	NA	NA	NA	NA	NA
Northbound	A / 0	A / 0	A / 0	A / 0	A / 0	A / 0	A / 0	A / 0
Southbound	A / 0	A / 0	A / 0	A / 0	A / 0	A / 0	A / 0	A / 0
Eastbound	B / 10.6	B / 11.2	C / 15.8	D / 25.1	B / 11.4	B / 12.0	C / 18.4	E / 36.5
Westbound	B / 10.7	B / 11.7	B / 14.3	C / 20.5	B / 11.7	B / 11.7	C / 16.5	D / 26.5
<i>Legend:</i> A / 8.7 A = Level of Service 8.7 = Delay Time in Seconds								

As seen in Table Five, the intersection of Silver King and Empire Ave. functions adequately except for the Eastbound turning movement in the PM Peak Hour scenario of the "Existing and Design-Year Ski-Day" on a limited number of ski-days. The delay is due to traffic traveling Northbound and

Southbound along Empire Ave when Park City Mountain Resort day-skiers leave the parking lot at approximately the same time and try to make an Eastbound left turn while waiting for sufficient gaps in the Northbound/Southbound traffic. Again, human traffic control can be utilized. If such delays become more frequent and involve longer time periods in the future, consideration based on updated Peak Hour analysis can be given to constructing a roundabout or a traffic signal to help address the problem.

TABLE SIX – EMPIRE / SHADOW RIDGE SUMMARY								
	Existing Non Ski-Day		Existing Ski-Day		Design Non Ski-Day		Design Ski-Day	
	AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak
Intersection	A / 7.6	A / 8.1	A / 8.5	B / 11.2	A / 7.8	A / 8.9	A / 9.4	B / 13.8
Northbound	A / 7.6	A / 8.4	A / 8.5	B / 12.4	A / 7.8	A / 9.3	A / 9.3	C / 16.1
Southbound	A / 7.5	A / 7.7	A / 8.6	A / 9.6	A / 7.9	A / 8.3	A / 9.5	B / 11.0
Eastbound	A / 7.5	A / 7.9	A / 8.0	A / 9.1	A / 7.6	A / 8.3	A / 8.4	A / 9.6
Westbound	NA	NA	NA	NA	NA	NA	NA	NA

Legend: A / 8.7 A = Level of Service 8.7 = Delay Time in Seconds

As shown in Table Six, the intersection of Empire Ave. and Shadow Ridge performs at a good LOS for all time periods analyzed.

TABLE SEVEN - LOWELL / SHADOW RIDGE SUMMARY								
	Existing Non Ski-Day		Existing Ski-Day		Design Non Ski-Day		Design Ski-Day	
	AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak
Intersection	A / 7.2	A / 7.4	A / 7.5	A / 7.7	A / 7.2	A / 7.3	A / 7.6	A / 7.8
Northbound	A / 7.1	A / 7.0	A / 7.3	A / 7.2	A / 7.0	A / 7.0	A / 7.3	A / 7.3
Southbound	A / 7.4	A / 7.4	A / 7.7	A / 7.7	A / 7.3	A / 7.3	A / 7.8	A / 7.8
Eastbound	A / 6.9	A / 7.2	A / 7.3	A / 7.4	A / 6.8	A / 7.0	A / 7.3	A / 7.5
Westbound	A / 7.3	A / 7.5	A / 7.5	A / 7.9	A / 7.3	A / 7.4	A / 7.6	A / 8.0

Legend: A / 8.7 A = Level of Service 8.7 = Delay Time in Seconds

The intersection of Lowell Ave. and Shadow Ridge is anticipated to operate at a LOS A during the AM and PM Peak Hours (Table Seven).

TABLE EIGHT – EMPIRE / MANOR SUMMARY								
	Existing Non Ski-Day		Existing Ski-Day		Design Non Ski-Day		Design Ski-Day	
	AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak
Intersection	A / 7.4	A / 7.7	A / 8.0	B / 9.1	A / 7.7	A / 8.2	A / 8.5	B / 10.2
Northbound	A / 7.3	A / 7.5	A / 7.7	B / 8.2	A / 7.6	A / 7.9	A / 8.1	B / 8.9

Southbound	A / 7.1	A / 7.4	A / 7.7	A / 8.5	A / 7.4	A / 7.8	A / 8.2	A / 9.5
Eastbound	A / 7.7	A / 8.1	A / 8.4	A / 9.8	A / 8.1	A / 8.7	A / 9.0	A / 11.2
Westbound	NA							
<i>Legend: A / 8.7 A = Level of Service 8.7 = Delay Time in Seconds</i>								

The intersection of Empire Ave. and Manor Way is anticipated to operate at a LOS A or B during the AM and PM Peak Hours (Table Eight).

TABLE NINE – LOWELL / MANOR SUMMARY								
	<i>Existing Non Ski-Day</i>		<i>Existing Ski-Day</i>		<i>Design Non Ski-Day</i>		<i>Design Ski-Day</i>	
	AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak
Intersection	A / 7.0	A / 7.4	A / 7.2	A / 9.9	A / 7.3	A / 7.5	A / 7.6	B / 10.9
Northbound	A / 6.6	A / 6.8	A / 6.8	A / 8.9	A / 6.8	A / 7.0	A / 7.1	A / 9.9
Southbound	A / 7.3	A / 7.7	A / 7.6	A / 10.9	A / 7.4	A / 7.8	A / 7.8	B / 11.9
Eastbound	NA	NA	NA	NA	NA	NA	NA	NA
Westbound	A / 7.4	A / 7.7	A / 7.7	A / 9.8	A / 7.7	A / 8.0	A / 8.1	B / 10.7
<i>Legend: A / 8.7 A = Level of Service 8.7 = Delay Time in Seconds</i>								

The intersection of Lowell Ave. and Manor Way is also anticipated to operate at a LOS A or B during the AM and PM Peak Hours (Table Nine).

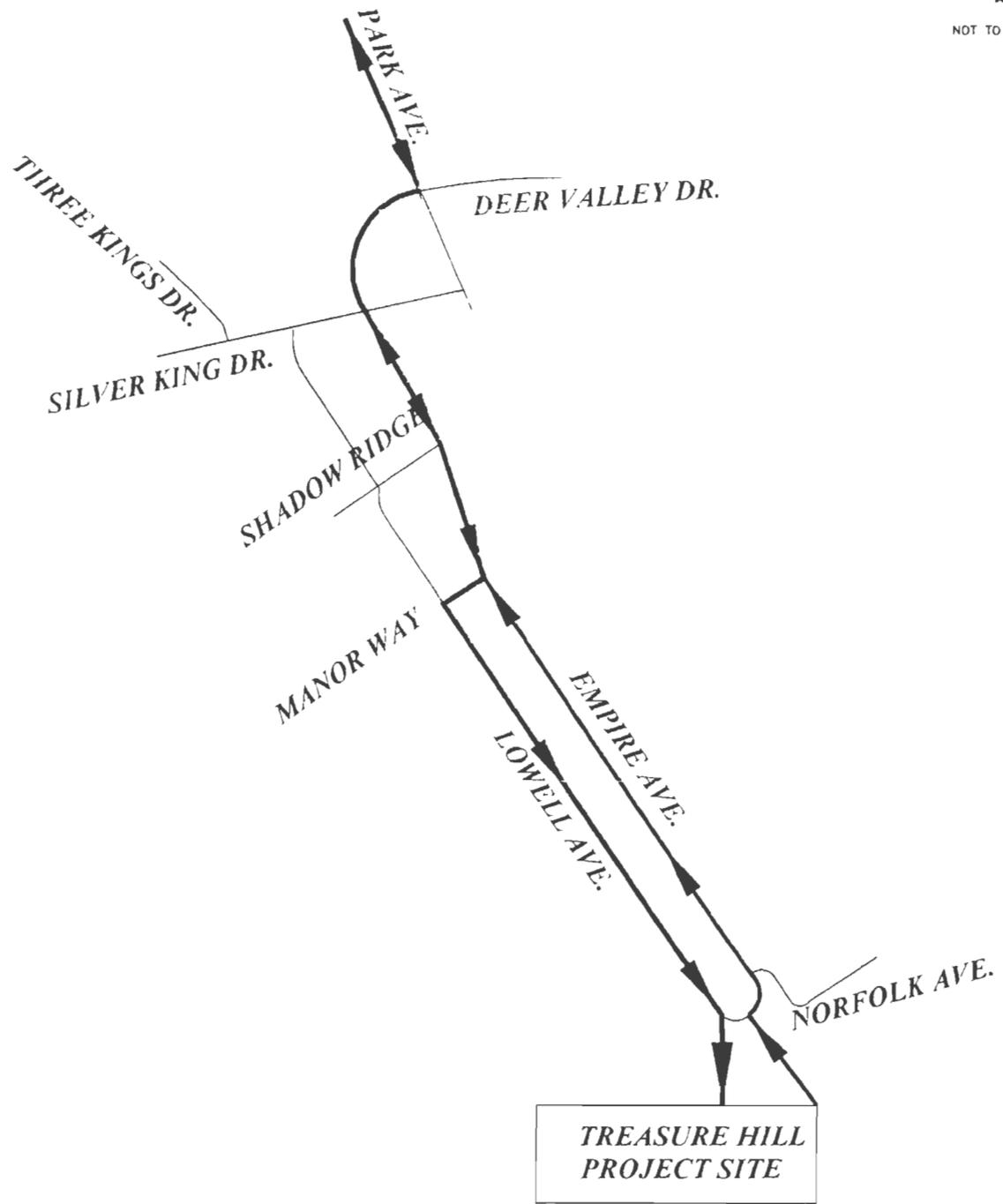
The LOS and delay times at the proposed Access Points also were analyzed for the AM and PM Peak Hour periods. As expected due to the low volume of traffic, the Access Points operate at a LOS A for all time periods. The HCS output for the traffic conditions at the access points can also be found in the appendix of this report.

IX. Construction Traffic Plan

There are few alternatives for construction vehicles and their access to the Project site. The primary route of travel will be along Park Ave. to Empire Ave. At the intersection of Empire Ave. and Manor Way, it is recommended vehicles turn right onto Manor Way and then left again on Lowell Ave. When returning it is recommended construction vehicles turn right out of the Project site and travel along Empire Ave. to Park Ave. The most important issue will be not to allow construction vehicles along Crescent Tram. The anticipated route for construction traffic is depicted in Figure 8.



NOT TO SCALE



 PROJECT ENGINEERING CONSULTANTS, LTD.
3780 South Highland Drive, Suite 450
PHONE (801) 273-3366

Construction Route Plan

Figure
8



X. Service Vehicle Plan

After researching information for the anticipated service vehicle trips for the Project, it was determined they would be comparable to those of the lower Main Street "Town Lift Plaza". The "Town Lift Plaza" consists of three restaurants, one arcade, one gallery, three specialty retail stores and one spa for a total of about 21,000 square feet of commercial. A positive difference between the two sites is that the Project will have provisions for all service vehicles to load and unload off-street. An anticipated list of service vehicles per day includes:

- One or two food delivery vehicles (Sysco or Nichols)
- Two or three beverage delivery vehicles (Coors, Bud Light and a soda vender)
- Two garbage trucks (BFI)
- Ten miscellaneous (Fed Ex, Ups and other providers to specialty retail stores)

It is important to note that these vehicle trips have been included in the trip generation estimates already provided in this report.

It is anticipated that the service vehicles will follow the "Swede Alley Rules" as outlined in the Park City Code, Chapter 8, and operate between the hours of 7:00 a.m. and 4:00 p.m. The major positive difference, as mentioned before, is no on-street offloading is anticipated for the Project service vehicles. It is expected that the service vehicles will follow the same circulation pattern as the construction vehicles depicted in Figure 8.

XI. Residential Project Traffic Plan

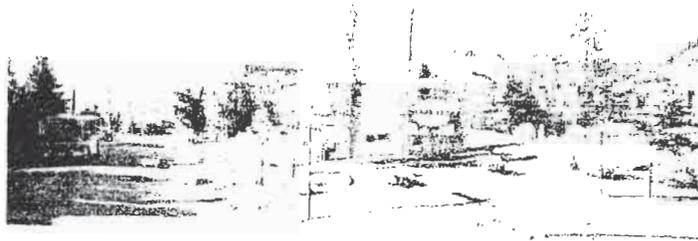
A path similar to that for construction traffic and service traffic is recommended for residents and guests using private vehicles. The Project should be signed accordingly. A review of the current signs demonstrates some viable options.



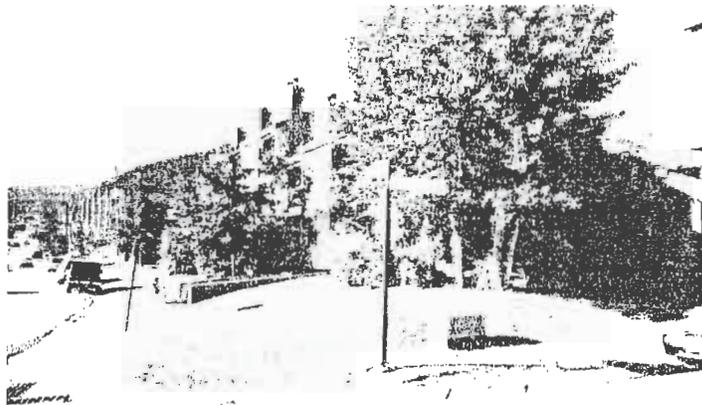
Looking South on Deer Valley Drive coming into town



Northwest corner of Deer Valley Dr. and Empire Ave.



Southwest corner of Empire Ave. and Silver King Dr.



Southwest corner of Empire Ave. and Manor Way



XII. Parking and Related Considerations

There are two scenarios when parking needs to be addressed; one, during construction and, two, long term after occupancy. PEC makes the following observations:

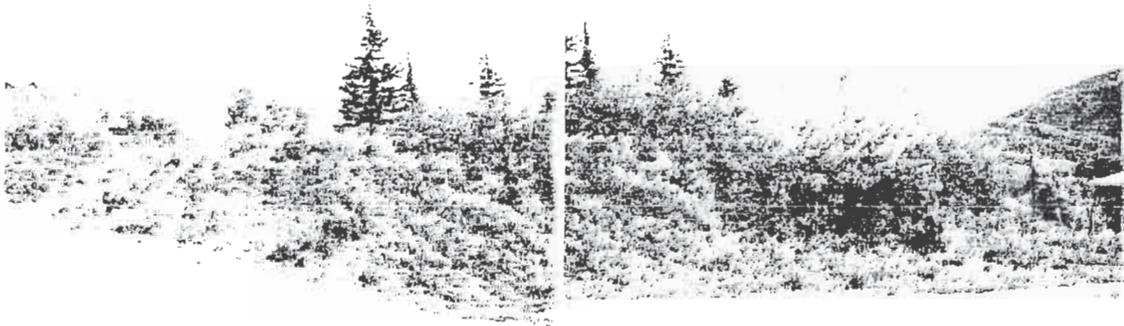
1. Construction Parking

Initial grading should include a location on site for construction parking and staging.

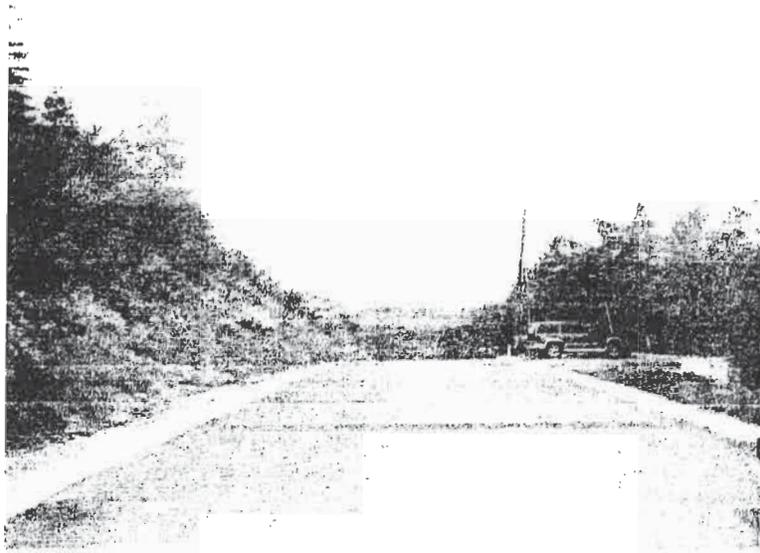
After a parking structure is completed, construction vehicles should be directed to use such parking structure.

2. Post Construction Parking

Parking along Lowell Ave. and Empire Ave. should be restricted to residents with permits. Within 150 to 200-feet of the Project Access Points, parking should not be allowed on the driveway side of the street; and parking should not be allowed along the Lowell/Empire inside curve adjacent to the Project. The berm on the inside curve should be leveled and planted with low lying vegetation to improve site distance.



Parking for the balance of Empire and Lowell Avenues should be limited to one side of the roadway during winter months. As in the photograph of Lowell Avenue and Empire Ave. below, the width of the existing travel way is 25-feet (red line). When parking is allowed along the street, 5 to 6-feet of the travel way is reduced because only a portion of the vehicle is accommodated within the curb and gutter. With 20-feet available, emergency vehicles can be accommodated. If parking is allowed on both sides, emergency response times may be compromised. Priority snow removal to maintain travel lanes is important.



Lowell Ave.



Empire Ave.

XIII. Summary and Recommendations

As seen in this report, the Project accesses and intersections will function adequately to transfer the project-generated traffic to and from the site.

Occasional delays are currently experienced during winter PM Peak Periods and during Special Events such as Sundance, Arts Festival, 4th of July, etc. This Project will contribute little to existing



delays. One intersection that will continue to experience delays higher than recommended is the Park Ave. and Empire Ave. / Deer Valley Drive intersection. Several proposals have been presented to Park City Staff for possible improvement to this intersection based on prior Traffic Studies performed in the study area. Another intersection that currently experiences delays on a limited number of days during the PM Peak Period is the Silver King Dr. and Empire Ave. intersection. Delays at this intersection result from the Mountain Resort day-skiers leaving the parking lots at approximately the same time. Any Treasure Hill Project traffic will also contribute to these delays. However, individuals who leave Treasure Hill in their cars to ski or visit elsewhere will be returning in the direction opposite to the main traffic flow during the PM Peak Periods. Therefore, they will not contribute to the traffic flow and delays created by day-skiers leaving the resort parking area. It is also likely that Treasure Hill Project guests and residences will learn quickly to avoid such delays. Finally, it is important to note that addressing such delays will be of little practical value without addressing coinciding delays at Park Ave. and Empire Ave. / Deer Valley Drive and elsewhere in the traffic stream.

Human traffic control, adding turning lanes at Park Ave. and Empire Ave. / Deer Valley Drive, and a roundabout or traffic signal at Silver King Dr. and Empire Ave., although not recommended per se at the present time, are potential viable options if delays become more frequent and/or longer in the future.

The following recommendations are forwarded with the purpose of assuring the most favorable LOS for the traffic study area:

1. Construct the gondola to Main Street and operate during PM Peak Periods.
2. Construct and maintain the proposed pedestrian connections.
3. Limit parking on Lowell / Empire Loop to local residents with permits and restrict parking to one side of Lowell / Empire Loop during winter months.
4. Prohibit parking on both sides of Lowell / Empire Loop adjacent to the Project.
5. Level the berm on the inside of the Lowell / Empire curve and revegetate with low lying plants.
6. Prohibit parking on both sides of Lowell / Empire Loop adjacent to the Project.
7. Remove snow from Lowell and Empire Avenues on a priority basis.
8. Direct construction and service traffic to follow specified routes and avoid winter PM Peak Periods.
9. Accommodate construction parking and staging on site.
10. Encourage Project guests and residents to use alternate modes of transportation and follow the

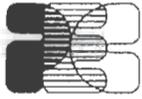


set pattern of up Lowell Avenue and down Empire Avenue.

11. Update analysis periodically using actual Peak Hour delay counts.



XIV. Appendices



March 24, 2005

Eric DeHaan, PE
 Park City Engineer
 445 Marsac Avenue
 P.O. Box 1480
 Park City, Utah 840060-1480
dehaan@parkcity.org

Re: **Second Addendum to the Treasure Hill Traffic Impact Analysis, July 2004
 Traffic Count President's Day Weekend, February 2005**

Dear Eric,

Project Engineering Consultants (PEC) was retained to gather additional traffic volumes on President's Day Weekend by Patrick Sweeney. The data was gathered on Saturday February 19th, 2005 during the AM and PM Peak hours. Due to the ski season related traffic we gathered information from 8:00 AM to 10:00 AM and 3:30 PM to 5:30 PM. The traffic volumes were gathered at the following eight intersections:

- | | |
|-------------------------------------|--------------------------------|
| 1. Park Avenue & Empire/Deer Valley | 5. Empire Ave. & Crescent Tram |
| 2. Silver King & Empire | 6. Lowell Ave. & Shadow Ridge |
| 3. Empire Ave. & Shadow Ridge | 7. Lowell Ave. & Manor Way |
| 4. Empire Ave. & Manor Way | 8. Lowell Ave. & North Star |

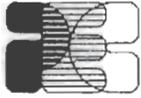
The following table summarizes the data gathered from the President's Day Weekend traffic count versus what was estimated in the "Treasure Hill Traffic Impact Analysis" in July 2004.

Intersection	Projected (From Report)		Actual (Counted February 19th)	
	AM	PM	AM	PM
	Park Ave. / Deer Valley	2392	3868	2302
Deer Valley Dr. / Silver King Dr.	624	1003	314	438
Empire Ave. / Shadow Ridge	431	694	188	303
Empire Ave. / Manor Way	277	435	120	190
Empire Ave. / Crescent Tram	84	140	37	123
Lowell Ave. / Shadow Ridge	201	230	82	101
Lowell Ave. / Manor Way	170	637	74	139
Lowell Ave. / North Star	96	197	21	41

Note: The numbers depict the total volume at the intersection during one peak hour.

The Park City Ski Resort gathered skier data on February 19th that reflected 9800 skiers. This is considered a very busy day for the Park City Ski Resort. From the Governor's office it was

Project Engineering Consultants
 Transportation • Traffic • Roadway • Structural • Geotechnical • Environmental • Water & Sewer • GIS
 3760 South Highland Dr, Suite 507 Salt Lake City, Utah 84106 (801) 273-3366 Fax (801) 273-3466



determined that there was a projected lodging occupancy of 71% Friday evening and 80% Saturday evening. The information provided is attached for your reference.

If you have any questions regarding the information presented please contact me at your earliest convenience.

Sincerely,
Project Engineering Consultants

Gary Horton, PE,
Senior Transportation Manager

Cc: Pat Sweeney
File (U:\2005\UT 5004 Treasure Hill Phase 4\Traffic Count Summary 3-23-05.doc)

Project Engineering Consultants
Transportation • Traffic • Roadway • Structural • Geotechnical • Environmental • Water & Sewer • GIS
3760 South Highland Dr, Suite 507 Salt Lake City, Utah 84106 (801) 273-3366 Fax (801) 273-3466



Table of Contents

- I. Executive Summary
- II. Introduction
- III. Study Area Conditions
- IV. Existing Conditions
- V. Project Trip Generation
- VI. Project Trip Reduction
- VII. Project Trip Distribution
- VIII. Traffic and Improvement Analysis
- IX. Service Vehicle Plan
- X. Construction Traffic Plan
- XI. Sign Placement Recommendations
- XII. Parking Recommendations
- XIII. Conclusions and Recommendations
- XIV. Appendices (Bound Separately)

List of Figures

- | | |
|----------|---|
| Figure 1 | Site Plan |
| Figure 2 | Existing Lane Configuration |
| Figure 3 | Existing AM/PM Weekday Traffic Non Ski Day |
| Figure 4 | Existing AM/PM Weekday Traffic Ski Day |
| Figure 5 | Project Generated Trips |
| Figure 6 | Design Year AM/PM Weekday Traffic Non Ski Day |
| Figure 7 | Design Year AM/PM Weekday Traffic Ski Day |
| Figure 8 | Service Vehicle Plan |
| Figure 9 | Construction Traffic Plan |



I. Executive Summary

This report concludes the development accesses and intersections will function adequately to transfer the project-generated traffic to and from the Treasure Hill development except for two intersections on a limited number of ski days.

The Park Ave. and Empire Ave. / Deer Valley Drive intersection currently encounters delays higher than recommended on a limited number of ski days. The existing delay of approximately 48 seconds is created during the time frame when skiers are leaving the two ski resorts and congestion occurs at the intersection. This is a problem that Park City staff, Planning Commission and City Council are aware of. Several proposals have been presented to Park City staff on possible improvement to this intersection with other Traffic Studies performed in this area. The delay is due to the lack of left hand turning capacity for the amount of traffic. It is recommended to improve the capacity at the intersection it will require additional turning lanes.

The other intersection that currently experiences delays, on limited number of days during the PM Peak during the ski season, is the Silver King Dr. and Empire Ave. intersection. Park City staff is also aware of the problems at this intersection and have considered improvements to this intersection. The delay at this intersection is due to the conflict of the eastbound left turns not having sufficient gaps in the northbound and southbound through traffic to make a safe turning movement. The Treasure Hill development will contribute a portion of the northbound and southbound traffic, thus increasing the delay at the intersection. For the Silver King Dr. and Empire Ave. intersection to operate at an efficient Level of Service (LOS) during the PM Peak Period a traffic signal or roundabout will need to be constructed sometime in the future. It is recommended that Park City install a roundabout to alleviate the current traffic delay and future delays.

II. Introduction

The traffic portion of this development has been previously studied in two reports. The first report was prepared by CRS Group Engineers, Inc. in the early 1980's for the proposed Silver Mountain Development. This report studied a development nearly twice the size than proposed today. The Silver Mountain Plan did receive conceptual access approval in the early 1980's. A second report was commissioned for the Park City Village in 1998. This report included anticipated



Treasure Hill trips in baseline traffic volumes and those trips were a small contributor to the overall numbers. In the 1980's the Park City Council approved the Sweeney Master Plan which included the current project along with the Empire and Lowell access to the project.

A summary of prior traffic reports and updated calculations of estimated trips generated by the Treasure Hill development was presented to Park City Planning Commission on May 26th, 2004. The planning Commission requested additional analyses on the study area, which area was to be determined by Park City Staff.

Project Engineering Consultants (PEC) was retained by the MPE Inc. to perform a complete traffic analysis for the Treasure Hill Master Plan Development located in Park City, Utah. The objective of this study is to determine the effects of the proposed development on the surrounding traffic corridors and intersections located within the study area.

The proposed development site currently consists of undeveloped land. The Treasure Hill project site is located above the Lowell/Empire Loop. The project site is bisected by the Town Lift. The Treasure Hill development is proposed to be a hillside resort complex similar to the Town Lift Base area. The complex anticipates a combination of hotel, timeshare, condominium, and commercial uses. Commercial uses are proposed as a café, a formal restaurant, a sports shop, and retail stores. Other amenities consist of a pool and waterfall complex, spa facilities, mine exhibit and convention space. The Treasure Hill development is proposed to have two access points, both onto the Lowell / Empire Loop. A general site plan of proposed Treasure Hill development is illustrated in Figure One. The study area includes the project access points along with the following intersections:

- Lowell Ave. / Manor Way
- Empire Ave. / Manor Way
- Lowell Ave. / Shadow Ridge
- Empire Ave. / Shadow Ridge
- Silver King Dr. / Empire Ave.
- Park Ave. / Empire Ave. and Deer Valley Dr.

There are three primary destination locations in Park City, Main Street and the two Ski Areas. In planning the Treasure Hill development, great consideration has been given to reduce vehicular traffic and encourage a pedestrian/ski friendly development. It should also be noted



that the Sweeney's, the owner's of the Treasure Hill development, have contributed various mitigating measures to the overall traffic impacts with respect to Lowell, Empire, Norfolk, Park Avenue and Woodside. A list of these items includes:

- Providing ski access to old town
- Provided property to connect Lowell and Empire and joined the special improvement district
- Assisted in having the Town Lift Bridge built and snow making for the bridge



FEHR & PEERS
TRANSPORTATION CONSULTANTS

TECHNICAL MEMORANDUM



Date: July 20, 2005
To: Eric Dehaan, P.E. - Park City Municipal Corp.
From: Timothy J. Taylor, P.E., PTOE - Fehr & Peers
Diego Carroll, P.E. - Fehr & Peers
Subject: **Treasure Hill Traffic Review**

UT05-616

I. INTRODUCTION

This memorandum reports the results of a review of the assumptions and conclusions of traffic work previously performed for the proposed Treasure Hill project located south of the switchback intersection of Lowell Avenue and Empire Avenue.

Fehr & Peers reviewed documents related to the Treasure Hill project along with the transportation policies of Park City and a performed a technical review of the traffic analysis performed by Project Engineering Consultants, Inc. (PEC, Inc.).

In general, Fehr & Peers found that the Traffic Impact Analysis (TIA) performed by PEC, Inc. provides an adequate assessment of the traffic characteristics and potential impacts related to the proposed Treasure Hill project. Fehr & Peers also found that the proposed Treasure Hill project is consistent with general guidelines provided in the Transportation Element of the General Plan and Land Management Code.

Additional recommendations related to key transportation issues, including: public safety, roadway and intersection capacity, and pedestrian facilities, are summarized below.

II. DOCUMENTATION REVIEW

Fehr & Peers reviewed the Master Planned Development (MPD) plans for Treasure Hill to become familiar with the proposed development. Fehr & Peers reviewed policy and development documents provided by Park City staff, development information posted on the Treasure Hill web site (www.treasurehillpc.com), and additional traffic information obtained from PEC, Inc. Items reviewed include the following:

1. Policy Documents
 - a. Park City General Plan – adopted 03/20/97
 - b. Park City Municipal Code Section 15-1-10 – Conditional Use Review Process

2. Development Information Documents
 - a. Development Program and Plans – 04/14/04
 - b. Treasure Hill Project Design Booklet – 01/23/04 – (Treasure Hill web site)
3. Traffic Study Documents
 - a. Three Intersections Study (City Transportation Analysis) – dated 04/15/96
 - b. Treasure Hill Traffic Opinion Summary – 12/18/03 (PEC, Inc.)
 - c. Treasure Hill Traffic Impact Analysis Report – 07/04 (PEC, Inc.)
 - d. Treasure Hill Traffic Impact Analysis Report – Addendum #1 – (PEC, Inc.)
 - e. Treasure Hill Traffic Impact Analysis Report – Addendum #2 – (PEC, Inc.)
 - f. Winter season peak hour count details – Obtained from PEC, Inc.
4. Public Meetings and Comments
 - a. Winter photos (copies) of Lowell Ave (7) and Empire (1) – winter/05
 - b. Planning Commission Staff Report – 03/09/05
 - c. Planning Commission Staff Report – 07/14/05 – (Treasure Hill web site)
 - d. Planning Commission Meeting Minutes for the following dates:
 - 04/28/04 – (Treasure Hill web site)
 - 05/26/04 – (Treasure Hill web site)
 - 07/14/04 – (Treasure Hill web site)
 - 08/11/04 – (Treasure Hill web site)
 - e. Planning Commission Meeting Presentations for the following dates:
 - 04/28/04 – (Treasure Hill web site)
 - 05/26/04 – (Treasure Hill web site)
 - 07/14/04 – (Treasure Hill web site)
 - f. Eight (8) Park City Planning Staff email responses to public comments – (project web)

Consistency Assessment

Fehr & Peers found that the proposed Treasure Hill project is consistent with general guidelines provided in the Transportation Element of the General Plan based on a review of the above listed documents. These documents appear to address all the Conditional Use review items related to transportation as outlined in section 15-1-10 of the Park City Land Management Code.

III. TECHNICAL ASSESSMENT

Fehr & Peers performed a technical review of the traffic work previously performed for the *Treasure Hill Traffic Impact Analysis Report* prepared by PEC, Inc. and dated July 2004 (Treasure Hill TIA). Fehr & Peers also performed an assessment of key issues identified as part of the technical review.

Assessment of TIA Assumptions

Traffic Volumes

Fehr & Peers found the background and forecast traffic volumes used in the Treasure Hill TIA analysis to be adequate.

Notes:

- Winter season (ski-day) traffic conditions were estimated by adjusting the summer values and seasonal occupancy rates obtained from the Park City Chamber of Commerce. The winter conditions traffic forecasts provided a conservative estimate based on limited information available in the summer season.
- PEC, Inc. performed additional data collection during Presidents Day weekend (February, 2005) in an effort to substantiate their original winter conditions traffic forecasts. Based on the traffic counts, the overall winter conditions intersection volume forecasts were found to be conservative. Our review of the winter turning movement counts did show that there are some substantial differences in the individual turning movement counts as compared to the forecasts. However, the differences do not appear to substantially alter recommendations.

Trip Generation

Fehr & Peers agrees with the trip generation assumptions and calculations reported in the Treasure Hill TIA.

Notes:

- The Treasure Hill TIA reduced gross ITE trip generation rates by 30% to account for internalization of trips and the use alternative modes of transportation, such as the ski lift and cabriolet. Based on internal capture rates reported for comparable sites in the Park City area, this reduction is conservative.
- The Treasure Hill TIA compared existing traffic conditions to existing "plus project" conditions as an approach to assessing impacts of the proposed Treasure Hill project. The "plus project" condition was intended to represent a 2012 design year; however, it appears that the forecasts did not account for background growth unrelated to the proposed project. Increasing volumes to account for background growth would likely have the greatest impact at the intersections of Deer Valley Drive / Park Avenue and Empire Avenue / Silver King Drive, with minor impacts to Lowell Avenue and Empire Avenue south of Manor Way.
- The Treasure Hill TIA assumes that none of the project generated trips will use Crescent Tram. This trip assignment assumption is adequate because the pedestrian connection from the project to Main Street will discourage residents and guests of the project to use Crescent Tram to reach the Old Town. As a worst case scenario, assigning 10% of project traffic to Crescent Tram would increase traffic on this road from 90 to 106 vehicles during the PM peak hour. The capacity of Crescent Tram would not be degraded by such an increase. However, because of the undesirable design features of Crescent Tram, motorists should be discouraged from using it. Treasure Hill should discourage the use of this road by providing guests with route maps that emphasize Lowell Avenue and Empire Avenue. The use of Crescent Tram could be further discouraged by prohibiting right turns from Empire Avenue to Crescent Tram and left turns from Crescent Tram to Empire Avenue.

Traffic Operations Analysis

Fehr & Peers evaluated the Treasure Hill TIA traffic operations analysis and, with the exception of the Deer Valley Drive / Park Avenue Intersection, found it to be adequate.

Notes:

- For the intersection of Deer Valley Drive / Park Avenue, the Treasure Hill TIA geometry and signal phasing assumptions were incorrect. Fehr & Peers performed a reevaluation of PM peak hour traffic operations using the corrected geometry and signal phasing. Results are presented in Table 1. The results indicate that the Treasure Hill TIA provided an adequate measure of the relative impact generated by the proposed project, but underestimated the total delay for the intersection.

TABLE 1		
<i>PM Peak Hour Level of Service Re-Evaluation Summary</i>		
Analysis Scenario	Delay (sec/veh) / LOS	
	Re-evaluation	Treasure Hill TIA ¹
Existing Winter Conditions	71.0 / LOS E	48.0 / LOS D
Winter Plus Project Conditions	74.2 / LOS E	52.9 / LOS D
1. Treasure Hill TIA Table Four.		
Source: Fehr & Peers, July 2005.		

- Treasure Hill TIA assumptions related to the analysis of other intersections were found to provide an adequate estimate of delays. The intersection analyses did not, however, address potential capacity limitations resulting from snow storage and on-street parking conditions typical during the winter season. Fehr & Peers performed a supplemental assessment of the operation of Empire Avenue and Lowell Avenue (south of Manor Way) that accounted for the potential impacts of the snow storage and on-street parking. The results of this assessment are reported in the *Intersection Capacity and Queue* section notes.

Mitigation Measures

Fehr & Peers reviewed the recommendations identified in the Treasure Hill TIA and is in agreement as to their ability to mitigate traffic impacts of the proposed Treasure Hill project.

Notes:

- Based on the additional intersection assessment performed by Fehr & Peers, mitigation is necessary at the Deer Valley Drive / Park Avenue and Empire Avenue / Silver King Drive intersections (see *Intersection Capacity and Queue* notes). It is important to note that the intersection of Deer Valley Drive / Park Avenue is under the jurisdiction of the Utah Department of Transportation (UDOT) and any modifications/improvements will require UDOT approval.

Assessment of Key Issues

In addition to assessing the assumptions and results reported in the Treasure Hill TIA, Fehr & Peers performed an independent assessment of the following key issues: 1) public safety (emergency access), 2) roadway capacity of Lowell Avenue and Empire Avenue, 3) intersection capacity and queuing, and 4) pedestrian connectivity.

Public Safety

Fehr & Peers assessed the emergency vehicle access and circulation for Lowell Avenue and Empire Avenue for winter season conditions and found it to be adequate.

Notes:

- Lowell Avenue and Empire Avenue, as well as intersections with Manor Way, were found to adequately accommodate the turning path requirements of emergency vehicles, delivery and service trucks, and buses (represented by AASHTO SU Truck, WB-50 Truck, and BUS-40 vehicle classifications).
 - The available street width during winter conditions is occasionally limited by on-street parking and snow removal / storage. These roadway limitations should be managed through on-street parking restrictions and prioritized snow removal. Parking should also be prohibited in the vicinity of the Lowell Avenue and Empire Avenue switchback.
 - The proposed Treasure Hill project is not expected to add on-street parking or directly impact the need for snow removal / storage on Lowell Avenue and Empire Avenue. The occasional winter season roadway width restrictions are an existing condition and are not expected to be impacted by the proposed Treasure Hill project.
- The winter season traffic conditions for Lowell Avenue and Empire Avenue are not expected to block emergency access from Manor Way to the Lowell Avenue and Empire Avenue switchback.
 - The proposed Treasure Hill project will increase the traffic on Lowell Avenue and Empire Avenue, but is not expected to significantly degrade traffic conditions (see next section for details).
 - To ensure smooth circulation of traffic on Lowell Avenue and Empire Avenue, these roadways should be managed through on-street parking restrictions (see next section for details) and prioritized snow removal.

Roadway Capacity

Fehr & Peers performed a supplemental assessment of the roadway capacity of Empire Avenue and Lowell Avenue (south of Manor Way) to account for the potential impacts of the snow storage and on-street parking. The capacity assessment was based on winter season PM peak hour traffic volumes and new traffic volumes forecasted for the proposed Treasure Hill project. The capacity of Lowell Avenue and Empire Avenue was determined to adequately accommodate new trips generated by the Treasure Hill project.

Notes:

- Fehr & Peers determined that Lowell Avenue and Empire Avenue will accommodate the existing winter season local traffic and the additional Treasure Hill traffic forecasted for these roads. This conclusion accounts for blocking of Lowell Avenue and Empire Avenue caused by snow storage and on-street parking, but assumes that intermittent segments of both roadways are wide enough to accommodate two-way travel. If winter season on-street parking is allowed on Lowell Avenue and Empire Avenue, the following rules of thumb may be applied to manage on-street parking:

- Limit on-street parking to one side of the street only.
 - Do not allow on-street parking on more than half of the roadway length of Lowell Avenue and Empire Avenue from Manor Way to the switchback. At least half of these segments should be clear of snow and parked vehicles and allow two-directional travel.
 - Limit segment lengths of on-street parking to no more than six continuous parking spaces (150 feet) and separate each segment of on-street parking by a minimum of 150 feet.
 - Prohibit on-street parking in the vicinity of the Lowell Avenue and Empire Avenue switchback.
 - Provide strict enforcement of parking restrictions during the winter season.
- The conclusions of this study assume that Lowell Avenue and Empire Avenue will be reconstructed at the same width as currently exists from Manor Way to the Lowell Avenue and Empire Avenue switchback.

Intersection Capacity and Queuing

Fehr & Peers performed an assessment of study intersection delays and queuing near the Park City Mountain Resort (PCMR) base area during peak winter (ski) season conditions and identified mitigations to reduce delay and queues.

Notes:

- The PM peak period was analyzed because it captures the resort departure and captures the critical (worst case) traffic conditions. The intersection capacity and queue assessment was based on traffic volumes collected in February 2005.
- During the peak resort departure period, the intersections of Deer Valley Drive / Park Avenue and Empire Avenue / Silver King Drive create bottlenecks that induce queues and occasionally short periods of gridlock on Lowell Avenue and Empire Avenue. The operational assessment results of winter traffic conditions for these intersections are reported in Table 2.
- Traffic conditions at the Deer Valley Drive / Park Avenue signalized intersection could be improved during the PM peak hour by providing the following mitigation:
 - Modify the eastbound approach to provide separate dual left turn lanes and a shared thru-right turn lane,
 - Provide southbound dual left turn lanes, and
 - Replace the east/west split signal phasing with protected only left turns.
 The results of implementing these mitigation measures are also reported in Table 2. It is important to note that the intersection of Deer Valley Drive / Park Avenue is under the jurisdiction of the Utah Department of Transportation (UDOT) and any modifications/improvements will require UDOT approval.
- The failing traffic conditions of the Empire Avenue / Silver King Drive intersection may be mitigated by signalizing the intersection or providing human traffic control during peak periods. Table 2 shows results of signalizing this intersection. The peak hour signal warrants are met for the traffic volumes collected in February 2005 (President's Day weekend), but they are not met for the volumes collected in June 2004. Further data collection and analysis would be required to determine the feasibility of signalization at this intersection.

TABLE 2				
<i>PM Peak Hour Level of Service Summary</i>				
Intersection	Without Mitigation		With Mitigation²	
	LOS	Avg. Delay (Sec/Veh)¹	LOS	Avg. Delay (Sec/Veh)¹
Existing Winter Conditions				
Deer Valley Drive / Park Avenue	E	71.0	D	42.6
Empire Avenue / Silver King Drive	F	>50.0 ³	B	11.8
Winter Plus Project Conditions				
Deer Valley Drive / Park Avenue	E	74.2	D	45.1
Empire Avenue / Silver King Drive	F	>50.0 ³	B	12.9
<p>1. This represents the overall intersection LOS and delay (seconds/vehicle) for signalized intersections and the worst approach delay for unsignalized two-way stop controlled intersections.</p> <p>2. Mitigations for Deer Valley Drive include separate eastbound and southbound dual left turn lanes and modifications to the signal phasing. Mitigations for the Empire Avenue / Silver King Drive intersection include signalization and lane modifications to accommodate the signal.</p> <p>3. The results reported for this table are based on traffic volumes measured in February 2005 instead of the forecasted winter conditions traffic volumes used in the Treasure Hill TIA. As such, the results for the Empire Avenue / Silver King Drive intersection do not match those reported in the Treasure Hill TIA.</p> <p>Source: Fehr & Peers, July 2005.</p>				

- Fehr & Peers performed an operational analysis of the Lowell Avenue / Manor Way and Lowell Avenue / Manor Way intersections based on the traffic volumes collected in February 2005. The analysis tools used to evaluate these intersections result in low levels of delay and queuing. However, in reality these intersections experience extensive delays and queues as a result of friction created by pedestrians, pick-up/drop-off traffic, and transit traffic. The one-way designation of Lowell Avenue enhances the circulation of traffic through the PCMR base area. Traffic conditions in this area could be further improved by consolidating and channeling pedestrian crossings and improving the circulation of pick-up/drop-off traffic.

Pedestrian Connectivity

Fehr & Peers assessed the pedestrian facilities and lift/run connections proposed to connect Treasure Hill, its surrounding neighborhoods, Park City Mountain Resort, and Old Town (Main Street). The proposed pedestrian facilities were determined to provide convenient connections that will facilitate significant reductions in the amount of vehicular traffic generated by the Treasure Hill project.

Notes:

- Ski trail connections are provided between the Treasure Hill project and the PCMR base, but no exclusive pedestrian connections are identified between these two points. Consideration should be given to provide non-ski pedestrian connections to

the PCMR base, especially for the peak noon and evening periods when non-ski pedestrians are likely to shop and/or eat at the PCMR base. Treasure Hill guests who end their ski day at the PCMR base would also use these facilities. Non-ski pedestrian connections could include sidewalk/path facilities and/or an on-call shuttle or transit service.

IV. SUMMARY OF FINDINGS AND RECOMMENDATIONS

Fehr & Peers reviewed documents related to the Treasure Hill project along with the transportation policies of Park City and a performed a technical review of the traffic analysis performed by PEC, Inc.

In general, Fehr & Peers found that the Treasure Hill TIA provides an adequate assessment of the traffic characteristics and potential impacts related to the proposed Treasure Hill project. Fehr & Peers also found that the proposed Treasure Hill project is consistent with general guidelines provided in the Transportation Element of the General Plan and Land Management Code.

Fehr & Peers identified the following findings and recommendations related to key transportation issues:

- Lowell Avenue and Empire Avenue were determined to provide adequate emergency vehicle access and traffic capacity from Manor Way to the switchback. To ensure smooth circulation of traffic on Lowell Avenue and Empire Avenue, these roadways should receive prioritized snow removal treatment and if on-street parking is allowed during the winter season, it may be managed through the following rules of thumb:
 - Limit on-street parking to one side of the street only.
 - Do not allow on-street parking on more than half of the roadway length of Lowell Avenue and Empire Avenue from Manor Way to the switchback. At least half of these segments should be clear of snow and parked vehicles and allow two-directional travel.
 - Limit segment lengths of on-street parking to no more than six continuous parking spaces (150 feet) and separate each segment of on-street parking by a minimum of 150 feet.
 - Prohibit on-street parking in the vicinity of the Lowell Avenue and Empire Avenue switchback.
 - Provide strict enforcement of parking restrictions during the winter season.
- The Deer Valley Drive / Park Avenue intersection currently operates at LOS E and may be improved to operate at LOS D through the following measures:
 - Modify the eastbound approach to provide separate dual left turn lanes and a shared thru-right turn lane.
 - Provide an additional southbound left turn lane.
 - Modify the intersection signal phasing.

It is important to note that the intersection of Deer Valley Drive / Park Avenue is under the jurisdiction of the Utah Department of Transportation (UDOT) and any modifications/improvements will require UDOT approval.

- The Empire Avenue / Silver King Drive intersection currently fails and may be improved by signaling the intersection or providing human traffic control during peak periods. Further data collection and analysis would be required to determine the feasibility of signalization at this intersection.

- The delays and queues currently observed during peak resort departure periods were not captured by the analysis tools used to evaluate the Lowell Avenue / Manor Way and Lowell Avenue / Manor Way intersections. Delays and queues at these intersections are a result of friction created by pedestrians, pick-up/drop-off traffic, and transit traffic. The one-way designation of Lowell Avenue enhances the circulation of traffic through the PCMR base area. Traffic conditions in this area could be further improved by consolidating and channeling pedestrian crossings and improving the circulation of pick-up/drop-off traffic.
- The pedestrian facilities proposed for the Treasure Hill project were determined to provide convenient connections that will facilitate significant reductions in the amount of vehicular traffic generated by site. However, no exclusive pedestrian connections were identified between the project and PCMR base. Consideration should be given to provide non-ski pedestrian connections to the PCMR base. These connections could include sidewalk/path facilities and/or an on-call shuttle or transit service.
- The conclusions of this study assume that Lowell Avenue and Empire Avenue will be reconstructed at the same width as currently exists from Manor Way to the Lowell Avenue and Empire Avenue switchback.

SUMMARY OF FINDINGS & RECOMMENDATIONS OF THE TREASURE HILL TRAFFIC REPORT

ISSUE	PEC Report, July 2004 Report	FPA Review of PEC Report 20 July 2005 Tech Memo	Other / Data / Evaluation 9 Dec 2005 Review
General		In general, Fehr & Peers found that the Treasure Hill TIA by PEC provides an adequate assessment of the traffic characteristics and potential impacts related to the proposed Treasure Hill project. By "adequate", FPA means that the methodology and analysis was consistent with industry state of the practice. Fehr & Peers also found that the proposed Treasure Hill project is consistent with general guidelines provided in the Transportation Element of the Park City General Plan and Land Management Code. Concur - provided a parking option "if on-street parking is allowed" for one side of the street, in 150' increments of parking / no-parking. (p. TM-8)	Parking inventory from PC staff shows 2 off-street parking stalls for each house (-1 property) along Empire and Lowell. Parking enforcement if permitted or restricted is critical.
On Street Parking	Restricted to residents with permits, to one side of the street only, and not within the switch back or within 200' of access points. Existing - 25'	Concur - assumes roads to be reconstructed at the same width as currently exists	Elements to be considered in cross section of Empire and Lowell: <ul style="list-style-type: none"> • Travel lanes (10' min, each direction); • Snow Storage (6' min.); • Pedestrian walkway / sidewalk (5' min.); • Parking (8' min) General Options are : 1. Widen Roadway to accommodate cross section elements 2. Restrict and Enforce Parking 3. Construct Stair / Walkway connections to Old Town Volumes on adjacent roads (Norfolk, Woodside) should have been counted for comparables.
Existing Roadway		Acceptable - PEC concluded the overall intersection traffic operations evaluation for winter conditions to be adequate, since actual Feb 05 counts, were lower than the "grown" volumes evaluated in the report. Concur - Although the PEC report provides limited details on how this percentage was obtained, the reduction is conservative as supported by higher capture rates reported for comparable sites in the Park City area. Aggressive Alternate Transportation options at resorts and on-site shopping/dining/entertainment options reduce trip generation from ITE standard rate. Reduction rate acceptable. Background traffic should have been increased - Based on an area study of growth or other proposed developments, to provide a more comprehensive / accurate estimation of future traffic. However, net impact would remain similar since degree of impact is based on amount of trips added, which at major intersections is minimal. (122 project trips at Park Ave / Deer Valley Dr. intersection in a total of 1,848 trips during the p.m. peak hour (trips for 6.6%) Concur - However, the PEC report was vague with specific plan or recommendations. The PEC report did not specify routes or locations.	None
Existing Traffic	Counts conducted on 16 Jun 04, "grown" to winter months based on occupancy rates, revalidated with 19 Feb 05 counts. Trips generated by ITE standard rates, and then reduced 30% based on area observations. (p. 11)		None
Trip Generation / Reduction	Generated and distributed was added to existing traffic to obtain design year (2012) volumes. Construct and maintain the proposed pedestrian connections.		None
Future Traffic			Sidewalk - Could be constructed on West side of Lowell Ave. Problems include construction costs, slope of hill, driveways, shade will minimize snow melt, and the area will be used for snow storage reducing availability in winter. This is not the responsibility of TH. Walk way - Could be striped on west side of Lowell Ave (~ 4' in road. No parking would be allowed on Lowell. Snow plow would clear walk with road. Construct stairs / routes to Old Town via 8", 9" and 10" Ave. rights-of-way, during Phase 1 construction.
Pedestrian Access			



F E H R & P E E R S
TRANSPORTATION CONSULTANTS

SUMMARY OF FINDINGS & RECOMMENDATIONS OF THE TREASURE HILL TRAFFIC REPORT

<p>Construction Traffic / Mitigation Plan</p>	<p>Use Lowell to site. Empire from site. No use of Crescent Tram. Accommodate construction parking and staging on site.</p>	<p>Concur</p>	<p>Big D Construction mitigation is simple, but seems appropriate. Onsite retention of excavation will eliminate significant truck traffic. Phase construction to minimize traffic. Worker shuttle should be frequent and not coincide with peak ski/traffic periods. Construction traffic will use Lowell (SB) and Empire (NB) as one-way route to/from site. Further development and refinement of plan is appropriate.</p>
<p>Intersection Mitigations</p>	<p>Deer Valley Dr / Park Ave – Human traffic control at end of ski day. If delays continue study for additional lanes. (pg. 17) Empire Ave / Silver King – Human traffic control at end of ski day, potential roundabout or signalization. (pg. 18) Other intersections function well.</p>	<p>Improve - Currently LOS E. Modify with separate EB LT and THRT lane, add SB LT, modify phasing. (p. TM-8) Concur - Further study recommended for signalization.</p>	<p>This is a current problem that needs to be addressed in coordination between UDOT and Park City. TH will only add about 6.6% more traffic to the intersection during the peak hour.</p>
<p>Crescent Tram Road</p>	<p>PEC report assumes that none of the project generated trips will use Crescent Tram.</p>	<p>Lowell and Empire at Manor Way – Consolidate and channelize pedestrians movement with railings and designated crossing. Discourage use - If 10% of TH peak hour trips used Crescent Tram, the capacity would not be degraded by such an increase. However, because of the undesirable design features of Crescent Tram, motorists should be discouraged from using it by providing TH guests with route maps that emphasize Lowell Avenue and Empire Avenue, prohibiting right turns from Empire Avenue and prohibit left turns from Crescent Tram.</p>	<p>Restrict parking further from intersections and control snow storage at intersections to improve site distances.</p>
<p>Snow Removal</p>	<p>Prioritize snow removal to maintain travel lanes are important. (p.23)</p>	<p>Concur - "should receive prioritized snow removal treatment"</p>	
<p>Signage</p>	<p>Project should be signed to encourage guests to use Lowell to travel to and Empire to travel from TH.</p>	<p>Concur</p>	



During the April 26, 2006 Planning Commission meeting, staff outlined the additional application requirements which were required to be submitted by the applicant as part of the revised plans in order to continue the full analysis of the proposed development. The applicant was to include:

1. all site plan and grading details (including vegetation protection and excavated material relocated on site; **The Big Picture and Proposed Ski Improvements (BP.1 – shows location that soils will be relocated), Illustrative Site Plans (V.2 – V.5) Fencing, Screening, Landscape Plan (V.12), Grading Plan (GP.1), Excavation Management Plan (A.16)**)
2. open space calculations; **Site and Circulation Plan (SP.1) and Usable Open Space Plan (V.11)**
3. building setbacks for all structures; **Illustrated Plan Setback Exhibit (V.28)**
4. building height compliance with approved building volumetrics; **Height Limits Plan (HL.1) and Roof Hieghts vs. Existing Grades Plan (HL.2)**
5. residential unit size and configuration so as to verify density and parking compliance; **Area, Unit Equivalent and Parking Calculation (P.16)**
6. architectural details illustrating size, building form and massing, roof shapes, exterior details including materials, window to wall ratios, decks, plaza/outdoor spaces, retaining walls, etc.; **Building 1A – 5D Exterior Elevations (E.1AC2.1, E.1B.1, E.3A.1, E.3BC.1, E.3BC.2, E.3BC.3, E.4A.1, E.4A.2, E.4B.1, E.4B.2, E.4B.3, E.4B.4, E.5A.1, E.5B.1, E.5C.1, E.5C.2, E.5D.1)**
7. project streetscape detailing the design of project entrances, retaining walls, landscape areas, pedestrian ways; **Selected views of 3D Model-1 (V-19), Computer Renderings (A.8.3)**
8. preliminary landscape plan; **Separation – Fencing, Screening, and Landscape Plan (V-12), Illustrative Site Plans (V.2 – V.5)**
9. ski lift and funicular design **Computer Renderings (A.8.3)**

These additional materials were received by staff on December 18, 2008. The materials are located at the Planning Department as well as online at the www.treasureparkcity.com within the submittal documents. **The items in Bold are the pages of the application in which the requested documents are located.**

Park City Planning Commission Meeting
Treasure Hill
9/14/2005

Brian Van Hecke
435-645-7110

I recognize Mr. Sweeney and his partners have property rights, but how can the city sit back and approve a 7 story hotel with nearly 2,000 beds, convention center and commercial space on such sensitive land with inadequate roads to support it.

Obviously circumstances are dramatically different today then they were back in 1986 when this project and its density were approved. Is this really what we want right in the heart of Old Town?

Most Park City citizens are still not aware of the Treasure Hill development. I've asked and many still have no idea. Those who are familiar with it have no idea of the scope or scale of the project.

The City, the Sweeney's, and the media have done a miserable job informing the citizens of Park City about this project and others for that matter. The Park Record buries stories about Treasure Hill on page 3 or worse. No drawing or rendering that shows the real scale of this project has yet to grace the front page as far as I am aware. I would like to ask the Park City Planning Commission to ask that the Sweeney's prepare one.

I'd like to think that I am pretty well informed and I still have difficulty imagining the size of this development. A better rendering needs to be done and published widely so all citizens can see the Sweeney's plans.

Other Issues:

No study has yet to be done in real winter during peak times.

Their assumptions that forecast traffic in the winter months and growth in future years do not appear to be accurate and I think grossly underestimate actual traffic.

Reality is more traffic and much narrower roads than the study shows for the peak months. What is the plan? How are you going to resolve this problem?

Need to seriously consider pedestrian safety. I'm not a traffic engineer but it's already dangerous out there. Treasure Hill will dramatically worsen and already bad situation.

The city will be liable if and when accidents take place. This is a real and significant concern that the city must address. It's not safe out there now and Treasure Hill will greatly exacerbate the problem. I can't even walk my dog on Empire Avenue now –

summer or winter. It's just too dangerous and many feel the same way. Obviously there are no sidewalks and it's a lot worse in the winter, especially for the tourists.

Roads narrow considerably in the winter due to snow and more cars parked on the streets.

I think it's important for the city to revisit fire safety and rescue issues with the Park City Fire Department.

Perhaps the bigger issue is how the city is going to look and feel with that large development up there (7 stories high, 2,000 beds). Is that what the city and the people really want?

As I said earlier, most people still have no idea about the size of this development.

Please publish more photos/renderings so you and everyone else can see and provide input.

I would also like to remind everyone that we only get one chance to do this right.

I'd like to know and I think you should understand how other cities are handling their development issues. Right now many city staffers are in Sun Valley. Other cities such as Sun Valley seem to be managing their growth much better than Park City without losing the soul of their towns.

I know other cities have passed 6 -12 month moratoriums on development while they try to deal with the issue better. Why not Park City?

I just hope this city wakes up and does what's right.

Brian Van Hecke

Kirsten Whetstone

From: Mary Whitesides [mary@dancindeerdesign.com]
Sent: Monday, October 10, 2005 2:15 PM
To: Kirsten Whetstone
Cc: PEG BODEL
Subject: Re: Treasure Hill Project

Dear Kirsten

In light of the coming meeting on Wednesday and the Treasure Hill project, I want to say that I am not against development nor a Treasure Hill project. But, I am not in favor of the project as it stands now. The density, massing and the vernacular of the architecture are quite out of balance with the charm, grace and outstanding environment of Park City. And, it is the charm, grace and physical activities that the environment allows that draws the visitor to our community.

Here are my concerns:

1. Balance - The ratio of this oversized project to the scale of old Town Park City is out of balance. It commands rather than integrates.
2. Beauty - This is a beautiful piece of property that begs for responsible development. Any well trained architect knows that he must be responsible for what he leaves behind. This kind of development is an imposition on the land. First and foremost, the land should dictate what is built there. "It is easy to throw up a building, but almost impossible to reclaim the land once it is gone." Wallace Stegner. Treasure Hill imposes rather than compliments. Even though there is 97% open land, it does nothing to buffer this project. I would rather see a little less open land and a more sensitive view shed.
3. Architectural Vernacular - If Park City were a painting - and to us in the community it is - then the Architecture of Treasure Hill would be out of harmony with that painting. It subtracts from the charm rather than adding to it. As many times as Park City has been the subject of a painting - can you imagine including Treasure Hill?
4. Traffic issues - I have read the traffic study and find it to be based on a Pleasantville type of viewpoint. It assumes that human behavior is idealistic. The study is not based on a realistic experience during peak tourist season. We need reality rather than theory.
5. Safety issues - Tourists tend to walk on the roads and what with snowy conditions and parked cars, it tends to be dangerous. I also wonder about home security issues with increased activity in this area.
6. Water issues - We already have water issues - what impact will this have on an already tenuous condition?
7. Economics - Do we really need this large of a bed base? How many of the rooms will sit empty? What is the rate of occupancy now in Park City? Yet another large hotel chain will soon be coming to this community as well. People tend to congregate in Old Town regardless of where they are staying. And with a good busing system, parking shouldn't be an issue. More is not always more. Quality over quantity is better in the long run. People traveling to Park City are eager to RECREATE not duplicate. They want to leave traffic, crowds and stress at home to find charm, grace and beauty.

I close with a quote from a famous architect: "The essence of a place is truly derived from a rigorous understanding of, and overwhelming affection for, the natural amenities the area provides. We should create structures that will flourish as a timeless documentation of architecture that lives happily with the land."
Howard J. Backen, FAIA

Mary Whitesides
Author/Designer

Kirsten Whetstone

From: David Van Denburgh [David.Vandenburg@AmericanFence.com]
Sent: Tuesday, October 11, 2005 4:47 PM
To: Kirsten Whetstone
Subject: treasure hill

I AM A HOME OWNER, NEXT TO THE PROPOSED TREASURE HILL. I AGREE WITH MARY WHITESIDE'S LETTER. I AM FOR DEVELOPMENT, BUT IT NEEDS TO BE IN SCALE WITH THE REST OF DOWNTOWN.
DAVID VAN DENBURGH, 911 LOWELL

Kirsten Whetstone

From: Pamela Pyke [ppyke@earthlink.net]
Sent: Tuesday, October 11, 2005 3:26 PM
To: Kirsten Whetstone; Dana Williams
Cc: byhutah@hotmail.com; Jim Hier; Kay Calvert; creickson@parkcity.org; Joe Kernan; Marianne Cone
Subject: Treasure Hill

Kirsten, Dana, and City Council Members,

As another voice representing "Locals who care", I am offering thoughts for consideration regarding the Treasure Hill project:

I first became aware of the Treasure Hill project by accident 3 years ago at a Planning Commission meeting in an attempt to lobby for better traffic control at the Prospect/Hillside/Marsac intersection and voice concerns about the removal of mine waste from the Empire Pass project. When several "updates" were presented by the Planning Commissioner to the Board, I found myself completely stunned by the size of the building, the location of the project, and the intention of the project that was presented via PowerPoint at that meeting.

Visually, the project looked as though it was developed to sit in lower Manhattan or on the North Shore of Chicago. In my opinion, the seven story structure is a contradiction of what Old Town reflects - character, age, charm, and quirk.

From a traffic flow and safety issue, we, as residents of Old Town ALL have valid concerns about the current parking/traffic/pedestrian quagmire. Every year our Town gets busier - between Sundance and Seasonal visitors, word is out that Park City is a great place to visit (and live). However, there is not enough safe parking currently for residents and renters (a much bigger problem exists with renters as there may be as many as 5 cars parking in front of 1 house on a street that has maybe 1 parking space). There are too many steep skinny roads in Old Town with inadequate sidewalks to safely manage an SUV or car, much less around the added "obstacle" of a human being or animal ... then add the 300 inches of seasonal snow. This project has not adequately prepared for the current market conditions as it relates to tourism, seasonal events, and the number of second home property owners, and will fail to allow for the work staff, the visitor, or the local resident to travel safely to and fro. We have speeding issues, pedestrian issues, and parking issues currently everywhere in Old Town.

The Economic impact of the rapidly escalating Real Estate market in Park City is double edged - some resident's entire life's savings have been surmounted ten-fold by the increase in their property values in less than two years. The downside is our demographic is changing because there are more visitors than residents on any given day. Change is good in every sense, however, managed change makes better sense.

I support Mary Whitesides offer that "we only get one chance to do this right". I support the idea of having architecture that balances with Nature. Park City is well on its way to becoming Nationally and Internationally recognized. As Council Members, you must put processes in place now that protects the integrity of the future. Having lived in many major Metropolitan areas around the Country and traveling weekly for business, I love coming home to the small town charm of Park City. It would be a shame not to feel this way 5 years from now because of too much expansion too quickly and without restriction.

Pamela Pyke
74 Prospect Avenue

Kirsten Whetstone

From: Mary Whitesides [mary@dancindeerdesign.com]
Sent: Thursday, January 26, 2006 8:45 AM
To: Kirsten Whetstone
Cc: Brian Van Hecke
Subject: Re: Treasure Hill Project

Dear Kristin

I am sorry that I was unable to attend the meeting last night. But if I had been there, I would have asked the commission to really consider all the traffic that runs up Empire and Lowell. When you list it, It is quite considerable as it is.

1. Local residential traffic
2. Guest traffic
3. Event traffic
4. Skier traffic
5. Foot traffic
6. Bike traffic
7. Construction traffic
8. Waste disposal traffic
9. Snow removal
10. Miscellaneous delivery traffic

And when the project begins add to that:

11. An inordinate amount of construction traffic

And when the project is completed add to that:

12. More guest traffic
13. More residential traffic (250 condos)
14. Foot traffic
15. Maintenance trucks
16. Landscape traffic
17. Housekeeping traffic
18. Service traffic
 - a. Linens deliveries
 - b. Office supplies etc.
19. Waste disposal traffic
20. Snow removal
21. Delivery traffic for restaurants
 - a. Produce trucks
 - b. Seafood trucks
 - c. Meat trucks
 - d. Condiment delivery
 - e. Drink trucks - Coca Cola, Pepsi, Wine

And this all on roads that cannot handle but one way traffic during winter and snow removal and as has been suggested, the roads will not be widened. The construction traffic has been considered and seasonal building has been requested, but as you can see, much of this traffic is more than seasonal. I know traffic studies have been done, but theory in front of a flat screen computer does not match that of practical experience. I watched a semi-truck back down Empire Ave. the other night when reaching the apex at Crescent Tram Drive and found the road was not negotiable. I have pictures if you wish to see them.

Thank you so much for passing this on to the commission for consideration in their decision.

Mary Whitesides
Author/Designer

PS - In regard to the suggestions made to make the Sweeney project plans available to the public - placing them in the library is hardly public. There is a majority of people who not come to the library and when they do come to the library are mainly concerned with finding books and not looking at public notices. I think if the Sweeney's are proud of their project they should be more than happy to have the perspective drawings published in

the newspaper for all to see.

Kirsten Whetstone

From: Carol Shepard [Carol_Shepard@hermanmiller.com]
Sent: Wednesday, December 14, 2005 1:42 PM
To: Kirsten Whetstone
Cc: bvhutah@hotmail.com
Subject: Fw: Next Treasure Hill Meeting

Kirsten.

I completely agree with the comments below. In addition to the traffic and safety issues I urge you to consider the issues surrounding pedestrian safety and parking. When it snows in Old Town the parking availability drops dramatically - as you know most of the homes do not have driveways or garages and the neighbors rely heavily on street parking. When you get an 18 wheeler parking there that is part of the current construction, it wipes out several resident parking spots. Consider having to walk several blocks to your own home with a small child in tow and or groceries...

The second and more important concern is pedestrian traffic. Most of Old Town has no sidewalks, this time of year the snow and parked vehicles force one to walk almost literally down the center of the street. Most construction vehicles that are working on the current sites have no experience or knowledge and are not aware that there is pedestrian traffic - they are not cautious and drive aggressively. With the tourist in town, pedestrian traffic increases. Has any thought been given to how the impact of the construction vehicles will impact pedestrian safety and has winter pedestrian traffic been measured. Finally, will construction vehicles be allowed to park in residential areas and block the roads?

Carol Shepard
 Herman Miller for Healthcare
 Account Development Manager
 (435)659-1319

----- Forwarded by Carol Shepard/Herman Miller on 12/14/2005 01:30 PM -----

"Brian Van Hecke" <bvhutah@hotmail.com>

To undisclosed-recipients;;

cc

Subject Fw: Next Treasure Hill Meeting

12/14/2005 11:34 AM

Here's some input from Linda about the construction currently being done around 8th Street.

Brian

----- Original Message -----

From: Linda McReynolds
To: Brian Van Hecke
Cc: Kirsten Whetstone
Sent: Wednesday, December 14, 2005 11:06 AM
Subject: Re: Next Treasure Hill Meeting

I would like to echo Annie's concerns. Please drive up 8th Street to Norfolk where a garage is being constructed for the old Angel House Inn and Gary Bush is building his not-very-large home. I was not able to access 8th Street to go to work several mornings because of the construction traffic clogging that intersection. I was forced to back up and go the opposite direction down to 12th street. When we have been able to access 8th Street, oftentimes there are big lumber delivery trucks and cement trucks waiting to come up the street and it is very scary to squeeze and slide past them. I would bet we will have at least a fender bender before the month is out.

This is just for a minor garage addition and a modestly sized home. What in the world should we expect with a project the

size of Treasure Hill over a 10 year period? It boggles my mind to imagine the unsafe and negative impact on our Old Town neighborhoods.

Linda McReynolds

----- Original Message -----

From: Brian Van Hecke

Sent: Tuesday, December 13, 2005 4:49 PM

Subject: Fw: Next Treasure Hill Meeting

Reminder - Treasure Hill is on the Park City Planning meeting agenda tomorrow night. The meeting starts at 6:30 PM and Treasure Hill discussions should start around 7:00 PM.

Below is an email from Annie Lewis Garda that addresses some of the outstanding issues. I encourage you to provide input and concerns at the meeting tomorrow.

Hope to see you there.

Brian

----- Original Message -----

From: Annie Lewis Garda

To: 'Brian Van Hecke'

Sent: Tuesday, December 13, 2005 7:53 AM

Subject: RE: Next Treasure Hill Meeting

Dear Brian,

Thank you for the notice about this week's Planning Commission meeting. I assume it will focus on Kirsten's report of 10/13/05. Her report reflects the concerns neighbors expressed during past meetings and articulates issues that have worried us all. I am grateful for this indication that the staff has been listening.

The three minute time limit will prevent my saying all I want to say. So I am sharing some thoughts below in hopes they'll be covered in remarks made by others (numbers refer to Kirsten's staff report):

Two means of alleviating pedestrian traffic on Empire are suggested:

1. Construction of "a people mover, ski lift, or gondola between the project and Main Street and/or Ski Resort" (#4-6). This would handle pedestrians going to and from Treasure Hill. It does nothing to alleviate current pedestrian traffic.
2. Construct a sidewalk on Lowell (#4-1) and steps between Empire and Lowell at 9th and 10th to direct pedestrians from Empire to Lowell (#4-2). The difference in elevation from Empire to Lowell at 9th is 40 feet; at 10th, it is almost 50 feet. Is it really reasonable to expect people to walk up the equivalent of four flights of steps to reach a sidewalk to go back down the hill to the resort?

The Sweeneys expect construction to take ten years; commissioners have mentioned 15-20 years. However, there have been no projections of traffic or discussions of traffic-related issues for this very extensive period:

1. How many workers' cars will travel up and down Empire and Lowell during this time?
2. Every building must be built of concrete and steel (fire department requirement). Yesterday (Monday) there were three cement trucks hovered at the base of Empire for one small home. How many cement trucks will be traveling on Empire for a 400 car parking garage and seven story hotel? How many steel delivery trucks? How will pedestrians be protected during their passage?

3. How many construction vehicles and other construction-related delivery vehicles will there be?
4. When the "corner radius" was deemed "adequate for service and delivery vehicles," were cement mixers and steel delivery vehicles considered?
5. Commissioners have acknowledged that snow removal is already inadequate on Empire. For pedestrians and normal traffic to negotiate Empire safely with the larger construction vehicles, there will, at the least, have to be top priority snow removal on Empire. As there is no place for snow storage on Empire, it will have to be removed continuously. There will be no revenue from the project to cover this expense during construction. How much will it actually cost? Who will cover this expense?
6. Is the city's liability policy adequate to cover accidents which result from safety issues brought to the city's attention prior to its issuing a CUP?

See you tomorrow night,
Annie Lewis

From: Brian Van Hecke [mailto:bvhutah@hotmail.com]
Sent: Thursday, December 08, 2005 6:23 PM
Subject: Fw: Next Treasure Hill Meeting

The next Treasure Hill meeting is scheduled on Wednesday, December 14th around 7 PM. See email below from Kirsten.

Hope to see you there.

Brian

----- Original Message -----

From: Kirsten Whetstone
To: Brian Van Hecke
Sent: Thursday, December 08, 2005 3:05 PM
Subject: RE: Treasure Hill Meeting

Continuing traffic talks on the Treasure Hill Conditional Use Permit... next Wednesday, December 14th... hopefully no earlier than 7 pm. (I will be at Christmas in the Park with my little one and family... seems to always be scheduled on the only PC date in December!)

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

435-615-5066 (p) 435-615-4906 (f)
 kirsten@parkcity.org



Kirsten Whetstone

From: Brian Van Hecke [bvhutah@hotmail.com]
Sent: Tuesday, January 10, 2006 8:37 AM
To: Kirsten Whetstone
Cc: Carol & Alan Larson
Subject: Fw: Fw: Treasure Hill

Kirsten,

Here is another idea that I remember being brought up previously. I think it deserves some additional consideration.

Any thoughts?

Brian

----- Original Message -----

From: [carol larson](#)
To: [Brian Van Hecke](#)
Sent: Monday, January 09, 2006 10:08 PM
Subject: Re: Fw: Treasure Hill

Brian,

I will be out of town for the next two meetings, but I do think a tunnel could keep the traffic off Empire and be a safer alternative. I can not imagine Empire handling any more traffic....regardless of what the experts say!

Carol
Carol

Brian Van Hecke <bvhutah@hotmail.com> wrote:

It would be great for you to bring this up again at the meeting.

Brian

----- Original Message -----

From: [carol larson](#)
To: [Brian Van Hecke](#)
Sent: Sunday, January 08, 2006 1:58 PM
Subject: Re: Fw: Treasure Hill

Brian,

Thanks for keeping everyone informed. Over a year ago I sent an email to the Commissioners suggesting a tunnel to the project from the top of 8th Street. It was a wild, way out idea, but with this proposal for widening Empire, maybe it needs to be suggested again.....

Carol

Brian Van Hecke <bvhutah@hotmail.com> wrote:

Below is some insightful information from Annie Lewis Garda that needs to be addressed at the meeting next week.

Brian

----- Original Message -----

From: [Annie Lewis Garda](#)

Kirsten Whetstone

From: Christine and Nathan Hult [cnhult@comcast.net]
Sent: Tuesday, January 10, 2006 7:41 AM
To: Kirsten Whetstone; Brian Van Hecke
Cc: Patrick Putt; Patrick Sweeney; Michael Sweeney; Eric DeHaan
Subject: Re: Traffic and Treasure Hill

Kristen, Thanks for writing back. It's very difficult for us to make it to meetings in Park City in the middle of the work week since we live in Logan, so we would appreciate it if you would convey our sentiments to the planning commission.

We really think the city should take a serious look at a one-way option for Empire/Lowell. This is not a novel concept. There are one-way streets all over the state, and the loop is not that long. We're facing 10 years or more of dump trucks, cement mixers, etc, all trying to pass each other going both ways on those narrow streets. We've already had some narrow-misses on snow packed, slippery roads just with two cars trying to get by each other on Empire. We think the traffic could go up Empire and down Lowell, continuing on past PCMR to the lower exit. That would eliminate the very dangerous situation we have now with cars exiting the PCMR parking lot and the two adjacent side streets and turning left onto Empire. They can't see over the piles of snow and they come charging out of those lots. Again, we've had several near-misses in that scenario as well. The city buses could also go one-way in front of PCMR, the opposite way that they go now.

Please give this idea serious thought and study before dismissing it out of hand.
 Thanks for your consideration. Christine & Nathan Hult

Christine & Nathan Hult
 2735 N 1250 E
 Logan, UT 84341
 435-752-7538

----- Original Message -----

From: Kirsten Whetstone
To: Brian Van Hecke ; Christine and Nathan Hult
Cc: Patrick Putt ; Patrick Sweeney ; Michael Sweeney ; Eric DeHaan
Sent: Monday, January 09, 2006 6:07 PM
Subject: RE: Traffic and Treasure Hill

The City is generally not in favor of mandating one way streets. Park Avenue seems to work as a one way (winter only) street because the other links are fairly busy and because of the existing connections to Main Street. If in the future it can be determined that a one-way system would be the best scenario for traffic flow on Empire and Lowell, there would be a series of public hearings before any final decision. The City Council would be the final decision makers.

The likely scenario for Empire and Lowell is that a 20' wide, clear drive lane area would need to be maintained, by restricting on-street parking in the winter (either on one side of the road or the other, or by alternating sides depending on the actual physical situation on the street.. ie. where the driveways are, where the front in parking places are, where snow storage area is needed, where the houses are without off-street parking, etc.) If snow storage becomes problematic after certain storms, the snow may need to be trucked off as it is done in other parts of town. There is currently enough width to accommodate the 20' with some areas of parking and snow storage, the traffic reports do not indicate widening the streets by 14', certainly not in any areas where front in parking would be jeopardized.

Based on the parking study, it appears that the current widths will be able to provide the drive lane widths, snow storage, and limited on-street parking (enough to provide the 2 spaces per unit for those existing houses without 2 spaces). What it probably won't accommodate is a lot of extra parking, guest parking, multiple room mate parking, skiers who park and walk to PCMR or Main Street parking, or extra parking for people who don't want to park in tandem behind their own garages, or who don't want to park in their garages.

It also appears that a pedestrian walkway could be accommodated along Lowell Avenue, but the problem in winter will be the adjacent property owners who will be required to shovel the snow off it, as is required in other parts of town... The

applicants engineer is working on these cross sections to show what will work where. This information will be presented at the Jan. 25th meeting.

Hope this is helpful.

Kirsten

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

435-615-5066 (p) 435-615-4906 (f)
kirsten@parkcity.org



From: Brian Van Hecke [mailto:bvhutah@hotmail.com]
Sent: Monday, January 09, 2006 5:08 PM
To: Christine and Nathan Hult
Cc: Kirsten Whetstone
Subject: Re: Traffic and Treasure Hill

Not that I know of. Feel free to bring it up though at the meeting or email Kirsten Whetstone at PC Planning: See email adress above.

Brian

----- Original Message -----

From: Christine and Nathan Hult
To: bvhutah@hotmail.com
Sent: Monday, January 09, 2006 4:56 PM
Subject: Traffic and Treasure Hill

Hi, Brian. We own a condo in the Yellow Slicker on Lowell. Has there been any talk among residents about having Lowell/Empire be a one-way loop? Widening the streets by 14 feet just doesn't seem feasible. We'd all lose our parking/front yards. Thanks for any info. Christine Hult

Christine & Nathan Hult
2735 N 1250 E
Logan, UT 84341
435-752-7538

Below is some insightful information from Annie Lewis Garda that needs to be addressed at the meeting next week.

Brian

----- Original Message -----

From: Annie Lewis Garda

To: 'Brian Van Hecke'

Sent: Wednesday, January 04, 2006 3:43 PM

Subject: Treasure Hill

Dear Brian,

At the December 14th meeting of the Planning Commission, the staff presented an excellent spread sheet summary of the issues, the PEC report, the FPA Review of the PEC Report, and a column called "Other/Data/Evaluation" which included staff thinking. People who live on Empire and Lowell should be aware that the "elements to be considered in cross section of Empire and Lowell" include the following

- Travel lanes (10' min, each direction);
- Snow Storage (6' min)
- Pedestrian walkway/sidewalk (5' min)
- Parking (8' min)

General Options are:

1. Widen Roadway to accommodate cross section elements
2. Restrict and Enforce Parking
3. Construct Stair/Walkway connections to Old Town

Empire and Lowell are now 25' wide with no snow. The above recommendations total an additional 14' in width. This will usurp a lot of property that people now consider their front lawns as well as require that driveways be re-constructed at a steeper angle.

Commissioner Charlie Wintzer asked that the staff present a visual which would demonstrate just where the widening would take place—perhaps an aerial photo with the road, sidewalks, and snow storage areas indicated. I do hope that neighbors will show up on January 11th to see what impact this has on their property.

I was the only person who spoke during the public session on December 14th. I had only sufficient time to point out that no analysis had been done of construction traffic. (How many cement mixers? How many steel delivery trucks? Will these vehicles be able to make turns at the Manor Way intersections?, etc.) Since the construction period has been estimated to be ten years by Sweeneys and 15-20 years by Commissioners, the construction traffic will have a tremendous impact on us. If the project remains its current size and no other point of entry/exit is developed, I hope the Commissioners will require that the recommended steps to improve safety will be implemented prior to construction.

Bob and I regret that we will be out of town on January 11th. Since a lot of these recommendations seem to get made by people at computers looking at flat pieces of paper, I hope neighbors will be there to point out reality.

Annie Lewis

Dear Annie,

At the Jan. 11th meeting the Construction Mitigation Plan will again be presented. It has changed somewhat from the presentation given a year or so ago in terms of some of the details, but is primarily the same. The Sweeneys will also present a summary of the heights, volumetrics, and massing, including all of the revisions that they made from the original submittal. Then at the Jan. 25th meeting, the information that Charlie Wintzer and the Commission requested regarding the street cross sections showing parking, snow storage, drive lanes, pedestrian areas, etc. at various sections along Empire and Lowell, will be presented. I should have copies of those cross sections by the January 17th. Thank you for your e-mail. If you could send me a reminder around the 15th, I'll e-mail the cross sections to you as soon as I receive them.

Thanks.

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

435-615-5066 (p) 435-615-4906 (f)
kirsten@parkcity.org



From: Annie Lewis Garda [mailto:annielewisgarda@yahoo.com]
Sent: Wednesday, January 04, 2006 3:54 PM
To: Kirsten Whetstone
Subject: Treasure Hill

Dear Kirsten,

I am eager to see the visual that Charlie Wintzer requested, but will not be at the January 11th meeting. Has it been prepared yet? When will it be possible to see it?

Again, I thank you for a staff report that demonstrates staff has been listening to safety concerns.

Thank you,
Annie Lewis Garda

Park Record

Roads can handle project

Key review of Treasure Hill traffic projections favors the developer

By Jay Hamburger

OF THE RECORD STAFF

Saturday, August 27, 2005 - A taxpayer-funded review has concurred that roads nearby the Treasure Hill land can handle the traffic increases expected with the Sweeney family's proposed development at the site.

City Hall recently released the results of what is known as a peer review of a study of the traffic impacts originally conducted by Project Engineering Consultants, a consultant to Sweeney family. The original study, which was challenged by neighbors, said that the roads are adequate.

The approximately \$6,000 City Hall-funded review, conducted by Fehr & Peers, a Salt Lake Valley transportation consultant, is a key document as the government continues to consider the Sweeney family's Treasure Hill application.

The family holds longstanding development rights on a hillside just west of Old Town, nearby the Town Lift. Though the overall project was approved previously, the family is now seeking the permits needed to pursue the development.

The Park City Planning Commission has been in deliberations for more than a year. The proposal has drawn lots of complaints from the neighborhood, many regarding the traffic that the project is expected to attract to roads like Lowell Avenue and Empire Avenue.

The Fehr & Peers review appears to be a victory for the Sweeney family, which claims that the roads, with measures to reduce traffic, are adequate for the anticipated increases in motorists.

In a significant portion of the review, Fehr & Peers finds that the traffic capacity of Lowell Avenue and Empire Avenue "was determined to adequately accommodate new trips generated by the Treasure Hill project."

The two roads, the review found, could "accommodate the existing winter season local traffic and the additional Treasure Hill traffic forecasted for these roads."

Timothy Taylor, the Fehr and Peers engineer who signed the review, declined to discuss his findings.

The findings could be unnerving for the project's critics. They have testified for months at Planning Commission meetings about their concerns that the roads will be overrun with Treasure Hill traffic.

Some of the details of the Fehr & Peers review address Lowell Avenue and Empire Avenue, streets that have drawn public concern.

The review claims that the two streets "provide adequate emergency vehicle access and traffic capacity" from Manor Way to the switchback of Lowell Avenue and Empire Avenue. However, the review's authors make recommendations to help the traffic flow smoothly. The recommendations include limiting wintertime on-street parking to one side of the roadway and prohibiting wintertime on-street parking at the switchback. The review indicates that there should be strict enforcement of wintertime parking restrictions.

Pat Sweeney, who represents his family, is pleased with the review of his family's consultant's findings. He said the city review affirms the family's contention that the roads are adequate.

"Our traffic consultant and the city reviewers see things pretty much the same," Sweeney said.

Additionally, he said, the review takes away the government's ability to deny the Treasure Hill application based on traffic concerns. He said there is no objective evidence for such a denial.

Sweeney said, with the traffic review complete, City Hall must objectively tell the neighborhood critics that the roads are adequate for the expected traffic.

"Ultimately, they have to say things like that," Sweeney said, adding that he expects that some neighbors will not accept the findings. "I don't think you're going to convince them."

Sweeney said deliberations regarding the Treasure Hill traffic extended eight months and he wants discussions with the Planning Commission to now move to issues like the project's proposed architecture. He said one additional traffic-related meeting is needed.

Treasure Hill is seen as a ski-in, ski-out development on the slopes of Park City Mountain Resort. It would be built nearby the Town Lift's midstation. The Sweeney family wants an approval for 282 residential units and another 19,000 square feet of commercial space on an 11.5-acre development parcel. Much of the land would be kept as open space.

Park City Engineer Eric DeHaan said he was not surprised that the Fehr & Peers review supported the original study, calling the review "pretty much a validation" of the Sweeney family's consultant. DeHaan said he supports the findings of the original study and the review.

"If there's a bad guy, it's not the hotel, it's a speeding driver not paying attention to pedestrians," DeHaan said.

In another section of the Fehr & Peers review, the consultants address the project's planned pedestrian upgrades. The Sweeney family, for instance, plans to improve public Old Town stairways at 8th Street and 6th Street and build a mechanized people mover known as a cabriolet linking the project with the Town Lift Plaza on Main Street.

The review describes the upgrades as "convenient connections" that will reduce vehicle traffic. However, it also notes that the developers should consider pedestrian connections between Treasure Hill and the base of PCMR.

Kirsten Whetstone

From: Linda McReynolds [lmcreeynolds@lwdparkcity.com]
Sent: Friday, September 02, 2005 11:57 AM
To: Kirsten Whetstone
Subject: Fw: THINC - News Update

----- Original Message -----

From: Brian Van Hecke
To: Linda McReynolds
Sent: Friday, September 02, 2005 11:51 AM
Subject: Re: THINC - News Update

Agreed. Please feel free to forward your thoughts/concerns to Kirsten at PC Planning:
kirsten@parkcity.org

Brian

----- Original Message -----

From: Linda McReynolds
To: Brian Van Hecke
Sent: Friday, September 02, 2005 11:19 AM
Subject: Re: THINC - News Update

I wonder if the traffic studies took into consideration the lack of snow storage during the winter months. The roads narrow considerably when the plows push the snow to the side of the road. This can be very limiting to large vehicles like fire trucks and ambulances. Many times last winter I don't think a fire truck could have made it to my house without side swiping several cars. The difference in where I park summer vs winter is about 8 feet further into the road in the winter. Also, we already have uphill-side-of the street only parking during the winter. How informed were the people who did the study not to know this?

----- Original Message -----

From: Brian Van Hecke
Sent: Friday, September 02, 2005 10:55 AM
Subject: THINC - News Update

I wanted to forward the article below from the August 27 - 30 issue of the Park Record:

<http://www.parkrecord.com/Stories/0,1413,122%257E8134%257E3029113,00.html?search=filter>

The article is a recap of the review of the traffic study which was originally funded by the developers. The new study basically concurs with the original findings that the roads can adequately handle the increased traffic. However, no study has yet to be done during our peak winter times and the assumptions made to forecast expected traffic flows during these peak times are somewhat questionable. I'm not sure if the increased number of parked cars on the street and subsequent congestion has been addressed either. Another major issue remains pedestrian traffic and safety.

I welcome your input.

Brian

Brian Van Hecke
 PO Box 727
 1101 Empire Avenue
 Park City, UT 84060

size of Treasure Hill over a 10 year period? It boggles my mind to imagine the unsafe and negative impact on our Old Town neighborhoods.

Linda McReynolds

----- Original Message -----

From: Brian Van Hecke

Sent: Tuesday, December 13, 2005 4:49 PM

Subject: Fw: Next Treasure Hill Meeting

Reminder - Treasure Hill is on the Park City Planning meeting agenda tomorrow night. The meeting starts at 6:30 PM and Treasure Hill discussions should start around 7:00 PM.

Below is an email from Annie Lewis Garda that addresses some of the outstanding issues. I encourage you to provide input and concerns at the meeting tomorrow.

Hope to see you there.

Brian

----- Original Message -----

From: Annie Lewis Garda

To: 'Brian Van Hecke'

Sent: Tuesday, December 13, 2005 7:53 AM

Subject: RE: Next Treasure Hill Meeting

Dear Brian,

Thank you for the notice about this week's Planning Commission meeting. I assume it will focus on Kirsten's report of 10/13/05. Her report reflects the concerns neighbors expressed during past meetings and articulates issues that have worried us all. I am grateful for this indication that the staff has been listening.

The three minute time limit will prevent my saying all I want to say. So I am sharing some thoughts below in hopes they'll be covered in remarks made by others (numbers refer to Kirsten's staff report):

Two means of alleviating pedestrian traffic on Empire are suggested:

1. Construction of "a people mover, ski lift, or gondola between the project and Main Street and/or Ski Resort" (#4-6). This would handle pedestrians going to and from Treasure Hill. It does nothing to alleviate current pedestrian traffic.
2. Construct a sidewalk on Lowell (#4-1) and steps between Empire and Lowell at 9th and 10th to direct pedestrians from Empire to Lowell (#4-2). The difference in elevation from Empire to Lowell at 9th is 40 feet; at 10th, it is almost 50 feet. Is it really reasonable to expect people to walk up the equivalent of four flights of steps to reach a sidewalk to go back down the hill to the resort?

The Sweeneys expect construction to take ten years; commissioners have mentioned 15-20 years. However, there have been no projections of traffic or discussions of traffic-related issues for this very extensive period:

1. How many workers' cars will travel up and down Empire and Lowell during this time?
2. Every building must be built of concrete and steel (fire department requirement). Yesterday (Monday) there were three cement trucks hovered at the base of Empire for one small home. How many cement trucks will be traveling on Empire for a 400 car parking garage and seven story hotel? How many steel delivery trucks? How will pedestrians be protected during their passage?

3. How many construction vehicles and other construction-related delivery vehicles will there be?
4. When the "corner radius" was deemed "adequate for service and delivery vehicles," were cement mixers and steel delivery vehicles considered?
5. Commissioners have acknowledged that snow removal is already inadequate on Empire. For pedestrians and normal traffic to negotiate Empire safely with the larger construction vehicles, there will, at the least, have to be top priority snow removal on Empire. As there is no place for snow storage on Empire, it will have to be removed continuously. There will be no revenue from the project to cover this expense during construction. How much will it actually cost? Who will cover this expense?
6. Is the city's liability policy adequate to cover accidents which result from safety issues brought to the city's attention prior to its issuing a CUP?

See you tomorrow night,
Annie Lewis

From: Brian Van Hecke [mailto:bvhutah@hotmail.com]
Sent: Thursday, December 08, 2005 6:23 PM
Subject: Fw: Next Treasure Hill Meeting

The next Treasure Hill meeting is scheduled on Wednesday, December 14th around 7 PM. See email below from Kirsten.

Hope to see you there.

Brian

----- Original Message -----

From: Kirsten Whetstone
To: Brian Van Hecke
Sent: Thursday, December 08, 2005 3:05 PM
Subject: RE: Treasure Hill Meeting

Continuing traffic talks on the Treasure Hill Conditional Use Permit... next Wednesday, December 14th... hopefully no earlier than 7 pm. (I will be at Christmas in the Park with my little one and family... seems to always be scheduled on the only PC date in December!)

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

435-615-5066 (p) 435-615-4906 (f)
kirsten@parkcity.org



Kirsten Whetstone

From: Carol Shepard [Carol_Shepard@hermanmiller.com]
Sent: Wednesday, December 14, 2005 1:42 PM
To: Kirsten Whetstone
Cc: bvhutah@hotmail.com
Subject: Fw: Next Treasure Hill Meeting

Kirsten.

I completely agree with the comments below. In addition to the traffic and safety issues I urge you to consider the issues surrounding pedestrian safety and parking. When it snows in Old Town the parking availability drops dramatically - as you know most of the homes do not have driveways or garages and the neighbors rely heavily on street parking. When you get an 18 wheeler parking there that is part of the current construction, it wipes out several resident parking spots. Consider having to walk several blocks to your own home with a small child in tow and or groceries...

The second and more important concern is pedestrian traffic. Most of Old Town has no sidewalks, this time of year the snow and parked vehicles force one to walk almost literally down the center of the street. Most construction vehicles that are working on the current sites have no experience or knowledge and are not aware that there is pedestrian traffic - they are not cautious and drive aggressively. With the tourist in town, pedestrian traffic increases. Has any thought been given to how the impact of the construction vehicles will impact pedestrian safety and has winter pedestrian traffic been measured. Finally, will construction vehicles be allowed to park in residential areas and block the roads?

Carol Shepard
 Herman Miller for Healthcare
 Account Development Manager
 (435)659-1319

----- Forwarded by Carol Shepard/Herman Miller on 12/14/2005 01:30 PM -----

"Brian Van Hecke" <bvhutah@hotmail.com>

To undisclosed-recipients::

cc

12/14/2005 11:34 AM

Subject Fw: Next Treasure Hill Meeting

Here's some input from Linda about the construction currently being done around 8th Street.

Brian

----- Original Message -----

From: [Linda McReynolds](#)
To: [Brian Van Hecke](#)
Cc: [Kirsten Whetstone](#)
Sent: Wednesday, December 14, 2005 11:06 AM
Subject: Re: Next Treasure Hill Meeting

I would like to echo Annie's concerns. Please drive up 8th Street to Norfolk where a garage is being constructed for the old Angel House Inn and Gary Bush is building his not-very-large home. I was not able to access 8th Street to go to work several mornings because of the construction traffic clogging that intersection. I was forced to back up and go the opposite direction down to 12th street. When we have been able to access 8th Street, oftentimes there are big lumber delivery trucks and cement trucks waiting to come up the street and it is very scary to squeeze and slide past them. I would bet we will have at least a fender bender before the month is out.

This is just for a minor garage addition and a modestly sized home. What in the world should we expect with a project the

I have expressed my concerns about the **Treasure Hill Project** in a previous letter to you, but my concerns go on. Here are some issues I would like the Planning Commission to address:

1. **Architectural Integrity** – is the architecture appropriate for a historical city? Does anyone care?
2. **Property values** – the lack of architectural integrity can devalue surrounding property values. A commercial enterprise like this can also devalue property. Who will guarantee our property values?
3. **Noise Ordinance** - Treasure Hill Project is being built in a residential area. Homeowners have the right to a quiet and peacefully neighborhood. Is this a quiet zone? Will there be a noise ordinance put in place?
4. **Growth management** – Is there a growth management program in place in Park City? If not, we are in danger of getting out of control.
5. **Height restrictions** – This will be the tallest structure in Park City. Isn't there a height restriction in place?
6. **Density** – Even with open space, the density is overwhelming. Shouldn't the density be controlled?
7. **Resources** – will this project go beyond the carrying capacity of natural resources?
8. **Residents opinions** - Has there been a questionnaire sent to the local residents to see how the majority feels? One that goes beyond the attendees at the town meetings? Has a picture of the Treasure Hill project been included?
9. **Project renderings** – Has there been an attempt to show the project renderings to the general population in Park City? In the State? To see how the public really feels? Or are these renderings a secret? And if they are a secret – why? If they are not a secret, why are they not made more public?
10. **Increased litter** – What about the litter problem? It already exists and is most likely to increase. Empire Ave and Lowell Ave have a lot of garbage by the side of the road.
11. **Beautification of Old Town** – Is there a beautification project planned for Old Town Park City namely Empire, Lowell and Crescent Tram Drive – one similar to the completed project on Park Ave.? Why not?
12. **Zoning** – Has there been a re-zoning process for this project? Who was informed about this?
13. **Burden** – Has anyone considered the burden of this project on its residential citizens? On the neighborhood?
14. **Character Changes** - This project changes the face of Park City forever and will probably open up like projects in the future. Do we want this?
15. **Tourists** – Wine Country attracts 24 million visitors mostly because of its open space and rural feeling. The area now threatened by developers is also in danger of jeopardizing its tourist industry. Will our tourist industry be threatened by such a dense and unappealing project?
16. **Water Pressure** – My water pressure diminishes in peak seasons. Won't this project further affect the local neighborhood's water pressure?
17. **Water** - Is enough water being placed back into the system to replenish the aquifers? There are generally watering restrictions already in place – how can we further assault the water system?
18. **Construction debris** – Will someone be responsible for cleaning up construction dust and debris in the adjoining backyards? I already have an inordinate amount of dust and debris collecting on my patio just from traffic passing by and now with the current construction going on, it has greatly increased.
19. **Construction noise** – I work at home. Who will guarantee that the construction noise will not affect my workplace?

Thank you for your serious consideration of these issues.

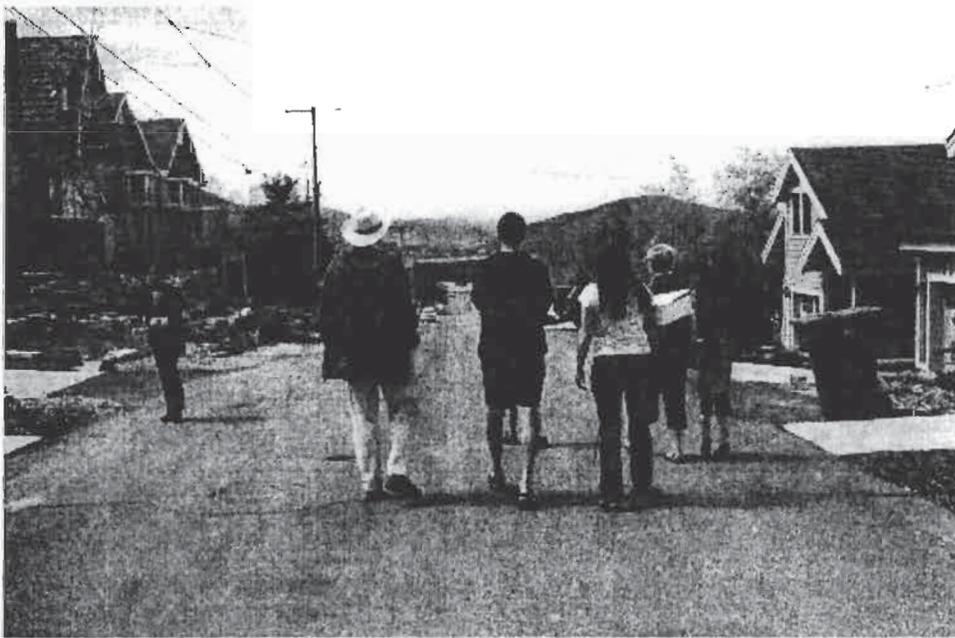
Mary Whitesides

Kirsten Whetstone

From: KYRA1017@aol.com
Sent: Monday, May 16, 2005 3:00 PM
To: bpowers@utah-inter.net; windward@xmission.com; 649-8489bpowers@utah-inter.net; avolkman@frontierbankfsb.com; beric@xmission.com; diane@coalitiontitle.com; jbarth@lpureutah.com; jthomas@jtapc.com
Cc: bvutah@hotmail.com; Dana Williams; weaverla81@hotmail.com; abbymcnulty@hotmail.com; annielewisgarda@yahoo.com; Kirsten Whetstone
Subject: Sunday Afternoon on Empire Ave

Yesterday I was working in the yard and enjoyed speaking to the people as they walked by when I realized that this moment needs to be shared. Keep in mind this was on a Sunday in slow season. Add 10 ft of snow on both sides of the road, cars parked on the road, people walking down to the library, to the film festival, to the art festival, pedestrian skiers going to and from the resort, taxi's, shuttles, buses, delivery trucks, construction trucks, etc. Where do they all go....there is no room for Treasure Hill on this street.

Whose fault will it be in a court of law when pedestrian traffic was not given a safe route to travel? The city? Sweeney's? The traffic surveyor who said it would be safe? I am not sure, but it sure likes like a sure lawsuit to me if someone where to get injured or killed.



Please make sure that the new traffic study is not simply concerned with the traffic flow out of the resort at the bottom of the hill. Please make sure they include the pedestrians who will also have to share the road. I would also encourage a true study be completed on the street during winter season when pedestrian traffic is extremely high going to and from the resort and to and from town. Thank you for your consideration. Kyra Parkhurst

Kirsten Whetstone

From: George Goodman [usageorge@yahoo.com]
Sent: Tuesday, May 24, 2005 8:57 AM
To: Kirsten Whetstone
Cc: Brian Van Hecke
Subject: treasure hill

Dear Kristen, Members of City Council and the Planning Commission,

I am very disappointed in the fact that you are going to let the treasure hill development proceed as planned and cast a huge shadow of development over the last real neighborhood in Park City. It is going to ruin Old Town, the community that I and many others have invested our hearts in.

Where have you guys been? It seems that everyone on the commissions thinks individually and not as a group that is expected to maintain goals. Where was the foresight on this project? How could you let this happen? It seems that we only elect and/or appoint individual thinkers to these commissions who have no idea how to maintain an agenda across time. Similar to the park city historic planning commission, for a few years that are completely hardcore and now totally relaxed. There is no consistency in commissions that make decisions based upon the thinking of individuals.

I think that it would be importantly for the city council to address at this meeting exactly how we ended up where we are today. Why was a building permit given out with such an extensive time frame?

Why was the land never purchased from the Sweeney brothers when they offered it for sale? Why was a building permit for so many beds right above Old Town ever even considered appropriate?

I am so disappointed in all of the members of the city council and planning commission for their lack of action and long term plan. All of Park City is filled with new condo developments, the hillside are scarred with homes, and views are quickly disappearing, yet we still approve more and more with no real long term development plan.

I am sure that most members of the council will say that they did not approve the treasure hill development permit, but their commission is responsible for it now. To let this project go through as planned will destroy Old Town. Thanks for ruining our neighborhood!

Sincerely,

George Goodman, Old Town Property Owner - Where Do You Live?

Do You Yahoo!?

Tired of spam? Yahoo! Mail has the best spam protection around <http://mail.yahoo.com>

Kirsten Whetstone

From: Kim McGuire [kiml_mcguire@hotmail.com]
Sent: Wednesday, May 25, 2005 3:02 PM
To: Kirsten Whetstone
Subject: Treasure Hill

Dear Kirsten,

I don't know if you will remember meeting my husband and me last summer but you very kindly gave us your time when we were considering the purchase of a home on Lowell. At the time, we were specifically concerned about the impact of the Treasure Hill project and its relation to the home we wanted to buy. In the end, we felt the impact was significant enough that we did not purchase the home in question. Since then, we have had growing concerns about the Treasure Hill project's viability and it's impact on our sweet neighborhood on Empire.

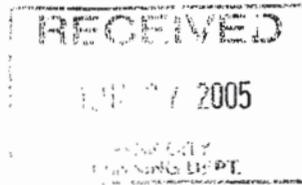
Over the years, Empire Ave. has gone from a road with many rental income properties, to a street with many families. Many of us do not rent our homes at all, even though we might not live in them full-time either. For our family specifically, the impact of trucks, workmen, etc and the eventual traffic going to and from the Treasure Hill site will be of huge consequence. My husband and I have a very young family: two little girls (one aged five years and the other not yet two years of age). Already our street is a busy one and we just foresee issues regarding family's safety if the Treasure Hill project is allowed to go ahead as projected. Over the years our neighbors have complained to the local police department about the speed with which workman, working on local houses, have traveled up and down our road...unfortunately, to no avail. We have asked for speed bumps to be installed, speed checks, etc but nothing has ever come of our requests. You can imagine our concern if Lowell and Empire now are expected to become the major arteries for Treasure Hill during its construction phase and after.

Please understand that we are not against growth in Park City, we are against pushing families and communities out of the heart of Park City. Allowing our roads to be the main thoroughfare for this project's lifetime will mean that families like ours will not feel safe to allow our children to move freely in our own neighborhood. Empire Ave, specifically, is a neighborhood. We neighbors often gather together for dinners and lunches, we care for one another, walk one another's dogs, water each other's plants, look after one another's homes, take walks together, etc. If Treasure Hill is allowed to become what it is currently projected to become without a proper artery going to and from it's entrance from say Park Ave., Empire Ave. and Lowell will eventually be as busy as Park Ave. Families don't really live on Park Ave any more...please don't let that happen to other streets: namely, Empire and Lowell.

While we appreciate the final decision does not rest with you, my family do wish to log our concerns with you as we will not be able to attend the upcoming meeting.

Sincerely,

Kim McGuire



June 23, 2005

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

Re.: Treasure Hill Development

Dear Planning Commission Members:

We represent the interests of the Park Station Condominium Home Owners Association (the HOA), with regard to the proposed Treasure Hill Development. While the HOA is not opposed to the development of the project in concept, there are sufficient concerns that the HOA would like to see addressed.

The HOA does not believe that the proposed development in its current scope meets the Park City Land Management Code requirements in relation to the use being compatible with surrounding structures in Use, Scale, Mass and Circulation. We believe that further consideration should be given to impact on the neighbors

Building scope: The HOA believes that the scope of the development is incompatible with the surrounding area and is too massive in scope for the area. Many of the residents on Old Town bought in their existing location for views of the mountain and the charm of Old Town, a sizeable portion of these views disappear as does a lot of the charm of the area with a development of this magnitude.

Ski hill access: A number of developments in the Old Town area have direct and convenient ski hill access at present. There is concern that the development as proposed, combined with the use of the people mover, will minimize the convenience of the Old Town condominiums and residences making them less attractive from a rental and possibly, resale standpoint.

Traffic: The Old Town area currently sees sizeable impact from day skiers during high occupancy periods as people access the Resort via the Town Lift. The HOA believes that the traffic impact to the Old Town area with the development of this project will be immeasurable. We believe that as currently plan, traffic will use 8th Street and Crescent Tram and more consideration should be given to the impact of the traffic on Old Town.

In closing, the HOA is hopeful that the Park City Planning Commission will look to the future when considering this project. We all moved to Park City because we liked the charm of the area. Will not substantial buildings on every mountain side destroy that which brought us to the area originally?

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

Sincerely,

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

Kirsten Whetstone

From: Laura Weaver [weaverla81@hotmail.com]
Sent: Wednesday, March 09, 2005 5:34 PM
To: Kirsten Whetstone
Subject: Treasure Hill Project

Hello Kirsten,

I would like to voice my thoughts on the Treasure Hill Project. I know that there have been many concerns about traffic, construction, safety etc... Those concerns are all very valid and important. My personal concern is what is going to happen to the culture of Old Town. I have lived in Park City just over 2 years and it did not take me long to figure out that Old Town is the Heart and Soul of Park City. I have since purchased a home on Norfolk Ave and have enjoyed living in a quaint, historic neighborhood. I never dreamed that I would look out my back window and see a base resort towering over my home! I am asking the planning commission to research very thoroughly how Treasure Hill is going to affect the Heart and Soul of Park City.

I would appreciate it very much if this email could be read aloud at the meeting tonight!

Best Regards,

Laura Weaver

Kirsten Whetstone

From: Scott Bantle [sabantle@directv.com]
Sent: Wednesday, March 09, 2005 9:46 AM
To: Kirsten Whetstone
Subject: Treasure Hill

To; Kirsten
From: Scott and Kim Bantle

Attn: City Planning meeting

Kim and I currently reside at 937 Woodside Ave. We purchased our town home in Old Town a year and a half ago primarily because the area had a special charm about it, a smallness, some history, a place where tiny little streets met this tiny little town full of energy, charm and character. That all seems in jeopardy as we viewed the plans for this monstrous development.

What possible good comes from it other than more money for the people who are in charge of bringing in more money. I'm sure the city, county and state all want more money from this. How incredibly dependant they all are on the tax revenue Park City creates for them. Isn't the fact that the flatlands between PC and hwy 80 now resemble Salt lake City not enough for them? And what is Park City sacrificing to get this money?

It's not good for the environment

It's not good for the character of the town. I doubt that you could find one person (not driven by money) who could suggest that our charming little town now lushly framed by mother nature would be more appropriately framed by any kind of development. A great visual... Main street surrounded by developments instead of mother nature.

It's not good for the residents of old town who like it small and funky and will have to live with the constant presence of people buzzing around them, a 7 story building looming above them, streets with bumper to bumper traffic standing in front of them.

Once you allow this hillside to be destroyed and ruin the framework mother nature provided for Main Street you'll never be able to give it back... And for what??? More beds?? More tax money?? A high speed lift and a bridge???

Please... Please... Please... Think about what you are giving away. And for what.

Sincerely,
Scott and Kim Bantle
937 Woodside Ave

Kirsten Whetstone

From: Mary Whitesides [mary@dancindeerdesign.com]
Sent: Wednesday, March 09, 2005 2:32 PM
To: Kirsten Whetstone
Subject: Re: THINC

Dear Kirsten

I am not sure I can make it to the town meeting tonight so here are my comments. If I am there, I will make my presence known. If I am not there, I appreciate my comments being read aloud.

I have lived at 812 Empire Ave. for the past 25 years. My house is sandwiched between two streets: Crescent Tram Drive in the front and in the back on the curve where Empire and Lowell meet just below the Sweeney Trail. I have had the privilege of hiking the Sweeney trail all these years. I am grateful that the Sweeney family has been so gracious as to allow public access to such a beautiful mountain.

I believe that a person who owns property has a right to develop it as they see fit. But, I also believe that they have a social responsibility to the community, the landscape and future residents not just to pocketbooks. We should be responsible to future generations for what we leave behind.

I am an author of architecture books. In doing my research I have found great respect for those who think carefully about these things. In Napa Valley consideration of the land is highly regarded. There are view-shed laws that regulate what can be seen by the public and how neighbor impacts neighbor. One, therefore, driving through Napa Valley enjoys nature and controlled development.

In Kayenta, Utah the developer had great vision when he made height regulations, view-shed regulations and even light pollution regulations. It is a much sought after community to live in.

I was part of the development at the Sundance Resort. We spent a year walking the landscape mapping out a way that the planned cottages would impact the landscape as little as possible. Only two trees were removed. The biggest accomplishment being that these cottages are virtually invisible upon entrance to the resort.

Traffic as it is now is out of control on Lowell, Empire and especially on Crescent Tram Drive. During the snowstorms this season, the road was down to one lane. I saw hundreds of traffic face-offs on Crescent Tram Drive with cars coming from Empire and up 8th street. 50 people a day chose my drive-way to turn-around in leaving icy tracks that couldn't be shoveled. During the film festival cars were also backed up along Empire and Crescent Tram. Cars parked along Empire avenue on both sides of the street created the same kind of face-offs. What will happen with the additional Treasure Hill traffic?

The noise from concerts on the plaza below my house were defining beginning at 10PM and ending at 2AM. I can only imagine music coming also from behind my house from the planned plaza in this development. It is one thing to tolerate 2 weeks as I understand we are a resort community but another to tolerate it every day.

Dust and dirt from these roads leave a film over everything in my house everyday. What will happen during construction? And later with increased traffic? Will there also be an increased risk to home and property with the increased population density?

Old town has a certain charm to it that is found in few places left in the United States. The Treasure Hill development as it is planned today will threaten the authenticity of Park City.

I think the Sweeney family has an opportunity to set an example in Utah by designing a development that takes into consideration the charm of Old Park City, the view-shed impact on the community and the density of buildings. They should consider using the principles of Green Architecture and perhaps a walking community. As it stands now, it is too dense, the buildings are too high and visible and there is potentially a traffic nightmare. As it stands now the argument for this development of increased revenues, increased traffic, and increased ski-lift tickets is the very best argument against it. The best scenario would be to make it into a nature preserve. I mourn the future loss of nature and open space on the Sweeney trail. The loss of happy hikers, bikers and residents. And the loss of Park City's historic charm to future generations.

Mary Whitesides
Author
Old Town Resident

Mary Whitesides
Dancin Deer Design
<http://www.dancindeerdesign.com>

Kirsten Whetstone

From: Alex Lair [alex.lair@gmail.com]
Sent: Tuesday, March 08, 2005 11:19 PM
To: Kirsten Whetstone
Subject: THINC

I am an old town resident and student at Park City High School, and I think this development idea is just....pointless. Why do we need another area like this? I could even go as far as saying its like another Deer Valley. Why do we need another Deer Valley? We don't.

Not that I have anything against Deer Valley, but we don't need two of them. Another thing is the street situation. People would need to drive up the old town streets to get to this place, and that would completely fall apart. All of the streets are narrow, and for over half the year, they are barely wide enough for one car to pass through, let alone 400. Parking spots used by the residents in front of their own houses wold start to go during busy times when all the parking spots would be full, which obviously takes away from us.

There is really no need for this development and I think it is pointless.

Alex Lair

Kirsten Whetstone

From: anne v.peters [avpeters@usa.net]
Sent: Tuesday, March 08, 2005 11:43 AM
To: Kirsten Whetstone
Subject: THINC

Dear Kirsten,

I received the yellow flyer on my door last night and unfortunately we are not able to make it to the meeting tonight. We bought our house at 1016 Empire Ave last spring not knowing anything about the Treasure Hill development - it was brought to my attention a few months ago but we were not sure exactly what the extent of the project would be. Now knowing we are extremely concerned about the value of our house, the increase of already insane traffic, and the physical impact to the beauty of the area and our hiking trails. We have a dog that we keep away from the road at all costs especially during Christmas, Sundance and President's Day weekend - the additional traffic and the recklessness with which the taxi's and visitors fly up the hill is frightening. We are pleased to see the police speed meter - it seems to be a step in the right direction.

So we are not in favor of this development, not sure what we can do about it but thought we would weight in.

Good luck.

Sincerely,

Anne Peters & Tracy Christensen

Kirsten Whetstone

From: Dan.Woodhead@alliedsolutions.net
Sent: Tuesday, March 08, 2005 10:04 AM
To: Kirsten Whetstone
Cc: bvhutah@hotmail.com
Subject: Treasure Hill

To: Kirsten
From: Dan and Linda Woodhead

We currently reside at 933 Woodside Ave. and are very concerned about the massive Treasure Hill development that has apparently been grandfathered by some rules established in 1986??

In our opinion, this development exceeds anybody's comprehension and is not in the best interest of Old Town, its neighbors and neighborhoods!

How does an entity get approval to build and is grandfathered with out public input, after 19 years?

For City Hall to allow a development in 2005, that will overshadow the intimacy and spirit of Old Town and what Old Town represents is foolish at best and implorable at worst! This development is not in the character of preserving our mining city and its heritage. It is allowing massive development that will infringe on the entire Old Town area, by looks, traffic problems, and infrastructure problems.

We the citizens of Old Town need to be informed about the above mentioned problems and the impact they will create on all of us!

Thank you.

Dan & Linda Woodhead
800-336-2243
801-270-8520

Kirsten Whetstone

From: Carol Shepard [Carol_Shepard@hermanmiller.com]
Sent: Monday, March 07, 2005 3:07 PM
To: Kirsten Whetstone
Cc: Carol Shepard; roninpc@yahoo.com
Subject: Treasure Hill

Kristen,
 I have written to the planning commission prior concerning the Treasure Hill Project and it's implied impact on Old Town both from a traffic and cultural standpoint. I am travelling and cannot attend the meeting on March 9th so I would like my views read aloud at the meeting.

I have been a resident of Old Town for over 10 years. For the most part the "development" we have experienced in terms of the town lift, the City Park and Education Center have all been positive. I applaud and thank the Sweeny's for the Town Lift project and the planning commission for other great projects around town.

I understand that the approval for Treasure Hill was awarded to the Sweeny's over 10 years ago and at this point I don't think the project can be stopped. I know that many residents of Old Town and Park City feel this way and feel since it is a "done deal" there is no point in fighting it. I would like to have a deeper belief in the Planning Commission and City Council of this town. In the past 10 years that I have been a full time, year round resident of Park City I have seen it change dramatically - as we all have. What might have been considered a good thing back then is not a good thing now. I beg you to not allow our town to "sell it's soul". Aside from the Treasure Hill project changing the culture and personality of this town - the realities are that the streets cannot handle the volumes of traffic the project will bring. The increased number of retail operations that the project will develop will impact the economic and financial stability of merchants throughout town. At this point, lower Main Street is not fully occupied by retail tenants. I don;t think our goal is t present a depressed economic picture to the tourists that Treasure Hill is hoping to attract.

Park City's planning commission and government need to define what it is they really want Park City to be...are we a quaint western historic town, ski resort or world class ski destination? I would like to see us develop a vision for this city - that all facets of city council, planning and government can adhere to cohesively and move forward with. If the decision is that we are to be a World Class Ski Destination- so be it... that is not the place I decided to make my home 10 years ago nor one that I will want to continue to be part of.

Please make the right choice for those of us that have invested in this community - responsible growth is part of the obligation.

Don't sell out!

Carol Shepard
 Herman Miller for Healthcare
 Account Development Manager
 (435)659-1319

Kirsten Whetstone

From: KYRA1017
Sent: Wednesday, February 23, 2005 5:46 PM
To: Dana Williams
Cc: Kristen@parkcity.org
Subject: Treasure Hill Development

We moved to Park City (Old Town on Empire Ave) from Cleveland, Ohio 18 months ago. We choose Park City as our new location because it was a great small, sophisticated town with a warm atmosphere. We particularly love the old town area, it is truly an treasure to find a "neighborhood" in our busy society today. I am EXTREMELY upset over the size of the Treasure Hill development. I CANNOT believe the city truly feels that the streets and infrastructure can be adequate once you add that many more building to the town. We do not want to to become a Vail and Aspen...it will ruin the old mining town feel we have all fought to keep up.

The street is so narrow in the winter that I have to stand in the road before my husband pulls out to watch for traffic because the snow piles are so high we cannot see oncoming traffic. We are consently pulling aside or backing up to make room for someone coming up the hill. We CANNOT hold more traffic.

The trucks this past summer roared up the hill...we went up to the site and the workers told us they had to go that fast to gain momentum to get up the hill. We have almost been hit many times by cars and trucks as we walk the dog.

The other thing that is happening in Old Town is that many more families with small children are moving in. We have 10 children under the ages of 12 in the five homes around us. This is a DANGER TO THE CHILDREN IN THE NEIGHBORHOOD.

Please let's preserve this neighborhood and buy down the density of the units or ELIMINATE IT ALL TOGETHER. Have the Sweeney's thought of developing the properties into large luxury ski in ski out homesites similiar to Deer Valley that way they can make the \$\$\$ and we have far fewer people added to the mountain and neighborhood.

Jim and Kyra Parkhurs

Kirsten Whetstone

From: Dwhood@aol.com
Sent: Friday, February 18, 2005 12:07 PM
To: Kirsten Whetstone
Subject: Re: Treasure Hill Project

Kirsten,
Thank you for your thorough and prompt response. I appreciate your taking the time to answer my questions and address my concerns. I will do my best to stay abreast of the latest developments and issues related to this project. Can you give me any sense of the timeline as it relates to the "conditional use permit," best case/worst case project start time, and what the developer has indicated would be the total length of time to complete such a project?

Thanks again for your work, I am sure that this is a very challenging item for you and the rest of your colleagues in the Planning Department.

Regards,
David Hood

Kirsten Whetstone

From: Scott Petler [scottp@sonic.net]
Sent: Thursday, February 17, 2005 2:10 PM
To: Kirsten Whetstone
Cc: Brian Van Hecke; Annie Lewis Garda
Subject: City of Treasure Hill

Kirsten,

Could you please pass this letter on to the other members of the Planning Commission?

Thanks,
Scott Petler

RE: Treasure Hill Development Issues and Concerns

To: Park City Planning Commission.

I have summarized my concerns regarding the planned Treasure Hill development below. I hope you can consider these along with the concerns other residents may have.

Regards,
Scott Petler
1024 Empire Ave

1. Proper notification of affected property owners.

Due to the fact that Park City is a resort area, there are many 2nd homes in the area affected by the proposed new Community of Treasure Hill. It is incumbent upon the planning commission and the developers to communicate with both the residents and property owners in this area. The planning commission should mail notifications to all property owners on the following streets: Empire, Lowell, Norfolk, 8th and Crescent Tram. These notifications should include details on the development, dates and locations of public meetings on the project and other locations where information can be found and comments can be heard.

2. Proposal will change Empire Avenue from residential street to arterial thoroughfare.

- a) Currently Empire Avenue exists as a residential street approximately 20 feet in width. This street is currently used as a primary route between the Park City Mountain Resort and Main Street. This usage peaks during the Winter between 3 and 6pm as lower Empire becomes clogged with traffic leaving the resort around the lift closing time of 4pm. The traffic study done for the proposed development was during the summer when there is no equivalent blockage of lower Empire to departing traffic from the resort. In addition, Empire Ave is generally wide enough to accommodate two-way traffic in the Summer, whereas during the winter most of the street is narrowed to approximately 10 feet with snow and parked vehicles.
- b) The Park City Police Department is unable to control the existing vehicle speed on Empire Ave. The present posted speed limit of 20 miles per hour is rarely enforced and regularly exceeded. Adding

an 600 additional cars/trucks per day to this street will make it impossible and very unsafe to walk on the street. Since there are no sidewalks on the street, pedestrians are forced to walk on the street, sharing the road with cars and the proposed fully loaded dump trucks.

- c) The upper part of 8th Street and Crescent Tram present another problem. Crescent Tram is steep, narrow and has poor visibility. In the winter, Crescent Tram becomes an icy 10 foot wide street. Vehicles regularly slide on this road and are unable to be safely controlled. When vehicles meet on this road, the vehicle facing downhill is unable to back up the hill due to low traction, the uphill facing vehicle is forced to back down the hill to allow the other car to exit Crescent Tram. The vehicle backing down the hill often loses control since the front wheels skid and are unable to turn the vehicle. This is a common occurrence, and Crescent Tram should either be closed to through traffic or made one-way (uphill) in the winter. This problem needs to be addressed with or without the proposed new resort community.

3. Construction Mitigation

- a) Hauling of excavated mineral debris. The planning commission needs to require accurate estimation of the amount of rock and soil to be removed. Some estimate the amount of excavation to be approximately 25,000 cu. yd. If this is even remotely accurate, then this will require 2,000 trips for dump trucks on Lowell and Empire Ave. These trucks will have mud and dirt on their wheels that will be distributed on Empire and Lowell Avenues and will create a dust cloud with each passing vehicle. Inevitably, this dust will coat the houses and cars along this route. Does the developer or city plan to periodically have the houses, cars and street cleaned during the construction period?
- b) Control of Blasting Hours. With the removal of large amounts of rock, how will the city control the hours and periods of explosive discharges? Will this go on for the duration of the project? These issues need to be addressed as well.
- c) Hazardous waste removal and transport. Have the rock, soil and mine tailings in the development area been tested for the presence of asbestos, arsenic, lead and other heavy metals that will be distributed by the construction activity? If our water is any indication of the content of the soil, these minerals are present. Disturbing this soil and having it blown all over the neighborhood is sure to increase health risks by the nearby residents long after the construction is completed. The planning commission needs to have a plan to deal with protecting the health of the community during this construction, and that plan needs to be put in a public forum for discussion.

4. Impact of "Shading" of adjacent property

Many cities regulate the construction of tall buildings to prevent the city streets from becoming "dark alleys". The proposed development contains structures tall enough to shade adjoining and nearby properties, especially during the winter months when the sun is barely above the ridge line to the south-west of old-town. Has the developer provided any data on the shading effect of the proposed tower? This should be required of them, and if there is any impact, there should be required mitigation.

Kirsten Whetstone

From: Dwhood@aol.com
Sent: Monday, February 14, 2005 3:37 PM
To: Kirsten Whetstone
Subject: Treasure Hill Project

Dear Ms. Whetstone:

I am writing as a concerned property owner at 1030 Lowell Ave. regarding the Treasure Hill Project. I have just recently begun to educate myself regarding the Sweeney family, their proposed project, and the potential positive as well as negative impacts to the surrounding residential area, as well as the Park City community as a whole. I am not anti-development per se and the I realize that progress or change makes people uncomfortable-----but just as the Sweeney family is concerned about making this investment work for them financially, I too am concerned for my investment and naturally want to make sure that investment is protected.

My largest concern at this point is that the normally quiet residential area that we chose to build our home in is going to be impacted significantly by increased traffic congestion. Does the Park City Planning Commission really believe that "Encouraging" guests to use alternative transportation to Treasure Hill in lieu of personal vehicles will work?

- How many parking spaces are currently planned for this project?
- Is the # significantly less than the # of units/beds?

If the # of parking spaces is not significantly less, then the "Encouragement" of guests regarding use of personal vehicles doesn't provide me with much optimism.

I read with interest, comments regarding the Treasure Hill Project being required to improve Lowell and Empire, and that both Lowell and Empire will be constructed to a higher standard than which they currently are built.

- What does that mean?

You can't widen these streets, and you can't make them any less steep-----putting a superior surface on them will not reduce the overall impact from a traffic frequency or volume basis. I find it very difficult to believe that the Traffic Impact Analysis/Study indicates that Lowell and Empire are O.K., as is, to handle such a project. During peak season, with considerable amounts of snow, the North end of Lowell is frequently only wide enough for one car to pass when you combine the conditions with the on-street parking at the multi-family units on the East side of the street. How could it possibly accommodate the additional numbers that will be associated with this project?

These traffic concerns are of course tied to the density of the proposed Treasure Hill project, as well as the planned use of the existing roads (Lowell and Empire).

Alternative/Newly built access roads to and from the project should be explored.

Reduction in density of the project should be considered---can the city "Buy Down" the project and still attempt to keep the Sweeney family whole financially?

Kirsten, it is my understanding that there is a "Decision Matrix" that the Planning Commission is working with that might better help me and other concerned citizens stay abreast of the progress, as well as the process for evaluating this project request, can that Matrix be made available to me? Also, I will be in Park City a number of times over the next 2-3 months, do you know which Planning Commission meetings will be addressing issues related to the Treasure Hill Project?

Thanks for your time and attention to my concerns.

Sincerely,
 David W. Hood

Kirsten Whetstone

From: Lane Livingston [lane@qdesignindustries.com]
Sent: Thursday, February 10, 2005 11:33 AM
To: Kirsten Whetstone
Subject: treasure hill

Kirsten

We are owners of Empire 1048 and 1052, as of May 04, and although I have only been there a short time I would like to give you my input. What I've witnessed over this past winter are as follows.

Way too much traffic congestion.

Cars sliding into parked car trying to slow down as traffic can only move in one direction due to the cars parked on the sides. (the bigger the burms the tighter the road gets) I saw a women and her dog almost get crushed as a Tahoe tried to go by, hit his breaks and slid almost hitting the women.

Witnessed several fender benders, from again cars hitting parked cars.

Cars getting stuck trying to come up Empire without chains and having to stop part way and having to stop because of cars coming down the other way, and then having to try and back down.

Empire is an absolute joke, and coming from L.A. where I have first hand experience with BAD traffic situations, I have to say this is one of the worst. I hear that there is a study that has be done, my only response is the person that did it was deaf and blind, because Empire is a nightmare. In fact I'm surprised there haven't been any serious injuries or fatalities on that road, but maybe that's what it's going to take.

I'M SURE THE DEVELOPERS AS ALL DEVELOPERS WANT TO MAKE MONEY, AND WILL TRY TO PAINT ANY PICTURE TO REDUCE THEIR FINANCIAL RESPONSIBILITY TO MAKE IT HAPPEN, SO I HOPE THE MENTALITY THAT DROVE US TO PARK CITY WILL PREVAIL AND NOT LET EMPIRE DO WHAT IT CAN NOT.
THANKS LANE LIVINGSTON 310 535-5550

From: <HCAUMAN@aol.com>
To: <kirsten@parkcity.org>
Date: 1/25/05 9:50AM
Subject: comments on Sweeny development

FILE COPY

City Council,

As an owner of my condo at 470 Woodside for 25 years, I have seen traffic and parking get worse and worse through the years up here.

Recently, we have endured the worst snowplowing ever. Granted the snowstorm was huge. After we could finally use the road, I called the City's Public Works Dep't to ask why we were treated so much worse than other parts of the city. I was told that all the construction cars and trucks made it impossible for city plows to get past them.

Well, that explains it. You keep approving more and more homes on Woodside and then act as if you have no power to help current residents. Tow the offending vehicles. And stop approving every developer's wishes!

I am very concerned that the new Sweeny development will create more traffic on Woodside than ever. Furthermore, where will the staging area be during construction?

Mr. Sweeny deserves to develop his land, but as residents WE have rights too. I believe the City has some powers to make Old Town liveable for current residents and not just bend over backwards for developers and contractors, who seem to rule.

Let's keep Old Town safe.
Thank you,
Chris Auman

Kirsten Whetstone

From: Juli-Anne Warll [julianne126@earthlink.net]
Sent: Sunday, February 13, 2005 9:03 PM
To: Kirsten Whetstone
Subject: treasure hill project

Hi Kirsten,

My name is Juli-Anne Warll, I am a full time resident at 1039 Empire Ave and have lived at this address now for just over a year. I have recently been informed by some friends who live in town about this Treasure Hill Project and looked at the website. I would like to know how residents have been getting informed about this project other than word of mouth. It does not seem that there is a great effort to inform residents of this massive project.

The other item I'm interested in knowing is when were the supposed "3 seperate traffic studies" conducted and what specifically did these studies include? I find it ironic that responses to a few residents letters on the web site refer to this study, and claim that Empire, Lowell or Crescent Tram will not adversely be affected by traffic due to this project. I find this ironic because even prior to knowing about this Treasure Hill, we are already having major problems with excessive speeding & too much taxi, shuttle traffic on Empire Ave, to the extent that we absolutely require police involvement and we are petitioning the police to make efforts on this. Adding to this traffic will absolutely, without a doubt, negatively impact our neighborhood.

Regards,

Juli-Anne Warll
julianne126@earthlink.net

(435) 655-0858

Kirsten Whetstone

From: MHqueenbee@aol.com
Sent: Tuesday, April 26, 2005 1:47 PM
To: Kirsten Whetstone; Dana Williams; Jim Hier; Kay Calvert; candy@parkcity.org; Joe Kernan; Marianne Cone
Subject: Treasure Hill

To:
Park City Planning Commission - attention Kirsten Whetson
Mayor Dana Williams
City Council Members

It is with grave concern that I have become aware of Sweeney Family plans to include 48,000 sq.ft conference center in the already-alarming concept for the Treasure Hill Development. Would you please advise whether the addition of a conference center in this development project has always been included in their plans, and why the publication of the information has only recently come to light. Have I missed something?

I have always had serious misgivings about the wisdom of a development of this scale in an Old Town residential neighborhood, but the inclusion of a 1,000 person conference facility makes my head reel. I fully understand the economic benefits the conference industry can reap, but at what cost to the community?

As a resident of Old Town, I must voice my objections to you, not only with respect the development as a whole, which I consider oversized and out of place, but also *specifically* regarding the proposed conference facility and the impact it will have on the life of the town's permanent inhabitants.

I look forward to your response.

Regards,
Margaret Hilliard
929 Woodside Avenue
Park City, UT 84060.

From: Ron Shepard [mailto:roninpc@yahoo.com]
Sent: Monday, May 02, 2005 11:51 AM
To: Kirsten Whetstone
Subject: Treasure Hill

Hello Kirsten,

I will be out of the country and unable to attend the upcoming meetings regarding Treasure Hill.

I have some serious concerns that I wish to have voiced during the meetings. I have heard from several authorities in Park City that Treasure Hill was approved some time ago, and that there is little that can be done about it.

What I find disconcerting references my own circumstances: When my wife and I sought to renovate our old-town home, we were told that our plat amendment would be "held up indefinitely" if we refused to gift our portion of Crescent Tram to the city. Crescent Tram was a platted utilities easement, and in use as a road, but no consideration had ever been provided in exchange. We were simply bullied into gifting this portion of our property.

At the time, planning department personnel must have know that there was an approval on the books to turn 8th street and Crescent Tram into a major access route to the Treasure Hill project. I cannot help but feel that this information should have been brought to light when the planning commission and department delivered my ultimatum of "gift or fail to gain approval". In requiring that I "gift" my land to the city, you "gifted" access to the Treasure Hill Project. Can anyone argue this was done without intent, or without any thought given to the ramifications?

Further, Park City Planning Commission and City Council have yet to protect the residents from any significant growth project (while wielding a heavy hand against local cafes). When my wife sought approval for a conditional use permit, we were shocked to realize that few of the city council members had read any of the presentation information we had delivered to them. They simply assumed to know it all already, and in fact made several comments regarding the surrounding zoning that betrayed their lack of preparation. Thus, when making their decision, their information base was minimal, their reasoning flawed. Hardly confidence inspiring when we are to trust the future of our town unto these people.

I bring up both of these instances of personal experience to highlight that the city has shown themselves to be bullying and clumsy when dealing with individual citizenry, but cowing and complacent when standing up to money and power.

It is not simply time to stand against the Sweeney Project, it is time to look carefully at our elected officials. Park City deserves better, more diligent guardians of our heritage.

I am strongly against the Treasure Hill Project. I urge both the planning commission and city council to consider all avenues to block the exploitation of our city's growth, and further to call the Sweeneys' on

05/03/2005

their blatant disregard for our town.

I have heard it said that the treasure hill project could never get funded, and that given the Sweeney's failure to attract and maintain consistent tenants in the town lift project that they are among the most aware of the risks of the project.

This causes me to suspect that the Treasure Hill Project is a ploy to have the city "buy-down" density. If this is the case, and the Sweeney's do take this proposition further than their initial discussions, then the actual occupancy of the Town Lift plaza, and the Marriott Summit Watch should be considered in determining value. Lack of funding, lack of business acumen, and disregard for the future of Park City should not spell profit for the Sweeney Brothers.

Finally, assuming the project actually breaks ground, given the issues of toxicity in the mine tailings in empire Canyon, how will we the citizens of Old Town, and especially those areas adjacent to the project be protected from the resulting disturbances in the soil, dust in the air, and sediment in our water?

Who will be held responsible, or will we simply be subject to a rate increase long after the Sweeney's have sold out, like the mine operators who made their profits but left the water filtering bill for us to foot?

Traffic, noise, pollution... these are the start of my Treasure Hill concerns. I hope they are only the beginning of the issues taken into consideration in blocking this project.

Sincerely,

Ron Shepard

"The problem with Political jokes is they get elected." Henry Cate VII

Do You Yahoo!?

Tired of spam? Yahoo! Mail has the best spam protection around
<http://mail.yahoo.com>

Kirsten Whetstone

From: Christine and Nathan Hult [cnhult@comcast.net]
Sent: Wednesday, March 16, 2005 9:06 AM
To: Kirsten Whetstone
Subject: Treasure Hill Comments

March 16, 2005

Dear Kirsten:

We appreciated the opportunity to learn more about the Treasure Hill development at the public hearing held during the Planning Commission meeting in March. We wanted to respond to the Commissioners' request for further resident input. We also wanted to thank Mr. Sweeney for the respectful way in which he interacted with the residents as he described the development. It is very much to the developers' credit that there has been so much attention to ample open space, to making the development pedestrian-friendly, to the high-density units that are visually integrated into the site, and so on. In looking over the design concept on the Web, we think the developer has done a good job conceptually to make it fit in with the look and feel of Old Town. We realize that the City has a contract with the Sweeneys for development of the property with the outlined density, and we are not arguing that it shouldn't be built. What we are arguing for is to preserve the quality of life that we currently enjoy as residents of that area of Old Town.

Our condo is located at 920 Lowell, just before the curve in the road that brings you down to Empire, in the Yellow Slicker condos. The Treasure Hill development will be almost immediately opposite our units—hence our grave concern about changes in the “quality of life” in that location. Since we have been in the building (three years), six of the eight units have been purchased by permanent residents rather than by owner-landlords who are using the condos for nightly rentals. We see this kind of turnover happening all along Empire and Lowell. So, there are many families who live there either full or part-time for whom the quality of life is an enormous issue. We will detail our concerns below:

1. Access. One of the things that we value most about our property is the location near recreational opportunities. It provides us with easy access to the Town Lift and Creole run for skiing in the winter and to the Sweeney switchbacks for biking and hiking in the summer. We would urge the city to insist that residential access be maintained at the same levels we currently enjoy. We would hate to see this turn into something like “The Colony” at the Canyons where we aren't even allowed to ride our bicycles through that development to get off the mountain! Whatever is done should be very resident friendly and should be welcoming to all the neighbors in the vicinity.

2. Traffic. As was mentioned by many citizens at the Planning Commission meeting, traffic remains a major concern. We are not only concerned about vehicle traffic, which is of course an issue, but also for pedestrian traffic on Lowell and Empire. One of the things we also enjoy about our location is being able to park our car and walk everywhere we need to go while in Park City. However, we don't only walk downtown; we also walk to the library, to the resort center, to Albertsons, and so on. When walking on Empire, Lowell, or Crescent during the wintertime, you sometimes take your life into your hands. Adding more traffic to those already extremely congested streets will be horrible—and an accident waiting to happen. The people-mover that goes downtown will help somewhat, but it will not help when we need to walk down Empire to the library.

We feel very strongly that traffic issues must all be resolved to everyone's satisfaction before the plans are approved by the Commission. We like the way that upper Park Ave was rebuilt for one-way traffic with a sidewalk. That is certainly a possibility to consider for Lowell-Empire. However, snow removal is still a major problem and the sidewalks on Park Ave were useless this winter because most of them were not shoveled, so all the pedestrians,

including us, once again ended up on the street with the cars. The city will have to make a commitment to ensuring that all of the sidewalks are cleared completely if sidewalks are to be built on Lowell-Empire and the traffic only allowed to flow one direction. If residents don't shovel their sidewalks within 24 hours of a snowfall, the city should contract with a crew for snow removal and bill the residents on their utility bills.

We thought there were several good suggestions made at the Planning meeting regarding routing the traffic through PCMR in a better way; these ideas all need to be explored further. For example, as was suggested, the bus routes need to be reconsidered around the resort as well as the one-way traffic on Lowell in front of the resort. Other traffic issues for us include the speed at which cars travel up and down Empire despite the congestion. Adding hundreds more cars from Treasure Hill without substantial attention to remodeling the roadways and slowing people down somehow will only exacerbate an already bad situation.

Ideally there should be more than one way in and out of Treasure Hill and not just Lowell-Empire as the only traffic corridor. We hope that the Planning Commission will keep residents informed as traffic data are analyzed and discussed.

3. Noise, light pollution. We are concerned about the noise of construction and service trucks traveling to and from the development as well as the noise from the mechanicals of the buildings. These issues will need to be carefully scrutinized. We are concerned about the lights from the development, again changing our quality of life—right now we can see the brilliant stars from our balcony and we don't want to lose that night sky view.

4. Water pressure. Some homes in the neighborhood have problems with water pressure. We would want to be reassured that our water supply will not be compromised by the addition of so many more units.

5. Underground parking and land stability. We would want to be reassured that creating so much underground parking would not de-stabilize the mountain.

Sincerely,

Christine & Nathan Hult
2735 N 1250 E
Logan, UT 84341
435-752-7538

920 Lowell Ave #6
Park City

n Whetstone

From: David [david@propertymanagementsoftware.cc]
Sent: Friday, March 25, 2005 2:59 PM
To: Kirsten Whetstone
Subject: FW: THINC

-----Original Message-----

From: Pamela [mailto:pam@propertymanagementsoftware.cc]
Sent: Monday, March 07, 2005 8:30 AM
To: Kristin@parkcity.org
Subject: FW: THINC

-----Original Message-----

From: Pamela [mailto:pam@propertymanagementsoftware.cc]
Sent: Monday, March 07, 2005 8:28 AM
To: 'Kristin@parkcity.org'
Subject: FW: THINC

-----Original Message-----

From: Pamela [mailto:pam@propertymanagementsoftware.cc]
Sent: Monday, March 07, 2005 8:26 AM
To: 'Kristen@PARKCITY.ORG'
Subject: FW: THINC

-----Original Message-----

From: Pamela [mailto:pam@propertymanagementsoftware.cc]
Sent: Monday, March 07, 2005 8:24 AM
To: 'Kristen@PARKCITY.ORG'
Subject: THINC

Hello.

I believe that the proposed density would impact traffic, snow removal and quality of life in a negative way here in Old Town.

I propose that the City buy down the density to a reasonable amount without 7 story buildings.

In this way the city would be buying a more quality living situation for the whole area.

Please try for a Density Buy Down compromise here.

.nk you,



Pamela Beck - Residents since 1987
David Wichmann

Hi Scott.

I am the project planner for the city. I can forward your comments to the Planning Commission. Written comments in letter or e-mail form work great. We will have the minutes of this meeting posted on the City website, once they are approved, generally the meeting that follows. Preliminary meeting minutes are generally available within two weeks of the meeting. Either I can fax them to you or have them available to pick up. You can call me at 615-5066, or contact ReNae at 615-5060 (she handles the minutes of the Planning Commission meetings). Thanks!

-----Original Message-----

From: Scott Petler [mailto:scottp@sonic.net]
Sent: Wednesday, February 02, 2005 9:50 AM
To: Kirsten Whetstone
Subject: treasure hill

Kirsten,

I am a resident of park city at 1024 Empire Ave. I have been researching the proposed development on the Sweeney property, and saw the comments section of their web site that had some correspondence with you.

Are you on the planning commission? Are you the (a) contact for public comments on this development?

I am very concerned about the impact the development will have on Empire Ave traffic during construction and then from resident/visitor/employee traffic.

If you are/aren't the contact person could you please forward me the contact information?

Regards,
Scott Petler
scottp@sonic.net

PS. I missed the meeting last week, is there a place I can get minutes or other information from it?

Review of
Traffic Analysis Study
(Project Engineering Consultants)

Comments and Opinions by
Bret Fox
1226 Lowell Avenue
PO Box 445
Park City UT 84060

Review of the Treasure Hill Traffic Analysis

The Traffic analysis done by Project Engineering Consultants is flawed in many ways.

I. Traffic counts were done at the wrong time of the year and the projections for high traffic days/dates/times are inaccurate.

Traffic Counts were done on June 16, 2004, so the developers and PEC are guessing at the amount of traffic on “ski days” and busy tourist periods.

The report uses “occupancy” as a barometer to project the increase in traffic due to ski patrons, this method does not account for the majority of the ski traffic—Utah resident skiers from the surrounding region--Salt Lake, Jeremy ranch, Pine Brook, Bear Hollow, etc.

Even the “occupancy formula” is flawed. The report sites average occupancy. Occupancy varies widely by day of the week. Percentage of occupancy for Sunday, Monday and Tuesday nights is very low; percentage of occupancy for Thursday, Friday and Saturday is very high. So the 70% occupancy figure used by the developers is really a weekly average not a true high level of occupancy.

When you add the increase in traffic created by high occupancy on Thursday through Saturday nights, along with the increased traffic created by commuting skiers from throughout the region on those same days, the result is a traffic nightmare.

In fact the report does not give any definition for a “Typical Ski Day.” Is this a weekday, Saturday, Holiday, or an average of all?

A complete total daily traffic count is never given, only AM and PM peak hour traffic thus the report grossly understating the traffic impact created by this development.

The study uses an ITE model to project the traffic created by the additional town-homes included in the development. The ITE model is for primary residences. If these homes are used as vacation rentals, there is no consideration given to maid, maintenance & other service vehicles.

Although the traffic report claims to project the additional trips or amount of traffic generated by the approximately 20,000 sq ft of commercial space proposed in the project, the report claims that the commercial space will only generate PM trips (see Section V page 10). It is illogical to assume that patrons will visit the shops and restaurants in the afternoon only. Another reason why the developer should show total traffic counts, not just AM & PM peak traffic.

Traffic counts should be conducted on both midweek and weekend days, during the ski season, and probably on a Holiday or another exceptionally high skier day, in order to get accurate traffic counts for the intersections affected by the Treasure Hill development. Furthermore, total 24 hour daily traffic counts should be stated in the report to accurately reflect the total impact of the traffic created by this project!

Avenue (section VII page 12) and all of the construction traffic is directed to travel up Lowell Avenue. This is true and places an unfair burden on Lowell Avenue residents.

The Traffic Study shows that traffic on Lowell will be over five times what is now. And the scary thing is, I believe the traffic study is underestimating and understating the amount of traffic added to Lowell Avenue. There is no way Lowell can handle 5x more traffic than the amount currently driving on Lowell Ave.

This is unfair for the residents of Lowell Ave.

It is not fair to make the Lowell Ave. residents carry the burden for more than 75% of the traffic, congestion, problems, etc. created by this development.

It is not safe for the Lowell Ave. residents, or the development itself, to have 75% of the traffic accessing the Treasure Hill development from Lowell Ave.

The only fair solution is to construct and provide access to the development from Upper Woodside or 8th Avenue.

Conclusions

1. The traffic impacts or additional amounts of traffic, are underestimated, understated and misrepresented in the traffic report. The city should require traffic counts to be done during the ski season, on weekdays and weekends. The developer should be required to provide total traffic counts and total number of increased vehicles, not just changes to AM and PM time periods.
2. The traffic capacity for Lowell and Empire Avenues is overstated in the traffic report, especially when considering the impact from snow build up in the winter months, the amount of street parking required for existing homes/condo's, and the amount of pedestrians sharing these roads since there are no sidewalks.
3. Lowell Avenue cannot handle 75% of the traffic created by the Treasure Hill development; it already fails during busy times with current conditions.
4. The only safe solution is to construct another access to this development from Upper Woodside Avenue (or another street) in order to ease the burden otherwise placed on Lowell & Empire Avenues Empire.
5. 100% of the construction traffic and 75% of the permanent traffic created by the Treasure Mountain development will travel on Lowell Avenue. It is unfair for the City and the developer to subject the residents of Lowell Avenue to all of the construction vehicles, most of the permanent traffic congestion and all of the disadvantages of this development, especially when these same residents receive no benefits from the same development.
6. **The amount of traffic added to Lowell and Empire Avenues from the Treasure Hill development would create a dangerous environment for pedestrians and resident traffic. The development creates unsafe conditions on Lowell and Empire Avenue.**
7. **Lowell and Empire Avenues provide inadequate access for a development of this size.**



From: Carol Shepard <Carol_Shepard@hermanmiller.com>
To: <putt@parkcity.org>, <plan@parkcity.org>
Date: 1/12/05 4:56PM
Subject: Treasure Hill Project

Pat,

I am not able to attend the Planning Commission meeting tonight addressing the traffic concerns that the Treasure Hill project will impose on Old Town Residents but wanted to express my concern regarding the volume and frequency of cars, buses, shuttles...that this project will project onto Crescent Tram and 8th Street. The neighborhood cannot support the existing number of cars let alone the massive increase that this project will add. Please advise if I need to express my concerns further to a particular group or venue.

Carol Shepard
Herman Miller for Healthcare
Account Development Manager
(435)659-1319

From: Kirsten Whetstone
To: Garda
Date: 1/26/05 3:06PM
Subject: Re: traffic for Sweeney project

Thank you for all of your good questions. At tonight's meeting I hope we can get a whole collection of questions and comments and ideas that the applicant and staff can mull over in the next month or so and see if there are reasonable answers, mitigation measures, conditions, etc. that will address many of them. I have started a file specific to this issue and it grows daily. We don't anticipate having answers to all of the questions tonight, but we hope the dialogue that has started will prove to be a case of many heads are better than one... and whatever project gets built is the best possible project because we have examined everything... even the relatively mundane, such as garbage! Thanks.

>>> Garda <algarda@attglobal.net> 01/26/05 10:02AM >>>

Dear Kirsten,

Carol Larson forwarded to me your e-mail of 1/25/05. I agree that children can walk to the resort center to get the school bus and that the cabriolet will be wonderful for project residents to get to Old Town.

What happens to the garbage when the two garbage trucks a day (projected in the last traffic report) can't get up the hill? Our Northstar bin was not emptied for almost two weeks. Do they have sufficient storage for this much garbage? Or will collection vehicles be pressured to make un-safe trips up the hill?

Will the pressure to keep the restaurant(s) stocked cause the three to five food and delivery trucks (projected in the traffic report) to take risks in order to make deliveries--endangering pedestrians and risking sliding into other cars (as one beverage truck did last year)? Can the city restrict traffic to certain kinds of vehicles on bad snow days?

Annie Lewis Garda

From: Ron Shepard <roninpc@yahoo.com>
To: <putt@parkcity.org>, <plan@parkcity.org>
Date: 1/12/05 11:11PM
Subject: Re: Treasure Hill Project

Patt,

As I had mentioned once before, all it takes is a single big storm to render 8th street a mess. Accidents are happening regularly and cars wait at the bottom like airplanes at the runway to try to buzz up the hill. Crescent Tram has become a source of logjams as the snowbanks make vision restricted and passing impossible.

If this project is to have any consideration, it must be without inclusion of Crescent Tram and 8th street as a viable access route. Crescent tram should be limited to "local and emergency traffic only".

Thanks

Ron Shepard

Carol Shepard <Carol_Shepard@hermanmiller.com> wrote:

Pat,

I am not able to attend the Planning Commission meeting tonight addressing the traffic concerns that the Treasure Hill project will impose on Old Town Residents but wanted to express my concern regarding the volume and frequency of cars, buses, shuttles...that this project will project onto Crescent Tram and 8th Street. The neighborhood cannot support the existing number of cars let alone the massive increase that this project will add. Please advise if I need to express my concerns further to a particular group or venue.

Carol Shepard
Herman Miller for Healthcare
Account Development Manager
(435)659-1319

"A cynic is not merely one who reads bitter lessons from the past, he is one who is prematurely disappointed in the future." Sidney Harris

Do you Yahoo!?
Meet the all-new My Yahoo! – Try it today!

From: "Abby McNulty" <Abby_McNulty@Sundance.org>
To: <putt@parkcity.org>, <plan@parkcity.org>
Date: 1/12/05 5:19PM
Subject: FW: Treasure Hill Project

Dear Pat,

I am unable to attend the Planning Commission meeting tonight addressing traffic concerns imposed by the new Trasure Hill project, so I wanted to voice my concern over email. My family and I own thee homes between the 9th and 10th block of Norfolk Avenue. We are deeply concerned this project will not only create traffic congestion on 8th avenue, a very narrow and treacherous winter road, but will cause increased traffic dangers along Norfolk as well. As you know, norfolk is a rather narrow old-town street with very few homes that provide off-street parking. Paked cars line the street, generating their own traffic problems. Increasing traffic on old-town streets is simply not wise. I would rather see the enormous impact of this development be diverted to streets that can actually accommodate the increase in cars/ traffic. Shouldn't the development be responsible for creating a low-impact plan? Why are we killing the charm and appeal of old-town by turning it into a pass-through? Please advise if I need to express my concerns further to a particular group or venue.

Best,
Abby McNulty

Dear ReNae: Please have this Letter to the Editor put into each of the Planning Commissioners packets for next Wednesday. Thanks so much.

615-4906

Dear Editor:

1/6/05

I am an Old Town homeowner who lives near the new Treasure Hill project currently in the planning process for the hillside above and adjacent to the Town Run. This is a very large project! My understanding is that it will have about 300 condominium units with an additional 19,000 plus square feet of commercial space and over 400 parking spaces. In addition to all the new owners of these units will be a large support staff coming in every day to help run and maintain the project.

This letter is not meant to debate the Sweeny family's vested rights or what this project should look like in order to fit into our historic community. My concern is the incredible traffic impact this development will have on our fragile little neighborhoods in the Historic District. Since there is no "back door" access to this project, the only ingress and egress for these hundreds and hundreds of people will be steep, dangerous 8th Street or the narrow, parked-car-clogged Lowell, Empire, Norfolk and Woodside Avenues.

As I type this, my street, Norfolk, is crowded with more than three feet of snow and is barely passable. As a test, I drove down Lowell and then Empire this morning and they were hardly better. I couldn't get down Woodside because an SUV was stuck sideways in the street so I had to back up and drive down 8th Street, which is called "Thrill Hill #2" to those of us who drive it regularly. It usually has at least one or two people walking down its middle which makes things even more interesting and dangerous.

I am urging the Planning Commission to seriously consider the Health, Safety and Welfare of those of us who will be so hugely affected by this development. Surely the "quiet enjoyment" of our homes, many of which are just a few feet from the street, should be a consideration. Our streets were designed for horses and buggies and are narrower than the newer streets. Our numerous parked cars line up along the streets making it already nearly impossible for drivers to see children, joggers, pets, bicyclists, BFI trash cans and recycle bins. I have read that Lowell and Empire are perhaps going to be the "main" access streets. I urge you to drive up either of them from the Park City ski area to see for yourselves these little streets can not handle any more traffic, and that frustrated motorists will head to our other tiny historic side streets as alternate routes.

The solution to this difficult issue may need some creative thinking "outside the box". I recognize that the Sweeny family has development rights. I also recognize that this could have a major negative effect on the Historic District neighborhoods. I urge the Planning Commission to take all the time it needs to make sure this project is an asset to the area and does not harm those of us who are already here.

To my neighbors and other concerned citizens, please make your voices heard. So far, I don't believe there has been much input from us Old Town residents. Call the Planning Department at 615-5060 and log in your opinion. Next Wednesday, January 12, the Planning Commission will discuss the traffic impacts of this project and take public input. On January 26, the Planning Commission will again discuss the project and invite public input. Please get involved.

Linda McReynolds

From: Garda <algarda@attglobal.net>
To: Kirsten Whetstone <KIRSTEN@parkcity.org>
Date: 1/26/05 10:06AM
Subject: traffic for Sweeney project

Dear Kirsten,
Carol Larson forwarded to me your e-mail of 1/25/05. I agree that children can walk to the resort center to get the school bus and that the cabriolet will be wonderful for project residents to get to Old Town.

What happens to the garbage when the two garbage trucks a day (projected in the last traffic report) can't get up the hill? Our Northstar bin was not emptied for almost two weeks. Do they have sufficient storage for this much garbage? Or will collection vehicles be pressured to make un-safe trips up the hill?

Will the pressure to keep the restaurant(s) stocked cause the three to five food and delivery trucks (projected in the traffic report) to take risks in order to make deliveries--endangering pedestrians and risking sliding into other cars (as one beverage truck did last year)? Can the city restrict traffic to certain kinds of vehicles on bad snow days?

Annie Lewis Garda

CC: <jbarth@lwdparkcity.com>, ERIC DEHAAN <DEHAAN@parkcity.org>, putt <putt@parkcity.org>, Carol Larson <cclarsonparkcity@yahoo.com>

From: carol laron <cclarsonparkcity@yahoo.com>
To: <Kirsten@parkcity.org>
Date: 1/25/05 8:45AM
Subject: Sweet Water

Kirsten,

After the last Planning Commission meeting you had suggested to me requiring Sweet Water residents to park in their garage as a way of improving the flow of traffic on Empire and Lowell. That might work for Phase Five, the building behind PCMR offices, which does have parking. I was told Phases One through Four have 10 garage spaces for 75 units. That leaves 65 times one or two cars on the streets!!!! Looks like the congestion at the base of Lowell and Empire is here to stay....

Carol

The MPD allowed for 19 unit equivalents of commercial (19,000 sf) and 5% of the residential floor area for 1) support commercial and 2) 5% for meeting space (total of about 40,000 sq. ft.) in addition to the master planned commercial. To the extent that any meeting space or commercial can be categorized as "convention center"... then, yes those square footages and uses have been addressed by the traffic study. This is probably what Mike is referring to. I think a Convention Center is not what is contemplated here, but rather a series of meeting rooms and break out rooms that can serve the project with "convention" capabilities. For the most part these meeting goers would be staying at the hotel portion of the project. I'll have a conversation with Mike to better understand what he was referring to.

Thanks.
Kirsten

From: Annie Lewis Garda [mailto:annielewisgarda@yahoo.com]

Sent: Sunday, April 24, 2005 2:10 PM

To: Kirsten Whetstone

Subject: Treasure Hill Convention Center

Mike Sweeney was quoted in the Park Record as saying the Treasure Hill project will have a 48,000 square foot Convention Center. This is the first I have heard of this. Will the new traffic study include the impacts from this?
Annie Lewis Garda

The Master Planned Development allows 19,000 sf of commercial (this would be for a restaurant/bar/spa/retail shops.. such as is at the Hotel Park City or the Chateaux at Silver Lake). The MPD also allows for up to 5% of the residential floor area for meeting rooms and board rooms... and also allows 5% for support commercial. These areas are typically for the use of the occupants of the project. My understanding from talking to the Sweeneys is that this is what they mean by "convention space".

This is in addition to the 19,000 sf of commercial. This is consistent with all Master Planned Developments in Park City, for instance at Stein Erikson Lodge, the Lodges, Black Diamond Lodge, Silver Lake Village (which also had the specific commercial allotment), the Chateaux at Silver Lake, Hotel Park City, the new Silver Star project on Three Kings, the previously approved Four Seasons Hotel, the Marriot Summit Watch, the Marriott Mountainside, etc... there is an allotment for meeting rooms (ie. this could be considered convention space) in an amount not to exceed 5% of the gross residential floor area. There is also an allotment for an additional 5% of the same residential floor area for support commercial (like spas, hair salons, coffee shops, snack bar, sundries, newspaper stands, ski rentals for the project, etc.). The intent of this is to provide some basic services and retail for the occupants on site.

Therefore, if the total residential area is in the neighborhood of 394,000 sf, then there could be 19,700 square feet of meeting space and 19,700 square feet of support commercial space, in addition to the 19,000 square feet of commercial. These are existing parameters of the Master Planned Development and are consistent with the Land Management Code today for Master Planned Developments.

The traffic study accounted for these uses.

From: Christine Hult [mailto:christine.hult@usu.edu]

Sent: Tuesday, April 26, 2005 9:32 AM

To: Kirsten Whetstone

Subject: Treasure Hill Question

Hi, Kirsten. We read the Park Record article with surprise and alarm last weekend. That was the first time we'd ever heard about a 1,000 person, 50,000 sq ft convention center as part of the proposed Treasure Hill project. We re-read the design book at the Treasure Hill website and see no mention of a convention center there either. In fact, it only lists 19,000 square foot of commercial support space. Is this a whole new idea? We are certainly against it. The idea of a convention center doesn't even fit into their own description of the concept:

The Design of Treasure Hill incorporates a variety of building styles including single family, row houses, flats, apartments and hotels, and industrial buildings oriented to reflect the architectural pattern and character of the Historic District and as if the Historic District had grown in the context of limited land and absent of the automobile.

Where does it mention anything about a convention center? Any clarification would be appreciated. Christine & Nathan Hult

Dr. Christine Hult, Professor of English
Associate Dean of Humanities, Arts, and Social Sciences
0700 Old Main Hill
Utah State University
Logan, Utah 84322-0700
Phone: 435-797-8619 FAX: 435-797-1092

EXHIBIT G
NEW LETTERS OF CONCERN
FROM THE PUBLIC**Katie Cattan**

From: Ken Martz [kenmartz@hotmail.com]**Sent:** Wednesday, February 04, 2009 11:18 PM**To:** Katie Cattan**Subject:** Treasure Hill project a response regarding impact, for Planning Comm. work session on Feb.11,09

Katy thanks for receiving my comments on this project. I would like to have this submitted for the Planning Commission packet and their work session set for Feb. 11,09. I would like to respond just to the construction phase of this project at this point in time as this is the issue before the Commission. This is a massive project comparable to the St. Regis hotel and the Montage or maybe even much bigger. I have been watching them go up and it took nearly 2 years just to excavate them and at least another year to pour the foundation. One of the biggest differences with the Treasure Hill project is that it borders a historical residential neighborhood with narrow basically one lane access streets especially in the winter. The three streets of Lowell, Norfolk and Empire are the only existing access to this proposed development. This project must have at least a five to ten year buildout. The excavation and construction of just the foundation would require literally thousands of truck loads of material and cement moving up and down these narrow residential streets. The danger to residents, air pollution and the deterioration of these neighborhoods would be a catastrophe for those residents and property owners. Just one runaway truck could easily destroy a home or kill someone. I think the City has the legal obligation to keep our neighborhoods safe and free from this type of extreme even if the Treasure Hill developers have some right to develop it. In addition this long term massive development on very steep slopes could experience interim delays due to financial issues or engineering factors that create a gapping hole in the ground that could be subject to washout or cave in spilling down into town after a microburst of weather. There are many other impacts but I think this is the most critical. Thanks Ken Martz resident 305 Park Ave.

Katie Cattan

From: Patricia Abdullah
Sent: Wednesday, January 28, 2009 11:04 AM
To: Katie Cattan
Subject: FW: Treasure Hill Development in Park City



Patricia Abdullah
Park City Municipal Planning Department
1255 Iron Horse Drive, PO Box 1480
(435) 615-5060

From: Karen Colson [mailto:karencolson@me.com]
Sent: Wednesday, January 28, 2009 10:56 AM
To: Patricia Abdullah
Subject: Fwd: Treasure Hill Development in Park City

Dear Ms Abdullah,

I wanted to forward a letter that I wrote in response to the article that recently appeared in the Tribune about the Treasure Hill project.
Thank you for letting my voice be heard.

On Jan 25, 2009, at 10:24 AM, Karen Colson wrote:

Dear Mr Smart,

I have just read your article about the Treasure Hill project in Old Town. The renderings are appalling! Not only does the scale of the project seem completely outrageous for the space, but, the style of architecture has nothing to do with Park City- especially Old Town. It looks like a government "project" that would be seen in the inner city of a large, impoverished, metropolitan area.

This is a sorry example of development that appears to be based on greed and personal enrichment for the developers at the expense of the quality of life of the general population and the unique character of our town. I am saddened that The Sweeneys, who are part of the history of this town, would endeavor to leave such a permanent scar our beautiful mountain.

I respect the need for development, and welcome the first ski/in ski out on Park City Mountain, but THIS is not the way to do it.

Please forward my comments to those involved so that my opinion may be heard.

Thank you,

Karen Colson

Park City resident since 1979

Katie Cattan

From: Fred & Annette Keller [kelleraf@easystreet.net]

Sent: Saturday, January 24, 2009 2:36 PM

To: Katie Cattan

Subject: Treasure Hill development

Dear Ms. Cattan,

We hereby register our concern, dismay and opposition to the proposed "Treasure Hill" project. The massive scale of this proposed project dwarfs all of Old Town buildings and will destroy the character and quaintness that makes Old Town so charming and appealing to visitors, primary residents and second home owners.

To retain its historical character the Park City planning commission has enforced requirements for new construction and remodeling in Old Town regarding building size, height, color, landscaping etc. Granting approval to a project of this scope which essentially incorporates large, modern, multistoried buildings makes a farce of all those previously enforced requirements.

Traffic on Empire, Lowell and Lower Norfolk Avenues that are narrow streets to begin with will be unsustainable during construction of this project, especially in the winter. In addition, if this project is completed, the most direct route to Main Street is via Crescent Tram and Eighth Street that are both narrow streets unable to accommodate increased traffic flow.

The criteria for this project were developed a quarter of a century ago. Park City, Old Town, the economy and environment have changed significantly in the past 25 years making the original plans for this project obsolete and invalid in 2009. City planners should be aware of the recent massive mud slides in California, Washington and Oregon. These mud slides destroying many homes resulted from weather changes and over development on hillsides. Is this what we need or want in Park City?

This project will negatively affect the quality of life of all Park City residents while benefiting only one family. We urge you to carefully consider what is best for Park City both now and in the future and to decide against approving this dreadful project.

Thank you for your consideration.

Fred and Annette Keller

850 Norfolk Ave.

Katie Cattan

From: jeff johns [redcoondog@hotmail.com]
Sent: Saturday, January 24, 2009 2:02 PM
To: Katie Cattan; Dana Williams; Candy Erickson; Jim Hier; Joe Kernan; Roger Harlan; Liza Simpson; Tom Bakaly; editor@parkrecord.com; bvutah@hotmail.com
Subject: proposed "treasure" development in creole gulch

As a 20 year resident and property owner in Old Town I must state my objections and outrage at this proposed "treasure" development in creole gulch. The scale and location of this project defy any reasonable interpretation of the Park City Land Management Code. What happened to the 27 foot height restrictions that builders were supposed to adhere to in Old Town? Are they to be thrown out the window (again) for this clearly illegal conditional use? What an eyesore this will be to every resident of and visitor to our town!

The proposed development is right in the middle of Old Town with only two long narrow roads for access. In the winter these roads often become one way streets. In the summer they can be filled with dangerous construction trucks morning til night. Each of the dozens of single family homes in this NEIGHBORHOOD will suffer hugh quality of life degradation and safety issues if this enormous development is approved. Traffic and resident safety should be the overriding concerns for City Council and the Planning Department!

I realize that the Sweeney family is very prominent in this town. They keep talking about the permits that were granted in the 80's and revised in the 90's. But the Park City Land Management Code clearly states that when the Planning Director finds an application to be inactive, he or she may deny the application and close the files on such project. Lets not allow this coercive arguement to grow!

With the greater interest of all Park City residents and mindful of the job we the people elected you to do, I submit that the Park City Planning Commision and City Council reject this application. It is simply and OVERWHELMINGLY wrong for this neighborhood. Please don't become the Judas that sells out our town for a few pieces of silver!

Jeff Johns

Windows Live™ Hotmail®...more than just e-mail. [See how it works.](#)

Katie Cattan

From: Larry Hardebeck [lhardebe@myriad.com]
Sent: Wednesday, January 21, 2009 11:49 AM
To: Katie Cattan
Subject: Treasure Hill development proposal

Dear Katie,

Recently I saw an actual artist's rendition of the Treasure Hill development proposal in the Park Record. This is the development proposed by the Sweeney family. I was quite astonished at the magnitude and visual impact of this proposal. I was also quite surprised that a project of this scope was even being considered for this area and feel it would have a very negative impact on Park City.

I would urge all parties involved in the decision making process to reject this proposal or at the very least downsize the proposal considerably.

Thank you very much for your consideration.

Sincerely,

Larry Hardebeck
Pinebrook, UT.

Katie Cattan

From: Brian Van Hecke [bvhutah@hotmail.com]
Sent: Tuesday, January 20, 2009 9:17 AM
To: Katie Cattan
Subject: FW: THINC Update 1.15.09

Hi Katie. Not sure if I forwarded this to you previously but please include with the packet and forward to the commissioners.

Thanks.

Brian

From: GARY A KIMBALL [mailto:gkimball1@msn.com]
Sent: Monday, January 19, 2009 2:43 PM
To: Brian Van Hecke
Subject: Re: THINC Update 1.15.09

Brian,

I live at 662 Tramway (just south of the Old Town ski run). This time of year my home is in the shade by 2 PM, due to Treasure Mountain. I notice that 8th Street and homes to the north of Eight Street still have sunshine for an hour or more. The homes due east of Sweeney's development will lose sunlight and gain an eye sore.

Gary

----- Original Message -----

From: Brian Van Hecke
To: Brian Van Hecke
Sent: Thursday, January 15, 2009 4:24 PM
Subject: THINC Update 1.15.09

Greetings THINC member.

I wanted to provide a quick update and some additional information that should be helpful in preparing for the next meeting on 2/11/09 (which will address traffic and safety issues).

I am working (with a few others) on getting the Park Record to do a much needed article with renderings of the planned Treasure Hill development. I feel this is imperative and an obligation that our local newspaper has to the citizens of Park City. If you feel the same way please write or call Nan Chalat-Noaker the editor of the Park Record. Ask her to show these renderings as soon as possible on the front page in the lead article. Her contact information is below:

editor@parkrecord.com
649-9014

We are also considering placing our own ½ page ad in the Park Record with a large photo showing the true scale and scope of the project. However this costs money and would require some fundraising. I may be reaching out to the group shortly to see if there is enough interest to support this endeavor. Please let me

know if you would like to support this effort.

I have also contacted the Salt Lake Tribune and they seem interested in covering the story. I spoke with a SL Trib reporter today who used to live here in Park City and he plans to start writing the story next week.

Finally, to help provide some more background that may assist you in writing letters, etc., attached is the latest staff report on Treasure Hill and excerpts from the 1984 Land Management Code (used when Treasure Hill was originally approved).

Of particular note regarding traffic issues: the purpose of the LMC is to promote safety (15-1-2 (A)); The City shall not issue a CUP (conditional use permit) unless the use is compatible in circulation (15-1-10 (D) (2)); the City shall not issue a CUP unless "traffic considerations including capacity of the existing Streets in the Area" (15-1-10 (E)(2)).

Also of note: a project can be terminated if it is inactive (15-1-14 (A)). The Land Management Code in effect at the time of the original approval stated "Length of Approval. The Large Scale Master Planned Development approval granted by the Planning Commission shall be effective so long as construction is proceeding in accordance with the approved phasing plan. Approval will lapse after two years of inaction,..."

I hope this helps all of us to prepare our remarks for the important meeting on 2/11/2009.

Brian

EXCERPTS FROM PARK CITY'S LAND MANAGEMENT CODE

15-1-2 Statement of Purpose

(A) To promote the general health, safety and welfare of the present and future inhabitants, Businesses, and visitors to the city.

(G) To prevent Development that adds to other conditions that create potential dangers to life and safety in the community.

15-1-10 Conditional Use Review Process

If the reasonable 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.

(D) Standards for Review. The City shall not issue a conditional use permit unless the Planning Commission concludes that:

(2) the Use will be Compatible with surrounding Structures in Use, scale, mass, and circulation;

(E) Review. The Planning Department and/or Planning Commission must review each of the following items when considering whether or not the proposed Conditional Use mitigates impacts of and addresses the following items:

(2) traffic considerations including capacity of the existing Streets in the Area;

.

(8) Building mass, bulk, and orientation, and the location of Buildings on the Site; including orientation to Buildings on adjoining Lots;

.

(11) physical design and Compatibility with surrounding Structures in mass, scale, style,.

.

15-1-14. TERMINATION OF PROJECTS FOR INACTION.

.

(A) TERMINATION OF APPLICATIONS. When the Planning Director finds an Application to be inactive, the Planning Director may deny the Application and close the files with respect to that project..

.

15-1-17. VESTING.

(A)(1) An applicant is entitled to approval of a Land Use Application if the Application conforms to the requirements of an applicable land Use ordinance in effect with a complete Application is submitted and all fees have been paid, unless:

(a) the land Use authority, on the record, finds that a compelling, countervailing public interest would be jeopardized by approving the Application

Katie Cattan

From: David Van Denburgh [David.Vandenburg@AmericanFence.com]
Sent: Monday, January 19, 2009 2:09 PM
To: Katie Cattan
Subject: Treasure Hill Development

Dear Ms. Cattan:

I live at 911 Lowell next to the proposed Treasure Hill Development. While I am basically excited about anything that improves Park City, I have a lot of concerns about this particular development.

1. First and foremost is safety. I am very concerned about getting fire and other emergency vehicles up to what already is a very narrow, congested and dangerous street, with pedestrians already having to share the road.

2. I am very concerned about the massive structure of this development overhanging historic downtown.

3. For many years I have had great ski access on and off Creole. How will this affect not only me but all my other neighbors who have enjoyed great ski access for a long time?

4. In these economic times, I find it hard to believe that this project will be funded and completed in any kind of a timely manner. I am also extremely concerned that the project will be started and then funding will be withdrawn, and the project will remain half-completed and a horrible eyesore for years to come. I think the City should insist whatever project is built here has financing, complete with bonding, to ensure that the project is not a dangerous eyesore.

In conclusion, my concerns are traffic, safety and density changing the entire face of historic Park City, along with tearing up a beautiful hillside into an empty construction hole.

I would very much like to see this site purchased or traded and kept as open space, or certainly a lower density project.

Sincerely,

David S. Van Denburgh
 911 Lowell Ave.
 Park City, UT 84060
 Mailing Address: PO Box 18085, Phoenix, AZ 85005-8085
 602-352-7681

Katie Cattan

From: Brian Van Hecke [bvhutah@hotmail.com]
Sent: Sunday, January 18, 2009 9:38 PM
To: Katie Cattan
Cc: Dana Williams; Jim Hier
Subject: FW: THINC - Letters to the Editor

Hi Katie.

Please forward the letter below to the commissioners, etc. It's quite compelling.

Thanks.

Brian

From: Kim McGuire [mailto:kiml_mcguire@hotmail.com]
Sent: Sunday, January 18, 2009 2:48 PM
To: bvhutah@hotmail.com
Subject: RE: THINC - Letters to the Editor

Dear Brian,

I have read the letters you sent with great interest. I wrote a letter to the city more than a year ago saying that "while I'm not against progress, we are a couple with two young children and the Treasure Hill project, as it currently stands, would be a danger to our daughters and would probably force us to move."

I also mentioned that Empire Ave, in particular, "was no longer the road with college students bar tending at night and skiing during the day" (as it was when we bought our home in 1998)...that it currently reflected a more "upscale neighborhood with young families, married and retired couples, and people with dogs." I further mentioned that it would be nice if they considered building a sidewalk on at least one side of the road (similar to that on upper Park Ave) and better managed the speeding problem that exists on Empire Ave at the then present time. My letter was never acknowledged.

Given the lack of consideration we got and expected to get in the future we decided to move. We ended up going to Thaynes Canyon because we felt it was safer for our daughters. We were unwilling to wait until one of them got hit by a car before the city would take notice of our serious objections.

My husband and I loved living on Empire. It is with regret that we currently have our home on the market. We loved the feeling of "city living" in a small community. We walked everywhere. We knew most of our neighbors. We only had one car.

We first bought a home in Park City because Empire Ave provided us with the lifestyle we aspired to: one that was healthy and happy. We feel cheated by the city for not reconsidering a decision they made twenty years ago and how it no longer fits in with the community it was originally intended. Long before many of the current neighbors lived on Empire we lived there. We watched it grow from a hippy-motorcycle driving-bar tending-college student neighborhood to a more affluent neighborhood that any other city would be striving to protect. How the "powers that be" in Park City can't see this is beyond me.

As I said at the start of this letter, we are not against progress. We would not object to this project if the city could find another entrance and in doing so leave the existing streets of Empire and Lowell alone.

Keep up the great work! Thank you very much. I'm sorry we've left but we had to protect our young children.

Kind regards,

Kim McGuire (1033 Empire Ave)

From: bvhutah@hotmail.com
To: bvhutah@hotmail.com
Subject: FW: THINC - Letters to the Editor
Date: Sun, 18 Jan 2009 12:10:37 -0700

A couple of letters appeared in the Park Record yesterday concerning Treasure Hill. Thanks to Bret Fox and Christine Hult for taking the time to write the Park Record.

In case you missed them see link below (you'll need to scroll down to find their letters):

http://www.parkrecord.com/ci_11473051?IADID=Search-www.parkrecord.com-www.parkrecord.com

I hope they provide some thoughts and ideas for additional letters to the editor, etc.

One letter that was submitted by George Goodman but not printed by the Park Record is below. He raises some great points about what it's like as an Old Town resident trying to raise a family.

To The Editor,

I would like to ask that you show on the front page with a cover story the real renderings of the Treasure Hill project that have been provided by THINC.

The scale of this project is massive!

It is owed to the year round residents of Old Town that you show how big this project truly is. I want the public to be able to ask themselves: can Old Town streets really handle a project of this size? Is it fair for the residents of Old Town to have a convention center in their backyard? These are just two among many questions concerning the legality and safety of this project in Old Town.

Another of which should be how financially sound are the developers in the current economy? Is this project going to end up like the one in Sugarhouse in Salt Lake? At which currently sits an empty construction hole in what once was a vibrant block of local businesses!

Imagine this: they begin the construction, tear up the side of the hill, the economy continues to deteriorate (as all economists are saying, with unemployment rising above 10%!), lending sources continue to dry up and the project stalls or goes completely belly up. What was once a beautiful hillside with mountain biking, hiking, skiing and some of the best views of Old town when you are on a walk is completely destroyed and left as just a construction hole. Is that what the people of Park City really want!! Is that what they want to see when they are on their way into town or look up from Main Street towards the mountain?

Now is the time to call attention to this project and see if the land parcel could potentially be traded or purchased as open space. Or, frankly, completely shut down since the conditional use permit was issued over 20 years ago!!!

I hope that as the community paper you show these pictures to the people of Park City so they can see what is trying to be built in Old Town, which is the last remaining part of the "ski town" that still exists in Park City.

Many people in this community have lived in Old Town at one time or another and hold it close to their hearts. This will destroy Old Town as we know it and many remember it!

I invite you to come to our street, lower Norfolk Avenue, and meet the families living here. I think that this would be a very important part of the article so that people can see that Old Town is not just filled with second home owners! We are the locals that ski all the time, work in our community and frequent Main Street businesses on foot. We are Park City.

There are no less than 9 kids on our street under the age of ten, most under 4, among 5 or 6 families all trying to raise our kids in a safe environment. I don't think that this project is going to make the streets of our neighborhood any safer! Nor is what we had in mind when we decided to live and raise our families in Old Town.

As the community paper you have the responsibility and the power to be a valuable forum for opinion and debate on this project, and I hope you step up to the plate to do so.

Thank You,

George Goodman

Brian

Brian Van Hecke
PO Box 727
1101 Empire Avenue
Park City, UT 84060

Katie Cattan

From: David Hood [dave.w.hood@gmail.com]
Sent: Sunday, January 18, 2009 2:47 PM
To: Katie Cattan
Cc: Brian Van Hecke
Subject: Treasure Project

Dear Ms. Cattan:

I am a Old Town Homeowner on Lowell Ave. writing you to express great concern over the size and scope of the proposed Treasure Project. I have been following this issue for several years now and have attended Planning Commission Meetings as well. I will not be able to attend the next scheduled meeting on Feb. 11, but felt compelled to let my voice be heard once again via e-mail.

Traffic and Citizen Safety continue to be my biggest concerns. This project is massive and given it's proposed placement with access only by the Lowell Ave./Empire Ave. turnaround, the potential ramifications to residents on both of these streets is huge. Ms. Cattan, assuming you have lived here for many years, you know what these and other Old Town streets look like after a "routine" 12"-16" dumping of snow. Or perhaps the 5"-6" of snow coming every three to four days for several weeks. It adds up to ever narrowing streets as the snow gets pushed to the side of the road, add the occasional parked car and you have almost one-way street conditions. That's today without the Treasure Development. I realize that the Sweeney family has rights, but the sheer size of this project combined with the limited ingress/egress is wrought with potential complications. Without this project when the weather turns bad, I have seen everything from CocaCola delivery trucks, to Emergency Vehicles get stuck, or at least have significant challenges on Lowell Ave.. Routinely as a pedestrian myself and my family often need to stop, step to the side to let vehicles pass, and then resume our walk on Lowell. That's today! Adding the traffic associated with Treasure with these roads is just plain dangerous. Please consider denying the CUP request as is. This project is TOO BIG for Old Town.

Thanks for your consideration and your representation of the citizens of Park City.

Sincerely,
David Hood
1030 Lowell Ave.

Katie Cattan

From: Steve Joyce [sjoyce@gmail.com]
Sent: Saturday, January 17, 2009 11:28 AM
To: Katie Cattan
Subject: Treasure Hill

My wife and I have been living in Park City for the past five years. Like many residents, it was the unique culture and charm that attracted us. Park City is not alone in struggling with growth, keeping the city healthy without losing what makes it unique or even just pleasant. We are already plagued with things like:

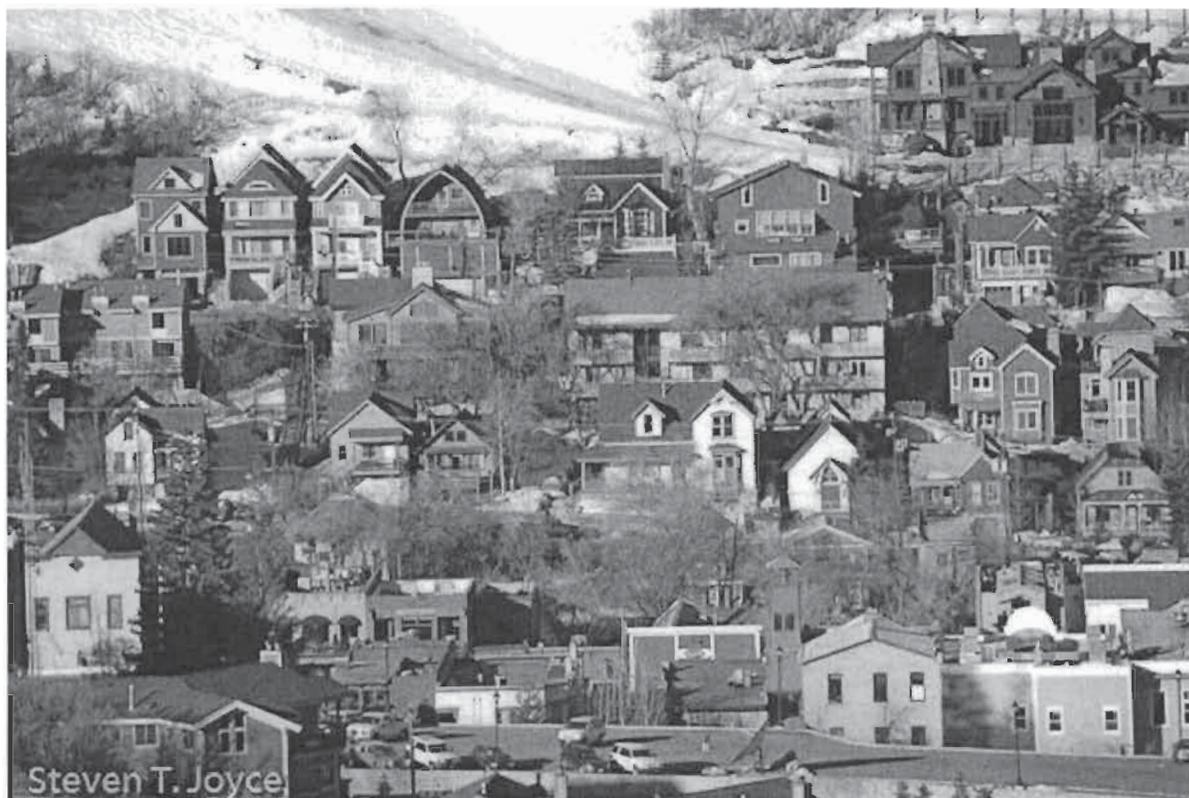
- Traffic problems, worse and more frequent. Adding all the buildings up at Empire, including the new Montage, with almost nothing in terms of services (gas, groceries, restaurants) means loads of people traveling up and down Ontario Canyon every day. They all dump into the traffic circle and down to the backups at Deer Valley Dr. This is even before the Montage and St Regis open.
- Loss of the mining town image. Tear downs in Old Town, replaced with mini mansions.
- The Big Box culture: a growing Wal-Mart and a brand new Best Buy.

Now I am beginning to see progress on what appears to be the biggest blight yet: Treasure Hill. It has two huge problems: appearance and traffic. That mountainside is probably the most visible piece of mountain in Park City. It connects straight into the Main Street area and is part of what people view as the town. The plans I have seen result in that mountainside being torn up and replaced with large buildings, completely inconsistent with anything in that part of town.

Equally as bad will be the additional traffic. I think it would be great for the Planning Commissioners to drive around those neighborhoods. Pick a nice snowy day and drive around as PCMR is letting out. Try getting somewhere, like Prospector. Now imagine living in that area and having to contend with that every day. Worse, picture an emergency vehicle trying to pick its way through that traffic. Now add a few hundred more cars. What a disaster. I have heard recommendations like "don't let residents park on the streets any more". What gives anyone the right to intrude so much on people and homes that have been there for decades?

I hope that the planning commission will be responsible in protecting the town of Park City. Treasure Hill should be scaled back so that isn't such a giant blemish on such a visible piece of town. Just designing the buildings with pretty architectural details isn't enough. They should fit the appearance and scale of Old Town. They should also be forced to offer a SOLUTION to the additional traffic they would add. Not a patch. Not an excuse. A solution.

I love what Park City does to protect open space, but it can't be thought of as a balance for such a highly visible wart. Please protect our town so it is at least as wonderful a decade from now.



Steve Joyce
sjoyce@gmail.com
Mobile: 919-539-4401
Home: 435-608-1376

Katie Cattan

From: Brian Van Hecke [bvhutah@hotmail.com]
Sent: Thursday, January 15, 2009 1:55 PM
To: Katie Cattan
Subject: FW: Treasure Hill

Hi Katie.

Please forward to the Planning Commissioners as well. See below.

Thanks.

Brian

From: jrshein@sisna.com [mailto:jrshein@sisna.com]
Sent: Thursday, January 15, 2009 1:15 PM
To: bvhutah@hotmail.com
Subject: Treasure Hill

BVH. My email as sent to the Council and Tom Bakaly

----- Forwarded message -----

From: jrshein@sisna.com <jrshein@sisna.com>
Date: Thu, Jan 15, 2009 at 1:10 PM
Subject: Treasure Hill Development
To: Liza@parkcity.org, cerickson@parkcity.org, rharlan@parkcity.org, jkernan@parkcity.org, Jim Hier
 <jim@parkcity.org>, Dana@parkcity.org
Cc: Tom@parkcity.org

Ladies and Gentlemen;

The Treasure Hill Development presents overwhelming concerns for our Community. As rendered it will change the Community forever. Significant legal issues are raised by almost every aspect of the proposed development. Throughout our Community there remain great uncertainty as to the definition and scope of the obligations of the City to the Developer under the ancient documents. As to the impacts of thirty years of change on the old grants? As to the limits of authority of the City to curtail development? As to how issues of public health, safety and community impacts affect the rights of the Developer and the interests of the Community? These are just a few examples. Of course, there are many many more questions.

Under these circumstances it would be both prudent and helpful for the City to engage special counsel of distinguished stature in land development matters to work along side both the Community and the City on this project. We recognize the exceptional quality of the full time City staff and the work that has been done. However, the issues surrounding this Development are far too great, too complex and too time consuming for the internal staff of the City to bear exclusively.

We urge you to give this proposal your urgent consideration. In somewhat comparable commercial circumstances, the costs of special counsel and of other consultants would be paid by the Developer.

If you are wondering whether there is an attorney of stature, I would give consideration to Michael Zimmerman, former Chief Justice of the Utah Supreme Court.

I would be prepared to meet with you wither informally or formally to further present my views. Thanking you in advance for your consideration.

Richard Sheinberg
jrshein@sisna.com
435 901 9163

Katie Cattan

From: mthealix@cox.net
Sent: Monday, January 12, 2009 9:43 PM
To: Katie Cattan
Cc: Belinda; Brian Van Hecke; Candy Erickson; Dana Williams; paul@ccfc.us; sdowe@chinaberry.net; princessricia@cox.net; lmlothian@yahoo.com; mobosd@yahoo.com; robinandmaria@sbcglobal.net; virgspeak@yahoo.com; Kbocchini; plumstock@cox.net; runfar@gmail.com; mvannostrand@guhsd.net; Harrold, Melissa; shallum@sbcglobal.net; staceyleigh@cox.net; roberttcs3@aol.com; ramfam6@sbcglobal.net; mtaalto@telis.org; bpalma@adelphia.net; timandmariaprice@verizon.net; meganmiley@cox.net; redfield@cox.net; kmborn@comcast.net; Joe Kernan; Liza Simpson; nan chalat pc; Park City Chamber-Barbara; Paul Sirois; Roger Harlan; Tom Bakaly
Subject: Treasure Proposal

Dear Katie,

I am a condo owner at 906 Lowell Ave Unit # 4. Our family purchased the condo in 2004 and we are so happy to have it. During most of the year we reside in San Diego, CA but we really value our time in Park City for the small mountain town flavor. I lived in Park City from 1982 through 1986, a time when Park City was even more rustic than it is today. Although the town has grown considerably over the years, I believe there has been a conscious effort to maintain a rustic feel. I remember in the 80's when it was a big move to allow a "chain" (Burger King), into town. The charm of Old Town is found in the multi-colored miner's houses and store fronts that line Main St. The view from Main St toward the resort was made into a picturesque desktop photo by the Chamber of Commerce that I have had on my desktop at work to remind me of my favorite place to be. That view will turn into "Emerald City" if allowed to be developed as is depicted in the renderings I have seen. What will Park City Resort be like to ski at when this monstrosity is built out? It already has significant lines during peak times, will increasing fast pass lanes solve the conjection? This is a quality of life issue versus maximizing the profit potential of a prime piece of Park City. I still think a compromise could be reached with a much less ambitious, more historically appropriate development that does not resemble Miami Beach. Please consider this before approving this development-remember the Main St. Mall? Sincerely, Paul Sirois

Katie Cattan

From: Thomas Eddington
Sent: Thursday, January 08, 2009 1:47 PM
To: Katie Cattan
Subject: FW: Treasure Hill

Katie

Could you please print and keep in the file with other public comments - Thanks

Tom

-----Original Message-----

From: Jill Sheinberg [mailto:jillshein@gmail.com]
Sent: Wednesday, January 07, 2009 5:36 PM
To: Thomas Eddington
Subject: Treasure Hill

Tom,

I am writing as a long time resident living at 627 Woodside Avenue in Old Town's historic district. I have seen the latest renderings of the Sweeney proposal and I consider this project completely preposterous. The scale is monumental. A few years ago the City of Salt Lake sold a block of Main Street to the LDS Church. They promised to build a park that would be like a bit of Paris in the middle of the City. Looks to me as if the Sweeneys are promising to build us a Courcheval resort to sit on top of our mining town. Or perhaps it is the old children's trick of putting two bags of candy in the shopping cart in the hope that Mom will let you keep one. Well, I say no to the whole concept as proposed. This has no relationship to the town. For all of us who struggled with the guidelines for renovating our "miners' cottages" in order to make them liveable this proposal is an insult. In the post Olympic years there has been much building activity which has threatened the integrity of Old Town by permitting houses of a much larger scale to be built alongside the historic cottages. But this proposal casts an enormous shadow over the entire district and frankly I believe it sucks the charm out of Park City.

Jill Sheinberg
PO Box 2593
627 Woodside Ave
Park City, UT 84060

Katie Cattan

From: Pettit, Julia [JRPETTIT@stoel.com]
Sent: Thursday, January 08, 2009 12:40 PM
To: Katie Cattan
Cc: Thomas Eddington
Subject: FW: Treasure Hill

Katie,

Please see the comments that I received from Laura Suesser yesterday. Please add these to the application file. I have not distributed to the other Planning Commissioners.

Thanks,

Julia

From: Suesser, Laura
Sent: Wednesday, January 07, 2009 5:00 PM
To: Pettit, Julia
Cc: bvhutah@hotmail.com
Subject: FW: Treasure Hill

Julia,

I won't be able to make the PC meeting tonight. But I briefly reviewed the Staff Report and have a few comments:

1. the "original Sweeney Properties Master Plan timeline" which supposedly supports the history of the Treasure Hill CUP as set forth in the Staff Report (namely that MPD is still valid due to the applicant keeping within the timeline established during the approval) needs to be posted online or be made available to the public.
2. Based on the Background provided in the Staff Report, no extensions to the Master Plan Approval were ever issued. I thought extensions were granted over the years. If any such extensions were ever issued, they should also be posted online and the record should be corrected.
3. Item #1 in the Development Parameters and Conditions set forth in the original Sweeney Master Plan references certain specific obligations identified on the "approved phasing plan". If the "phasing plan" is different from the timeline referenced above, it should also be posted online.
4. Staff wants the Commission to approve the approach to processing of Sweeney's App. Before the Commission does, please review the 15 criteria set forth in the Staff Report. Though the Report says the 15 criteria for the CUP are the same as in the original MPD approval, the review criteria actually varies substantially from the Major Issues identified in the original MPD which are "to be examined in considerable detail with technical solutions sought." Among the missing items are the following:
 - Trails
 - Employee Housing (now being reviewed)
 - Snow Removal/Storage
 - Setbacks – 100+ to nearest residence

Phasing
Density
Disturbance
Grading
Easements/Rights-of-Way
Neighborhood Compatibility (is more than just how the structures look)
Comprehensive Plan
Overall Concept

General comment: The Staff Report references the 23 separate meetings with the Sweeney's a number of times and seems to suggest that the Planning Commission hasn't proceeded efficiently. The Planning Commission has to do its job and protect the public's interest with regard to this substantial development proposed for this community. The Planning Commission should not feel pressure to work through this application quickly – especially given the magnitude of this project. Just b/c there have been 23 meetings doesn't mean the Planning Commission isn't working efficiently. The applicant surely came to the table a number of times with insufficient details on their project. From the very words of the MPD approved back in 1985, the applicant has known all along that the details of this project were deferred to this stage and it is up to the Planning Commission to work through all the details to determine if the project is appropriate; particularly in light of the significant development in the adjacent community. In addition, I'd like to remind the Planning Commission of the fact that the MPD was approved SUBJECT TO the details of the project being approved by the Planning Commission. The approval therefore, including the applicant's density and all the details of the proposed project, are all subject to the Commission's close consideration and determinations.

Laura A. Suesser
STOEL RIVES LLP
201 South Main Street
Salt Lake City, Utah 84111
(801) 578-6945 direct
(801) 578-6999 fax
lasuesser@stoel.com

Katie Cattan

From: Rich Sernyak [rsernyak@csc.com]
Sent: Tuesday, January 06, 2009 9:00 PM
To: Katie Cattan
Subject: Treasure Hill

Katie,
I have followed the Treasure Hill project for several years and recently became aware that this project actually might be approved. I want to first say that I am not anti-growth. I believe in smart growth. This project appears to be everything but smart growth. The charm of Park City will be lost. Tourism will decrease as the allure of an old mining town that Park City has done such a great job preserving will be gone. Property values will decline, and most likely, crime will go up not to mention the roads are not adequate to accomodate all of the people.

I ask that you pass my comments along to those who might be interested. As an owner of several properties in Old Town, I find this project very concerning.

Thanks,
Rich

Rich Sernyak, CPA
Director, CSC SAP America Practice
CSC - Computer Sciences Corporation
www.csc.com
Cell 443.831.4763
Office 410.885.5604
Fax 610.647.4912
Email rsernyak@csc.com

This is a PRIVATE message. If you are not the intended recipient, please delete without copying and kindly advise us by e-mail of the mistake in delivery.
NOTE: Regardless of content, this e-mail shall not operate to bind CSC to any order or other contract unless pursuant to explicit written agreement or government initiative expressly permitting the use of e-mail for such purpose.

Katie Cattan

From: william mckenna [we.mckenna@gmail.com]
Sent: Tuesday, January 06, 2009 5:36 PM
To: Katie Cattan
Subject: "Treasure" Mtn.

Hi Katie,

I got your name from several Real Estate professionals in the Park City area as well as from numerous concerned citizens. From what I am told, your office has had quite a bit on its plate dealing with this "project". As an owner of several properties in Park City, I am obviously quite concerned about the impact of such an ill conceived monstrosity perched high above Park City will have on the desirability of the town as a tourist destination as well as the impact it will have on local real estate values. I, for one, will fire sale whatever I own to avoid further losses if this thing moves forward. Your office has obviously done a great job maintaining the historical integrity of the town and its buildings/redevelopments etc., and I know I am not alone in hoping this value that has been created is not destroyed by one developer. We all know that in towns like Telluride where development is kept in check and historical standards are maintained, people flock. The opposite is true in towns where they are allowed to become mass construction zones comprised of ill fit structures that look more "Atlantic City" than "Park City".

With this, is there anything we can do as citizens to prevent this from becoming a complete disaster for the current residents (I haven't mentioned traffic, taxes, aesthetics, etc.)? If so, I would be interested in knowing what we as taxpayers, homeowners and residents can do to avert this pending disaster. I hate to be a doomsayer, but I can all but guarantee that if these people are allowed to move forward, it will be the beginning of the end of Park City as a premier skiing/outdoor recreation destination. Thank you for taking the time to read my through my thoughts on this pending, yet avoidable catastrophe. I look forward to hearing your thoughts as to what our options are.

-Bill

William E. McKenna
Managing Director
Compass Point Research & Trading, LLC
415-834-5770 (p)
415-264-6082 (c)
wmckenna@compasspointllc.com
AIM: billmck2008

Katie Cattan

From: Thomas Eddington
Sent: Tuesday, January 06, 2009 1:06 PM
To: Katie Cattan
Subject: FW: treasure hill rendering

Katie

Will you print this out and keep in the file please!?

Thanks

-----Original Message-----

From: Brian Van Hecke [mailto:bvhutah@hotmail.com]
Sent: Tuesday, January 06, 2009 11:44 AM
To: Katie Cattan
Cc: Thomas Eddington
Subject: FW: treasure hill rendering

Katie,

Please consider the following. Thanks.

Brian

-----Original Message-----

From: John Plunkett [mailto:john@plunkettkuhr.com]
Sent: Tuesday, January 06, 2009 11:21 AM
To: Brian Van Hecke
Cc: Lynn FEY
Subject: Re: treasure hill rendering

Hello Brian,

We won't be able to attend the hearing, but this rendering brings up at least two important points:

One, the architectural style (and flat roofs) is clearly contrary to the architectural guidelines for the Historic District. While the project may sit just outside of the district, its height and location will have huge visual and functional impacts on the district, and that needs to be taken into account.

Two, in order for the public and the Planning Commission to reach an informed decision about this project, the most important thing is to require the applicant to provide detailed physical models (and / or computer models) that show the proposed project and the surrounding neighborhood streets & buildings.

This is standard procedure in most cities now, for analyzing such a large project that will have such big impacts on the function and appearance of the historic district. Without such a detailed, comprehensive model, it's impossible for anyone to truly understand what's being proposed, and how it does (or doesn't) fit into downtown Park City.

Lastly, I suspect this rendering is a red herring being floated by the developer. By presenting the worst possible initial design, they can then claim that they 'compromised' to arrive at something less ugly and over-sized, but still larger than the original agreement allows.

This should be brought to light now, and the public should require the Planning Commission to allow nothing more than was originally agreed to.

The key to this project is measuring height from genuine existing grade, from all elevations. They should not be allowed to fudge this as is often done with smaller projects here in town. The worst is when they measure height from side elevations only,

and ignore that the front elevation then becomes ten or more feet too high (the three new houses located where Park meets Heber are a good example of this).

Please feel free to pass this on to the Planning Commission as public comment if you wish.

Sincerely,

John

On Jan 6, 2009, at 12:03 PM, Brian Van Hecke wrote:

>
>
> From: Brian Van Hecke [mailto:bvhutah@hotmail.com]
> Sent: Monday, January 05, 2009 7:14 PM
> To: Brian Van Hecke
> Subject: FW: treasure hill rendering
>
> Here's another image of the proposed development. Feel free to email
> to others or send email addresses to me and I will add them to the
> list.
>
> Thanks.
>
> Brian

Katie Cattan

From: Leslie Herning [leslieherning@yahoo.com]
Sent: Saturday, January 03, 2009 8:59 AM
To: Katie Cattan
Subject: 906 Lowell Ave

Dear Katie,

I'm writing to you about the Size of the Sweeny's Project.

I live at 906 Lowell we are the Yellow Slicker Condo's there are 8 units, we are very worried about the size of this project and how it will effect us and the other residents and local people of Old Town.

197 units of residential, 19 units of commercial on only 11.5 acres of land. Has the city really looked at the size of this. There will be no open space except for roads and cement on this project.... It will be a BIG CLUSTER of Cement Building's and that is what I saw on the drawings... The Sweeny's are really packing as much as they can into this project, there is no design to this project at all. It looks like one huge Large Scale Block of a Hotel and a Big Cluster of buildings around it???

We are also concerned about the employee housing? Where are they going to house all their employees? We do not want Lewis Brother Buses taking over our town from all the salt lake people coming up here for seasonal jobs... The town already has enough different buses and shuttles all over the place.

What about our environment? The pollution? What about the beauty of our Old Town? What about the Fire Safety? That was a problem up on 8th street this summer? I can't see them putting out a nice size fire on the side of that hillside again?

The didn't have enough water for that house fire? What about the traffic on Lowell and Empire at the Base of Park City Mountain? Its already a mess... Lowell turns into a one way road just as the other streets of Old Town. How will you deal with this in the winter?

We wish that the City would re-think this project and only allow the Sweeny's to build something not as drastic! Why couldn't they split the property into 1 acre lots and build 11 nice homes? Or build something on a smaller scale, why does it have to be so LARGE? It will be an eye sore. Will our tourist want to come to a small quaint town with large unpleasant looking high rise hotels everywhere? We could be shooting ourselves in the foot.....

Please take all of this into consideration, it is a HUGE DECISION that should be thought out carefully... Unfortunatly some of us will be out of town for this meeting we hope this is read by the city and taken seriously..

Thank You for your time...

Yellow Slicker Condo Association

Katie Cattan

From: Brian Van Hecke [bvhutah@hotmail.com]
Sent: Tuesday, January 06, 2009 11:44 AM
To: Katie Cattan
Cc: Thomas Eddington
Subject: FW: treasure hill rendering

Katie,

Please consider the following. Thanks.

Brian

-----Original Message-----

From: John Plunkett [mailto:john@plunkettkuhr.com]
Sent: Tuesday, January 06, 2009 11:21 AM
To: Brian Van Hecke
Cc: Lynn FEY
Subject: Re: treasure hill rendering

Hello Brian,

We won't be able to attend the hearing, but this rendering brings up at least two important points:

One, the architectural style (and flat roofs) is clearly contrary to the architectural guidelines for the Historic District. While the project may sit just outside of the district, its height and location will have huge visual and functional impacts on the district, and that needs to be taken into account.

Two, in order for the public and the Planning Commission to reach an informed decision about this project, the most important thing is to require the applicant to provide detailed physical models (and / or computer models) that show the proposed project and the surrounding neighborhood streets & buildings.

This is standard procedure in most cities now, for analyzing such a large project that will have such big impacts on the function and appearance of the historic district. Without such a detailed, comprehensive model, it's impossible for anyone to truly understand what's being proposed, and how it does (or doesn't) fit into downtown Park City.

Lastly, I suspect this rendering is a red herring being floated by the developer. By presenting the worst possible initial design, they can then claim that they 'compromised' to arrive at something less ugly and over-sized, but still larger than the original agreement allows.

This should be brought to light now, and the public should require the Planning Commission to allow nothing more than was originally agreed to.

The key to this project is measuring height from genuine existing grade, from all elevations. They should not be allowed to fudge this as is often done with smaller projects here in town. The worst is when they measure height from side elevations only, and ignore that the front elevation then becomes ten or more feet too high (the three new houses located where Park meets Heber are a good example of this).

Please feel free to pass this on to the Planning Commission as public comment if you wish.

Sincerely,

John

On Jan 6, 2009, at 12:03 PM, Brian Van Hecke wrote:

>
>
> From: Brian Van Hecke [mailto:bvhutah@hotmail.com]
> Sent: Monday, January 05, 2009 7:14 PM
> To: Brian Van Hecke
> Subject: FW: treasure hill rendering
>
> Here's another image of the proposed development. Feel free to email
> to others or send email addresses to me and I will add them to the
> list.
>
> Thanks.
>
> Brian

Katie Cattan

From: Marilyn Klein [mklein2@hotmail.com]

Sent: Thursday, February 05, 2009 8:45 AM

To: Katie Cattan

We live have lived in Park city for 18 years and have already seen massive building and change in the quality of life. Please do not let theTreasure Mt development happen. High rise buildings do not add to the flavor of park city and I think visitors want to come to a beautiful mountain experience without the "big city" feel. We do not need the traffic,living space or office space (there are numerous empty offices right now). We are strongly reccommending that you do not approve this development. Dr Richard Klein and Marilyn Klein CFNP

Windows Live™: E-mail. Chat. Share. Get more ways to connect. [Check it out.](#)

February 5, 2008

To: The Park Record
The Park City Planning Commission
The Park City Planning Staff
The Park City Council
Mayor Dana Williams
City Manager Tom Bakaly
MPE Incorporated

The Park City Historical Society is dedicated to "Preserving, Protecting, and Promoting Park City's History and Heritage". The Board of Trustees of this organization fully supports this statement.

We applaud the hundreds of historic property owners who have preserved, protected and promoted our history and heritage with their sensitive restorations, additions, and in-fill buildings as outlined in the Park City Historic District Guidelines and the Secretary of the Interior Guidelines for Historic Districts. Both documents advocate compatibility of new construction with our turn-of-the-century mining vernacular. The Board of Trustees is very concerned about the incompatibility of the size, scope, height and massing of the Treasure Hill development as currently proposed and its significant impact on historic Park City.

Also of concern is the additional traffic that obviously will be generated in constructing, servicing and filling this large project. The District's narrow residential side streets, street layout, and existing structure configuration were not designed to accommodate a development of this magnitude. The typography of the District is especially inhospitable to large vehicles like cement trucks and fire engines. The safety, health and quality of life of Old Town residents should be of consideration.

We urge a solution to this decades-old agreement that will allow historic Park City to maintain its standing as "the jewel" of our community.

Yours truly,

The Board of Trustees
The Park City Historical Society



Richard D. Pick

Richard D. Pick
Chair, Board of Trustees
Park City Historical Society

ANNIE LEWIS J. GARDA
923 NORTHSTAR DRIVE OFF LOWELL
P.O. BOX 3898
PARK CITY, UT
435-649-0087

January 14, 2009

Dear Roger,

I'm sorry to be so delayed in getting you the material we discussed briefly at the Swartz's home.

As I said at the time, Bob and I believe the Sweeneys have a very valuable piece of property and that they are entitled to make a handsome profit on it. However, we also believe that the current project and the traffic it will generate (particularly the construction traffic) will endanger the safety of those who walk and drive on Empire Avenue. For longer than the City has had an obligation to the Sweeneys, it has had an obligation to protect the safety of its inhabitants (as spelled out in the LMC, excerpts of which are attached).

Thus we would like to see the project sent back to the drawing boards to resolve the safety issues. We think there are several legal justifications for rejecting the project as presently proposed:

1. The Land Management Code under which the original MPD was approved has this statement: "Length of Approval. The Large Scale Master Planned Development approval granted by the Planning Commission shall be effective as long as construction is proceeding in accordance with the approved phasing plan. Approval will lapse after two years of inaction,..." (see attached excerpt of 1/1/1984 LMC). We believe there has been no construction activity over the last several years and that probably there were other two year periods without construction since the original approval in 1986. If this is not a true statement, then a timeline disproving the statement should be provided. (Bob and I have requested such a timeline from Katie Cattan, and she indicated she would get one.) This LMC statement also alludes to the "approved phasing plan." All records from 1986 and 1987 indicate the project would be phased over 15-20 years; the longer 20 year period lapsed three years ago.
2. The City and the developer have said innumerable times that if the developer offered a variation of the MPD, the entire MPD would be subject to new review—a process the developer wants to avoid at all costs. However, the Sweeneys did submit a major variation of the MPD on September 13, 1995 (see attached Park Record article). To us this means that either (1) the project should have been subject to new review at that time or (2) major changes can be introduced without subjecting the whole MPD to new review. In either case, it appears the MPD can be changed.
3. No one who has driven or walked on Empire can envision construction vehicles in large numbers (seven to 30 an hour projected by various reports) safely navigating

around pedestrians and normal vehicle traffic. The safety issue alone warrants revising the project.

Relative to the last point, a primary concern of all neighbors has been safety on Empire and Lowell. Every traffic consultant has said that safety on those streets depends upon the streets being kept clear to a width of at least twenty feet and upon strict enforcement of parking regulations. I strongly urge that the City undertake to meet these requirements for a trial period of one month. This would have several benefits:

1. Determining whether the city can, in fact, accomplish this. During the winter of 2005-2006, Bob and I made numerous measurements along Empire and at the Empire-Lowell turn. On 2/9/06, after five nights of no snow, five days of bright sun and temperatures in the high 30's, and a morning of snow removal at the Empire-Lowell switchback by the city, the widest place was no more than 14' and there were areas as narrow as 8'. This is in spite of Empire and Lowell being priority 1 streets for the city's snow removal program.
2. Determining the costs of such snow removal and parking enforcement. Once these are determined, the City needs to determine how the costs will be covered for the five to ten years of construction before there is any revenue from the project.
3. Giving those who will be affected by parking enforcement the opportunity to see how they are affected and to determine solutions. Several problems come to mind: 1) A couple of buildings at the bottom of the hill have more condos and office spaces than parking spaces. These need to figure out how their residents/workers will park. 2) There are several homes without driveways or garages. Where will they park? 3) There are always construction projects on Empire and the workers have no place to park but on the street. The City and contractors need to see how seriously they will be affected and have time to work out a solution to parking for workers and their construction equipment. 4) There are many vertical parking spaces along Empire. If there is much snow, these cars protrude into the street. If the City is going to guarantee a 20 foot width, the extent of this problem needs to be assessed and a solution found.

We don't see how approval of this project can be given without first determining that the assumptions of the traffic reports are valid. And a trial run is the only way we see to determine if they are valid.

We were glad to see you at the Planning Commission work session last week and appreciate the interest you are taking in this important review. We hope this information is helpful.

Sincerely,



Annie Lewis Garda

EXCERPTS FROM PARK CITY'S LAND MANAGEMENT CODE

15-1-2 Statement of Purpose

...

(A) To promote the general health, safety and welfare of the present and future inhabitants, Businesses, and visitors to the city.

...

(G) To prevent Development that adds to...other conditions that create potential dangers to life and safety in the community...

15-1-10 Conditional Use Review Process

...

If the reasonable 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.

...

(D) Standards for Review. The City shall not issue a conditional use permit unless the Planning Commission concludes that:

...

(2) the Use will be Compatible with surrounding Structures in Use, scale, mass, and circulation;

...

(E) Review. The Planning Department and/or Planning Commission must review each of the following items when considering whether or not the proposed Conditional Use mitigates impacts of and addresses the following items:

...

(2) traffic considerations including capacity of the existing Streets in the Area;

...

(8) Building mass, bulk, and orientation, and the location of Buildings on the Site; including orientation to Buildings on adjoining Lots;

...

(11) physical design and Compatibility with surrounding Structures in mass, scale, style,...

...

15-1-14. TERMINATION OF PROJECTS FOR INACTION.

...

(A) TERMINATION OF APPLICATIONS. When the Planning Director finds an Application to be inactive, the Planning Director may deny the Application and close the files with respect to that project....

...

15-1-17. VESTING.

(A)(1) An applicant is entitled to approval of a land Use Application if the Application conforms to the requirements of an applicable land Use ordinance in effect with a complete Application is submitted and all fees have been paid, unless:

(a) the land Use authority, on the record, finds that a compelling, countervailing public interest would be jeopardized by approving the Application

PARK CITY MUNICIPAL CORPORATION

LAND MANAGEMENT CODE



PASSED AND ADOPTED DECEMBER 22, 1983
EFFECTIVE JANUARY 1, 1984



leased, or otherwise transferred or separated from the whole tract.

designation of the land use or mixture of uses for each development parcel;

designation of density ranges in Unit Equivalents for each development parcel identified;

designation of the order of development to ensure economical expansion of City services;

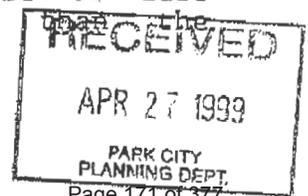
designation of specific conditions to the development of any parcels which are by their nature more subject to development constraints than the typical parcel in the proposed development;

designation of density transfers from one parcel to another, if any;

whether or not there will be commercial uses on all or some of the development parcels identified, and if so, the specific parcels that will include commercial uses;

the general architectural theme and character of the overall development.

- (2) Length of Approval. The Large Scale Master Planned Development approval granted by the Planning Commission shall be effective so long as construction is proceeding in accordance with the approved phasing plan. Approval will lapse after two years of inaction, unless extended for up to two years by the Planning Commission. Zone changes occurring while the approval is in effect shall not affect the approval. Modifications to the proposal shall be brought before the Planning Commission for consideration and shall be incorporated into the master plan when the modification is granted. Modification shall act as an extension of the approval. ✓
- (3) Record of Approval. When Large Scale Master Development approval is granted, the approval shall be noted in a recordable document stating the legal description of the property involved, and at least the general nature of the approval. The notice shall direct interested persons to the Community Development Department to review the actual master plan. The purpose of the recording is to put prospective purchasers on notice that the land has been included within a master plan that has established density ranges and land uses that might be more or less restrictive as to individual parcels than the underlying zoning regulations might imply. ✓



by JENNIFER TOOMER
Record guest writer

A town run could be the perfect bridge between Old Town and the mountain, said developer Pat Sweeney in a presentation to the Park City Planning Commission Wednesday, Sept. 13.

"We're making a different connection," Sweeney said. "What we're doing today is skiing. It's what we're about. We're not about mining anymore. We think [the bridge] is totally in the character and historic character of Park City."

Added resident Jim Powell, "Park City was a great mining town; now it's a great ski town. As a skier, I can't see why we didn't have the bridge years ago. It's what this town is all about."

Although Sweeney has yet to win unanimous support, revisions to the plans have enticed a few challengers.

"I was a vicious and obnoxious opponent of this entire proposal," said Todd Gabler, candidate for City Council. "And now I've changed my mind. I think that these buildings are here, and we've got to live with them. And I think that Pat has done a pretty damn good job of trying to serve the community interests here."

But while some have switched sides, others hold firm ground on several issues.

"We live as far as you can get in Old Town [Prospect Avenue] away from the resort, and we do hear snow making in the winter," said Marianne Cone. "Everybody who lives in this canyon knows it's a problem."

But the ski resort has a right to provide skiers with snow regardless of the Town Run proposal, Sweeney said.

"Whatever impacts come with snow making they will be there anyway. According to the ski area, [initial] snow making will take about two days. They've indicated to me they will make a special effort to do that when it's cold," he said, which is a time when guns run more quietly and efficiently.

"Technology is also moving toward less noise," he added.

A few were unhappy with the idea of a bridge over Park Avenue, which must be 40 feet wide to safely and comfortably accommodate skier traffic, according to Sweeney.

"The bridge will create a visual barrier between [the two] parts of town," said resident David Chaplin. "I don't know how you could avoid that."

net.

"Our children could walk across Park Avenue to the bus stop without having to cross the street," said John Stafsholt of 633 Woodside Ave. "I think residents in the area will benefit a lot from the proposal."

"I don't see this as a ski run because it's not a run you would ski time after time in one day," Cone said. "It's more of an access run. So why couldn't you come down and walk across a narrower bridge? Why couldn't it be 10 feet wide or 12 feet wide?"

"I'd rather keep it the way it is" than build a pedestrian bridge, Sweeney told commissioners in the work session. The plan does include arched walkways on either side of

the bridge to shield pedestrians from traffic.

"By bringing this run down to Main Street so you can ski down ... helps us all. It makes it easier for us to ski and easier for our guests to ski," he said. "I think it will become a landmark."

To fund the project, Sweeney has proposed a Special Improvement District that will receive a \$300,000 to \$400,000 contribution from Quitting Time, of which he is a partner.

"But if all else fails, we will start passing the hat ... and see if people do want it."

The hearing will continue at the planning commission's Oct. 11 meeting.

Reduced open space increases functionality

by JENNIFER TOOMER
Record guest writer

How can Park City create more recreational open space?

By reducing it, according to developer Pat Sweeney.

He submitted to the Park City Planning Commission on Wednesday, Sept. 13, possible amendments to the Sweeney Master Plan that will reduce density around the Town run - if it is approved - by spreading it into five acres west of the Empire-Lowell switchback, which is currently zoned as recreational open space and not part of the approved plan.

There, he proposes constructing 85 unit equivalents for hotels and condominiums and 10 units for support commercial with a maximum height of 35 feet, and eight single-family lots with a maximum height of 28 feet.

"It's a really pretty part of our hillside and that's one of the disadvantages of spreading [the density] out," Sweeney said. "But weigh that against the impact of the 10-story buildings [that could go there instead]. That's one of the tradeoffs."

Another is the bike trail. Some areas of it would be disturbed, but Sweeney said he would reroute it to keep as much of it intact as possible.

Although he proposes rezoning the five acres to historical recreational commercial, 104 acres will remain recreational open space, and 70 percent of the vegetation preserved.

"The question is not so much about acreage, but usable or functional open space," comparable to

the way Old Town is situated, said planning department staff member Kirsten Whetstone.

Sweeney also suggests trimming the potential density around the Town Run by building 29 single-family homes between 1,600 and 2,500 square feet and 28 feet or less in height on the Creole site, located southwest of the Lowell-Empire switchback at the base of the Creole ski run.

The city has allowed him to build 187 unit equivalents, which could consist of 161.5 units in hotels or condominiums and 15.5 units of commercial buildings. They would average 45 feet, but could stand as high as 75 feet.

At the Midstation site, Sweeney proposes building seven 28-foot-high single-family lots, ranging between 2,100 and 2,500 square feet. The master plan allowed for 35.5 unit equivalents for hotels and condominiums and 3.5 for commercial purposes, up to 45 feet high.

"Ultimately with the new plan, we will end up with a neighborhood in the character of Sampson or Upper Norfolk. ... It will seem like part of the mountainside with houses on it rather than houses on part of the mountainside."

"This is only a conceptual plan," Whetstone said. "[It acts] as an answer to some of the planning commission's concerns of how to make [the master plan] more palatable" and to get feedback from the planning Commission.

The commission will review and further discuss the proposal Oct. 11.

Park Rec
9/21/95