



April 2, 2009

Mr. Pat Sweeney
425 Norfolk Ave
P.O. Box 2429
Park City, UT 84060

RE: Treasure Hill – Traffic Impact Analysis Addendum Four

Dear Mr. Sweeney,

PEC has completed a modification of the trip generation rates based on refined land use information supplied on David Eldredge Drawings P.1 thru P. 16, as revised. These rates were modified to include more current information at the request of the Park City Municipal Planning Commission. The Land Use values are similar to those used in the original Traffic Impact Analysis, the Institute of Transportation Engineers (ITE) land use (L.U.) cited was: L.U. 230 for Condominium/Townhouse, L.U. 221 for Employee Housing, L.U. 310 for Hotel and L.U. 814 for Specialty Retail. The commercial L.U. applies to only 19,000 square feet because 34,000 square feet of the commercial space is already included in the hotel L.U. trip generation. The ITE Trip Generation Manual states, "Hotels have supporting facilities such as restaurants, cocktail lounges, meeting and banquet rooms or convention facilities, limited recreational facilities and /or other retail and service shops." Therefore, the 34,000 square feet of commercial land use is included in the hotel trip generation numbers. It was assumed approximately 400 square feet per employee for housing accommodations. The modified trip generation values are shown in Table One below.

Table One

<i>Type of Facility</i>	<i># of Units</i>	<i>AM Trip Generation</i>	<i>PM Trip Generation</i>	<i>AM Peak Hour</i>		<i>PM Peak Hour</i>	
				<i># Entering</i>	<i># Exiting</i>	<i># Entering</i>	<i># Exiting</i>
<i>Hotel</i>	200	126	122	73	53	60	62
<i>Condominium/Townhouse</i>	105	54	63	9	45	42	21
<i>Employee Housing</i>	58	35	42	7	28	27	15
<i>Commercial</i>	19	0	67	0	0	30	38
<i>TOTAL</i>		215	294	90	125	159	135

Note: Number of Units for Hotel is defined as the number of rooms, Condominium/Townhouse is defined as the number of condos, Employee Housing is defined as number of rooms and Commercial is defined as 1000 square feet of floor space.

Table Two below reflects the difference between the trips generated from the original Traffic Impact Analysis completed in July 2004 versus the modified trip generation rates supplied in Table One.



Table Two

Type of Facility	# of Units	AM Trip	PM Trip	AM Peak Hour		PM Peak Hour	
		Generation	Generation	# Entering	# Exiting	# Entering	# Exiting
<i>Hotel</i>	-64	-50	-49	-29	-21	-24	-25
<i>Condominium/Townhouse</i>	39	40	51	7	34	34	17
<i>Employee Housing</i>	19	35	42	7	28	27	15
<i>Commercial</i>	0	0	18	0	0	9	10
TOTAL		25	62	-14	40	46	16

With the changes for the proposed land use there are two factors that will have a significant impact on the traffic generation. First, that there is an increase in housing to provide employee housing onsite and second that there is not additional parking provided for the commercial land use. It is important to note that employee trips are included as part of the L.U. trip generation rates. Therefore, any employee housing located on site would have an additional decrease in the projected trips. With these two factors it is anticipated that the internal capture rate could range from 50% to 70%. These numbers are based on the rates found during the original study from Marriot Mountain Side, Marriot Summit Watch, and Deer Valley Ski Resort. For the purpose of this addendum we will assume a rate of 50% to remain conservative. Table Three below reflects the modified trip generation with the 50% trip reduction.

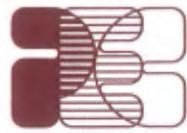
Table Three

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

These are the trips that could be expected with occupancy on a typical peak hour during the AM and PM respectively. Table Four below reflects the total difference between the modified trip generation from the original Traffic Impact Analysis completed in July 2004 versus the modified trip generation rates supplied in Table Two.

Table Four

Type of Facility	AM Trip	PM Trip	AM Peak Hour		PM Peak Hour	
	Generation	Generation	# Entering	# Exiting	# Entering	# Exiting
ORIGINAL STUDY TOTAL	133	162	73	60	79	83
MODIFIED PER ADDENDUM	108	147	45	63	79	68
NET CHANGE	-25	-15	-28	+3	0	-15



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As reflected in Table Four, by providing employee housing on site and not providing additional parking for commercial use, there will be a net decrease of trips generated by the proposed development in comparison with the original study. Therefore modified trip generation rates will improve the level of service previously reported and support the previous study conclusions.

Another point that needs to be addressed at the request of the Park City Planning Commission is what efforts will be made to reduce traffic on Empire Avenue and encourage primary use of Lowell Avenue. The following will encourage the use of Lowell Avenue:

- Maps and information for the project will direct traffic to enter and exit the project from Lowell Avenue,
- Roughly 80% of the proposed parking stalls will be accessed via the western entrance which further encourages use of Lowell Avenue instead of Empire Avenue,
- Signage leaving and entering the site will direct traffic to Lowell Avenue,
- Improvements on Lowell Avenue and enhanced snow removal will continue to encourage traffic along Lowell Avenue,
- Access locations will be designed to channelize traffic to and from Lowell Avenue, and
- The greatest assistance in reducing traffic volumes on Empire Avenue are the other mitigation measures that will decrease traffic volumes entering and exiting the site (cabriolet, pedestrian accommodations, parking restrictions etc.).

Respectfully,
Project Engineering Consultants

Gary Horton, P.E.
Principal

Cc: Project File