

March 30, 2017

Mr. Bruce Erickson, Director
Mr. Francisco Astorga, Senior Planner
Park City Planning Department
Park City Municipal Corporation
445 Marsac Avenue
PO Box 1480
Park City, UT 84060

RE: King's Crown Traffic Studies and Transportation Master Plan Compliance

Dear Bruce and Francisco,

The proposed King's Crown project is currently included in a traffic study commissioned by the City on April 2nd, 2015. The study was originally written to understand the Treasure Mountain traffic impacts and the effects of the neighboring "Bamberger Lots" that would also share Lowell Avenue as a primary means of ingress and egress. The Study was titled "Lowell Avenue Traffic Modeling" and is included in this submittal. The study was carried out by InterPlan Transportation Planning. The 2015 plan vastly overestimated the amount of density being proposed by the current proposal. The 2015 study contemplated over 286,000 square feet of estimated development. The CRH proposal contemplates less than half of that. When we met with Mr. Alfred Knotts, the Park City Transportation Director, he suggested commissioning another traffic study that reflects the current proposal. That study is forthcoming and should be available by mid-April. We will forward to the planning office that as soon as it is available.

The below represents the applicant's position regarding compliance with the City's Transportation Master Plan Goals for the proposed King's Crown at Park City MPD submittal. The applicant will continue to work with the City transportation, planning and engineering departments to mitigate the transportation impacts of the proposed project. If you have any questions or concerns whatsoever concerning this report, please do not hesitate to contact us.

Transportation Master Plan Goals

1. GOAL 1: Park City will have a multimodal transportation system with complete streets and balanced availability of pedestrian, bicycle, transit and auto travel. **Fortunately, the Park City Resort Core transit center is located approximately 100 meters from the King's Crown property. This gives excellent transit opportunities. The project's location gives very**

accessible pedestrian access to Old Town and Main Street. Many of the City's attractions are an easy walk (10 minutes or less) from the project's area. There are also good trail access points for pedestrian and bicycle access to the surrounding area.

2. GOAL 2: Park City's residents, workers, visitors and guests will have access to convenient transit for circulation throughout the City. **The Resort Core transit center proximity to the King's Crown project will ensure that there will be access to convenient public transit for any owners, guests and visitors.**
3. GOAL 3: Park City residents, workers, day visitors and overnight guests will have efficient, direct and convenient regional transit connections from and to area resorts, Salt Lake and Utah Counties and other communities of the Wasatch Back. **Again, the close proximity of the transit center gives very good access to both transit within the City as well as regional transit. The access to the resort is directly adjacent to the project area and is easily serviced by pedestrian activity.**
4. GOAL 4: Park City will have a complete and well-connected network of trails, bicycle lanes and sidewalks that supports safe, convenient and pleasant walking and bicycling to accommodate the needs of residents, visitors and guests for short trips within the City and surrounding neighborhoods. **The project has direct access to the resort and all of the activities and trails that are located there. There are also excellent trails that are unique and located entirely on the property. These trails access the Main Street area and provide good, safe access that is totally independent of streets.**
5. GOAL 5: Mobility and Access in Park City will be as good or better than today while achieving a net reduction in the amount that each person drives a car. **The transit center proximity cannot be overemphasized relative to good mobility and access that is independent of the automobile. Tourist and visitors quickly realize that driving (and parking) in Park City can be difficult and they adapt very readily to using the public transit system.**
6. GOAL 6: Park City's street network will be well maintained, with streets that are not significantly wider than today and without significant increase in lane mileage. **The proposed private street that is part of the plan is the minimum street size that is allowed by the City Engineer.**
7. GOAL 7: Park City's transportation system will contribute positively to public health and quality of life by achieving a high level of travel safety and by creating an environment that supports active living. **The applicant will assist the City in any manner to help further this goal.**
8. GOAL 8: Park City's transportation system will contribute positively to improved environmental, social and economic sustainability of the community. **The applicant will assist the City in any manner to help further this goal.**
9. GOAL 9: Park City's transportation system will support development of clustered and diverse land use centers by providing convenient multimodal access to each center concurrent with its development. **The proposed King's Crown application is the definition of clustered development, utilizing a small percentage of the property with excellent access to the Park City Resort Core transit center. All of the proposed development is oriented as close to the transit center as is possible on the property.**
10. GOAL 10: Park City will use system management and demand management techniques to minimize financial burden and environmental impact of local transportation facilities. **The applicant will assist the City in any manner to help further this goal.**