treasure

Written & Pictorial Explanation Revised January 20th, 2009

This booklet is based on the January 23, 2004 submittal, revised to meet the requirements of the April 12, 2006 staff report and to reflect input from the planning commission, city staff and citizens.

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I. Overview

Vicinity Map

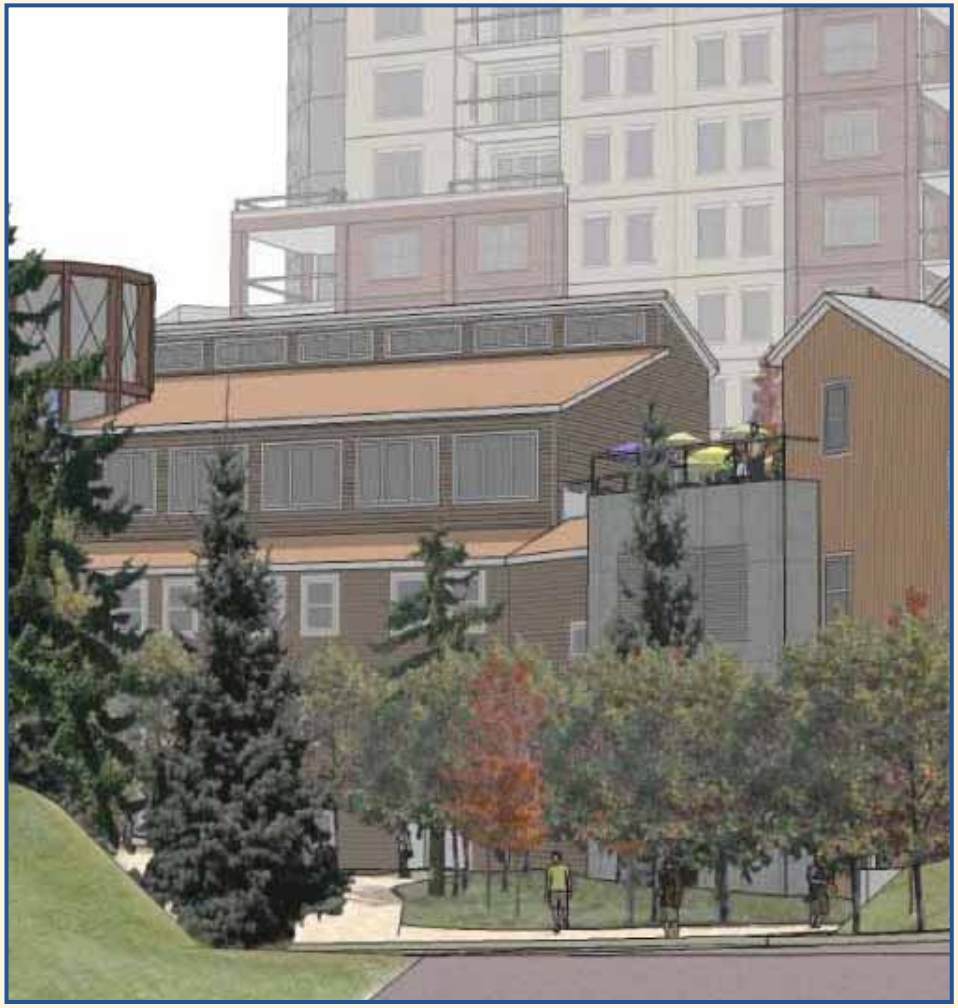
The Treasure site is located above the historic district adjacent to the Lowell/Empire loop.

The site is bisected by the Town Lift.

I. Overview

Scope of Updated Submittal

All materials have been updated from the January 23, 2004 submittal and revised to meet the requirements of the April 12, 2006 staff report and to reflect input from the planning commission, city staff and citizens. Treasure has been restudied in every aspect and designed to a greater level of detail. Particular issues that have been addressed include the pedestrian-vehicular conflict, moving mass further into Creole Gulch, facade variation (particularly along the northwest edge), architectural detail, and the Lowell/Empire street-scape.



Limitations and Purpose

The materials included in this *written and pictorial explanation* and associated updated submittal materials have been carefully created to demonstrate compliance with the original master plan conditions as well as address contemporary conditional use criteria. It is intended that these materials will serve as the basis for final design studies and decisions for each element of Treasure. It is intended that the design encourage creativity within this well defined framework. It is anticipated that subsequent approval processes will be necessary to determine that details adhere to the approved plan concepts.

I. Overview

Key Map

Buildings Concept

The plan is to build a *dense, compact, pedestrian oriented, extension* of the historic district. The design is contemporary within a traditional framework. It leaves the vast majority of Treasure Hill as open space. The buildings are nested in the open space at the base of the Creole Gulch. The units are moderately sized and will provide a steady customer base for historic Main Street. The design incorporates a variety of building styles including single family, row houses, flats, apartments, hotel, and industrial.

The buildings are oriented to reflect the architectural diversity of the historic district. In keeping with the master plan approval, the bulk of structural mass is sunk into the hillside and gulch, and is screened from the view of the historic district by topography, intervening structures, and landscape. The proposed buildings are primarily visitor oriented. Undoubtedly, they will attract some year round residents as well. Living unit sizes are diverse but, in general, small to medium, somewhere in the range of 1000 SF to 3500 SF and smaller where the units are hotel rooms and lockouts. The Design accommodates different types of uses including condominiums, hotel(s), interval ownership, and employee housing. Most buildings have flat roofs to facilitate fire fighting and to mitigate snow shed problems. Where necessary, snow retention-snowmelt-gutter systems will be provided.

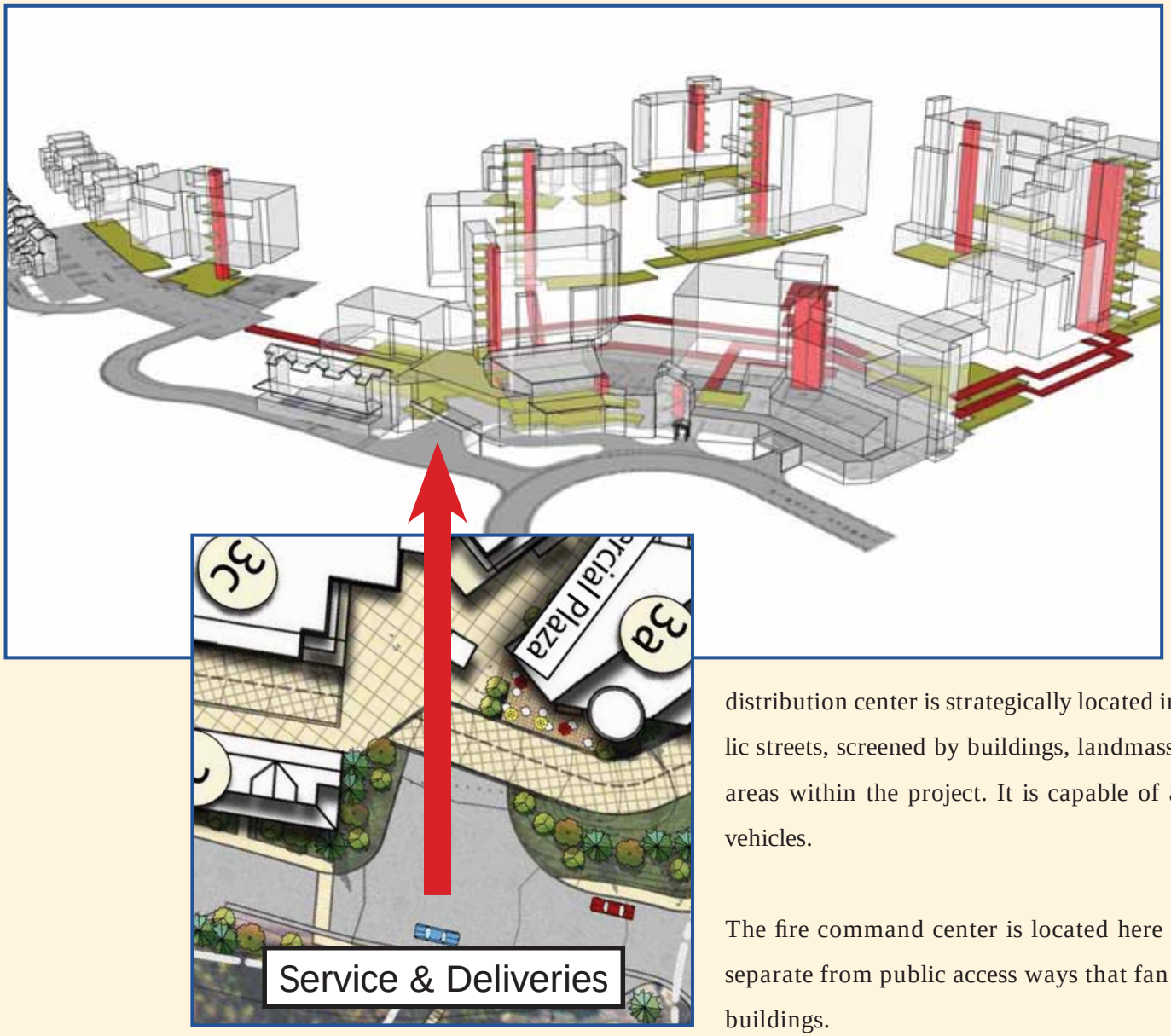
Pedestrian Circulation

Treasure's exterior pedestrian circulation consists of three plaza levels interconnected by stairs and elevators, a funicular, pedestrian pathways, city trails, and ski runs. The hard surface walking and driving areas will have snowmelt systems to ensure a clear path for circulation during winter months and alleviate the need for plowing, storing, or transporting snow over public streets. Building exhaust heat exchange and subsurface insulation will be utilized to reduce required energy consumption. Pedestrian connections to the Crescent Walkway, the 6th Street stairs and Lowell/Empire are provided.

It is proposed, using impact fees from Treasure, that the Crescent Walkway be refurbished with new concrete and lighting from 8th Street to the intersection of Heber and Main. The plan includes a cabriolet style gondola from the Town Lift base to Treasure and from there a detachable lift to the top of Treasure Hill. The cabriolet-style gondola will serve as a bus between the project and Main Street.

Cliffscapes

The design requires substantial excavations into the hillside. Most cliffscapes are screened from view by proposed building masses and landscape. Several areas such as the new lift/gondola alignment are visible from the historic district and on opposite hillsides. The most important visual consideration is the impact upon immediately adjacent residences. The landscape section of this booklet is intended as a "toolbox" of approaches to cliffscape construction, planting and visual mitigation. It details several techniques that may be employed including exposing natural outcrops, simulated outcrops, stacked rock, modular wall systems, iron stained concrete and wood retaining walls. It also includes revegetation and planting information, and addresses other management issues. Employment of these tools will result in a diverse landscape that is appealing to the eye, structurally sound, safe and environmentally friendly.



Management and Operation

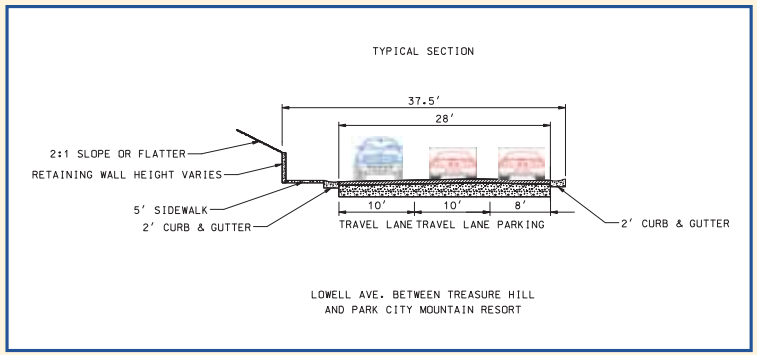
It is expected that the Creole and Midstation sites will be platted as one condominium with central management and operations including:

1) service and deliveries
2) mechanical
3) maintenance

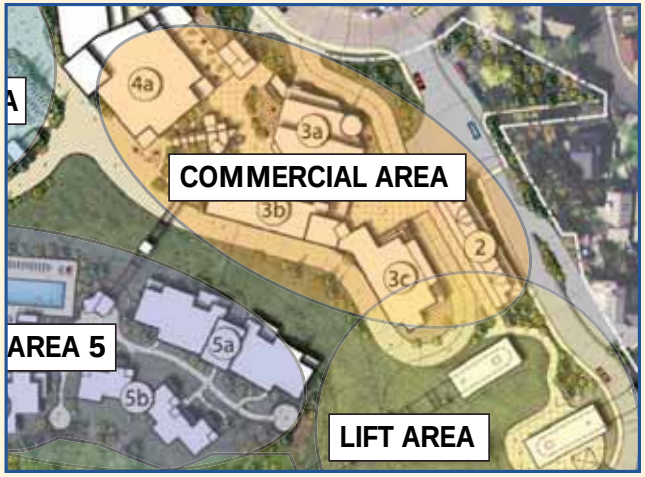
Delivery and distribution has been carefully planned. The service, delivery and distribution center is strategically located in the heart of Treasure, removed from public streets, screened by buildings, landmass and landscape and separated from public areas within the project. It is capable of accommodating large delivery and service vehicles.

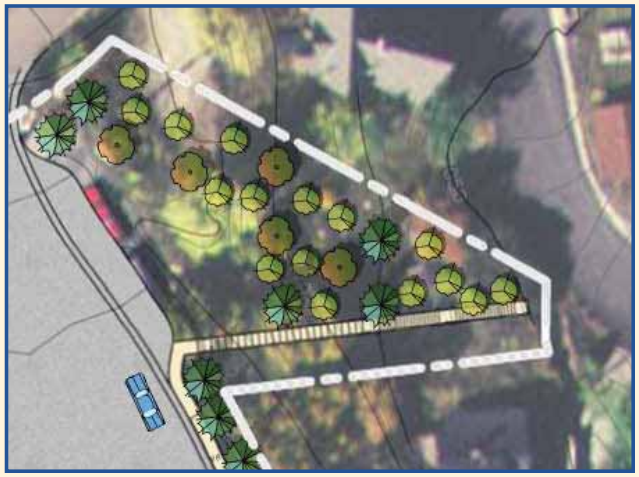
The fire command center is located here as well. There are dedicated service ways separate from public access ways that fan out from this central location to all of the buildings.

Traffic



Lowell Improvements—it is proposed that Lowell Avenue be improved to include an uphill sidewalk, two driving lanes, and a downhill parking lane. **Cabriolet—**it is proposed that the cabriolet be operated for extended hours as a means of public transportation to and from Main Street and the city bus system. **Beginner Ski Trails—**a beginner run (<35% grade) will be constructed from the top of Pay Day Ski Trail to the Town Lift Base. **Pedestrian Connections—**convenient connections will be provided to existing trails, stairs, and side walks. **Onsite Amenities—**a limited amount of support commercial will be located in Treasure. Excavation material will not be exported using city streets.





Scale

Separation—a 100-foot plus distance is maintained from adjacent residences in existence at the time of Master Plan approval.

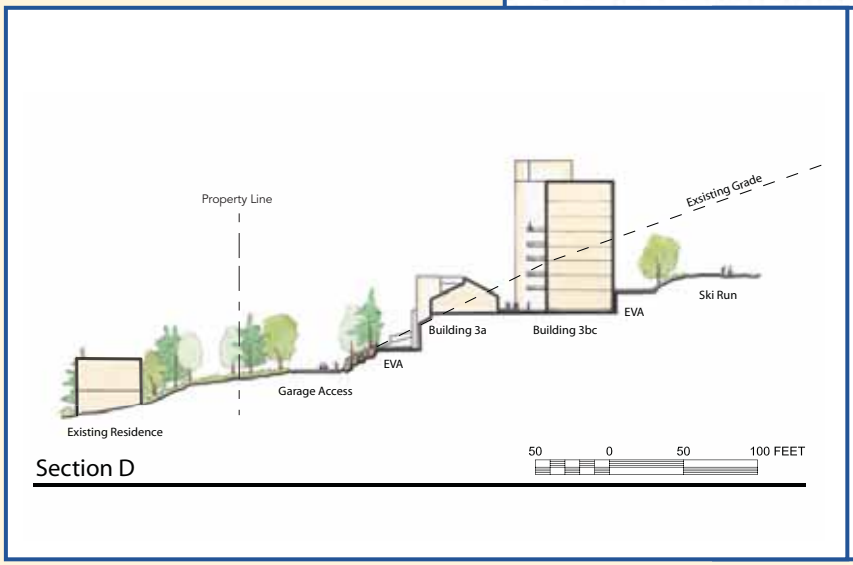
Screening—landscape screening is provided between Treasure and existing residences.

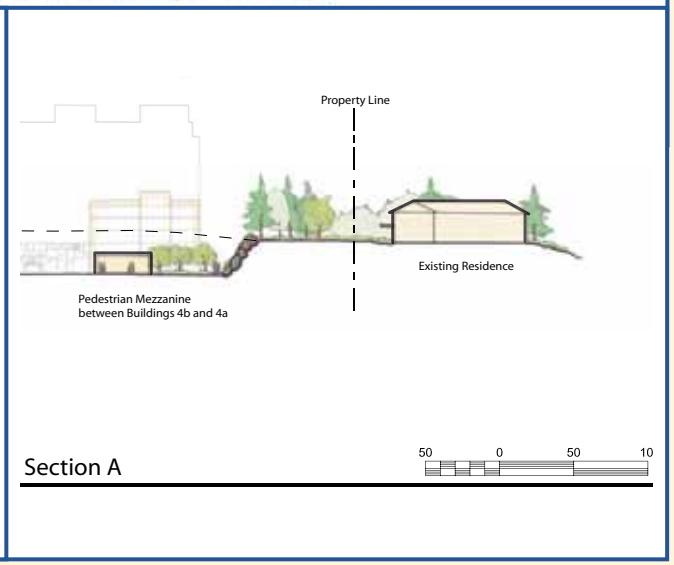
Topography—Treasure is nested into the Creole Gulch and Midstation hillside.

Height Reduction—the average height above natural grade of the Creole Site is 29 feet compared to 45 feet allowed by the Master Plan, a 36% reduction. The average height of the Midstation Site above natural grade is 12 feet as compared to 25 feet allowed, a 52% reduction.

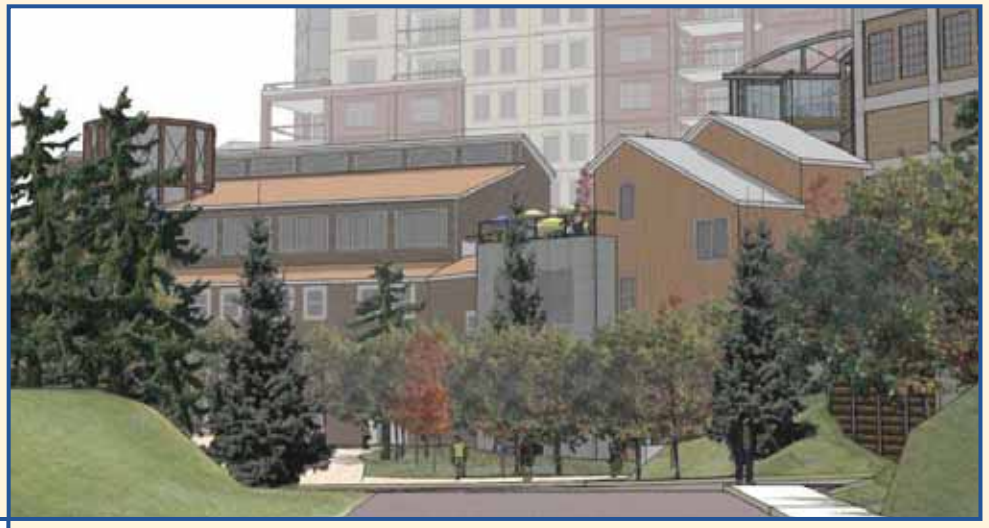
Mass Shift—building mass has been shifted from the northwest edge to the center and upper reaches of Treasure.

Similar Scale—buildings adjacent to existing neighborhood structures are of a similar scale to these structures.

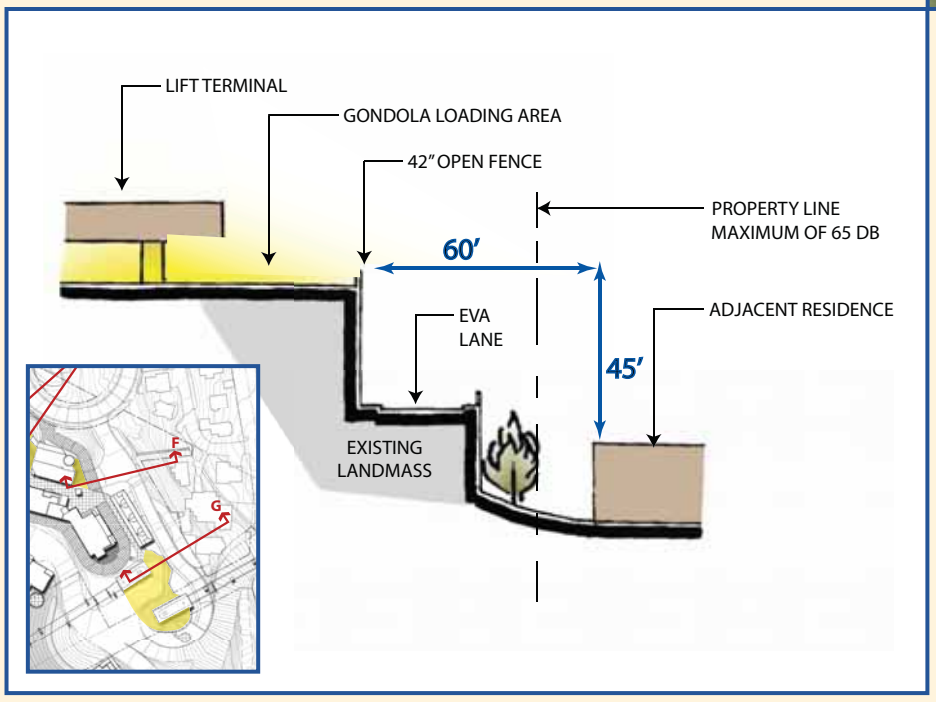




Control of Light and Noise Pollution.



Site lighting will comply with Park City lighting ordinances and follow the goals and recommendations of the *International Dark-Sky Association.* To the extent possible light trespass, glare, light pollution, and energy use will be reduced while still providing for a safe and secure nighttime environment. Properly designed lighting fixtures will be used with shielding that reduces sideways and upward leakage of light onto neighboring properties and into the night sky. Selection of light sources will be appropriate for the type of use and activities that are to be supported as well as energy efficient. Fixtures will be aimed and utilize appropriate light distribution patterns to maximize effectiveness. Location and arrangement of site lighting fixtures will be thoughtful and seek to reduce visual clutter. Where practical timers and/or sensors will be employed to manage lighting utilization.



In addition to noise source distance from adjacent property lines, designed intervening landmass and/or solid walls will mitigate noise. Decibel levels will be limited to 65 at the property line.

Treasure Open Space is 97% Dedicated.

Residential Area

Net square feet residential 197 u.e. 394,000 SF

Midstation 35.5 u.e. 71,000 SF

Creole 161.5 u.e. 323,000 SF

Entitled Commercial Area

Net square feet of entitled support commercial

(in addition to support commercial and meeting space allowed with hotel or nightly rental uses)

19 u.e. 19,000 SF

Midstation 3.5 u.e. 3,500 SF

Creole 15.5 u.e. 15,500 SF

Midstation Access Ski Trail

20 FT groomable, 30 FT clear, 8-12% grade

(limited portions may be as low as 4% and as much as 20% subject to approval of Park City Mountain Resort)

Stairs—6th Street and 8th Street

Open Space Requirement

70% within 11.5 acre site

Approximately 110 acres dedicated open space

Site Area

Acres 11.5 AC

Midstation 3.75 AC

Creole 7.75 AC

Unit Equivalents

1 UE Residential = 2000 net square feet

1 UE Entitled Commercial = 1000 net square feet

Height Zones

Average height above existing grade Midstation 25FT

Average height above existing grade Creole 45 FT

Creole Access Ski Trail

30 FT groomable, 40 FT clear, 8-12% grade

(limited portions may be as low as 4% and as much as 20% subject to approval of Park City Mountain Resort)

Town Run

Maximum 35% grade

(Limited flat areas at the confluence of the Midstation and Creole access ski trails subject to approval of Park City Mountain Resort)

Parking

Hotel room/suite:

not to exceed 650 square feet – .66 parking space

Apartment:

not to exceed 1000 square feet – 1 parking space

not to exceed 1500 square feet – 1.5 parking spaces

not to exceed 2000 square feet – 2 parking spaces

in excess of 2000 square feet – 2 parking spaces

II. Master Plan History
First Approved in 1986

The Sweeney Master Plan, sometimes referred to as the Sweeney Properties Master Plan, was approved October 16, 1986. It was amended October 14, 1987 to provide for the Woodside (ski) Trail. It was then amended December 30, 1992 with respect to the Town Lift Base. It was amended once again on November 7, 1996 to provide for the

Town Bridge. The Woodside Trail (now commonly referred to as the Town Run), the Town Lift Base, and Town Bridge have subsequently been built. Various right-of-way parcels and easements have been deeded and granted to Park City Municipal Corporation, including the Lowell/Empire connection, Upper Norfolk terminus, Lower Norfolk terminus, city waterline right-of-way, and Crescent Walkway. Trails, commonly known as Sweeney Switchbacks, have been built.

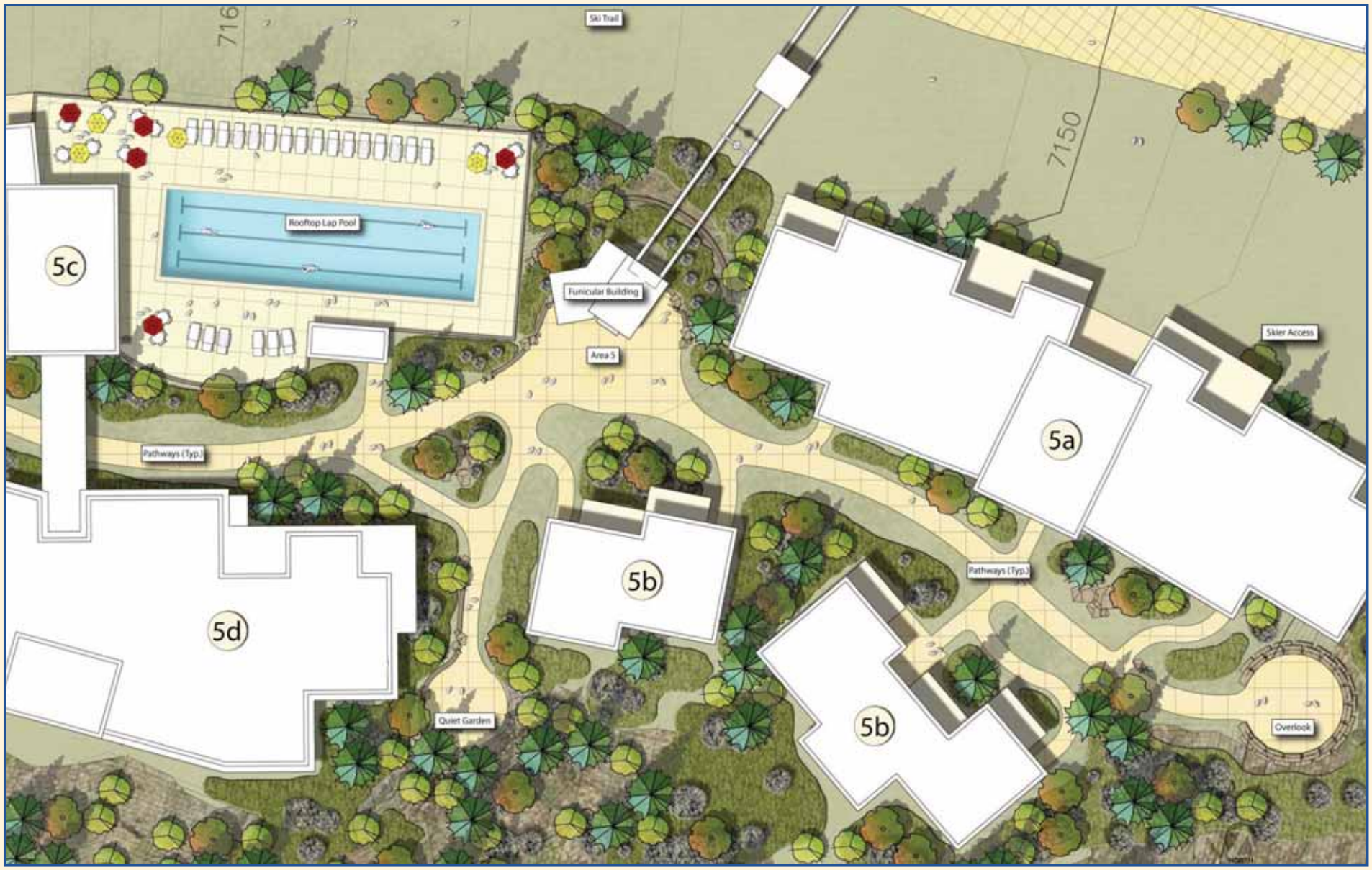
II. Master Plan History
Subdivisions

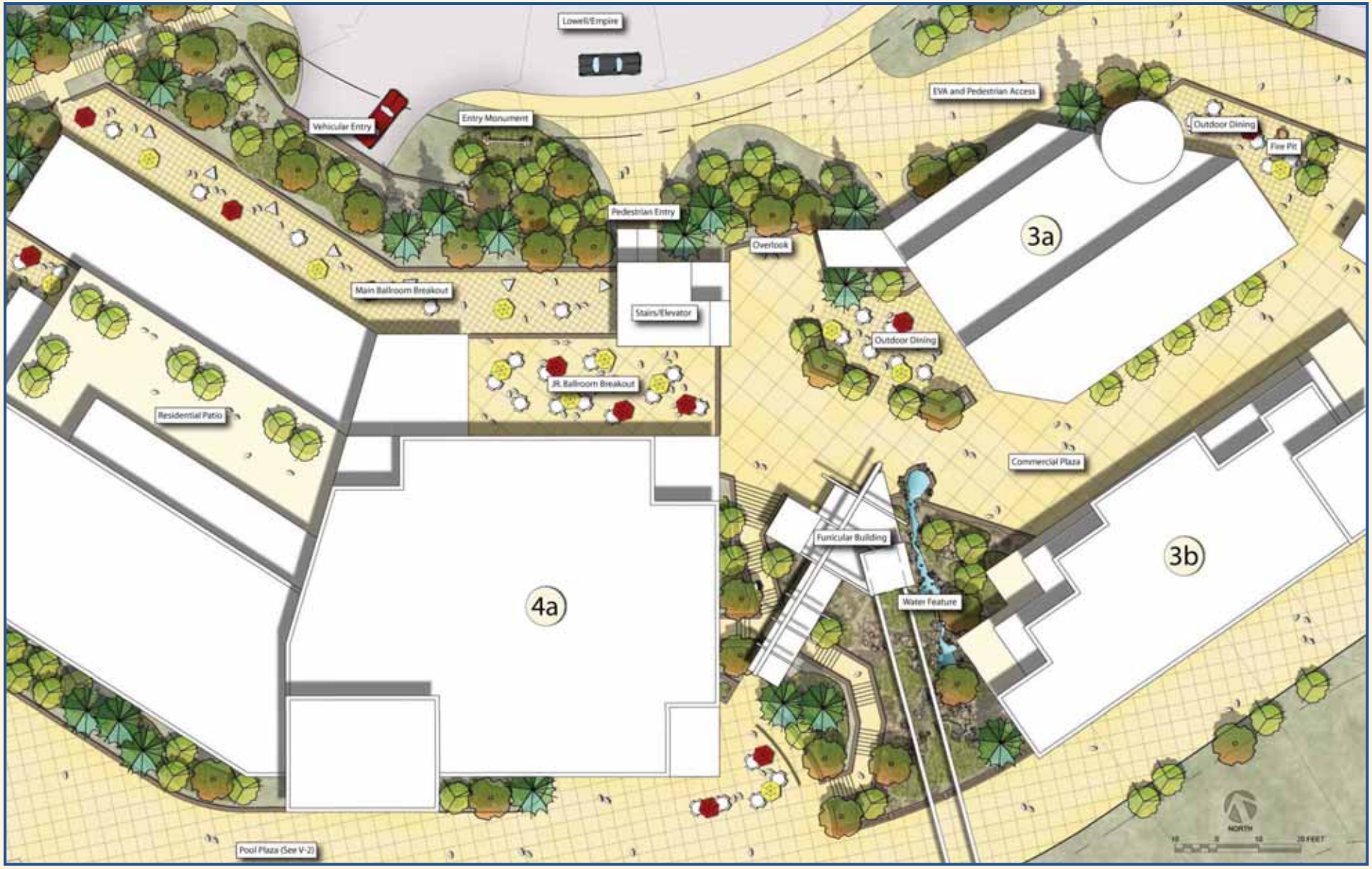
Two King Road Single Family Lots and two Upper Norfolk Single Family Lots and a fifth Open Space Lot, have been subdivided as Treasure Hill Subdivision, Phase I, Lots 1 thru 5, respectively. Homes have been built on Lots 2, 3 and 4. Lot 5, consisting of approximately 42 acres of open space, has been deeded to the City. As part of Treasure Hill Subdivision, Phase 1, the Upper Norfolk Turnaround has been constructed and dedicated to the City. The two 5th Street Lots have been subdivided as Treasure Hill Subdivision, Phase 2, Lots 6 and 7 and two homes have been built on them. City stairs have been built in the 5th Street right-of-way. One single family lot located high on Treasure Hill (commonly known as the Plateau Parcel) has been platted and improved as Treasure Hill Subdivision, Phase 3, Lot 8.

III. Site Plans

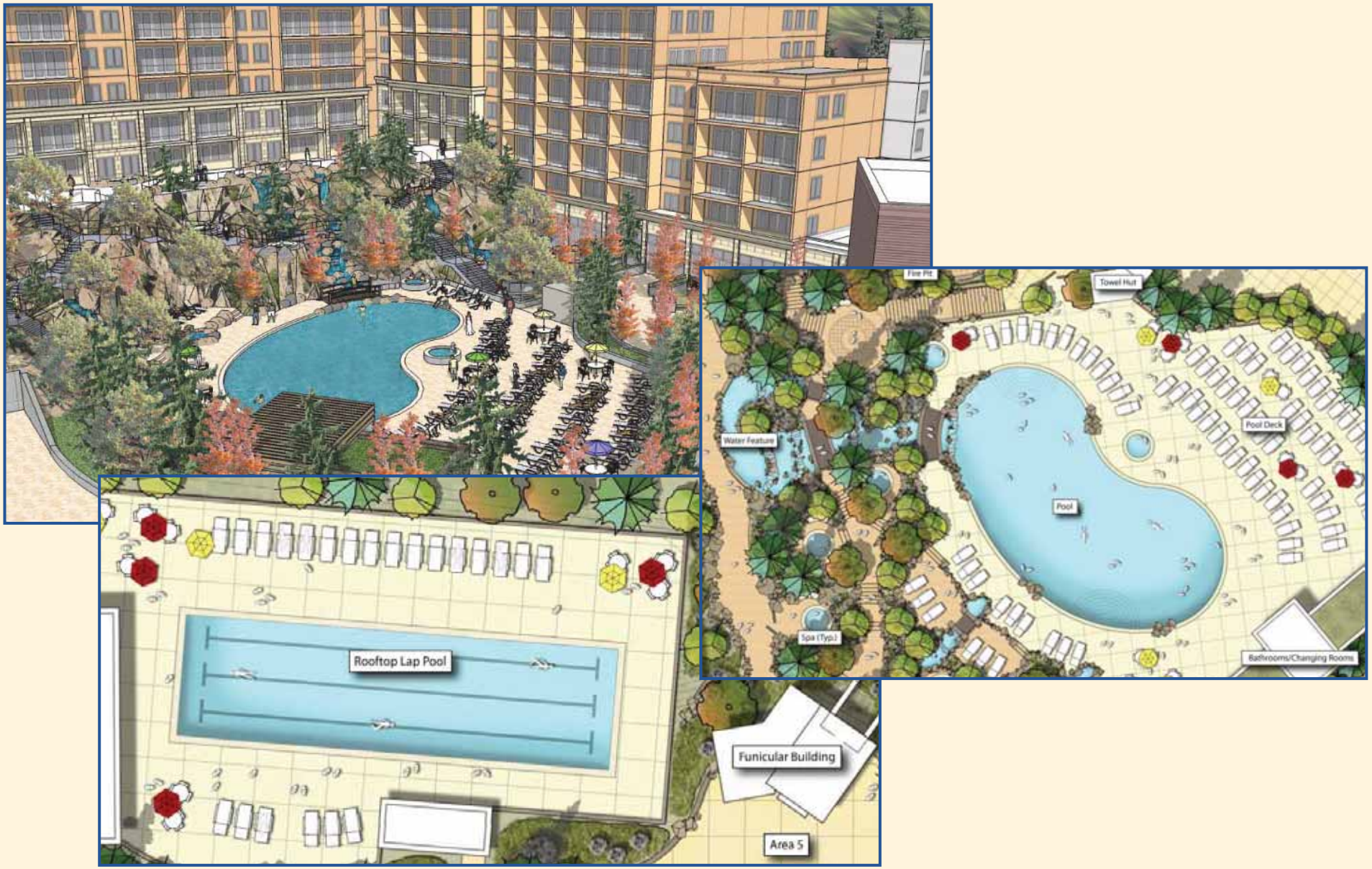
V1: Illustrative


Lobby Entrance
Lobby Deck
Fire Pit
Dining Terrace
Pathway
Chess Board and Driveway Skylight
4a
Fire Pit
Towel Hut
Pool Deck
Water Feature
4b
Pool
Emergency Vehicle and Pedestrian Access
Spa (Typ.)
Bathrooms/Changing Rooms
Skier Access
Mine Exhibit
Ski Trail
NORTH


Ski Trail
7150
Rooftop Lap Pool
5c
Funicular Building
Area 5
Skier Access
5a
Pathways (Typ.)
5b
5d
Pathways (Typ.)
Quiet Garden
5b
Overlook

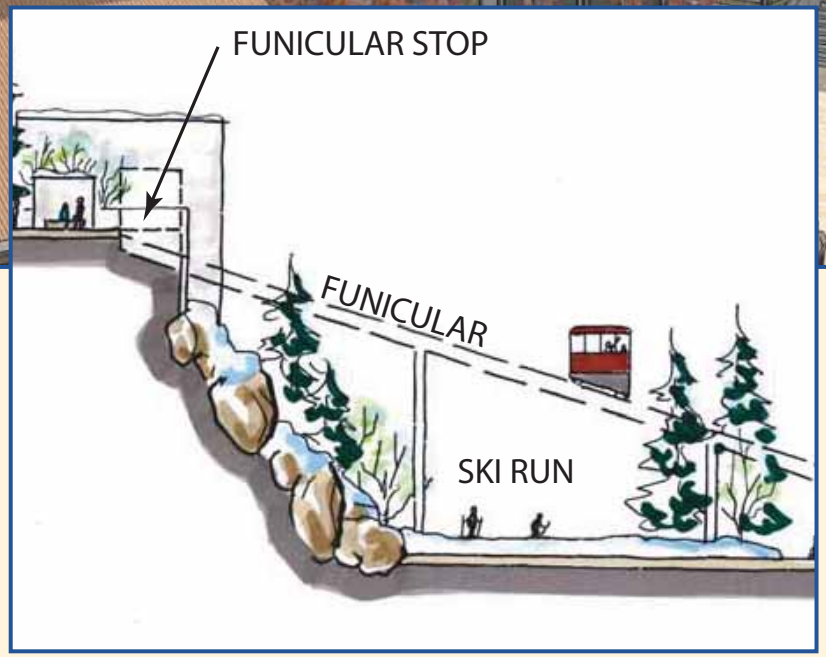

Lowell/Empire
Vehicular Entry
Entry Monument
EVA and Pedestrian Access
Outdoor Dining
Fire Pit
Pedestrian Entry
Overlook
3a
Main Ballroom Breakout
Stairs/Elevator
Outdoor Dining
JR. Ballroom Breakout
Residential Patio
Commercial Plaza
Funicular Building
3b
4a
Water Feature
Pool Plaza (See V-2)
NORTH


Water Feature
Water Feature
4b
4a
Open Space
Cliffscapes (Typ.)
Pool Plaza (See V-2)
Water Feature
Ski Trail


Fire Pit
Towel Hut
Water Feature
Pool Deck
Pool
Spa (Typ.)
Bathrooms/Changing Rooms
Rooftop Lap Pool
Funicular Building
Area 5

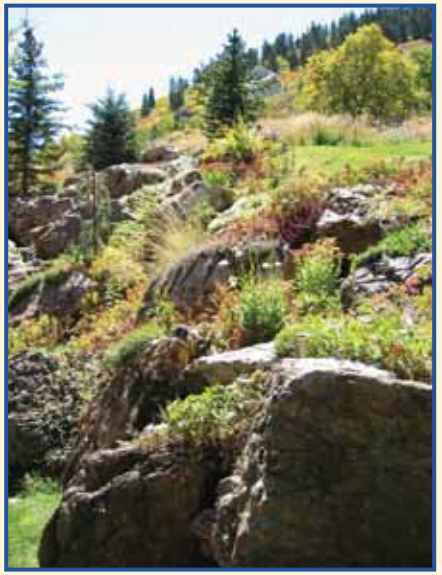
IV. Special Features

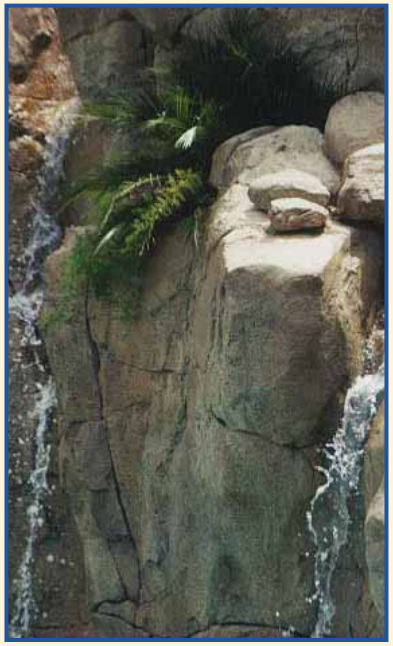
Treasure Funicular



The Funicular will provide a fun connection between the Pool Plaza and Area 5. The car will be approximately 8 feet by 10 feet, with a capacity to carry 15 people. Travel time will be approximately thirty seconds. It will mitigate pedestrian and skier conflicts.

Natural outcrops, determined to be stable by a qualified soils engineer, will be exposed in the field. Once exposed, the outcrops will be weathered to add a look of maturity. These outcrops will be enhanced with plant material, water features, and natural boulders. Stacked Boulders will be positioned to simulate the pattern of large random boulders and clusters of boulders that may have occurred naturally—boulders will be from the area. Simulated outcrops may be constructed in areas where the existing rock is structurally unsound or where rock is needed in a strictly defined space (i.e. pool/spa area). The constructed outcrops will be enhanced with plant material, water features, and boulders. Natural run-off, or self-contained filtered, heated, and treated systems will be utilized to create trickles, small waterfalls and small pools to enhance the cliffscape environment.



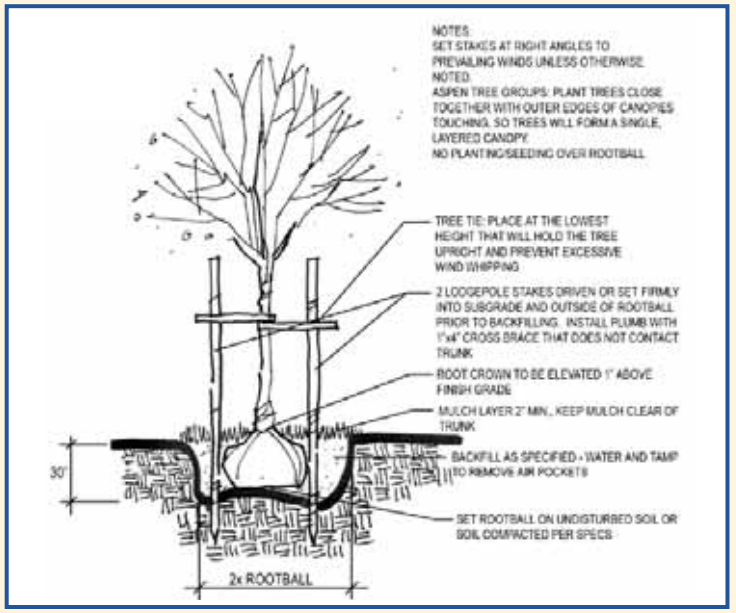


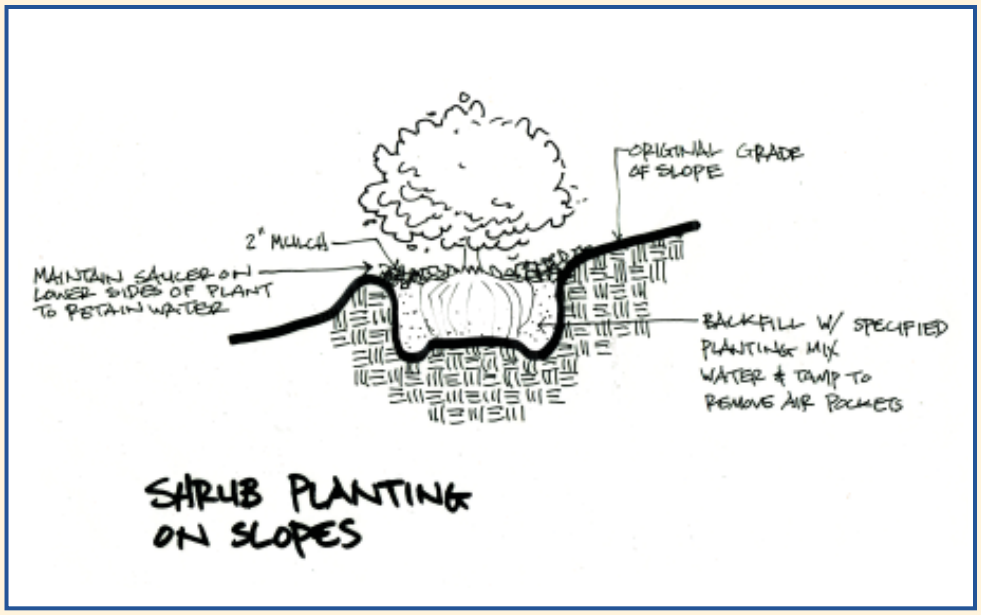
V. Landscape
Retaining Systems

Gabions, or cages of competent site stone, will be used to provide retention, combining the geometric look of the cage system, with the natural feel of stone. These systems can be vertical or stepped and engineered for a variety of heights. Modular block walls may be used in areas where there is limited space, large planting terraces are desired, or where a large wall is needed and a textured surface is preferred. Modular block walls will match other materials in Treasure including color and texture. I-beam and wood retaining systems and iron stained board formed concrete walls will be utilized in areas where near vertical grade change is required and cliffscapes are not feasible. Freestanding walls shall incorporate natural elements that blend with the site. The planted landscape will incorporate trees and shrubs to revegetate disturbed areas, to buffer or frame views, to allow summertime shading of outdoor places, to allow transition in scale and to soften building massing and to introduce color and decoration to outdoor use areas.

V. Landscape
Large Plantings

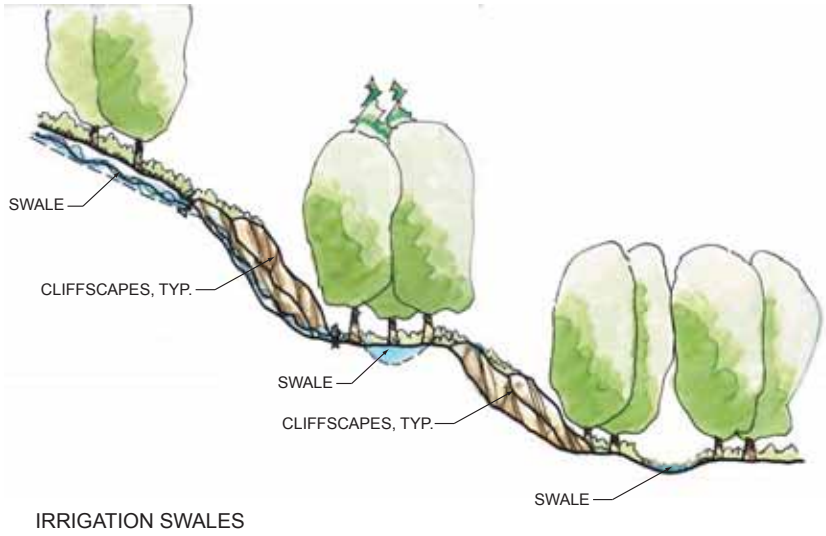
Trees will be primarily deciduous species with an intermixing of coniferous species. Plant materials will emphasize native plant species and low water materials and will conform with Park City guidelines. Trees will be grouped in informal masses rather than uniformly placed. Tree canopies in pedestrian areas, along roadways and in outdoor use areas must be high enough to avoid blocking of views and building lobbies, signage, entries and provide clearance for emergency vehicles. Some sample plant species are: White Pine, Rocky Mountain Maple, Bigtooth Maple, Aspen, and Blue Spruce. The intention is that plantings will be irrigated using natural runoff (refer to the Irrigation page of this booklet). Revegetation will be designed and maintained to provide "defensible space" adjacent to structures as required by the fire protection plan referenced in the appendices. Trees will be arranged in clusters with a clear horizontal separation between clusters to minimize fire spread risk. Vertical separations will also be maintained to avoid fire ladders.



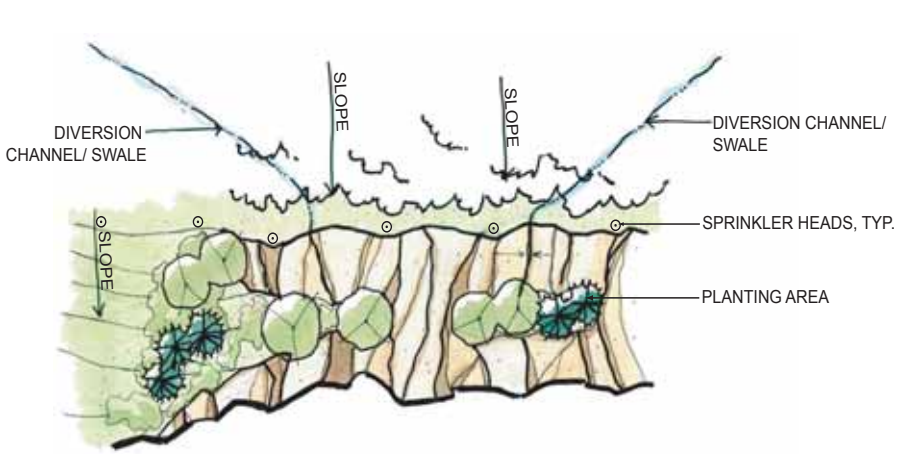


Small plantings will be placed into planters and pockets in the cliffs. Shrubs will be used in some locations to screen service areas and to soften the appearance of graded banks. Shrubs will also be used to provide a foliage mass with special fall color or wintertime berry effect. Ground cover plants will be used on slopes too steep to mow and to enhance the cliffscape environment. Meadow grasses and low growing native shrubs will be planted to create a naturalized understory under forest trees. The intention is that plantings will be largely irrigated using natural runoff (refer to the irrigation page of this booklet). Revegetation will be designed and maintained to provide "defensible space" next to structures as required by the Fire Protection Plan referenced in the appendices. Mid-sized shrubs and perennials will generally be used in pedestrian areas to avoid creation of a fire ladder into adjacent tree canopies. Potential fire hazard will be minimized with supplemental irrigation and use of the spacing guidelines.

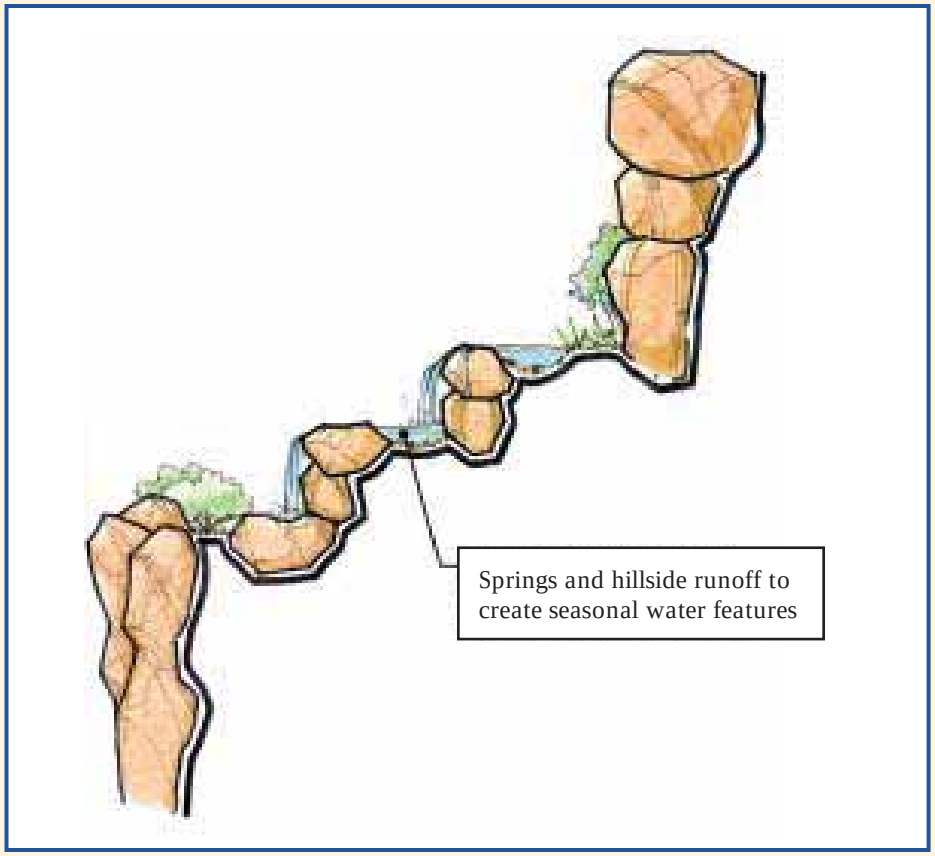
Treasure's irrigation system will focus primarily on making use of the site's natural run-off and northerly exposure. Diversion channels and planted swales will collect the water, directing it to planting areas within the cliffscapes and slope. Mosquito bait will be used where appropriate to treat temporarily stagnant pools in compliance with state law. Large impact sprinkler heads will be placed along the tops of the cliffscapes/retaining walls to provide supplemental irrigation when needed.

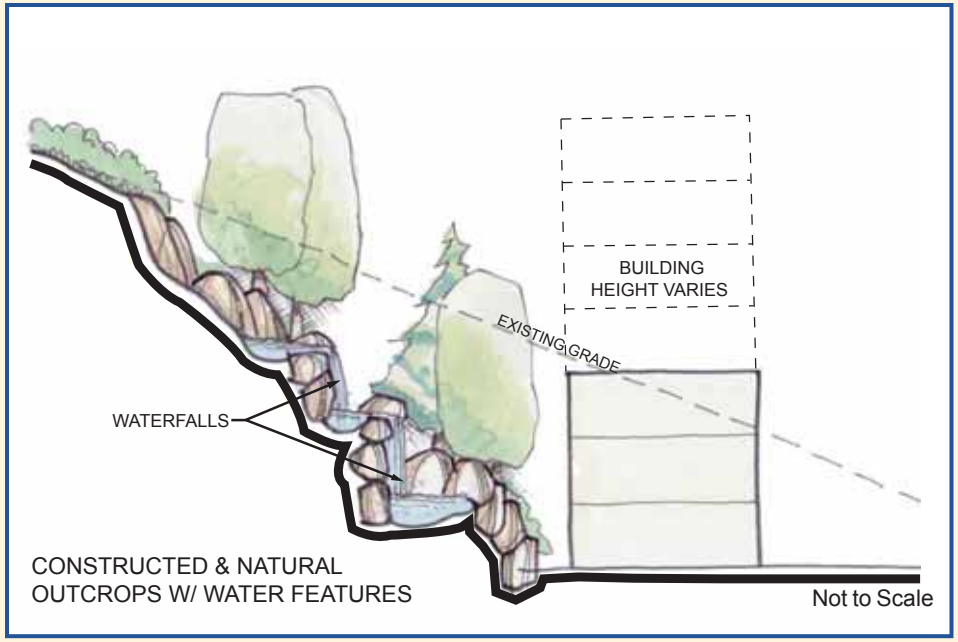


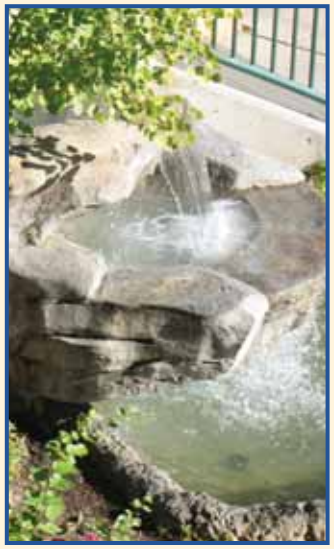
IRRIGATION SWALES



Natural runoff, and self-contained filtered, treated, and heated (where year round), systems will be utilized for trickles, and small waterfalls with a series of small pools. Water flow will be purposely limited—a trickle as opposed to a rush.



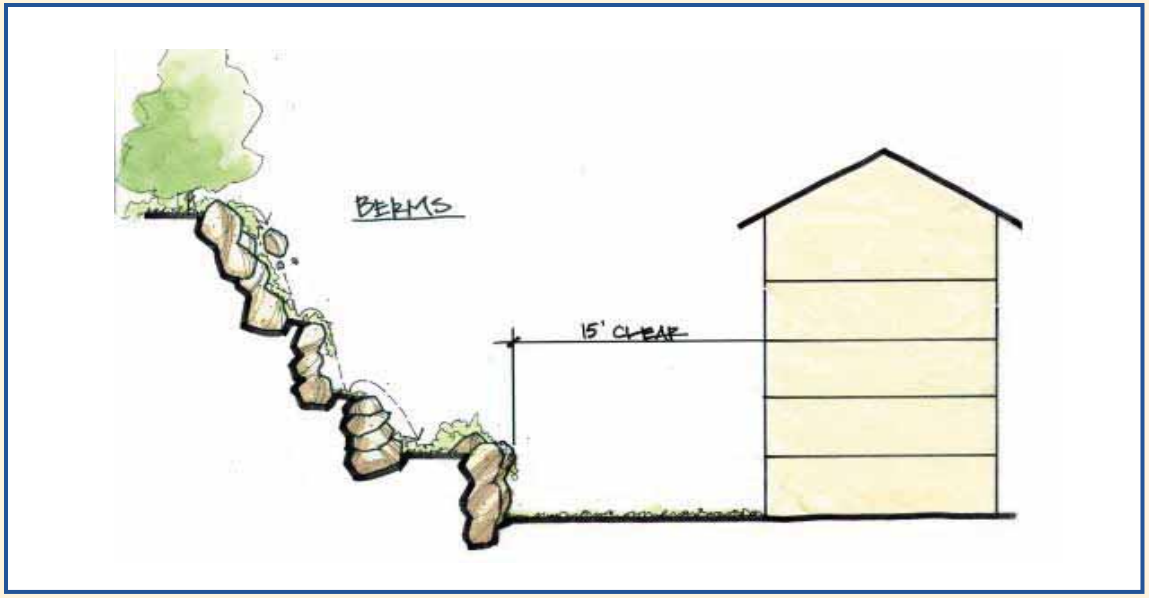


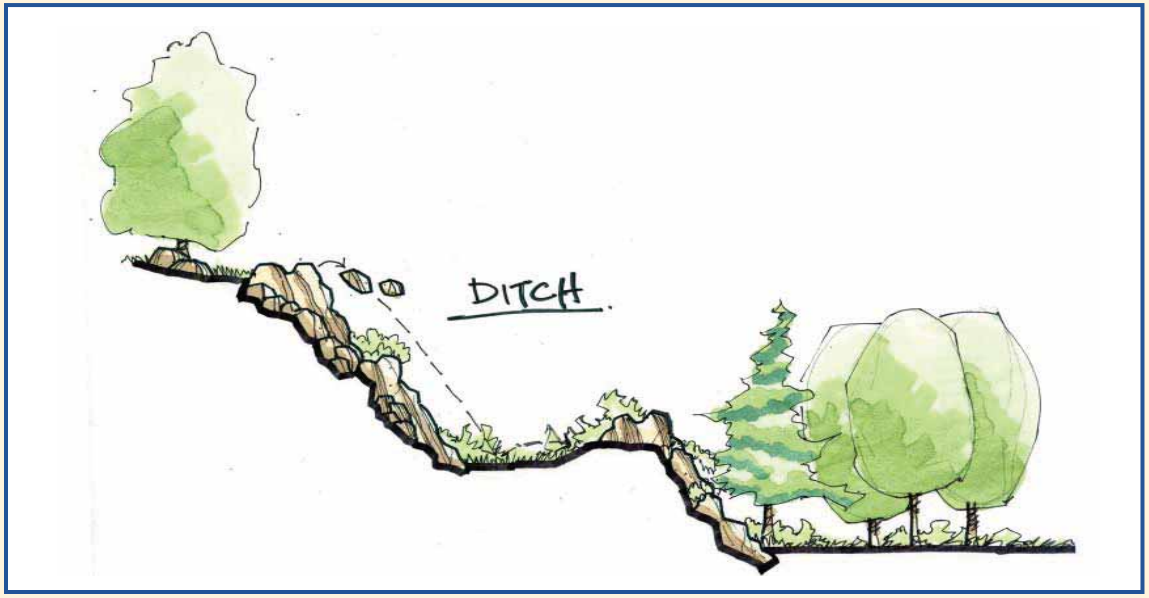


VI. Management
Erosion Control

The majority of Treasure's slopes will be landscaped with one of the systems outlined in the cliffscapes and retaining systems section of this booklet. These areas and other areas will require additional erosion control measures will which serve to control runoff and stabilize soil. There will be several different approaches depending on slope and aesthetic considerations. The primary goal of vegetative stabilization will be to reduce surface erosion and to prevent slope failure. Vegetative stabilization measures will use plant material to protect soil from wind and water. A variety of plants will be used to provide a dense cover in order to protect surface soils and to provide root systems that are distributed throughout all levels of the soil. Hydro-seeding (where seeds are mixed in a slurry of water, mulch, fertilizer and soil binders) will be used to cover large areas quickly and to vegetate slopes that are too steep for other planting. Seed mixes will contain both quick germinating seeds to provide temporary erosion control and permanent seeds for long term erosion control. The hydro-seed substrate will provide protection for germinating seeds and temporary protection for exposed soil. Temporary silt fences will be provided.

Rockfalls can be triggered by a variety of man made and natural causes. In addition to careful slope preparation, such as rock bolting and removing loose rocks and vegetation, rockfall protection will involve multiple techniques used singularly or in combination. Designs for rockfall protection systems will take into account rock and soil types, the angle of the slope, dip and strike, conditions on the top and the toe of the affected areas and other technical factors. Treasure will use a combination of control techniques, including berms, catch ditches, and retaining walls.





8 feet tall safety fences will be located at the top of protected retaining structures. They will be constructed of galvanized I-beam posts that are spaced 10 feet apart. The fences will be strung with 3/16 stainless wire with 3-1/2 inch spacing. Located uphill from these fences, where appropriate and as directed by Park City Mountain Resort, will be 12 feet tall, treated, painted black, 4x4 wood posts set in 2 feet deep concrete, located 30 feet apart with 3/4 inch galvanized eye-bolts at 1 foot intervals, ready for safety rope with flagging. Snowmaking will be provided throughout Treasure and on all of Treasure Hill using state of the art equipment. Grooming will be provided on a regular basis. It is anticipated that resultant corduroy at times will be used as pedestrian access, particularly during non ski hours. Nonetheless, pedestrian access points to the ski trails will be limited and controlled to mitigate skier vs. pedestrian conflicts. Alternative means for pedestrians to cross the ski trails (underground or overhead) will be provided.

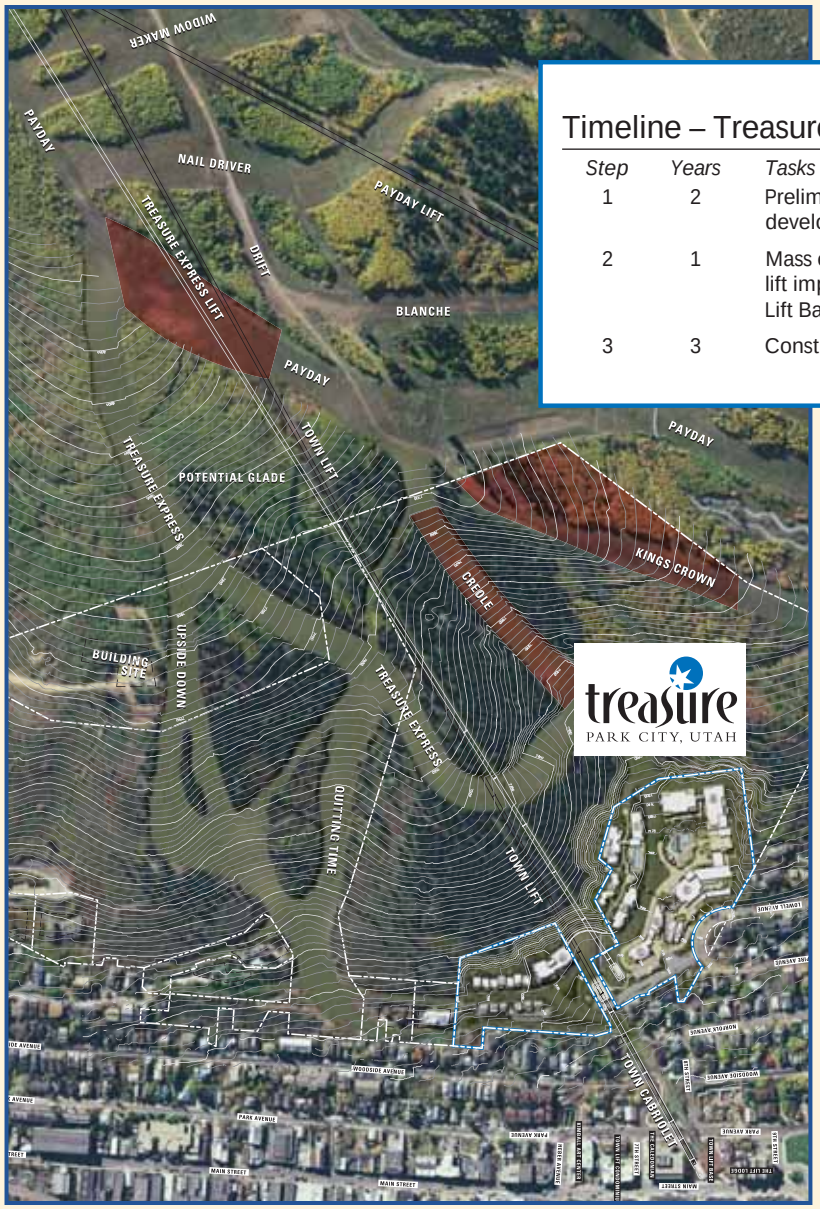
VII. Lift Improvements

Faster Access to Payday

The Town Lift system will be substantially rebuilt and upgraded to accommodate additional skiers from this site. This impact has been studied by the proponent and the Park City Mountain Resort. A forward thinking alternative has been identified that will best address this need. Skier access between all of Old Town and the Park City Mountain Resort has been taken into account including the new lift constructed summer of 2008 between the Park City Mountain Resort Main Base and the top of the Crescent Ridge. The plan includes a cabriolet-style gondola from the Town Lift Base to the project. A detachable lift will go from there to the uppermost point of Treasure Hill adjacent the top of the Payday Ski Lift. The cabriolet-style gondola will serve the dual purpose of acting like a bus between the site and Main Street. The transit time from the Town Lift Base to Treasure will be less than one minute. The trip from the project to the top of Payday will be approximately 5 minutes, the trip from the Town Lift Base to the top of Payday approximately 8 minutes including transferring from the cabriolet to the detachable lift. The maximum capacity for both vehicles will be approximately 2600 passengers/skiers per hour. The ski runs shown on the BP-1 drawing will be constructed.

VIII. Construction Phasing

Excavation Material and Timeline

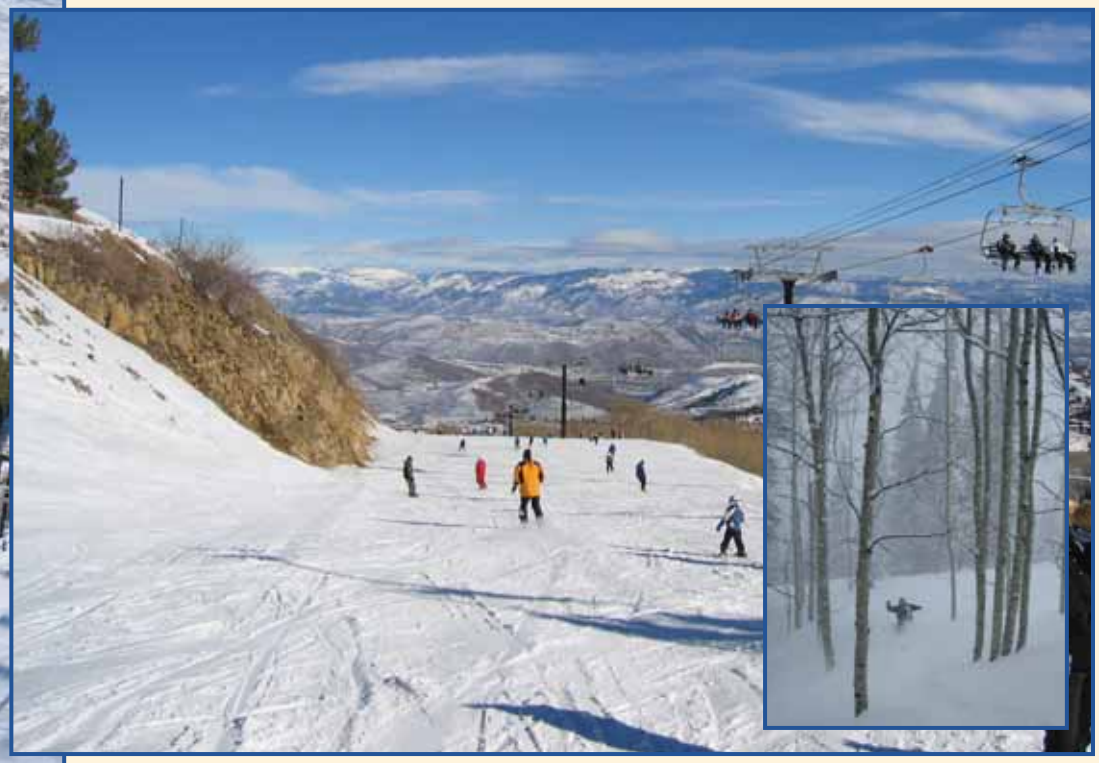


Timeline – Treasure Project

Step	*Years*	*Tasks*
1	2	Preliminary plat, development agreement, final plat, development team, financing, final design
2	1	Mass excavation, cutting and revegetation of cliffscapes, lift improvements including detachable lift and cabriolet, Town Lift Base improvements, reconstruction of Lowell Avenue
3	3	Construction to completion

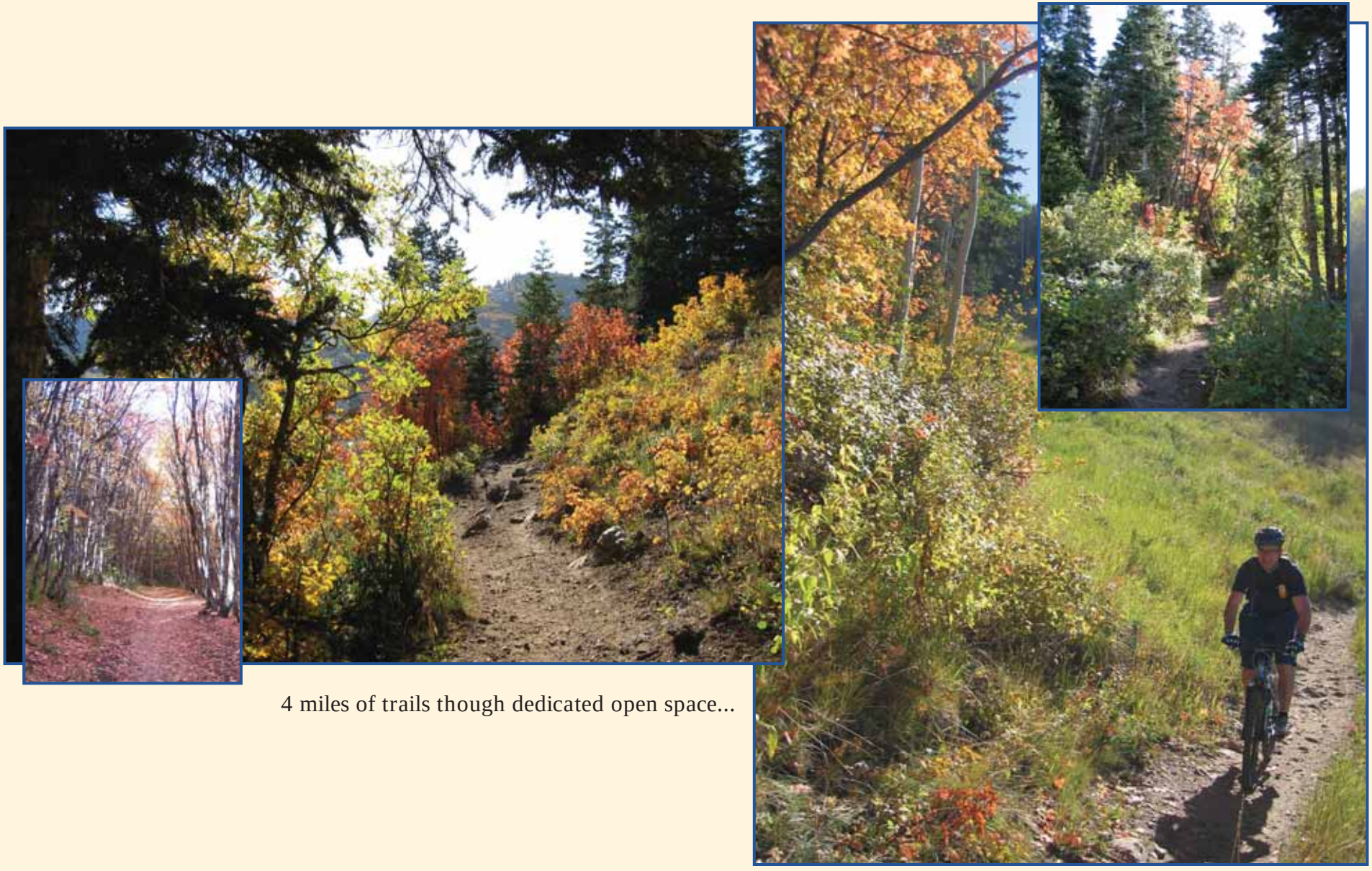
Clean excavation material will be deposited on the Master Plan open space on the upper portions of the Creole and King's Crown (formerly Nastar) Ski Runs, to the west of King's Crown Ski Run, and also, adjacent to the Master Plan, on upper Payday Ski Run, as shown on drawing BP-1. Excavation material will be keyed into undisturbed soil, placed and compacted with heavy equipment, covered with topsoil, and revegetated using prudent soils engineering standards to assure slope stability and run off and erosion control. It will take 2-3 years to put together a development team, secure financing, and complete working drawings. Subject to a formal construction mitigation plan to be submitted as part of final design, the bulk of (1) mass excavation, (2) cutting and revegetation of the cliffscapes, (3) lift improvements including the detachable lift and cabriolet, (4) Town Lift Base improvements, and (5) reconstruction of Lowell Avenue will occur in the first building season. Construction will then proceed in an orderly manner isolated onsite (other than transportation to and from the site) until completion which is expected to take three additional years. Construction workers will be bused to the site from remote locations or park on site. Materials will be stockpiled at remote locations or on site. Landscape adjacent to neighbors and Lowell/Empire Avenues will be finished on a priority basis. There will not be construction parking or staging of materials on Lowell/Empire Avenues.

IX. Off-Site Amenities
Skiing



Park City Mountain Resort
3100 feet vertical / 3300 acres

IX. Off-Site Amenities
Trails



4 miles of trails though dedicated open space...

IX. Off-Site Amenities

Historic Main Street

X. Materials Board

Natural Blends with our Environment

Conditional Use Permit Updated Submittal Documents

Updated December 15th, 2008

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Above is the index for all of the updated submittal drawings and documents.
Go to www.treasureparkcity.com to view and download the index and any of the listed drawings or documents.