



PLANNING DEPARTMENT

Planning Commission Staff Report

Subject: Treasure
Project #: PL-08-00370
Author: Francisco Astorga, AICP, Senior Planner
Date: 08 March 2017
Type of Item: Administrative – Conditional Use Permit
 Introduction to CUP Criteria 4, 5, 6, 13, & 14

Summary Recommendations

Staff recommends that the Planning Commission review the Treasure Conditional Use Permit (CUP) CUP criteria as introduced:

- (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;
- (14) expected Ownership and management of the project as primary residences, Condominiums, time interval Ownership, Nightly Rental, or commercial tenancies, how the form of Ownership affects taxing entities;

Staff recommends that the Planning Commission conduct a public hearing and continue the Conditional Use Permit to the April 12, 2017 Planning Commission meeting.

Description

Property Owner: Sweeney Land Company and Park City II, LLC represented by Patrick Sweeney
Location: Creole-Gulch and Mid-station Sites
 Sweeney Properties Master Plan (SPMP)
Zoning: Estate (E) District – Master Planned Development
Adjacent Land Use: Ski resort area and residential
Topic of Discussion: Introduction to CUP Criteria 4, 5, 6, 13 and 14
Reason for Review: Conditional Use Permits are required for development per the SPMP. Conditional Use Permits are reviewed by the Park City Planning Commission.

Background

The Planning Commission reviewed this application during the January 11, 2017 Planning Commission meeting, which the Planning Department presented the traffic/transportation/parking related documents prepared by the applicant and the City. The Planning Commission provided questions/comments regarding the proposed project, conducted a public hearing and continued it to this meeting. The applicant indicated that their traffic counts dated President’s Day Weekend 2005 were scheduled

to be updated with traffic counts to take place during President's Day Weekend 2017. The City's Transportation Team indicated that they met with the Applicant's traffic engineer and shared concerns with traffic/transportation components that the City needs to have in order to make an updated adequate recommendation. The Applicant indicated in early February that the updated traffic counts will be conducted in mid-February and they anticipate having the update available for presentation in April 2017. With those timing constraints, the Applicant requested not to proceed during the scheduled February 8, 2017 Planning Commission meeting. The City held a public hearing during the February 8, 2017 Planning Commission meeting and continued the item to the March 8, 2017 meeting.

Purpose/Introduction

As indicated on the LMC 50th Edition (2004 LMC), § 15-1-10(D) Standard for Review, the City shall not issue a Conditional Use permit unless the Planning Commission concludes that:

- (1) the Application complies with all requirements of this LMC;
- (2) the Use will be Compatible with surrounding Structures in Use, scale, mass and circulation;
- (3) the Use is consistent with the Park City General Plan, as amended; and
- (4) the effects of any differences in Use or scale have been mitigated through careful planning

The Community Development Department and the Planning Commission must review all of the CUP criteria when considering whether or not the proposed conditional use mitigates impacts. The focus of this staff report is to provide an **introduction** to the Planning Commission relevant to the following CUP criteria:

- (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;
- (14) expected Ownership and management of the project as primary residences, Condominiums, time interval Ownership, Nightly Rental, or commercial tenancies, how the form of Ownership affects taxing entities.

In the Applicant's request to introduce CUP criteria 4, 6, 13, and 14, they included a brief description of the exhibits associated with each listed criteria as shown in italic below:

- *Criteria #4 – Emergency Vehicle Access*
 - *[Treasure Fire Protection Plan dated January 9, 2004](#) – Establishes requirements for internal vehicular access.*

- [Sheet V-8 – Internal Emergency Vehicle Access Plan](#) – dated June 12, 2008 – Shows fire truck and ambulance routes and vertical (elevator) access points.
- **Criteria #6 – Internal Pedestrian and Vehicular Access**
 - [Sheet V-6 – Exterior Circulation Plan](#) – dated June 12, 2008 – Shows pedestrian, vehicle, lift, and skier circulation within and adjacent to project site.
- **Criteria #13 – Control of Delivery and Service Vehicle Loading and Unloading Zones, Screening of Trash, etc.**
 - [Sheet V-9 – Internal Service Circulation](#) - dated June 12, 2008 – Shows service facilities, internal vehicular access, and vertical circulation and parking.
- **Criteria #14 – Expected Ownership and Management**
 - No exhibits are anticipated to be presented at this time.

The Applicant notes that with the exception of CUP criteria #14, these above were selected for review (introduction) because they look at internal emergency vehicle circulation, internal vehicle and pedestrian circulation, parking access, as well as service and delivery circulation. Applicant feels that they have a direct bearing on the ongoing traffic and parking dialogue. They feel the review (introduction) of these criteria is timely in advance of the Traffic Addendum presentation scheduled for April 12, 2017.

An exhibit was submitted to Staff on March 3, 2017 regarding criteria #14. See Exhibit E – [Applicant's Ownership and Management Write-Up](#). Staff did not have an opportunity to review the submitted exhibit; however, comments will be made for every item associated with the required mitigation in the future.

Off-Street Parking Criteria #5 Introduction

The Sweeney Properties Master Plan (SPMP) revised staff report dated December 18, 1985, with the corresponding plans and exhibits constitute the complete Large Scale Master Planned Development permit. This document, [Link B - Approved Sweeney Properties Master Plan \(Narrative\)](#), references parking seven (7) times that applies to this site:

II. STAFF'S RECOMMENDATIONS and FINDINGS

[...]

5. The required parking can readily be provided on-site and in enclosed structures.

[...]

III. 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 on 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.

[...]

- 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 practicable, 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.*

[...]

V. NARRATIVE

The Sweeney Properties Master Plan involves a number of individual development parcels. Combined, a total of 277 unit equivalents are proposed; including, 258 residential and 19 unit equivalents worth of support commercial space. Based upon the zoning in effect at this time, in excess of 450 units could be requested. While this may be somewhat misleading due to certain physical and technical constraints (i.e: access, slope, utilities), it does reveal that a significant reduction in total density proposed has been incorporated into the project. Each area proposed for development has been evaluated on its own merits. During the course of review, numerous concepts were considered with densities shifted around.

The various parcels of land included within the Sweeney Properties Master Plan are scattered about the Historic District and are detailed on the attached Exhibit. For additional clarity a brief narrative description of each development area follows:

[...]

Hillside Properties

By far the largest area included within the proposed Master Plan, the Hillside Properties involve over 123 acres currently zoned HR-1 (approximately 15 acres) and Estate (108 acres). The development concept proposed would cluster the bulk of the density derived into two locations; the Town Lift Mid-Station site and the Creole Gulch area. A total of 197 residential and an additional 19 commercial unit equivalents are proposed between the two developments with over 90% of the hillside (locally referred to as Treasure Mountain) preserved as open space. As part of the Master Plan, the land not included within the development area boundary will be rezoned to Recreation Open Space (ROS).

The Town Lift Mid-Station site contains roughly 3.75 acres and is located west of Woodside Avenue at approximately 6th Street. The majority of the developable area is situated southeast of the mid-station loading area. A total of 35.5 residential unit equivalents are proposed with 3.5 equivalents worth of support commercial space as well. The concept plan shows a number of low profile buildings located on the downhill side of the access road containing 9 unit equivalents. Two larger buildings are shown above the road with 9.5 and 17 units envisioned. The average building height for the Town Lift site is less than 25' with over 85% of the building volume fitting within a 35' height envelope. Parking will be provided within enclosed structures, accessed via a private road originating from the Empire-Lowell switchback. The closest neighboring residence is currently located in excess of 200 feet away.

The Creole Gulch site is comprised of 7.75 acres and situated basically south of the Empire-Lowell switchback at approximately 8th Street. The majority of the property is currently zoned Estate (E). A total of 161.5 residential unit equivalents are proposed. In addition, 15.5 unit equivalents of support commercial space is included as part of the Master Plan. Average building heights are proposed to be less than 45' with a maximum of 95' for the highest point. As conceptually proposed, in excess of 80% of the building volume is within a 75' height envelope measured from existing grade. It is expected that the Creole Gulch site will be subdivided into specific development parcels at some future date. Parking is accessed directly from the Empire-Lowell switchback and will be provided within multi-level enclosed structures. Depending upon the character of development and unit configuration/mix proposed at conditional use approval, the actual numbers of parking spaces necessary could vary substantially. Buildings have been set back from the adjacent road approximately 100' and a comparable distance to the nearest adjoining residence.

[...]

VI. MAJOR ISSUES

[...]

Circulation - Circulation within the primary development sites will be on foot. Private roadways/drives access the project parking areas with vehicular circulation provided between projects and for service/delivery, construction, and emergency purposes. Pedestrian circulation within the projects will be provided via walkways and plazas with off-site improvements made to facilitate area-wide access. Several nearby stairways will be (re)constructed in accordance with the approved phasing and project plans.

Parking Proposal-Amount

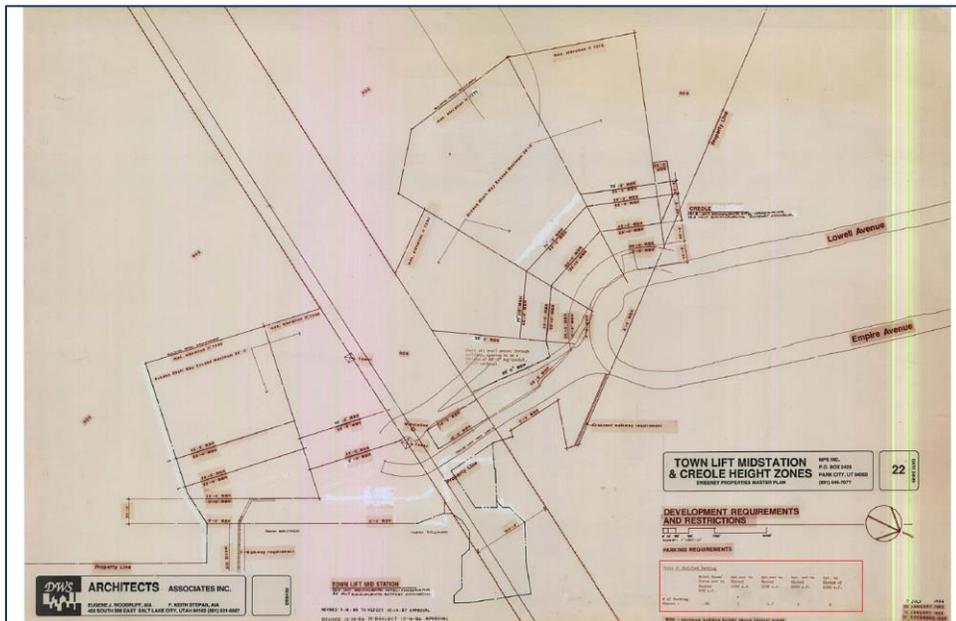
The applicant proposes a total of 424 parking spaces for both sites. 53 parking spaces are to be located within the Mid-Station site and 371 parking spaces are located within the Creole-Gulch site which includes 135 parking spaces within two (2) levels at Creole (Bldgs. 3BC/4A and 5A-5D), 6 parking spaces below Bldg. 2, 169 parking spaces within

4 levels below Bldg. 4B, and 70 parking spaces within one (1) below Bldg. 5AD. The square footage of the parking garage is 262,124 square feet consisting of 222,196 sf. of parking area, 33,175 sf. of accessory space, and 6,753 sf. of circulation and common space.

The following table, from Sheet P.16 Area, Unit Equivalent & Parking Calculations, below summarizes the applicant's proposed parking:

PARKING ANALYSIS												
SUBTOTAL BY UNIT TYPE	TYPE	QTY.	AREA	QTY.	AREA	QTY.	AREA	QTY.	AREA	QTY.	AREA	SUBTOTAL
	RESIDENCES	0	0	0	0	0	0	4	7,333	42	145,133	
	HOTEL	161	76,330	4	3,936	35	37,907	1	1,515	1	2,537	
	CLUB	0	0	0	0	13	15,795	11	20,311	33	83,114	
REQUIRED RESIDENTIAL SPACES		161 @ 0.66 = 106		4 @ 1.0 = 4		48 @ 1.5 = 72		16 @ 2.0 = 32		76 @ 2.0 = 152		366
ALLOCATED EMP. HOUSING SPACES		6,669 S.F. @ 1 SPACE PER 200 S.F. (L.M.C. SECTION 15.3.6: DORMITORY)										33
ALLOCATED STAFF & SERVICE SPACES		APPROXIMATELY 1 SPACE PER 12 UNITS										25
TARGET TOTAL PARKING SPACES												424
PARKING STRUCTURE		CREOLE		MIDSTATION		BLDG. 2		BLDG. 4B		BLDG. 5AD		TOTAL
	LEVEL	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				
SUBTOTAL SPACES PROVIDED		135		53		6		169		70		433
LESS 1 STALL PER REQUIRED ACCESSIBLE SPACE (FOR AISLES) IN ACCORDANCE WITH I.B.C. Tbl. 1106.1												(9)
TOTAL SPACES PROVIDED												424

Applicant utilized Table 2: Modified Parking, below on MPD Sheet 22 Town Lift Mid-station & Creole Height Zones Development Requirements and Restrictions below, referenced on development parameter and condition no. 3.



PARKING REQUIREMENTS

Table 2: Modified Parking

	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

Staff has reviewed Sheet P.16 Area, Unit Equivalent & Parking Calculations and provides the following table to show the required number of parking spaces based on Table 2: Modified Parking:

	Hotel Room/ Suite not to Exceed 650 s. f.	Apt. not to Exceed 1,000 s. f.	Apt. not to Exceed 1,500 s. f.	Apt. not to Exceed 2,000 s. f.	Apt. in Excess of 2,000 s. f.	Totals
# of Parking Spaces (parking ratio)	.66	1	1.5	2	2	N/A
# of units	161	4	48	16	76	305 total number of units, including hotel rooms
# of parking spaces based on the size of the unit	106.26	4.0	72.0	32.0	152.0	367 (366.267) total number of required parking spaces per the Master Plan

The applicant applied Table 2: Modified Parking correctly based on their number of units as they indicated a total of 366 required parking spaces (applicant rounded down, while the LMC 50th Edition 15-3-6(C) indicates that it should be rounded up to the next whole number as the table does not indicate rounding).

The applicant then added 33 parking spaces to accommodate for the 6,669 square feet of employee housing proposed on-site. Because Table 2: Modified Parking did not provide an employee housing parking ratio, the applicant utilized the LMC 50th Edition (2004 LMC) § 15-3-6(A): Dormitory, residential parking ratio which is 1 parking space per 200 sf. floor area devoted to accommodations. Again, applicant rounded down instead of rounding up to the next whole number which is 34 employee parking spaces.

The applicant adds 25 parking spaces for allocated staff and service spaces at a rate of approximately 1 space per 12 units (according to the applicant). The proposed grand total is 424 parking spaces (366+33+25=424), as narrated above).

During the April 22, 2009 Planning Commission meeting, several Commissioners stated that they would not support any parking in excess of the MPD requirement. A Parking Generation Study was submitted to the City in 2009 identified as the Fifth Addendum to the Treasure Hill Traffic Impact Analysis, July 2004. This parking study is currently being updated in conjunction with the other traffic and transportation studies. The parking generation study shows two (2) tables: Table 1 – Raw Parking Generation and Table 2 – Reduced Parking Generation. This same Table 2 was also included in Gary Horton's (Treasure Traffic Engineer) Planning Commission presentation dated January 11, 2017. The parking study recommends that approximately 435 parking spaces be provided to service expected parking demand at the project.

During the July 22, 2009 Planning Commission meeting the Commission concurred that the applicant needs to show an effort for reducing the parking below 366 parking spaces. The 2004 LMC 50th Edition § 15-3-7 (A) states the following:

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

2009 Parking Meetings

The following list below simply represents the last off-street parking related Planning Commission meetings and minutes that took place in 2009, which are the same meetings that were shown to the Planning Commission on January 11, 2017 in the Transportation/Traffic introduction Staff Report:

- [2009.02.11 Planning Commission Staff Report](#)
- [2009.02.11 Planning Commission Work Session meeting minutes](#)
- [2009.02.11 Planning Commission Regular meeting minutes](#)
- [2009.04.22 Planning Commission Staff Report](#)
- [2009.04.22 Planning Commission Regular meeting minutes](#)
- [2009.07.22 Planning Commission Staff Report](#)
- [2009.07.22 Planning Commission Work Session meeting minutes](#)
- [2009.07.22 Planning Commission Regular meeting minutes](#)

Sweeney Properties Master Plan Findings and Parameter/Conditions

Any proposal must comply with the SPMP findings which include all of the following:

1. *The proposed clustered development concept and associated projects are consistent with both the Park City Comprehensive Master Plan and the underlying zoning.*
2. *The uses proposed and general design of the project is or will be compatible with the character of development in the surrounding area.*
3. *The open space preserved and conceptual site planning attributes resulting from the cluster approach to the development of the hillside is sufficient justification for the requested height variation necessary, and that the review criteria outlined in Section 10.9 (e) have been duly considered.*
4. *The commercial uses proposed 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.*
6. *The proposed phasing plan and conditions outlined will result in the logical and economic development of the project including the extension of requisite utility services.*
7. *The proposed setbacks will provide adequate separation and buffering.*
8. *The anticipated nightly /rental and/or transient use is appropriate and compatible with the surrounding area.*
9. *The provision of easements and rights-of-way for existing utility lines and streets is a benefit that would only be obtained without cost to the residents of Park City through such a master planning effort.*
10. *The site planning standards as set forth in Section 10.9(g) of the Land Management Code have either been satisfied at this stage of review or practical solutions can be reasonably achieved at the time of conditional use review/approval.*

Finding no. 4, underlined above, was also reiterated under the parking development

parameter/condition no. 3, which states the following:

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 on 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.*

The reoccurring statement is that the commercial uses proposed will be oriented and provide convenient service to those residing within the project, which is found in the 2004 LMC definition of support commercial:

15-15-1.48. Commercial Use. Retail Business, service establishments, professional offices, and other enterprises that include commerce and/or trade and the buying and selling of goods and services.

(A) 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.

(B) Commercial Use, Resort Support. A Commercial Use that is clearly incidental to, and customarily found in connection with, the principal resort Use, and which is operated and maintained for the benefit or convenience of the Owner, occupants, employees, customers of, or visitors to, the principal Use.

This statement is consistent with Table 2: Modified Parking, on MPD Sheet 22, as it does not provide a parking standard for any support commercial space. Staff finds that when reviewing the Conditional Use Permit for compliance with the SPMP all of the findings and development parameters/conditions need to be reviewed, specifically relating to CUP criteria no. 5, off-street parking, as Staff would like to further understand how the proposed on-site parking is going to be managed to comply with finding no. 4 and development parameter/condition no. 3.

The set of plans updated in 2008 contain [Sheet V-7 Parking and Emergency Vehicular Access](#). Sheet V-7 indicates a total of 427 parking spaces being proposed and separates the parking spaces into four (4) areas: Hotel – 152 spaces, Club – 109 spaces, residential -110 spaces, and staff/visitor – 56 spaces. This sheet does not further clarify management or compliance with not drawing people from outside the development. Furthermore, this sheet assigns visitor parking. Staff would like to further understand how parking is to be managed.

Discussion Requested: Staff request to further understand how the applicant

plans on managing off-street (on-site) parking to assure compliance with Finding no. 4 and Development Parameter/Condition no. 3 in that all support commercial uses are oriented and provide convenient service to those residing within the project and not designed to serve off-site or attract customers from other areas. Does the Planning Commission agree with this statement?

Update

The Planning Department's transportation team (City Engineer's office, Transportation Planning Department, Public Works Dept., etc.) is waiting on the supplemental information regarding traffic and transportation, i.e., road capacity, volume, counts, etc. The Planning Department will provide an official recommendation to the Planning Commission once the studies are updated.

Notice

The property was posted and notice was mailed to property owners within 300 feet on May 11, 2016 for the initial meeting held on June 8, 2106. Legal notice was published in the Park Record according to requirements of the Land Management Code prior to every meeting.

Public Input

Public input has been received by the time of this report. See the following website: [Link A - Public Comments](#) with public input received as of April 2016. All public comments are forwarded to the Planning Commission via the staff report link above and kept on file at the Planning Office. Planning Staff will not typically respond directly to the public comments, but may choose to address substantive review issues in subsequent staff reports. There are four (4) methods for public input to the Planning Commission:

- Attending the Planning Commission meetings and giving comments in the public hearing portion of the meeting
- Preparing comments in an e-mail to treasure.comments@parkcity.org
- Visiting the Planning office and filling out a Treasure CUP project Comment Card
- Preparing a letter and mailing/delivering it to the Planning Office

Summary Recommendations

Staff recommends that the Planning Commission review the Treasure Conditional Use Permit (CUP) CUP criteria as introduced. Staff recommends that the Planning Commission conduct a public hearing and continue the Conditional Use Permit to the April 12, 2017 Planning Commission meeting

Exhibits (printed)

- Exhibit A – [Sheet V-6 – Exterior Circulation Plan](#)
- Exhibit B – [Sheet V-7 Parking and Emergency Vehicular Access](#)
- Exhibit C – [Sheet V-8 – Internal Emergency Vehicle Access Plan](#)
- Exhibit D – [Sheet V-9 – Internal Service Circulation](#)
- Exhibit E – [Applicant's Ownership and Management Write-Up](#)

Hyperlinks

[Link A - Public Comments](#)

[Link B - Approved Sweeney Properties Master Plan \(Narrative\)](#)

[Link C - Approved MPD Plans](#)

[Link D - Proposed Plans – Visualization Drawings1](#)

Sheet BP-01 The Big Picture
Sheet V-1 Illustrative Plan
Sheet V-2 Illustrative Pool Plaza Plan
Sheet V-3 Upper Area 5 Pathways
Sheet V-4 Plaza and Street Entry Plan
Sheet V-5 Building 4b Cliffscape Area
Sheet V-6 Exterior Circulation Plan
Sheet V-7 Parking and Emergency Vehicular Access
Sheet V-8 Internal Emergency Access Plan
Sheet V-9 Internal Service Circulation
Sheet V-10 Site Amenities Plan
Sheet V-11 Usable Open Space with Development Parcels
Sheet V-12 Separation-Fencing, Screening & Landscaping
Sheet V-13 Noise Mitigation Diagrams
Sheet V-14 Signage & Lighting
Sheet V-15 Contextual Site Sections - Sheet 1
Sheet V-16 Contextual Site Sections - Sheet 2

[Link E - Proposed Plans – Visualization Drawings2](#)

Sheet V-17 Cliffscales
Sheet V-18 Retaining Systems
Sheet V-19 Selected Views of 3D Model - 1
Sheet V-20 Selected Views of 3D Model – 2
Sheet V-21 Viewpoints Index
Sheet V-22 Camera Viewpoints 1 & 2
Sheet V-23 Camera Viewpoints 3 & 4
Sheet V-24 Camera Viewpoints 5 & 6
Sheet V-25 Camera Viewpoints 7 & 8
Sheet V-26 Camera Viewpoints 9 & 10
Sheet V-27 Camera Viewpoint 11
Sheet V-28 Illustrative Plan – Setback

[Link F - Proposed Plans – Architectural/Engineering Drawings 1a](#)

Sheet VM-1 Vicinity & Proposed Ski Run Map
Sheet EC.1 Existing Conditions
Sheet SP.1 Site & Circulation Plan Sheet
Sheet GP.1 Grading Plan
Sheet HL.1 Height Limits Plan
Sheet HL.2 Roof Heights Relative to Existing Grade
Sheet FD.1 Fire Department Access Plan

[Link G - Proposed Plans – Architectural/Engineering Drawings 1b](#)

Sheet P.1 Level 1 Use Plan

Sheet P.2	Level 2 Use Plan
Sheet P.3	Level 3 Use Plan
Sheet P.4	Level 4 Use Plan
Sheet P.5	Level 5 Use Plan
Sheet P.6	Level 6 Use Plan
Sheet P.7	Level 7 Use Plan
Sheet P.8	Level 8 Use Plan
Sheet P.9	Level 9 Use Plan
Sheet P.10	Level 10 Use Plan
Sheet P.11	Level 11 Use Plan
Sheet P.12	Level 12 Use Plan
Sheet P.13	Level 13 Use Plan
Sheet P.14	Level 14 Use Plan
Sheet P.15	Level 15 Use Plan
Sheet P.16	Area, Unit Equivalent & Parking Calculations

[Link H – Proposed Plans – Architectural/Engineering Drawings 2](#)

Sheet E.1AC2.1	Buildings 1A, 1C& 2 Exterior Elevations
Sheet E.1B.1	Building 1B Exterior Elevations
Sheet E.3A.1	Building & Parking Garage Exterior Elevations
Sheet E.3BC.1	Building 3BC Exterior Elevations
Sheet E.3BC.2	Building 3BC Exterior Elevations
Sheet E.3BC.3	Building 3BC Exterior Elevations
Sheet E.4A.1	Building 4A Exterior Elevations
Sheet E.4A.2	Building 4A Exterior Elevations
Sheet E.4B.1	Building 4B Exterior Elevations
Sheet E.4B.2	Building 4B Exterior Elevations
Sheet E.4B.3	Building 4B Exterior Elevations
Sheet E.4B.4	Building 4B Exterior Elevations
Sheet E.5A.1	Building 5A Exterior Elevations
Sheet E.5B.1	Building 5B Exterior Elevations
Sheet E.5C.1	Building 5C Exterior Elevations
Sheet E.5C.2	Building 5C Exterior Elevations
Sheet E.5D.1	Building 5D Exterior Elevations
Sheet S.1	Cross Section
Sheet S.2	Cross Section
Sheet S.3	Cross Section
Sheet S.4	Cross Section
Sheet S.5	Cross Section
Sheet S.6	Cross Section
Sheet S.7	Cross Section
Sheet S.8	Cross Section
Sheet S.9	Cross Section
Sheet UP.1	Concept Utility Plan

[Link I – Applicant’s Written & Pictorial Explanation](#)

[Link J – Fire Protection Plan \(Appendix A-2\)](#)

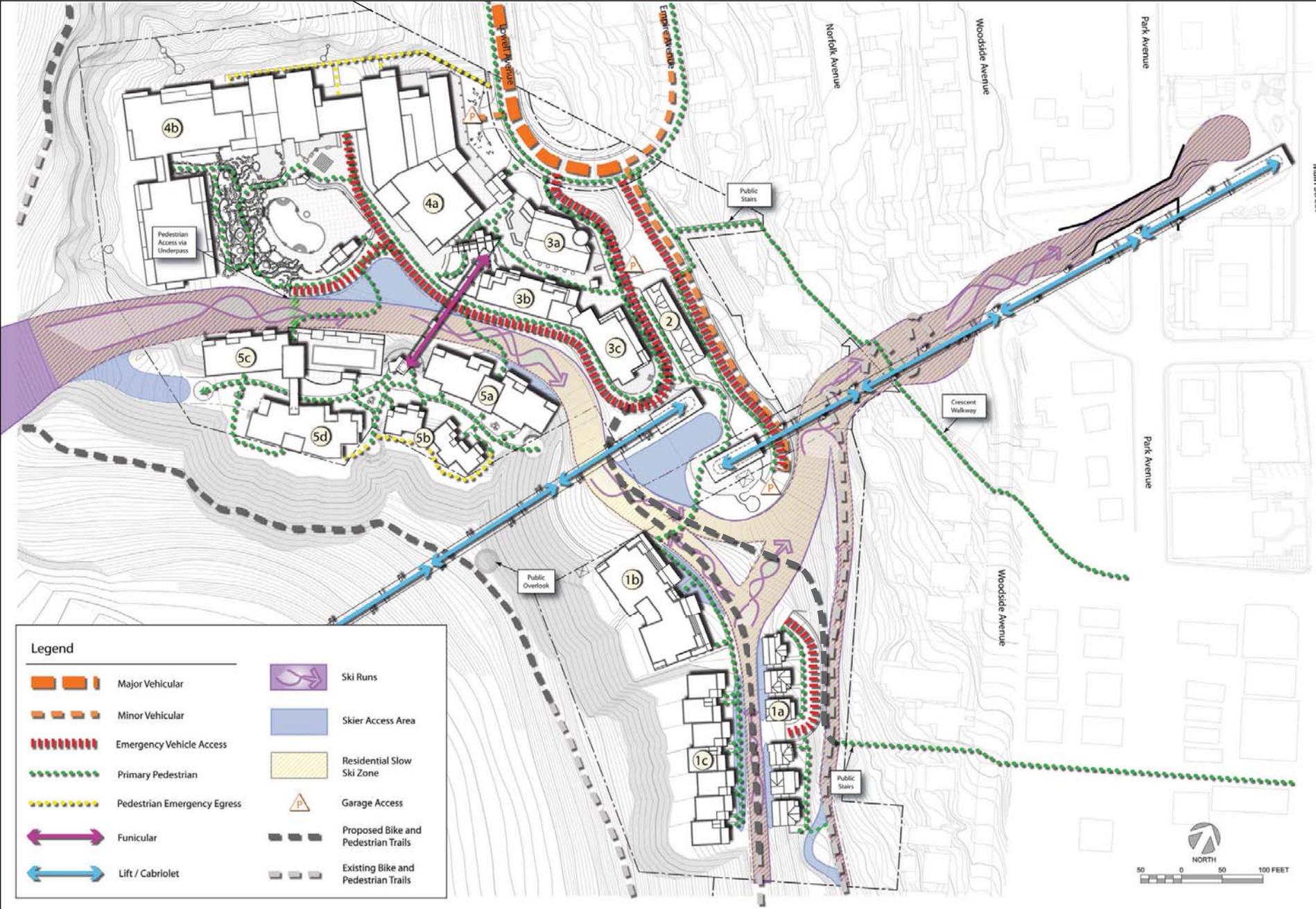
[Link K – Utility Capacity Letters \(Appendix A-4\)](#)

[Link L – Soils Capacity Letters \(Appendix A-5\)](#)
[Link M – Mine Waste Mitigation Plan \(Appendix \(A-6\)](#)
[Link N – Employee Housing Contribution \(Appendix A-7\)](#)
[Link O – Proposed Finish Materials \(Appendix A-9\)](#)
[Link P – Economic Impact Analysis \(Appendix A-10\)](#)
[Link Q – Signage & Lighting \(appendix A-13\)](#)
[Link R – LEED \(Appendix A-14\)](#)
[Link S – Worklist \(Appendix A-15\)](#)
[Link T – Excavation Management Plan \(Appendix A-16\)](#)
[Link U – Project Mitigators \(Appendix A-18\)](#)
[Link V – Outside The Box \(Appendix A-20\)](#)

Additional Hyperlinks

[2009.04.22 Jody Burnett MPD Vesting Letter](#)
[Staff Reports and Minutes 2016](#)
[Staff Reports and Minutes 2009-2010](#)
[Staff Reports and Minutes 2006](#)
[Staff Reports and Minutes 2005](#)
[Staff Reports and Minutes 2004](#)
[2004 LMC 50th Edition](#)
[1997 General Plan](#)
[1986.10.16 City Council Minutes](#)
[1985.12.18 Planning Commission Minutes](#)
[1986 Comprehensive Plan](#)
[1985 Minutes](#)
[1985 LMC 3rd Edition](#)
[1983 Park City Historic District Design Guidelines](#)
[Parking, Traffic Reports and Documents](#)
MPD Amendments:
[October 14, 1987 - Woodside \(ski\) Trail](#)
[December 30, 1992 - Town Lift Base](#)
[November 7, 1996 – Town Bridge](#)

Exhibit A – Sheet V-6 – Exterior Circulation Plan



REVISIONS:
12/9/2008

ids
INTEGRATED DESIGN BUILDING

PERKINS DESIGN ASSOCIATES

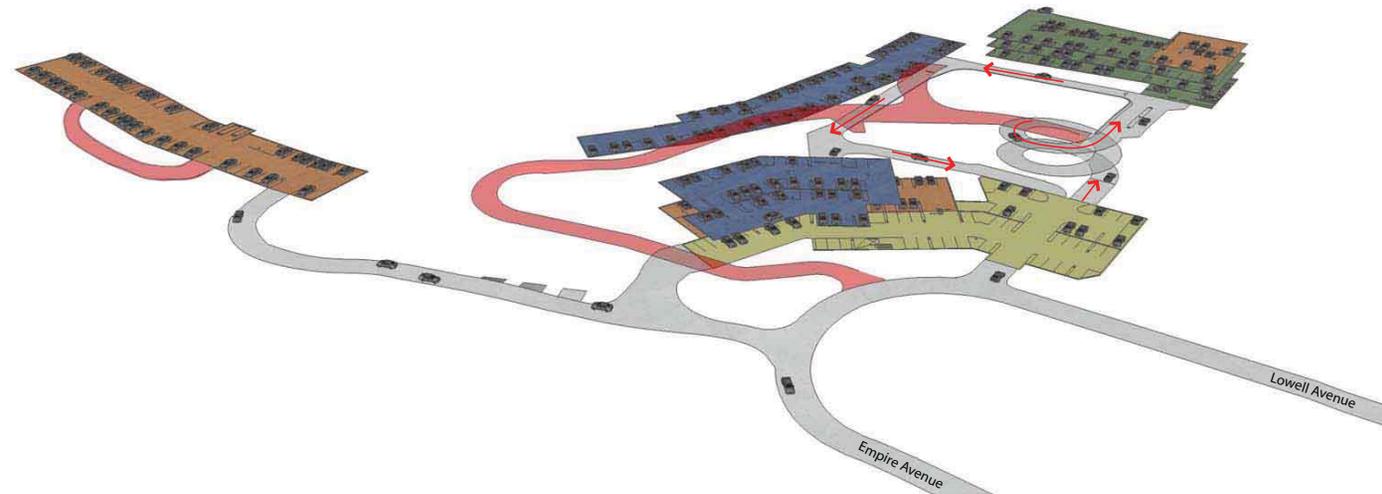
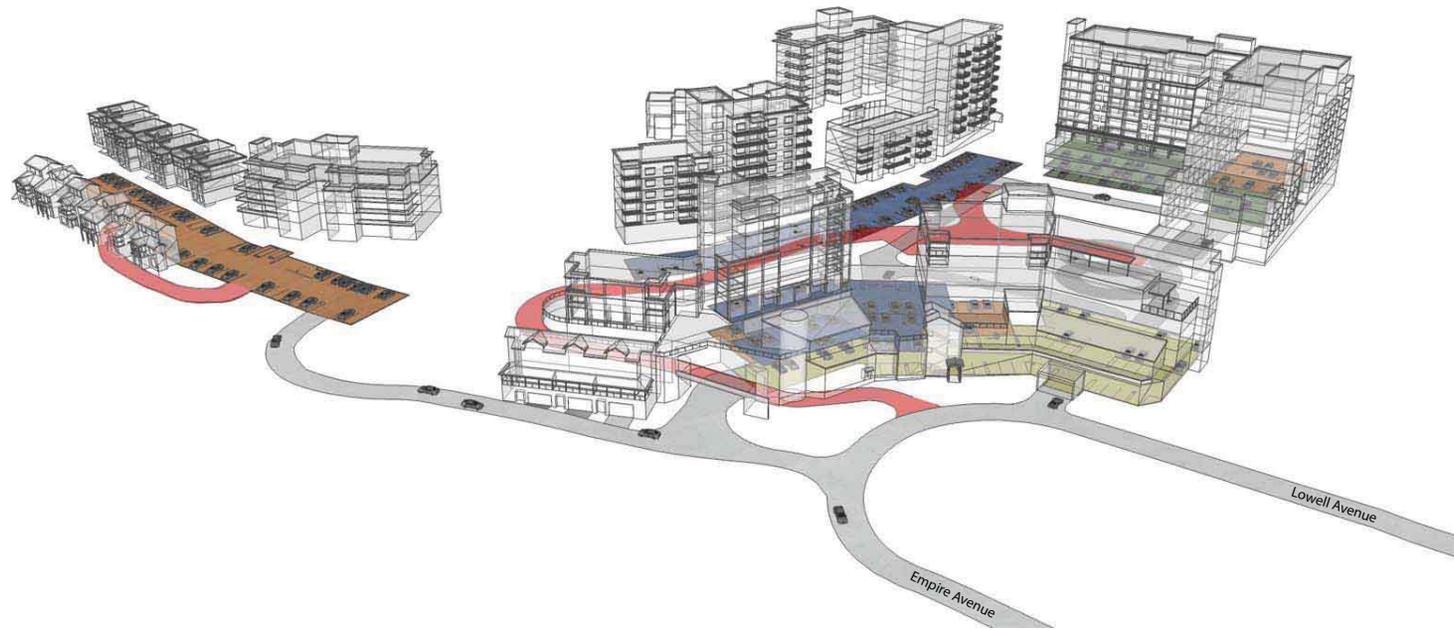
MPE INCORPORATED

Exterior Circulation Plan
Developed by
MPE, INC., PO Box 2429, Park City, UT 84060
eMail: info@treasureparkcity.com

treasure
PARK CITY, UTAH

SHEET NUMBER
V-6
6/12/2008

Exhibit B – Sheet V-7 Parking and Emergency Vehicular Access



Legend	
	Hotel - 152 Spaces
	Club - 109 Spaces
	Residential - 110 Spaces
	Staff/Visitor - 56 Spaces
	Emergency Vehicle Access Only
Total - 427 Spaces	

Note: The upper image depicts translucent building massings with representative interior parking areas and emergency vehicle access routes.

REVISIONS:

2180 Riverway, Park City, UT 84060
 Phone: 435.266.9000
 Fax: 435.266.9001
 www.treasureparkcity.com



100 S. MAIN
 LANDSCAPE ARCHITECTURE
 RESTORATION
 2070 E. Park Avenue, #207
 Park City, UT 84060
 Phone: 435.266.9000
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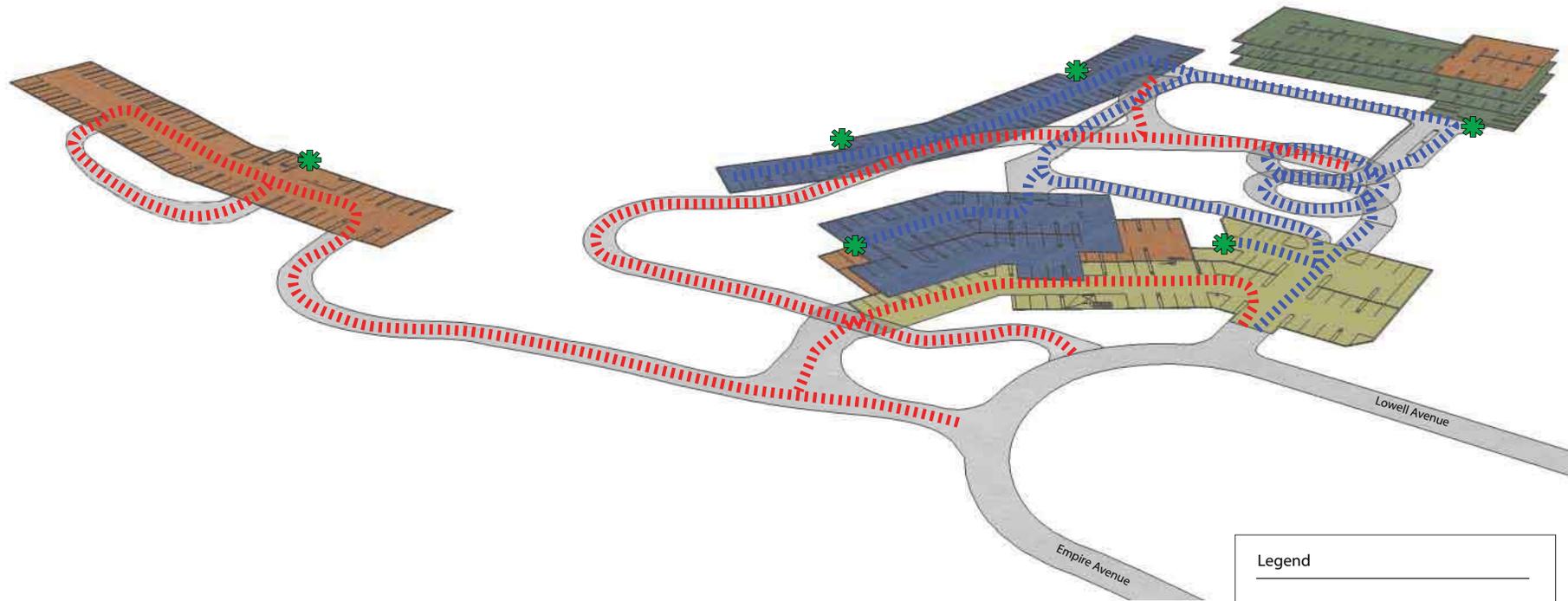
Parking and Emergency Vehicular Access
 Developed by
 MPE, INC., PO Box 2429, Park City, UT 84060
 eMail: info@treasureparkcity.com



SHEET NUMBER

V-7
 6/12/2008

Exhibit C – Sheet V-8 – Internal Emergency Vehicle Access Plan



Legend

-  Fire Truck Access Route
-  Ambulance Access Route
-  Elevator Access Point

Note that the Fire Truck Access Routes can be used by ambulances, while the Ambulance Access Route will not accommodate fire trucks. (See sheet V-7 for parking information)

REVISIONS:

218 University Ave
 Park City, UT 84060
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100 S. MAIN
 LANDSCAPE ARCHITECTURE
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Internal Emergency Access Plan
 Developed by
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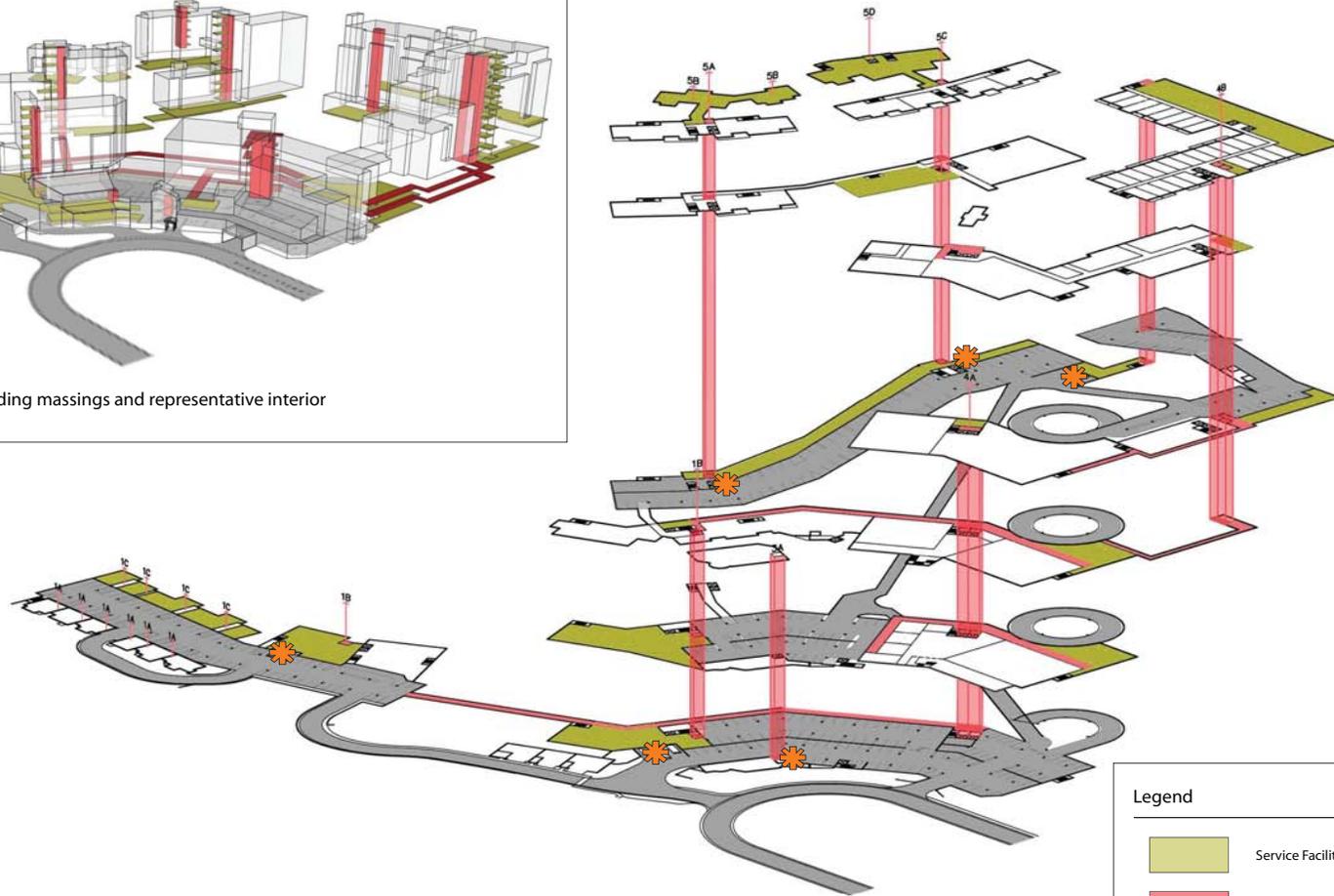
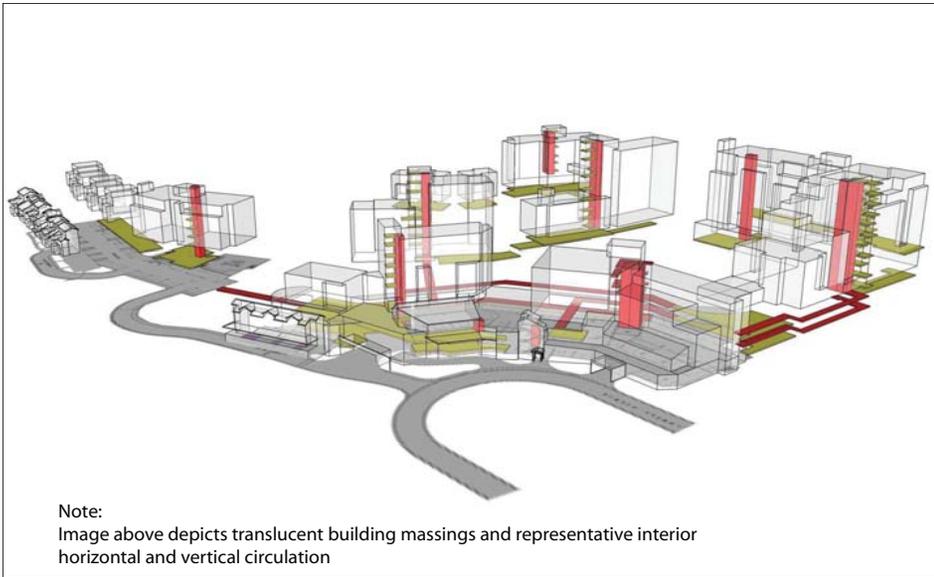


SHEET NUMBER

V-8

6/12/2008

Exhibit D – Sheet V-9 – Internal Service Circulation



Legend

- Service Facility
- Service Hallway / Elevator
- Vehicular Access Point

Note:
Image above depicts an exaggerated verticle seperation for each floor level shown without building massing and represents only the service related horizontal and vertical circulation.

REVISIONS:



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treasure
PARK CITY, UTAH

SHEET NUMBER
V-
6/12/2008



**Ownership and Management
CUP Criteria 14**

The proposed ownership structure of MPE, Inc.’s CUP application for Treasure Hill consists of a combination of detached condominiums, townhouse condominiums, stacked flat condominiums, and condo-hotel type units, in addition to the resort commercial and support uses. The development parcels/property will be platted to be contained within a single lot of record and one or more condominium or subdivision plats will be recorded. It is expected that individuals will own the condominium units and the condo-hotel units will be operated primarily as a traditional hotel (with various units in a rental pool).

MPE, Inc. anticipates the entire project will be subject to a Master Owner’s Association, with individual associations formed for the various types of units and commercial areas. A majority of the project will likely be operated by a resort management or hotel resort company, with common management, check-in, housekeeping, and guest services.

This form of ownership and management is allowed under the 2003 Land Management Code and is allowed was contemplated in Treasure Hill’s 1986 Master Plan Development Approval. Kirsten Whetstone’s July 14, 2004 Staff Report and Katie Cattan’s April 22, 2009 Staff Report both note that the proposed ownership and management are allowed in, approved by, and comply with the applicable requirements.