



PLANNING DEPARTMENT

Planning Commission Staff Report

Subject: Treasure
Project #: PL-08-00370
Authors: Francisco Astorga, AICP, Senior Planner
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Date: 11 October 2017
Type of Item: Administrative – Conditional Use Permit
Refinement 17.2 Update / Planning Commission
Outstanding Items

Summary Recommendations

Staff recommends that the Planning Commission review the Treasure Conditional Use Permit (CUP) as outlined in this staff report. Staff recommends that the Planning Commission conduct a public hearing and continue the item to a future 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
Zoning: Estate (E) District – Master Planned Development
Adjacent Land Use: Ski resort area and residential
Topic of Discussion: Transportation Update / Refinement 17.2 Update /
Planning Commission Outstanding Items
Reason for Review: Conditional Use Permits are required for development per
the Sweeney Properties Master Plan. Conditional Use
Permits are reviewed by the Park City Planning
Commission

Background

Refinement 17.2 plans have been fully submitted to the City for review with its accompanying documents: Comparison plans submitted on August 14, 2017, updated Written & Pictorial Explanation document submitted on August 18, 2017, photographs/simulations identified as Signature Still (SS), View Points (VP), and an update of the animation/model submitted to on September 1, 2017. All of these updates are to reflect Refinement 17.2 and are available online on the City's website, see the following hyperlinks:

- [Link W – Refinement 17.2 Plans received 2017.08.10](#)
- [Link X – Refinement 17.2 Plans compared to 2009 Plans received 2017.08.14](#)
- [Link Y – Written & Pictorial Explanation \(Updated\) received 2017.08.14](#)

- [Link Z – Refinement 17.2 Signature Stills Renderings received 2017.09.01](#)
- [Link AA – Refinement 17.2 View Points Renderings received 2017.09.01](#)
- [Link BB – Refinement 17.2 Animation Model received 2017.09.01](#)

Refinement 17.2 Update

The following table below is a summary of the category specific totals:

Building area by Use	2009 Refinement (Square feet)	17.2 Refinement (Square feet)	Difference (Square feet)
Residential (net):	393,911	393,466	-445
Allotted Commercial (MPD UE's, gross)	18,863	18,560	-303
Support Commercial (gross)	33,412	21,339	-12,073
Meeting Space (gross)	16,127	16,214	+87
Accessory Space (gross)	70,372	61,203	-9,169
Commons Space & Circulation (gross), also Accessory Space	145,655	137,069	-8,586
Parking (gross)	3,661	3,188	-473
Subtotal	682,001	651,039	-30,962
<i>Basement areas:</i>			
Parking (gross)	241,402	241,171	-231
Accessory Space (gross)	65,929	38,089	-27,840
Common Space & Circulation (gross), also Accessory Space	27,555	18,431	-9,124
Subtotal	334,886	297,691	-37,195
Grand Total	1,016,887	948,730	-68,157

As shown on this table above, the above grade square footage decreased by 30,962 square feet and the below grade (basement area) square footage decreased by 37,195 square feet. Refinement 17.2 is not a substantial change or deviation of the 2009 plans as the applicant has clearly labeled it as a refinement, not a change or an amendment. In reviewing the plans, specifically the difference in square footage Staff does not find a significant departure to the 2009 plan or that it is in direct response to the Planning Commission items. The applicant submitted a set of plans consisting of 16 sheets that outline the difference between the 2009 plans (refinement) and the newly received Refinement 17.2, see [Link X – Refinement 17.2 Plans compared to 2009 Plans received 2017.08.14.](#)

The following outline consists of the proposed refinement:

- Site & Circulation Plan ([Sheet No. SP.1 - comparative](#)) keynotes:
 1. Existing grade of Lowell-Empire loop retained rather than lowered.
 2. Entry driveway moved 14' to the South.

3. Moved sidewalk from abutting the curb to inside the right-of-way.
 4. Widened the entry drive to provide occasional round-about in the event either Lowell or Empire is un-passable.
 5. Relocated the elevators/stair building.
 6. Reduced the length of the link between buildings 4A & 4B.
 7. Reduced the length of the link between the north and south wings of 4B.
 8. Eliminated the pool building and moved it's uses into building 4B.
 9. Eliminated buildings 5b & 5D entirely.
 10. Moved building 5A to the south.
 11. Widened the ski trail.
 12. Converted building 5C to flats in lieu of townhomes and moved the building to the west.
 13. Reduced the area of disturbance by approximately 78,000 S.F. or 1.8 acres.
 14. Lowered then elevation at the top of the cliff-scape approximately 16' and reduced the overall height by approximately 4'.
 15. Lowered the elevation at the top of the cliff-scape approximately 37' and reduced the overall height by approximately 57'.
 16. Lowered the elevation at the top of cliff-scape approximately 48' and reduced.
- Level 1 Use Plan ([Sheet No. P.1 - comparative](#)) keynotes:
 1. Central check-in lobby added.
 2. Circular ramp to 4B parking garage eliminated.
 3. Below-grade roadway widened to accommodate two-way traffic.
 4. Parking garage shortened.
 5. Basement lobby and accessory space eliminated.
 6. Townhome basement storage and vertical circulation eliminated.
 - Level 3 Use Plan ([Sheet No. P.3 - comparative](#)) keynotes:
 1. Circular ramp to 4B parking garage eliminated.
 2. Below-grade roadway eliminated.
 3. Parking garage beneath south wing of building 4B eliminated.
 4. Below-grade service corridor eliminated.
 5. Roadway widened to accommodate two-way traffic.
 6. East portion of parking garage moved toward the south.
 7. Below-grade lobby beneath building 5A eliminated.
 8. Below-grade accessory space eliminated.
 9. Buildings 5B & 5D eliminated in their entirety, including below-grade accessory space.
 - Buildings 1A & 2 Exterior Elevations ([Sheet No. E1A2.1 - comparative](#)) notes:
 - No change to building 1A east and west elevations.
 - Minimal changes shown with the 2009 building outlined, compared to show difference.

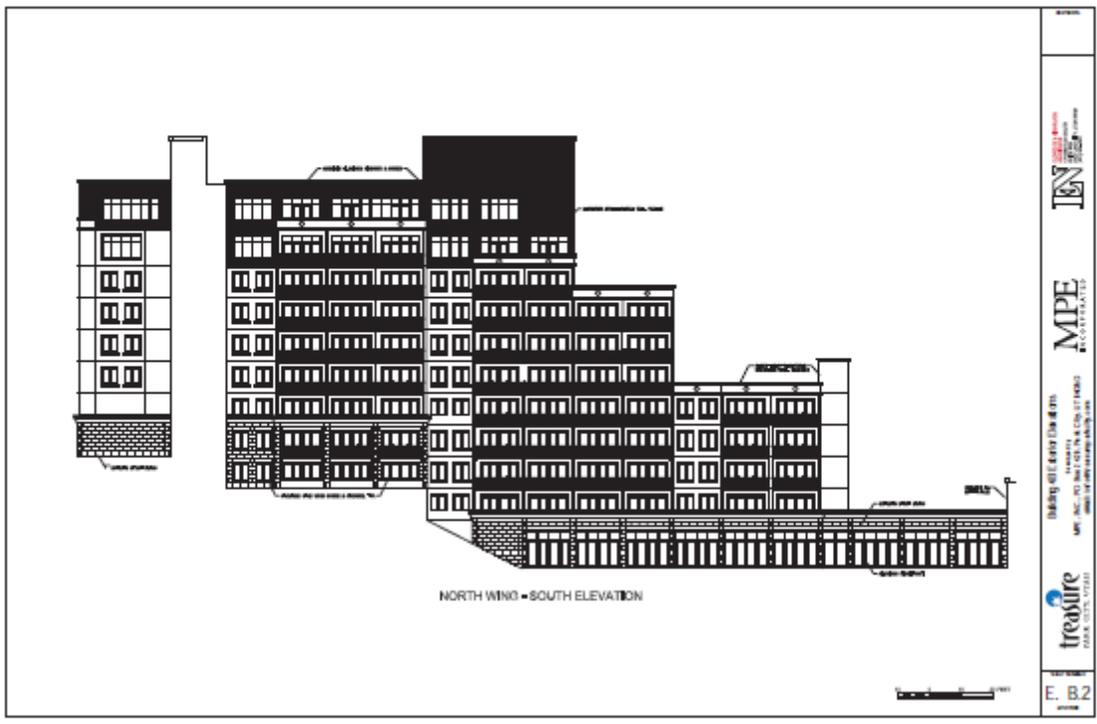
- Building 1B Exterior Elevations ([Sheet No. E1B.1 - comparative](#)) notes:
 - Changes shown with the 2009 building outlined, compared to show difference.
 - Penthouse unit added (additional story).
 - Retaining wall added and finish grade at back raised 2 stories.
- Building 1C Exterior Elevations ([Sheet No. E1C.1 - comparative](#)) notes:
 - Changes shown with the 2009 building outlined, compared to show difference.
 - Townhomes converted to flats.
 - Finish grade at back raised 2 stories.
- Building 3A & Creole Parking garage Exterior Elevations ([Sheet No. E3a.1 - comparative](#)) notes:
 - Minimal changes shown with the 2009 building outlined compared to show difference.
 - Building elevation raised to accommodate existing grade at Lowell-Empire loop.
- Building 3BC Exterior Elevations ([Sheet No. E3BC.1 - comparative](#)) notes:
 - Changes shown with the 2009 building outlined compared to show difference.
 - Eliminated one story from building 3C.
 - Building Elevation raised to accommodate existing grade at Lowell-Empire loop.
- Building 3BC Exterior Elevations ([Sheet No. E3BC.2 - comparative](#)) notes:
 - Changes shown with the 2009 building outlined compared to show difference.
 - Building Elevation raised to accommodate existing grade at Lowell-Empire loop.
- Building 4A Exterior Elevations ([Sheet No. E4A.1 - comparative](#)) notes:
 - Minimal changes shown with the 2009 building outlined compared to show difference.
 - Building Elevation raised to accommodate existing grade at Lowell-Empire loop.
- Building 4B Exterior Elevations ([Sheet No. E4B.1 - comparative](#)) notes:
 - Minimal changes shown with the 2009 building outlined compared to show difference.
 - Reduced the width of the link between north & south wings.
 - Building Elevation raised to accommodate existing grade at Lowell-Empire loop.

- Building 4B Exterior Elevations ([Sheet No. E4B.2 - comparative](#)) notes:
 - Major changes shown with the 2009 building outlined compared to show difference.
 - Several storied added at different location of building 4B changing its massing.
 - Reduced width of link between Buildings 4A & 4B/.
 - Building Elevation raised to accommodate existing grade at Lowell-Empire loop.

- Building 5A Exterior Elevations ([Sheet No. 5A.1 - comparative](#)) notes:
 - Changes shown with the 2009 building outlined compared to show difference.
 - One story eliminated from west wing.
 - One partial story added to east wing.
 - Offset floor elevations between east & west wings eliminated and finish grade at face of building raised.

- Building 5C Exterior Elevations ([Sheet No. E5C.1 - comparative](#)) notes:
 - Changes shown with the 2009 building outlined compared to show difference.
 - Three full and one partial story added (east wing).
 - Partial story eliminated (west wing).
 - Possible mine exhibit eliminated.

To evaluate the refinement, staff created Exhibit B – Refinement 17.2 and 2009 Plans Side-by-Side in order to review each submitted change. The top of each sheet consists of Refinement 17.2, the current proposal, while the bottom of each sheet consists of the Plans (refinement 2009). See sample exhibit:



During the September 13, 2017 Planning Commission meeting, the Commission

agreed with Planning Staff in that the identified refinement 17.2 was not in direct response to specific comments made by the Planning Commission. Most of the Planning Commission indicated that the refinement 17.2 was responsive to provided comments; however, they indicated that they were insufficient.

Refinement 17.2 Building Breakdown

In order for the Planning Commission to analyze the proposed uses, staff created a building break down exhibit within updated Site Plan Sheet no. SP.1, which points to each building and parking garage derived from Refinement 17.2 Sheet No. P.16. The Mid-Station site consists of Building 1A, 1B, and 1C, and a parking garage. The Creole-Gulch site consists of Building 2, 3A/Employee Housing, 3B, 3C, 4A, 4B, 5A, 5C, parking garage, and the plaza building. Between the two sites, the applicant proposes the chair lift stop. See Exhibit D – Building Breakdown Site Plan.

Refinement 17.2 Density

Staff finds that the same issues identified on August 10, 2016 and September 14, 2016 Planning Commission meeting continues regarding the lack of compliance with the Sweeney Properties Master Plan in terms of commercial UEs, meeting space, and substantial amount of Accessory Space (back of house). As stated on the first page of the master plan:

The following plans and exhibits, in addition to this report and the project file, constitute the complete development permit.

1. *Sweeney Properties Master Plan, sheets 1-16, 19-26, and 38-43 prepared by DelaMare, Woodruff, Stepan Associates, Inc.*
2. *Sweeney Properties Master Plan document and Fact Sheet, dated May 15, 1985, and subsequent amendments.*
3. *Sweeney Properties Master Plan Application.*
4. *Sweeney Properties Master Plan Phasing Exhibit.*
5. *Sweeney Properties Master Plan Density Exhibit.*
6. *Sweeney Properties Master Plan Development Restrictions and Requirements Exhibit.*

In order to research additional consistency with the MPD, Staff located and further examined item 2, which is the Sweeney Properties Master Plan document and Fact Sheet, dated May 15, 1985. This document lists the following for the Hillside Properties (See Exhibit E – Sweeney Properties Master Plan document and Fact Sheet):

<u>SUMMARY OF PHASES</u>	# Unit Equivalents	S.F. Support Commercial	S.F. Lobby	# Parking Spaces
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COALITION PROPERTIES

Coalition East Phase I	24	Undetermined	2000	71
<u>Coalition East Phase II</u>	<u>13</u>	Undetermined	<u>2000</u>	<u>20</u>
Total Coalition East	37		4000	91
Coalition West Phase I	5.79	None	None	17
<u>Coalition West Phase II</u>	<u>4.34</u>	None	None	<u>11</u>
Total Coalition West	10.13			28
Total	47.13	Undetermined	4000	119

HILLSIDE PROPERTIES

Creole Mine Phase I	55.25	7000	4000	192
<u>Creole Mine Phase II</u>	<u>74.50</u>	<u>4000</u>	<u>4500</u>	<u>156</u>
Total Creole Mine Site	129.75	11000	8500	348
Town Lift Midstation I	37	4000	3000	117
<u>Town Lift Midstation II</u>	<u>40.50</u>	<u>4000</u>	<u>6000</u>	<u>90</u>
Total Town Lift Mid.	77.50	8000	9000	207
Total	207	19000	17500	555

Residential Density

While the Sweeney Properties Fact Sheet contains some information, such as total residential UE, that was since updated/changed in the final action staff report, Staff finds the intentional reference and its inclusion with the final MPD controlling documents as illustrative as to the expectation of total density and support uses. The master plan Density Exhibit (master plan page 16) and other citations throughout the master plan clarified the residential UEs which is listed at a maximum of 197 (161.5 at Creole-Gulch and 35.5 at Mid-Station) instead of 207 UEs. Refinement 17.2 consists of 322,968 square feet (net area), 161.48 residential UEs, at Creole-Gulch and 70,498 square feet (net area), 35.25 residential UEs, at Mid-Station. The entire site would consist of 393,466 square feet (net area), 196.73 residential UEs. The 2004 definition of floor area is found below:

15-15-1.91. Floor Area.

(A) **Floor Area, Gross.** *The Area of a Building, including all enclosed Areas designed for human occupation. Unenclosed porches, Balconies, patios and decks, vent shafts and courts are not calculated in Gross Floor Area. Garages, up to a maximum Area of 600 square feet, are not considered Floor Area. Basement Areas below Final Grade are not considered Floor Area.*

(B) **Floor Area, Net Leasable.** *Gross Floor Area excluding common*

hallways, mechanical and storage Areas, and restrooms.

Support Commercial Space

The Sweeney Properties Fact Sheet explains how the 19 support commercial UEs came to be as it was derived from an anticipated residential square footage of 414,500 square feet (207 residential UEs) which triggered a maximum 5% of support commercial spaces (supported by the 1986 Land Management Code) of 20,725 square feet; however, at the time the applicant applied for 19,000 square feet of support commercial which met the maximum 5% allowance. The Master Plan indicates a maximum commercial UE of 15.5 (15,500 square feet) at Creole-Gulch and a maximum commercial UE of 3.5 (3,500 square feet) at Mid-station, which totals 19.0 UEs (19,000 square feet). Refinement 17.2 consists of the following proposed commercial spaces:

- **Mid-Station Site**
 - **Building 1B: Daycare, 3,432 sf., level 2**
- **Creole-Gulch Site**
 - **Building 2: 1,188 sf., level 4**
 - Sporting goods
 - **Building 3A: 3,653 sf., level 1 (4)**
 - Restaurant
 - **Building 3B: 8,606 sf., level 1**
 - Bar: 5,343 sf.
 - Clothing store: 2,483 sf.
 - Coffee shop: 780 sf.
 - **Building 3C: 1,681 sf., level 1**
 - Convenience store
 - **Building 4A: 16,183 sf., level 3 & 4**
 - Spa: 5,676 sf.
 - Restaurant/bar: 9,483 sf.
 - Deli: 1,024 sf.
 - **Building 4B: 3,270 sf., level 1**
 - Snack bar: 2,504 sf.
 - Gift shop: 766 sf.

Refinement 17.2 consists of 34,581 commercial square feet (gross) or 34.58 commercial UEs at Creole-Gulch and 3,432 commercial square feet (gross) or 3.23 commercial UEs at Mid-Station. The entire site would consist of 37,813 commercial square feet (gross) or 37.81 commercial UEs. The proposal exceeds the maximum commercial UEs by 18.81 or 18,813 square feet.

As shown on Sheet P.16, the applicant believes that they are entitled to the 19.0 commercial UEs shown on the Master Plan referred to the term “allotted” commercial and an additional 5% of the total gross area above grade (which is 594,926 square feet) referred to the term “support” commercial, which would equate to 29,746 square feet or 29.75 support commercial UEs. As indicated on 2016 staff reports, Staff does

not agree with the two (2) commercial allocations sought by the applicant. Staff finds that the applicant is requesting an excess of commercial space consisting of 19,013 square feet.

Lobby Space

The Master Plan makes no mention of lobby space; however, the Sweeney Properties Fact Sheet identifies 8,500 square feet at Creole and 9,000 square feet at Mid-Station, for a total of 17,500 square feet. Also, a note was placed on the Sweeney Property Fact Sheet document which states the following:

Lobby includes the following NON commercial support amenities: weight rooms, recreation rooms, saunas, administrative offices, storage, guest ski storage, guest meeting rooms, etc.

Staff finds that this note needs to be carefully examined by the Planning Commission. It is important to review this maximum lobby space and associated note listing specific uses as this section was not further clarified/corrected on the Master Plan. Staff finds that this is the reason that the Sweeney Properties Master Plan Fact Sheet was added as an official document to the Master Plan.

Accessory Space

The 2004 LMC does not provide a definition of Accessory Space. Refinement 17.2 consists of a total of 155,500 square feet of Common Space and Circulation. As specified on the 1985 LMC 3rd Edition § 10.12 Unit Equivalent circulation spaces including lobbies outside of units, including lobby areas, do not count as floor area of the unit, or as commercial unit equivalents. The same applies to the 2004 LMC 50th Edition as lobbies, hallways, circulation counts as Accessory Uses, which do not require the use of UEs.

Refinement 17.2 consists of an additional 99,292 square feet of Accessory Space (Back of House, etc). The 1985 LMC 3rd Edition does not address accessory spaces other than lobbies as part of circulation. Furthermore, when reviewing and approving Master Plan Developments, the 2004 LMC 50th Edition § 15-6-8(F) has a section on Residential Accessory Uses as follows:

*(F) **RESIDENTIAL ACCESSORY USES.** Residential Accessory Uses include those facilities that are for the benefit of the residents of a commercial Residential Use, such as a Hotel or Nightly Rental Condominium project which are common to the residential project and are not inside the individual unit. Residential Accessory Uses do not require the use of Unit Equivalents and include such Uses as:*

- *Ski/Equipment lockers*
- *Lobbies*
- *Registration*
- *Concierge*
- *Bell stand/luggage storage*
- *Maintenance Areas*
- *Mechanical rooms*
- *Laundry facilities and*

- storage
- Employee facilities
- Common pools, saunas and hot tubs not open to the public
- Telephone Areas
- Public restrooms
- Administrative offices
- Hallways and circulation
- Elevators and stairways
- Back of house Uses

Staff recommends that the Planning Commission ask the applicant to explain their calculations which seem to contradict the methodology used in the MPD/Fact Sheet to further limit [some] Accessory uses. Refinement 17.2 consists of a grand total of 254,792 square feet of Accessory Uses which includes Back of House Uses, and Common Space and Circulation.

Parking Space

Staff also wants to identify an issue regarding parking calculations which may or may not change significantly depending upon the final classification of density and support uses.

Conditional Use Permit and Approved Master Plan Compliance

As outlined in LMC 50th § 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 next sub-section outlines review items that require review for the mitigation or elimination of detrimental impacts, outlined in LMC 50TH § 15-1-10 (E) Review: *“The Community Development Department and/or Planning Commission must review each of the following items when considering a Conditional Use permit:*

1. *size and scale of the location of the Site;*
2. *traffic considerations including capacity of the existing Streets in the Area;*
3. *utility capacity;*
4. *emergency vehicle Access;*
5. *location and amount of off-Street parking;*
6. *internal vehicular and pedestrian circulation system;*
7. *Fencing, Screening, and landscaping to separate the Use from adjoining Uses;*
8. *Building mass, bulk, and orientation, and the location of buildings on the site; including orientation to buildings on adjoining lots;*
9. *usable Open Space;*
10. *signs and lighting;*

11. *physical design and Compatibility with surrounding Structures in mass, scale, style, design, and architectural detailing;*
12. *noise, vibration, odors, steam, or other mechanical factors that might affect people and Property Off-Site;*
13. *control of delivery and service vehicles, loading and unloading zones, and Screening of trash pickup Areas;*
14. *expected Ownership and managements of the project as primary residences, Condominiums, time interval Ownership, Nightly Rental, or commercial tenancies, how the form of ownership affects taxing entities; and*
15. *within and adjoining the Site impacts on Environmentally Sensitive Lands, Slope retention, and appropriateness of the proposed Structure to the topography of the Site.”*

While the LMC CUP Standards for Review items 1-4 need to be met, in conjunction with the CUP Review items 1-15 with their proper impact identification, mitigation of potential adverse effect, evaluation, follow-up, etc.; the proposal also needs to meet the approved 1986 Sweeney Property Master Plan. While some items overlap from the CUP Review items to the outlined items in the Master Plan as Findings, Development Parameters and Conditions, and/or Major Issues, Staff prepared a document which outlines the Standards of review/CUP review criteria 1-15 crossed-referenced with the Master Plan: Exhibit C - Standards for Review & CUP Review Items Merged with Master Plan.

Planning Commission Outstanding Items

As stated in the previous Staff Report (September 13, 2017) many of the items required in the LMC and/or requested by the Planning Commission were not / or not fully addressed in the revised submittal/refinement. To facilitate the discussion of the unaddressed items as part of the review of the 17.2 submittal/refinement, Staff compiled a summary of Planning Commission comments from the hearings in 2016-2017. This initial internal summary was then compiled in to Exhibit F – Planning Commission Outstanding Items Draft List. The list will be further refined to illustrate the substantive issues still be resolved between the Applicant and Planning Commission.

Utility Capacity

The 1986 MPD approval Section III – 8 required that a utility plan addressing water, fire flows, sanitary sewer, storm drainage, cable utilities, and natural gas to be prepared and reviewed by City Staff and Snyderville Basin Sewer Improvement District (now Snyderville Basin Water Reclamation District) prior to conditional use approval or resale of the property. The MPD then sets out a series of requirements for roads, water supply and storage, and storm drainage, including substantial offsite construction projects.

The applicant has provided a line drawing of conceptual services for water and sewer, but has not provided any data or analysis that would allow either City Staff or the Snyderville Basin Water Reclamation District to make a determination that the

capacities planned in 1986 are the same as potential demand for the size and scale of the current proposal. This includes potential changes in demand for water supply and wastewater from proposed restaurants, ballrooms, spas, etc., also off-site improvements, operating and construction costs for utilities, etc.

The project has had initial review for the required services by City Staff, Fire District, and Snyderville Basin Water Reclamation District. The City Engineer reports that the future trunk water line to be installed in Lowell Avenue is sized to accommodate the project as planned in 1986 but still needs a water tank source and waterline from the source to the end of the future water line. Snyderville Basin Water Reclamation District reports that the sewer line installed in Empire Avenue is sized for the project proposed in the MPD. Dry utilities have submitted service letters, but system capacity has not been addressed for “source” to projects. The Fire District and City Water Department report concerns regarding the ability to “loop” water lines as recommended by State of Utah drinking water code R309-550-5.7 for required redundancy and the ability to access all lines. Without the required utility analysis, the City Staff and outside agencies cannot verify source, storage, and demands to the applicable codes and standards.

MPD Hotel Use Approval

The Treasure Hill project received Master Planned Development Approval under the criteria of the LMC 3rd edition, 1985. Under Section 10.9 of the LMC – GENERAL CRITERIA FOR REVIEW – 10.9 (a) the uses in the MPD must be permitted or conditional uses in the zoning district the project is located within. The development areas of the Creole Gulch and Mid-Station sites are zoned Estate (E)-MPD. This zoning was adopted subsequent to the Master Plan Development Approval as required in the this approval. In the Estate zone, Hotel uses are a Conditional Use. The same section also states the “approving agency may permit limited commercial uses that are not generally associated with the residential zone if, in the approving agencies opinion, such uses are primarily for the service and convenience of the residents of the development and the immediate neighborhood. The criteria for the uses are the Relationship of the Purpose and Policies of the Comprehensive Plan and Relationship to Surroundings. The applicant and the City at the time of the 1985 / 1986 approvals discussed and considered the relationship of the project to the neighborhoods, including the proximity to Main Street and the ski resort. Staff opinion is the a legislative determination was to approve the MPD with specific Finding (5) that the commercial uses will be oriented and provided convenient services to those residing within the project. Further the Section 10.13 of the 1985 LMC states at Section 10.13 that the developer has the right to make selection of how to apply Unit Equivalency at any time in the review process. Hotel and commercial uses could be prohibited on the Large Scale Master Plan approval. No areas of the MPD were specially restricted from Hotel uses, contrasted with specific Finding (5) to restrict commercial uses. Staff preliminarily concludes that the proposed hotel uses can be reviewed by the Planning Commission under the relevant LMC(s).

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 hyperlink: [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) as outlined in this staff report. Staff recommends that the Planning Commission conduct a public hearing and continue the item to a future Planning Commission meeting.

Exhibits (printed)

Exhibit A – Refinement 17.2 Plans compared to 2009 Plans ([Link X](#))

Exhibit B – Refinement 17.2 and 2009 Plans Side-by-Side

Exhibit C – Standards for Review & CUP Review Items Merged with Master Plan

Exhibit D – Building Breakdown Site Plan

Exhibit E – Sweeney Properties Master Plan document and Fact Sheet

Exhibit F – Planning Commission Outstanding Items Draft List

Exhibit G – Treasure Presentation submitted on 2017.10.03

Exhibit H – Treasure Animation submitted on 2017.10.03

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	Cliffscapes
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 \(Appendix A-20\)](#)

*****Updated Exhibits*** Refinement 17.2**

[Link W – Refinement 17.2 Plans received 2017.08.10](#)

[Link X – Refinement 17.2 Plans compared to 2009 Plans received 2017.08.14](#)

[Link Y – Written & Pictorial Explanation \(Updated\) received 2017.08.14](#)

[Link Z – Refinement 17.2 Signature Stills Renderings received 2017.09.01](#)

[Link AA – Refinement 17.2 View Points Renderings received 2017.09.01](#)

[Link BB – Refinement 17.2 Animation Model received 2017.09.01](#)

Additional Hyperlinks

[2009.04.22 Jody Burnett MPD Vesting Letter](#)

[Staff Reports and Minutes 2017](#)

[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](#)



KEYNOTES

- 1 EXISTING GRADE OF LOWELL-EMPIRE LOOP RETAINED RATHER THAN LOWERED
- 2 ENTRY DRIVEWAY MOVED 14' TO THE SOUTH
- 3 MOVED SIDEWALK FROM ABUTTING THE CURB TO INSIDE THE RIGHT-OF-WAY
- 4 WIDENED THE ENTRY DRIVE TO PROVIDE OCCASIONAL ROUND-ABOUT IN THE EVENT EITHER LOWELL OR EMPIRE IS UNPASSABLE
- 5 RELOCATED THE ELEVATOR/STAIR BUILDING
- 6 REDUCED THE LENGTH OF THE LINK BETWEEN BUILDINGS 4A & 4B
- 7 REDUCED THE LENGTH OF THE LINK BETWEEN THE NORTH AND SOUTH WINGS OF 4B
- 8 ELIMINATED THE POOL BUILDING AND MOVED IT'S USES INTO BUILDING 4B
- 9 ELIMINATED BUILDINGS 5B & 5D ENTIRELY
- 10 MOVED BUILDING 5A TO THE SOUTH
- 11 WIDENED THE SKI TRAIL
- 12 CONVERTED BUILDING 5C TO FLATS IN LIEU OF TOWNHOMES AND MOVED THE BUILDING TO THE WEST
- 13 REDUCED THE AREA OF DISTURBANCE BY APPROXIMATELY 58,000 S.F. OR 1.8 ACRES
- 14 LOWERED THE ELEVATION AT THE TOP OF THE CLIFFSCAPE APPROXIMATELY 16' AND REDUCED THE OVERALL HEIGHT BY APPROXIMATELY 4'
- 15 LOWERED THE ELEVATION AT THE TOP OF THE CLIFFSCAPE APPROXIMATELY 37' AND REDUCED THE OVERALL HEIGHT BY APPROXIMATELY 57'
- 16 LOWERED THE ELEVATION AT THE TOP OF THE CLIFFSCAPE APPROXIMATELY 48' AND REDUCED THE OVERALL HEIGHT BY APPROXIMATELY 48'

UPDATES:
#1 08/07/2017

DAVID G. ELDRIDGE, ARCHITECT
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Applicant: MPE Inc.
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email: psbroz23@mac.com

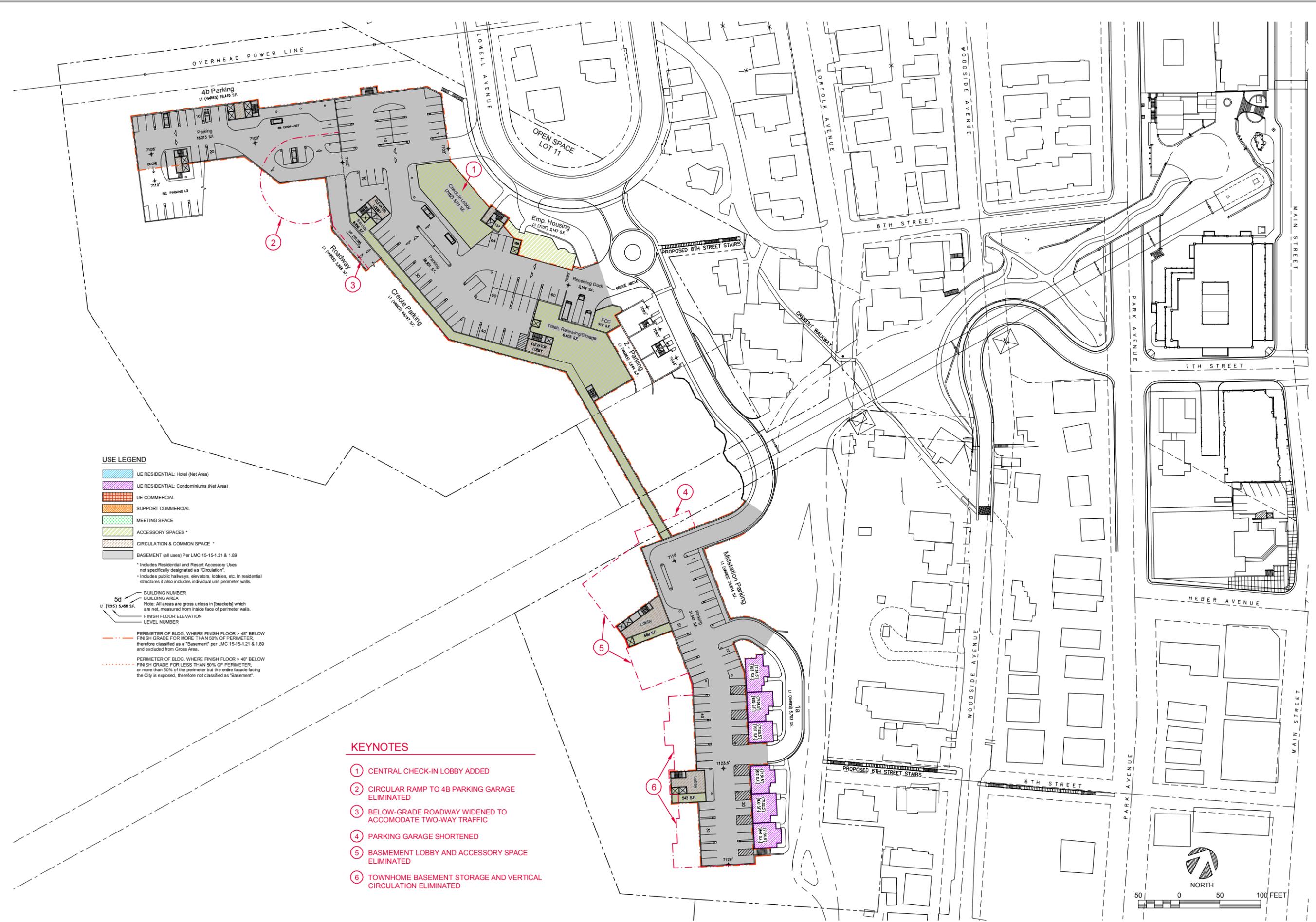
V17.2 - 2017 Refinements #2 to 2009 Submittal
Site & Circulation Plan

TREASURE - PARK CITY, UTAH

2017 Refinement #2
Compared to 2009

SHEET NO.
COMPARATIVE
SP.1

DATE: 07/20/2017



USE LEGEND

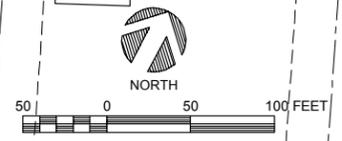
- UE RESIDENTIAL: Hotel (Net Area)
- UE RESIDENTIAL: Condominiums (Net Area)
- UE COMMERCIAL
- SUPPORT COMMERCIAL
- MEETING SPACE
- ACCESSORY SPACES *
- CIRCULATION & COMMON SPACE *
- BASEMENT (all uses) Per LMC 15-15-1.21 & 1.89

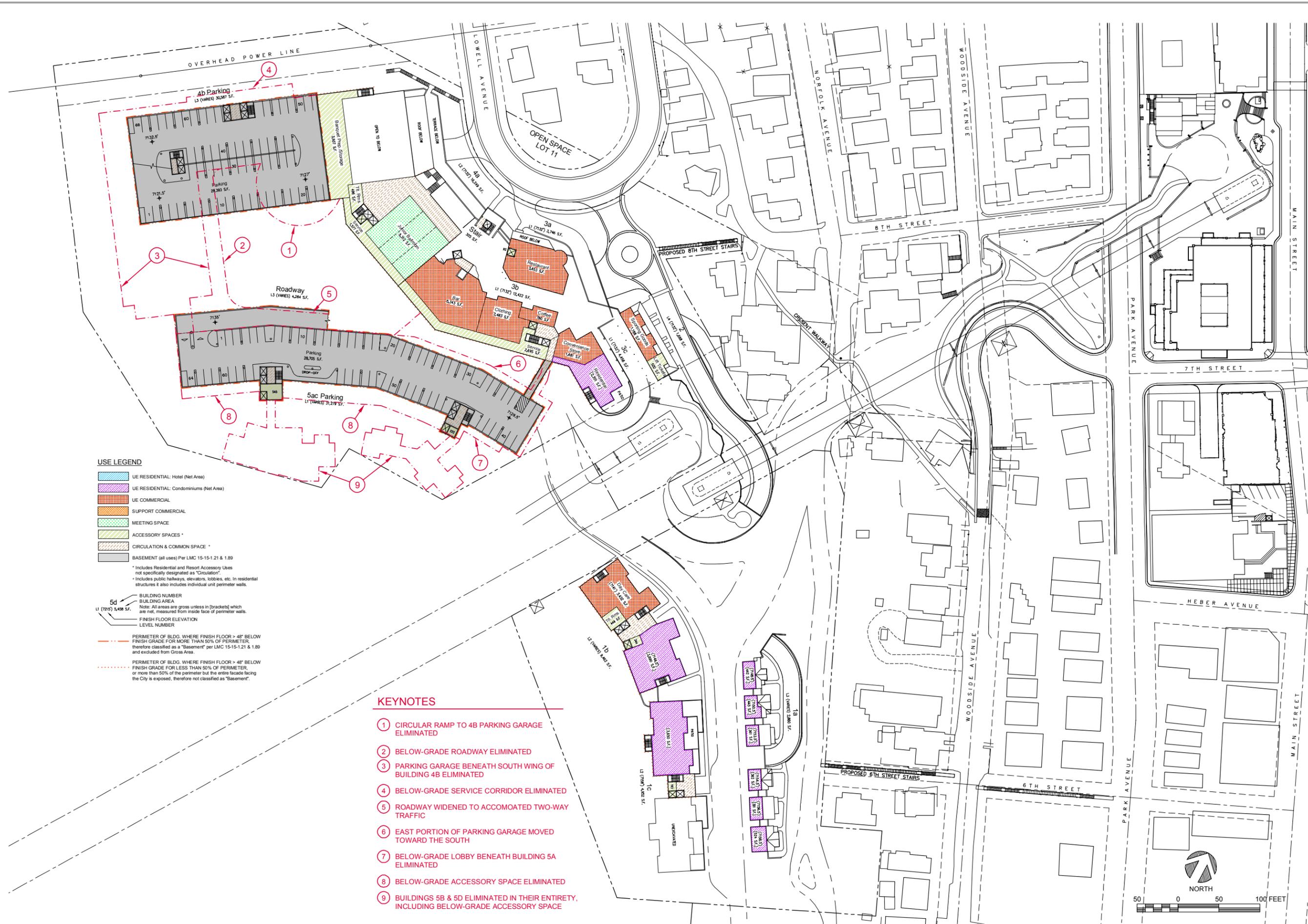
* Includes Residential and Resort Accessory Uses not specifically designated as "Circulation".
* Includes public hallways, elevators, lobbies, etc. In residential structures it also includes individual unit perimeter walls.

5d BUILDING NUMBER
U BUILDING AREA
Note: All areas are gross unless in [brackets] which are net, measured from inside face of perimeter walls.
--- FINISH FLOOR ELEVATION
--- LEVEL NUMBER

--- PERIMETER OF BLDG. WHERE FINISH FLOOR > 48" BELOW FINISH GRADE FOR MORE THAN 50% OF PERIMETER, therefore classified as a "Basement" per LMC 15-15-1.21 & 1.89 and excluded from Gross Area.
--- PERIMETER OF BLDG. WHERE FINISH FLOOR > 48" BELOW FINISH GRADE FOR LESS THAN 50% OF PERIMETER, or more than 50% of the perimeter but the entire facade facing the City is exposed, therefore not classified as "Basement".

- KEYNOTES**
- 1 CENTRAL CHECK-IN LOBBY ADDED
 - 2 CIRCULAR RAMP TO 4B PARKING GARAGE ELIMINATED
 - 3 BELOW-GRADE ROADWAY WIDENED TO ACCOMMODATE TWO-WAY TRAFFIC
 - 4 PARKING GARAGE SHORTENED
 - 5 BASEMENT LOBBY AND ACCESSORY SPACE ELIMINATED
 - 6 TOWNHOME BASEMENT STORAGE AND VERTICAL CIRCULATION ELIMINATED





USE LEGEND

- UE RESIDENTIAL: Hotel (Net Area)
- UE RESIDENTIAL: Condominiums (Net Area)
- UE COMMERCIAL
- SUPPORT COMMERCIAL
- MEETING SPACE
- ACCESSORY SPACES *
- CIRCULATION & COMMON SPACE *
- BASEMENT (all uses) Per LMC 15-15-1.21 & 1.89

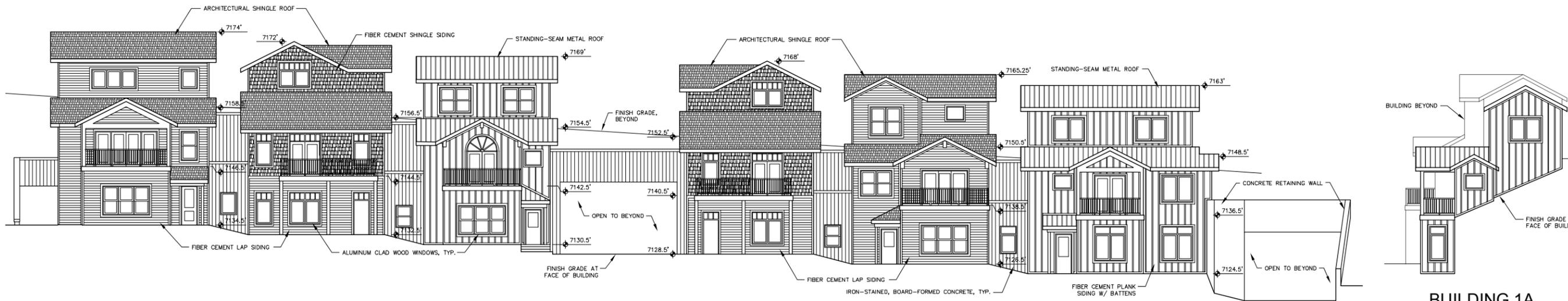
* Includes Residential and Resort Accessory Uses not specifically designated as "Circulation".
* Includes public hallways, elevators, lobbies, etc. In residential structures it also includes individual unit perimeter walls.

5d BUILDING NUMBER
LI (7125) 5,408 SF. BUILDING AREA
Note: All areas are gross unless in [brackets] which are net, measured from inside face of perimeter walls.
FINISH FLOOR ELEVATION
LEVEL NUMBER

--- PERIMETER OF BLDG. WHERE FINISH FLOOR > 48" BELOW FINISH GRADE FOR MORE THAN 50% OF PERIMETER, therefore classified as a "Basement" per LMC 15-15-1.21 & 1.89 and excluded from Gross Area.
--- PERIMETER OF BLDG. WHERE FINISH FLOOR > 48" BELOW FINISH GRADE FOR LESS THAN 50% OF PERIMETER, or more than 50% of the perimeter but the entire facade facing the City is exposed, therefore not classified as "Basement".

KEYNOTES

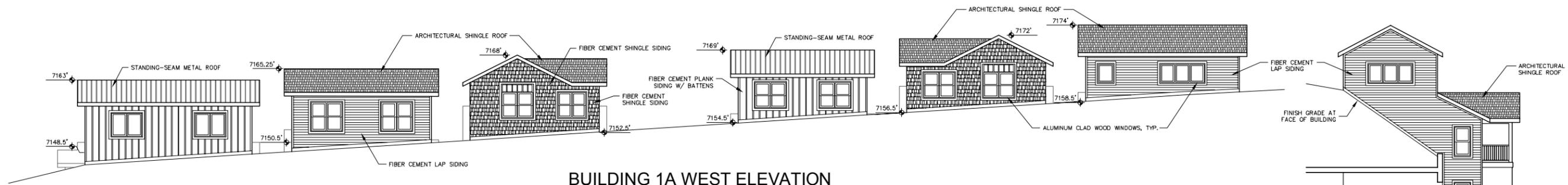
- 1 CIRCULAR RAMP TO 4B PARKING GARAGE ELIMINATED
- 2 BELOW-GRADE ROADWAY ELIMINATED
- 3 PARKING GARAGE BENEATH SOUTH WING OF BUILDING 4B ELIMINATED
- 4 BELOW-GRADE SERVICE CORRIDOR ELIMINATED
- 5 ROADWAY WIDENED TO ACCOMMODATE TWO-WAY TRAFFIC
- 6 EAST PORTION OF PARKING GARAGE MOVED TOWARD THE SOUTH
- 7 BELOW-GRADE LOBBY BENEATH BUILDING 5A ELIMINATED
- 8 BELOW-GRADE ACCESSORY SPACE ELIMINATED
- 9 BUILDINGS 5B & 5D ELIMINATED IN THEIR ENTIRETY, INCLUDING BELOW-GRADE ACCESSORY SPACE



BUILDING 1A EAST ELEVATION

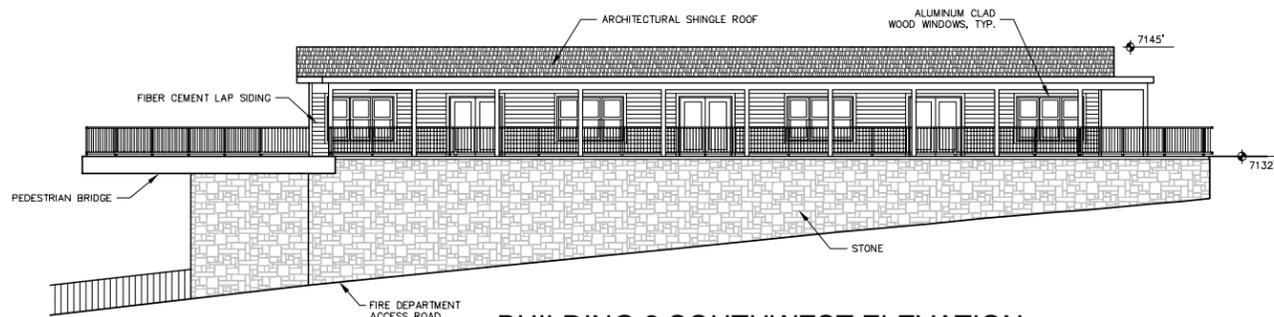
NO CHANGE

BUILDING 1A NORTH ELEVATION



BUILDING 1A WEST ELEVATION

BUILDING 1A SOUTH ELEVATION



BUILDING 2 SOUTHWEST ELEVATION



BUILDING 2 SOUTHEAST ELEVATION

BUILDING 2 NORTHEAST ELEVATION

BUILDING 2 NORTHWEST ELEVATION

UPDATES:
#1 08/07/2017

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P.O. Box 2429
Park City, Utah 84060
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email: psbroz3@mac.com

V17.2 - 2017 Refinements #2 to 2009 Submittal
Buildings 1A & 2 Exterior Elevations

TREASURE - PARK CITY, UTAH

2017 Refinement # 2
Compared to 2009

SHEET NO.
COMPARATIVE
E1A2.1

Packet Pg. 66



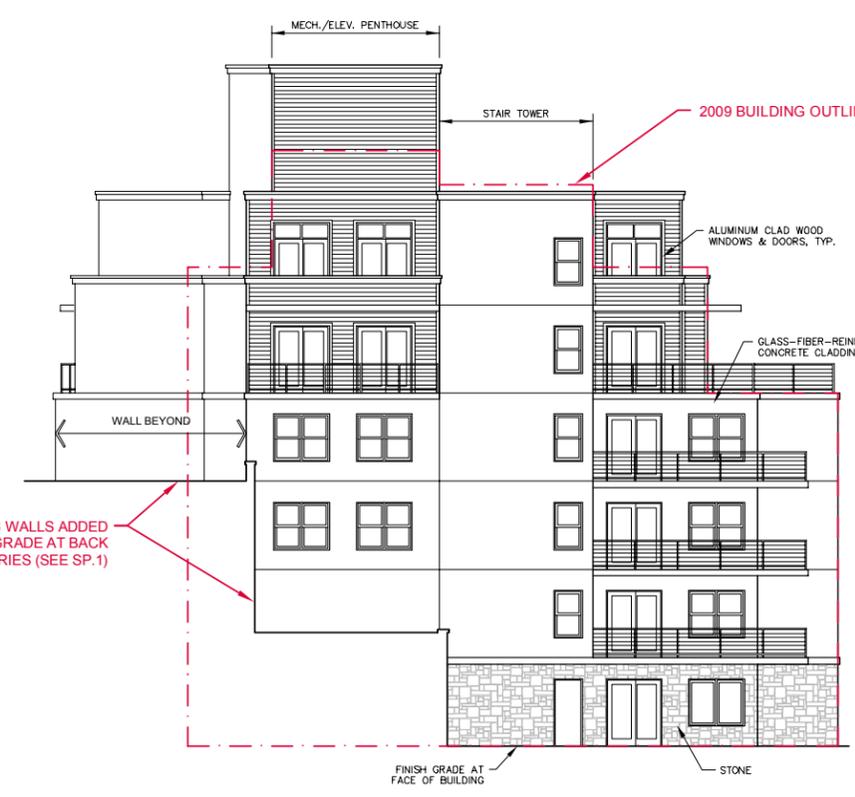
NORTHEAST ELEVATION - SOUTH WING



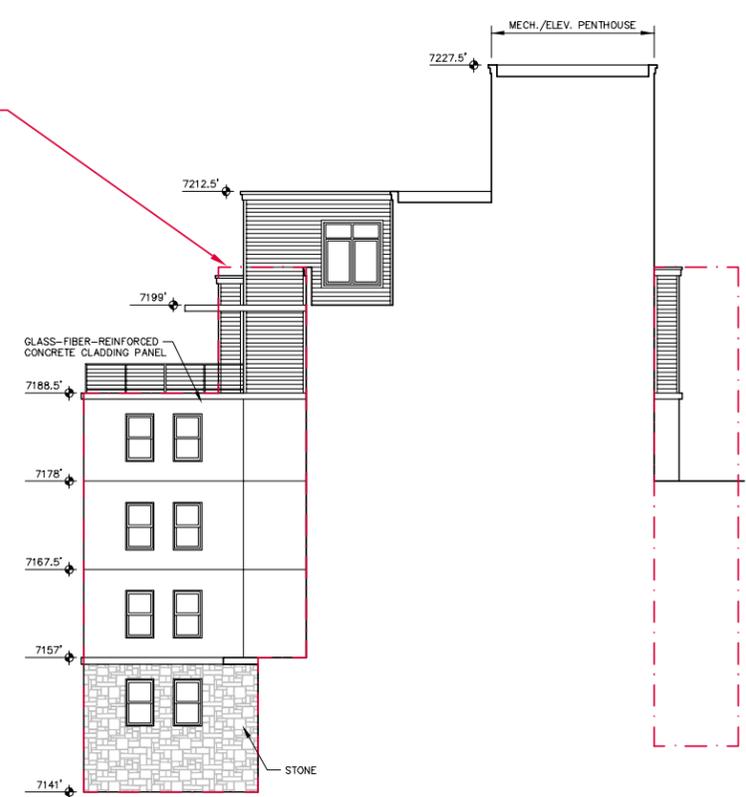
NORTHEAST ELEVATION - NORTH WING



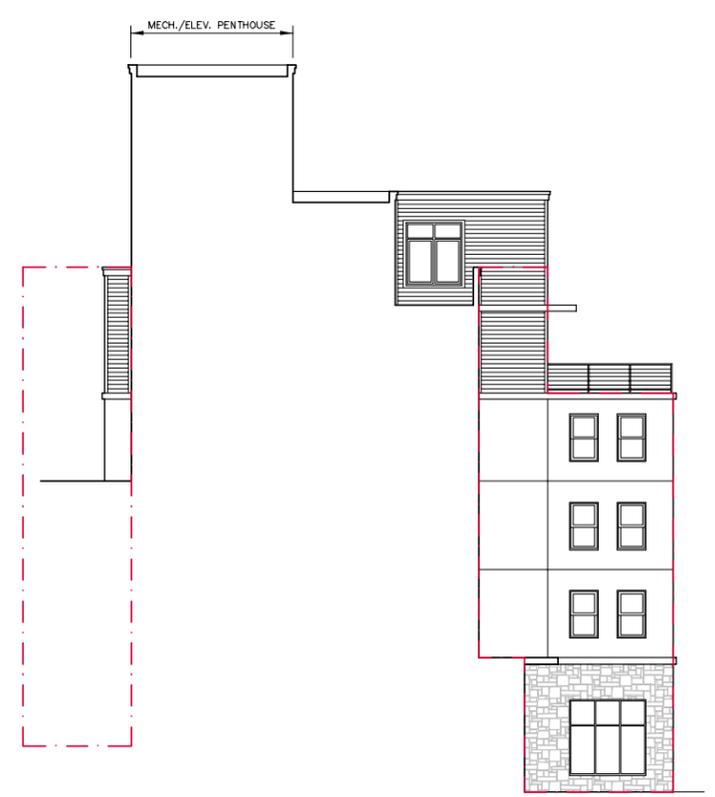
NORTHWEST ELEVATION



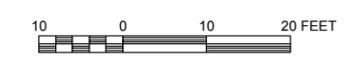
SOUTHEAST ELEVATION



NORTHWEST ELEVATION @ ENTRY



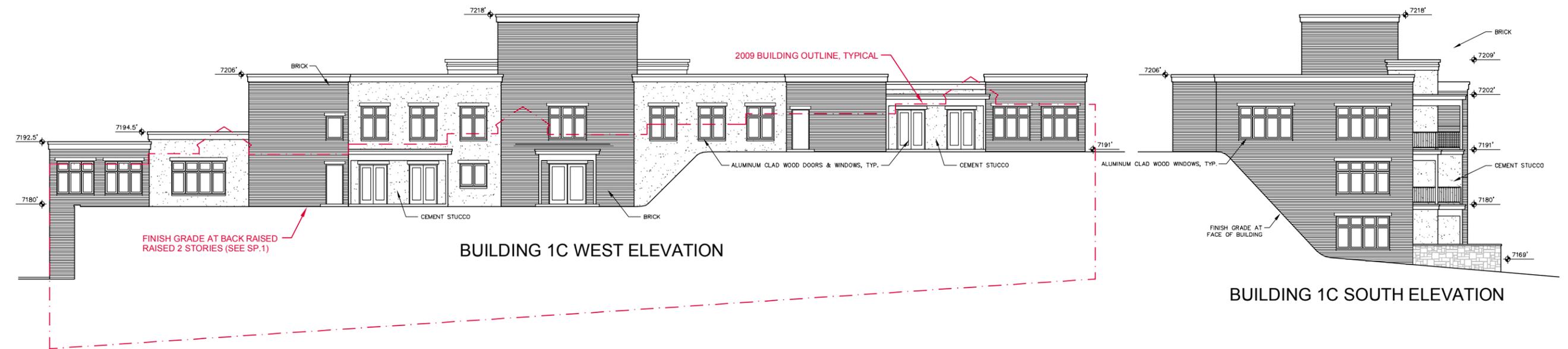
SOUTHEAST ELEVATION @ ENTRY





BUILDING 1C EAST ELEVATION

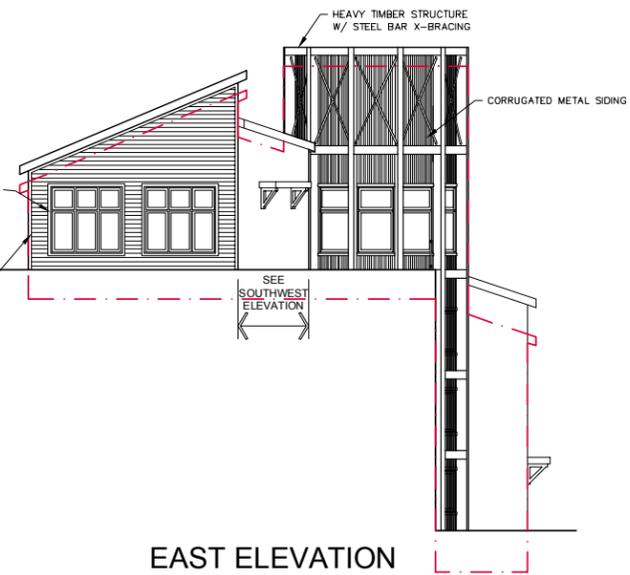
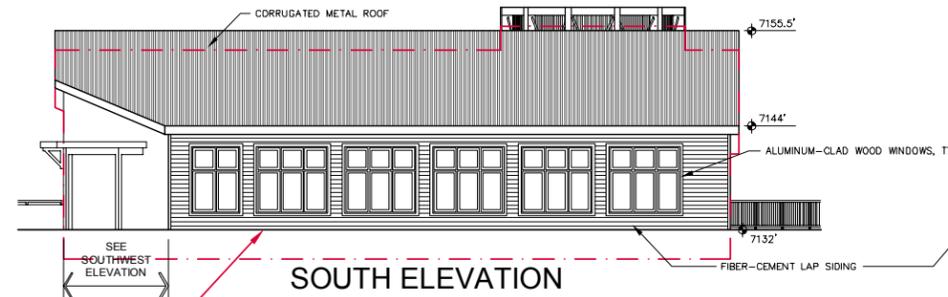
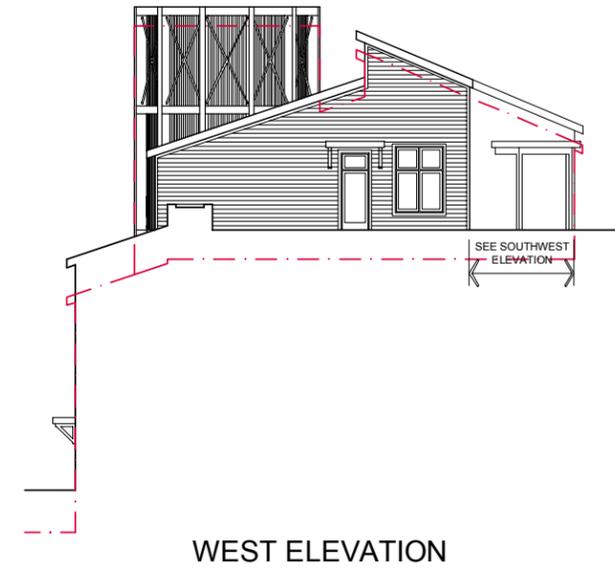
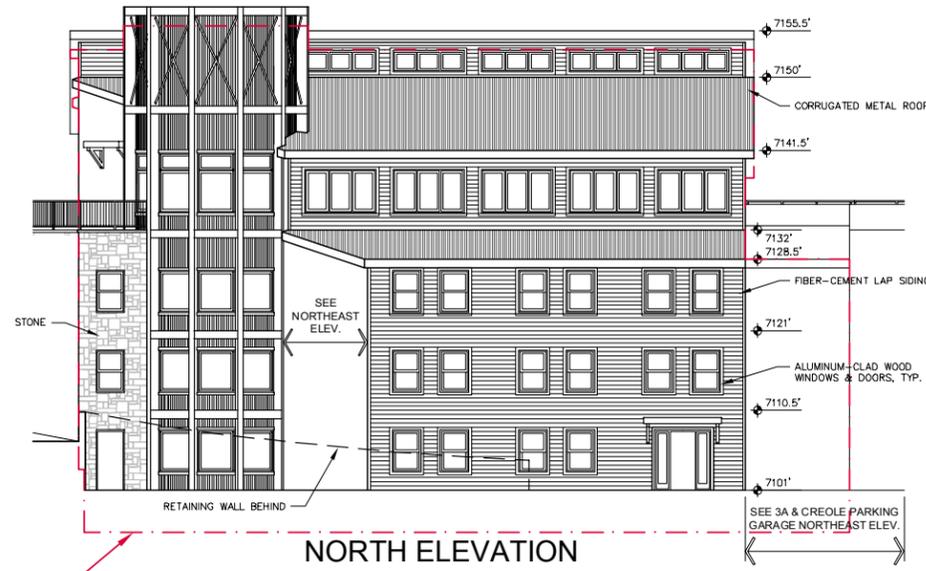
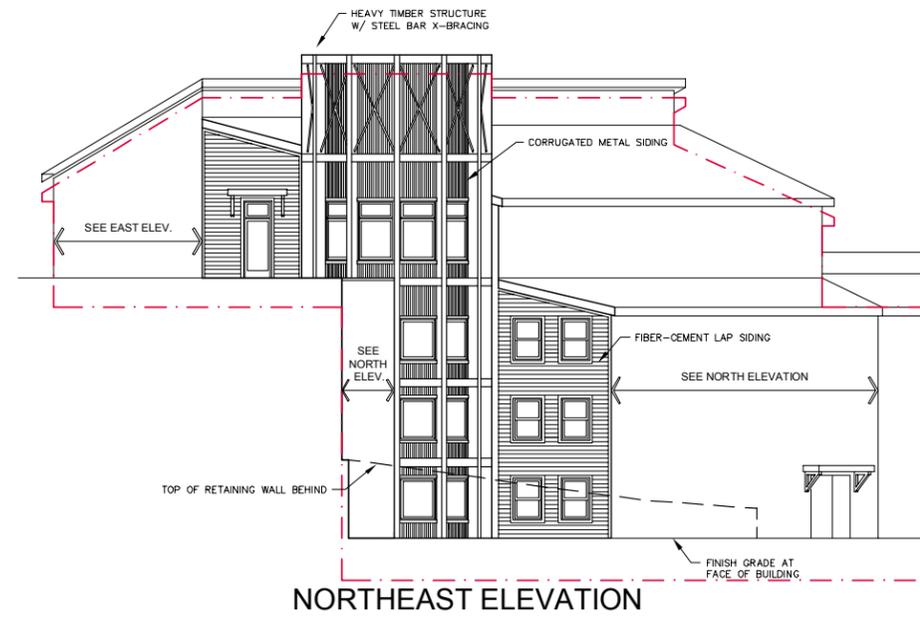
BUILDING 1C NORTH ELEVATION



BUILDING 1C WEST ELEVATION

BUILDING 1C SOUTH ELEVATION

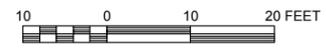
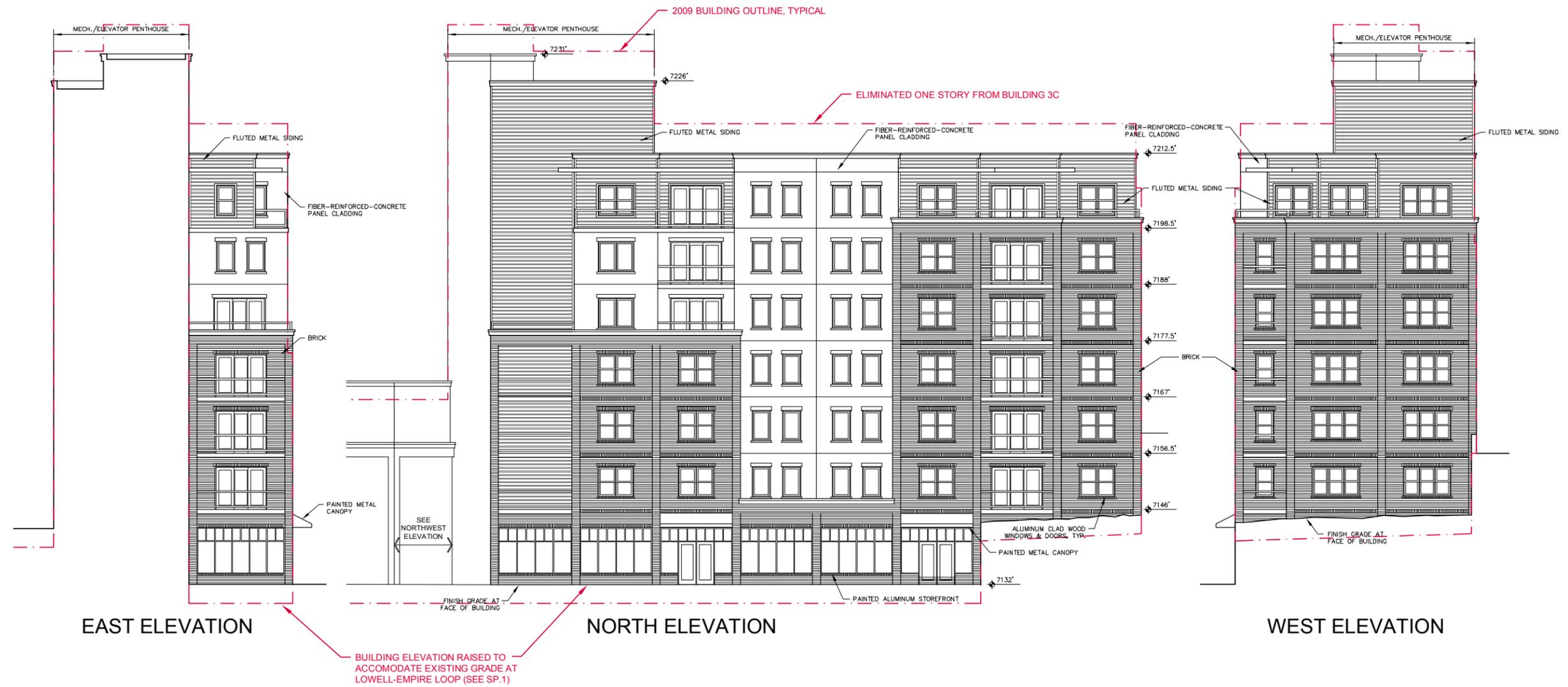




2009 BUILDING OUTLINE, TYPICAL

BUILDING ELEVATION RAISED TO ACCOMMODATE
EXISTING GRADE AT LOWELL-EMPIRE LOOP (SEE SP.1)





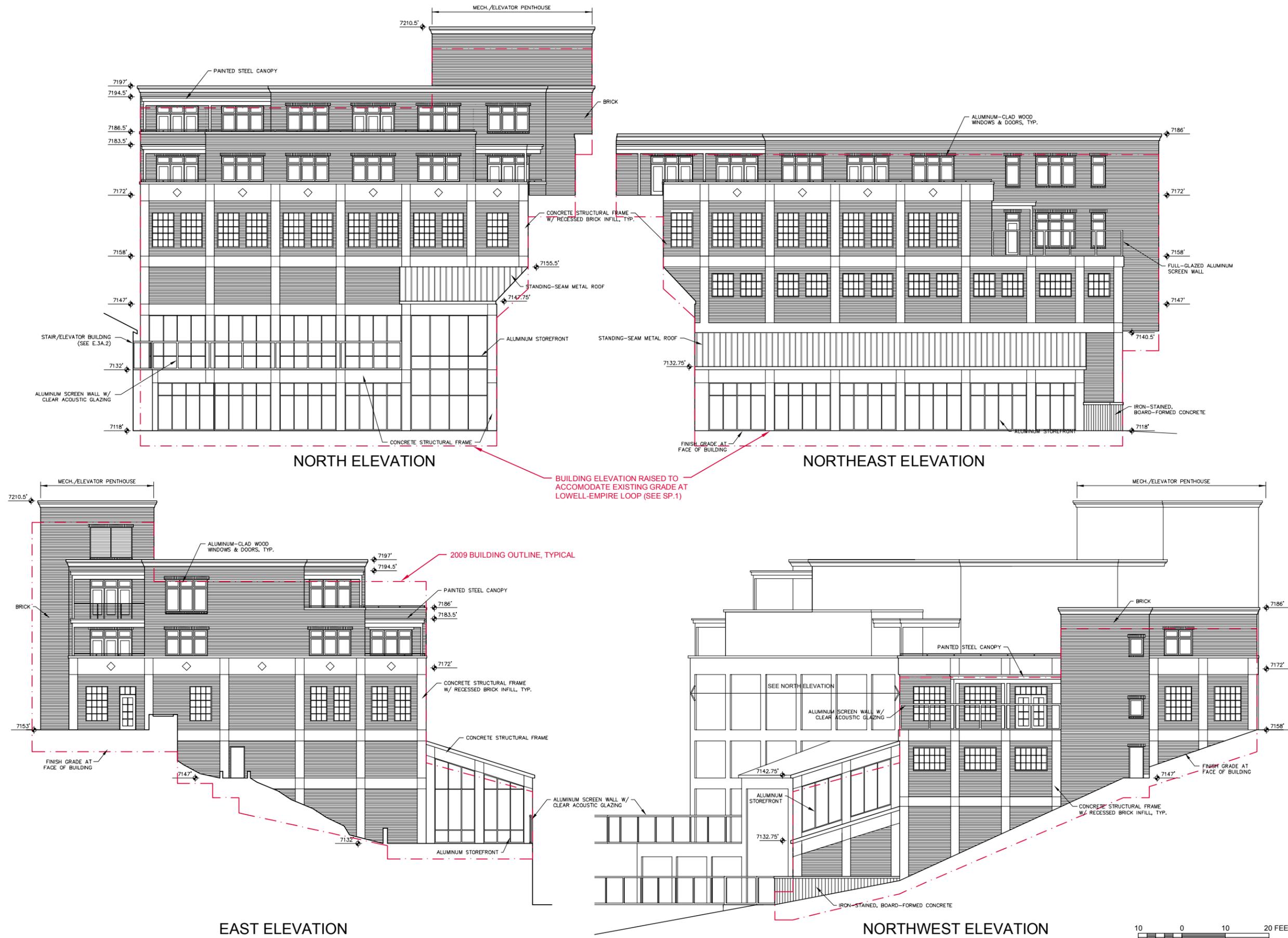


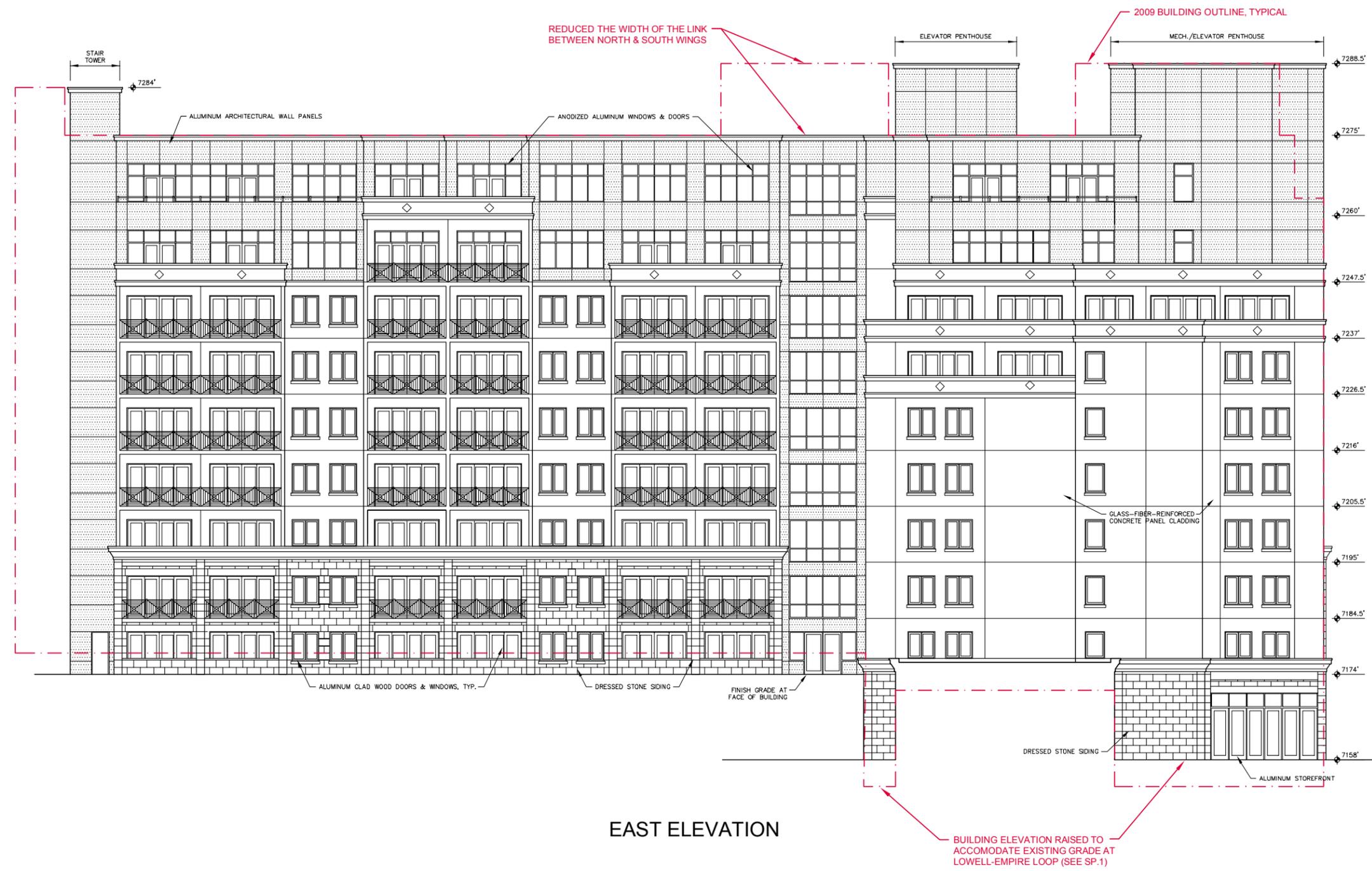
SOUTHEAST ELEVATION

NORTHEAST ELEVATION

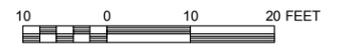
NORTHWEST ELEVATION

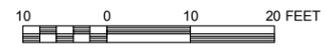
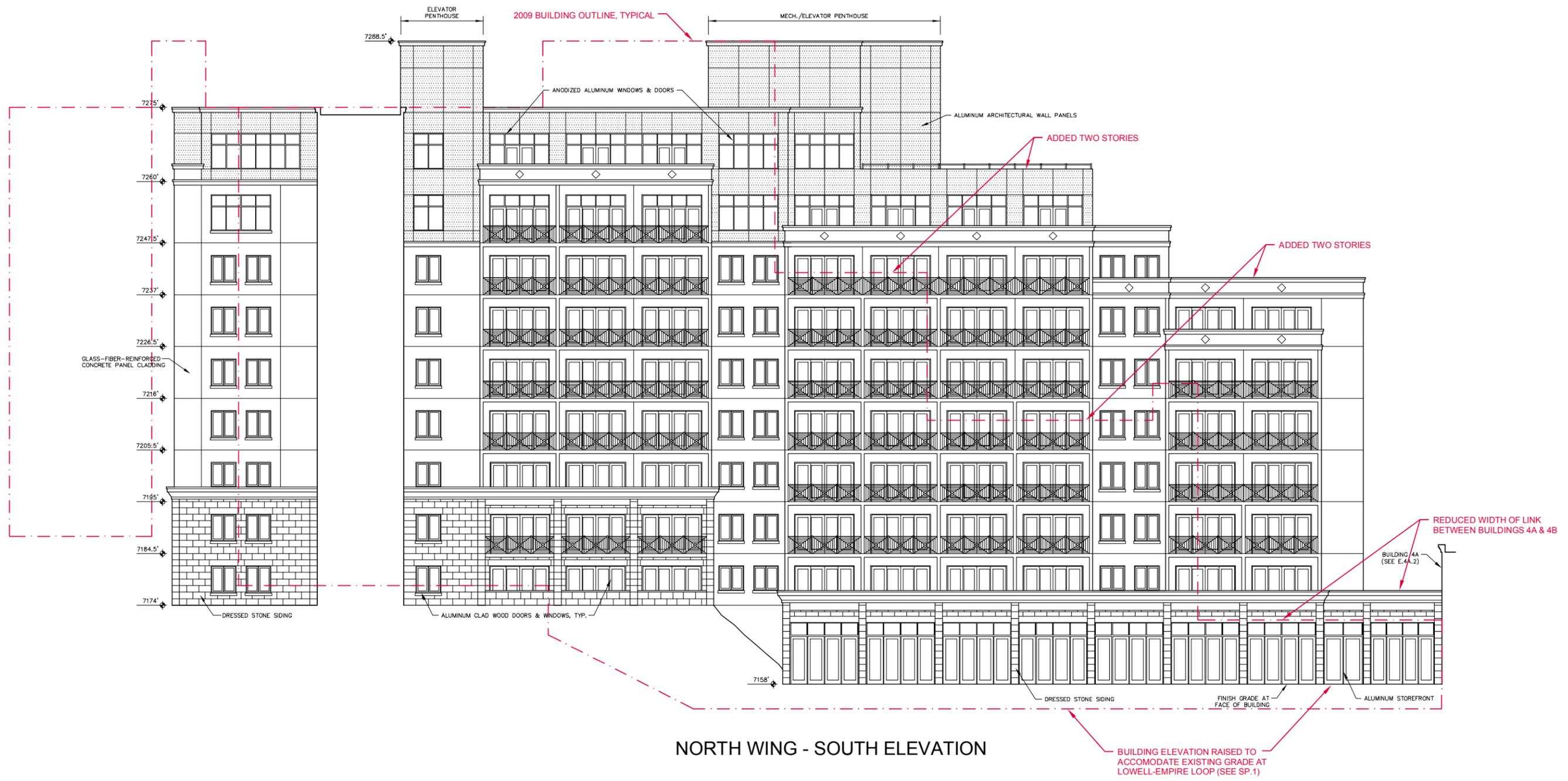


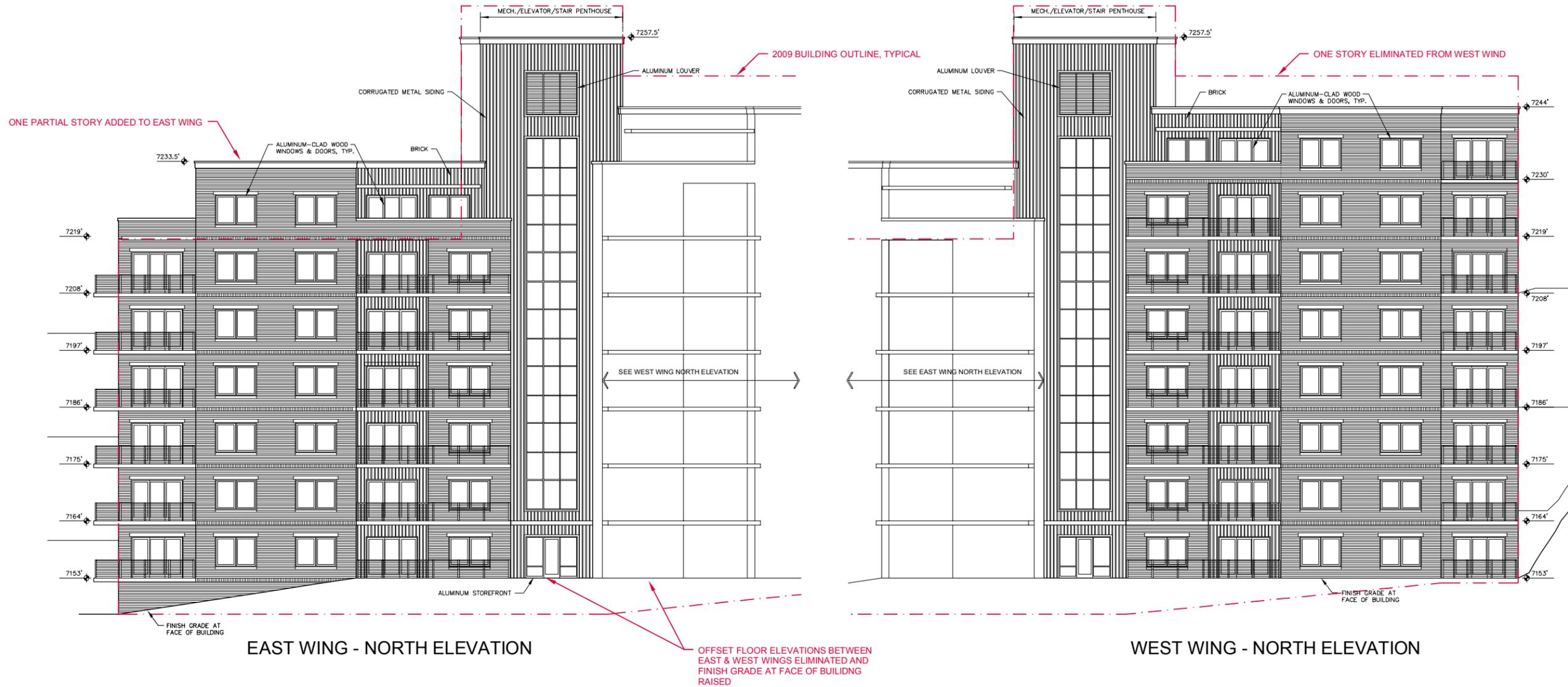




EAST ELEVATION

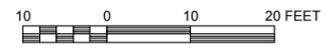






EAST WING - NORTH ELEVATION

WEST WING - NORTH ELEVATION





EAST WING - NORTH ELEVATION

WEST WING - NORTH ELEVATION



**TREASURE - PARK CITY
BUILDING AREA BY USE COMPARISONS**

August 9, 2017

Version	SITE	SUBMITTAL	UE RES.	ACCESSORY SPACE			CIRC. & COMMON SPACE			PARKING			UE COMM.	SUPPORT COMM.	MEETING SPACE	GRAND TOTAL
				ABOVE GRADE	BELOW GRADE	TOTAL	ABOVE GRADE	BELOW GRADE	TOTAL	ABOVE GRADE	BELOW GRADE	TOTAL				
V17.1 Compared to 2009	MIDSTATION SITE	'09	66,511	1,220	10,063	11,283	15,383	6,104	21,487	0	34,792	34,792	0	0	0	134,073
		V17.1	70,986	2,312	10,180	12,492	11,870	5,987	17,857	0	34,792	34,792	3,430	0	0	139,557
		Difference	4,475	1,092	117	1,209	(3,513)	(117)	(3,630)	0	0	0	3,430	0	0	5,484
	CREOLE SITE	'09	327,400	69,152	55,866	125,018	130,272	21,451	151,723	3,661	206,610	210,271	18,863	33,412	16,127	882,814
		V17.1	322,040	69,329	55,925	125,254	129,186	21,462	150,648	3,661	206,370	210,031	15,004	26,726	16,127	865,830
		Difference	(5,360)	177	59	236	(1,086)	11	(1,075)	0	(240)	(240)	(3,859)	(6,686)	0	(16,984)
	PROJECT TOTAL	'09	393,911	70,372	65,929	136,301	145,655	27,555	173,210	3,661	241,402	245,063	18,863	33,412	16,127	1,016,887
		V17.1	393,026	71,641	66,105	137,746	141,056	27,449	168,505	3,661	241,162	244,823	18,434	26,726	16,127	1,005,387
		Difference	(885)			1,445			(4,705)			(240)	(429)	(6,686)	0	(11,500)
	% Difference	-0.2%			1.1%			-2.7%			-0.1%	-2.3%	-20.0%	0.0%	-1.1%	
V17.2 Compared to 2009	MIDSTATION SITE	'09	66,511	1,220	10,063	11,283	15,383	6,104	21,487	0	34,792	34,792	0	0	0	134,073
		V17.2	70,498	2,463	4,441	6,904	15,408	3,965	19,373	0	31,347	31,347	3,432	0	0	131,554
		Difference	3,987	1,243	(5,622)	(4,379)	25	(2,139)	(2,114)	0	(3,445)	(3,445)	3,432	0	0	(2,519)
	CREOLE SITE	'09	327,400	69,152	55,866	125,018	130,272	21,451	151,723	3,661	206,610	210,271	18,863	33,412	16,127	882,814
		V17.2	322,968	58,740	33,648	92,388	121,661	14,466	136,127	3,188	209,824	213,012	15,128	21,339	16,214	817,176
		Difference	(4,432)	(10,412)	(22,218)	(32,630)	(8,611)	(6,985)	(15,596)	(473)	3,214	2,741	(3,735)	(12,073)	87	(65,638)
	PROJECT TOTAL	'09	393,911	70,372	65,929	136,301	145,655	27,555	173,210	3,661	241,402	245,063	18,863	33,412	16,127	1,016,887
		V17.2	393,466	61,203	38,089	99,292	137,069	18,431	155,500	3,188	241,171	244,359	18,560	21,339	16,214	948,730
		Difference	(445)			(37,009)			(17,710)			(704)	(303)	(12,073)	87	(68,157)
	% Difference	-0.1%			-27.2%			-10.2%			-0.3%	-1.6%	-36.1%	0.5%	-6.7%	



REVISES
#1 08/02/07

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2017 Supplement #2
Compared to 2009

SHEET NO.
COMPREHENSIVE
E1A2.1

DATE: 07/26/07

1122 S. 2025 FIFTH AVENUE SUITE 100
Buildings 1A & 2 Exterior Elevations

TREASURE - PARK CITY, UTAH



REVISES

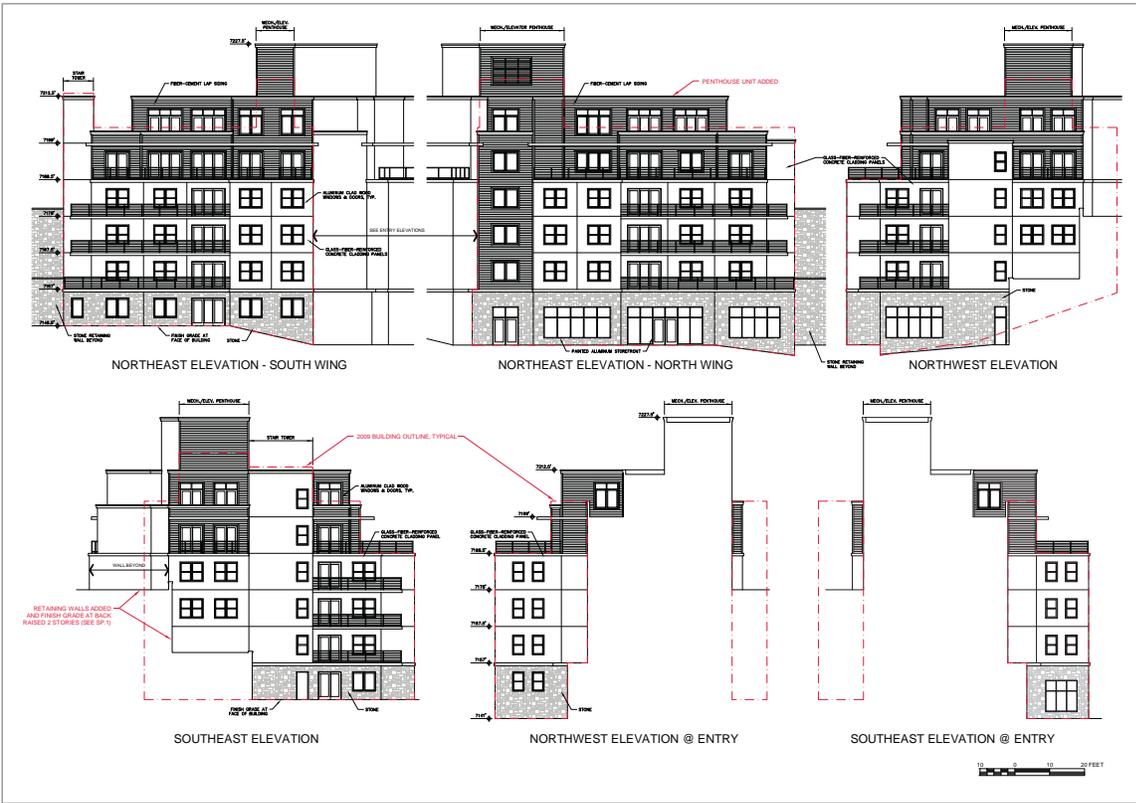
MPE
INC. - CO. OF ARCHITECTS

Buildings 1A, 1C & 2 Exterior Elevations
MPE, INC. - PO Box 2429, Park City, UT 84302
eMail: info@mpeurparkcity.com

treasure
PARK CITY, UTAH

SHEET NUMBER
E.1AC2.1

4/10/2008



UPDATES
#1 08/01/2017

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11/2, 2017 Revisions 01, 02, 03, 04, 05, 06, 07, 08, 09, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100

TREASURE - PARK CITY, UTAH

2017 Revisions #2
Compared to 2016

SHEET NO.
COMPOSITE
E1B.1

DATE: 03/09/2017



03/09/2017

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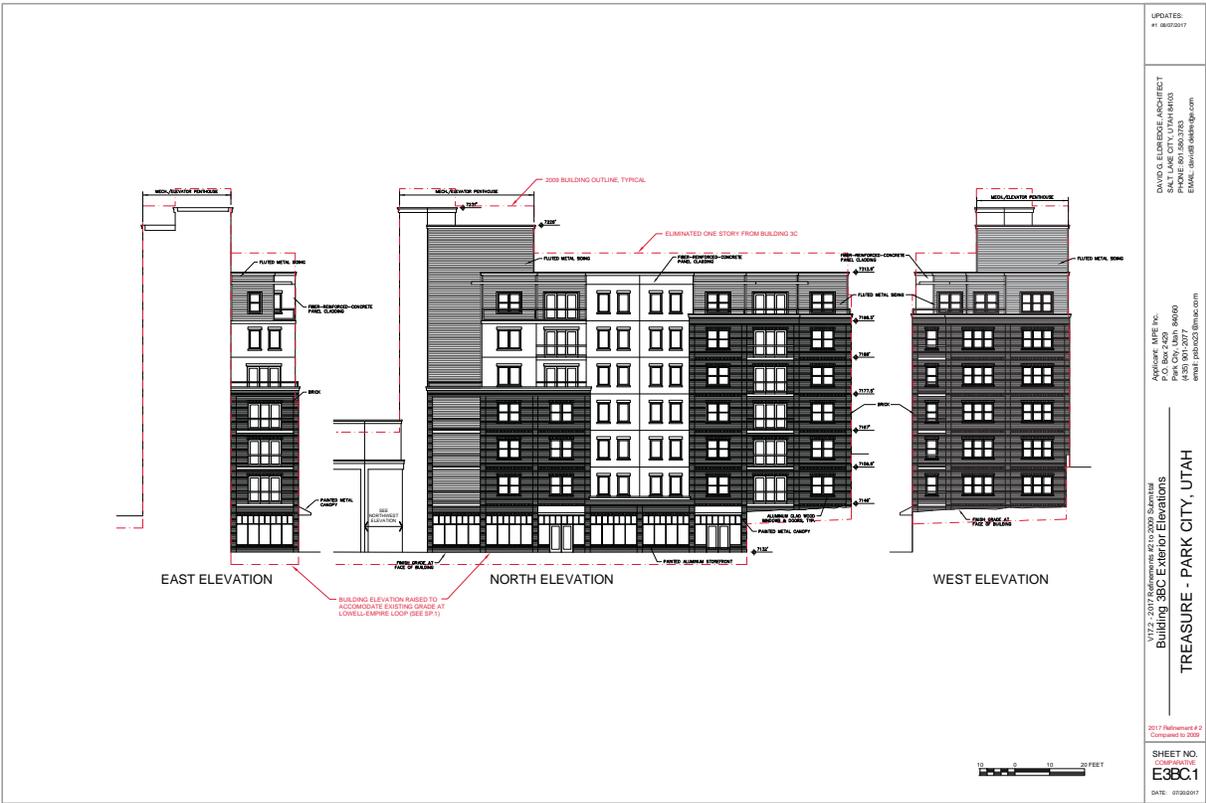
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TREASURE - PARK CITY, UTAH

2017 Revisions #2
Compared to 2016

SHEET NO.
COMPOSITE
E1B.1

DATE: 03/09/2017



UPDATES:
#1 08/02/2017

DAVID G. ELMER, ARCHITECT
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PHONE: 801.225.0800
WWW.MPEINC.COM

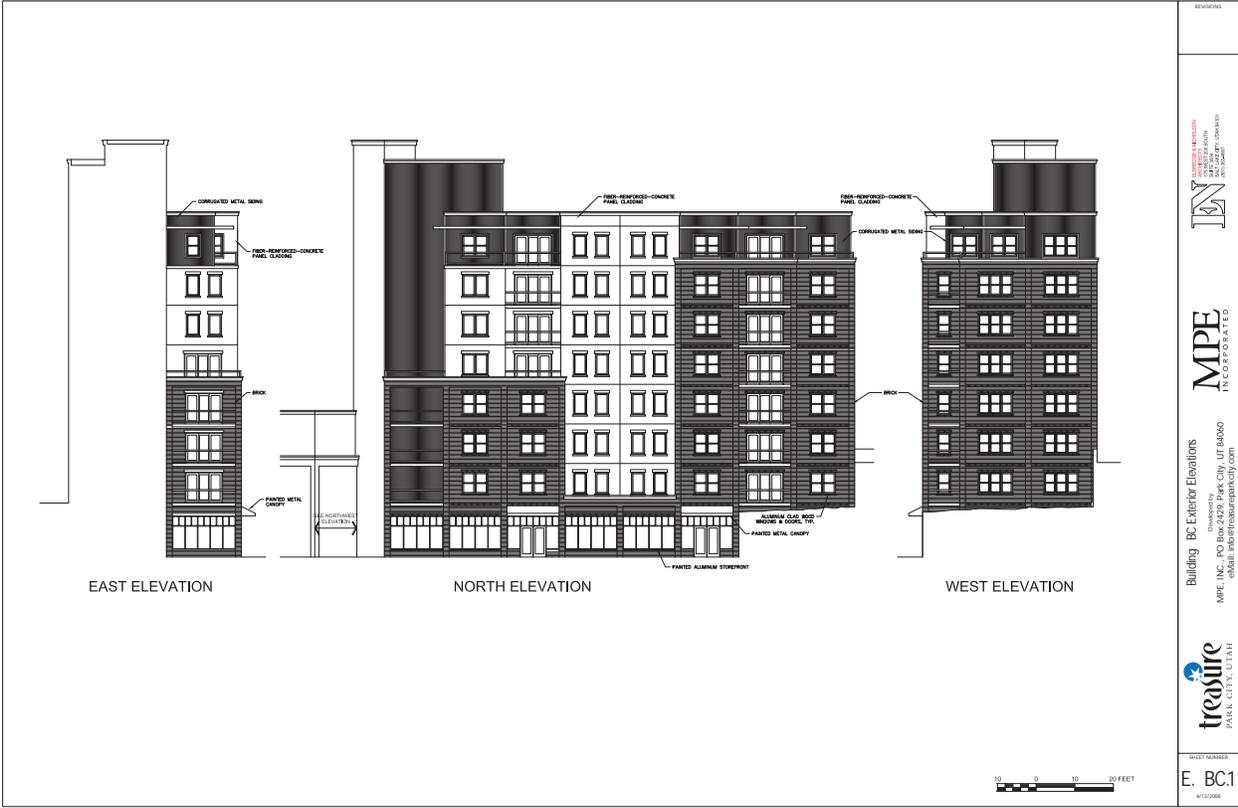
3615 LAKE CITY, UTAH 84093
Building 3BC Exterior Elevations

TREASURE - PARK CITY, UTAH

2017 Revisions # 2
Compared to 2016

SHEET NO.
COMPOSITE
E3BC.1

DATE: 07/26/2017



08/02/2016

3615 LAKE CITY, UTAH 84093
Building 3BC Exterior Elevations

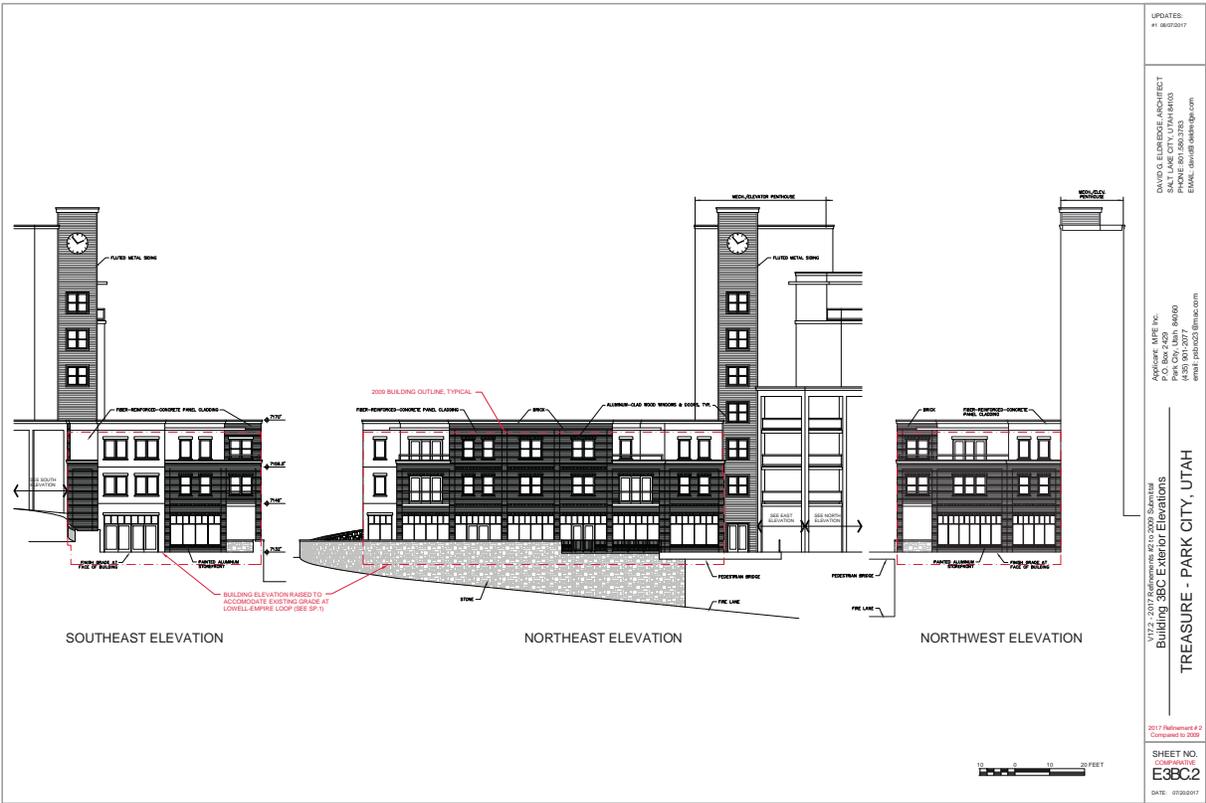
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treasure
PARK CITY, UTAH

MPE
INC. - PO Box 2429, Park City, UT 84090

IN

SHEET NUMBER
E. BC.1
4/12/2008



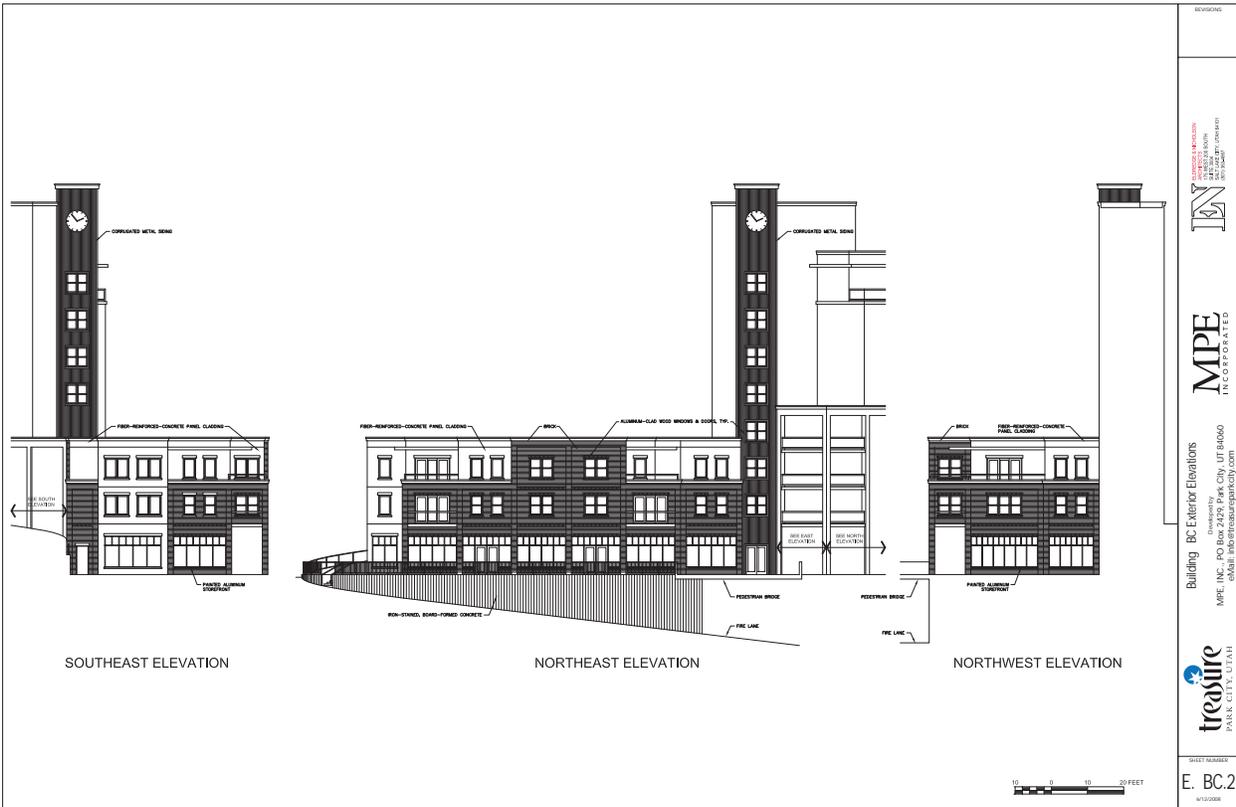
UPDATES
#1 08/02/17

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TREASURE - PARK CITY, UTAH

Building 3BC Exterior Elevations

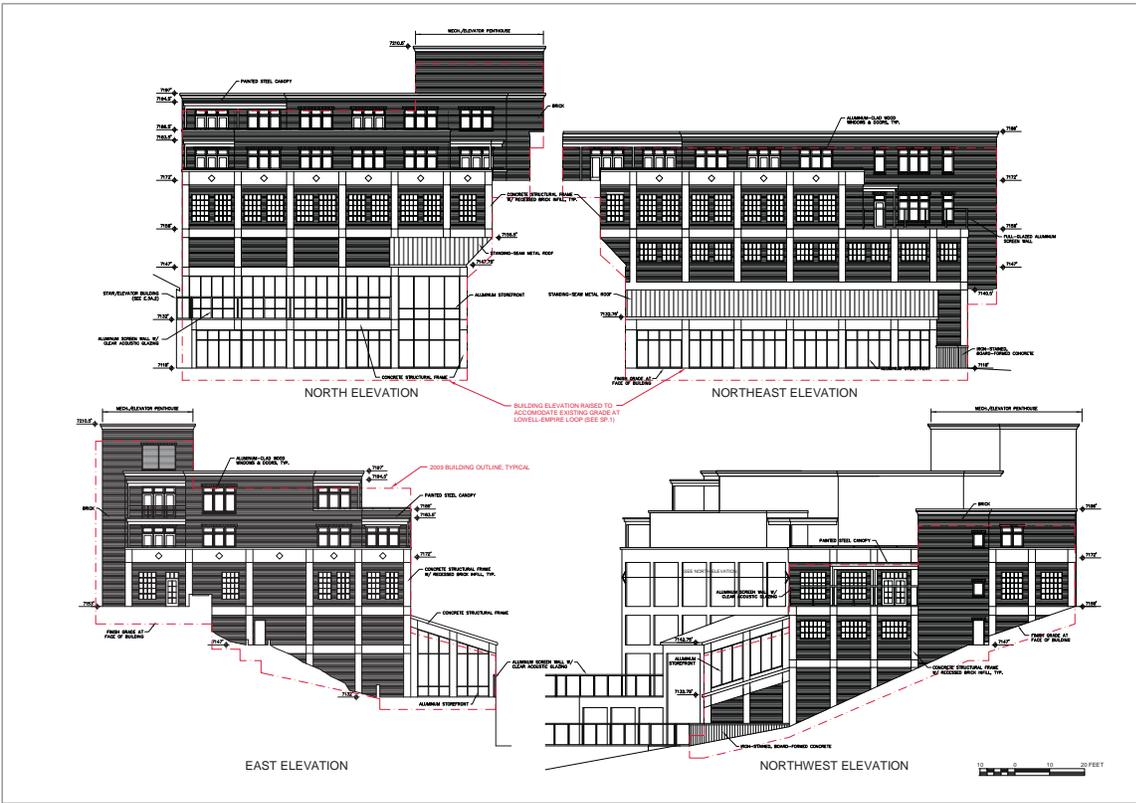


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REVISES
#1 08/02/2017

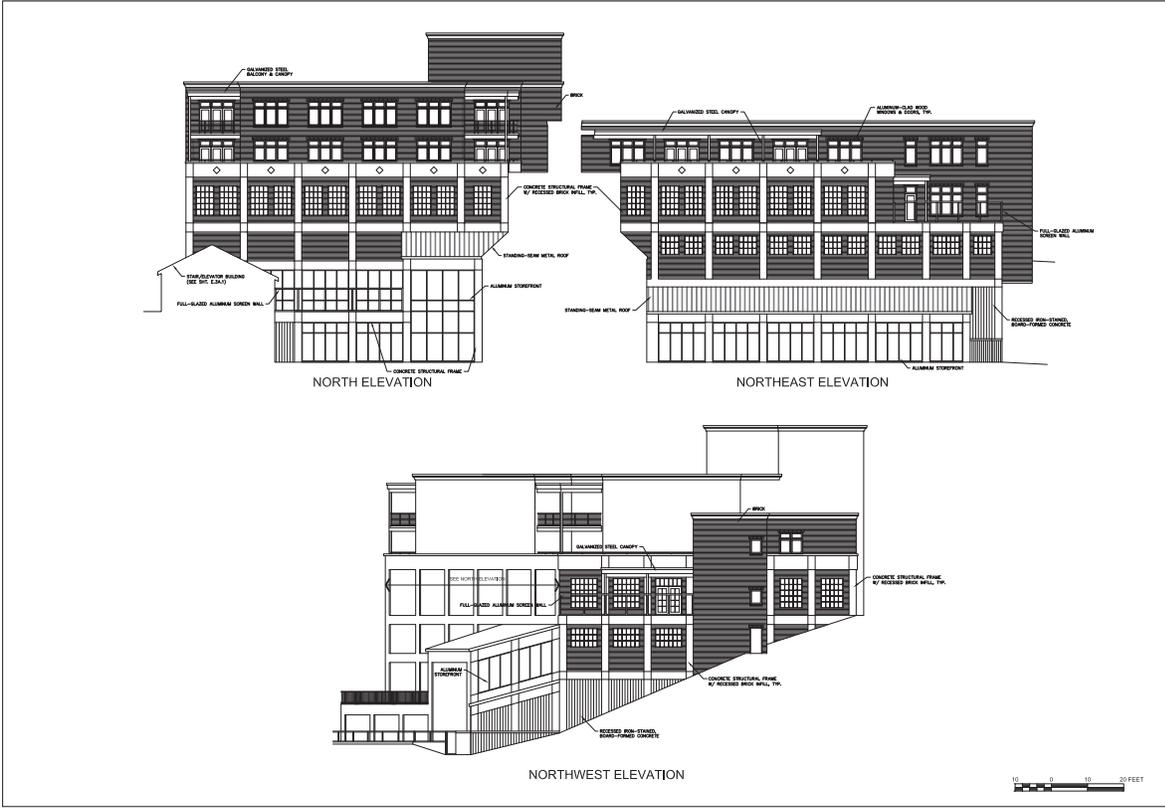
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2017 Reference #2
Compared to 2009

SHEET NO.
COMPOSITE
E4A.1

DATE: 03/03/2017



REVISES

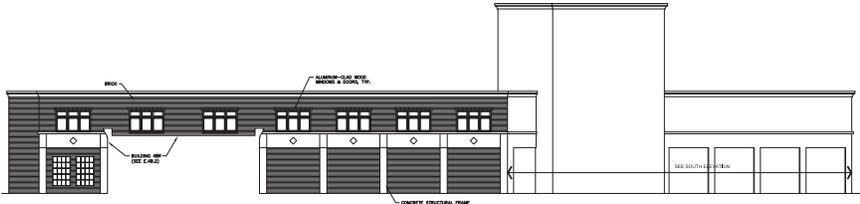
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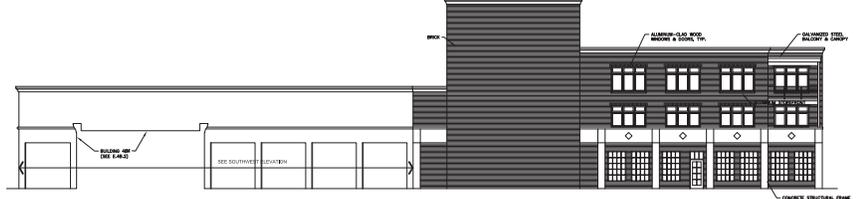
2017 Reference #2
Compared to 2009

SHEET NO.
COMPOSITE
E. A.1

DATE: 03/03/2017



SOUTHWEST ELEVATION



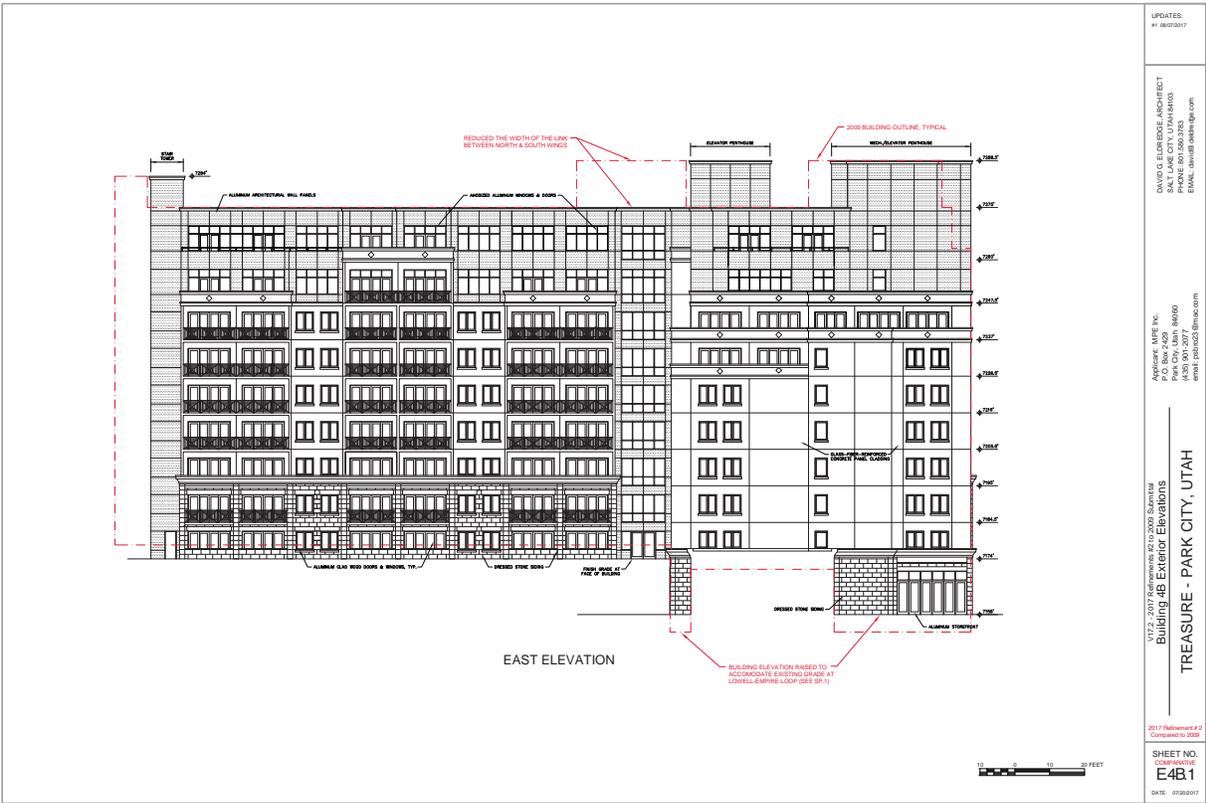
SOUTH ELEVATION



EAST ELEVATION



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 SHEET NUMBER
E. A2
 4/12/2008



UPDATES
#1 08/02/2017

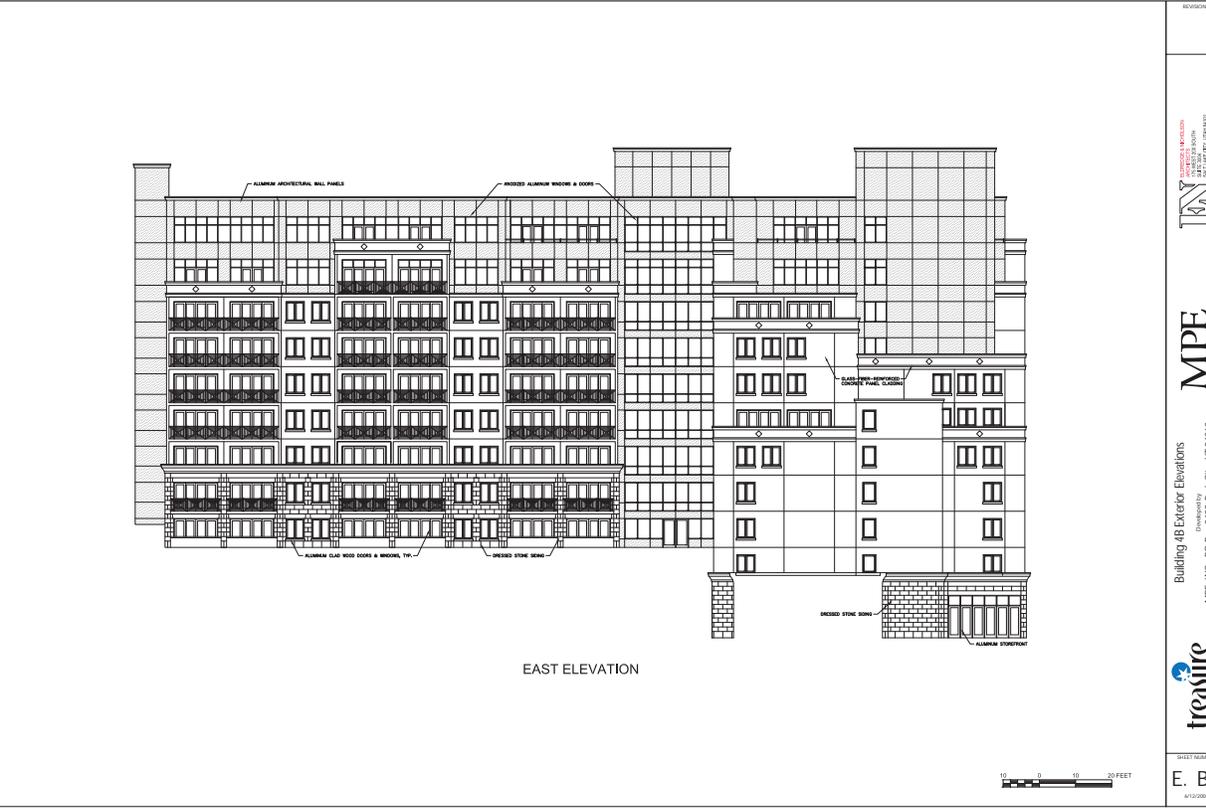
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SHEET NO.
COMPOSITE
E4B.1

DATE: 07/20/2017



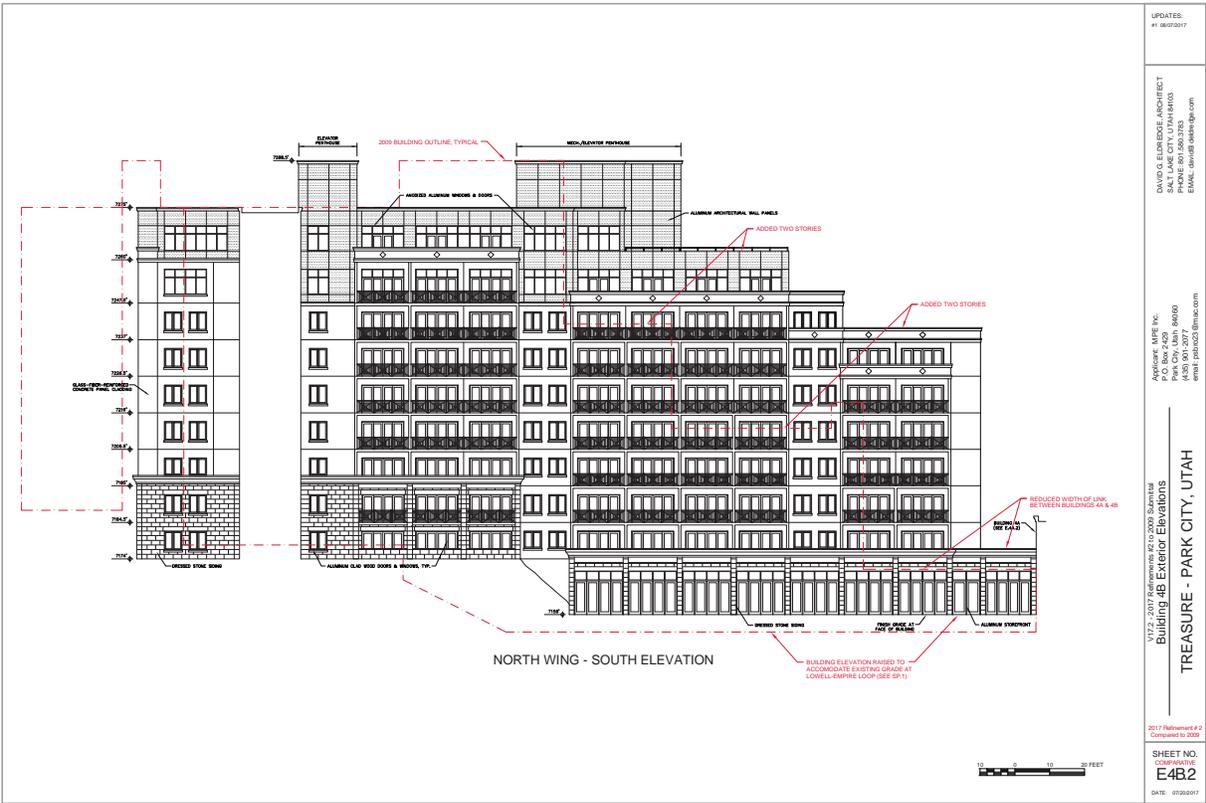
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SHEET NUMBER
E. B.1
#1/2/2008



UPDATES
#1 08/02/2017

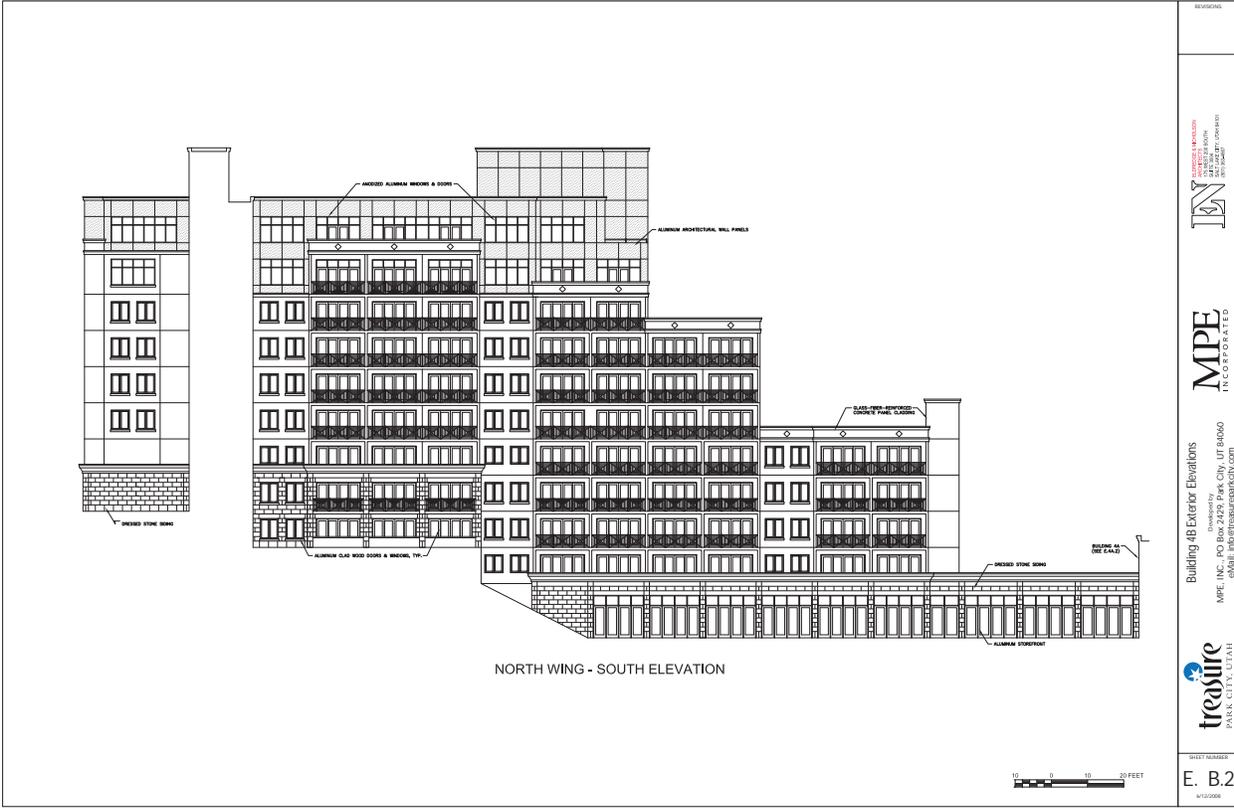
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2017 Reference # 2
Compared to 2016

SHEET NO.
COMPOSITE
E4B.2

DATE: 07/26/2017



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2017 Refinement # 2
Compared to 2016

SHEET NO.
COMPOSITE
ESC.1

DATE: 06/28/2018

2017 Refinement # 2
Compared to 2016

Building SC Exterior Elevations

TREASURE - PARK CITY, UTAH



REVISED

IN

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PARK CITY, UTAH

SHEET NUMBER
E. C. 1
4/12/2018

TREASURE - PARK CITY
BUILDING AREA BY USE COMPARISONS

August 9, 2017

Version	SITE	SUBMITTAL	UE RES.	ACCESSORY SPACE			CIRC. & COMMON SPACE			PARKING			UE COMM.	SUPPORT COMM.	MEETING SPACE	GRAND TOTAL	
				ABOVE GRADE	BELOW GRADE	TOTAL	ABOVE GRADE	BELOW GRADE	TOTAL	ABOVE GRADE	BELOW GRADE	TOTAL					
V17.1 Compared to 2009	MIDSTATION SITE	'09	66,511	1,220	10,063	11,283	15,383	6,104	21,487	0	34,792	34,792	0	0	0	134,073	
		V17.1	70,986	2,312	10,180	12,492	11,870	5,987	17,857	0	34,792	34,792	3,430	0	0	139,557	
		Difference	4,475	1,092	117	1,209	(3,513)	(117)	(3,630)	0	0	0	3,430	0	0	5,484	
	CREOLE SITE	'09	327,400	69,152	55,866	125,018	130,272	21,451	151,723	3,661	206,610	210,271	18,863	33,412	16,127	882,814	
		V17.1	322,040	69,329	55,925	125,254	129,186	21,462	150,648	3,661	206,370	210,031	15,004	26,726	16,127	865,830	
		Difference	(5,360)	177	59	236	(1,086)	11	(1,075)	0	(240)	(240)	(3,859)	(6,686)	0	(16,984)	
	PROJECT TOTAL	'09	393,911	70,372	65,929	136,301	145,655	27,555	173,210	3,661	241,402	245,063	18,863	33,412	16,127	1,016,887	
		V17.1	393,026	71,641	66,105	137,746	141,056	27,449	168,505	3,661	241,162	244,823	18,434	26,726	16,127	1,005,387	
		Difference	(885)	1,269	176	1,445	(5,999)	(106)	(7,055)	0	(240)	(240)	(429)	(6,686)	0	(11,500)	
		% Difference	-0.2%	1.8%	0.3%	1.1%	-4.1%	-0.4%	-4.0%	0%	-0.1%	-0.1%	-2.3%	-20.0%	0.0%	-1.1%	
	V17.2 Compared to 2009	MIDSTATION SITE	'09	66,511	1,220	10,063	11,283	15,383	6,104	21,487	0	34,792	34,792	0	0	0	134,073
			V17.2	70,498	2,463	4,441	6,904	15,408	3,965	19,373	0	31,347	31,347	3,432	0	0	131,554
Difference			3,987	1,243	(5,622)	(4,379)	25	(2,139)	(2,114)	0	(3,445)	(3,445)	3,432	0	0	(2,519)	
CREOLE SITE		'09	327,400	69,152	55,866	125,018	130,272	21,451	151,723	3,661	206,610	210,271	18,863	33,412	16,127	882,814	
		V17.2	322,968	58,740	33,648	92,388	121,661	14,466	136,127	3,188	209,824	213,012	15,128	21,339	16,214	817,176	
		Difference	(4,432)	(10,412)	(22,218)	(32,630)	(8,611)	(6,985)	(15,596)	(473)	3,214	2,741	(3,735)	(12,073)	87	(65,638)	
PROJECT TOTAL		'09	393,911	70,372	65,929	136,301	145,655	27,555	173,210	3,661	241,402	245,063	18,863	33,412	16,127	1,016,887	
		V17.2	393,466	61,203	38,089	99,292	137,069	18,431	155,500	3,188	241,171	244,359	18,560	21,339	16,214	948,730	
		Difference	(445)	(8,669)	(27,840)	(37,009)	(8,586)	(9,124)	(17,710)	(473)	(231)	(1,704)	(303)	(12,073)	87	(68,157)	
		% Difference	-0.1%	-12.3%	-42.1%	-27.2%	-5.9%	-10.2%	-10.2%	-13.0%	-0.3%	-0.3%	-1.6%	-36.1%	0.5%	-6.7%	

Exhibit C - Standards for Review & CUP Merged with Master Plan

CUP Standards 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;

The following LMC 50th Chapter are identified as this time that apply to the filed CUP:

- *Chapter 15-1 General Provisions and Procedures*
- *Chapter 15-2-10 Estate*
- *Chapter 15-2-21 Sensitive Area Overlay Zone Regulations (SLO)*
- *Chapter 15-3 Off-Street Parking*
- *Chapter 15-4 Supplemental Regulations*
- *Chapter 15-5 Architectural Review*
- *Chapter 15-15 Defined Terms*

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

Master Plan Finding #2

The uses proposed and general design of the project is or will be compatible with the character of development in the surrounding area.

Master Plan Finding #8:

The anticipated nightly /rental and/or transient use is appropriate and compatible with the surrounding area.

Master Plan Major Issue: Land Uses

The predominant land uses envisioned at this time are transient-oriented residential development(s) with some limited support commercial. The building forms and massing as well as location lend themselves to hotel-type development. Although future developers of projects within the Master Plan have the flexibility to build a variety of unit types in different combinations or configurations, the likelihood is that these projects will likely be geared toward the visitor looking for more of a destination-type of accommodation. The property involved in the Master Plan is directly connected to the Park City Ski Area and as such can provide ski-to and ski-from access. A number of smaller projects in the area are similarly oriented to the transient lodger. Although certainly a different kind of residential use than that which historically has developed in the old town area, it is still primarily residential in nature. The inclusion of attached townhomes serving to buffer between the existing residences and the denser areas of development will also help provide a transition of sorts. The amount of commercial space included within the Master Plan will be of the size and type to

provide convenient service to those residing within the project, rather than possibly be in competition with the city's existing commercial areas.

Master Plan Major Issue: Neighborhood Compatibility:

In reviewing the general compatibility of a project of this scale, an evaluation of possible alternative approaches was undertaken. In light of those other development concepts and associated impacts, the proposed clustering approach was deemed the most compatible. Rather than spread the density out and thereby impact the entire old town area, the cluster concept afforded the ability to limit the impacts to smaller areas. Efforts to minimize scale have been directed toward this issue as have the solutions to other problems related to traffic, site disturbance, and the preservation of open space. The non-hillside project sites have also been planned in accordance with both the Historic District guidelines and in keeping with the scale of existing residences. The long build-out period envisioned will also enable a more detailed review at the time when specific project proposals are developed. A number of the staff's recommended conditions are directed toward minimizing the potential conflicts related to neighborhood compatibility considerations.

Master Plan Major Issue: Scale

The overall scale and massiveness of the project has been of primary concern. Located within the Historic District, it is important for project designed to be compatible with the scale already established. The cluster concept for development of the hillside area, while minimizing the impacts in other areas, does result in additional scale considerations. The focus or thrust of the review process has been to examine different ways of accommodating the development of the property while being mindful of and sensitive to the surrounding neighborhood. The relocation of density from the Town Lift site was partly in response to this issue. The concentration of density into the Creole Gulch area, which because of its topography and the substantial mountain backdrop which helps alleviate some of the concern, and the requested height variation necessary in order to reduce the mass perceived (higher versus lower and wider), have greatly improved the overall scale of the cluster approach. The sites along Park Avenue have been conceptually planned to minimize scale and have provided stepped facades and smaller-scale buildings to serve as a transition.

Master Plan Major Issue: 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.

- 3. the Use is consistent with the Park City General Plan, as amended; and**

Master Plan Finding #1:

The proposed clustered development concept and associated projects are consistent with both the Park City Comprehensive Master Plan and the underlying zoning.

- Master Plan Major Issue: Comprehensive Plan

The city's Comprehensive Master Plan identifies the Hillside property as a key scenic area and recommends that development be limited to the lower portions of the mountain. The existing HR-1 ground included in the Sweeney Master Plan is shown as being retained for residential use similar to the existing pattern of development. The Coalition West site is also recommended for Historic Residential use with the East parcels included within a Historic Commercial area. The proposed Sweeney Properties MPD is in conformance with the land use designations outlined in the Park City Comprehensive Master Plan.

4. the effects of any differences in Use or scale have been mitigated through careful planning.

Master Plan Finding #4:

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

CUP Review

The Planning Commission must review each of the following items when considering a Conditional Use permit:

1. size and location of the Site;

Master Plan Development Parameter and Condition #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.

Master Plan Major Issue: Density

The proposed densities are well within the maximum allowed and actually about one-half of that which the underlying zones would permit. While it would not be practical or feasible to develop to the full extent of the "paper density", the proposed Master Plan does represent a considerable reduction from that which could be proposed. During the course of review, numerous comparables were presented which demonstrated that the overall density proposed (1.77 unit equivalents per acre of the Hillside Properties and 2.20 for the entire MPD) is the

lowest of any large scale project recently approved. The net densities proposed for the hillside properties, while seemingly quite high, are in actuality lower than the density of the surrounding area. Thus, even though a transferring and congregation of development density is occurring, the overall gross and net densities are well within ranges approved for other projects.

Master Plan Major Issue: Setbacks

All of the development sites provide sufficient setbacks. The Coalition properties conceptually show a stepped building facade with a minimum 10' setback for the West site (in keeping with the HRC zoning) and a 20' average setback for the East sites. The Hillside properties provide substantial 100'+ setbacks from the road, with buildings sited considerably farther from the closest residence.

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

Master Plan Development Parameter and Condition #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.

Master Plan Major Issue: Access

All of the different concepts reviewed would result in similar access concerns. The Coalition properties along Park Avenue have excellent access as a result and efforts were, therefore, limited to combining driveways to minimize the number of curb cuts (i.e: ingress/egress points). The development of the Hillside Properties will undoubtedly impact not only Empire and Lowell Avenues but other local streets as well. While certain assumptions could be made as to the type or character of development proposed and possible corresponding differences in traffic patterns, many of the questions raised would remain unanswered. While it is true that the Norfolk Avenue extended alternative would best deal with the current problem of poor access to that area, it would not have solved all of the access issues. The proposed Master Plan will provide sufficient ground, to be dedicated to the city, for purposes of developing a reasonable turnaround for Upper Norfolk.

Master Plan Major Issue: Traffic

Any form of development proposed in this area of town would certainly impact existing streets. Although the majority of traffic generated will use Empire and Lowell Avenues, other roads will also be affected. The concept of extending Norfolk Avenue would have improved access to the south end of old town, but would also have added additional traffic to Empire and Lowell as a result. It is expected that both Empire and Lowell will be improved in several years in order

to facilitate traffic movement in general. Even without this project, some upgrading has been planned as identified through the development of the Streets Master Plan. In evaluating traffic impacts, both construction and future automobile demand are considered. Many related issues also come into play, such as efforts to minimize site grading and waste export. The Master Plan review process affords the opportunity to address these issues in considerable detail whereas other reviews would not. Several of the conditions proposed deal with the issue of traffic and efforts directed at mitigating the impacts created. Traffic within the project will be handled on private roadways with minimal impact.

Master Plan Major Issue: Easements/Rights-of-Way

The Sweeneys have included the dedication and and/or deeding of several easements and sections of rights-of-way to improve the city's title. As a part of the Master Plan, several roadway sections and utility/access corridors will be deeded over. In addition, a right-of-way will be supplied for the construction of a hammerhead-type turnaround for Upper Norfolk Avenue.

Master Plan Major Issue: Norfolk Avenue

Although several staff members supported the idea of extending Norfolk Avenue through to Empire-Lowell, the consensus was in support of the clustering approach to development. Technical as well as fiscal concerns were discussed relative to the access benefits that would result. Similarly, although the resultant scale of HR-1 development that would have been likely is closer to that prevalent in the Historic District today, the spreading-out of the impacts of road and development construction would have been exacerbated. In lieu of extending Norfolk Avenue, the Sweeney's have consented to deed to the city sufficient land for a turnaround and to participate in the formation of a special improvement district for roadway improvements (in addition to providing an easement for the existing water line).

Master Plan Major Issue: Snow Removal/Storage

The cluster approach to development results in less roadway or associated hard-surfaced area and thereby reduces the amount of snow storage/removal necessary. Considerable effort has been devoted in looking at everything from snow melting systems to where pitched roofs will shed. No additional snow removal will be required of the city. At conditional use approval, additional consideration will be appropriate to ensure that snow storage can safely and reasonably be handled on-site.

3. utility capacity;

Master Plan Finding #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.

Master Plan Finding #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.

Master Plan Development Parameter and Condition #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.

Master Plan Development Parameter and Condition #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.

Master Plan Development Parameter and Condition #8:

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 major costs for these utilities will be necessary. 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 accordance with city subdivision ordinances. Public utilities, 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 4,6000 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 roadbase, plus all other normal construction items and costs, would be in the approximate 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.

- b) Contribute to the Park City Village, or other water tanks, determined to be necessary by the City Engineer in order to serve the project with culinary and fire storage. Based on a Type 1 fire resistive construction, it is assumed that the contribution would be on the order of 500,000 gallons at a cost of approximately \$300,000.00, although the exact figures would need to be determined in a detailed study using adopted City standards.*
- c) Construct pumped pressure system(s) with backup emergency power to provide a means of delivery of fire flows to the project. Construct a meter vault at the edge of the road adjacent to the project, beyond which all water facilities would be privately maintained. It is anticipated that in the vicinity of 2,500 feet of 12-inch water line with appurtenances may be required. Such pipe would cost about \$70,000 in 1986 dollars exclusive of the pumps and backup power, which are even more expensive.*
- d) Provide an easement, or pay all costs related to condemnation by Park City of an easement, suitable for construction and maintenance of a storm*

drain from the project site to Silver Creek or McLeod Creek. All City streets and any public utility drainage easements normally provided in the course of other private development shall be available for utility construction related to this MPD subject to reasonable construction techniques and City standards.

- e) Pay for downstream detention basin construction costs in accordance with the ratio of increased runoff from the project during the 50-year flood event to the total design volume of the basin.*
- f) Construct a storm drain line to Silver Creek or McLeod Creek adequate to contain the runoff running through and off the site during the 50-year flood event. It is assumed that a minimum of 36-inch concrete storm drain line will need to be installed solely for Creole Gulch drainage. It is further assumed that special cleanout boxes and inlet boxes will need to be designed to address difficult hydraulic problems. Such boxes are expensive.*
- g) Provide revegetation over all on-site and off-site areas disturbed for project-related utilities.*
- h) Sanitary sewer improvements are assumed to involve replacing in the vicinity of 3, 000 feet of sewer line, with new manholes included. Such construction will cost in the vicinity of \$100,000, is subject to the approval of SBSID, and is further subject to al~ District fees and agreements necessary for extension of lines.*

Master Plan Major Issue: Utilities

The various utility providers have all reviewed the proposed development concept and do not oppose granting Master Plan approval. Substantial improvements to existing infrastructure will be necessary, however, and the developer has been apprised of his responsibility. Considerable off-site work will be required, the details of which will be resolved at the time of conditional use approval. Depending upon the timing of actual development or the possible subdivision of the property, participation in upgrading existing utility lines and roadway improvements may be required ahead of schedule. A number of parameters/conditions recommended further detail these issues and serve to verify the nature of MPD concept approval.

Master Plan Major Issue: Easements/Rights-of-Way

The Sweeneys have included the dedication and and/or deeding of several easements and sections of rights-of-way to improve the city's title. As a part of the Master Plan, several roadway sections and utility/access corridors will be deeded over. In addition, a right-of-way will be supplied for the construction of a hammerhead-type turnaround for Upper Norfolk Avenue.

4. emergency vehicle Access;

Master Plan Development Parameter and Condition #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.

Master Plan Major Issue: Access

All of the different concepts reviewed would result in similar access concerns. The Coalition properties along Park Avenue have excellent access as a result and efforts were, therefore, limited to combining driveways to minimize the number of curb cuts (i.e: ingress/egress points). The development of the Hillside Properties will undoubtedly impact not only Empire and Lowell Avenues but other local streets as well. While certain assumptions could be made as to the type or character of development proposed and possible corresponding differences in traffic patterns, many of the questions raised would remain unanswered. While it is true that the Norfolk Avenue extended alternative would best deal with the current problem of poor access to that area, it would not have solved all of the access issues. The proposed Master Plan will provide sufficient ground, to be dedicated to the city, for purposes of developing a reasonable turnaround for Upper Norfolk.

5. location and amount of off-Street parking;

Master Plan Finding #5:

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

Master Plan Development Parameter and Condition #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.

Master Plan Development Parameter and Condition #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

6. internal vehicular and pedestrian circulation system;

Master Plan Major Issue: 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.

7. Fencing, Screening, and landscaping to separate the Use from adjoining Uses;

Master Plan Finding #7:

The proposed setbacks will provide adequate separation and buffering.

Master Plan Major Issue: Landscaping/Erosion Control

Detailed landscaping plans and erosion control/revegetation methodologies for minimizing site impacts will be required at the time of conditional use review. Plantings shall be reviewed for their ability to provide visual interest and blend with existing native materials.

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

Master Plan Development Parameter and Condition #5:

Building heights shall be limited to the maximum envelope described on the Restrictions and Requirements Exhibit. At the time of conditional use approval, projects shall be reviewed for conformance with the heights prescribed thereon, and the following:

The Town Lift Mid-Station development is restricted to a maximum height of 35' for at least 90% of the total unit equivalent volume of all above-grade buildings (exclusive of elevator shafts, mechanical equipment, and non-habitable areas) and an overall average height of less than 25' measured from natural, undisturbed grade. Additionally, no portion of any building shall exceed the elevation of 7240' above mean sea level.

The Creole Gulch site shall be limited to a maximum building height of 75' for at least 83% of the total unit equivalent volume of all above-grade buildings combined. An average overall height of less than 45' shall be provided and no portion of any building shall exceed either elevation 7250' for the eastern-most building or the elevation of 7275' for the balance of the project (above mean sea level).

Master Plan Development Parameter and Condition #6:

At the time of project review and approval, all buildings shall be reviewed for conformance with the Historic District Design Guidelines and related architectural requirements. No mechanical equipment or similar protuberances (i.e: antennae, flags, etc.) shall be permitted to be visible on any building roof-tops or shall any bright or flashing lights be allowed.

Master Plan Major Issue: Scale

The overall scale and massiveness of the project has been of primary concern. Located within the Historic District, it is important for project designed to be compatible with the scale already established. The cluster concept for development of the hillside area, while minimizing the impacts in other areas, does result in additional scale considerations. The focus or thrust of the review process has been to examine different ways of accommodating the development of the property while being mindful of and sensitive to the surrounding neighborhood. The relocation of density from the Town Lift site was partly in response to this issue. The concentration of density into the Creole Gulch area, which because of its topography and the substantial mountain backdrop which helps alleviate some of the concern, and the requested height variation necessary in order to reduce the mass perceived (higher versus lower and wider), have greatly improved the overall scale of the cluster approach. The sites along Park Avenue have been conceptually planned to minimize scale and have provided stepped facades and smaller-scale buildings to serve as a transition.

Master Plan Major Issue: Neighborhood Compatibility:

In reviewing the general compatibility of a project of this scale, an evaluation of possible alternative approaches was undertaken. In light of those other development concepts and associated impacts, the proposed clustering approach was deemed the most compatible. Rather than spread the density out and thereby impact the entire old town area, the cluster concept afforded the ability to limit the impacts to smaller areas. Efforts to minimize scale have been directed toward this issue as have the solutions to other problems related to traffic, site disturbance, and the preservation of open space. The non-hillside project sites have also been planned in accordance with both the Historic District guidelines and in keeping with the scale of existing residences. The long build-out period envisioned will also enable a more detailed review at the time when specific project proposals are developed. A number of the staff's recommended conditions are directed toward minimizing the potential conflicts related to neighborhood compatibility considerations.

Master Plan Major Issue: Visibility

The issue of visibility is one which varies with the different concepts proposed and vantage or view points selected. The very detailed visual analyses prepared graphically demonstrated how the various proposals might look from key points around town. The cluster approach' although highly visible from certain areas,

does not impose massive structures in the most prominent areas. Instead, the tallest buildings have been tucked into Creole Gulch where topography combines with the densely vegetated mountainside to effectively reduce the buildings' visibility. The height and reduction in density at the Mid-Station site has been partly in response to this concern. The staff has included a condition that an exhibit be attached to the Master Plan approval that further defines building envelope limitations and architectural considerations.

Master Plan Major Issue: Overall Concept

The concept of clustering densities on the lower portion of the hillside with some transferring to the Coalition properties has evolved from both previous proposals submitted and this most recent review process. The Park City Comprehensive Master Plan update that was recently enacted encourages the clustering of permitted density to those areas of the property better able to accommodate development. In order to preserve scenic areas in town and mitigate potentially adverse impacts on the environment, the Master Planned Development concept was devised. The Sweeney Properties MPD was submitted after a number of different development concepts had been reviewed: including, several versions of the Silver Mountain proposal and various designs that were predicated on the extension of Norfolk Avenue through to the Empire-Lowell Avenues area. After considerable staff discussion and input, the cluster concept was developed. Because of the underlying zoning and resultant density currently in place, the cluster approach to developing on the hillside has been favored throughout the formal review and Hearing process.

Master Plan Major Issue: Grading

The proposed cluster concept will result in less grading than the alternatives considered. The MPD review enabled the staff, Planning Commission, and developer the opportunity to consider this kind of concern early in the project design process. The concept plans developed have examined the level of site work required and how potential impacts can be mitigated. Various conditions supported by staff have been suggested in order to verify the efforts to be taken to minimize the amount of grading necessary and correlated issues identified.

Master Plan Major Issue: Disturbance

The eight distinct development scenarios presented each had a varying degree of associated site disturbance. The current concept results in considerably less site clearing and grading than any of the others presented (except the total high-rise approach). A balance between site disturbance and scale/visibility has been attained through the course of reviewing alternate concepts. General development parameters have been proposed for Master Plan approval with the detailed definition of "limits of disturbance" deferred until conditional use review.

9. usable Open Space;

Master Plan Finding #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.

Master Plan Major Issue: Open Space

A key element of the proposed cluster approach is to preserve usable open space in perpetuity. A total of 97% (120 acres) of the hillside will be maintained as open space as a part of the proposed Master Plan. In excess of 110 acres will actually be rezoned to Recreation Open Space (ROS) in addition to 70% open space provided within each of the development parcels. Alternative concepts reviewed involving the extension of Norfolk Avenue would significantly have reduced the amount of open space retained. The potential for the subdivision and scattered development of the hillside would also have drastically affected the goal of preserving the mountain substantially intact and pristine.

10. signs and lighting;

11. physical design and Compatibility with surrounding Structures in mass, scale, style, design, and architectural detailing;

Master Plan Finding #2:

The uses proposed and general design of the project is or will be compatible with the character of development in the surrounding area.

Master Plan Development Parameter and Condition #5:

Building heights shall be limited to the maximum envelope described on the Restrictions and Requirements Exhibit. At the time of conditional use approval, projects shall be reviewed for conformance with the heights prescribed thereon, and the following:

The Town Lift Mid-Station development is restricted to a maximum height of 35' for at least 90% of the total unit equivalent volume of all above-grade buildings (exclusive of elevator shafts, mechanical equipment, and non-habitable areas) and an overall average height of less than 25' measured from natural, undisturbed grade. Additionally, no portion of any building shall exceed the elevation of 7240' above mean sea level.

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The overall scale and massiveness of the project has been of primary concern. Located within the Historic District, it is important for project designed to be compatible with the scale already established. The cluster concept for development of the hillside area, while minimizing the impacts in other areas, does result in additional scale considerations. The focus or thrust of the review process has been to examine different ways of accommodating the development of the property while being mindful of and sensitive to the surrounding neighborhood. The relocation of density from the Town Lift site was partly in response to this issue. The concentration of density into the Creole Gulch area, which because of its topography and the substantial mountain backdrop which helps alleviate some of the concern, and the requested height variation necessary in order to reduce the m²SS perceived (higher versus lower and wider), have greatly improved the overall scale of the cluster approach. The sites along Park Avenue have been conceptually planned to minimize scale and have provided stepped facades and smaller-scale buildings to serve as a transition.

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In reviewing the general compatibility of a project of this scale, an evaluation of possible alternative approaches was undertaken. In light of those other development concepts and associated impacts, the proposed clustering approach was deemed the most compatible. Rather than spread the density out and thereby impact the entire old town area, the cluster concept afforded the ability to limit the impacts to smaller areas. Efforts to minimize scale have been directed toward this issue as have the solutions to other problems related to traffic, site disturbance, and the preservation of open space. The non-hillside project sites have also been planned in accordance with both the Historic District guidelines and in keeping with the scale of existing residences. The long build-out period envisioned will also enable a more detailed review at the time when specific project proposals are developed. A number of the staff's recommended conditions are directed toward minimizing the potential conflicts related to neighborhood compatibility considerations.

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The issue of visibility is one which varies with the different concepts proposed and vantage or view points selected. The very detailed visual analyses prepared graphically demonstrated how the various proposals might look from key points around town. The cluster approach' although highly visible from certain areas, does not impose massive structures in the most prominent areas. Instead, the tallest buildings have been tucked into Creole Gulch where topography combines

with the densely vegetated mountainside to effectively reduce the buildings' visibility. The height and reduction in density at the Mid-Station site has been partly in response to this concern. The staff has included a condition that an exhibit be attached to the Master Plan approval that further defines building envelope limitations and architectural considerations.

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The concept of clustering densities on the lot. Ter portion of the hillside with some transferring to the Coalition properties has evolved from both previous proposals submitted and this most recent review process. The Park City Comprehensive Master Plan update that was recently enacted encourages the clustering of permitted density to those areas of the property better able to accommodate development. In order to preserve scenic areas in totJn and mitigate potentially adverse impacts on the environment, the Master Planned Development concept was devised. The Sweeney Properties MPD was submitted after a number of different development concepts had been reviet.Ted; including, several versions of the Silver Mountain proposal and various designs that were predicated on the extension of Norfolk Avenue through to the Empire-Lowell Avenues area. After considerable staff discussion and input, the cluster concept was developed. Because of the underlying zoning and resultant density currently in place, the cluster approach to developing on the hillside has been favored throughout the formal review and Hearing process.

Master Plan Major Issue: Grading

The proposed cluster concept will result in less grading than the alternatives considered. The MPD review enabled the staff, Planning Commission, and developer the opportunity to consider this kind of concern early in the project design process. The concept plans developed have examined the level of site work required and how potential impacts can be mitigated. Various conditions supported by staff have been suggested in order to verify the efforts to be taken to minimize the amount of grading necessary and correlated issues identified.

Master Plan Major Issue: Disturbance

The eight distinct development scenarios presented each had a varying degree of associated site disturbance. The current concept results in considerably less site clearing and grading than any of the others presented (except the total high-rise approach). A balance between site disturbance and scale/visibility has been attained through the course of reviewing alternate concepts. General development parameters have been proposed for Master Plan approval with the detailed definition of "limits of disturbance" deferred until conditional use review.

12. noise, vibration, odors, steam, or other mechanical factors that might affect people and Property Off-site;

Master Plan Development Parameter and Condition #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.

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; and

Master Plan Development Parameter and Condition #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.

Master Plan Major Issues – Tenancy

The likely occupancy and tenancy of the projects comprising the Master Plan will be transient in nature. Rather than housing significant numbers of year-round permanent residents, it is expected that the orientation will instead be toward the short-term visitor.

15. within and adjoining the Site, impacts on Environmentally Sensitive Lands, Slope retention, and appropriateness of the proposed Structure to the topography of the Site.

Master Plan Development Parameter and Condition #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.

Miscellaneous statements from Master Plan

Master Plan Finding #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.

Master Plan Development Parameter and Condition #1:

The Sweeney Properties Master Plan is approved based upon the information and analysis prepared and made a part hereof. While most of the requirements imposed will not be imposed until individual parcels are created or submitted for conditional use approval, certain specific obligations are also identified on the approved phasing plan. At the time of conditional use or subdivision review, the staff and Planning Commission shall review projects for compliance with the adopted codes and ordinances in effect at the time, in addition to ensuring conformance with the approved Master Plan.

Master Plan Development Parameter and Condition #2:

Upon final approval of the proposed Master Plan, a recordable document (in accordance with the Land Management Code) shall be prepared and submitted. The Official Zone Map will be amended to clearly identify those properties included within the Master Plan, and the hillside property not included within either the Town Life Mid-Station or Creole Gulch sites (approximately 110 acres) shall be rezoned to Recreation Open Space. At the time of conditional use review, final building configurations and heights will be reviewed in accordance with the approved Master Plan, applicable zoning codes and related ordinances. A minimum of 70% open space shall be provided within each of the development parcels created except for the Coalition properties.

Master Plan Development Parameter and Condition #10:

As projects are submitted for conditional use approval, the city shall review them for required employee housing in accordance with adopted ordinances in effect at the time of application. (Subject to housing resolution no 20-07.)

Master Plan Background paragraphs:

An application for Large Scale Master Planned Development was submitted on May 21, 1985, in accordance with Sections 1 and 10 of the Park City Land Management Code. The applicant requested that only general development concept and density be approved at this juncture. Final unit configuration and mix may be adjusted by future developers at the time of conditional use review. A legal description of the total property involved in the area being master planned shall be recorded with Summit County. The general nature of the development and pertinent details of the transferring of densities from one area to another shall be adequately described and of sufficient depth to apprise potential land purchasers or developers that the property has been included within a Master Plan.

A variety of development concepts were submitted during the course of reviewing the proposed Master Plan. A total of eight distinct approaches to the development of the Hillside Properties were evaluated. The alternative concepts ranged from a "conventional" subdivision approach involving the extension of Norfolk Avenue, to a modern high-rise concept. The staff, Planning Commission and general public have all favored the clustering of development as opposed to spreading it out. Several of the alternatives prepared were in response to specific concerns expressed relative to the scale and mass of buildings necessary to accommodate the density proposed. The latest concept developed represents a refined version of the cluster approach originally submitted.

Hillside Properties (paragraphs)

By far the largest area included within the proposed Master Plan, the Hillside Properties involve over 123 acres currently zoned PR-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.

- *Master Plan Major Issue: Zoning*

Currently, the land involved in the proposed MPD is comprised of three (actually four) distinct zoning designations. The Coalition East parcel is currently zoned Historic Recreation Commercial (HRC) although it was zoned (and is therefore, technically "grandfathered" or vested) Historic Commercial Business at the time the application was submitted. The West site is also now zoned HRC. The Hillside Properties (i.e: Town Lift Mid-Station and Creole Gulch sites) are zoned Historic Residential (HR-1) and Estate (E). The Carr-Sheen, MPE, and two of the three single-family lots are all zoned HR-1 as well. The single-family lot adjacent to property owned by United Park City Mines is zoned Estate. The current zoning will basically remain unaltered as a result of the proposed Master Plan except that over 110 acres of the mountain will be rezoned to Recreation Open Space (ROS), and the hillside properties will be designated as being subject to a Master Planned Development document/approval (i.e: E/HR1-MPD).

- *Master Plan Major Issue: Fiscal*

The proposed dense clustering of development is by far the most economic to service. In contrast to other concepts proposed involving the extension of Norfolk Avenue and possible scattered development of the hillside, the cluster approach represents a positive impact on the city's and other public entities budgets. The nature of development anticipated and lack of additional roadway and utility line extensions requiring maintenance will not create significant additional demands for service.

- *Master Plan Major Issue: Phasing*

The build-out of the entire Master Plan is expected to take somewhere between 15-20 years. The Coalition properties will likely be developed within 5-10 years with development of the Hillside area not expected for at least 10 years. Because of the scope of the project and the various related improvements necessary to accommodate a project of this nature, a detailed time line has been developed as an attachment to the MPD approval documents. While some flexibility is built-into the approved Master Plan, any period of inactivity in excess of two years would be cause for Planning Commission to consider terminating the approval.

- *Master Plan Major Issue: Fire Safety*

The clustering of development proposed affords better overall fire protection capabilities than would a more scattered form. Buildings will be equipped with sprinkler systems and typical "high-rise" fire protection requirements will be implemented. The proposed development concept locates buildings in areas to avoid cutting and removing significant evergreens existing on the site. Specific

parameters have been recommended by the staff with actual details proposed to be deferred until conditional use review.

- *Master Plan Major Issue: Employee Housing*
At the time of conditional use approval, individual projects shall be reviewed for impacts on and the possible provision of employee housing in accordance with applicable city ordinances in effect.
- *Master Plan Major Issue: Trails*
The proposed phasing plan identifies the timing of construction for summertime hiking trails and related pedestrian connections. Trails, stairways, and sidewalks accessing or traversing the various properties will be required in accordance with both the approved phasing plan and at the time of conditional use review/approval.

Parking (Creole-Gulch) Garage: 236,718 sf.
 • Parking Area: 196,626 sf. (83%)
 • Creole-Level 1-2, bldg. 4B-Level 1-4, & bldg. 5AD-Level 1
 • Accessory Space: 40,092 sf. (17%)
 • Creole-level 1-2: Service corridors, trash/receiving/storage, FCC, service elevators, & central mech. (29,697 sf.)
 • Circulation & Common Space (10,395 sf., various elevator lobbies)
Ramp & Road: 13,198 sf.
 • Parking Area level 1-3

Building 4A: 95,166 sf.
 • Residential-Condominiums: 16,122 sf. (17%)
 • Level 5-6: 4 one-level flats
 • Support Commercial: 16,183 sf. (17%)
 • Level 3: Spa (5,676 sf.)
 • Level 4: Restaurant/bar (9,483 sf.) & deli (1,024 sf.)
 • Meeting space: 16,214 sf. (17%)
 • Level 1: Meeting rooms (2,841 sf.) & Ballroom (8,061 sf.)
 • Level 2: Jr. Ballroom (5,312 sf.)
 • Accessory Space: 46,647 sf. (49%)
 • Level 1: Banquet prep., service corridor, & restrooms (7,407 sf.)
 • Level 2: Banquet prep./storage, restrooms, & service corridors (6,010 sf.)
 • Level 3: Employee lockers, service corridors, & fitness center (8,589 sf.)
 • Level 4: Service area, ski storage, & offices (4,149 sf.)
 • Level 5 & 6: Service elevators (718 sf.)
 • Level 1-6: Circulation & Common Space (19,774 sf.)
 • 6 story bldg. above 1 story of parking

Plaza Buildings: 305 sf.
 • Accessory Space
 • Circulation & Common Space
 • 1 story bldg. above 2 stories of parking
 • Located between building 3A & 4A

Building 3A: 3,746 sf.
 • Allotted Commercial: 3,653 sf. (98%)
 • Level 1 (4): Restaurant
 • Accessory Space: 93 sf. (2%)
 • Level 1: Service elevator
 • 4 story bldg. adjacent/above parking
Employee Housing: 6,669 sf.
 • Level 1-3, NON-UE Space
 • 4 story bldg. adjacent/above parking

Building 3B: 40,381 sf.
 • Residential-Condominiums: 20,594 sf. (51%)
 • Level 2-7: 6 one-level flats
 • Allotted Commercial: 8,606 sf. (21%), level 1
 • Bar (5,343 sf.)
 • Clothing store (2,483 sf.)
 • Coffee shop: (780 sf.)
 • Accessory Space: 11,181 sf. (28%), level 1-7
 • Service corridors/service elevators (3,655 sf.)
 • Circulation & Common Space (7,526 sf.)
 • 7 story bldg. above 2 stories of parking

Building 2: 11,000 sf.
 • Residential-Condominiums: 5,178 sf. (47%)
 • 3 four story townhouses
 • Allotted Commercial: 1,188 sf. (11%)
 • Level 4: Sporting goods (retail)
 • Accessory Space: 1,446 sf. (13%)
 • Level 4: Lift ticket sales office (500 sf.)
 • Level 1-2: Circulation & Common Space (946 sf.)
 • Parking Area: 3,188 sf. (29%)
 • At grade parking underneath each unit
 • 4 story bldg.

Building 3C: 13,417 sf.
 • Residential-Condominiums: 10,396 sf. (77%)
 • Level 1-3: 3 one-level flats
 • Allotted Commercial: 1,681 sf. (13%)
 • Level 1: Convenience store (retail)
 • Accessory Space: 1,340 sf. (10%)
 • Level 1-3: Circulation & Common Space
 • 3 story bldg. above 2 stories of parking

Building 1B: 51,624 sf.
 • Residential-Condominiums: 35,278 sf. (68%)
 • Level 2-7: one story flats
 • Allotted Commercial: 3,432 sf. (6%)
 • Level 2: daycare
 • Accessory Space: 12,914 sf. (25%), level 1-7
 • Lobby, restroom, & service elevators (3,828 sf.)
 • Circulation & Common Space (9,086 sf.)
 • 7 story bldg. above 1 story of parking with lobby

Parking Garage: 35,854 sf., Level 1
 • Parking: 31,347 sf. (87%)
 • Accessory Space: 4,507 sf. (13%)
 • Service elevators (1,131 sf.)
 • Circulation & Common Space (3,376 sf.), lobbies
 • 1 story adjacent to bldg. 1A, below to bldg. 1B & 1C

Building 1A: 13,583 sf.
 • Residential-Condominiums: 12,230 sf. (90%)
 • 6 three story townhouses
 • Accessory Space: 1,353 sf. (10%)
 • Circulation & Common Space
 • 3 story bldg. adjacent to parking

Building 5A: 54,885 sf.
 • Residential-Condominiums: 40,157 sf. (73%)
 • Level 1-8: 15 one-level flats
 • Accessory Space: 14,728 sf. (27%), level 1-8
 • Service elevators (1,478 sf.)
 • Circulation & Common Space (13,250 sf.)
 • 8 story bldg. above 1 story of parking

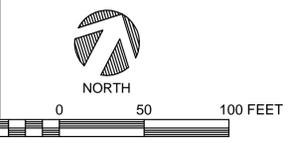
Building 1C: 30,493 sf.
 • Residential-Condos: 22,990 sf.
 • 6 one story flats
 • Accessory Space: 7,503 sf.
 • Service elevators (1,945 sf.)
 • Circulation & Common Space (5,558 sf.)
 • 7 story bldg. plus underground parking level

Building 5C: 89,670 sf.
 • Residential-Condominiums: 63,936 sf. (71%)
 • Level 2-11: 17 one-level flats
 • Accessory Space: 25,734 sf. (29%), level 1-11
 • Storage/maintenance, service elevators, (6,881 sf.)
 • Circulation & Common Space (18,853 sf.)
 • 11 story bldg. above 1 story of parking

Building 4B: 252,021 sf.
 • Residential: 166,585 sf. (66%)
 • Hotel rooms (136,084 sf.)
 • 223 hotel rooms:
 • 171 standard
 • 37 executive
 • 5 deluxe
 • 1 grand suite
 • Level 2: 41 rooms
 • Level 3: 41 rooms
 • Level 4: 31 rooms
 • Level 5: 31 rooms
 • Level 6: 31 rooms
 • Level 7: 25 rooms
 • Condominiums: (30,501 sf., 7 units)
 • Level 9: 4 Condos
 • Level 10: 3 Condos
 • Support Commercial: 3,270 sf. (2%), level 1
 • Snack bar (2,504 sf.)
 • Gift Shop (766 sf.)
 • Accessory Space: 82,166 sf. (32%)
 • Level 1: Laundry, maintenance, & restrooms (18,428 sf.)
 • Level 1-10: Circulation & Common Space (63,738 sf.)
 • 10 story bldg. above 4 stories of parking

OPEN SPACE CALC.	
BLDG. NO.	BLDG. FOOTPRINT (1)
MIDSTATION SITE - LOT #8	
1A	5,026 S.F.
1B	9,462
1C	8,970
TOTAL	23,458 S.F.
SITE AREA	163,337 S.F. (3.75 ACRES)
OPEN SPACE	85.64 %
CREOLE SITE - LOT #9	
2	2,741 S.F.
EMP. HOUSING	633
3A	3,746
3B	5,291
3C	4,575 (2)
PLAZA STAIR/ELEV.	305
4A	21,220
4B	32,083
5A	7,569
5C	10,051
TOTAL	88,214 S.F.
SITE AREA	337,591 S.F. (7.75 ACRES)
OPEN SPACE	73.87 %
PROJECT TOTAL	
BLDG. AREA	111,672 S.F.
SITE AREA	500,928 S.F.
OPEN SPACE	77.71 %

(1) BUILDING FOOTPRINT AREAS USED IN THE OPEN SPACE CALCULATION (SHOWN SHADED) ARE MEASURED AT THE EXTERIOR FACE OF WALL AT FINISH GRADE, EXCEPT WHERE NOTED OTHERWISE. EXCLUDED ARE DRIVEWAYS, ROOF OVERHANGS, PRIVATE BALCONIES NOT ABOVE HABITABLE SPACE AND OPEN ON AT LEAST TWO SIDES, AND STRUCTURES BELOW LANDSCAPING OR PUBLIC PLAZAS.
 (2) BUILDING 3C AREA INCLUDES THE HABITABLE SPACE ABOVE THE PLAZA WALKWAY (SHOWN DASHED).



UPDATES:
 #1 08/07/2017

DAVID G. ELDRIDGE, ARCHITECT
 SALT LAKE CITY, UTAH 84103
 PHONE: 801.580.3783
 EMAIL: david@deldredge.com

Applicant: MPE Inc.
 P.O. Box 2429
 Park City, Utah 84060
 (435) 901-2077
 email: psbro23@mac.com

V17.2 - 2017 Refinements #2 to 2009 Submittal
 Site & Circulation Plan

TREASURE - PARK CITY, UTAH

OLD

SWEENEY PROPERTIES MASTER PLAN FACT SHEET AND UNIT BREAKDOWN

May 15, 1985

MPE Inc.-Applicant
DeLaMare, Woodruff, Stepan-
Architects & Planners
P/S Associates-Engineers & Surveyors
Dr. Pat Sweeney-Responsible Agent
P.O. Box 2429,
Park City, UT 84060
(801) 649-7077

FACT SHEET

OVERALL MASTER PLAN

Area: 125.644 acres
 # Unit Equivalents: 256.13
 Open Space: 96%

COALITION PROPERTIES

Area: 1.728 acres (1.191 acres Coalition East, .537 Coalition West)
 # Unit Equivalents: 47.13 (37 Coalition East, 10.13 Coalition West)
 Open Space: 45% (41% Coalition East excluding bus turnout,
 55% Coalition West)

DEVELOPED HR1

Area: .449 acres
 # Unit Equivalents: 5
 Open Space: 60%

HILLSIDE PROPERTIES

Area: 123.467 acres (Rezoned to **111 acres Recreational and
 Open Space (ROS)**, 1.0 acre HR1, and 11.5 acres RC)
 # Unit Equivalents: 209 (2-single family on .5 acre each;
 207 RC sites)
 Open Space: **97%** (70% open space within 11.5 acres RC)

<u>SUMMARY OF PHASES</u>	# Unit Equivalents	S.F. Support Commercial	S.F. Lobby	# Parking Spaces
--------------------------	-----------------------	----------------------------	------------	---------------------

COALITION PROPERTIES

Coalition East Phase I	24	Undetermined	2000	71
<u>Coalition East Phase II</u>	<u>13</u>	Undetermined	<u>2000</u>	<u>20</u>
Total Coalition East	37		4000	91
Coalition West Phase I	5.79	None	None	17
<u>Coalition West Phase II</u>	<u>4.34</u>	None	None	<u>11</u>
Total Coalition West	10.13			28
Total	47.13	Undetermined	4000	119

HILLSIDE PROPERTIES

Creole Mine Phase I	55.25	7000	4000	192
<u>Creole Mine Phase II</u>	<u>74.50</u>	<u>4000</u>	<u>4500</u>	<u>156</u>
Total Creole Mine Site	129.75	11000	8500	348
Town Lift Midstation I	37	4000	3000	117
<u>Town Lift Midstation II</u>	<u>40.50</u>	<u>4000</u>	<u>6000</u>	<u>90</u>
Total Town Lift Mid.	77.50	8000	9000	207
Total	207	19000	17500	555

**C. PHASING AND
BREAKDOWN OF UNIT EQUIVALENTS
BY DELAMARE, WOODRUFF, STEPAN,
ASSOCIATES, INC.**

30 April 1985

**CREOLE MINE SITE
PARKING
PHASE I**

Level	No. Cars
100	33
90	26
5	7
10	24
20	34
30	34
40	<u>34</u>
TOTAL	192

Principals
Winter L. DeLaMare, AIA
Eugene J. Woodruff, AIA
F. Keith Stepan, AIA

Associates
Richard S. Barrett
Dennis B. Patten

PHASE II

100	33
90	18
5	10
10	30
20	26
30	22
40	<u>17</u>
TOTAL	156
TOTAL PARKING	348

Parking ratio used is the one for a smaller unit: hotel or suite not to exceed 650 sq. ft. requires .66 parking stalls. Applies to both phases and both sites: Creole and Mid-Station.

No. of hotel rooms calculated at 500 sf. ft. each. This applies to both phases at Creole and Mid-Station.

CREOLE MINE SITE

PHASE I

Area No.	No. of Floors	Sq. Ft.	No. Hotel Rooms	Cars Req'd.	Cars Provided	Unit Equivalents
1	5	5,000	10	rooms x .66		
2	5	30,000	60			
3	5	27,500	55			
4	1	5,000	10			
5	3	6,000	12			
6	3	6,000	12			
7	3	6,000	12			
8	3	5,000	10			
Lobby		1,000				
9	4	7,000	14			
Lobby		1,000				
10	4	4,000	8			
11	3	9,000	18			
Comm.		7,000				
Lobby		2,000				
TOTAL		110,500	221	146	192	55.25
TOTAL SUPPORT COMMERCIAL		7,000				
TOTAL LOBBY		4,000				

UE Calculation based on sf. ft. divided by 2,000. Applies to both phases and both sites: Creole and Mid-Station.

30 April 1985

CREOLE MINE SITE

PHASE II

Principals
 Winter L. DeLaMare, AIA
 Eugene J. Woodruff, AIA
 F. Keith Stepan, AIA

Associates
 Richard S. Barrett
 Dennis B. Patten

Area No.	No. of Floors	Sq. Ft.	No. Hotel Rooms	Cars Req'd.	Cars Provided	Unit Equivalents
1	5	5,000	10	rooms x .66		
2	5	30,000	60			
3	5	35,000	70			
4	2	10,000	20			
5	1	5,000	10			
Lobby		1,000				
6	1	3,000	6			
Lobby		1,000				
7	2	4,000	8			
8	5	10,000	20			
9	5	10,000	20			
10	5	6,000	12			
Lobby		1,500				
11	4	7,000	14			
Lobby		1,000				
12	4	4,000	8			
13	4	4,000	8			
14	4	8,000	16			
15	2	8,000	16			
Comm.		4,000				
TOTAL		149,000	298	197	156	74.50
TOTAL SUPPORT COMMERCIAL		4,000				
TOTAL LOBBY		4,500				
TOTAL PHASE I AND II		259,500	519	343	348	129.75
TOTAL SUPPORT COMMERCIAL		11,000	(Allowed % .05 = 12,975)			
TOTAL LOBBY		8,500				

30 April 1985

TOWN LIFT MID STATION SITE

Principals
Winter L. DeLaMare, AIA
Eugene J. Woodruff, AIA
F. Keith Stepan, AIA

PARKING

PHASE I

Associates
Richard S. Barrett
Dennis B. Patten

<u>Level No.</u>	<u>No. Cars</u>
10	32
20	29
30	29
40	<u>27</u>
TOTAL	117

PHASE II

<u>Level No.</u>	<u>No. Cars</u>
10	35
20	29
30	26
TOTAL	<u>90</u>
TOTAL PARKING	207

TOWN LIFT MID STATION SITE

PHASE I

Area No.	Floor No.	Sq. Feet	Number Hotel Rooms	Cars Required	Cars Provided	Unit Equivalents
1	5	25,000	50	Room x.66		
2	5	25,000	50			
3	1	2,000	4			
4	3	6,000	12			
5	4	13,000	26			
Comm.	1	4,000				
Lobby		3,000				
6	1	3,000	6			
TOTAL		74,000	148	98	117	37.00
TOTAL SUPPORT COMMERCIAL		4,000				
TOTAL LOBBY		3,000				

466 South 500 East
Salt Lake City, Utah 84102
801 531-6867

Suite 201
50 East 100 South
St. George, Utah 84770
801 673-6579

30 April 1985

TOWN LIFT MID STATION SITE

PHASE II

Principals
Winter L. DeLaMare, AIA
Eugene J. Woodruff, AIA
F. Keith Stepan, AIA

Associates
Richard S. Barrett
Dennis B. Patten

1	5	25,000	50	Room x.66		
2	5	25,000	50			
3	2	4,000	8			
4	3	6,000	12			
5	3	3,000	6			
Lobby		3,000				
6	3	4,000	8			
Comm.		2,000				
Lobby		3,000				
7	4	10,000	20			
Comm.		2,000				
8	1	4,000	8			
TOTAL		81,000	162	107	90	40.50

TOTAL SUPPORT COMMERCIAL 4,000

TOTAL LOBBY 6,000

TOTAL PHASE I AND II 155,000 310 205 207 77.50

TOTAL SUPPORT COMMERCIAL 8,000 (Allowed % .05 = 7,750)

TOTAL LOBBY 9,000

This explains exactly where the 19,000 sf. of commercial comes from.

TOTAL PROJECT CREOLE MINE SITE, TOWN LIFT MID STATION SITE

Sq. Ft.	No. Hotel Rooms	Cars Req'd.	Cars Provided	Unit Equivalents
414,500	829	548	555	207.25

TOTAL SUPPORT COMMERCIAL

19,000 (Allowed % .05 = 20,725)

TOTAL LOBBY 17,500

SAY 207

NOTE: Lobby includes the following NON commercial support amenities: Weight rooms, recreation rooms, saunas, administrative offices, storage, guest ski storage, guest meeting rooms, etc.

There is a discrepancy between the approved residential UEs found on the Master Plan at 197 and this UE of 207.25. This may have been the reason that a separate SPMP Density Exhibit was included in the the master plan, and specifically mentioned on sheet 1 item 5 of the first page.

30 April 1985

COALITION WEST SITE

PHASE I

Area No.	Floor No.	Sq. Ft.	Cars Req'd	Cars Provided	Unit Equivalents
1	1, 2	1,288	2		
2	1, 2	1,288	2		
3	1, 2	1,288	2		
4	1, 2	2,184	3		
5	1, 2	1,428	2		
6	1, 2	1,428	2		
7	1, 2, 3	2,673	3		
TOTALS		11,577	16	17	5.79

Principals

Winter L. DeLaMare, AIA
Eugene J. Woodruff, AIA
F. Keith Stepan, AIA

Associates

Richard S. Barrett
Dennis B. Patten

PHASE II

1	1, 2	1,836	2		
2	1, 2	2,520	3		
3	1, 2	1,440	2		
4	1, 2	1,440	2		
5	1, 2	1,440	2		
TOTALS		8,676	11	11	4.34

TOTAL PHASE I and PHASE II

20,553 27 28 10.13

COALITION EAST SITE

PHASE I

Area No.	No. of Floors	Sq. Ft.	No. Hotel Rooms	Cars Req'd	Cars Provided	Unit Equivalents
1	2, 3	2,520	4			
2	4	1,120	2			
3	1, 2	2,520	4			
4	3	1,120	2			
5	4	784	1			
6	1, 2, 3	6,720	12			
7	4	1,680	4			
8	1, 2, 3	6,384	12			
9	4	1,568	4			
10	1	854	1			
11	2, 3, 4	3,192	6			
12	1, 2, 3, 4	4,480	8			
13	1, 2, 3	3,360	6			
14	4	980	2			
15	1, 2, 3, 4	12,578	23			
TOTALS		49,860	91	60.06	71	24.93

466 South 500 East
Salt Lake City, Utah 84102
801 531-6867

Suite 201
50 East 100 South
St. George, Utah 84770
801 673-6579

OLD

SWEENEY PROPERTIES MASTER PLAN

May 15, 1985

Including Coalition, Historic
Residential District, and Hillside Properties

MPE Inc.-Applicant

DeLaMare, Woodruff, Stepan-

Architects & Planners

P/S Associates-Engineers & Surveyors

Dr. Pat Sweeney-Responsible Agent

P.O. Box 2429,

Park City, UT 84060

(801) 649-7077

OUTLINE

I. Concept and Impact

Narrative by Dr. Pat Sweeney; planning by DeLaMare, Woodruff, Stepan Associates, Inc. and P/S Associates, Inc.

A. Introduction	p. 1
B. Properties	p. 2
C. Coalition Group (Adjacent to Town Lift Base)	p. 3
1. Concept	p. 3
2. Access and Utilities	p. 5
2. Impact	p. 5
D. Developed HR1 Group (Along Town Lift ROW)	p. 5
1. Concept	p. 5
3. Impact	p. 6
E. Hillside Group (Hillside West of Historic District)	p. 6
1. Concept	p. 6
2. Access and Utilities	p. 8
3. Impact	p. 9
F. Phasing	p.10
G. Fiscal Impact	P.10
H. Special Considerations	p.11
I. List of Positive Features	p.12
J. Summary	p.13

Sweeney Properties Master Plan

May 15, 1985

INTRODUCTION

The following document presents a development concept for several Sweeney Historic District and nearby hillside properties. It has been modified from the August 24, 1984 version to reflect changes resulting from preapplication discussions with the Park City Planning Staff which took place in October and early November of 1984. Application is made by MPE Incorporated, P.O. Box 2429, Park City, UT (801) 649-7077, for large scale master plan approval as set forth in Sections 1.13, 1.14, & 10 of the Park City Land Management Code effective January 1, 1984 and subsequently amended. The development concept has been designed to carefully integrate with Park City comprehensive planning and to achieve Park City general goals of:

- * a quality residential or visitor experience;
- * safety for its citizens;
- * usable open space;
- * preservation of scenic vistas;
- * efficient traffic circulation;
- * economy of City services;
- * a broad tax base;
- * and a healthy economy.

Permission of Sweeney Land Company (fee owner of the land), relevant agreements, and easements of record are provided in the Appendix, Sections I, F, & G respectively. Applications for large scale master plan and necessary

Sweeney Properties Master Plan

May 15, 1985

underlying zoning changes are found in the Appendix, Sections J & K respectively.

In particular, this master plan strives to support the ski industry in a way as to minimize the need for private and public transportation and to maximize the bedroom density adjacent to ski runs, lifts, and existing commercial support. In this regard, the Sweeney properties are unique in their strategic location between the Park City Ski Resort and the Historic Commercial District. Due to the scenic importance of the properties, especially the hillside property, the aesthetic placement and concentration of density is a fundamental requirement. It is equally if not more important to maintain the existence and integrity of permanent residential neighborhoods in coexistence with the ski and tourist industry. In this master plan, to these ends, Sweeney property permitted use density, fully and safely accessed, has been significantly reduced and redistributed.

A detailed presentation of concept and impact follows.

PROPERTIES (See Sheets #2-8 & 13-16)

The following table lists the included properties, their zone, and number of acres. The property boundaries are accurately represented on sheet 2 with boundary bearings and distances on sheets 3-6, 13 & 15.

Sweeney Properties Master Plan

May 15, 1985

Table 1: Property Groups, Zones, and Acres

	ZONE	ACRES
Coalition Group	<u>HCB & HR1 (1.191 & 0.537 AC)</u>	<u>1.728</u>
Coalition East (South)	HCB	0.612 ✓
Coal. East Parking Easement	HCB	0.205 ✓
Coalition East (North)	HCB	0.374 ✓
Coalition West	HR1	0.537 ✓
Developed HRI Group	<u>HR1</u>	<u>0.449</u>
MPE	HR1	0.161 ✓
Carr-Sheen	HR1	0.288 ✓
Hillside Group	<u>HR1 & Estate (15.21 & 108.25 AC)</u>	<u>123.467</u>
Royal Street South	HR1 & Estate (6.90 & 51.08 AC)	57.982 ✓
Royal Street North	HR1 & Estate (0.38 & 32.09 AC)	32.469 ✓
Butkovich South	HR1 & Estate (5.24 & 11.21 AC)	16.453 ✓
Butkovich North	HR1 & Estate (0.76 & 5.31 AC)	6.072 ✓
GPPC	HR1	0.081 ✓
Anderson	HR1	0.517 ✓
Keating	HR1	0.633 ✓
Tram Right of Way-Royal St.	Estate	1.192 ✓
Tram Right of Way-Butkovich	HR1 & Estate (0.20 & 0.94 AC)	1.138 ✓
Nastar	Estate	6.427 ✓
Lowell-Empire Switchback	HR1	0.272 ✓
Lowell Empire	HR1	0.077 ✓
Fletcher	HR1	0.154 ✓

COALITION PROPERTIES (See Sheets 7, 13-16, & 24-26)

Concept. The Coalition properties consist of four parcels on either side of Park Avenue near the site of the former Coalition Building and the current site of the Town Lift base. The properties are subject to the Town Lift Agreements contained in the Appendix, Section F. Under

Sweeney Properties Master Plan

May 15, 1985

the current code, the West (HR1) parcel could support 12 unit equivalents and, allowing for the Town Lift as approved, the East (HCB) parcels 43 unit equivalents. Within the proposed master plan, this density has been reduced by 14% or 8 unit equivalents to a total of 47 unit equivalents, 10 on the West parcel and 37 on the East parcels. Modified parking requirements are requested for the East parcels as outlined in Table 2. Justification for parking reduction lies in the close proximity of both skiing and commercial support and that all parking will be enclosed. The structures on the East parcels will be subject to the constraints outlined in Table 3 which increase set backs, slope the building envelope, and limit commercial uses. The structures on the West parcels will be controlled by current HR1 zoning subject to the 10 unit equivalent density limit.

Table 2: Modified Parking

(East parcels only) → *also hillside*

	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 2500 S.F.
# of Parking Spaces	.66	1	1.5	2	3
LM Code	.66	1	2	2	3

Table 3: Proposed East Park Avenue Constraints

SETBACKS: Front-15 feet (Park Avenue)
 Side- 5 feet
 Rear- 5 feet

HEIGHT and BUILDING ENVELOPE:

Front (Park Avenue)-

- 25 feet high at 15 feet from Park Avenue
- 35 feet high at 30 feet from Park Avenue
- 45 feet high at 45 feet from Park Avenue

Sweeney Properties Master Plan

May 15, 1985

Rear-30 feet high at 5 feet then sloping toward
Park Avenue at 45° to maximum height of 45 feet

USE: Residential and nightly rentals permitted. Commercial allowed on ground level provided that commercial frontage be located no closer to Park Avenue than 35 feet.

GRADE: The plane described by horizontal lines perpendicular to the Easterly slope of Park Avenue.

Access, Utilities, and Drainage. Vehicular access will be in either direction off Park Avenue with convenient connections to U-224. Pedestrian access to Main Street will be along Park Avenue and through the Depot Project pedestrian corridor. There will be immediate access to the Town Lift. Adequate water, sewer, and storm drainage systems are already located directly adjacent to the proposed structures. Power, cable TV, and natural gas are available near site.

Impact. This concept will allow a residential character to be maintained West of Park Avenue and North of 8th Street because of the gradual transition that it creates from the higher, more transient residential and limited commercial uses on the East side.

DEVELOPED HRI PROPERTIES (See Sheet 7)

Concept. These properties consist of the MPE and Carr-Sheen parcels currently zoned for 6 and 3 units respectively. In consideration of approval of the proposed master plan, MPE Inc. will reduce the MPE and Carr-Sheen parcels density to 2 and 3 unit equivalents respectively; a density reduction of 44% or 5 units. An eight foot easement for a stairway connecting the Crescent Walkway directly to the Lowell-Empire switchback will be provided through the Fletcher hillside parcel. The stairway will be built as part of the Hillside

Sweeney Properties Master Plan

May 15, 1985

developments. The Fletcher parcel, a 3 unit developed HR1 parcel, will be zoned Recreation and Open Space (ROS) as part of the Hillside development. MPE Inc. will quit claim to the City the Crescent Walkway, 4 feet either side of center line, as it crosses the Hurley Corner and MPE parcels. MPE Inc. will also quit claim to the City a 30 foot right of way for Norfolk Avenue as indicated on Sheet 7 from the Snyder's Addition boundary to the South side of 7th Street.

Impact. Strengthening of the City's title to Norfolk Avenue and the Crescent Walkway will allow vehicular and pedestrian circulation improvements. The provision, at no cost to the City, of a direct stairway link from the Crescent Walkway to the Lowell-Empire switchback will decrease the distance that Lowell Avenue residents have to walk to reach Main Street.

HILLSIDE PROPERTIES (See Sheets 1-12 & 17-23)

Concept. These properties consist of thirteen parcels totaling 123.5 acres located on the hillside directly West of the Historic District. The density from these parcels (15 acres of HR1 and 108 acres of Estate) will be transferred to a 7.75 acre site near the lower Creole Mine dump and a 3.75 acre site near the Town Lift midstation. (Two single family lots .5 acre each will also be included. One will be located Northwest of Upper Norfolk and the other where the Keating House exists. Building on these lots will be restricted to 25 feet of height and a maximum gross building foot print of 3500 square feet including the garage, but excluding open decks, walks, and stairs.)

Sweeney Properties Master Plan

May 15, 1985

The undeveloped portion of the property, approximately 90% or 111 acres, will be dedicated and rezoned Recreation and Open Space (ROS). In addition, 70% usable open space (including the tops of the parking structures at or near grade landscaped or decked for recreational use) will be maintained within the development sites which will be rezoned Recreation Commercial (RC). Ultimately, 97% of the hillside parcels will be open space. This concept will prevent undue scarring of the hillside, protect its ridge line, and preserve it for recreational use and as a scenic backdrop to the Historic District.

207 unit equivalents are requested for the Creole and Midstation sites: 36 transferred from 108 acres of Estate Zone and 171 transferred from 14.0 acres of HR1. (One acre of HR1 will be divided between the two single family lots.) This represents a reduction in density of 46% or 176 unit equivalents from underlying zoning. Further reduction would jeopardize economic viability of the Creole and Midstation sites. On specified portions of these sites, a height increase to 40 and 50 feet is requested to allow dense clustering. Modified parking requirements are requested as outlined in Table 2. Justification is based on visitor orientation, outstanding ski to-ski from access, reasonable pedestrian access to the Historic Commercial District (600 to 1200 L.F.), and enclosed parking. The units will be condominiums or hotel rooms with nightly rental and a limited amount of support commercial.

HR-1:
3566 sq. ft.
per UE
proposed

An alternative plan which would not require rezoning the Hillside Properties is presented on Sheets 9 and 10. It is based on the construction of a road from the Lowell-Empire switchback to Upper Norfolk Avenue. This road could be built to Park City standards and would

Sweeney Properties Master Plan

May 15, 1985

provide emergency and limited routine access to the Southwestern Historic District.

Access and Utilities. Vehicular access to the Creole and Midstation sites will be from U-224 via the Park City Resort Center access system to Lowell and Empire Avenues. The Creole Mine Site will be accessed through a parking structure located directly off the Southern end of Lowell Avenue. The Town Lift Midstation Site will be accessed by a 550 foot driveway originating from Lowell and Empire Avenues. The cross section of this driveway will consist of uphill and downhill reinforced concrete retaining walls, 18 feet of pavement, 2 1/2 foot curb and gutters, and a 4 foot sidewalk. Non ski season construction access to both developments will be provided along the 9-9.5% grade Town Lift collector trails. Service access will be integrated into the parking structures and connect directly to the people movers mentioned below. Bus turnouts will be provided on Lowell Avenue. (The two single family lots will be accessed by 10 foot driveways, one from Upper Norfolk Avenue and the other from the Town Lift Midstation Site.)

? 12' min
↳ Ran

Pedestrian access to the Creole Mine Site will consist of a short people mover (type to be determined) connecting the buildings with the parking structure and a sidewalk-stairway system connecting to the Crescent Walkway. Pedestrian access to the Town Lift Midstation Site will consist of a short people mover (type to be determined) and a sidewalk-stairway system connecting to 6th Street Stairs. The two sites will be connected by a sidewalk, ski trails, and a summer time foot path. Both will have outstanding ski to-ski from access and many connections to summertime trails.

Sweeney Properties Master Plan

May 15, 1985

Utilities to both major sites will be extensions of the middle Norfolk water main and existing services on Lowell and Woodside Avenues. A water tank will be hidden on site. Drainage will be controlled by uphill interceptor drains and downhill street system drains. Detentions systems will be located on the Creole Mine Site and on the Fletcher parcel. A pipe under 8th Street will connect to the City storm drain at Park Avenue. See the P/S Associates report in the Appendix, Section D and Sheets 11 & 12 for further details.

The Creole and Midstation sites will be treated as high-rises in terms of fire safety and construction standards.

Fill from excavation will be used to recontour ski runs on site rather than be hauled off over City streets.

Impact. This development scheme concentrated on 11.5 acres will provide an inventory of clustered, visitor oriented residential units with expansive views, secluded locations, Southeastern exposure, total ski to-ski from capabilities, and pedestrian access to the Main Street Commercial Area. It will leave 111 acres or **90% of the hillside properties to be dedicated and rezoned** as Recreation and Open Space (ROS). Ultimately, with 70% open space being maintained within the building sites, **97% of the hillside properties will be open space.**

? existing tailings / surcharge

?

There will be two means of vehicular access to the Creole and Midstation sites. No new City maintained roads will be constructed. The City will have no new snow removal responsibilities. Trash pick-up and water services will be concentrated. Cut and fills will be concentrated and revegetated. Drainage will be controlled.

Sweeney Properties Master Plan

May 15, 1985

Development will allow the Town Lift System as approved. An extensive system of footpaths-cross country trails in combination with the ski runs and trails will be provided.

Construction will be phased over a number of years and fill from excavation will be used on site rather than be hauled off over City streets.

PHASING (See Sheets #17-26)

Twenty years are requested for completion of this master plan. Because of the separate and diverse nature of the involved development parcels, each may be developed independently subject to the Small Scale Master Plan Process and market demand. Phases for each of the developments are outlined in the Appendix, Section C. It is intended that each individual phase may ultimately be developed under separate ownership.

(?-subphases (or parcels))

FISCAL IMPACT

The fiscal impact of the entire Master Plan is shown in Tables 4, 5, & 6.

Table 4: Estimated One Time Fees

FEES	CALCULATIONS	TOTAL
Application	256 U.E. x \$200/U.E.	51,200
Impact	.02 x Valuation of New Construction or .02 x (256 U.E. x 2000 S.F./U.E. x 1.05 + 19000 S.F.Com. + 19500 S.F.Lobby) x \$62.42/S.F. + 553 cars x 300 S.F./car x \$29.50/S.F. or .02 x \$40,854,212	817,084
Permit	.0075 x Valuation of New Construction	269,701
Plan Check	.004875 x Valuation of New Construction	175,306

Sweeney Properties Master Plan

May 15, 1985

Inspection	.03 x Site Improvements Construction Bid or .03 x \$2,000,000 (Estimated)	60,000
Water	256 U.E. x \$2500/U.E.(Estimated Average) + 19000 S.F. Com. x \$1000/1000 S.F. Com.	659,000
Sewer	256 U.E. x \$2600/U.E.(Estimated Average) + \$2000/1000 S.F. Com. x 19000 S.F. Com.	<u>703,600</u>
		\$2,735,891

Table 5: Estimated Annual Property Taxes

.20 x Market Value x Mill Levy or	
.20 x (256 U.E. x 2000 S.F./U.E. + 19000 S.F. Com.)	
x \$160/S.F. x .06225 or	
.20 x \$84,960,000 x .06225	\$1,057,752

Table 6: Examples Related Park City Expenditures

Reconstruction of Lowell Avenue	183,000
Reconstruction Empire Avenue	179,000
Four Wheel Drive Bus	28,000
Four Wheel Drive Police Car	<u>13,000</u>
	\$403,000

SPECIAL CONSIDERATIONS

All of the property descriptions included in this proposal have been adjusted to the basis of bearing of the City Street Survey and tied to City Street Survey Monuments. Many overlaps and potential title disputes have been eliminated.

The Old Silver King Tram Towers under the control of MPE Inc. will be preserved as historical monuments and dedicated to Park City as outlined in the Appendix, Section E.

In the distant future United Park City Mines Company or its successors might provide access to the upper Hillside

Sweeney Properties Master Plan

May 15, 1985

property. If this happens Sweeney Land Company reserves the right to take advantage of such access to build one single-family home on the upper Hillside. The home shall be inconspicuously located, shall not exceed 20 feet in height, and shall have a maximum gross building foot print of 3500 square feet including the garage, but excluding open decks, walks, and stairs.

LIST OF POSITIVE FEATURES

- * Preservation of 90% of the hillside West of the Historic District as Recreation and Open Space (ROS)
- * 111 acres of Recreation Open Space available for public use for hiking and skiing
- * 70% open space within the Hillside building sites
- * Ultimately, 97% open space on the Hillside
- * Protection of the Hillside ridge line against potential development as 10 acres of RD, i.e. 5 unit equivalents per acre
- * An end to the uncertainty as to the development fate of the Hillside thus stabilizing adjacent Historic District zones
- * 256 residential unit equivalents with commercial base in the Historic Commercial District
- * Voluntary reduction of overall density 43% from 451 to 256 unit equivalents
- * Ski to-ski from access
- * Pedestrian access to the Historic Commercial District
- * Improvement of the Crescent Walkway
- * City Right of way for Norfolk Avenue between Snyder's Addition boundary and 7th Street at no cost
- * All descriptions adjusted to Park City's street survey basis of bearing

Sweeney Properties Master Plan

May 15, 1985

- * Creation of a transition zone East of Park Avenue
- * Buffer areas between proposed construction and neighboring properties
- * Phasing of construction impacts over 20 years
- * No additional City streets to maintain
- * No additional City snow-removal responsibilities
- * Concentrated trash pick-up and water services
- * Enclosed parking
- * Controlled drainage
- * Aesthetic clustering of density

SUMMARY

This master plan offers a important opportunity to develop a large inventory of Historic District and nearby hillside properties in harmony with Park City comprehensive planning and to preserve the vast majority of the property as Recreation and Open Space (ROS). This contrasts sharply with piece by piece development of the property under separate ownership. This master plan represents an overall reduction in density of 43% or 195 unit equivalents from underlying zoning. It supports the ski industry and existing Historic Commercial District while at the same time respects both the permanent and more transient areas of the Historic Residential Districts. Finally, it leaves the City with a very favorable fiscal impact.

DRAFT
Working Issues List
Treasure Hill CUP Application

The following list was extracted by City staff out of the adopted meeting minutes in order to highlight the issues that have not yet been resolved or fully responded to during the public hearings. This document does not supersede or change the official meeting record. Many of the same issues were raised at several of the public hearings and repeated by several Commissioners in differing variations. This list is not intended to represent an exhaustive list of issues and the Planning Commission may choose to add or revise this list.

June 8, 2016

- Appropriate square footage needs to be established
- Environmental concerns (How have the Sensitive Lands Ordinance requirements been met for the Estate Zone?)

July 13, 2016

- Concerned with commercial space proposed intended to draw more people to the project as opposed to just servicing guests
- Applicant asked applicant to explain how the 52,000 square feet of commercial would not compete with Main Street.
- Concerns with amount of excavation, massing, and building orientation (neighborhood compatibility and impacts) (needs wrap-up discussion)

September 14, 2016

- Regarding building mass and bulk: Applicant requested to look at designing a building in such a way that honors the land and steps with the mountain; rather than cutting a huge bench into it and building a building. Asked if there a solution that lessens bulk, mass and other major issues.
- Regarding the architect's perspective: What specifically were the methods used to mitigate scale and mass (other than mass excavating to lower structures height about existing grade).
- Anything above the MPD density will require an MPD amendment (address amount of Support Commercial and Accessory Space)

October 12, 2016

- If the applicant believes they are entitled to more than the 19UEs of commercial space they need to better explain why.
- Design is not inviting to the pedestrian: Commission commented that the over-excavation causes a dramatically different pedestrian experience versus originally approved in the MPD and as consistent with the rest of the zone re: the character and scale.
- Commission commented regarding being sensitive to the hillside to step it up the slope rather than benching it out and building up on the platform. Questioned whether the massive excavations that go beyond the limits of disturbance are

consistent with MPD and code.

- Commission commented that buildings at curve at Lowell and Empire Avenue to look nothing like the neighborhood and are not compatible. .
- Commission concerned with the time of completion and asked about how much blasting; noisy and disruptive construction activity; amount of construction truck traffic; number of construction employees; adequately protecting adjacent houses; storm-water run-off during construction; adequate water supply and all anticipated utility services; utility service installation impacts.
- Commission asked if sheet A16 was the full and final extent of excavation mitigation plans. Reiterated the same comments as to sheet A18, project mitigators. Proposed mitigation needs to be brought up forward at this time. Wanted to know which of those project mitigators apply to direction to Criteria 8.
- Commission requested updated infrastructure calculations - information appears out-of-date (Utility master plan requirement in MPD).
- Commission requested applicant to let the Planning Commission know and be clear for the record whether they plan to respond or not to their requests.

November 9, 2016

- Commission requested images of cliffscapes in finished form.
- Commission asked if there a Vail representative that can agree to the soil acceptance; maybe attend one of the public hearings?
- Commission commented nothing in plans that mitigate noise (construction), dust and other impacts. (Is the applicant planning to submit additional information with specificity to address concerns?)

December 14, 2016

- Commission concerned about site impacts related to slope retention and appropriateness of structures to the topography.

January 11 2017

- Commission asked how is storm run-off addressed?
- Commission asked how is the applicant discouraging people from using Empire and Crescent Tram?
- Commission inquired about off-site pedestrian staircases: Where do we need staircases and where we don't? Update requested. (Address off-site pedestrian connectivity).
- Commission on snow removal and storage: If the City is going to own snow removal and snow storage would like to understand a better plan than "make it a priority". (Note: The May 15, 1985 Sweeney Properties Master Plan Fact Sheet and Unit Breakdown specifies: "No additional City Streets to maintain", and "[n]o additional City snow removal responsibilities".
- Commission questioned limiting access to support commercial: Is there a way to have patrons be limited to use a room card for commercial transaction for control?
- Commission on snow melting stations on site: Is it a possibility?
- Can the use of Crescent Tram be prohibited for guests, employees, and

operations of the Treasure Hill proposed development?

March 8, 2017

- Commission requested an updated emergency traffic and fire protection analysis to current codes.
- Commission on parking: Need to understand off-site (neighborhood impacts) parking in conjunction with on-site parking. Needs to be part of the parking analysis: Is the parking updated also an addendum or is it part of the transportation update? Parking is important to be reviewed concurrently with the traffic update.
- Planning Commission requested a briefing on the past Planning Commission discussion to lower parking requirement from 424 to 366.
- Commission concerned with Findings of Fact #4 & #5 from master plan (*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*), and how the applicant has not demonstrated it. Concerned that applicant has not shown how they would manage parking on-site.
- Commission does not know specific uses of the commercial space on the site. Can't determine if it would draw additional traffic, adequacy of mitigation measures, proper evaluation.
- Commission on parking management plan concerns because the applicant has not demonstrated how they will manage on-site parking (need for a parking management plan) due to the draw of additional traffic of guests that are not over-night guests due to:
 1. Support commercial. Space approved at 19 UEs (19,000 sf.) not 52,000 sf.
 2. Meeting space: 16,000 sf. of proposed space.
 3. Miniature ski base: The potential of day skiers accessing the runs from the new development to avoid crowds at PCMR ski base.
- Commission concerned with three (3) outlined items and how they related to employee parking in Old Town and taking the cabriolet up without specific management plans/ideas from applicant (how to control employees). Because of location in Old Town, this needs to be thoroughly addressed.

April 12, 2017

- Commission requested:
 - More info on landscaping plans to buffer impacts to neighbors
 - More detail about the cliffscapes
 - More information about the administrative (landscaping) guidelines that will be enforced against during a later approval process
- Commission inquired about noise mitigation of snowmaking.
- Commission inquired about compliance with dark-sky standards for all lighting including glare through windows. A photometric plan would be helpful to assess impact on adjacent properties.

June 14, 2017

- Commission asked about mitigating how people come in to use the commercial. Suggest again, using a room key for all transactions.
- Commission on cabriolet: parking problems? Take away from business? Create congestions? Location of construction workers drop off and impacts? Traffic route displacement? How is the construction work going to function? Closed gondola would be better than the open cabriolet as it could detract people in a winter storm. More cabriolet details needed.

July 12, 2017

- Commission on excavation expansion rate. Need to know why disagree with staff's estimated exaction expansion percentage. Need to know if Vail is ok with using their land to displace dirt and how much (specifically) they approve. Questions Creole-Gulch area as the primary dumping ground, conservation agreement, tree cut down, topsoil scraped off, etc.
- Commission requested specificity needed for the entire project, not general info such as the Questar Gas letter example, e.g., how big will the pipes be, how far down Lowell, how far out 224 will it have to go before it taps into a source of gas that's big enough to supply all of that. How many roads will we need to tear up, etc. Need to have geo-technical assurances regarding the project not sliding down.

August 9, 2017

- Applicant to answer construction employee estimate: How many people are showing up on that work site?
- Applicant to address traffic discussion that took place in the past, regarding traffic flow, roads to be widened, sidewalks, street parking, snow storage, etc.
- Applicant to verify all calculations on final traffic study.
- Applicant to verify parking demand (from the Triton study). The 200-unit hotel with commercial and meeting space takes less parking than 100 condos, and considerably less than half as much commercial space.
- After seeing the revised plan. Commission will look for specific numbers in terms of the amount of dirt that's reduced, the amount of truck trips applicant thinks that it reduces, and what other impacts applicant thinks that mitigates and by how much.

Treasure - Park City, Utah

Planning Commission Presentation October 11, 2017

Phasing, Staging, Construction - Prepared in response to Commission, Staff, Public Comments, and to comply with MPD and CUP requirements.

Goals:

- 1) Arrive at workable phasing plan by Big-D (exhibit 1)
 - a. Give priority to lift improvements
 - b. Phase 1—Lift, 1 Buildings, 2 Building, and associated access
 - c. Phase 2—the 5 Buildings
 - d. Phase 3—the 4 Buildings
 - e. Phase 4—the 3 Buildings
- 2) Arrive at feasible ski access plan by Big-D (exhibit 2)
 - a. Keep lift operational every season, integrate lift improvements
 - b. Phase 1—keep *South Town runs open*, 1b—finish ski access to quad
 - c. Phase 2—finish North Town runs

Phasing, Staging, Construction - Prepared in response to Commission, Staff, Public Comments, and to comply with MPD requirements.

Goals (cont.):

- 3) Create a practical master staging plan by Big-D (exhibit 3)
 - a. Move immediately off the street
 - b. Leave a berm at Lowell/Empire until Phase 4
 - c. Fence or otherwise safely contain construction areas
 - d. Contract fence and landscape proactively
 - e. Employees parking and shuttles, prohibiting parking on nearby streets
 - f. Deliveries
 - g. Materials
 - h. Distribution
 - i. Trash
 - j. Sanitary facilities

Phasing, Staging, Construction - Prepared in response to Commission, Staff, Public Comments, and to comply with MPD requirements.

Goals (cont.):

4) Incidentals by Big-D

- a. Limit working hours December-March, holidays, events
- k. Pay attention to what is going on—weather
- l. Typical busy day—trucks up Lowell
- m. Keep it all on Lowell, 5' flex space uphill side—6" asphalt 18" base
- n. Keep flex space clear as necessary—snow, lackadaisical parking
- o. Ongoing collaboration with the City and Ski Resort
- p. Communication with neighbors
- q. Keep streets clean
- r. Comments on building Woodruff

Phasing, Staging, Construction – Prepared in response to Commission, Staff, Public Comments, and to comply with MPD requirements.

Goals (cont.):

5) Hole excavation by Robinson Construction

- b. Excavate hole in standard fashion—like downtown
- c. Ramps and bucket brigade to pickup area
- d. Cliffscapes—construct, stain and revegetate on the way down per guidelines
- e. Dust control, irrigation
- f. Construct safety fence on top

Phasing, Staging, Construction – Prepared in response to Commission, Staff, Public Comments, and to comply with MPD requirements.

Goals (cont.):

6) Placement of material by Robinson Construction (exhibit 4 & 5)

- a. Bottom up, reclaim as you go
- b. Temporary safety fencing
- c. Mulch trees, stockpile top soil/organics
- d. Haul road up King's Crown
- e. Distribution roads—40' cross cuts, steep cuts, to be reclaimed
- f. Bench placement zone
- g. Haul and work material to desired to locations
- h. Dust control, stand tanks, irrigation
- i. Place and compact material according direction of soils engineer
- j. Replace top soil / organics, track & seed
- k. Implement SWPPP and DEQ protocols

(Cont.)

l. Shut down during ski season

m. Equipment—excavators, dozers, sheep foot, articulating trucks

n. Estimated time frame

Phasing, Staging, Construction – Prepared in response to Commission, Staff, Public Comments, and to comply with MPD requirements.

Goals (cont.):

7) Blasting by Robinson Construction

- a. According to regulations (which are strict and highly regulated)
- b. Safe
- c. Quiet
- b. Minimal dust
- c. Less time

Phasing, Staging, Construction – Prepared in response to Commission, Staff, Public Comments, and to comply with MPD requirements.

Goals (cont.):

8) Geotech by AGEC

- a. Recent studies
- b. Slope suitability
- c. Slope stability
- d. Appropriate monitoring and testing

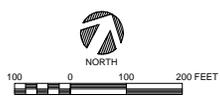
TREASURE HILL STAGING / CONSTRUCTION

OCTOBER 11 2017 EXHIBIT 1

	CONTAINED AREA
	PHASE 1
	PHASE 2
	PHASE 3
	PHASE 4

GENERAL NOTES:

- 1) Ski trails will be field graded according to directives of Park City Mountain and revegetated with top soil and grasses. Island mounds, planted with fir and aspens (in addition to top soil and grasses) may serve to visually break up wide areas of the trail and accommodate additional fill.
- 2) Existing hiking/biking trails will be rerouted where necessary to result in trails of similar character; actual location to be determined pending final grading of the ski runs and cliffscapes.



UPDATES:
#1 08/07/2017

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Applicant: MPE Inc.
P.O. Box 2429
Park City, Utah 84080
(435) 901-2077
email: psbro23@mac.com

V17.2 - 2017 Refinements #2 to 2009 Submittal
Grading Plan

TREASURE - PARK CITY, UTAH

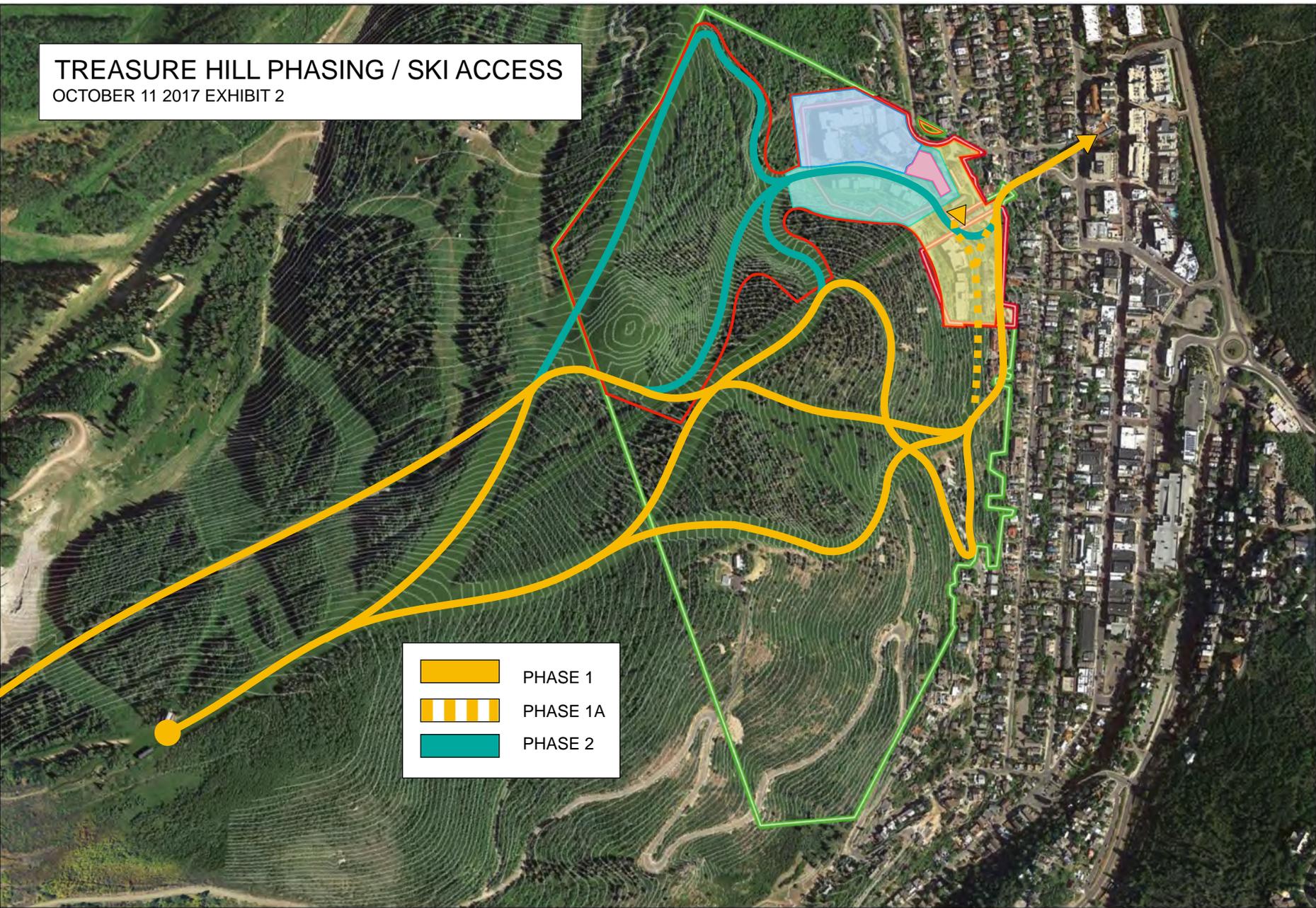
SHEET NO.

GP.1

DATE: 07/20/2017

TREASURE HILL PHASING / SKI ACCESS
 OCTOBER 11 2017 EXHIBIT 2

-  PHASE 1
-  PHASE 1A
-  PHASE 2



REVISIONS:
 12/8/2008
 1/29/2009

SDI
 614 Main Street, Suite 404
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MPE
 INCORPORATED

The Big Picture
 Developed by
 MPE, INC., PO Box 2429, Park City, UT 84060
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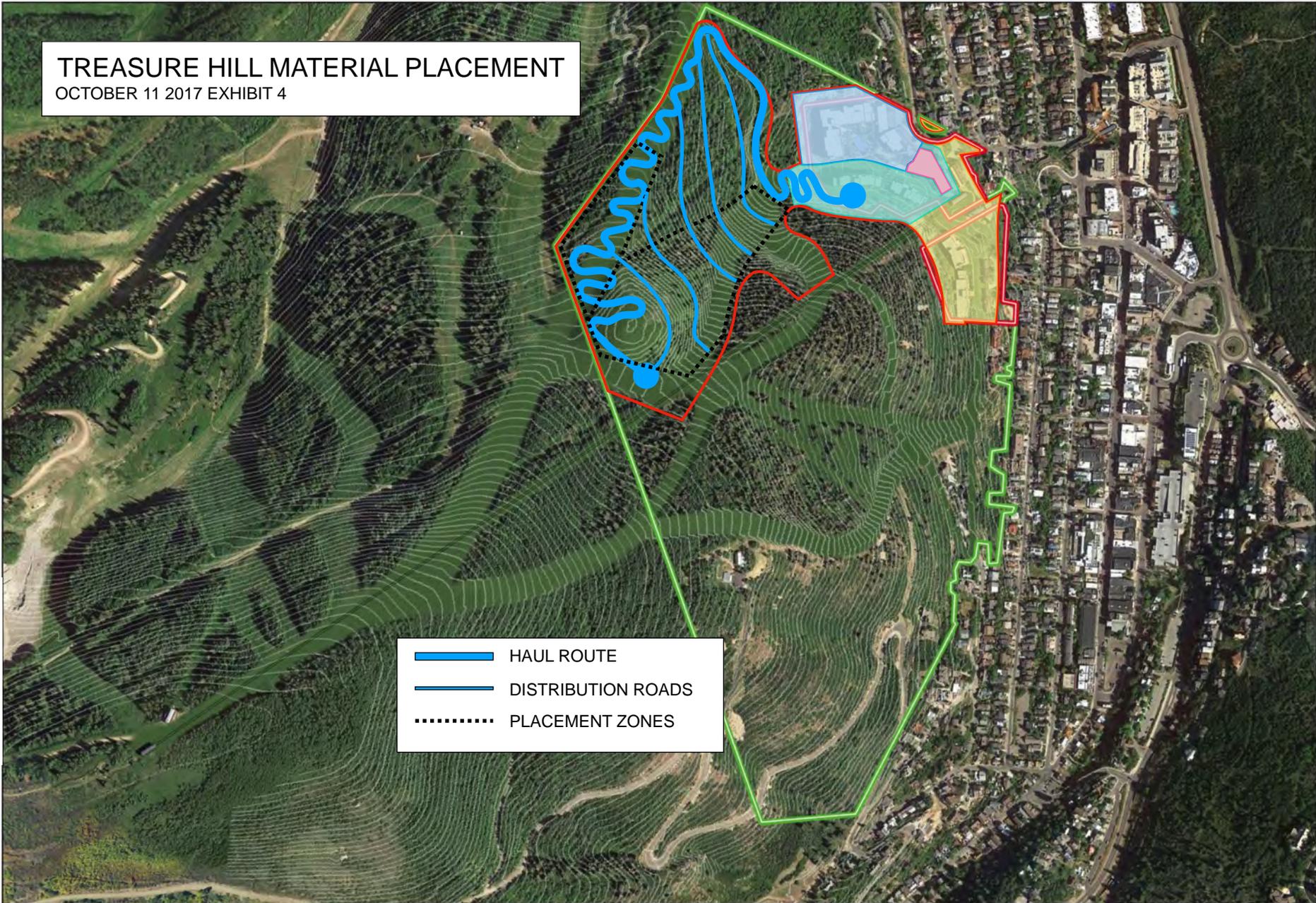
treasure
 PARK CITY, UTAH

SHEET NUMBER
BP-01
 6/12/2008

TREASURE HILL MATERIAL PLACEMENT

OCTOBER 11 2017 EXHIBIT 4

-  HAUL ROUTE
-  DISTRIBUTION ROADS
-  PLACEMENT ZONES



REVISIONS:
12/8/2008
1/29/2009

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NORTH

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SHEET NUMBER
BP-01
6/12/2008

