

6. 650 Woodside Avenue - Plat Amendment
7. Hofman Annexation
8. Spiro Tunnel Annexation

The Staff requests that these items be continued to June 9.

MOTION: Commissioner O'Hara made a motion to CONTINUE 650 Woodside Avenue Plat Amendment, the Hofmann Annexation and the Spiro Tunnel Annexation to June 9. Commissioner Powers seconded the motion.

VOTE: The motion passed unanimously.

9. Treasure Hill conditional use permit for single, multi-family, hotel, and commercial uses

Due to a conflict of interest, Commissioner Zimney recused herself from this item.

Planner Whetstone noted that the presentation this evening is another level from what was previously presented.

She reviewed the request for a conditional use permit and a preliminary subdivision plat for 197 unit equivalent residential units and 19 unit equivalent commercial units. This includes 472 parking spaces and approximately 10% of the gross floor area for meeting rooms and other support uses.

Planner Whetstone reported that the Planning Commission reviewed this project and held a public hearing on April 28th. At that time an overall view and project history was presented. Planner Whetstone remarked that this is a parcel of the Sweeney master plan that was approved in 1985 and finalized by the City Council in 1986. This is the final undeveloped parcel. After hearing general comments from the public on April 28th, the Staff determined that they needed to look at the fifteen conditional use criteria and bring them to the Planning Commission in smaller groups for a more detailed review. This is a complex project and an infill project which carries its own challenges.

Planner Whetstone outlined the criteria being considered by the Planning Commission this evening.

1) size and location of the site. This is a 123.59 acre master plan with two parcels identified for development in this area; the Creole Gulch and the Mid Station. The Staff has verified that the development proposed does concur with the zoning map which zoned these parcels as development parcels and left the remainder of the area ROS. 2) traffic

consideration including capacity of existing streets. 3) utility capacity. Planner Whetstone stated that the utilities are complicated. She referred to Exhibit C in the Staff report which is the development parameters and conditions from the Sweeney property large scale master planned approval revised by the City Council in 1986. Item 8 is the utility discussion. At this point the Staff does not have a lot of detail on the utility plan. 4) emergency vehicle access. Planner Whetstone stated that the plan presented at the last meeting went through a six to nine month review with the Fire District and the Chief Building Official and that plan will have to be modified as the site plan and the buildings are modified. 5) location and amount of off-street parking. Planner Whetstone noted that specific ratios were required with the master planned development and that the proposal appears to meet the parking requirements in terms of proposed units and unit sizes. All parking will be located in an underground parking structure. 6) internal vehicular and pedestrian circulation. Planner Whetstone remarked that the internal vehicular circulation is the circulation between parking structures. The pedestrian circulation is the trails, use of the plazas, pedestrians within the project, and circulation of skiers to and from the site.

The Staff recommends that the Planning Commission conduct a public hearing to take comment on the six criteria and the project as a whole. Planner Whetstone reported on letters she received from adjacent property owners and other residents in Park City that were contained in the Staff report. Planner Whetstone requested that the public hearing be left open to June 9th.

Pat Sweeney, the applicant, stated that the presentation this evening will focus on the six criteria outlined by Planner Whetstone. Using slides, Mr. Sweeney oriented the public and the Planning Commission to the site and surrounding properties. He commented on the number of units, the acreage, and the amount of open space. In the end 93.35 acres of the 110 acres of open space will be deeded to the City. Mr. Sweeney pointed out that the open space is usable acreage.

Mr. Sweeney gave a brief history of the traffic and identified the roads. He noted that the road system and access was determined in the master plan. Mr. Sweeney stated that in 1974 a Special Improvement District was created to improve Lowell Avenue and the switchback into Empire Avenue. The Sweeney property was key because it provided the switchback. In 1982, after several meetings and involved traffic studies, on a 4-1 vote, the Planning Commission decided that Lowell/Empire was acceptable basing for another project known as Silver Mountain, which came to the City in advance of the Sweeney master plan. Mr. Sweeney believes this was the comfort level that allowed the Planning Commission, the Staff, and the City Council to gravitate to a plan that used Lowell/Empire for access. In 1986 the Sweeney master plan was approved. Mr. Sweeney stated that the project has been considered in accordance with the review procedures and criteria outlined in sections 1 through 10 of the Park City Land Management Code. The proposed

densities are well within the maximum allowed and are one-half of what was permitted by the underlying zone prior to the MPD approval. Mr. Sweeney remarked that traffic is included in Section 1 through 10 and after studying eight different alternatives, the basic decision was that Lowell/Empire was appropriate for the density. In 1987, as part of consideration for approval of the master plan, the Lowell/Empire right-of-way was deeded to the City.

Mr. Sweeney commented on things they have done to decrease the amount of traffic in town. Future mitigation measures planned for this project include the cabriolet connection to Main Street. Cary O'Neil reviewed the trip generation numbers. Assuming 100 percent occupancy they would expect 185 trips in the morning which would correspond to 246 trips in the evening. These a.m. and p.m. peak hours occur one hour out of the day. She anticipates the peak to occur between 7 a.m. to 9 a.m. and 4 p.m. to 6 p.m. Park City has a study of different occupancies by month. Ms. O'Neil remarked that this type of facility can have a lot of shared trips between units. She noted that the numbers presented is a worst case scenario for this project assuming 100% use of personal vehicles and no shared trips.

Gary Horton, the project engineering consultant, reviewed the road capacity. The capacity on a road like Lowell/Empire without parking is 1600 vehicles in a peak hour, based on the physical characteristics of the road. Parking and/or snow storage, reduces the road capacity to 800 vehicles during peak hour or 8,000 per day. Mr. Horton used a slide to show the level of service that can be reached on that road, depending on the amount of vehicles, during the morning and evening peak hour generation. With 100 vehicles, Lowell/Empire would remain at a level of service A.

Commissioner Larson asked about the current level of service for Lowell/Empire. Mr. Horton stated that because May is the lowest month of the year he had not done a study, but he assumed that 95% of the time it is a level of service A. It could be lowered to a level of service B during special events a few times during the year. Commissioner Erickson asked if this took into account the full length of the street and the fact that Lowell and Empire connect into the four-way intersection at Deer Valley Drive and Park Avenue. Mr. Horton replied that it is from Manor Way up. As you head south from Manor Way the capacity of the road increases due to the width of the street. Commissioner Larson asked if the study overlooks the ski resort traffic. Mr. Horton understood that the ski resort traffic is included in another study but it is not included in this study.

Mr. Horton commented on Crescent Tram and stated that he did not anticipate that it would be used by anyone other than local residents who know that connection. He indicated the total capacity available between the three roadways. Mr. Horton remarked that the ski cabriolet, pedestrian access connections, and other modes of transportation will have a

major contribution or effect on vehicle trips. Mr. Horton reported on the percentage of people who use alternative transportation modes when staying at other local resorts. Mr. Sweeney explained that 800 trips capacity per hour relate to Lowell and Empire separately which makes it 1600 trips per hour. Commissioner Larson reiterated his concern that they ultimately meet at the same intersection.

Rob McMahon, with Alliance Engineering, stated that he has been involved with utility issues in and around the project and Mr. Sweeney asked him to look at how the utility capacity will meet all the utility demands. Mr. McMahon used slides to explain his overall approach and the development of utility improvements that will be phased in as the project builds out. Commissioner Barth asked about water pressure. Mr. McMahon remarked that a line connected to the Woodside tank up Empire Canyon will come down by the project and should provide adequate pressure. However, this is one issue that will need to be developed as the City decides where to put major storage. Improvements to the water system would be closely coordinated within City entities. Mr. McMahon remarked that the sewer improvements will be coordinated with SBWRD. Sufficient line capacity and treatment capacity already exist at the plant and they are currently discussing how the sewer system will integrate with the public system. Mr. McMahon commented on surface run off and storm drainage and noted that this is a well-drained site. The increased hard surface is small compared to the entire site and the plan is to capture all the storm water and remove it off site as quickly as possible with some detention requirements, using the upgraded storm drainage system down 6th and 8th Street to get it to Silver Creek. Mr. McMahon stated that they are planning to work with the City on the development of a comprehensive storm water management plan. During construction they are required to file a storm water pollution prevention plan which deals with on-site drainage and complies with State regulations. Mr. McMahon remarked that a snow making component of the utilities needs to be integrated into the overall scheme of the general utility plan. He commented on the dry utilities and noted that there are multiple opportunities for power to the site. With respect to the storm drain, Mr. Sweeney noted that the only part that has not been updated to handle their capacity is the link from the bottom of 8th Street to 9th Street on Park Avenue.

Mr. Sweeney commented on emergency vehicle access and noted that they spent several months with the Fire District and Ron Ivie working through a plan that resulted in a signed document. This plan is several pages and very rigorous in terms of what they have to do for safety and access. David Eldredge reviewed the location and capacity of the three underground parking structures, as well as vehicular and pedestrian circulation.

Commissioner O'Hara recalled that the former County Public Works Director wanted to see utility plans prior to moving too far into the process and he suggested that Mr. Sweeney check with the County regarding solid waste, etc.. Commissioner O'Hara remarked that

with the amount of density proposed in that location, he felt that they should look at re-routing traffic and the possibility of making Crescent a one way street.

Chair Volkman opened the public hearing.

There was no comment.

Chair Volkman continued the public hearing to the next meeting.

Commissioner Larson stated that his primary concern is traffic circulation. Lowell and Empire are not busy or wide streets and but they do have a lot of parking and snow storage. Crescent Tramway is a substandard street and should not be considered as access for this project due to the danger in the wintertime. Commissioner Larson recommended a comprehensive traffic study for the area. He believes trip generation numbers are interesting but a very naive way to approach the problem. They also need to review the four-way intersection study.

Commissioner Powers thought Park City Mountain Resort had previously done a traffic study. Commissioner Larson stated that their study was predicated on the roundabout from the realignment of Lowell and Empire and that study is no longer valid.

Commissioner Erickson stated that the Four Seasons traffic study that expressly calculated the turning movements of the roundabout included the same amount of density that is currently being proposed. A requirement of the City Engineer was to incorporate the trip generation into the study and he believes that study is still good. Commissioner Erickson felt that service vehicle control is a bigger problem than total traffic and he would like to see a service vehicle plan.

Commissioner O'Hara recalled that the conclusion of the Four Seasons traffic study was that there was no difference with the roundabout and the traffic would still back up from Empire and Park Avenue on peak days and hours.

After further discussion, Commissioner Erickson stated that the intersection analysis is more important than trip generation allocations on the two roads. Planner Whetstone felt it would be helpful to know where the traffic is going because some of the traffic could be going in the opposite direction.

Chair Volkman clarified that the concerns regarding service vehicles pertain to health, safety, and welfare. Commissioner Erickson replied that this was correct and they need a plan to control when those vehicles arrive and depart.

MOTION: Commissioner Erickson moved to CONTINUE this item. Commissioner O'Hara seconded the motion.

VOTE: The motion passed unanimously.

10. 1310 Lowell Avenue, Park City Mountain Resort - Conditional Use Permit for lights at the Alpine Slide

Due to conflicts of interest, Commissioners Zimney and Erickson recused themselves from this item.

Planner Brooks Robinson reported on a request from Park City Mountain Resort to expand the Alpine Slide and to upgrade the lighting. The request to add two parallel lanes is being processed under an Administrative Conditional Use Permit. However, upgrading the lighting for the existing slide and the new slide must be reviewed by the Planning Commission.

Planner Robinson explained that the current lighting is a mix of 39 different light fixtures on poles varying in height from 25-35 feet. The current standard is for down directed shielded HPS fixtures and the allowed zone height is 28 feet. Planner Robinson stated that the proposal meets the standards of the lighting ordinance. Recreation Outdoor Lighting is a conditional use permit approved by the Planning Commission.

The Staff recommends that the Planning Commission conduct a public hearing and consider approving this conditional use permit in accordance with the findings of fact, conclusions of law, and conditions of approval prepared by Staff.

Chair Volkman opened the public hearing.

There was no comment.

Chair Volkman closed the public hearing.

MOTION: Commissioner Larson moved to APPROVE the conditional use permit for recreational outdoor lighting at the Park City Mountain Resort with the Findings of Fact, Conclusions of Law, and Conditions of Approval outlined in the Staff report. Commissioner O'Hara seconded the motion.

VOTE: The motion passed unanimously. Commissioners Erickson and Zimney abstained from the vote.