

6. Treasure Hill - Conditional Use Permit and plat

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

Chair Volkman clarified that the purpose this evening is to present the project to the public. The plans are preliminary for this development, and there is more to the process than what will occur this evening. He clarified that the applicant is looking for general opinion and preliminary ideas of what the Planning Commission may want as the project moves forward.

Planner Whetstone explained that information was presented to the Planning Commission at a work session on April 14. The staff report contains a recommendation for the Planning Commission to open a public hearing and continue it to the May 26 meeting. The staff report also contains items for discussion and direction. Planner Whetstone distributed copies of two letters she had received.

Pat Sweeney, the applicant, provided a visual presentation of the project that has been in the works for 2-1/2 years. He discussed the history of the property which has been in his family for a long time. He noted that this is a large and complex project, and the plans have been approached in a careful and thoughtful way. He reviewed the project and outlined the community benefits including open space, more customers on Main Street, and increased tax base. He remarked that the process with the City started in 1982, and in 1986 the City Council approved the master plan. Two of the findings that he believed summed up the approval process were that the proposed cluster development concept and associated projects are consistent with the Park City covenants of Master Plans and underlying zoning and that site planning standards set forth in Section 10-9(g) of the Land Management Code have been satisfied at this stage of review or practical solutions can be reasonably achieved at the time of conditional use review and approval. Mr. Sweeney explained that they are at the stage of asking for conditional use approval.

Mr. Sweeney stated that the major approval parameters of the master plan include height zones, 70% open space within 11.5 acres, 197 residential unit equivalents, and 19,000 square feet of support commercial. The project elements include underground parking, buildings and building locations, ski trails, and ski lifts. A key part of the site plan is excavation, and the intent is to excavate in a way that looks natural and minimizes cuts and manmade retaining walls. Mr. Sweeney reviewed the proposed ski trails.

David Eldredge, with Perkins, Eldredge and Sedonaen, reviewed the building placement and noted that the basic concept is an uphill extension of Old Town comprised of 12 distinct buildings or clusters of buildings in varying sizes, heights, and architectural character. The building locations will be in three areas and oriented toward the streets

wherever possible. The hierarchy of structures is designed to be sensitive to surrounding neighborhoods, with the smallest structures along the perimeter adjacent to existing neighborhoods and designed in character with the existing neighborhood. The design transitions to Main Street type flat roof structures and the largest structures will be tucked into the hillside away from the neighborhood. Mr. Eldredge stated that Phase 1-A consists of six single-family dwellings with common walls on the lower levels. The smaller structures are 2-1/2 stories high with an offset third loft level one story above the ski run. Each single-family dwelling will be a condominium unit. He indicated three-story row houses on the other side of the ski run and four- stepping up to six-story structures at the gap comprised of 20 two-and three-bedroom units and described the other structures proposed for the site.

Steve Perkins, representing the design team, explained how the site functions from a pedestrian circulation perspective. There will be a limited amount of commercial development that is not intended to compete with Main Street. He commented on the diversity of building plans within the project. He noted that the master plan requires 70% open space, and a major portion of that open space is included in the cliff scape area located at the perimeter of the residential areas. The plan is to apply a series of techniques that are appropriate to the environment and will give a diversity of character and quality to the greater slope areas. Mr. Perkins commented on circulation issues associated with a mix of vehicular, pedestrian, skier, and other circulation elements and commented that this project will have a complex circulation plan.

Mr. Sweeney indicated the cabriolet portion of the lift and noted that the purpose is to encourage people to support the commercial district of Old Town without having to use their cars. He indicated the stairs that will access the plaza to Main Street and vertical and horizontal circulation through the project, with a funicular connecting the three levels of the project. Mr. Perkins explained that the funicular is appropriate for the site because it allows circulation of guests and residents from the various plaza and terrace levels to their units without using stairs and bridges the ski run and avoids problems with pedestrian movements across ski runs.

Jane Sedonaen with the design team provided a description of the upper amenities areas and their relationship to the funicular. The upper area will contain the middle pool area, and the lower plaza area will provide three distinct experiences within the resort. The design of the central plaza commercial area was based on a grand staircase to connect the two levels. Each level contains connections to meeting levels of commercial within the ends of the other buildings, providing numerous opportunities for outdoor dining and views through the central corridor and a sense of active interconnection throughout the area. The lower level plaza is the primary connection to Lowell/Empire and Main Street which will be served by an elevator connection to grade at Lowell/Empire. There are opportunities for a conference area to the north and an outdoor space for conferences. Ms. Sedonaen

noted that the upper area amenities serve a different function with passive recreation and possible water features. Areas will be available for outdoor picnics or weddings. Because of the steepness of the slope, the views will look out over the lap pool. The pool area is intended to be a lively recreational space with opportunities to work with terracing for private hot tub spaces and to include a water slide on the lower side coming down the cliffscape.

Mr. Sweeney noted that the geology report shows the proposed location is firm rock, and they will try to make the cliffscape look natural and not manmade. One type of landscaping will incorporate a water feature constructed with native rock. Mr. Perkins noted that the techniques presented offer a tool kit to draw from to address the various areas. They planned to be on site as the slopes are excavated and take the approach to each area on a case-by-case basis depending on the solidity of the rock and its ability to be manipulated. He stated that they would like to build as much diversity as possible into the cliffscape.

Mr. Sweeney provided examples of the revegetation plan which emphasizes native plants and low water usage. Erosion control, rock fall hazard management, on-site snow management, skier safety, run maintenance, and fire safety have been considered, and a written agreement has been reached with Ron Ivie, Kelly Gee, and the County Fire Department.

Jenny Smith, representing the Park City Mountain Resort, commented on the lifts and runs. She stated that the Resort has been involved with the Sweeneys from the beginning of the planning process to decide the type of lift and where it should go. The cabriolet will operate like a bus and provide transportation to and from Main Street with a capacity of 2,600 people per hour. The lift will be approximately 4,500 feet long. Those who plan to ski for the day would spend 45 seconds on the Cabriolet and 5-1/2 minutes once on the ski lift. She noted that fill from this project will be moved into Creole Gulch which will change the grade from 45% to approximately 35%, allowing the upper beginner to access that area.

Mr. Sweeney stated that an important improvement and public benefit is the dedicated open space in the master plan. He noted that information on this project and all the drawings are available on their website (www.treasurehillpc.com).

Chair Volkman opened the public hearing.

David Johnson, representing Bob and Annie Lewis Garda, owners of a residence on North Star, referred to a letter in the staff report from the Gardas dated April 21. He stated that the Planning Commission should also have a letter from the Gardas dated February 26, 2004. Mr. Johnson commented that the building contemplated to be seven stories high will be the one most proximate to the Gardas' home and will impact the use and enjoyment of their property. The Gardas asked Mr. Johnson to express appreciation that the

Sweeneys have worked with them to determine the best means of mitigating the impact on their property. Mr. Johnson referred to items contained in the April 21 letter. Access through the Sweeney development to the Gardas' home is contemplated on the plan, and they hope that will remain the case. Landscape buffering from the larger building is a major priority for the Gardas. In terms of a larger view for the neighborhood, the Gardas asked Mr. Johnson to address a few items from their February 28 letter. Access to the project will be at the Empire/Lowell curve, and there is at least one stretch where only one car can pass and traffic is confined to a single lane. If construction will involve several years, the Gardas are concerned about the construction and access to their home. They are also concerned about site drainage onto Lowell and Empire because it is already a problem to access their home on North Star from Lowell. The Gardas hope the issue of noise mitigation during and after construction can be realistically addressed. They are also concerned with construction phasing and worry that the parking garage will be built and nothing else will happen.

Ron Shepard, a resident on Norfolk, noted that Crescent Tram is a right-of-way, not a defined road, and the Sweeney plan shows it as a street. Before Crescent Tram is allowed to be an access point, he wanted to know if it has been defined as a platted road. He noted that the majority of cars that get stuck on 8th Street in the winter are from out of state and discussed the impacts on 8th Street and Crescent Tram from the people living in the Treasure Hill project who are not likely to be residents. Mr. Shepard remarked that an historic home located at the corner of 8th Street and Crescent Tram is not located on the Sweeneys' map and asked if the home is owned by the Sweeneys. He stated that when he was first told about the Empire Pass project, a gondola was proposed to bring traffic from Empire Pass to Main Street, and that did not happen. The Sweeney's have talked about the project bringing traffic to Main Street, and he supports the plan because he does not want to see 300 cars driving down to Main Street. He noted that the majority of businesses at the Town Lift are owned by the Sweeneys, which means they have a lot of irons in the fire. This was of concern to him given the size of the project, and he asked if they have accurately viewed the associated costs and likely sales prices and rents so they would not end up with 284 empty units. He asked if there would be public access to the pool and how water will be supplied to the units since Park City is on every other day water usage. He expressed concerns about light, air, and noise pollution and asked to see elevation drawings. Chair Volkman explained that traffic studies, construction mitigation plans, vegetation studies, and trails studies will be part of the ongoing process.

Arnold Sprung asked if there will be a traffic study.

Ryan Etrein, a resident on Norfolk Avenue, was concerned about traffic and was pleased to know that there would be traffic studies. He noted that this is a residential area, but with more resort coming, it is more and more becoming commercial traffic. He stated that, if he had wanted to live in a resort he would have purchased a condo near the Park City

Mountain Resort. Now he is surrounded by it and has many concerns. He questioned what impacts this project would have on existing businesses in the Resort area. He wanted to be certain that checks and balances are in place and that they will not see an influx of open pillows and open commercial property without planning for what will happen when everyone moves to this new resort.

Ruth Gezelius remarked that, with the constraints on Lowell and Empire and the various van transportation companies, this can be a problem in relation to planning for deliveries of people. She was aware that the Park City Ski Resort has suffered for many years because it did not plan for vans fully loaded with skis standing up to pull into their underground entry. She hoped this project would plan to do so. She was also concerned about access to the Park City municipal bus system and encouraging people to use the mass transit system, because most people will not walk up or down hill. Putting this large number of people on a bus stop along Park Avenue should be planned for now.

Tom Peak stated that he and his wife own a home in the area, and he was not surprised with the development going in. They have watched it since the early 1980's, and he believed putting all the density in one spot was a positive move. Mr. Peak stated that he purchased his home in Old Town three years ago because he wanted to live there with this project occurring. He noted that the public walkway from the Crescent Tramway will be in front of his house. He was concerned with grading and how the pedestrian circulation would function.

Scott Schreier, owner of four buildings between Crescent and Empire to the south, echoed previous comments and expressed concern about skier access to those areas. He currently has the ability through a cat track to reach the top of Lowell and Empire Avenue on skis, and this is a concern from his perspective.

Mary Whitesides, a resident at 812 Empire, stated that she is sandwiched between Crescent Tram Drive and Empire Avenue and roads run in front of and behind her house. Currently the front of her house is impacted by light, traffic, noise, and anything that occurs on Lower Main Street. With this project, she is concerned about the commercial space proposed behind her house. She recalled the funicular trains she experienced in Europe being quite noisy all the time. She stated that the traffic on Crescent Tram lights up her house, and the noise level from the cars increases when they reach her home. She was concerned about the length of construction time, machinery noise, and the dust she would have to endure. She came to Park City because of the environment, and now the environment behind her house will disappear.

Carol Shepherd asked if the proposed condos will be nightly rentals or second homes. Mr. Sweeney replied that the condos are intended to be resort residential use. Ms. Shepard felt that second home ownership would be more desirable than nightly rentals because

people are invested in the community. She voiced concerns about noise, air, and light pollution on a long-term basis, especially during construction, and wanted to know the timing of the entire project to completion. Chair Volkman noted that nightly rentals will be an allowed use in the project, and the market will probably dictate to what extent they are nightly rentals versus second homes.

Peter Roberts, stated that he is fortunate to know the Sweeneys and finds them to be thoughtful and deliberate. He believed they would be sensitive to the needs of the community. He thought the project was great and would add a lot to Old Town, particularly the businesses. As part of Park City's Economic Development Focus Group, he could see that this project meets many of the City's goals. It will be great for Main Street, and free skiing from the top of the lift to the Town Lift is a wonderful benefit. He noted that the ski bridge and Town Lift Plaza have been successful, and this project should add much to Park City. (Free skiing would be from this plaza to the Town Lift plaza only because of the proposed cabriolet.

MOTION: Commissioner O'Hara made a motion to CONTINUE the public hearing. Commissioner Barth seconded the motion.

VOTE: The motion passed unanimously.

Chair Volkman commented that valid issues were raised which will be addressed as they move forward. The key issues are traffic studies, traffic mitigation, construction mitigation, and phasing in a way that amenities used for the public and the bed base will be incorporated in the early phases of the project.

Planner Whetstone discussed the viewpoints required in the LMC, which are the bus stop at the Park City Mountain Resort, the Park City Golf Course, a photo from the Gardas' deck, a view between the Resort and the switchbacks, Miner's Hospital, the intersection of Heber and Main, and the Town Lift Plaza. Commissioner Larson felt they should also consider Rossi Hill or the Aerie. Mr. Sweeney explained that they are looking at nine views and would like to get a list of favored viewpoints from the Planning Commission. Commissioner Larson suggested that Mr. Sweeney and the Planning Commission provide their lists to the Staff.

Chair Volkman wanted to be sure they have all the viewpoints before making an analysis. Commissioner Larson believed the Planning Commission could discuss technical issues before getting into the visual analysis. They need to define how they want to address this project, and a visual analysis would be secondary to the review criteria. Planner Whetstone noted that this project will be reviewed as a CUP and the 15 criteria outlined in the LMC will apply. There will be an intermediate step, because there is not a specific developer to design specific buildings. The process for the Town Lift Caledonian was

approval of volumetrics first, which was an intermediate step that identified the height and stepping. An architect was brought in later with a specific architectural design. Commissioner Larson asked if another CUP will be required when this goes to a developer.

Planner Whetstone replied that it will be unless a condition is drafted with this CUP stating that the specific architecture is to be reviewed by the Planning Commission. She noted that a CUP approval expires after one year, and the Planning Commission should discuss a time frame for this project, because it is a different case and more complex than typical conditional use permits. She offered to take those issues to the Legal Department so the Planning Commission will know how to proceed. In the interim, she will provide the findings of the Sweeney Properties master plan and the detail sheets for review.

Commissioner O'Hara stated that he once lived at the top of Lowell and Empire, and it was his experience that even the shoulder seasons were not good for traffic. He believed it would take more than an engineering exercise for a traffic engineer to determine how traffic will move in that area, particularly during the winter. He commented on the transition into Old Town and stated that, in addition to mass and scale, use transition is an important factor. He felt it would be important to have a phased buildout and that those phases be bonded or otherwise set so they will be finished and can stand alone. He requested a water conservation plan and wanted the Planning Commission to review the service and utility access, because all kinds of service vehicles will come in and out of the property.

Commissioner Erickson echoed the concerns about service and delivery. Since there is not an end developer, the Planning Commission set parameters in the development, and there would be a need to focus on externalities. Service and delivery need to be controlled. He intended to closely scrutinize some of the opinion in the traffic study, one of which is the assumed trip generation based on a 41% occupancy rate. He felt they should consider the effect of events and festival operations, particularly when this project is occupied 100% during Sundance. He expected to see a control mechanism for outdoor operations on the plazas to control events and minimize impacts to the neighborhood.

Commissioner Powers stated that he had not heard a plan for keeping people from driving their cars into town. He believed there could be serious gridlock when the units are full. He felt a program should be put in place to encourage tourists not to rent a car. Planner Whetstone remarked that a shuttle service sponsored by this project would be a good program and one that has worked successfully for other projects.

Commissioner Larson believed the comments made by Commissioners O'Hara and Erickson touched on the factors that could make or break this project. He noted that the Planning Commission is looking at a master plan approval from the mid- to late 1980's, and given the tools and mindset of the time, it was a good job. However, given the LMC and current mindset of the City, this project in his opinion would not be considered today. From that perspective, they are beating a square peg into a round hole. While he believed it

could be done, it will take a lot of work and time to refine this project. The Planning Commission has purview within the LMC to review this project, and preservation of the residential historic district will be important to the Commissioners. Commissioner Larson looked forward to hearing from the public and encouraged them to stay involved throughout the process.

Chair Volkman agreed that density, number of available units, maximum heights, and other factors have been pre-determined, but that there is still room for being creative and planning a nice project. This is an important project with significant impacts, and he was pleased to see a large public turnout this evening.

MOTION: Commissioner Larson moved to CONTINUE this item. Commissioner Powers seconded the motion.

VOTE: The motion passed unanimously.

The Park City Planning Commission meeting adjourned at 8:15 p.m.

Approved by Planning Commission _____