TREASURE HILL PROJECT

Written & Pictorial Explanation

Revised August 18th, 2017 / Refined December 4th 2017

This booklet was first published in 2004. The second major edition is dated January 20th, 2009. The third edition is dated August 18, 2017. This is a refinement of that edition. The approval process was put on hold in 2010 to investigate alternatives to building Treasure Hill including purchase by the City, complete redesign with new MPD parameters, and transfer of density. For various reasons none of these came to fruition. Two plan refinements, 17.1 and 17.2, have been submitted since the CUP process was resumed in June of 2016. The purpose of this booklet is to provide an easily read explanation of these and the CUP application as it now stands ready for a vote.

INDEX

DESIGN TEAM

Project Applicant
MPE, INC.
445 King Road
PO Box 2429
Park City, UT 84060
435.901.2077
Contact: Pat Sweeney
psbro23@mac.com

Architecture
DAVID G. ELDREDGE
1187 Second Avenue
Salt Lake City, UT 84103
801.580.3783
Contact: David Eldredge
david@deldredge.com

Land planning
PERKINS DESIGN
11348 N Via Milano Way
Fresno, CA 93730
510.376.6363
Contact: Steve Perkins
sperkins@perkinsdesign.com

Civil
ALTA ENGINEERING, INC.
PO Box 2864
Park City, UT 84060
435.640.8777
Contact: Rob McMahon, PE
rob@alta-engr.com

Traffic
TRITON ENGINEERING
954 East Oakridge Road South
Park City, UT 84098
801.879.8134
Contact: Gary Horton, PE
garyhorton@tritongroups.com

Soils
APPLIED GEOTECHNICAL
Engineering Consultants, Inc.
600 West Sandy Parkway
Sandy, UT 84070
801.566.6399
Contact: James Nordquist, PE
nord@agecinc.com
Taylor Nordquist EIT
taylor@agecinc.com

Hydrology
HANSEN, ALLEN & LUCE, INC
Engineers
859 W South Jordon Pkwy, #200
South Jordon, UT 84095
801.566.5599
Contacts: David Hansen, PE
dehansen@hansenallenluce.com
Lance Nielsen, PE
lnielsen@hansenallenluce.com
Joe Hawkes, PE
jhawkes@hansenallenluce.com

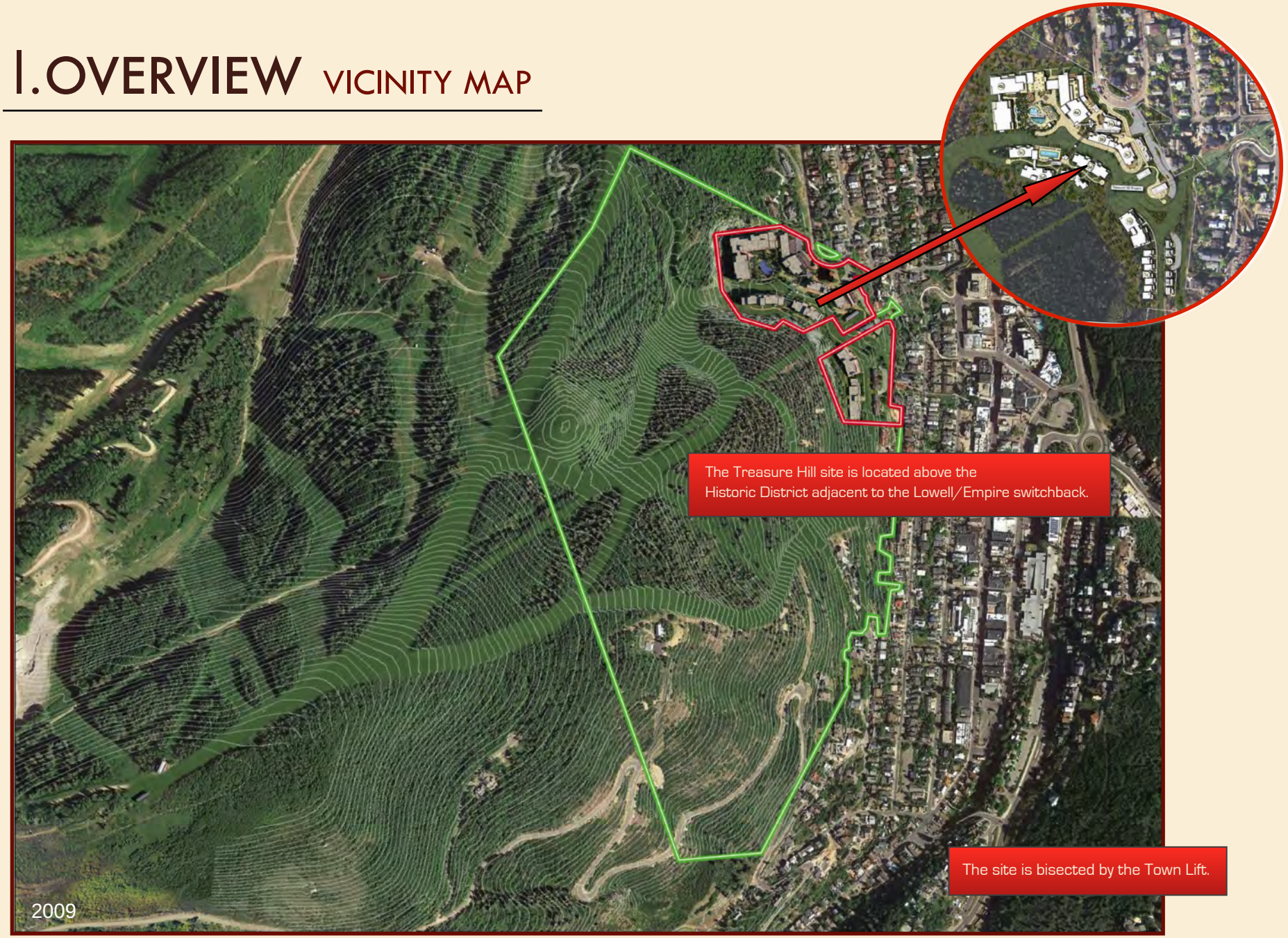
Rendering
BOWEN STUDIOS
42 Exchange Place
Salt Lake City, UT 84111
801.531.1163
Contact: Brent Bowen
brent@bowenstudios.com

Web Architect & Layout
EXHIBIT A IMAGING
1064 E 2100 S
Salt Lake City, UT 84106
646.604.9927
Contact : Calvin Jones
exhibitaslc@icloud.com

Contributors
We appreciate contributions by numerous people & companies including:

Jim LaRoche,
Harry Benki,
Alliance Engineering,
Pete Mulvihill,
Vern Greco,
Brian Strait,
Jenny Smith,
Brent Giles,
Mike Beeley,
Tom Shaner,
Integrated Design Studio–
Jane Sedonaen,
Diana Pink,
Andrew Headington,
Erich Harris,

1.OVERVIEW VICINITY MAP



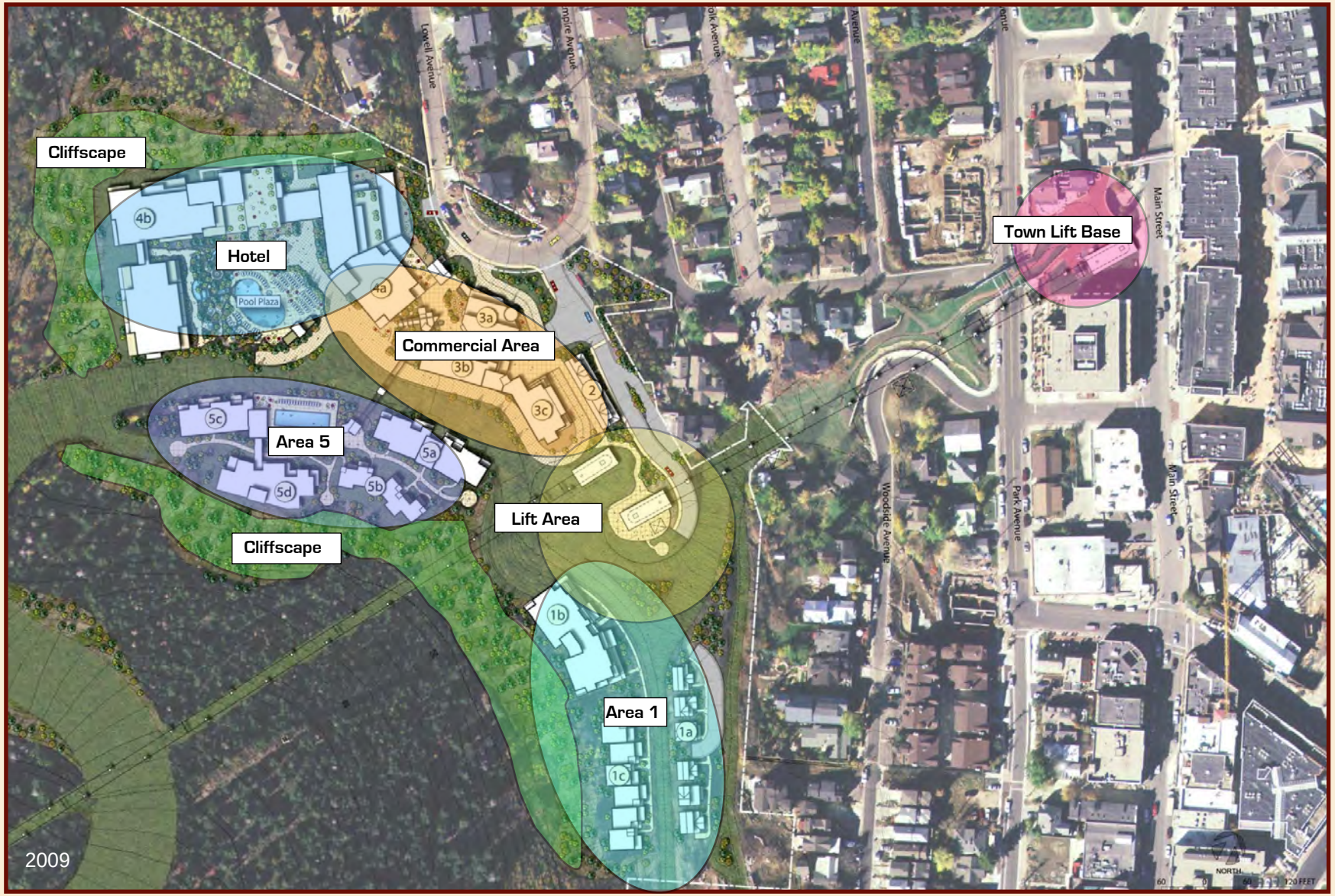
I.OVERVIEW SCOPE OF UPDATED SUBMITTAL

All the included materials find their roots in the January 23, 2004 CUP submittal, were updated to meet the requirements of the April 12, 2006 staff report (which were extensive), reflect the detailed 2009 December Updated Submittal, and now include further refinements called Versions 17.1 and 17.2, short for 2017.1 and 2017.2. The materials incorporate ideas from the planning commission, city staff and citizens. As you can imagine, planning activities extending over a period of close to 15 years (including preliminary work), include a wide variety of inputs. Treasure has once again over the past year and a half been restudied in every aspect and refined to a greater level of detail and now is presented in two steps: 17.1, which is the refined version of 2009 submittal, and 17.2, which includes further refinements aimed more directly at the comments of recent staff and planning

LIMITATIONS AND PURPOSE

The materials included in this written and pictorial explanation and associated updated submittal materials have been carefully created to demonstrate compliance with the original master plan conditions as well as address conditional use criteria. It is intended that these materials will serve as the basis for final design studies and decisions for each element of Treasure. It is intended that the design encourage creativity within this well defined framework. It is anticipated that a number of subsequent approval processes contemplated by the Land Management Code, such as in connection with the issuance of a building permit, will be necessary to determine additional details and compliance with the approved plan concepts. Each pictorial is labeled 2004, 2009, 17.1, or 17.2 to provide historical context. They serve equally well to orient the reader to fundamental concepts and shed light on more detailed materials. Ultimately, the current Submittal Documents, including Visualization Drawings, Architectural/Engineering Drawings, and the Appendices, should be looked to as the essential components of the CUP application. The Architectural/Engineering Drawings should be referred to for the most precise details of 17.1 and 17.2 keeping in mind even these are still considered “early schematic” in AIA drawing nomenclature. These components can be found and viewed on the applicant’s website: treasureparkcitygateway.com. Also ,hard copies of these have been submitted to the Park City Planning Department.

I. OVERVIEW KEY MAP



I.OVERVIEW DESIGN EXPLANATION

BUILDINGS CONCEPT

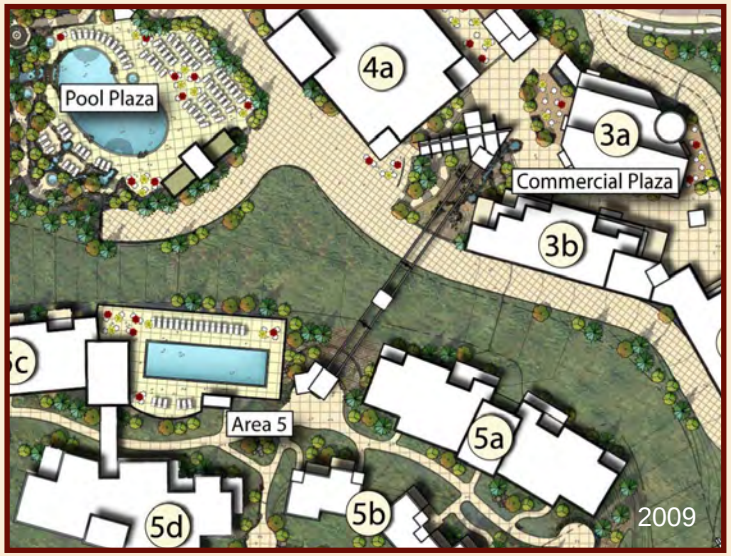
The plan is to build a dense, compact, pedestrian oriented, extension of the historic district. The design is contemporary within a traditional framework. It leaves the vast majority of Treasure Hill as open space - 97%. The buildings are nested in the open space at the base of the Creole Gulch. Generally, the units are moderately sized and will provide a steady customer base for historic Main Street. The designs utilizes a variety of building types including single family, row houses, flats, apartments, hotel, and industrial elements.

I. OVERVIEW DESIGN EXPLANATION

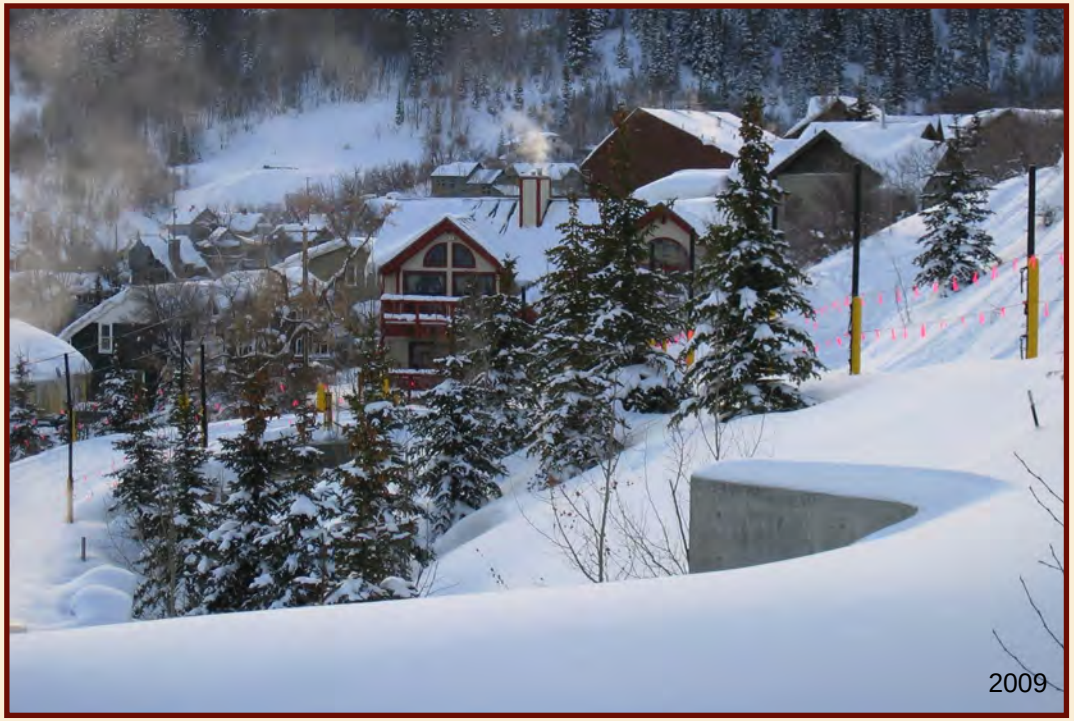
The buildings are varied to reflect the architectural diversity of the historic district. In keeping with the master plan approval, the bulk of structural mass is sunk into the hillside and gulch, and is screened at eye-level from the historic district by topography, intervening structures, and landscape. The proposed buildings are primarily visitor oriented. They may attract some year round residents as well. Living unit sizes are diverse but, in general, small to medium, somewhere in the range of 1000 SF to 4500 SF — smaller where the units are hotel rooms and lockouts. The design accommodates different types of uses including condominiums, hotel(s), and employee housing. Most buildings have flat roofs to facilitate fire fighting and to mitigate snow shed problems. Where necessary, snow retention-snowmelt-gutter systems will be provided.

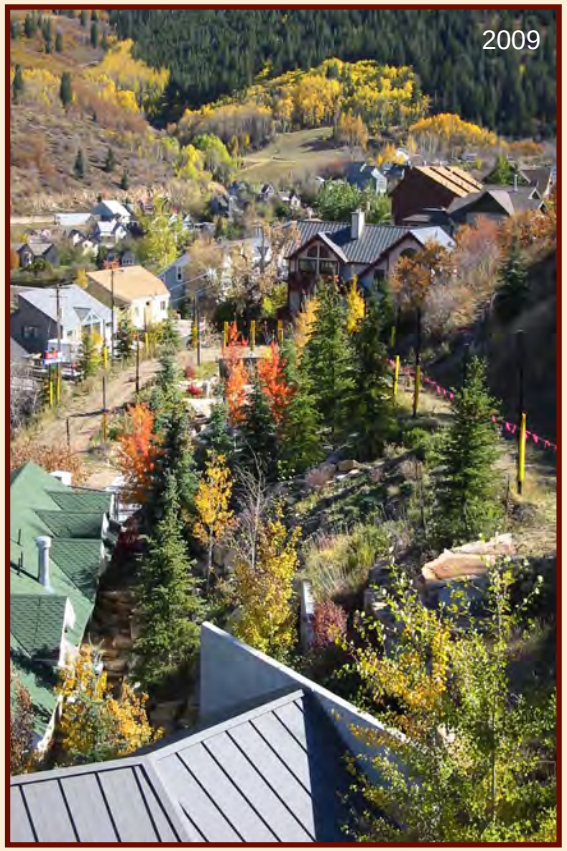
PEDESTRIAN CIRCULATION

Treasure's exterior pedestrian circulation consists of three plaza levels interconnected by stairs and elevators, a funicular, pedestrian pathways, city trails, and ski runs. The hard surface walking and driving areas will have snowmelt systems to ensure a clear path for circulation during winter months and alleviate the need for plowing and storing or transporting snow over public streets. Building exhaust heat exchange and subsurface insulation will be utilized to reduce required energy consumption. Pedestrian connections to the Crescent Walkway, the 6th Street stairs and Lowell/ Empire are provided. The pedestrian circulation plan includes a cabriolet style gondola from the Town Lift base to Treasure and from there a detachable lift to the top of Treasure Hill. The cabriolet style gondola will serve as a bus between the project and Main Street. It will be enclosed for noise abatement.



I. OVERVIEW DESIGN EXPLANATION

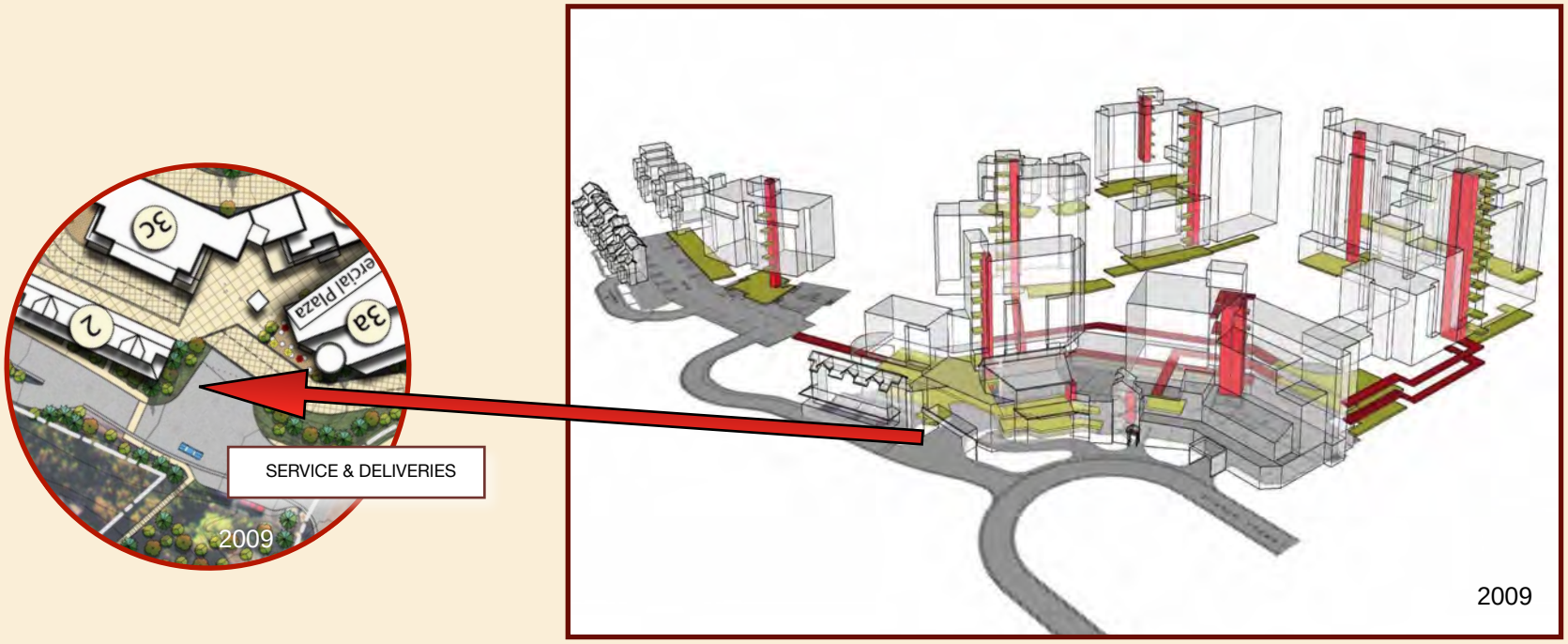




CLIFFSCAPES

The site requires substantial excavations into the hillside resulting in steep slopes referred to as "cliffscapes". Most cliffscapes are screened from view by proposed building masses and/or landscape. The cliffscapes will be most visible from opposite hillsides. The most important visual consideration is the impact upon immediately adjacent residences. Ample screening landscape is provided. The landscape section of this booklet is intended as a "tool-box" of approaches to cliffscape construction, planting and visual mitigation. It details several techniques that may be employed including exposing natural outcrops, simulated outcrops, stacked rock, modular wall systems, iron stained concrete and wood retaining walls. It also includes revegetation and planting information, and addresses other management issues. Employment of these tools will result in a diverse landscape that is appealing to the eye, structurally sound, safe and environmentally friendly.

I.OVERVIEW DESIGN EXPLANATION



MANAGEMENT & OPERATION

The Creole and Midstation sites will be platted as one master condominium with central management and operations including:

- **service and deliveries**
- **mechanical**
- **maintenance**

Sub-condominiums will be used for individual elements.

Delivery and distribution has been carefully planned. The service, delivery and distribution center is strategically located in the heart of Treasure, removed from public streets, screened by buildings, landmass and landscape and separated from public areas within the project. It is capable of accommodating large delivery and service vehicles. The fire command center is located here as well. There are dedicated service ways separate from public access ways that fan out from this central location to all of the buildings.

I. OVERVIEW MITIGATORS

TRAFFIC

Lowell Avenue Improvements—Lowell has been rebuilt with a fortified pavement/road base section to handle construction traffic.

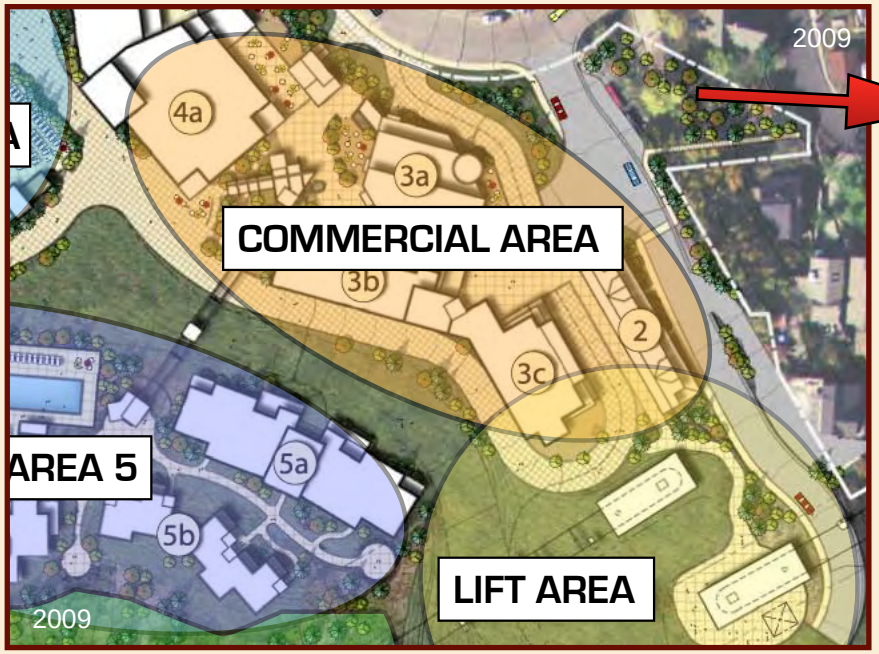
Cabriolet—the cabriolet will be operated for extended hours as a means of public transportation to and from Main Street and the city and regional bus system.

Beginner Ski Trails—beginner runs (35% grade or less) will be constructed from the top of Pay Day Lift and from the Drift Trail to the Town Lift Base.

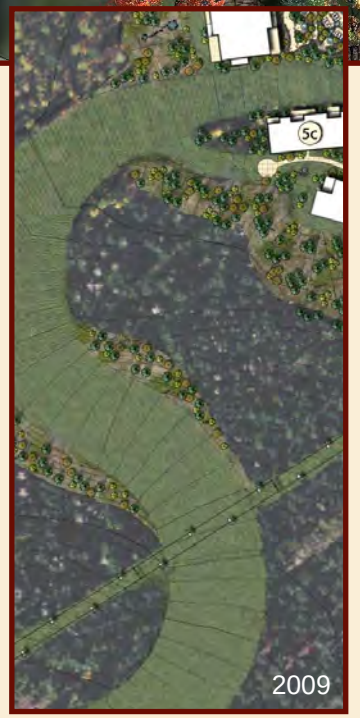
Pedestrian Connections—convenient connections will be provided to existing trails, stairs, and side walks.

Onsite Amenities—a limited amount of commercial will be located in Treasure oriented to guests and residents of the project.

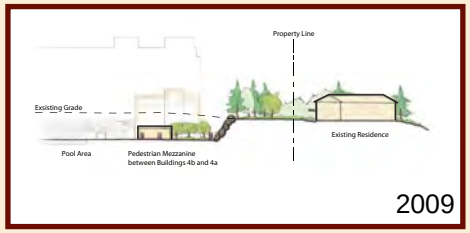
Excavation material—will not be exported using city streets.

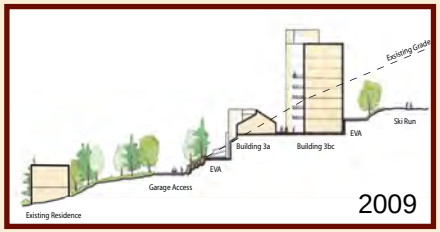


"NEW STAIRS"



I. OVERVIEW MITIGATORS





SCALE AND MASS

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

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

Topography—Treasure is nested into the Creole Gulch and Mid-station hillside.

Height Reduction—the average height of the Creole Site above natural grade is: 17.1, 27.5 feet compared to 45 feet allowed by the Master Plan, a 39% reduction; 17.2, 39.7 feet compared to 45 feet allowed by the Master Plan, a 12% reduction. The average height of the Mid-station Site above natural grade is: 17.1, 14.3 feet as compared to 25 feet allowed, a 43% reduction; 17.2, 14.0 feet as compared to 25 feet allowed, a 44% reduction.

More Open Space—the open space in the Creole Site is: 17.1, 70% as compared to 70% as required by the Master Plan, no increase; 17.2, 74% as compared to 70% as required by the Master Plan, a 5% increase. The open space in the Mid-station Site is: 17.1, 86% as compared to 70% as required by the Master Plan, a 22% increase; 17.2, 86% as compared to 70% as required by the Master Plan, a 22% increase.

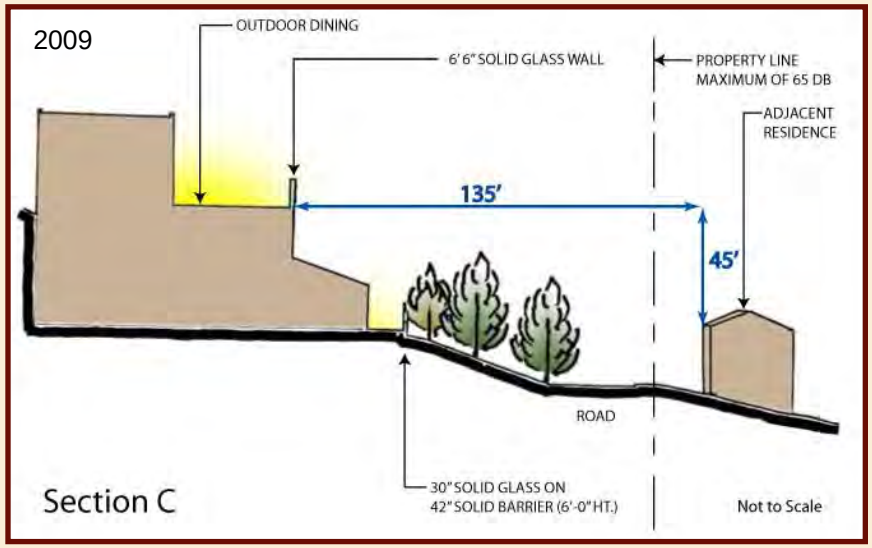
Mass Shift—building mass has been shifted away from adjacent neighbors to the center and upper reaches of Treasure.

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

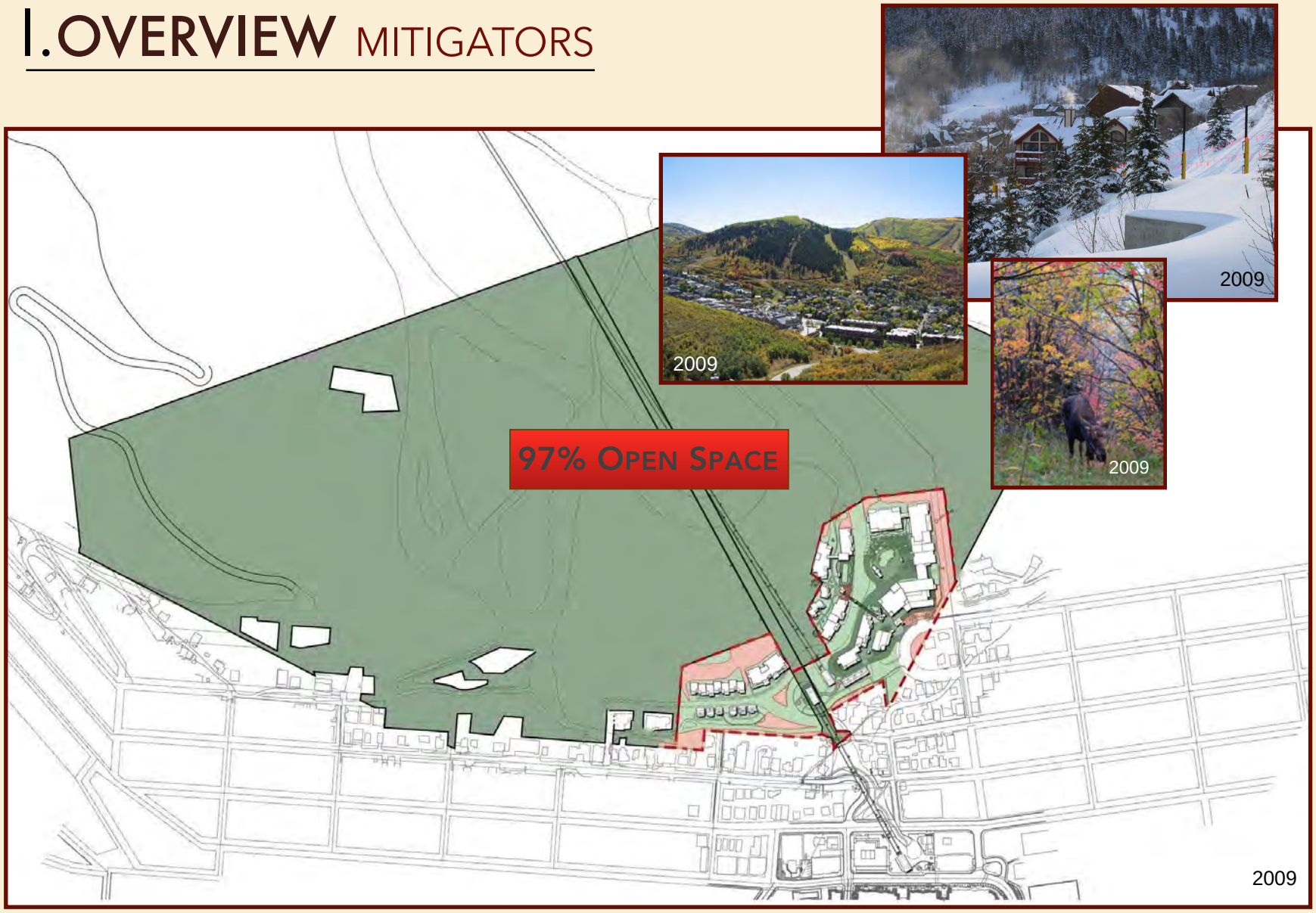
I. OVERVIEW MITIGATORS

CONTROL OF LIGHT AND NOISE

Site lighting will comply with applicable Park City lighting ordinances and follow the goals and recommendations of the International Dark-Sky Association. To the extent possible light trespass, glare, light pollution, and energy use will be reduced while still providing for a safe and secure nighttime environment. Properly designed lighting fixtures will be used with shielding that reduces sideways and upward leakage of light onto neighboring properties and into the night sky. Selection of light sources will be appropriate for the type of use and activities that are to be supported as well as energy efficient—generally LEDs 3000 K or less. Fixtures will be aimed and utilize appropriate light distribution patterns to maximize effectiveness. Location and arrangement of site lighting fixtures will be thoughtful and seek to reduce visual clutter. Where practical timers and/or sensors will be employed to manage lighting utilization. In addition to ample noise-source distances from the neighbor property lines, designed intervening landmass and/or solid walls will also mitigate noise. Decibel levels will be limited during non-working hours to 65 dBa at the property line per the code in effect in 2004.



I. OVERVIEW MITIGATORS



I. OVERVIEW MPD DESIGN PARAMETERS

UERESIDENTIAL — NET SQUARE FEET

Total residential 197 UE — 394,000 SF
Midstation 35.5 UE — 71,000 SF
Creole 161.5 UE — 323,000 SF

UE COMMERCIAL — GROSS SQUARE FEET

Total 19 UE — 19,000 SF
Midstation 3.5 UE — 3,500 SF
Creole 15.5 UE — 15,500 SF
(in addition to support commercial and meeting space allowed with hotel or nightly rental uses that does not count against UEs)

OPEN SPACE REQUIREMENT

70% within each individual site
Approximately 97% or 120 acres of the entire 123.5 acre Hillside portion of the MPD

SITE AREAS

Total acres 11.5 AC
Midstation 3.75 AC
Creole 7.75 AC

UNIT EQUIVALENTS (UE)

1 UE Residential = 2000 net square feet
(measured inside of outside unit walls)
1 UE Commercial = 1000 gross sf
(measured outside walls or midpoint common walls)

MAX AVG. HEIGHT ABOVE EXISTING GRADE

Midstation 25 FT
Creole 45 FT

STAIRS—6TH STREET AND 8TH REQUIRED

Mid-station Ski Trail (through project)
20 FT groomable, 30 FT clear, 8-12% grade
(limited portions may be as low as 4% and as much as 20%)

CREOLE SKI TRAIL (THROUGH PROJECT)

30 FT groomable, 40 FT clear, 8-12% grade
(short stretches as low as 4% and as much as 20%, limited flat area at the confluence of the Mid-station and Creole access ski trails)

TOWN RUN

Maximum 35% grade

PARKING

Hotel room/suite:
not to exceed 650 sf – .66 parking space
Apartment:
not to exceed 1000 sf - 1 parking space
not to exceed 1500 sf - 1.5 parking spaces
not to exceed 2000 sf - 2 parking spaces
in excess of 2000 sf - 2 parking spaces

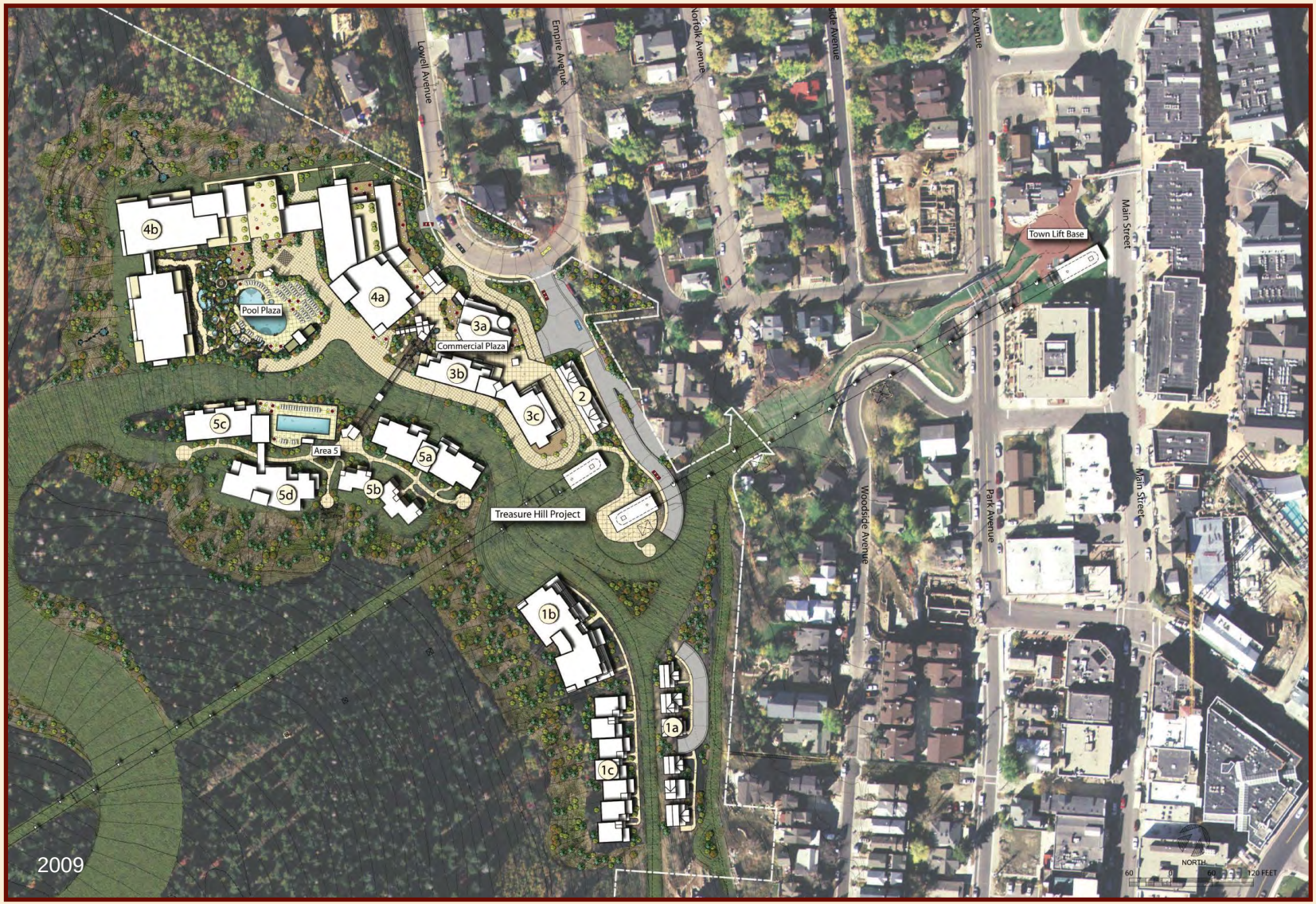
II.MASTER PLAN HISTORY FIRST APPROVED IN 1986

The Sweeney Master Plan, sometimes referred to as the Sweeney Properties Master Plan (SPMP or MPD) or simply Master Plan, was approved October 16, 1986. It was amended October 14, 1987 to provide for the Woodside (ski) Trail. It was then amended December 30, 1992 with respect to the Town Lift Base. It was amended once again on November 7, 1996 to provide for the Town Bridge. The Woodside Trail (now commonly referred to as the Town Run), the Town Lift Base, and Town Bridge have been built. Various right-of-way parcels and easements have been deeded and granted to the City (Park City Municipal Corporation or PCMC), including the Lowell/Empire connection, Upper Norfolk terminus, Lower Norfolk terminus, City waterline right-of-way, and Crescent Walkway. Trails, commonly known as Sweeney Switchbacks, have been built.

II. MASTER PLAN HISTORY SUBDIVISIONS

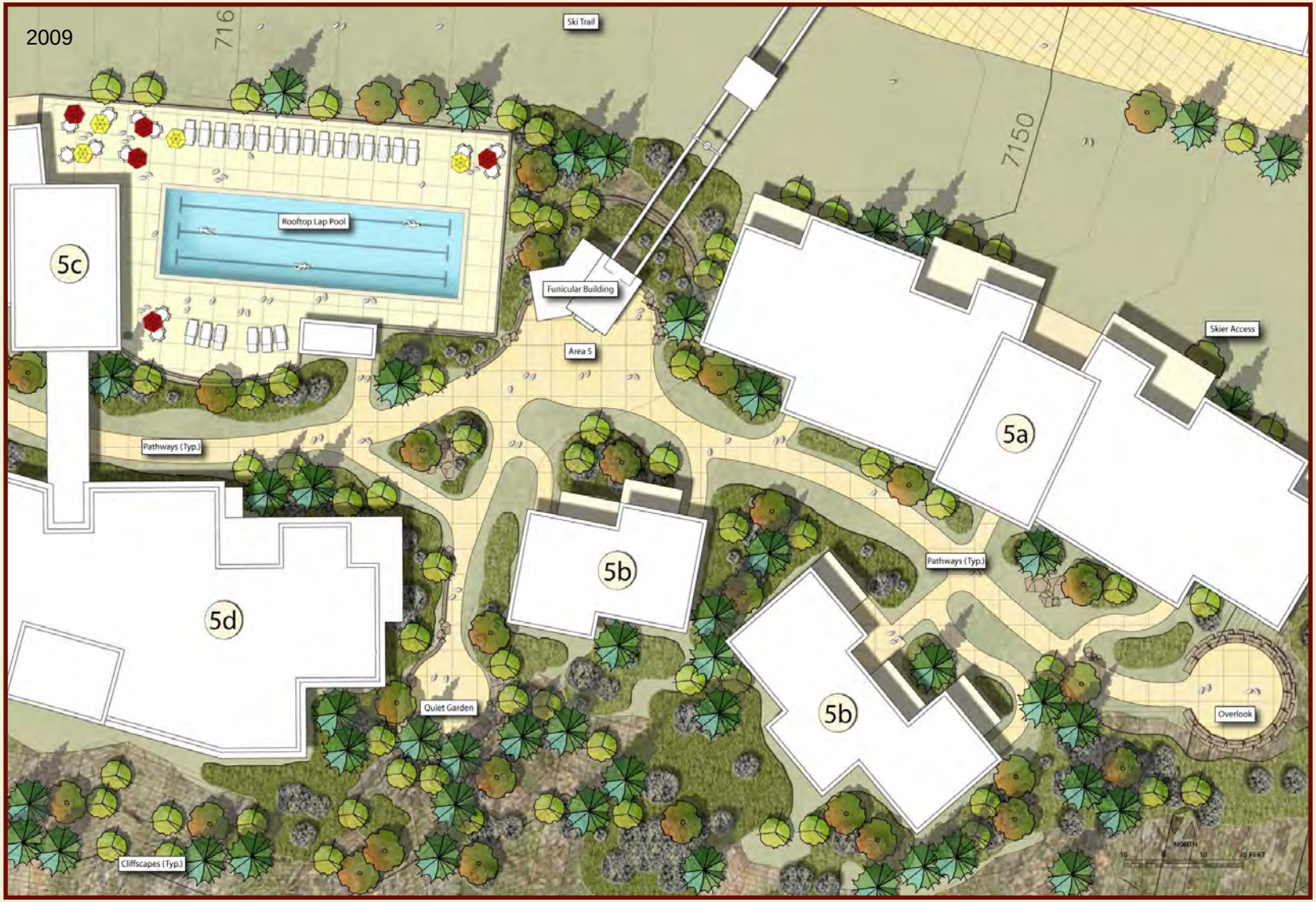
Two King Road Single Family Lots and two Upper Norfolk Single Family Lots and a fifth Open Space Lot, have been subdivided as Treasure Hill Subdivision, Phase I, Lots 1 thru 5, respectively. Homes have been built on Lots 2, 3 and 4. Lot 5, consisting of approximately 42 acres of open space, has been deeded to the City in consideration of the Master Plan. As part of Treasure Hill Subdivision, Phase 1, the Upper Norfolk Turnaround has been constructed and dedicated to the City. The Town Bridge parcels have been subdivided as the Coalition West Subdivision and the Town Bridge has been built. The two 5th Street Lots have been subdivided as Treasure Hill Subdivision, Phase II, Lots 6 and 7, and two homes have been built on them. City stairs have been built in the 5th Street right-of-way. One single family lot located high on Treasure Hill (referred to in the MPD as the Plateau Parcel) has been platted and improved as Treasure Hill Subdivision, Phase 3, Lot 8, and a home has been built on it. The City was granted a conservation easement on 11.2 acres of this lot in consideration of the Master Plan.

III. SITE PLANS V-1 ILLUSTRATIVE

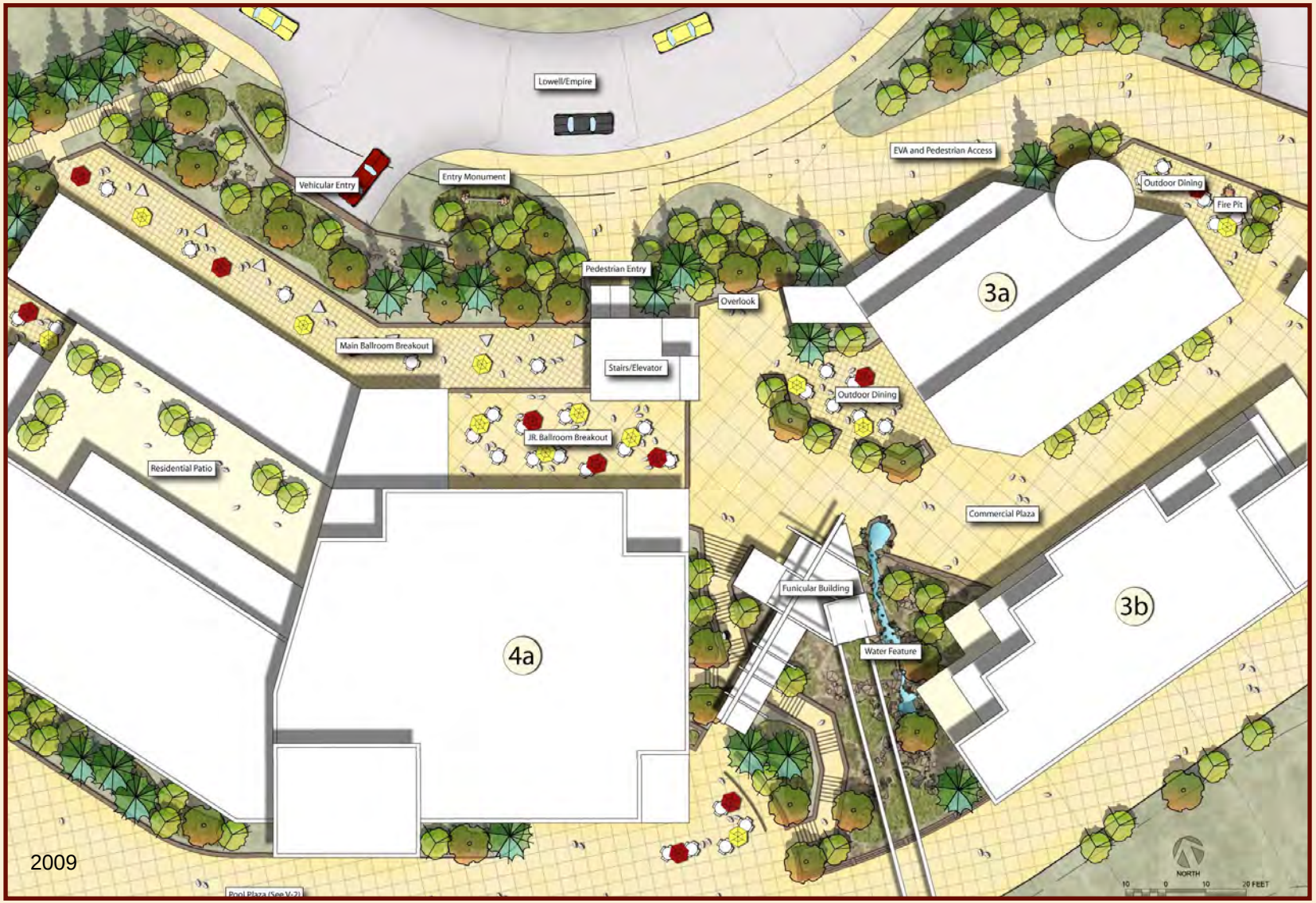


III. SITE PLANS V-2 POOL PLAZA

III.SITE PLANS V-3 UPPER AREA 5 PATHWAYS

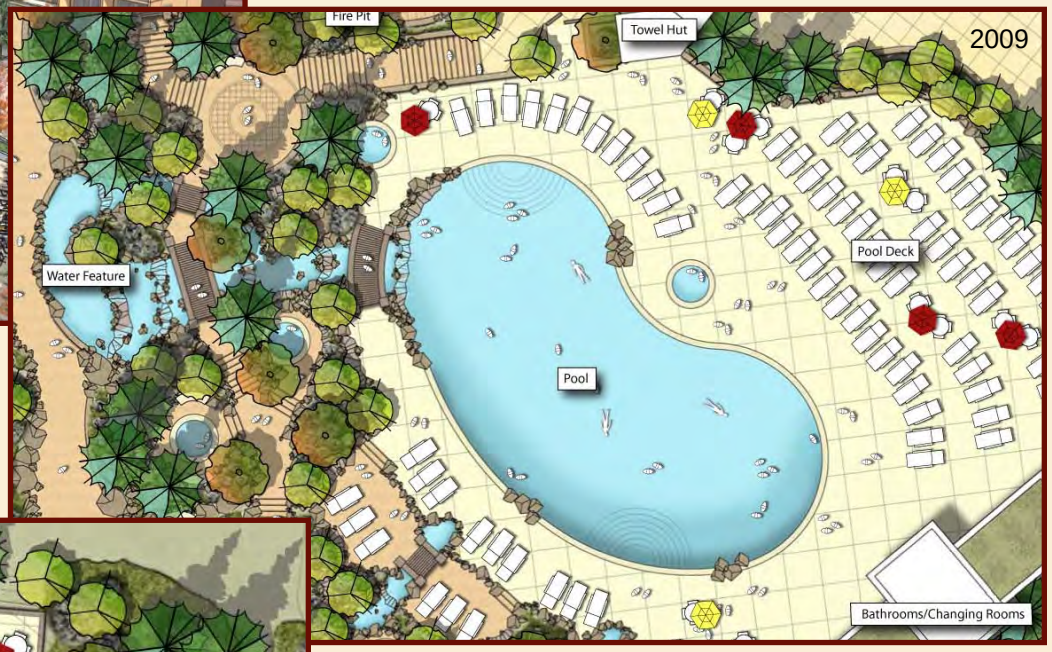


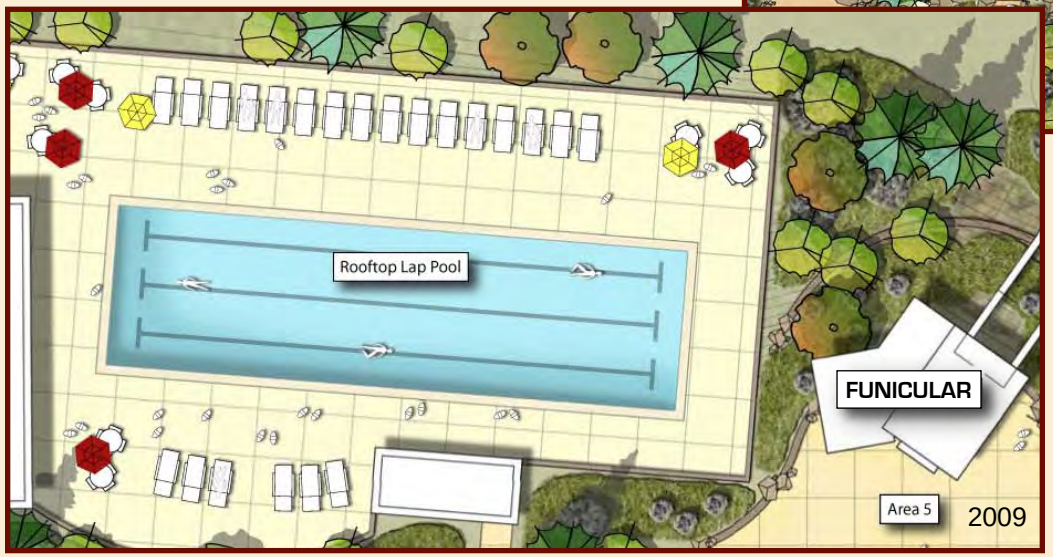
III. SITE PLANS V-4 PLAZA AND STREET ENTRY



III.SITE PLANS V-5 BUILDING 4B CLIFFSCAPE AREA

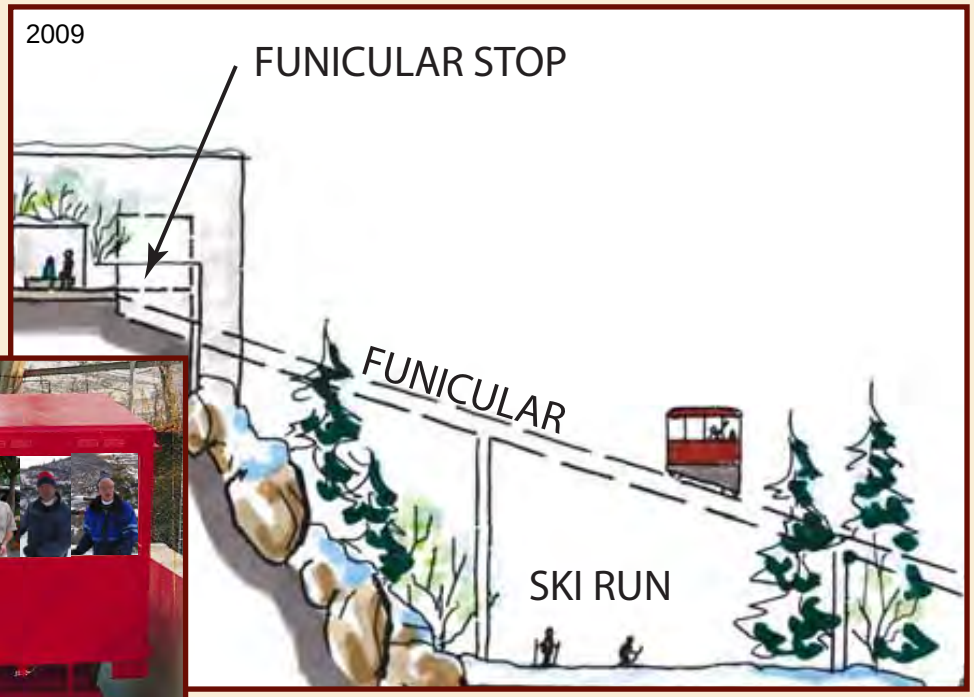
IV. SPECIAL FEATURES POOLS



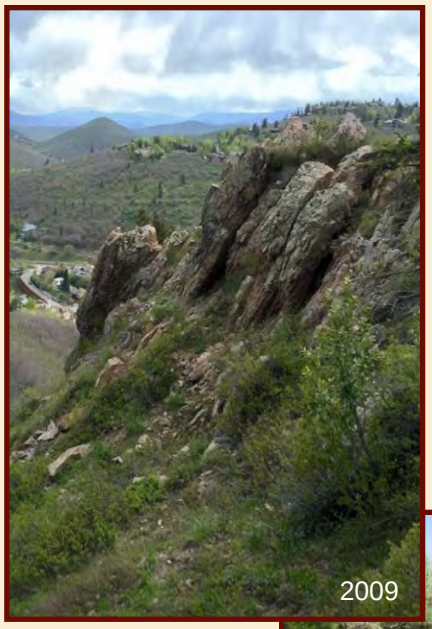


IV. SPECIAL FEATURES TREASURE FUNICULAR

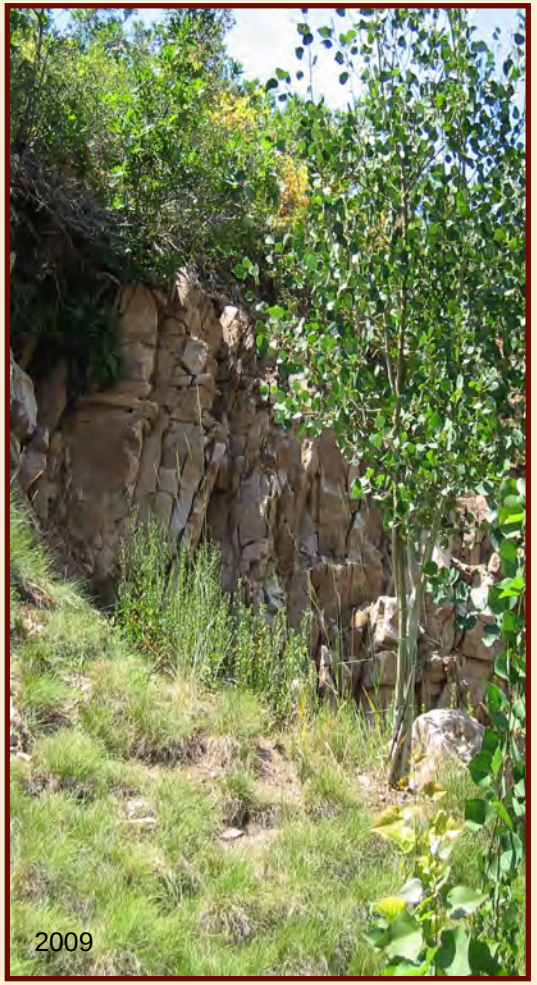
The Funicular will provide a fun connection between the Pool Plaza and Area 5.
The car will be approximately 8 feet by 10 feet, with a capacity to carry 15 people.
Travel time will be approximately thirty seconds.
It will mitigate pedestrian and skier conflicts.



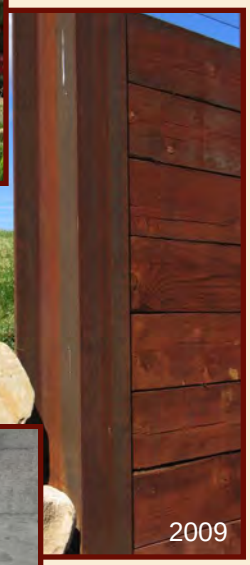
V.LANDSCAPES CLIFFSCAPES

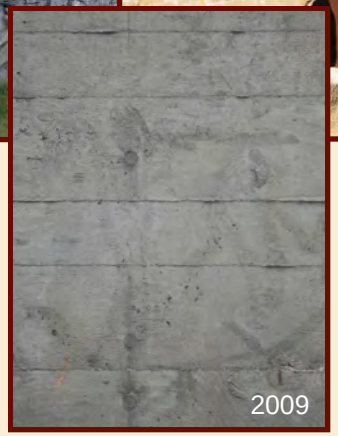


Natural outcrops, determined to be stable by a qualified soils engineer, will be exposed in the field. Once exposed, the outcrops will be weathered to add a look of maturity. These outcrops will be enhanced with plant material, water features, and natural boulders. Stacked Boulders will be positioned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



V.LANDSCAPES RETAINING SYSTEMS



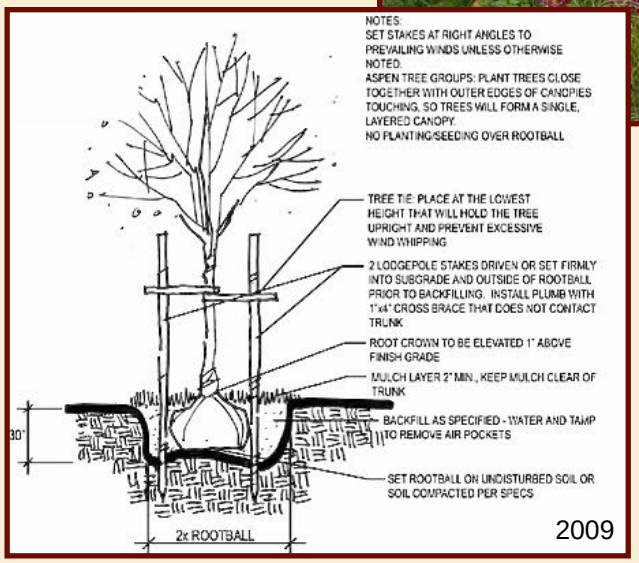


Gabions, or cages of competent site stone, will be used to provide retention, combining the geometric look of the cage system, with the natural feel of stone. These systems can be vertical or stepped and engineered for a variety of heights. Modular block walls may be used in areas where there is limited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

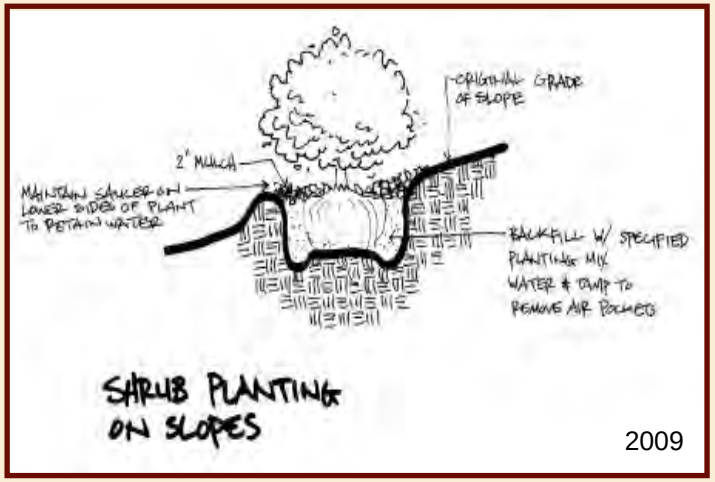
V. LANDSCAPES LARGE PLANTINGS

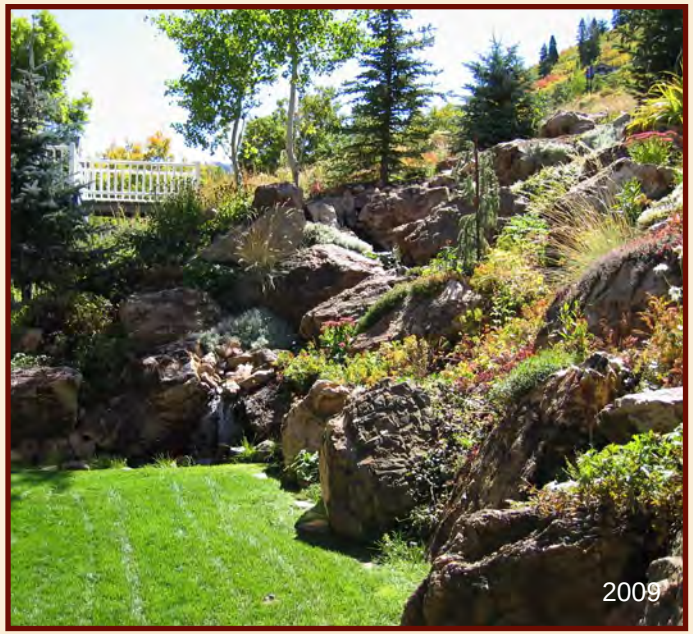
Trees will be primarily deciduous species with an intermixing of coniferous species. Plant materials will emphasize drought tolerant native plant species with low water requirements and will conform with Park City guidelines. Trees will be grouped in informal masses rather than uniformly placed. Tree canopies in pedestrian areas, along roadways and in outdoor use areas must be high enough to avoid blocking of views and building lobbies, signage, entries and provide clearance for emergency vehicles. Some sample plant species are: White Pine, Rocky Mountain Maple, Big-tooth Maple, Aspen, and Blue Spruce. The intention is that plantings will be irrigated using natural runoff or low flow systems (refer to the Irrigation page of this booklet).

Revegetation will be designed and maintained to provide "defensible space" adjacent to structures as required by the Fire Protection Plan referenced in the Appendices. Trees will be arranged in clusters with a clear horizontal separation between clusters to minimize fire spread risk. Vertical separations will also be maintained to avoid fire ladders.



V.LANDSCAPES SMALL PLANTINGS

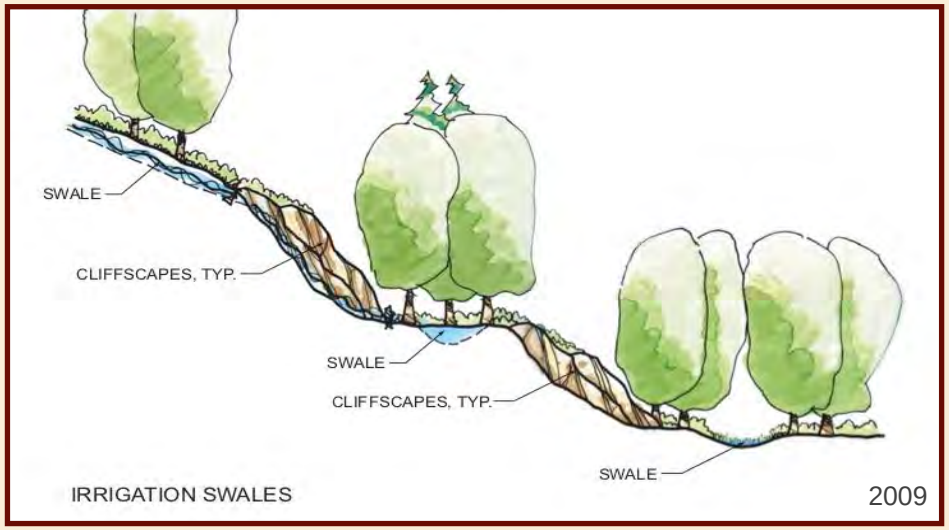


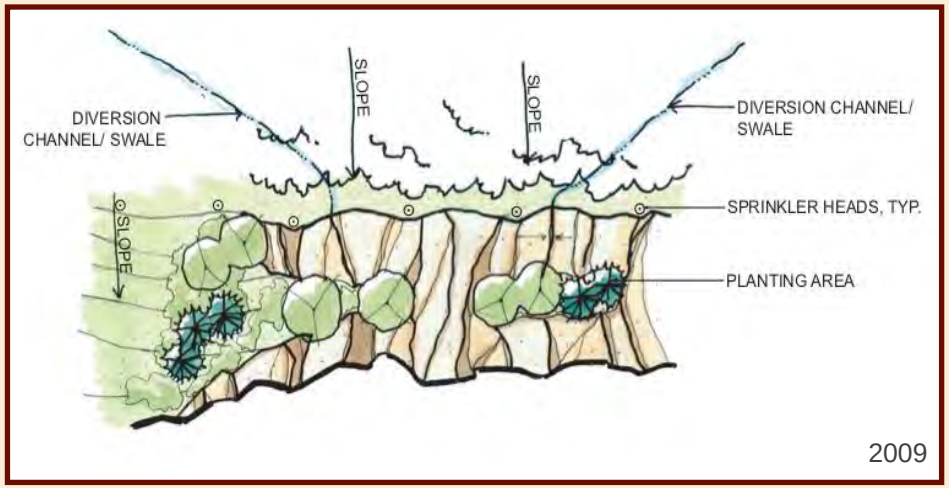


Small plantings will be placed into planters and pockets in the cliffs. Shrubs will be used in some locations to screen service areas and to soften the appearance of graded banks. Shrubs will also be used to provide a foliage mass with special fall color or wintertime berry effect.

Ground cover plants will be used on slopes too steep to mow and to enhance the cliffscape environment. Meadow grasses and low growing native shrubs will be planted to create a naturalized understory under forest trees.

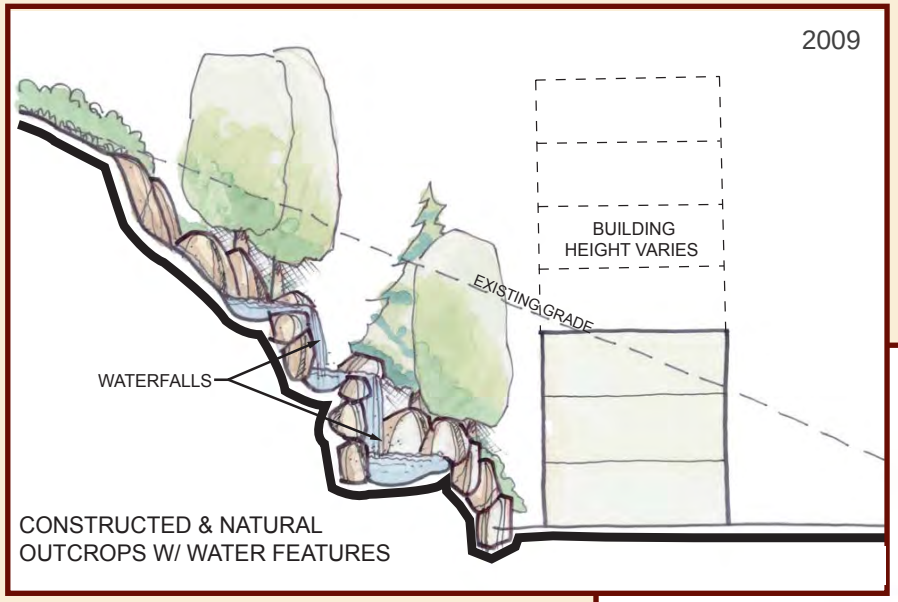
V.LANDSCAPES IRRIGATION



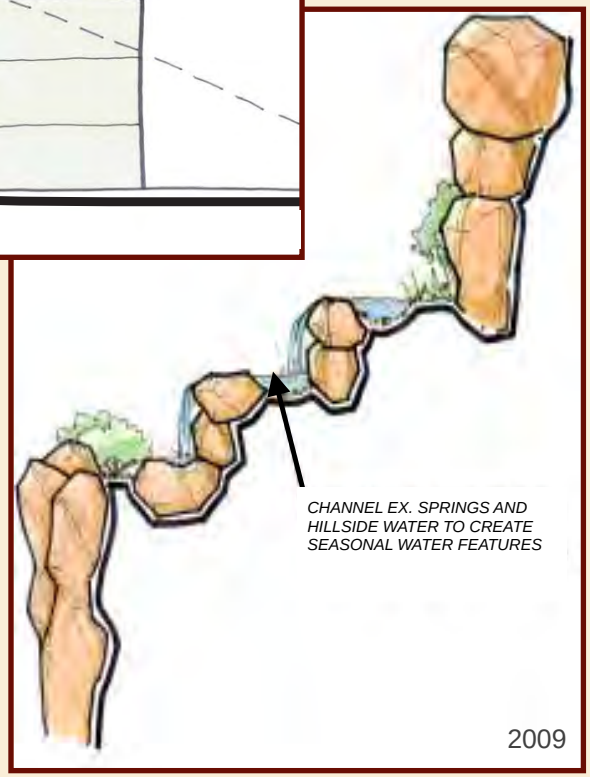


In cliffscape and naturalized areas, Treasure's irrigation system will rely primarily on making use of the site's natural run-off and northerly exposure. Diversion channels and planted swales will collect the water, directing it to planting areas within the cliffscapes and slope. Mosquito bait will be used where appropriate to treat temporarily stagnant pools in compliance with state law. Large impact sprinkler heads will be placed as necessary along the tops of the cliffscapes/ retaining walls to provide supplemental irrigation when needed. In active outdoor use areas adjacent to buildings and structures where more formal landscape is planned, low flow irrigation systems will be utilized.

V. LANDSCAPES WATER FEATURES



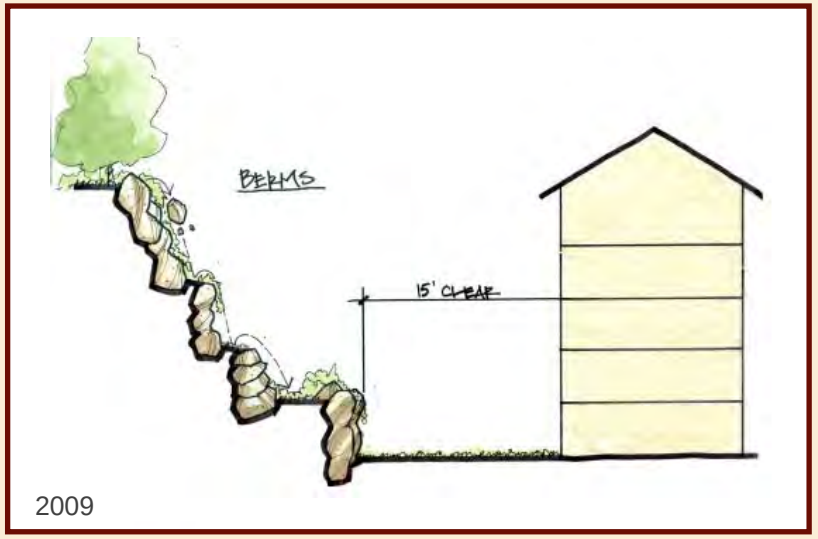
Natural runoff, and self-contained filtered, treated, and heated (where year round), systems will be utilized for trickles, and small waterfalls with a series of small pools.
Water flow will be purposely limited—a trickle as opposed to a rush.

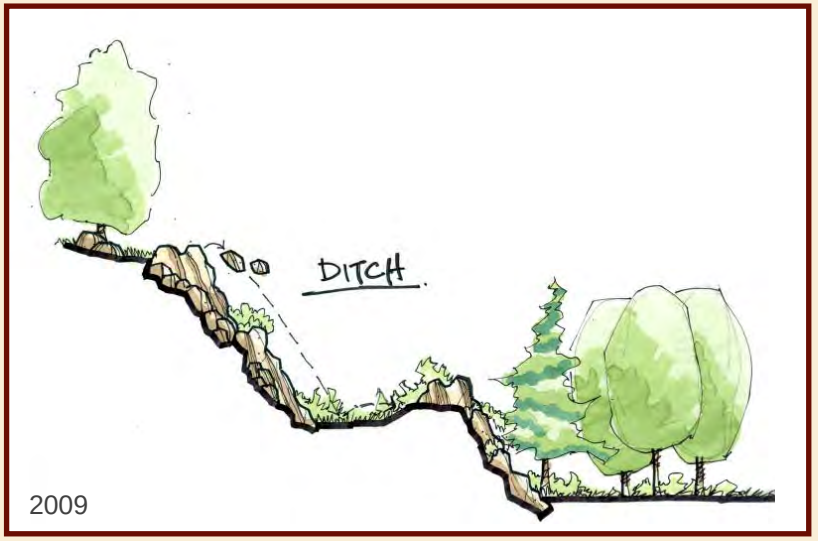


VI. MANAGEMENT EROSION CONTROL

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

VI. MANAGEMENT ROCK FALL HAZARDS

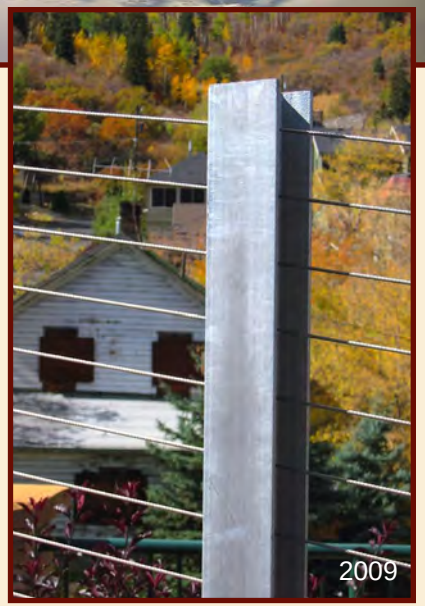




Rockfalls can be triggered by a variety of man made and natural causes. In addition to careful slope preparation, such as rock bolting and removing loose rocks and vegetation, rockfall protection will involve multiple techniques used singularly or in combination. Under supervision of a geotechnical engineer,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

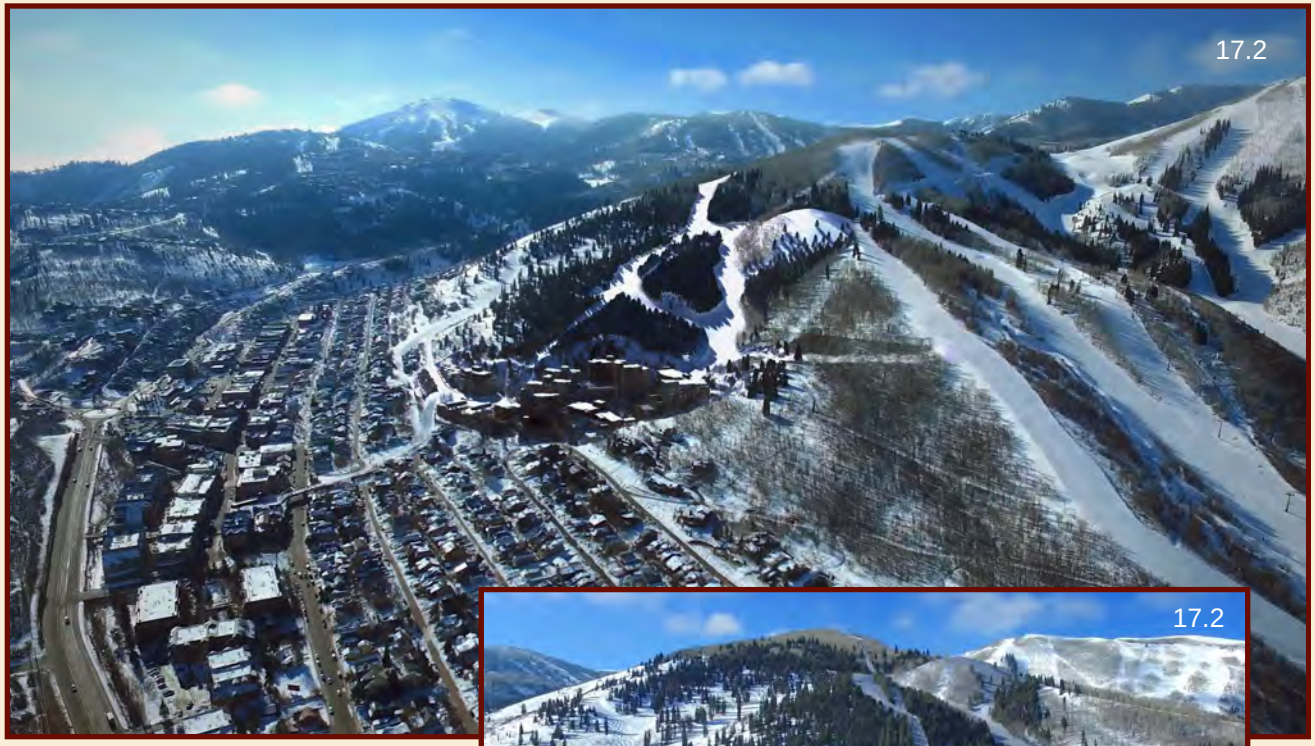
VI. MANAGEMENT SKIER SAFETY & TRAIL MAINTENANCE

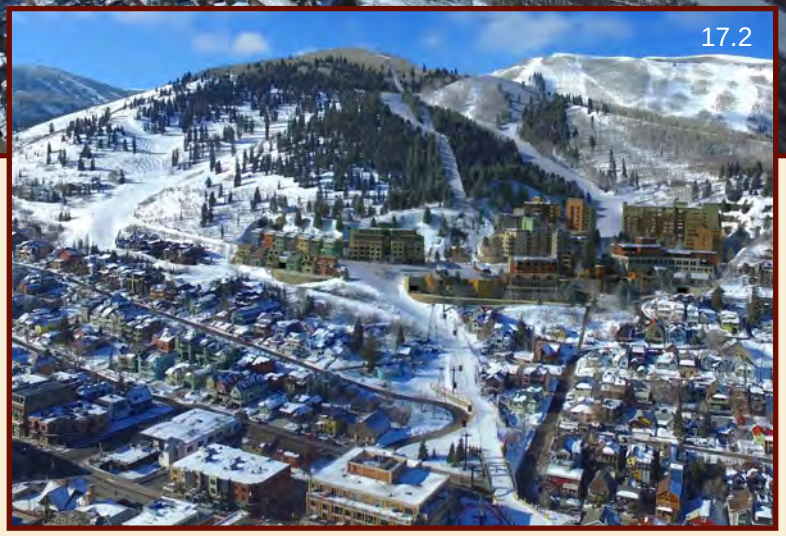
8 feet tall safety fences will be located at the top of protected retaining structures and cliffscapes. They will be constructed of galvanized I-beam posts that are spaced 10 feet apart. The fences will be strung with 3/16 stainless wire with 3-1/2 inch spacing. Located uphill from these fences, where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



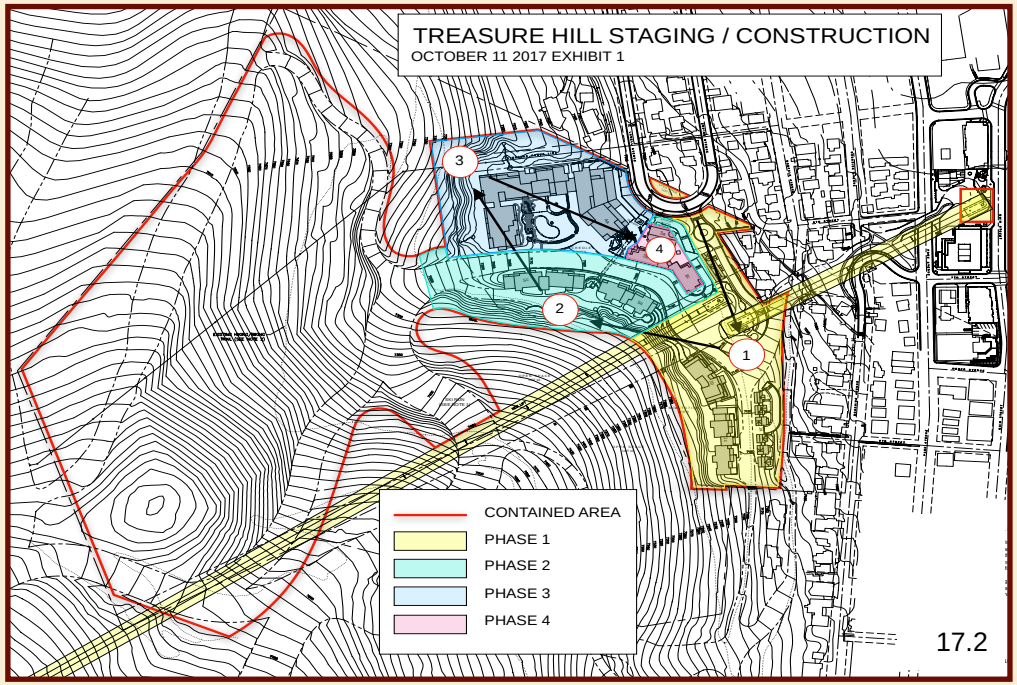
VII. LIFT IMPROVEMENTS FASTER ACCESS , MORE TERRAIN

The Town Lift system will be substantially rebuilt and upgraded to accommodate additional skiers from this site as well as all of Old Town. This system has been studied by the proponent and the Park City Mountain (Resort). A forward thinking alternative has been identified that will best address this need. Skier access between all of Old Town and the Park City Mountain has been taken into account including the lift constructed the summer of 2008 between the Park City Mountain Main Base and the top of the Crescent Ridge. The plan includes an enclosed cabriolet-style standup gondola from the Town Lift Base to the project. A detachable lift will go from there to the uppermost point of Treasure Hill adjacent the top of the Payday Ski Lift. The cabriolet-style gondola will serve the dual purpose of also acting like a bus between the site and Main Street. The transit time from the Town Lift Base to Treasure will be less than one minute. The trip from the project to the top of Payday will be about 5 minutes, the trip from the Town Lift Base to the top of Payday about 8 minutes including transferring from the cabriolet to the detachable lift. This compares to the present transit time of about 16 minutes. The maximum capacity for both vehicles will be approximately 2500 passengers/skiers per hour. The ski runs shown on the BP-1 Visualization Drawing and in the associated photo and video renderings will be constructed.





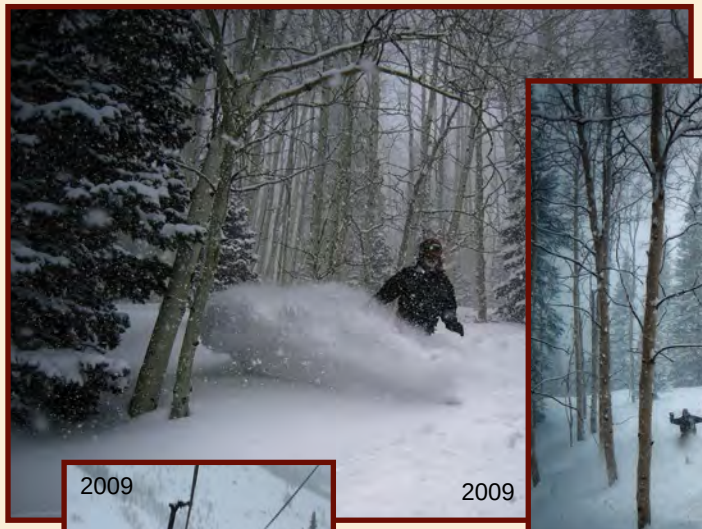
VIII. CONSTRUCTION PHASING EXCAVATION MATERIAL & TIMELINE

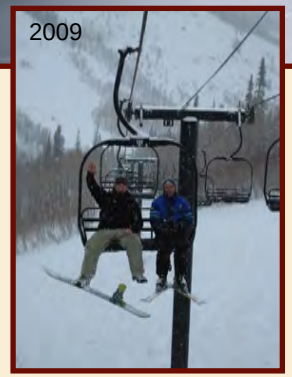


In order to reduce the number of trucks hauling material along public streets, excavation material will be deposited on the Master Plan open space on the upper portions of the Creole and King's Crown Ski Runs, to the west of King's Crown Ski Run, and adjacent to the Master Plan open space on upper Payday Ski Run, as further explained in the Constructibility Assessment Report in the Appendices. Excavation material will be excavated with conventional means, keyed into undisturbed soil, placed and compacted with heavy equipment, covered with site topsoil along with contained vegetation, and revegetated using prudent soils engineering standards to assure slope stability and run off and erosion control. Subject to a formal construction mitigation plan to be submitted as part of final design, the majority of (1) excavation, (2) cutting and revegetation of the cliffscapes, (3) lift and run improvements including the detachable lift and cabriolet, and (4) Town Lift Base improvements will occur in the first three years of construction with completion of the functioning lift improvements the by the end of the first phase. The Town Lift System will remain operational each ski season. Construction will proceed in an orderly manner isolated onsite (other than transportation to and from the site) until completion, which is expected to take an estimated 8 years. It is possible there will be construction hiatuses due to market conditions and other uncontrollable circumstances. If this occurs, on-hold building sites will be temporarily finished and landscaped so as not to be an eyesore or detract from completed portions or adjoining properties. Construction workers who do not need to access the site with their vehicles will be shuttled to the site from remote locations, limited others will park on site. Materials will be stockpiled at remote locations or on site. Landscape and other screening adjacent to neighbors will be finished on a priority basis. There will not be construction parking or staging of materials on City streets.

IX.OFFSITE-ONSITE AMENITIES SKIING

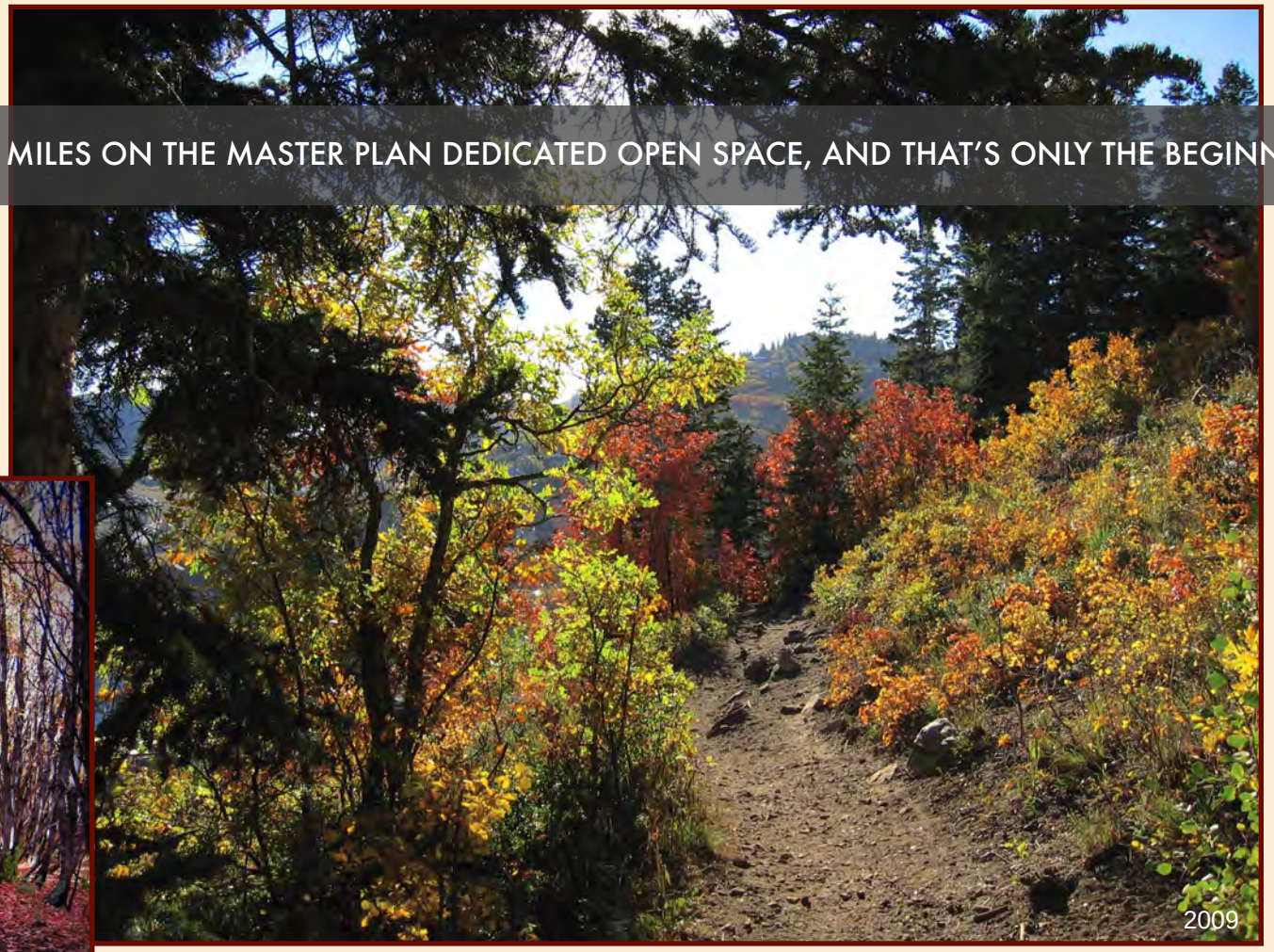
PARK CITY MOUNTAIN – 3200 FEET VERTICAL / 7300 ACRES.





IX.OFFSITE-ONSITE AMENITIES TRAILS

4 MILES ON THE MASTER PLAN DEDICATED OPEN SPACE, AND THAT'S ONLY THE BEGINNING!



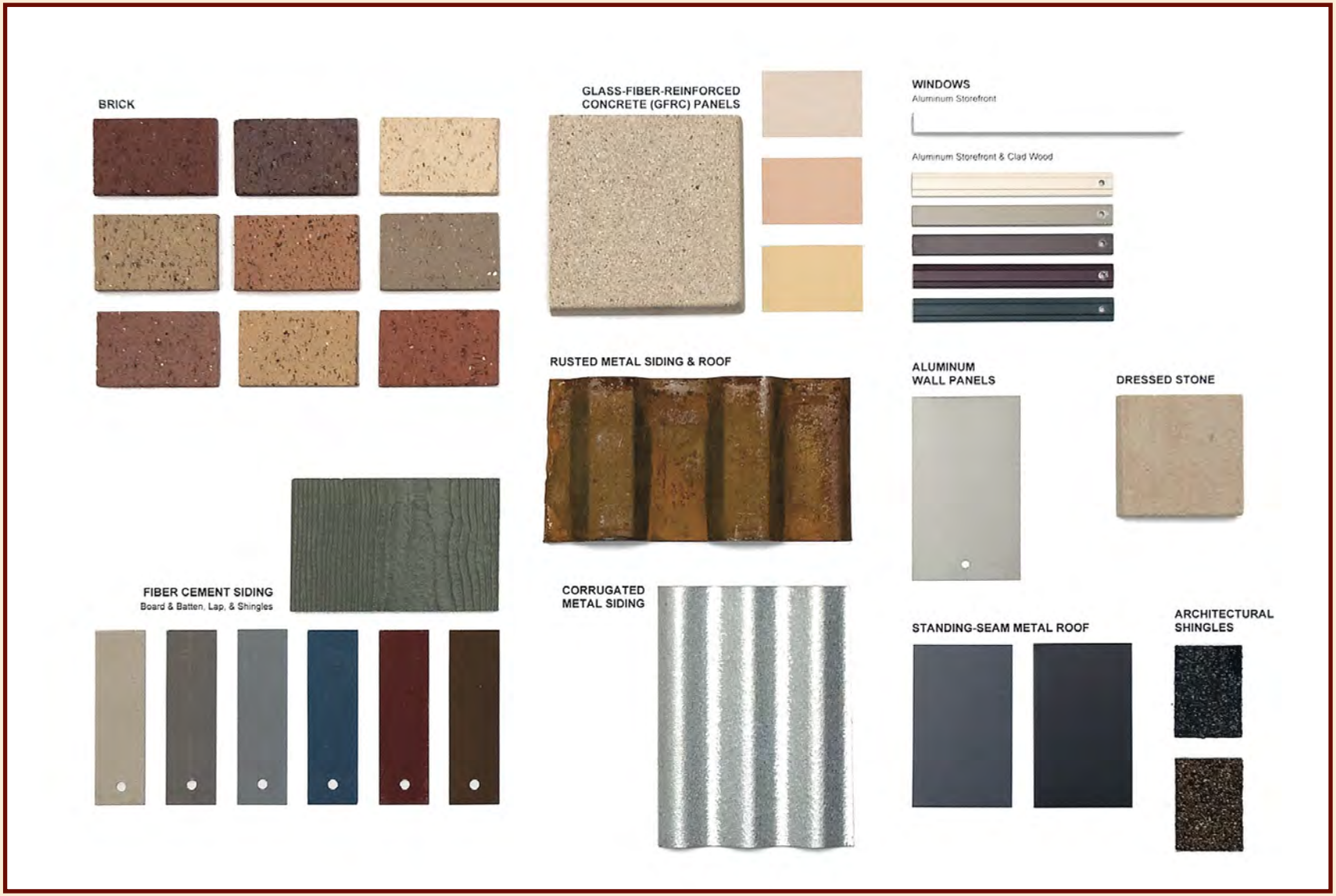
2009

IX.OFFSITE-ONSITE AMENITIES HISTORIC MAIN STREET

by cabriolet

X. MATERIALS BOARD NATURAL BLENDS WITH OUR ENVIRONMENT

Materials and colors will reflect the materials and colors typical of the Historic District.



XI.REFINEMENTS 17.1

In 17.1 the architectural drawings have been refined to reflect what the Treasure design team has heard from the past and present City staff and planning commission. In addition, the notes have been updated to reflect the applicant's current nomenclature as well as its current general position regarding the level of design, commercial uses, and parking. Modifications include elimination of the Mine Exhibit from 2009, shifting of commercial and residential UEs back to the Midstation Site, reducing the size of the penthouse unit on Building 1b, eliminating one story from Building 3b, adding a step to the top story southeast corner of Building 4a, adding a step at the east end and eliminating two stories from the west wind of Building 5a, converting Building 5b from three-story townhouses to flats, and adding a step to the west end of Building 5c. Also the cliffscape behind the 1 & 5 buildings have been steepened and as a result are less tall. None of these changes detract from the illustrative purposes of the 2009 Visualization Drawings. They are part of a stepwise approach to 17.2. The 17.1 video rendering, signature stills, and required view points provided in the submittal materials best illustrate the impact on mass and scale of these refinements. For more definitive details view the 17.1 Architectural/Engineering Drawings and Appendices.

XI.REFINEMENTS 17.2

In 17.2 the architectural drawings have been further refined to address concerns the current City staff and planning commission. The existing grade of the Lowell-Empire switchback has been maintained which results in less excavation. Buildings 5b & 5d have been eliminated including below grade accessory space resulting in less excavation, site disturbance, cliffscapes, accessory and circulation space. The above-grade residential space from these buildings has been added to Buildings 5a, 5c, & 4b while preserving the stepped massing of these buildings. The footprint of 4a & 4b has been compressed by reducing the area between 4a & 4b and the width of the connection between the wings of 4b. This results in increased width of the Creole Ski Trail, compacted outdoor amenity space, reduced cliffscape and site disturbance, reduced circulation and accessory space. Duplicate below-grade lobbies in Buildings 1b, 4b & 5a have been eliminated by providing a single check-in lobby in the Creole parking garage which works for all buildings. This results in more efficient parking and underground vehicular circulation and reduced accessory space. It also results in moving the main driveway entrance further away from the nearest neighbor. The heat-melted sidewalks in front of the Creole garage have been pulled back inside the property line providing snow storage for plowing during storm cycles. A roundabout for typical neighborhood resident and transit vehicles and a hammer head turn for bigger neighborhood vehicles will be provided for snow events and other situations where one or the other of Lowell or Empire are temporarily closed. Building 1c has been converted to flats permitting the elimination of accessory and circulation space. None of these changes detract from the illustrative purposes of the 2009 Visualization Drawings. They are part of a stepwise approach from 17.1 to 17.2. Video rendering, signature stills, and required view points of 17.2 provided in the submittal materials best illustrate the impact on mass and scale and the reduction of site disturbance and cliffscapes resulting from these refinements. For more definitive details view the 17.2 Architectural/Engineering Drawings and Appendices.

WWW.TREASUREPARKCITYGATEWAY.COM