

10. Treasure Hill Conditional Use Permit for single, multi-family, hotel, and commercial uses

The Staff requested that this item be continued to June 23, 2004.

MOTION: Commissioner Erickson moved to CONTINUE this item to June 23, 2004. Commissioner Barth seconded the motion.

VOTE: The motion passed unanimously.

11. 650 Woodside Avenue - Plat amendment

Planner Robinson reviewed the request to amend the Park City Survey by combining lots 27, 28, 29, and 30 of Block 6 into one lot of record. The historic Crescent train grade bisects the property between Park Avenue and Woodside Avenue. Initially, an application was submitted for vacation of the prescriptive right-of-way the City has maintained for the Crescent train grade. That vacation request has been set aside pending Council action on the plat amendment request. The current proposal is for dedication of a public non-vehicular access and utility easement over the Crescent train grade. Also proposed is dedication of the adjacent Lot 8 of Block 6 which adjoins where the Crescent Tramway goes across Park Avenue. Planner Robinson commented on other applications waiting for this plat amendment, which include a setback variance to keep the proposed structures as far from the Crescent Tramway as possible, a steep slope CUP, and a historic design review application. The Staff finds that there is a net public benefit for the public non-vehicular access and utility easement on the existing Crescent Tramway, as well as dedication of Lot 8, Block 6, to the City for open space. The Staff recommended that the Planning Commission forward a positive recommendation to the City Council based on the findings of fact, conclusions of law, and conditions of approval contained in the Staff report.

Given the potential dedication of the Crescent Tramway to the City, Commissioner Erickson asked about the setbacks from the right-of-way to any adjacent structure. Planner Robinson replied that a single-family house is proposed on the larger portion of the lot which would be in the northwest corner, pushing the side yard setback to the adjacent properties and a front yard setback to Woodside. Commissioner Erickson clarified that the Crescent Tramway would be a side yard setback which would be approximately 3 feet to 5 feet in the zone. Planner Robinson replied that is correct, and the attached garage would be on the north side of the Tramway. They are trying to keep the buildings away from the Tramway as much as possible.