

**PARK CITY PLANNING COMMISSION  
WORK SESSION NOTES  
January 25, 2006**

PRESENT: Michael O'Hara, Mark Sletten, Jack Thomas, Charlie Wintzer, Patrick Putt, Brooks Robinson, Kirsten Whetstone, Polly McLean

**WORK SESSION ITEMS**

**Treasure Hill Conditional Use Permit**

Planner Kirsten Whetstone stated that the work session provided an opportunity for the Planning Commission, applicant, and Staff to discuss the massing, what this project will look like from various vantage points, and what those vantage points should be. She noted that in August 2004 massing was discussed at several meetings and public hearings were held. Planner Whetstone distributed copies of attachments and exhibits from those meetings which included visuals from Empire, the Aerie, the Heber Avenue/Main Street intersection, and the deck of the Town Lift.

Planner Whetstone remarked that prior to doing any modeling, the applicant wanted input from the Planning Commission on whether or not they are going in the right direction. She stated that the applicant had prepared examples of different types of modeling and computer animation.

Pat Sweeney, the applicant, presented examples of the types of materials they felt would aid the Planning Commission in making a decision on the volumetrics and neighborhood compatibility. He noted that Rob McMahon with Alliance Engineering is doing a conceptual re-grade of Lowell/Empire to drop the elevation of Lowell in front of their project. This would allow them to lower the project and shift the massing. It also makes the grade around the curve better.

Mr. Sweeney remarked that following the engineering, the next step would be for David Eldridge of Eldridge Nicholson to revise the technical drawings based on that engineering. This will let them know that the data base they are generating the materials from is accurate and help the Staff verify that it is accurate.

Mr. Sweeney presented a computer generated drawing showing the many levels of the project. This drawing shows each layer individually and allows the Planning Commission and Staff to know what is happening at every level. Vice-Chair Thomas asked if the elevation shown was the same level as the street elevation as it rolls around the corner. He was told that every building on a given level is within five feet of each other. Mr. Sweeney indicated the lowest level which is the level that comes off the lower driveway around Lowell/Empire. He noted that the technical drawings include sections that start to identify the layers.

Mr. Sweeney remarked that the next step would be to have Design Innovations do more graphic sections. Following that, Tom Shaner of Shaner Design would do a 3-D model based on the technical layers and incorporate that into the model of the City. At that point they would do stills from whatever vantage points the Planning Commission would consider appropriate. This would show the context of the project through computer animation. Vice-Chair Thomas stated that eye-level is an important elevation from the viewpoint of a pedestrian moving around the property. Mr. Sweeney requested that the Planning Commission discuss from which viewpoints they would like to see the project up close and in stills. He presented earlier viewpoints, noting that the program has evolved to show more realistic tree heights, etc.

Planner Whetstone noted that the computerized drawings could also show vegetation at a five or ten year growth or it could eliminate the vegetation altogether to show what the building will look like in the first years. Director Putt agreed that the layer with the vegetation shows substantially large trees and he felt it would be helpful to start with the base layer that shows the wall heights, setbacks, etc. Director Putt suggested adding a car or person or some other device that could help give a sense of pedestrian scale.

Vice-Chair Thomas commented on the importance of seeing the street facade. Commissioner Sletten was interested in seeing the mass of the building from the homes on the east side of Lowell looking towards the Park City Mountain Resort. Vice-Chair Thomas was concerned about pedestrian connections with regards to the mass and how they can enhance pedestrian connectivity through the community. Commissioner Wintzer felt it would be helpful to see some of the existing buildings surrounding the project. Mr. Sweeney remarked that their intent was to get more detail in terms of site planning and landscaping, and leave the buildings as layers of cake. He agreed that the drawings need a lot of work, but once it is in the computer it can be done any way they want.

Commissioner Sletten wanted to know what impacts lowering Lowell and Empire would have on the existing residents. Mr. Sweeney replied that the street right-of-way was deeded to the City as part of the master plan. The Sweeney's own the portion immediately adjacent to the project. They propose to landscape that area as a vegetated buffer between the neighbors and this project, and at the same time provide the site distance required by the City Engineer. Mr. Sweeney noted that the property is large enough to build a house if it were not dedicated open space. Commissioner Sletten asked about the elevation change and Mr. Sweeney estimated that it would be approximately five feet. He reiterated that lowering the street will allow the massing shifts they have effected in the northwest phase. It will also have the benefit of improving the grade. Mr. Sweeney believed it would improve the driveability of the road for everybody and would not directly impact the neighborhood.

Commissioner Wintzer requested that they add a couple of man doors to the drawings to show the scale. Vice-Chair Thomas asked if there is a pedestrian walkway around the

perimeter. Mr. Sweeney replied that a pedestrian sidewalk is proposed and they have discussed the possibility of heat-melting that particular sidewalk.

Mr. Sweeney presented an animation of what it would look like skiing into the project to demonstrate what can be done with this computer program. Their proposal would be to refine the landscape and the setting and show the buildings as layers. Things such as circulation and facade variations would be addressed at the next level.

Mr. Sweeney requested direction on the materials proposed and the viewpoints presented. He noted that the photographs were from eight viewpoints that the Planning Commission agreed on two years. Commissioner Wintzer could see no reason to re-create what has already been done and suggested that they start with the eight viewpoints presented.

Mr. Sweeney remarked that the view point locations used previously are as follows: 1) the Aerie; 2) City Park; 3) Deck of the Town Lift Base; 4) the Garda Deck; 5) the Golf Course; 6) Heber/Main Intersection; 7) Marsac Building; 8) PCMR.

The Planning Commission discussed specific areas they would each like to use as view points. Vice-Chair Thomas remarked that a key pedestrian point would be the top of the stairs near Woodside. Mr. Sweeney pointed out that viewpoints up close would be mostly sketch up because they would be close enough to only see the project. Planner Whetstone recommended a still shot of what the project would look like coming down the ski slope. Mr. Sweeney suggested doing one animation going up Lowell and down Empire, another animation going up Empire and down Lowell, one animation skiing into the project, a panorama from the Larson deck without trees, and a panorama from the Garda deck without trees. He then suggested viewpoints from Heber/Main, the roundabout, the Aerie, and PCMR to get a sense of the project from a distance. Vice-Chair Thomas wanted to know which viewpoints would best convey the visual impact from the entry corridor coming into town on Highway 224. Mr. Sweeney replied that the view from the golf course is so far away that you would need to focus on the area to see the project. Vice-Chair Thomas reiterated that it was important to show the view as the eye sees it. Commissioner O'Hara was less interested with views from the Resort and the Golf Course and preferred to focus on views from areas where there is a significant amount of traffic in and out of the City. Mr. Sweeney felt those locations would be the Heber/Main Intersection, the roundabout, and City Park. Commissioner Wintzer also suggested the Aerie, somewhere along Deer Valley Drive, Lowell and Empire, and Marsac. It was suggested that the best place to see the project coming into town would be at the Raddison.

Planner Whetstone commented on the visuals and asked if the Planning Commission would want to see massing comparisons to potential structures. Commissioner Wintzer preferred to see a comparison with existing structures rather than fabricated structures. Vice-Chair Thomas stated that he likes cross sections because they are clear and precise

and easy to understand.

Commissioner Wintzer commented on traffic. He had made a list of traffic questions that he would like the applicants to address in terms of whether the mitigation outlined in the traffic study is realistic and can work. Mr. Sweeney remarked that Gary Horton and Big D Construction are planning to give a presentation at the next meeting and he suggested that Commissioner Wintzer submit his questions to the Staff so they can provide answers at that meeting. Planner Whetstone understood that Gary Horton is working on the feasibility of the recommendations outlined in the traffic report.

### **88 King Road - Update on conditional use permit for construction on a slope greater than 30%**

Planning Director Patrick Putt reported that two meetings ago the Planning Commission reviewed preliminary site plan layouts and alternatives for development on this site. Plans have changed since that time and Don Bloxom, the applicant's representative, was prepared to present a design proposal that results in one building located on the two lower lots immediately adjacent to King Road. The revised design has been reduced approximately 40% in footprint and overall building volume from the previous plan. The revised plan still provides off-street parking and access off of King Road. The garage and a portion of the structure have been eliminated from above on Sampson.

Director Putt noted that the objective this evening is to update the Planning Commission on the progress to date and to get a general reaction on the revisions and whether or not the plan is moving in the right direction. If the Planning Commission favors the revised plan, the Staff will return at the next meeting with a more detailed analysis.

Brett Blake, representing the applicant, stated that since the last meeting they have continued to meet with the neighbors to discuss the revised plans. He noted that the adjacent neighbors on every side have signed a consent letter allowing them to combine the bottom lots. The neighbors are aware of the project and are comfortable with the revised plan.

Don Bloxom compared the original plan to the revised plan indicating the changes that were made. He noted that originally they planned to combine four lots into one and the original combination was primarily driven by Snyderville Basin Sewer District. They no longer allow easements through lower lots from upper lots, and this includes all the upper lots on Sampson. The applicant was driven into a four into one combination because Snyderville Sewer District wanted them to build a new sewer all the way up Sampson from the turnaround at King Road. This was very costly and exceeded \$80,000. At that point, they came back to the Planning Commission and the direction given was a preference for multiple buildings rather than a four into one. Mr. Bloxom stated that when he followed that direction he was left with four into two lots. They do not plan to do anything with the