



**PARK CITY PLANNING COMMISSION MEETING
SUMMIT COUNTY, UTAH
September 25, 2019**

PUBLIC NOTICE IS HEREBY GIVEN that the PLANNING COMMISSION of Park City, Utah will hold its Regular Planning Commission Meeting at the City Council Chambers, 445 Marsac Avenue, Park City, Utah 84060 for the purposes and at the times as described below on Wednesday, September 25, 2019.

MEETING CALLED TO ORDER AT 5:30 PM.

I.ROLL CALL

II.PUBLIC COMMUNICATIONS

**III.STAFF AND BOARD COMMUNICATIONS AND DISCLOSURES
NOTICE**

The Planning Commission Meeting of September 25, 2019 will be as noticed only, no public input, no discussion will occur, no action will be taken, except for the item continued to this date.

IV.REGULAR AGENDA

- IV.A. 901 Woodside Avenue –Conditional Use Permit – The Applicant is Proposing the Construction of a Private Driveway Within a Platted, Un-Built City Street. Item Continued from September 11, 2019 Planning Commission meeting. PL-19-04152
(A) Public Hearing and (B) Possible Action
[Staff Report](#)
[Exhibit A- Proposed Plans](#)
[Exhibit B- Example Encroachment Agreement](#)
[Exhibit C- Landmark sites with garage](#)
[Exhibit D- Public Input](#)

V.WORK SESSION

Open Public Meetings Training - Presented by Park City Municipal Legal Department.

VI.ADJOURN

A majority of PLANNING COMMISSION members may meet socially after the meeting. If so, the location will be announced by the PLANNING COMMISSION Chair Person. City business will not be conducted. Pursuant to the Americans with Disabilities Act, individuals needing special accommodations during the meeting should notify the Planning Department at 435-615-5060 or planning@parkcity.org at least 24 hours

prior to the meeting. Wireless internet service is available in the Marsac Building on Wednesdays and Thursdays from 4:00 p.m. to 9:00 p.m. Posted: See: www.parkcity.org

***Parking validations will be provided for meeting attendees that park in the China Bridge parking structure.**

Planning Commission Staff Report



PLANNING DEPARTMENT

Subject: 901 Woodside Avenue – Construction of a Private Driveway within a Platted, Unbuilt City Street
Project #: PL-19-04142
Author: Caitlyn Barhorst
Date: September 25, 2019
Type of Item: Administrative – Conditional Use Permit

Summary Recommendations

Staff recommends that the Planning Commission review the Conditional Use Permit for the Construction of a Private Driveway within a Platted, Unbuilt City Street, hold a public hearing, and consider approving the requested application based on the Findings of Fact, Conclusions of Law, and Conditions of Approval for the Commission's consideration.

Description

Applicant: Jerry Fiat for 901 Woodside LLC, represented by Jonathan DeGray, Architect
Location: 901 Woodside Avenue
Designation: Landmark Historic Site
Zoning District: Historic Residential (HR-1) Zoning District
Adjacent Land Uses: Single-Family, Multi-Family, Commercial
Reason for Review: Conditional Use Permit applications are reviewed and approved by the Planning Commission

Proposal

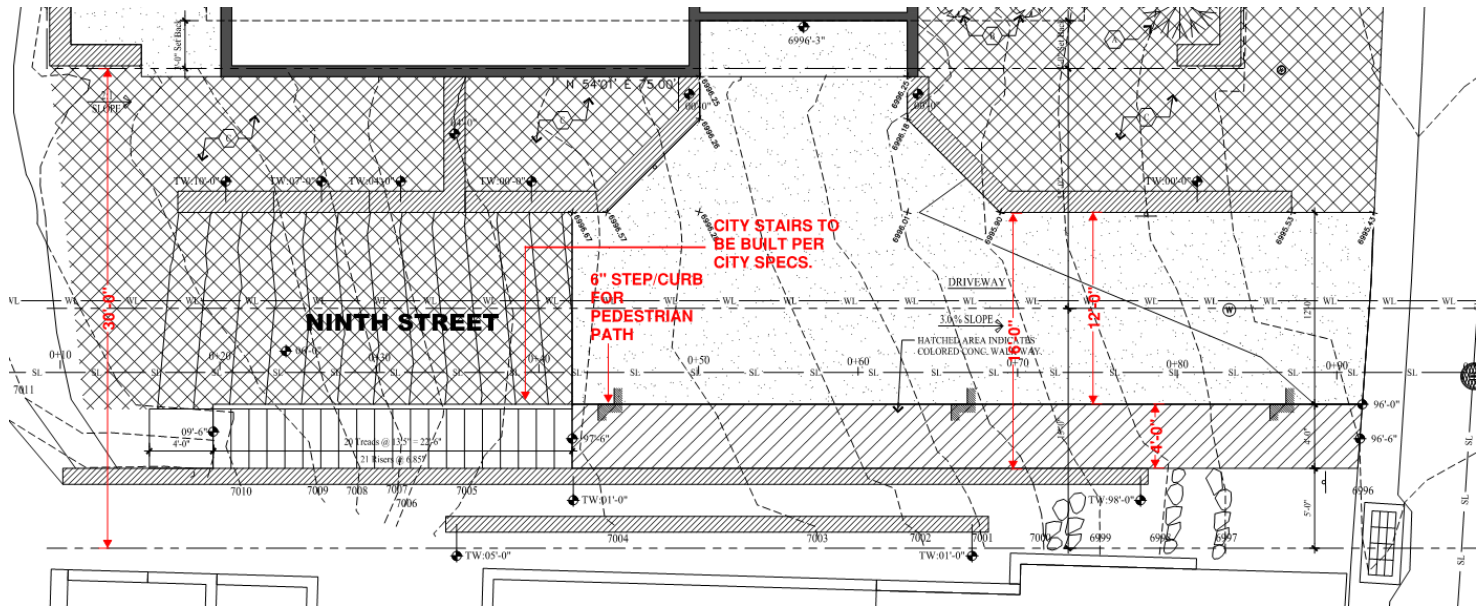
The applicant is proposing the Construction of a Private Driveway within a Platted, Unbuilt City Street. The Historic District Design Review (HDDR) for the Material Deconstruction and Disassembly and Reassembly (Panelization) was reviewed by The Historic Preservation Board on August 7, 2019 and approved. The property at 901 Woodside Avenue is a Landmark Historic Site on the City's Historic Sites Inventory.

Through discussions with the Development Review Team, the applicant has updated the driveway proposal and will construct a water line with the improvement on the unbuilt street. The proposed basement level garage entry is setback from the existing structure's side (south east side) wall per the Historic District Design Guidelines.

Figure 1 shows the applicant's proposal. After working with the Engineering department as well as the Trails and Open Space department, the applicant updated the proposal on September 18, 2019. The proposal is to construct stairs at the top of the 4' (four foot) wide paved path, the city will connect with stairs Norfolk Avenue. The slope of the paved path will have landings per code and will be a colored concrete. See **Exhibit A** for the proposed plans.

The paved pedestrian path will be raised with a 6' (six inch) curb to distinguish the area from the driveway. The applicant is proposing to install a sign indicating it will be for Public Access. There will be no parked cars allowed on the driveway as that would be obstructing the Right-of-Way access. The width of the right of way is 30' (thirty feet) and the driveway takes up 16' (sixteen feet) of it including the pedestrian path.

Figure 1: Proposed driveway and pedestrian path construction plan.



Background

For the Background, see the September 11, 2019 Planning Commission [Staff Report](#), page 137. At this meeting the item was continued to September 25, 2019.

Purpose

The purpose of the Historic Residential HR-1 District is to:

- A. preserve present land Uses and character of the Historic residential Areas of Park City,
- B. encourage the preservation of Historic Structures,
- C. encourage construction of Historically Compatible Structures that contribute to the character and scale of the Historic District and maintain existing residential neighborhoods,
- D. encourage single family Development on combinations of 25' x 75' Historic Lots,
- E. define Development parameters that are consistent with the General Plan policies for the Historic core, and
- F. establish Development review criteria for new Development on Steep Slopes which mitigate impacts to mass and scale and the environment.

The Park City General Plan goals from the Historic Character section are as follows:

Goal 15: Preserve the integrity, mass, scale, compatibility and historic fabric of

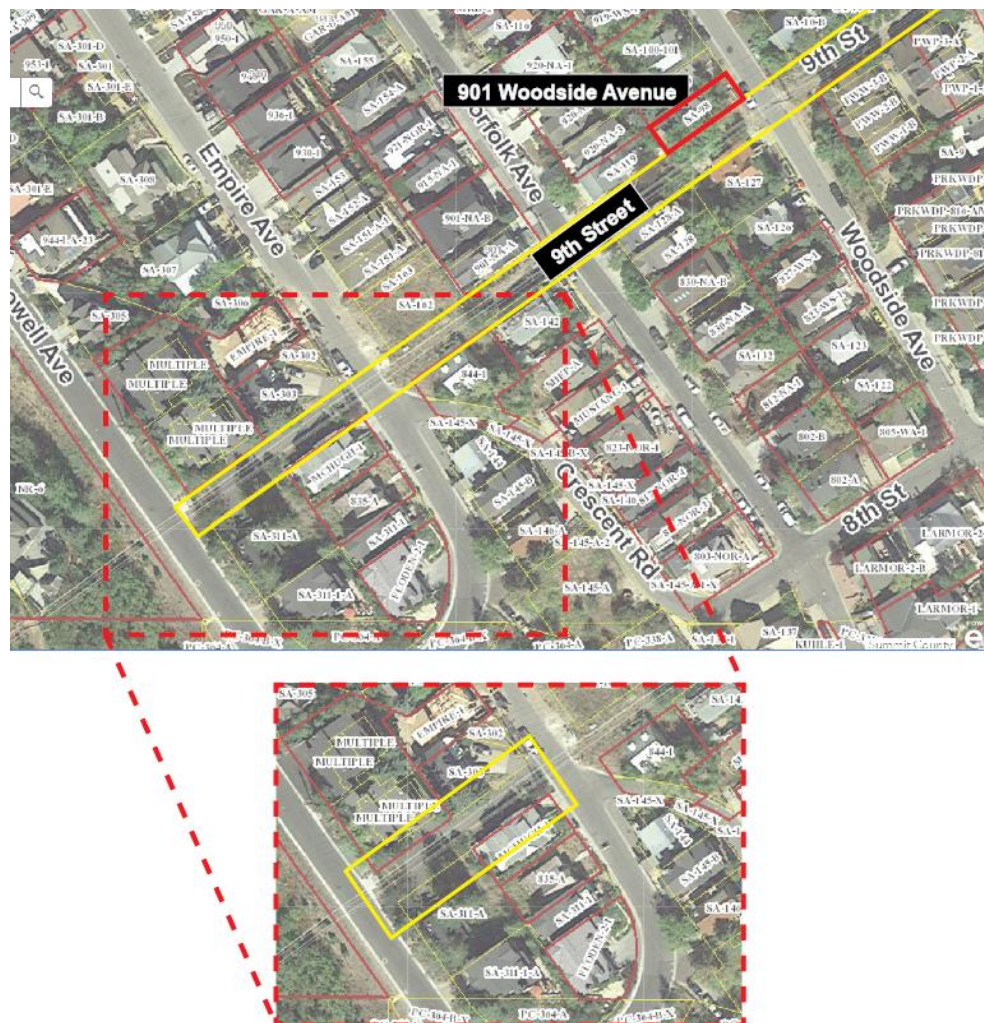
the nationally and locally designated historic resources for future generations.

- 15A: Maintain the integrity of historic resources within Park City as a community asset for future generations, including historic resources locally designated on the Park City Historic Sites Inventory and its two National Register Districts.
- 15.7: Encourage pedestrian-oriented development to minimize the visual impacts of automobiles and parking on Historic Buildings and Streetscapes

The proposal complies with the above goals as the applicant is preserving the Historic fabric of the site as well as creating pedestrian-oriented development by taking a parked car from the street to the garage as well as with the pathway for public use.

Figure 2 shows a driveway access allowed with an encroachment agreement along the un-built 9th Street between Empire Avenue and Lowell Avenue. **Exhibit B** is an example encroachment agreement provided by the Engineering Department.

Figure 2: Private driveway access along 9th Street between Empire Avenue and Lowell Avenue.



If the city were to develop a road along the un-built 9th street in the future, the private driveway would be removed and the driveway access to the garage at 901 Woodside Avenue would be changed to accommodate the street.

No parking will be allowed along the driveway. It is purely for the access to the basement-level garage beneath the Historic Structure.

Landmark Historic Sites that are designated as such on the city's Historic Sites Inventory retain a high-level of character defining features that make them "landmark" examples of the historic resources in Park City. The stairs and retaining wall in the front yard as well as the front façade of 901 Woodside Avenue are important historic elements of the Site and Structure. Staff finds the proposed design of the garage on the secondary (side) façade with not alter the Landmark designation.

A list of all Landmark Sites with garages beneath them has been provided in **Exhibit C**. Of the 186 Sites, 10 have garages below the porch/ at the basement level. Of those 10 with garages, 3 had garages historically; 5 of the remaining 7 would likely not meet the current Design Guidelines for reasons concerning the drastic alteration of the site.

Analysis

The Conditional Use Permit is subject to the following review criteria in the LMC:

- Per [LMC 15-3-5](#), the proposal is subject to the standards for private driveways within platted, unbuilt city streets.
- Per [LMC 15-1-10\(E\)](#), the proposal is subject to review according to the Conditional Use Permit Criteria.

Staff has included the following sections for Analysis:

- I. [LMC 15-3-5 Driveway Standards for Private Driveways Within Platted, Unbuilt City Streets](#)
- II. [LMC 15-1-10\(E\) Conditional Use Permit Review Criteria](#)

Section I. LMC 15-3-5 Driveway Standards for Private Driveways Within Platted, Unbuilt City Streets

- A. The driveway shall not exceed ten percent (10%) Slope.

Complies

The proposed driveway is 3% and does not exceed ten percent (10%) Slope maximum. See Exhibit A for Proposed Plans.

- B. Adequate snow storage Area along the downhill side and/or end of the driveway shall be provided.

Complies

The proposal allows for adequate snow storage at the downhill (north east), end of the driveway.

- C. The driveway must be paved with asphalt or concrete.

Complies

The applicant is proposing to construct the driveway out of concrete.

- D. The driveway must not pre-empt any existing physical parking, which may occur in the platted Street. If the platted Street has been improved to provide Public Parking, then any driveway proposal must replace such parking with new Public Parking of equal or better convenience and construction.

Complies

The driveway does not pre-empt any existing physical parking and the platted Street has not been improved to provide Public parking.

- E. The driveway and related improvements such as retaining walls shall be designed and built to minimize present and future conflicts with public utilities and stairs.

Complies

The applicant designed the driveway proposal after discussion with the City Engineer and altered the south east retaining wall and driveway design to accommodate the Public path. The path will be made of a stamped colored concrete. The applicant is also building a new water line per the discussions with the City Engineer and public utilities.

- F. The driveway construction requires a Conditional Use permit, Section 15-1-10.

Complies

See Section III. below for review.

- G. An encroachment permit for the driveway is required.

Complies as conditioned

The applicant shall record an encroachment agreement for the driveway prior to issuance of the Building Permit. See Condition of Approval #9.

- H. Private utilities, including snow melt devices, within the platted City Street require approval by the City Engineer.

Complies

The Building Permit will be reviewed by the City Engineer prior to issuance.

Staff finds the proposal **complies** with LMC 15-3-5 Driveway Standards for Private Driveways Within Platted, Unbuilt City Streets.

Section II. LMC 15-1-10(E) Review

The Planning Department and/or Planning Commission must review each of the following items when considering whether or not the proposed Conditional Use mitigates impacts of and addresses the following items:

1. Size and location of the site

No Unmitigated Impacts

The Lot is 1,875 square feet (0.04 acres). The site is located on Woodside Avenue (north east property boundary) and abuts a Platted Public Right of Way to the south-east. This is an existing Historic Single-Family Dwelling. This proposal does not impact the size or location of the site.

2. Traffic considerations including capacity of the existing Streets in the Area

No Unmitigated Impacts

There is no change in Use that would generate additional vehicular trips beyond the current and Historic Single-Family use.

3. Utility capacity

No Unmitigated Impacts

The current use is Single-Family and the proposal does not change the Use. There are no impacts in utility capacity.

4. Emergency vehicle access

No Unmitigated Impacts

There is no impact to the existing emergency vehicle access.

5. Location and amount of off street parking

No Unmitigated Impacts

Per LMC 15-2.2-4, Existing Historic Structures that do not comply with Off-Street parking are valid Non-Complying Structures. The proposal does not create a Lockout Unit or an Accessory Apartment; therefore, no additional parking is required. However, the benefit of the proposed driveway access is twofold of 1) Preserving the character of the Landmark Historic Structure by not altering the primary façade and 2) it reduces the on-street parking number for Woodside Avenue. The applicant is proposing a single-car garage underneath the existing Historic Structure which will allow one off street parking spot.

6. Internal vehicular and pedestrian circulation system

Not applicable

There is no impact to the existing internal and pedestrian circulation system.

7. Fencing, Screening and landscaping to separate the Use from adjoining Uses

No Unmitigated Impacts

There are no commercial Use; therefore, no separation between Residential and commercial Uses is required.

8. Building mass, bulk, and orientation, and the location of Buildings on the Site; including orientation to Buildings on adjoining Lots

No Unmitigated Impacts

The current HDDR application has been reviewed under the Design Guidelines for Historic Districts and Historic Sites and does not change the building mass, location, or orientation. The proposed basement with side garage entry and driveway preserves the Historic character of the Landmark designated Site by entering from the side and not changing the integrity of the front façade character. No increase in

Building Footprint will be achieved through the addition of the subject basement area.

9. Usable Open Space

No Unmitigated Impacts

The proposal does not change the amount of open space to built envelope.

10. Signs and lighting

Not applicable

There are no signs or lighting on site.

11. Physical design and Compatibility with surrounding Structures in mass, scale, style, design, and architectural detailing

No Unmitigated Impacts

There is no impact to the Compatibility with surrounding structures or perceived mass from the Street. The current HDDR application has been reviewed under the Design Guidelines for Historic Districts and Historic Sites and does not impact the compatibility with surrounding structures. The proposed basement addition with side garage entry and driveway preserves the Historic character of the Landmark designated Site by entering from the side and not changing the integrity of the historic character.

12. Noise, vibration, odors, steam, or other mechanical factors that might affect people and property Off-site

No Unmitigated Impacts

The construction of the driveway will allow for a car to be parked in the garage which will result in occasional noise of the garage door opening and car. There is currently an unapproved parking area on the location of the proposed driveway and the change in the site will improve the off-street parking.

13. Control of delivery and service vehicles, loading and unloading zones, and Screening of trash pickup Areas

Not applicable

There are no changes that will impact the control of delivery and service vehicles, loading and unloading zones, or Screening of trash pickup Areas.

14. Expected Ownership and management of the project as primary residences, Condominiums, time interval ownership, nightly rental, or commercial tenancies, how the form of ownership affects taxing entities

Not applicable

This is a Single-Family Dwelling.

15. Within and adjoining the Site, impacts on Environmentally Sensitive Lands, Slope retention, and appropriateness of the proposed Structure to the topography of the Site

No Unmitigated Impacts

The proposed improvements will be appropriately re-graded and reviewed thoroughly through the Building Permit.

16. Reviewed for consistency with the goals and objectives of the Park City General Plan; however such review for consistency shall not alone be binding.

No Unmitigated Impacts

This proposal has been reviewed for consistency with the Goals and Objectives of the Park City General Plan. The General Plan establishes several goals and objectives specific to Historic Preservation, including, but not limited to:

- *Goal 15: Preserve the integrity, mass, scale, compatibility and historic fabric of the nationally and locally designated historic resources and districts for future generations.*
- *Objective 15A: Maintain the integrity of historic resources within Park City as a community asset for future generations, including historic resources locally designated on the Park City Historic Sites Inventory and its two National Register Historic Districts – the Main Street Historic District and the Mining Boom Era Residences Thematic District.*
- *Objective 15B: Maintain character, context and scale of local historic districts with compatible infill development and additions.*

Staff finds the proposal has no unmitigated impacts concerning LMC 15-1-10(E) Conditional Use Permit Review Criteria.

Department Review

This project has gone through an interdepartmental review.

Notice

On July 23, 2019 the property was posted and notice was mailed to property owners within 300 feet. Legal notice was also published on the Utah Public Notice Website and Park Record on July 27, 2019 according to requirements of the Land Management Code.

Legal notice of the continued item was posted on the Utah Public Notice Website and Park Record on August 28, 2019.

Public Input

There have been two members of the public with input on this project. They have been attached as **Exhibit D**. The emails were given to the Planning Commissioners at the September 11th meeting.

Alternatives

- The Planning Commission may approve the Conditional Use Permit for the Construction of a Private Driveway within a Platted, Unbuilt City Street at 901 Woodside Avenue, as conditioned or amended; or

- The Planning Commission may deny Conditional Use Permit for the Construction of a Private Driveway within a Platted, Unbuilt City Street at 901 Woodside Avenue and direct staff to make Findings for this decision; or
- The Planning Commission may continue the discussion on the Conditional Use Permit for the Construction of a Private Driveway within a Platted, Unbuilt City Street at 901 Woodside Avenue and request additional information or analysis in order to take action.

Significant Impacts

There are no significant impacts from this application that haven't been addressed. The applicant has worked with city departments to update the design per the concerns with pedestrian accessibility.

Consequences of not taking action on the Suggested Recommendation

The applicant would have to redesign the proposed addition and meet Setback requirements which would alter the Historic Character of the Landmark Site.

Recommendation

Staff recommends that the Planning Commission review the Conditional Use Permit for the Construction of a Private Driveway within a Platted, Unbuilt City Street, hold a public hearing, and consider approving the requested application based on the Findings of Fact, Conclusions of Law, and Conditions of Approval for the Commission's consideration.

Findings of Fact

1. The subject property is located at 901 Woodside Avenue is located in the Historic Residential (HR-1) Zoning District, and is listed as a "Landmark" Historic Site on the City's Historic Sites Inventory (HSI).
2. The applicant is requesting to construct a private driveway within a platted un-built city street. The pedestrian path proposed within the right of way will be constructed of a colored concrete and will be raised with a 6" (six inch) curb.
3. The applicant's proposal is required for the rehabilitation of this Structure and will raise the structure two feet (2') from existing floor level to encompass the new basement.
4. A Historic District Design Review (HDDR) application is currently under review for the complete restoration and rehabilitation of the Historic Structure which includes Disassembly and Reassembly (Panelization) and construction of a basement foundation within the Building Setbacks.
5. On August 7, 2019, the Historic Preservation Board reviewed and approved the Material Deconstruction and Disassembly and Reassembly (Panelization) of the Landmark Historic Site.
6. The Planning Department received a Conditional Use Permit (CUP) application on April 17, 2019 that was deemed complete on April 19, 2019.
7. On August 14, 2019 the CUP for setback exception to an existing Historic Structure was approved.

8. The Landmark Historic Structure at 901 Woodside Avenue is a Single-Family Dwelling. A Single-Family Dwelling is an Allowed Use in the HR-1 Zoning District.
9. Per LMC 15-2.2-4 the Planning Commission shall review any CUP application in the HR-1 District per the review criteria.
10. Per LMC 3-5, the proposal is subject to the standards for private driveways within platted, unbuilt city streets.
11. Per LMC 15-1-10(E), the proposal is subject to review according to the Conditional Use Permit Criteria.
12. The proposal complies with LMC 3-5(A) as the proposed driveway does not exceed ten percent (10%) Slope.
13. The proposal complies with LMC 3-5(B) as the proposal allows for adequate snow storage at the downhill, end of the driveway.
14. The proposal complies with LMC 3-5(C) as the applicant is proposing to construct the driveway out of concrete.
15. The proposal complies with LMC 3-5(D) as the driveway does not pre-empt any existing physical parking and the platted Street has not been improved to provide Public parking.
16. The proposal complies with LMC 3-5(E) as the applicant designed the driveway proposal after discussion with the City Engineer and altered the south east retaining wall and driveway design to accommodate the public path. The path will be made of a stamped colored concrete. The applicant is also building a new water line per the discussions with the City Engineer and public utilities.
17. The proposal complies with LMC 3-5(F) as the applicant has been approved for a Conditional Use Permit.
18. The proposal complies with LMC 3-5(G) as the applicant shall record an encroachment agreement for the driveway prior to issuance of the Building Permit.
19. The proposal complies with LMC 3-5(H) as the Building Permit will be reviewed by the City Engineer prior to issuance.
20. There are no unmitigated impacts to LMC 15-1-10(E)(1) size and location of the site, The Lot is 1,875 square feet (0.04 acres). The site is located on Woodside Avenue (north east property boundary) and abuts a Platted Public Right of Way to the south east. This is an existing Historic Single-Family Dwelling. This proposal does not impact the size or location of the site.
21. There are no unmitigated impacts to LMC 15-1-10(E)(2) as there is no change in Use that would generate additional vehicular trips beyond the current and Historic Single-Family use.
There are no unmitigated impacts to 15-1-10(E)(3) as the current use is Single-Family and the proposal does not change the Use. There are no impacts in utility capacity.
22. There are no unmitigated impacts to LMC 15-1-10(E)(4) as there is no impact to the existing emergency vehicle access.
23. There are no unmitigated impacts to LMC 15-1-10(E)(5) as per LMC 15-2.2-4, Existing Historic Structures that do not comply with Off-Street parking are valid Non-Complying Structures. The proposal does not create a Lockout Unit or an Accessory Apartment; therefore, no additional parking is required. The applicant is proposing a single-car garage underneath the existing Historic Structure which will allow one off street parking spot.

24. LMC 15-1-10(E)(6) internal vehicular and pedestrian circulation system, is not applicable as there is no impact to the existing internal and pedestrian circulation system.
25. There are no unmitigated impacts to LMC 15-1-10(E)(7) as there are no commercial Use; therefore, no separation between Residential and commercial Uses is required.
26. There are no unmitigated impacts to LMC 15-1-10(E)(8) as the current HDDR application has been reviewed under the Design Guidelines for Historic Districts and Historic Sites and does not change the building mass, location, or orientation. The proposed basement addition and side garage entry preserves the Historic character of the Landmark designated Site by entering from the side and not changing the integrity of the front façade character. The total area of the setback exception is ninety-one square feet (91 sf). No increase in Building Footprint will be achieved through the addition of the subject basement area.
27. There are no unmitigated impacts to LMC 15-1-10(E)(9) usable Open Space, as the proposal does not change the amount of open space to built envelope.
28. LMC 15-1-10(E)(10) signs and lighting, is not applicable as there are no signs or lighting on site.
29. There are no unmitigated impacts to LMC 15-1-10(E)(11) as there is no impact to the Compatibility with surrounding structures or perceived mass from the Street. The current HDDR application has been reviewed under the Design Guidelines for Historic Districts and Historic Sites and does not impact the compatibility with surrounding structures. The proposed basement addition with side garage entry preserves the Historic character of the Landmark designated Site by entering from the side and not changing the integrity of the historic character.
30. There are no unmitigated impacts to LMC 15-1-10(E)(12) as the construction of the driveway will allow for a car to be parked in the garage which will result in occasional noise of the garage door opening and car. There is currently an unapproved parking area on the location of the proposed driveway and the change in the site will improve the off-street parking.
31. LMC 15-1-10(E)(13) is not applicable as there are no changes that will impact the control of delivery and service vehicles, loading and unloading zones, or Screening of trash pickup Areas.
32. LMC 15-1-10(E)(14) is not applicable as this is a Single-Family Dwelling.
33. There are no unmitigated impacts to LMC 15-1-10(E)(15) the proposed improvements will be appropriately re-graded and reviewed thoroughly through the Building Permit.
34. There are no unmitigated impacts to LMC 15-1-10(E)(16) reviewed for consistency with the goals and objectives of the Park City General Plan; however such review for consistency shall not alone be binding, as this proposal has been reviewed for consistency with the Goals and Objectives of the Park City General Plan. The General Plan establishes several goals and objectives specific to Historic Preservation, including, but not limited to Goal 15, Objective 15A and Objective 15B.
35. After working with the Engineering department as well as the Trails and Open Space department, the applicant updated the proposal on September 18, 2019. The proposal is to construct stairs at the top of the 4' (four foot) wide paved path, the city will connect with stairs Norfolk Avenue. The slope of the paved path will have landings per code and will be a colored concrete.

36. On July 31, 2019 the property was posted and notice was mailed to property owners within 300 feet. Legal notice was published on the Utah Public Notice Website and Park Record on July 27, 2019 according to requirements of the Land Management Code. Legal notice was published on the Utah Public Notice Website and Park Record on August 28, 2019 according to requirements of the Land Management Code.
37. This item was continued from the September 11, 2019 Planning Commission meeting.
38. The Findings in the Analysis section of this report are incorporated herein.

Conclusions of Law

1. The application complies with all requirements of the LMC and satisfies all Conditional Use Permit review criteria as established by the [LMC 15-1-10](#) and [LMC 3-5](#).
2. The Use, as conditioned, is Compatible with surrounding Structures in Use, scale, mass and circulation; and
3. The effects of any differences in Use or scale have been mitigated through careful planning.

Conditions of Approval

1. All Standard Project Conditions shall apply.
2. City approval of a construction mitigation plan is a condition precedent to the issuance of any building permits.
3. City Engineer review and approval of all appropriate grading, utility installation, public improvements and drainage plans for compliance with City standards, to include driveway and Parking Area layout, is a condition precedent to building permit issuance. An approved shoring plan is required prior to excavation.
4. This approval will expire on September 25, 2020, if a complete building permit submittal has not been received, unless a written request for an extension is received and approved by the Planning Director prior to the date of expiration.
5. Modified 13-D fire sprinkler system is required for any new construction/addition.
6. All above grade utility facilities shall be located on the property and properly screened.
7. All Conditions of Approval from the pending Historic Preservation Board Review for Material Deconstruction and Disassembly and Reassembly (Panelization) Action Letter shall apply.
8. All Conditions of Approval from the Action Letter for the pending Historic District Design Review application shall apply.
9. The applicant shall record an encroachment agreement for the driveway prior to issuance of the Building Permit.

Exhibits

- | | |
|------------|--------------------------------|
| Exhibit A: | Proposed Plans |
| Exhibit B: | Example Encroachment Agreement |
| Exhibit C: | Landmark Sites with garages |
| Exhibit D: | Public Input |

Exhibit A

Proposed Plans

September 19, 2019

Park City Municipal Corporation

445 Marsac Avenue

Park City, Utah 84060

Attn: Caitlyn Barhorst, Planning Department

Re: 901 Woodside Site Plan Revisions

Dear Caitlyn,

The accompanying site plan has been modified as follows:

1. The retaining walls have been shifted 2' to the south to widen the drive and pedestrian path area at Woodside Avenue.
2. The pedestrian path along the side of the driveway is now raised 6" to create a pronounced distinction between the driveway and the path.
3. The path will be a colored concrete where the drive will be a natural concrete.
4. The drive and path will be heated by the 901 Woodside residence.
5. Where the conc. path ends at the west end of the driveway a city stair is proposed from this point up the slope and will terminate in line with the rear property line of 901 Woodside.
6. The staff has indicated that the city would continue the stair from this point up to Norfolk Avenue.

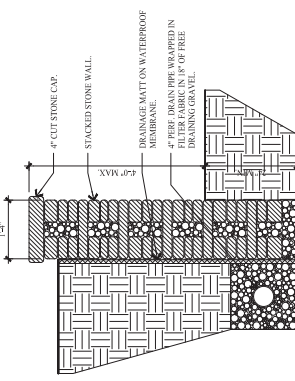
Please let me know if you have any questions.

Sincerely,

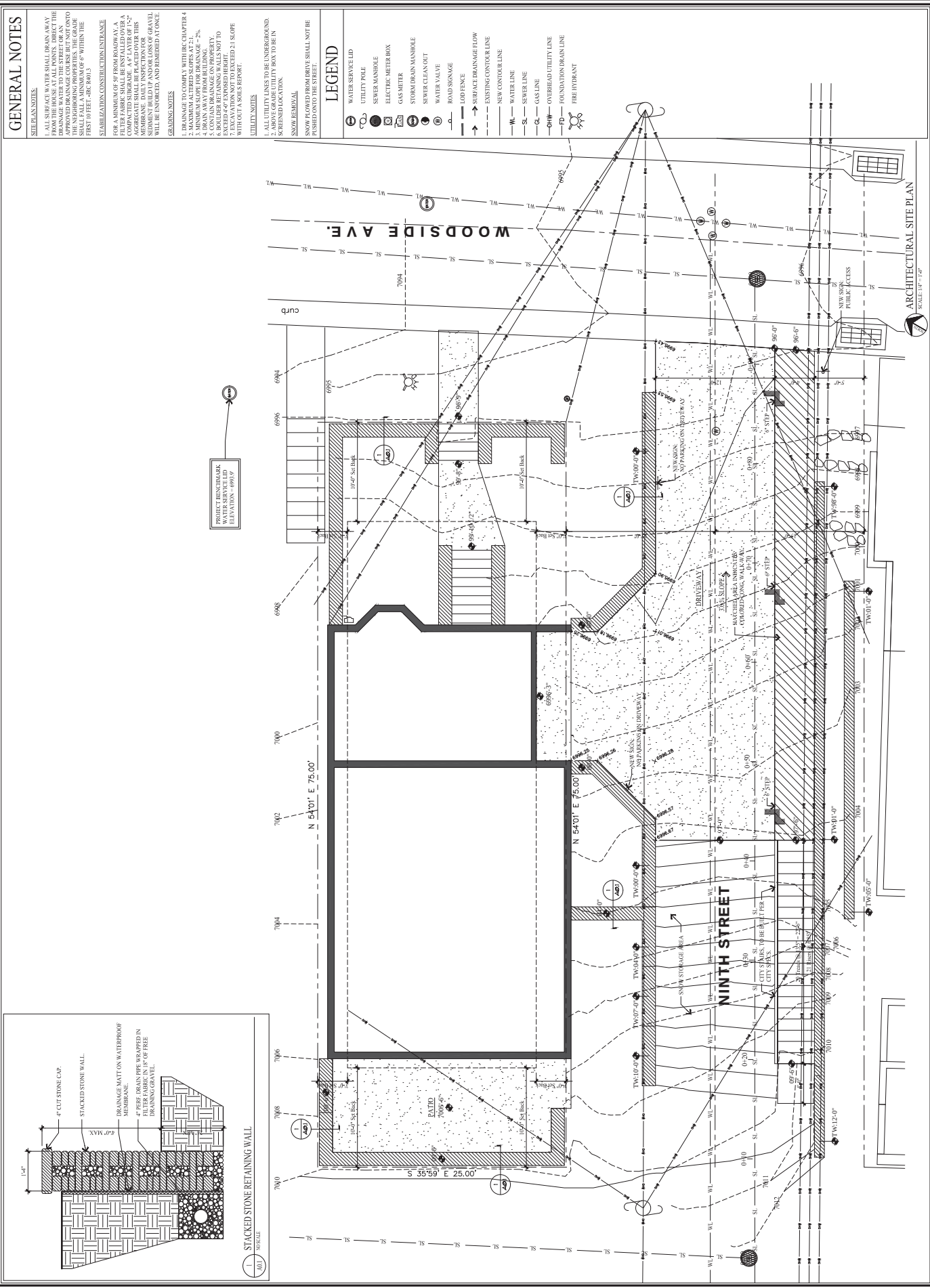
Jonathan DeGray - Architect

THE GRAPHIC MATERIAL AND DESIGN ON THIS SHEET ARE INSTRUMENTS OF SERVICE AND REMAIN AT ALL TIMES THE PROPERTY OF KIMATHAN DOLBY - ARCHITECT P.C. REPRODUCTION OR RELIES OF THE MATERIAL AND DESIGN CONTAINED HEREIN IS PROHIBITED WITHOUT THE WRITTEN CONSENT OF KIMATHAN DOLBY - ARCHITECT P.C. VIOLATIONS WILL BE PROSECUTED TO THE FULLEST EXTENT OF THE LAW.

Jonathan DeGray
A r c h i t e c t
P.O. Box 1674, 614 Main Street, Suite 302, Park City, Utah 84060



1. STACKED STONE RETAINING WALL



GENERAL NOTES

1. ALL SURFACE WATER SHALL DRAIN AWAY FROM THE BUILDING AND THE LOT. THE APPROVED DRAINAGE COURSE BUT NOT ONTO THE STREET OR ADJACENT PROPERTY. THE FIRST 10 FEET - R.C. 8401.3

STABILIZATION/CONSTRUCTION

FOR A MINIMUM OF 50' FROM ROADWAY, A FILTER FABRIC SHALL BE INSTALLED OVER A 4\"/>

LEGEND

WATER SERVICE LID
UTILITY POLE
SEWER MANHOLE
ELECTRIC METER BOX
GAS METER
STORM DRAIN MANHOLE
SEWER CLEAN OUT
WATER VALVE
ROAD SIGNAGE
LID FENCE
SURFACE DRAINAGE FLOW
NEW CONTOUR LINE
EXISTING CONTOUR LINE
NEW WATER LINE
NEW SEWER LINE
NEW GAS LINE
NEW OVERHEAD UTILITY LINE
NEW FOUNDATION DRAIN LINE
FIRE HYDRANT

UTILITY NOTES

1. ALL UTILITY LINES TO BE UNDERGROUND.
2. ABOVE GRADE UTILITY BOX TO BE IN REAR YARD LOCATION.

SNOW REMOVAL

SNOW PLOWED FROM DRIVE SHALL NOT BE PUSHED ONTO THE STREET.

GRADING NOTES

1. DRAINAGE TO COMPLY WITH IRC CHAPTER 4.
2. MAXIMUM ATTERED SLOPES AT 2:1.
3. MINIMUM SLOPE FOR DRAINAGE = 2%.
4. MINIMUM SLOPE FOR DRAINAGE = 2%.
5. CONSTANT DRAINAGE ON PROPERTY.
6. BOLLARD RETAINING WALLS NOT TO EXCEED 4' HEIGHT.
7. EXCAVATION NOT TO EXCEED 2:1 SLOPE WITHOUT A SOILS REPORT.

ARCHITECTURAL SITE PLAN

WOODSIDE AVE.

NINTH STREET

ARCHITECTURAL SITE PLAN

SCALE: 1/4" = 1'-0"

Exhibit B

Example Encroachment
Agreement

ENCROACHMENT PERMIT

_____ (street address)

THIS AGREEMENT is made by and between PARK CITY MUNICIPAL CORPORATION (City) and _____ (Owner(s)) to set forth the terms and conditions under which the City will permit the Owner to build, maintain, and use certain improvements within the City property and right-of-way at _____ (street address), Park City, Utah. Subject to the following terms and conditions of this agreement, Owner shall have the right to construct and maintain _____ within the City right-of-way of _____ (street name).

1. This encroachment agreement shall be appurtenant to the following described property:

Parcel # / Lot# / Subdivision
Office Use: Verify Ownership through Summit County Tax Records

This agreement is not transferable to other property, but is freely transferable with the title to this lot. The license and conditions as stated in the agreement, are binding on the successors in title or interest of Owner(s).

2. The improvements permitted within the street right-of-way shall consist of _____. Attach a scaled drawing, labeled as ATTACHMENT 'A', showing the improvements and the location of all related elements, on 8 ½ "x 11" or 11"x 17" paper. No modifications to the improvements may be made without prior written permission from Park City Municipal Corporation.

3. The City may, at some future date, elect to make improvements to _____ (street name) at this location and widen the streets to full width of the right-of-way and City property and/or to install utilities (or allow such installation by franchised utilities). To the extent that any improvements or utility work requires the removal, relocation, replacement, and/or destruction of the improvements the Owner(s) may have been using within the City property right-of-way, the Owner(s) waives any right to compensation for the loss of improvements and loss of the use of the street right-of-way and/or change in the grade and elevation of the street. This waiver of compensation, in the event the improvements are removed for any reason whatsoever in the sole determination of Park City, is the consideration given for the granting of this encroachment permit.

4. Prior to installing City improvements in, along or adjacent to the street or installing utilities in a manner that will require the removal or relocation of the improvements, the City will endeavor to give the Owner(s) sixty (60) days notice, in which time the Owner(s) shall make adjustments and remodel the improvements as necessary to accommodate the changes in the street width, utilities, and-or grade at the Owner(s) cost. Park City and its franchised utilities will attempt to save as much of the Owner(s) improvements as possible but in no way guarantees any salvage value whatsoever.

5. No permanent right, title, or interest of any kind shall vest in the Owner(s) in the street right-of-way by virtue of this agreement. The property interest hereby created is a revocable license, and not an easement or other perpetual interest. No interest shall be perfected under the doctrines of adverse possession, prescription, or other similar doctrines of law based on adverse use, as the use hereby permitted is entirely permissive in nature.

6. The Owner(s) or his/her successor shall maintain the improvements in a good state of repair at all times, and upon notice from the City, will repair any damaged, weakened, or failed sections. The Owner(s) agree(s) to hold the City harmless and indemnify the City for any and all claims which might arise from third parties, who are injured as a result of the Owner's use of the right-of-way for private purposes, or from the failure of the Owner's improvements.

7. This agreement shall be in effect until the license is revoked by the City. Revocation shall be effected by the City regarding a notice of revocation with the Summit County Recorder and sending notice to Owner or the Owner's successor.

PARK CITY MUNICIPAL CORPORATION

DATED this _____ day of _____, 20____

Engineer

STATE OF UTAH)
 ss
COUNTY OF SUMMIT)

On the ____ day of _____, 20____, _____ personally appeared before me _____ who, being first duly sworn and upon oath, and in full recognition of the penalty for perjury in the State of Utah, did acknowledged to me that she/he is the Owner(s) of the property or, if the Owner(s) is a Corporation, that she/he is an authorized representative of the Corporation, and that she/he signed the foregoing instrument on their behalf.

Notary Public

PROPERTY OWNER

***Owner's Signature**

Owner's Name (Printed)

Mailing Address

email address or phone number

***If doing business as an LLC proof must be provided that the signatory can sign for the LLC.**

STATE OF UTAH)
 ss
COUNTY OF SUMMIT)

On the ____ day of _____, 20____, _____ personally appeared before me _____ who, being first duly sworn and upon oath, and in full recognition of the penalty for perjury in the State of Utah, did acknowledged to me that she/he is the Owner(s) of the property or, if the Owner(s) is a Corporation, that she/he is an authorized representative of the Corporation, and that she/he signed the foregoing instrument on their behalf.

Notary Public

Exhibit C

Landmark Sites with garage

List of Landmark Sites with a garage

Updated August 22, 2019

186 Landmark Sites

10 have garages below porch/ at basement level (all with colored text)

3 of those 10 had garages historically (text in orange)

Of the remaining 7 with garage additions, 5 would not meet current guidelines (text in red) and the other 3 (text in blue) meet the current Design Guidelines.

- | | |
|---|-------------------------|
| 1. 44 Chambers Street | 28. 140 Main Street |
| 2. 64 Chambers Street | 29. 150 Main Street |
| 3. 732 Crescent Tram | 30. 151 Main Street |
| 4. 61 Daly Avenue | 31. 170 Main Street |
| 5. 118 Daly Avenue- garage addition
approved in 2007- design would not
currently meet guidelines. | 32. 176 Main Street |
| 6. 131 Daly Avenue | 33. 221 Main Street |
| 7. 142 Daly Avenue | 34. 305 Main Street |
| 8. 145 Daly Avenue | 35. 306 Main Street |
| 9. 162 Daly Avenue | 36. 309 Main Street |
| 10. 166 Daly Avenue | 37. 312 Main Street |
| 11. 243 Daly Avenue | 38. 322 Main Street |
| 12. 279 Daly Avenue | 39. 328 Main Street |
| 13. 314 Daly Avenue | 40. 350 Main Street |
| 14. 830 Empire Avenue | 41. 361-363 Main Street |
| 15. 835 Empire Avenue | 42. 368 Main Street |
| 16. 911 Empire Avenue | 43. 402 Main Street |
| 17. 939 Empire Avenue | 44. 405 Main Street |
| 18. 270 Grant Avenue | 45. 419 Main Street |
| 19. 27 Hillside Avenue | 46. 427 Main Street |
| 20. 3000 Highway 224 | 47. 430 Main Street |
| 21. 2780 Kearns Boulevard | 48. 434 Main Street |
| 22. 33 King Road | 49. 436 Main Street |
| 23. 45 King Road/ 55 Anchor | 50. 438 Main Street |
| 24. 69 King Road | 51. 440 Main Street |
| 25. 74 King Road | 52. 447 Main Street |
| 26. 1400 Lucky John Drive | 53. 508 Main Street |
| 27. 125 Main Street | 54. 509 Main Street |
| | 55. 511 Main Street |
| | 56. 523 Main Street |
| | 57. 528 Main Street |

58. 540 Main Street
59. 541 Main Street
60. 550 Main Street
61. 562 Main Street
62. 573 Main Street
63. 586 Main Street
64. 660 Main Street
65. 252 Marsac Avenue
66. 334 Marsac Avenue
67. 342 Marsac Avenue
68. 412 Marsac Avenue
69. 416 Marsac Avenue
70. 445 Marsac Avenue
71. 243 McHenry Avenue
72. 2414 Monitor Drive
73. 143 Norfolk Avenue
74. 802 Norfolk Avenue
75. 811 Norfolk Avenue
76. 823 Norfolk Avenue
77. 824 Norfolk Avenue
78. 843 Norfolk Avenue
79. 902 Norfolk Avenue
80. 933 Norfolk Avenue
81. 945 Norfolk Avenue- currently under construction with garage addition consistent with current design guidelines.
82. 946 Norfolk Avenue
83. 955 Norfolk Avenue
84. 962 Norfolk Avenue
85. 1002.5 Norfolk Avenue
86. 1003 Norfolk Avenue
87. 1101 Norfolk Avenue
88. 1102 Norfolk Avenue
89. 264 Ontario Avenue
90. 316 Ontario Avenue
91. 323 Ontario Avenue
92. 355 Ontario Avenue
93. 413 Ontario Avenue
94. 417 Ontario Avenue
95. 44 Ontario Canyon Street
96. 121 Park Avenue
97. 139 Park Avenue

98. 157 Park Avenue- had garage historically.
99. 161 Park Avenue- had a below-porch storage/ garage historically.
100. 259 Park Avenue
101. 323 Park Avenue
102. 325 Park Avenue
103. 343 Park Avenue
104. 351 Park Avenue
105. 363 Park Avenue
106. 401 Park Avenue
107. 402 Park Avenue
108. 416 Park Avenue
109. 421 Park Avenue
110. 424 Park Avenue
111. 445 Park Avenue
112. 455 Park Avenue
113. 463 Park Avenue
114. 502 Park Avenue
115. 517 Park Avenue- garage addition approved in 1992 by the HDC, would not meet current guidelines for the width of garage door.
116. 525 Park Avenue
117. 527 Park Avenue- garage added in 1999, garage door moved back 8 feet (more consistent with design guidelines) in 2008.
118. 528 Park Avenue
119. 539 Park Avenue
120. 543 Park Avenue
121. 553 Park Avenue- garage addition added in 2007. Would not be approved by HPB currently since they altered the symmetrical entrance to be off-center to accommodate garage door below.
122. 606 Park Avenue
123. 610 Park Avenue
124. 614 Park Avenue
125. 638 Park Avenue
126. 651 Park Avenue
127. 690 Park Avenue
128. 698 Park Avenue

129.703 Park Avenue
130.943 Park Avenue
131.959 Park Avenue
132.1021 Park Avenue- currently under
Reconstruction with the addition- no
basement garage
133.1049 Park Avenue
134.1062 Park Avenue
135.1063 Park Avenue
136.1119 Park Avenue
137.1124 Park Avenue
138.1125 Park Avenue
139.1128 Park Avenue
140.1141 Park Avenue
141.1150 Park Avenue
142.1209 Park Avenue
143.1215 Park Avenue
144.1255 Park Avenue
145.1280 Park Avenue
146.1301 Park Avenue
147.1304 Park Avenue
148.1328 Park Avenue
149.1354 Park Avenue
150.1503 Park Avenue (does not include
detached garage)
151.14 Prospect Street
152.22 Prospect Street
153.36 Prospect Street
154.51 Prospect Street
155.57 Prospect Street
156.59 Prospect Street
157.68 Prospect Street
158.101 Prospect Street
159.622 Rossie Hill Drive
160.652 Rossie Hill Drive
161.660 Rossie Hill Drive

162.41 Sampson Avenue
163.222 Sandridge Road
164.39 Seventh Street
165.41 Seventh Street
166.Glenwood Cemetery
167.147 Swede Alley
168.1895 Three Kings Drive
169.109 Woodside Avenue
170.232 Woodside Avenue
171.335 Woodside Avenue- garage
addition approved in 2012. Likely
would not be approved by HPB per
the design guidelines today as the
site context changed substantially.
172.564 Woodside Avenue
173.655 Woodside Avenue
174.817 Woodside Avenue
175.839 Woodside Avenue- currently
set for HDDR approval of garage that
existed historically.
176.901 Woodside Avenue
177.951 Woodside Avenue- garage
addition approved 2007. Likely
would not be approved by HPB per
the design guidelines today as the
site context and porch stairs
changed context substantially.
178.1010 Woodside Avenue
179.1026 Woodside Avenue
180.1057 Woodside Avenue
181.1060 Woodside Avenue
182.1100 Woodside Avenue
183.1110 Woodside Avenue
184.1127 Woodside Avenue
185.1162 Woodside Avenue
186.1167 Woodside Avenue

Exhibit D

Public Input

Caitlyn Barhorst

From: Caitlyn Barhorst
Sent: Tuesday, September 10, 2019 10:37 AM
To: Caitlyn Barhorst
Subject: FW: 901 Woodside Driveway on 9th Street

From: Linda McReynolds [<mailto:linda@lindamcreynolds.com>]
Sent: Tuesday, September 10, 2019 8:54 AM
To: Bruce Erickson; Hannah Tyler
Subject: 901 Woodside Driveway on 9th Street

Dear Bruce and Hannah:

I heard you on KPCW this morning and would to add my support as an Old Town historiv home owner to your recommendation to allow 9th Street to be used as a driveway to access a garage behind the home at 901 Woodside.

There is certainly precedent for this. The Yellow Slicker condominiums use a 9th street driveway as access from Empire to their underground parking on Lowell. My house at 843 Norfolk also abuts 9th Street and if you look at historic plats there was once a garage behind my home too which would have been accessed by a driveway on 9th Street. And, of course, there is a driveway on Park Avenue at 3rd Street.

We historic home owners appreciate your efforts to help us have garages and off street parking. It really helps make our homes more livable.

Thank you,

Linda McReynolds
linda@lindamcreynolds.com
435-640-6234

Caitlyn Barhorst

From: Maria McNulty <mmcnulty@snowsports.org>
Sent: Tuesday, September 10, 2019 10:17 AM
To: Caitlyn Barhorst
Subject: 901 Woodside

Hi Caitlyn-

I wanted to introduce myself as I was previously working with Francisco Astorga. I live just above 901 Woodside at 902 Norfolk. I had met with Francisco, John Degray and Jerry Ferrari to discuss the fact that the deck of 901 Woodside was over my property line by about 3.5 feet. The deck has been taken off as part of the construction, but I want to be sure that this issue is on your radar as I don't want any construction to impinge on my property line moving forward.

We also discussed the request to use the 9th street utility easement for a drive way. I have serious concerns about this, which I expressed, most specifically that this is used by pedestrians and animals (moose and deer) alike, and to pave it completely would be a huge mistake. What we had discussed was maintain a clear walk way for kids, pedestrians and animals so that there is access through the easement and no more importantly no confusion on how to pass through (or with the new owner thinking that they have exclusive right of way!)

Please let me know if these issues have already been brought to your attention. If not, then I would like to set a time to come in and meet with you.

Kind Regards,
Maria

Maria McNulty
Chief Operating Officer



1918 Prospector Ave/PO Box 680850
Park City, UT 84060
435-657-5140

o. 435-657-5143 **c.** 435-655-5570

s. mcmvermont2

w. snowsports.org | siasnowshow.com



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