

PARK CITY MUNICIPAL CORPORATION
PLANNING COMMISSION MEETING MINUTES
COUNCIL CHAMBERS
MARSAC MUNICIPAL BUILDING
APRIL 24, 2019

COMMISSIONERS IN ATTENDANCE:

Chair John Phillips, Sarah Hall, Mark Sletten, Laura Suesser, Doug Thimm, Christin Van Dine

EX OFFICIO: Planning Director, Bruce Erickson; Francisco Astorga, Planner; Tippe Morlan, Planner; Laura Newberry Planner; Liz Jackson, Planner; Mark Harrington, City Attorney

=====

ROLL CALL

Chair Phillips called the meeting to order at 5:30 p.m. and noted that all Commissioners were present except Commissioner Kenworthy, who was excused.

ADOPTION OF MINUTES

March 27, 2019

Chair Phillips referred to the first page, Roll Call, and changed Vice-Chair Phillips to correctly read, **Vice-Chair Suesser**.

Commissioner Thimm referred to page 11, second paragraph, first line, and changed PB array to correctly read **PV array**.

Commissioner Hall referred to page 17, third paragraph, and the sentence "The City has been looking to put move a crosswalk in conjunction with the bus. She corrected the minutes to remove either the word **"put"** or **"move"** from the sentence.

Commissioner Sletten recalled a question on the Woodside Park project as to whether the setbacks were 20' or 25'. He wanted to make sure that question was answered when the Woodside Park projects comes back in the future.

Director Erickson would address it in the next Staff report; however, he believed the applicant was going to the zone setback rather than the MPD setback.

MOTION: Commissioner Thimm moved to APPROVE the Minutes of March 27, 2019 as corrected. Commissioner Hall seconded the motion.

VOTE: The motion passed unanimously.

WORK SESSION

Deer Valley Drive / SR-224 Pedestrian and Bicycle Improvements. The project limits are along the 1.1 mile segment of Deer Valley Drive/SR-224, between Bonanza Drive and the Marsac roundabout.

Director Erickson stated that Community Development Director Anne Laurent and City Manager Diane Foster wanted to make sure the Planning Commission was updated on a number of items. This is the first on the list.

Director Erickson noted that Alfred Knotts, the Transportation Planning Manager and Interim Transportation Director, and Julia Collins, Senior Transportation Planner, made a presentation to the City Council and obtained funds to accomplish this project.

Alfred Knotts stated that he and Ms. Collins would present specific projects that are slated for this summer. One of the projects is the SR-248 Tunnel, located directly within the boundaries of the High School Kearns Campus and the Seminary. They also intended to go through the Deer Valley Drive bicycle improvements.

Director Erickson asked Mr. Knotts to explain the meaning of the acronym HAWK. Mr. Alfred replied that it stands for High Intensity Activated Crosswalk.

Julia Collins stated that a key goal in Park City is advancing active transportation and looking at prioritizing multi-modal transportation. These are looked at from a variety of different strategies, such as service efficiency, infrastructure investments, and looking at transportation demands management in terms of other policies and programs to improve transportation.

Ms. Collins commented on Deer Valley Drive SR-224, and the project limits for this segment. This segment is from Bonanza Drive up to the Marsac roundabout. They were able to identify a need along this corridor because the existing cross-section is quite bland.

It is a 1.1 mile stretch of the corridor; but for over half of it, the 12' center turning lane is not utilized between Bonanza Drive to Park Station. Ms. Collins stated that they also recognize other existing users of the corridor that do not have facilities. More bikers use this corridor with the emergence of E-bikes. They also see desire-lines, which represents a significant amount of use on the corridor. A photo that was taken Winter of 2018 right after Sundance showed a fair amount of traffic along that corridor.

Ms. Collins states that a lot of on the ground analysis was done looking at traffic counts, pedestrian and bike counts, and turning movements of the turning pockets. She felt it was

worth noting that the analysis was done in conjunction with UDOT. This is the Gateway to Park City and it is utilized for Old Town access, the Resorts, residents, and other users; however, UDOT actually owns and manages this corridor.

Ms. Collins remarked that Park City worked with UDOT and identified five alternatives they could look at and evaluate for impacts and constructability. The first is a separated sidewalk on the corridor and a separated bike lane. There is currently a cross-section of the turning lane and 12' lanes, but no shoulder. They were looking at the entire corridor itself in the right-of-way and how they could repurpose all of that pavement, in addition to behind curb and gutter on both the east and west sides of the corridor. Ms. Collins stated that looking at the west side, there is approximately 6' from the curb to the wall. It is variable on the east side because of the retaining wall. Above that are all the trails that are accessed coming out of Aerie Drive.

Ms. Collins stated that they looked at a hybrid, they looked at restriping to have a shoulder on the corridor, opportunities for separated multi-use pathways behind the curb on Deer Valley Drive, and how they could create connections with the existing Poison Creek Pathway.

Ms. Collins noted that they had put out a survey on Engage Park City with the project website; and that was well received. People were asked to evaluate these alternatives. They were also asked how frequently they utilize the corridor on their bike or walking; how frequently they use Poison Creek and their experience. Ms. Collins stated that there was overwhelming support for dedicated bike lanes.

Ms. Collins stated that an evaluation was done internally among Park City Engineering, Transportation and Transit Staff, and in partnership with UDOT, to figure out which of these alternatives would be feasible, safe, and buildable. They eventually came up with a feasible alternative that results in reducing lane widths, repurposing the full center turning lane, and adding a bike lane in the uphill direction on the west side. The bike lane would be 5'-6'. Also proposed is a shared bike lane northbound on the downhill on the east side of Deer Valley Drive. Ms. Collins remarked that making a left hand turn requires an additional 11', which is why the downhill land does not have its own dedicated bike lane.

Mr. Collins stated that they were also looking at the possibility of another trail connection where Freemason and Lost Prospector end and turn into Masonic. Ms. Collins clarified that they were not moving forward with that part of the project at this point, but it was something to explore in the future. Ms. Collins remarked that they were also evaluating the feasibility of a sidewalk on the west side from Park Station up to Swede Alley.

Ms. Collins pointed out that all these alternatives were still at the concept and planning level. No engineering had been done at this point. She explained that the purpose of the process was to get agreement with the community so everyone has the same vision; and to work with UDOT.

Ms. Collins presented visuals showing how that vision would look if the alternatives she mentioned are implemented.

Commissioner Suesser asked if there would still be a turning lane going south on Deer Valley Drive to get onto Aerie. Ms. Collins explained that they evaluated the turning movements and how much space would be needed for storage of the turning lanes. She presented a slide showing that there is storage for three cars in the Aerie Drive left-hand turn. Ms. Collins stated that they surveyed the property, looked at the right-of-way, and measured curb to curb to determine the exact dimensions. She reiterated that this was still a concept level; however, the bike lane will be carried all the way in the uphill direction and the shared lane on the downhill.

Commissioner Suesser referred to past comments about connecting a pedestrian access from Aerie Drive. She asked if they were considering the idea of moving pedestrians on one side of the street or the other. Ms. Collins replied that they looked at north/south movements with this particular vision. She noted that UDOT has a warranting system which requires a certain amount of bike and pedestrian crossings to trigger certain types of improvements. Based on previous bike and pedestrian counts, a crossing at this point is not warranted. Ms. Collins stated that the current perspective is that it could potentially occur in the future, but currently it does not meet the standards. Ms. Collins remarked that Park City's perspective is to improve north/south travel, and by nature they will probably see an increase in east/west crossings which will trigger discussions on additional improvements.

Director Erickson stated that the pathway from Aerie Drive south to the roundabout in some vicinity of the retaining wall had not been precluded; but it was more important to move forward with other improvements at this time.

Ms. Collins stated that the City was applying for a TAP Grant through UDOT to receive additional funding to do the engineering for the sidewalk portion from Park Station Condos up to Swede Alley. However, they were not moving that portion of the project along at this point. Ms. Collins assumed the sidewalk would be 5'-6' wide, which would accommodate some of the pedestrians going from Aerie Drive, the Marriott, or other destinations to Old Town.

Chair Phillips commented on the Poison Creek Trail and noted that basically two pedestrian paths would run parallel. Chair Phillips stated that the traffic in that area is high volume and fast traffic. If they are talking about bringing more pedestrians, he asked if they were also looking at speed limits. Chair Phillips stated that he has witnessed people on the walking paths who get stuck because they are nervous walking down and look for a way to get to the Poison Creek Trail. He suggested the possibility of providing connections that would bridge over and provide access. Ms. Collins stated that the grade presents a challenge visually for out-of-state visitors, and they were looking to improve wayfinding to access the pathway. They were also looking other simple improvements that could be made to enhance the existing connections.

On the issue of traffic, Ms. Collins stated that currently there are no facilities for bikes and pedestrians on the roadway. There is an existing user base and the intent is to make it safer for those users. Ms. Collins noted that there are counters on Poison Creek Trail, and depending whether it is a peak day or peak weekend, the counters report anywhere between 800 to 1200 pedestrians per day. She also had counts for bicyclists. Ms. Collins remarked that the theory was to take pressure off the already congested trails because they want people to walk and bike, and they want to make the facilities safer. The idea was to look at the existing roadways to take some of the pressure off Poison Creek by adding bike lanes.

Ms. Knotts stated that they also looked at speed limit signs and the posted speed limits in the 85th percentile, which is what speed is based on. He noted that the speed study typically comes back higher and it warrants the speed to be increased. For that reason, they tried to stay away from doing a study. Instead, they looked at the proposed improvements to create friction and create less of a highway feel. He stated that adding bicycles and pedestrians could potentially bring down the speeds. They could then look at the speed limit analysis to see if the 85th percentile is within that 25 or 35 miles posted speed limit. Ms. Knotts noted that there are three different speed limits on that roadway within a mile stretch.

Ms. Collins noted that the City was working with UDOT on a driver speed feedback sign in both directions. They should expect to see those within the next few months.

Ms. Collins stated that the City recently agreed on the Vision and received approval from UDOT to move forward with the cross-sections she had presented in the right-of-way. They will move forward with finalizing the engineering and obtaining a cost estimate. They will also work with UDOT on the best approach to do the striping. The next step will be to install the driver speed feedback signs. They were also looking for funding on the other two portions that were highlighted on the sidewalk and exploring the trail connections.

Mr. Knotts stated this project has been a cultural shift for UDOT because they have always been about car safety. However, they are starting to recognize that humans are part of the experience.

Commissioner Hall asked about the time frame. Ms. Collins replied that the City was at the mercy of UDOT in terms of the permitting and approval process. They were just starting negotiations with the UDOT maintenance team and the traffic and safety engineers on timing and implementation. It is a question of how much the City is willing to front load and move the project forward with hiring contractors versus using UDOT Staff contractors. Ms. Collins believed the engineering design should only take another four weeks.

Commissioner Sletten stated that one of the choke points for both motorists and cyclists is coming north on Deer Valley Drive to the intersection with Heber Avenue. From a cyclist perspective it is important to make sure that whatever width is selected for the bike lane is maintained around Heber Avenue. Secondly, coming from the other direction, there is very little way to distinguish whether the person in the right-hand lane is going to turn right or go straight. Commissioner Sletten requested that it be looked at from a safety standpoint. Ms. Collins stated that it would be part of the trails analysis on the east side, and how a soft surface trail would interact with the roundabout.

Mr. Knotts commented on the northbound direction and noted that the benefit of the shared lane is that cyclists can legally take the lane, which might help to reduce vehicular speeds.

Commissioner Suesser asked if anything was planned to occur between Aerie Drive and Bonanza. Ms. Collins answered and stated that the center turning lane would be shrunk down and used to reach the bike lanes.

Commissioner Thimm understood that there would be a bike lane on either side. Ms. Collins replied that the dedicated bike lane was in the uphill direction on the southbound side. The downhill northbound side will have a Sharo, which is a shared bike lane. Commissioner Thimm clarified that two vehicular lanes would be maintained heading north. Ms. Collins stated that the vehicle lanes would not be impacted at all.

Director Erickson noted that this presentation was not included in the Staff report. He asked Mr. Knotts and Ms. Collins to put the presentation online so the Commissioners could review it and refer to it as this moves forward.

SR-248 (aka Kearns Blvd.) Bicycle and pedestrian Tunnel. Project located between the

west entrance to Cooke Drive and the current HAWK signal at the High School, approximately mile post .08 of SR-248.

Ms. Collins reported that one of the existing at-grade crossings on SR-248 is in front of the high school between the High School and the LDS Seminary. The City conducted a traffic study and looked at how frequently that signal is actuated during peak hours, and how much traffic delay it creates during peak times. She noted that on an average day in the Fall between 7:00-8:00 a.m. was 23 times were hour, which represents a significant amount of delay.

Ms. Collins stated that they worked with the property owners and this was one of the projects on the voter-approved Summit County Transportation list for the sales tax revenue. She noted that a significant amount of analysis was done for this project. The tunnel provides incredible benefits, including providing safe student crossing. This is a highly-utilized transit stop providing and connecting neighborhood destinations between all of the surrounding areas. It will alleviate significant traffic delay and provide overall better connectivity for the pathway system.

Ms. Collins remarked that they worked closely with the property owner of the School District because they would be most impacted considering parking lot impacts and utility rerouting; and went through a full alternatives analysis on what they would prefer. Ms. Collins stated that based on that communication they determined the placement of the pathway, the tunnel entrance, the ramp locations. The School District provided all the easements. It is outside of the UDOT right-of-way and it is all on private land. Ms. Collins stated that a wall will be created on the High School parking lots side between the parking lot and the tunnel. On the LDS Seminary side, they kept the existing pathway so there would still be a seamless connection further away from SR-248.

Ms. Collins presented a rendering showing how it would look. She was proud to say that this was the first net zero tunnel to ever be built. It will have an electric snow melt system, but that will be completely offset by the solar panels, which also act as a railing system. Ms. Collins noted that it was a "cool" aesthetic piece to the tunnel, but it also celebrates the community's green and sustainability goals. In partnership with the School District, electric charging stations will be installed. Ms. Collins commented on the style and the materials. Students from school art classes will take the lead on the murals inside the tunnel.

Ms. Collins stated that currently they were working with the contractor and finalizing agreements and permits. Parameters were placed on construction and when construction can and cannot occur. The School District asked that the bulk of the

construction be completed by August. Ms. Collins stated that the goal is to have the tunnel completed and open by the end of August.

Mr. Knotts stated that it is an exciting project and part of the broader corridor project. The tunnel has been designed to not impact whatever the future footprint will be in the corridor. The Planning Commission will be updated on that project in the next few months for the Environmental Assessment.

Commissioner Thimm suggested placing a sign that tells the story about the net zero aspect.

Commissioner Suesser asked if the entrance to the tunnel will be in the same place where people normally push the crosswalk. Ms. Collins stated that it will be a little further to the west. The tunnel placement and the ADA ramps were driven by the utilities. Ms. Collins pointed out that the existing HAWK signal would be used for pedestrian access during construction and throughout the summer.

PUBLIC COMMUNICATIONS

There were no comments.

STAFF/COMMISSIONER COMMUNICATIONS AND DISCLOSURES

Director Erickson announced that the May 8th Planning Commission meeting was cancelled, primarily because the Staff needed more time to refine some of the items before bringing them to the Planning Commission. The next meeting would be May 22, 2019. The Planning Commission will review the Capital Improvements Projects on May 22nd.

Director Erickson requested that the Planning Commission reverse the order of the Regular Agenda to put the McPolin Barn discussion ahead of the LMC Amendments.

Director Erickson introduced Caitlyn Barhorst as the new Historic Preservation Planner. Ms. Barhorst will bring forth the LMC items for Historic Preservation and will be helping Planner Tyler. Ms. Barhorst will also take on some of the responsibility for HPB and Design Review. Director Erickson noted that Ms. Barhorst has a Master Degrees in Architecture and Historic Preservation. Her undergraduate degree was in Architecture.

Commissioner Hall disclosed that she was a client of Alliance Engineering, representing one of the items this evening; however, she did not believe their association created a conflict.

CONTINATIONS – Public Hearing and Continue to Date Specified

1. Twisted Branch Subdivision. (Application PL-17-03664)

Director Erickson reported that the Staff was still working on technical issues with the fire station site, some of the parcels, and the amendments to the Construction Management Plan. The Staff requested that this item be continued to May 22, 2019.

Chair Phillips opened the public hearing. There were no comments. Chair Phillips closed the public hearing.

MOTION: Commissioner Sletten moved to CONTINUE the Twisted Branch Subdivision to May 22, 2019. Commissioner Hall seconded the motion.

VOTE: The motion passed unanimously.

2. 269 Daly Avenue – Conditional Use Permit to locate a basement addition directly beneath the Historic “Significant” Structure that encroaches into the side setback area.

Planner Newberry stated that this application was a CUP for reduced setbacks. The Engineering Department was waiting on additional details related to the FEMA flood Zone and the Staff requested that this item be continued to a date uncertain.

Chair Phillips opened the public hearing. There were no comments. Chair Phillips closed the public hearing.

MOTION: Commissioner Suesser moved to CONTINUE 269 Daly Avenue Conditional Use Permit to a date uncertain. Commissioner Sletten seconded the motion.

VOTE: The motion passed unanimously.

REGULAR AGENDA - DISCUSSION/PUBLIC HEARINGS/ POSSIBLE ACTION

MOTION: Commissioner Thimm moved to reverse the orders of Items A and B on the Regular Agenda to move the McPolin Barn to the first item. Commissioner Suesser seconded the Motion.

VOTE: The motion passed unanimously.

A. 3000 Highway 224 (McPolin Barn) – Modification of an Existing CUP – The applicant is requesting to modify the existing CUP to allow the public limited and monitored tours of the barn and farm house.

Planner Newberry reported that this item was a language modification to update the language to be consistent with the Land Management Code because the City no longer uses Master Festival Licenses. They now use Special Event permits. Another modification is to add the barn and the farmhouse to the buildings that are allowed for the events under the original CUP.

Planner Newberry clarified that the modifications would not change the number of events. Additional conditions would be placed on the barn and the farmhouse. Planner Newberry remarked that the applicant would like to allow public access to these buildings since they were recently restored and upgraded at a significant cost to make them accessible.

The Staff recommended that the Planning Commission conduct a public hearing and consider approving the modification to the CUP according to the findings of fact, conclusions of law, and conditions of approval found in the Staff report.

Minda Stockdale, the McPolin Farm Manager representing the City, introduced George Hall and Steve Laurent with Friends of the Farm. Ms. Stockdale was prepared to answer questions.

Commissioner Sletten asked if the City Official accompanying the tours would be an addition to the Staff; or whether it was an existing Staff person.

Planner Newberry stated that the Staff was also recommending amending Condition of Approval #6d, which talks about the City Official. The Staff recommended changing the language to "City Authorized Personnel", which is someone from the City who is trained and authorized to do the tours.

Commissioner Sletten asked if it could be a volunteer who was trained. Planner Newberry answered yes. Ms. Stockdale remarked that she or another City Official will be onsite during those permitted times.

Commissioner Sletten stated that occasionally cars are parked on SR-224, and often its people taking photos of the barn and not taking a tour. He asked if there will be an enforcement procedure in terms of keeping cars parked across the road. Ms. Stockdale stated that the area along SR-224 is noticed as no parking; however, her understanding from UDOT is that technically it is not illegal to park there. During large

community events a volunteer is stationed near the road directing cars to park in the right place. Beyond that she was unsure how much control they would have. Planner Newberry offered to speak with the Police Department to see if there have been complaints. She did not believe the City had received official complaints.

Commissioner Thimm asked if it is legal to park on the road even though it is signed no parking. Planner Newberry replied that parking on the road is illegal during an event based on the CUP, but there is no way to control people who pull to the side of the road to take photos. Ms. Stockdale offered to look into other solutions to control parking.

Commissioner Hall asked how many tours they anticipate doing per day. Ms. Stockdale stated that Summer 2019 is a pilot program for tours. The Friends of the Farm recommended starting small to assess the demand. The second Friday in July, August, and September will start with two tours per day. Each tour would be about an hour. They could possibly add an additional day in October if there is community demand.

Planner Newberry noted that the tour details were not included in the Conditions of Approval because the specifics were still being worked out. She stated that regardless of the number of tours, the maximum capacity is still 150 people per day; and only 25 people in the building at any one time. The tours still count towards the 12 events per year.

Commissioner Hall asked if they would consider allowing larger events. Director Erickson replied that the Planning Department would not be in favor of larger events. He explained that the mission is to work with Minda Stockdale to maintain the original conditions of approval on the Barn; but do a better job of illustrating how the City does historic preservation and the commitment of resources. The way to do that is by docent oriented tourism. Director Erickson emphasized that they were not interested in changing the current conditional use permit for casual events, wedding photos, family photos, etc. He stated that the Friends of the Farm do a nice job using the reconstructed shed on the west side of the property. The barn is a functional icon and is not designed for long-term occupancy. The barn functions as a treasure and the Planning Department intends to keep it that way.

Director Erickson noted that he was originally opposed to this change; however, he now agrees that it is a good idea and recommended that the Planning Commission take the appropriate CUP action.

Chair Phillips thought it was important to have the intent documented in the record for the future. Director Erickson stated that it will be in the Minutes and the Findings of Fact respond to the previous Conditions of Approval. Planner Newberry noted that the

Conditions specifically states that the Barn and the Farmhouse are only for tours and educational community events.

Chair Phillips opened the public hearing.

There were no comments.

Chair Phillips closed the public hearing.

Commissioner Hall referred to Condition #4 which states, "No event patron parking is permitted on the Farm parking, including the east side of SR-224". She asked if that also pertained to the west side, because the property is technically owned by UDOT on the west side. City Attorney Harrington believed that Condition of Approval #5 addressed her question.

Planner Newberry understood that at least during the 12 CUP events a volunteer directs traffic to make sure people do not park on SR-224.

MOTION: Commissioner Sletten moved to APPROVE the modification to the existing CUP for 3000 Highway 224, the McPolin Barn, based on the Findings of Fact, Conclusions of Law, and Conditions of Approval contained in the Staff report and as amended. Commissioner Thimm seconded the motion.

VOTE: The motion passed unanimously.

Findings of Fact – McPolin Barn

1. The subject property is located at 3000 N Highway 224.
2. The property is located within the Recreation and Open Space (ROS) Zoning District.
3. On March 28, 2001, the City Council approved the original Conditional Use Permit (CUP) for the McPolin Farm. This CUP allowed up to eight (8) one-day, City sponsored events per year. It included a maximum guest count of 100 persons and required re-review after two years.
4. On March 26, 2003, the Planning Commission approved an extension and modification of the original Conditional Use Permit (CUP). The modifications approved included increasing the number of events per calendar year from eight (8) to twelve (12) and increasing the maximum attendant count from 100 to 150 persons per event.
5. On March 1, 2006, the Planning Commission re-approved the CUP only modifying the CUP by eliminating the requirement for review of the permit every

two years to allow the current uses to continue.

6. On March 12, 2019, the City received a complete application for a modification of the approved CUP.

7. The modifications include removal of outdated language (Master Festival License) and replacement of new language (Special Event Permit) as well as allowing the public limited and monitored access to the Barn and Farm House.

8. Modifications also include an additional two (2) buildings (McPolin Barn and Farm House) to be included with separate conditions for Use.

9. The additional conditions of approval placed on the McPolin Barn and Farm House include limiting the number of guests to twenty-five (25) at any time and requiring a City official to accompany the guests inside the buildings.

10. The applicant has not violated any terms of the original CUP approval and all original conditions of approval not modified by this application continue to apply.

11. As conditioned, the proposed modifications meet the criteria for Conditional Uses as stated in LMC Section 15-1-10(E).

12. There are no unmitigated impacts to LMC 15-1-10(E)(1) as there are no proposed changes to the size or location of the Site.

13. There are no unmitigated impacts to LMC 15-1-10(E)(2) as conditioned, as the traffic will be mitigated through the Special Event Permitting process. Each Special Event requires a Transit Plan to be reviewed and approved by City Council.

14. There are no unmitigated impacts to LMC 15-1-10(E)(3) as there are no proposed changes that would affect the utility capacity or Storm Water run-off.

15. There are no unmitigated impacts to LMC 15-1-10(E)(4) as conditioned, as the Staff is working with the Fire Department and Emergency Management to install a key lock box to allow Emergency vehicles access to the Site.

16. There are no unmitigated impacts to LMC 15-1-10(E)(5) as conditioned, as the traffic will be mitigated through the Special Event Permitting process. Each Special Event requires a Transit and Parking Plan to be reviewed and approved by City Council. As of the date of publishing, no complaints for parking have been received.

17. There are no unmitigated impacts to LMC 15-1-10(E)(6) as there are no proposed changes that would affect internal vehicular and pedestrian circulation.

18. There are no unmitigated impacts to LMC 15-1-10(E)(7) as there are no proposed changes that would affect fencing, screening, and landscaping that separates the Use from adjoining Uses.

19. There are no unmitigated impacts to LMC 15-1-10(E)(8) as there are no proposed changes to the existing building mass, bulk, or orientation.

20. There are no unmitigated impacts to LMC 15-1-10(E)(9) as there are no proposed changes to Usable Open Space.

21. There are no unmitigated impacts to LMC 15-1-10(E)(10) as there are no proposed changes to Signs or Lighting. Any signs or lighting proposed for specific Special Events will be reviewed and approved by City Council under the Special Event Permit.
22. There are no unmitigated impacts to LMC 15-1-10(E)(11) as there are no proposed changes to the physical design of the Site or any of its Structures.
23. There are no unmitigated impacts to LMC 15-1-10(E)(12) as there are no proposed changes that would affect noise, vibration, odors, steam, or other mechanical factors. As conditioned, the mitigation of noise, vibration, odors, steam and other mechanical factors shall be reviewed and approved by City Council under each Special Event Permit.
24. There are no unmitigated impacts to LMC 15-1-10(E)(13) as there are no proposed changes to delivery, service vehicle loading and unloading, or trash and recycling.
25. There are no unmitigated impacts to LMC 15-1-10(E)(14) as there are no proposed changes to ownership.
26. There are no unmitigated impacts to LMC 15-1-10(E)(15) as there are no proposed changes that would affect Environmentally Sensitive Lands, Physical Mine Hazards, Historic Mine Waste and Park City Soils Ordinance, Steep Slopes, and appropriateness of the proposed Structure to the existing topography of the Site.
27. There are no unmitigated impacts to LMC 15-1-10(E)(16) as the proposed CUP Modification fulfills Goals, Objectives, and/or Implementation Strategies of the General Plan. Specifically, the CUP fulfills Goal 15: Preserve the integrity, mass, scale, compatibility and historic fabric of the nationally and locally designated historic resources and districts for future generations.
28. On April 10, 2019, the property was posted and notice was mailed to affected property owners within 300 feet.
29. Legal notice was published in the Park Record on April 6, 2019.
30. As of this date, no public input has been received by Staff.
31. All Findings in the Analysis Section are incorporated herein.

Conclusions of Law – McPolin Barn

1. The Use, as conditioned complies with all requirements of the Land Management Code, Section 15-1-10.
2. The Use, as conditioned is compatible with surrounding structures in use, scale, mass, and circulation.
3. The effects of any differences in Use or scale have been mitigated through careful planning.
4. The Application complies with all requirements outlined in the applicable

sections of the Land Management Code, specifically Sections 15-1-10 review criteria for Conditional Use Permits.

Conditions of Approval – McPolin Barn

1. Up to twelve (12) one-day, City Council-sponsored, special public events per year are permitted. Special event permits shall be processed by staff under a Special Event Permit and reviewed and approved/denied by the City Council.
2. No single event shall exceed 150 persons maximum per event.
3. Use of the farm complex may include the reconstructed McPolin shed and appurtenant outdoor spaces.
4. Each special event shall include a City-approved event transit plan to transport event patrons to and from the farm site. No event patron parking will be permitted on the Farm property, including the east side of 224.
5. Parking along SR 224 during City-sponsored events is prohibited.
6. Use of the McPolin Barn and Farm House shall be allowed for monitored tours and education community events only, subject to approval and occupancy limits set by the Chief Building Official.
 - a. Each Tour Day, regardless of number of tours, will count as one (1) of the twelve (12) events per calendar year.
 - b. Each Tour Day may not exceed 150 persons per day.
 - c. The Barn and Farm House may only hold up to twenty-five (25) persons inside the building at one time.
 - d. City Authorized Personnel is required to accompany each Tour inside the Barn and/or Farm House.
 - e. Each Tour Day will require a Special Event Permit and Transit Plan, to be reviewed and approved by City Council.
7. No additional exterior lighting shall be permitted for special events.
8. All special events must comply with the municipal noise ordinance.
9. Special Events shall not preclude public trail use of the property. Use of the existing trail system for cross-country ski races shall not count towards the twelve (12) permitted events.
10. The City's Special Events Department shall review all event components under a Special Event Permit such as traffic, parking, transportation, signs, food service, attendance, lighting, and noise. Review of such items shall be coordinated with all City Departments as well as the Park City Fire District and Summit County Health Department.
11. A key lock box for Emergency Services shall be installed on site to allow for Emergency Vehicle Access.
12. Sales may be permitted if they are subordinate to the primary event, and no

event shall be considered expressly for the purpose of selling merchandise for commercial enterprise.

13. Sale of merchandise shall be identified in the Special Event Permit.

14. All Standard Project Conditions shall apply.

B. Municipal Code Amendments – Amendments regarding Gravel and Landscaping in Title 11 Chapter 15-3 Acceptable Cover, Title 14 Chapter 2-7 Park Strips; Land Management Code Title 15 Chapter 3-3 General Parking and Driveway Standards; Title 15 Chapters 5-1 Policy and Purpose and 5-5(N) Landscaping; and Title 15 Chapter 15-15 Definitions.

Planner Liz Jackson provided a short presentation to explain the intentions for the proposed LMC Amendments. She encouraged the Planning Commission to ask questions and provide feedback. The Staff was recommending a positive recommendation to the City Council for the proposed amendments.

Planner Jackson stated that these amendments addressed waterways, landscaping, and gravel within Park City. Planner Jackson stated that an overall goal is to mitigate the impacts of the built environment on the natural environment. They were also trying to further the City's sustainability goals. A large portion of these amendments will clarify expectations for different permits and regulations regarding landscaping.

Planner Jackson remarked on the intent to avoid landscapes that are unnatural to Park City, landscaping that requires significant maintenance that would not naturally occur in Park City, negative impacts on the site itself and surrounding sites, and unclear regulations. They were also trying to implement hydrozoning and different locations and sizes of gravel. Planner Jackson clarified that they were not trying to regulate design because people like to take ownership over their landscapes and want the ability to choose different plants and ground cover. The goal is to reduce the impact on Park City.

Planner Jackson presented two images showing the impacts of all-rock landscaping versus a natural, non-evasive, drought-tolerance landscaping.

Planner Jackson reported on public comment that was currently received and comments received in the past that the Staff had taken into consideration. She presented an image of 4" rock, which is the size of stone they would like to see in the right-of-way because typically these rocks do not move. It also prevents parking issues because people usually do not like to park on the larger stones.

Planner Jackson commented on artificial turf applications. It does not come up often, but the Staff took it into consideration because the LMC Amendments talk about only using artificial turn for decks because of the impacts it can create if it is placed on top of dirt or other landscaping. The Staff would like the opportunity to research it further because the artificial turf material can have impacts on the environment.

Planner Jackson remarked that permeable pavement and asphalt were other materials that were brought up by the public and by the Sustainability Department. Although it is not gravel and does not move, the Staff wanted time to study it. They were not interested in prohibiting these materials, but wanted to research it further because Park City has special circumstances related to soil.

Planner Jackson stated that the Staff was also working on Wildland Urban Interface and making Wildfire updates to the Code. They were working with Summit County and HOAs in the area on this issue. Other items include right-of-way standards for landscaping and they plan to work with the Engineering Department on that issue. They were also doing further research on pervious pavement, concrete, and artificial turf.

Director Erickson stated that the redlines in the Staff report resulted from reviewing code requirements from dozens of other communities; as well as the selection of seven different municipality codes that Planner Jackson had identified in the Staff report. She attempted to carve out the best of each of those codes consistent with the goal of protecting the natural environment from the built environments.

Director Erickson stated that the Planning Department attempted to align as best as possible with Summit County Codes in an effort to eliminate confusion between the two codes.

Director Erickson clarified that the Staff was requesting to eliminate old, obsolete, uncontrollable codes and replace it with what Planner Jackson was proposing to recommend to the City Council. He acknowledged that it may not be the final answer because the objective is to become more aligned with Summit County Code, to be able to respond technically regarding artificial turf, and to provide a better answer on the impermeable pavement question. Director Erickson commented on the difficulties with permeable pavement in northern climates. The Staff has had discussions on the longevity of permanent pavements and whether they belong inside the right-of-way on driveways; or whether it is better to do an impervious surface in the right-of-way and a pervious surface on the property.

Director Erickson noted that there were also conditions about the use of gravel; as well as a better definition with the idea that the material should not transmit into the drain system or get in the way of bicyclists or people pushing strollers. He commented on the problems associated with dogs and movement of the gravel by animals.

Director Erickson remarked that the RV and parking requirements were removed from this section of the Code because that is a much larger issue to resolve. He originally intended to have the Wildland Fire Interface in this section of the Code but it was not consistent with the Summit County Code. Planner Jackson had addressed some of the defensible space issues, especially within 36" of a house; and in the plant material list provided. Director Erickson stated that Planner Jackson will have three new plant material lists to manage for water wise landscaping and fire wise landscaping. Those lists came from Boulder County, San Diego and other places. Planner Jackson also had an example from the Utah State University Extension Fire Wise Landscaping Document.

Director Erickson noted that the City Council had changed the structure of Forestry and Landscape Management Department. Planners Jackson and Newberry attended a school in Denver on these matters, and the Planning Department now has the lead on Forestry and Landscaping separate from the Parks Organization. It is coordinated with Sustainability, the Engineering Department, and the Building Department.

Director Erickson stated that Planners Jackson, Newberry, and Morlan have been as thorough as possible on these matters and they were interested in hearing input from the Planning Commission. There was a sense of urgency since they were entering the landscaping season and it was important for the Staff to have effective Codes to apply.

Commissioner Thimm asked if this was for an entire piece of property or just for the right-of-way area. Planner Jackson replied that in essence it would be for a piece of property. The right-of-way is important, which is where they would implement the 4" or greater rock, but it would be for regular private property.

Commissioner Thimm asked about existing conditions. Planner Jackson replied that the Staff decided not to regulate backwards on things that already exist. However, the Code Enforcement Team will respond to Code complaints and the Planning Department will look into it. For example, if something in the past was put in illegally, they could address it. Director Erickson stated that a lot of the permitting requirements require a landscape plan, and these amendments will provide guidance for those landscaping plans. Director Erickson commented on an issue in the HR-1, HR-2, HRL and HRM Districts with narrow side yards. It has been difficult to select vegetation that will grow in those side yards, and also to keep material from moving on a steep slope

either onto a driveway or into the right-of-way. Director Erickson stated that gravel will be slightly de-regulated, but they want to make sure it does not migrate onto the neighboring property. To avoid creating an urban heat island with the material, Planner Jackson had added a requirement for water-wise landscaping inside of gravel sections.

Commissioner Thimm asked if real turf lawn area was covered in the planting material recommendations. Planner Jackson stated that currently there are suggestions for ground cover and turf that is more water-wise in Title 14 of the Code. At this point it is only a suggestion on private properties. She remarked that currently turf percentages are specified in the Code. Commissioner Thimm used an example of a family wanting to put in a backyard with lawn for their kids to play. Planner Jackson stated that lawn is still acceptable. She explained that the Staff looks at the overall property and makes a determination on a case by case basis.

Director Erickson clarified that the 4" rock is only for the right-of-way to make sure people do not drive over the curb and park illegally. The 2" rock, which is the definition of gravel, is allowed on private property as long as they can prevent transmission to the adjacent properties or to the right-of way. He recognized that they were crossing the boundaries between right-of-way and private property. He noted that Planners Jackson and Newberry drove through every neighborhood many times to see what works and what does not work, as well as researching other municipalities codes; and combined everything to what they believe is Park City specific. It was scrubbed through the Sustainability Department and resulted in Code changes to how irrigation is managed. They also checked with Parks and all three of the golf operations to make sure they were using the proper automatic controllers and which signal to operate on in terms of rates of flow and volumes of flow consistent with what is done with the golf course and parks properties.

Commissioner Hall had questions regarding gravel and gravel size. Planner Jackson stated that it depends on the use. The Staff clarified instances that could be applicable uses for smaller gravel such as pathway, patio, defensible space, drainage. Director Erickson explained that gravel is not a native surface and it creates a slightly larger urban heat island than bark or turf or water-wise plants. There are places where gravel is appropriate, but it cannot be the dominant material.

Commissioner Hall asked about the difference for the heat island. Director Erickson explained what happens with the urban heat island. He drove around with a thermometer and tested the theory last summer. If using bark not mulch, the rock will heat up slower than the mulch but give off more heat and retain heat longer into the system. He stated that looking midday at equal colored rock and mulch, the rock will be hotter. the heat will emit more, and it will retain the heat longer. Director Erickson

remarked that in terms of the urban heat island, it is better to use a native material like bark as opposed to using gravel over an entire lot. Commissioner Hall asked if there was difference in using under 2" gravel versus over 2" gravel. Director Erickson replied that there was no difference. On private property people can use whatever size they want but it cannot be less than 2".

Planner Jackson referred to Commissioner Hall's question about urban heat island, and explained that size is less of a problem than the use. She provided examples to explain why the Staff added in 50% or more of planting within an area. Plants naturally cool the space and they also prevent parking.

Chair Phillips stated that having lived in the Historic District and having a side yard that is shaded he had other plants he could add to their list from his trial and error.

Commissioner Hall understood that artificial turf was only allowed on a deck. She noted that her last house had a completely shaded area where nothing would grow and they put in artificial turf. Director Erickson remarked that artificial turf is a gray area. If artificial turf that is not done correctly it does not allow water drainage into the surface and water runs off it rather than through it. Another factor is that artificial turf needs to be washed to remain sanitary; otherwise it can deteriorate. In a shaded area the artificial turf does not heat up; however, most teams will not play on artificial turf because the temperature is twice the air temperature. Director Erickson believed there was some flexibility in the Code that would allow him to look at artificial turf in areas that will not revegetate. He thought it could be used in appropriate places, but it needs to be used with caution the same as with any vinyl product.

Planner Jackson stated that the Staff intended to research artificial turf. They do not get many requests for artificial turf, but it does come up. Since the artificial turf heats up easily and does not allow drainage, the Staff thought that deck space would be a better use. Director Erickson recalled that the Planning Department recently approved artificial turf for a larger house on a putting area and a Bacci Court. The Planning Department is not too restrictive if there is a functional use for the artificial turf. Director Erickson reported that the Staff had obtained good research from Glendale, California where consultants were commissioned to study the use of artificial turf.

Chair Phillips opened the public hearing.

There were no comments.

Chair Phillips closed the public hearing.

Commissioner Hall thought the amendments were too restrictive and the government was intruding on private backyards. She understood the reasons for not allowing gravel in the right-of-way, but she had issues with the artificial turf and the lack of built-in exceptions or being subject to discretion. Director Erickson stated that one of the control mechanisms discussed was having additional flexibility for lots greater than an acre or farther than 200 feet from the road. However, the majority of the build-out live in Thaynes, Park Meadows, Prospector, and the Historic District, which are smaller lots. Director Erickson suggested that in the next round of review, the Staff could discuss allowing different things on larger lots. He pointed out that the big lots on the side of the hill already have a limits of disturbance in order to protect the natural environment. Director Hall stated that he would take Commissioner Hall's concern under advisement as they move forward.

MOTION: Commissioner Sletten moved to forward a POSITIVE recommendation to the City Council for the Municipal Code Amendments regarding gravel and landscaping in Title 11 Chapter 15-3; Title 14 Chapter 2-7; and LMC Title 15 Chapter 3-3; Title 15 Chapters 5-1; and Title 15 Chapter 15-15 as outlined in the Draft Ordinance. Commissioner Suesser seconded the motion.

VOTE: The motion passed 4-1. Commissioner Hall voted against the motion.

C. **Stag Lodge Phase IV Third Amended Plat, Amending Unit 46 – A plat amendment to convert 1,514 SF of unexcavated common area to private area belonging to Unit 46 of the Stag Lodge Condominiums. The building footprint will not change.**

Planner Tippe Morlan reviewed the request to convert 1520 square feet of unexcavated common area to private area for Unit 46 of the Stag Lodge Subdivision. This request would not increase the physical footprint of the unit on the lot. No additional parking is required. Planner Morlan reported that in the past, this same plat amendment was done on five other units within the Stag Lodge Condominium Subdivision.

The Staff recommended that the Planning Commission conduct a public hearing and forward a positive recommendation to the City Council for the proposed plat amendment based on the findings of fact, conclusions of law, and conditions of approval found in the Staff report.

Commissioner Thimm asked if the previous five units had gone through this exact same process. Planner Morlan answered yes. She noted that one was done this past year in the Stag Lodge Subdivision.

Chair Phillips recalled that the last time the Planning Commission discussed how this was a common occurrence and the requests were fairly standard.

Commissioner Hall asked if there were issues with the previous applications that were approved. Planner Morlan was not aware of any issues.

Chair Phillips opened the public hearing.

There were no comments.

Chair Phillips closed the public hearing.

MOTION: Commissioner Suesser moved to forward a POSITIVE recommendation for the plat amendment for the Stag Lodge Phase IV, Third Amended, Unit 46, based on the Findings of Fact, Conclusions of Law, and Conditions of Approval as found in the draft ordinance. Commissioner Hall seconded the motion.

VOTE: The motion passed unanimously.

Findings of Fact – Stag Lodge Phase IV plat amendment

1. The property is located at 8200 Royal Street #46.
2. The site consists of Unit 46 of the Stag Lodge Phase IV Condominium development.
3. The property is in the Residential Development (RD) District.
4. The property is within the 12th Amended Deer Valley Master Planned Development.
5. On April 10, 2019, the property was posted and notice was mailed to property owners within 300 feet. Legal notice was also published in the Park Record and Utah Public Notice Website on April 6, 2019, according to requirements of the Land Management Code.
6. The City received a complete Plat Amendment application for the Stag Lodge Phase IV Third Amended Plat, Amending Unit 46 on March 18, 2019.
7. The proposed changes include the creation of Private Ownership Area C to indicate newly created private area which may be used to create additional bedrooms.
8. The applicant is proposing to convert 1,520 square feet of unexcavated Common Ownership area to Private Ownership Area C belonging to Unit 46.
9. The proposal is to expand the lower level by 493 square feet and to create a new lowest level of 1,021 square feet.
10. The applicant is also proposing to excavate a 232 square feet patio for the new lowest level beneath the footprint of the patio/deck of the lower level to be identified as Private Ownership Area B.

11. There is also a 403 square foot crawl space area, identified as having common ownership, proposed on the lowest level within the existing footprint of the structure.
12. No other units will be affected by this proposal.
13. The footprint of the structure will not change.
14. All changes proposed are internal and will not alter the exterior appearance of Unit 46.
15. The proposed amendment increases the size of Unit 46 from 3,180 square feet to 4,700 square feet.
16. With the addition, the Unit will be compatible in size to surrounding units at Stag Lodge that range from 2,213 square feet to 6,806.8 square feet.
17. Two parking spaces are required. Unit 46 has an existing attached two car garage, and no additional parking is required.
18. The overall Stag Lodge Condominium project consists of a total of 52 units ranging in size from 2,213 square feet to 6,806.8 square feet.
19. Stag Lodge is limited to a maximum of 52 units with no Unit Equivalent or unit size restrictions.
20. There are currently 52 Stag Lodge units, and the proposed amendment does not change the number of units.
21. On July 30, 1992, the original Stag Lodge Phase IV condominium plat was recorded as a 6-unit condominium project in the Silver Lake area of Deer Valley after City Council approval on March 5, 1992.
22. The existing structure was constructed on this site in 1996 according to Summit County records.
23. On January 22, 2003, the Stag Lodge Phase IV First Amended plat was recorded after receiving City Council approval on June 6, 2002 and created two types of ownership for the Units.
24. On April 3, 2014, the Stag Lodge Phase IV Unit 52 Second Amended plat was recorded after receiving City Council approval on October 17, 2013.
25. Additionally, several additional Stag Lodge plat amendments have been recorded which have created additional private space within the existing footprint of individual Stag Lodge units including units 35, 47, 48, 49, and 52.
26. The subject property is within the Sensitive Lands Overlay.
27. There is no change to the open space because the footprint of the affected unit will not be changing.
28. The height and setbacks of the existing structure will not change.

Conclusions of Law – Stag Lodge Phase IV

1. There is good cause for this Plat Amendment.
2. The Plat Amendment is consistent with the Park City Land Management Code and applicable State law regarding lot combinations.

3. Neither the public nor any person will be materially injured by the proposed Plat Amendment.
4. Approval of the Plat Amendment, subject to the conditions stated below, does not adversely affect the health, safety and welfare of the citizens of Park City.

Conditions of Approval – Stag Lodge Phase IV

1. The City Planner, City Attorney, and City Engineer will review and approve the final form and content of the plat for compliance with State law, the Land Management Code, and the conditions of approval, prior to recordation of the plat.
2. The applicant will record the plat at the County within one year from the date of City Council approval. If recordation has not occurred within one (1) years' time, this approval for the plat will be void, unless a request for an extension is made in writing prior to the expiration and an extension is granted by the City Council.
3. Residential fire sprinklers will be required for all new construction per requirements of the Chief Building Official.
4. All other conditions of approval of the Stag Lodge Condominium plats as amended and the Deer Valley MPD shall continue to apply.

D. Consideration of Ordinance No. 2019-XX, an Ordinance Approving the Double H Plat Amendment Pursuant to Findings of Fact, Conclusions of Law, and Conditions of Approval in a form approve by the City Attorney.

Planner Francisco Astorga reviewed the application for the Double H Plat Amendment at 1128/1124/1120 Park Avenue to reconfigure 4½ Old Town lots into 3 lots of record, by removing three interior site lot lines and adding one interior lot side lot line. Planner Astorga referred to page 148 of the Staff report, which showed the three lot lines being removed and one being added.

The Staff recommended that the Planning Commission conduct a public hearing and forward a POSITIVE recommendation to the City Council per the findings of fact, conclusions of law and conditions of approval found in the Staff report.

Commissioner Sletten asked if the applicant had suggested uses for the unbuilt lot that will be created. Planner Astorga replied that the applicant had no plans to build and intended to sell the lot. He noted that based on the lot size, it could only be a single-family dwelling. Chair Phillips understood that all three lot were 37-1/2' wide. Planner Astorga replied that he was correct. Chair Phillips thought it was standard for that neighborhood.

Commissioner Van Dine asked if the two current buildings were historic. Planner Astorga replied that both buildings were designated Landmark structures.

Chair Phillips opened the public hearing.

There were no comments.

Chair Phillips closed the public hearing.

MOTION: Commissioner Thimm moved to forward a POSITIVE recommendation to the City Council for the Double H Plat Amendment located at 1120/1124/1128 Park Avenue based on the Findings of Fact, Conclusions of Law, and Conditions of Approval as found in the draft ordinance. Commissioner Van Dine seconded the motion.

VOTE: The motion passed unanimously.

Findings of Fact – Double H Plat Amendment

1. The subject site is located at 1120, 1124, 1128 Park Avenue.
2. The site is within the HRM District.
3. The subject site consists of Lots 5, 6, 7, 8, and the south one-half ($\frac{1}{2}$) of Lot 9, Block 56, Snyder's Addition to the Park City Survey.
4. Lot 5, 6 and 7 are identified by Summit County as Parcel # SA-364.
5. Lot 8 and $\frac{1}{2}$ of Lot 9 are identified by Summit County as Parcel # SA-365. The proposed Plat Amendment creates three (3) lots of record from $4\frac{1}{2}$ Old Town lots.
6. The applicant's proposed reconfiguration includes the removal of two (2) side lot lines going through one historic structure each.
7. The property consists of two (2) historic landmark designated sites at 1124 and 1128 Park Avenue with a side lot line going through each historic structure, as well as a vacant site towards the south at 1120 Park Avenue.
8. The minimum lot size within the HRM District for single family dwellings is 1,875 square feet.
9. The proposed lot size of all three (3) lots is 2,812.5 square feet.
10. The minimum lot width within the HRM District is thirty-seven and half feet (37.5').
11. The proposed lot width of all three (3) lots is thirty-seven and half feet (37.5').
12. The proposed lot reconfiguration meets lot and site requirements of the HRM District.
13. There are two (2) gravel driveways on the property.
14. Gravel is not an authorized material parking areas and driveways as it needs to

be hard-surfaced (concrete, asphalt, etc.).

15. Prior to Plat recordation the applicant shall address the two (2) gravel non-compliances through Condition of Approval no. 3 and 4.

16. All findings within the Analysis section and the recitals above are incorporated herein as findings of fact.

Conclusions of Law – Double H Plat Amendment

1. There is good cause for this Plat Amendment.
2. The Plat Amendment is consistent with the Park City Land Management Code and applicable State law regarding lot combinations.
3. Neither the public nor any person will be materially injured by the proposed Plat Amendment.
4. Approval of the Plat Amendment, subject to the conditions stated below, does not adversely affect the health, safety and welfare of the citizens of Park City.

Conditions of Approval – Double H Plat Amendment

1. The City Planner, City Attorney, and City Engineer will review and approve the final form and content of the plat for compliance with State law, the Land Management Code, and the conditions of approval, prior to recordation of the plat.
2. The applicant shall record the plat at the County within one year from the date of City Council approval. If recordation has not occurred within one (1) years' time, this approval for the plat will be void, unless a request for an extension is made in writing prior to the expiration date and an extension is granted by the City Council.
3. Regarding the 1128 Park Avenue site: Prior to Plat recordation, the applicant shall file appropriate City permits/applications and complete the following options:
 - i) replace the gravel of the driveway with an approved hard-surfaced material, or
 - ii) remove the gravel driveway and add landscaping in its place to prevent a vehicle from parking.
4. Regarding the 1120 and 1124 Park Avenue site: Prior to Plat recordation, the applicant shall file appropriate City permits/applications and complete one of the following options: i) replace the gravel of the driveway with an approved hardsurfaced material in compliance with the newly created side lot line between 1124 Park and 1120 Park Avenue; or ii) remove the gravel driveway and add landscaping in its place to prevent a vehicle from parking.
5. Residential fire sprinklers are required for all new construction per requirements of the Chief Building Official, and shall be noted on the plat.
6. Ten foot (10') public snow storage easement shall be granted along the Park

Avenue Right-of-Way.

The Park City Planning Commission Meeting adjourned at 6:55 p.m.

Approved by Planning Commission: _____

APPROVED 5.22.19

Deer Valley Drive Vision & SR-248 Pedestrian and Bike Tunnel

Julia Collins & Alfred Knotts

April 24th 2019

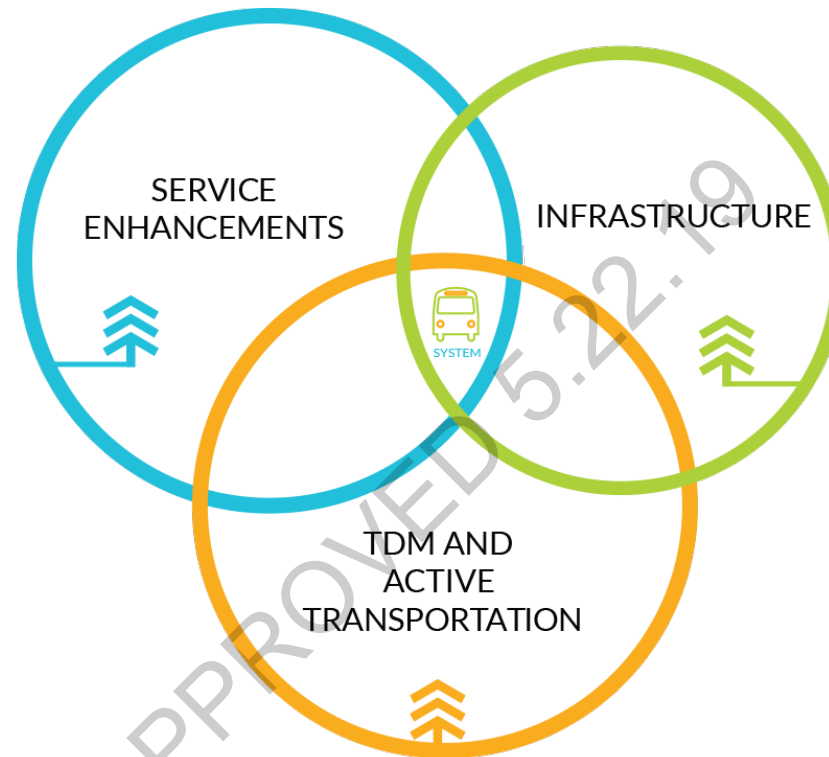


Presentation Overview:

- Deer Valley Drive:
 - Project history
 - Alternative analysis
 - Public involvement
 - Vision process
- Tunnel
 - Project benefits/existing conditions
 - Design
 - Anticipated project timeline
- Questions/Discussion



ACTIVE TRANSPORTATION



Projects, Programs and Services that improve mobility and safety; protect the environment; and enhance the economic vitality of the region

PARK CITY TRANSPORTATION GOALS



PROJECT AREA: SR-224 / Deer Valley Drive



Project Location



Existing Conditions

ACTIVE TRANSPORTATION



Existing Conditions

ACTIVE TRANSPORTATION



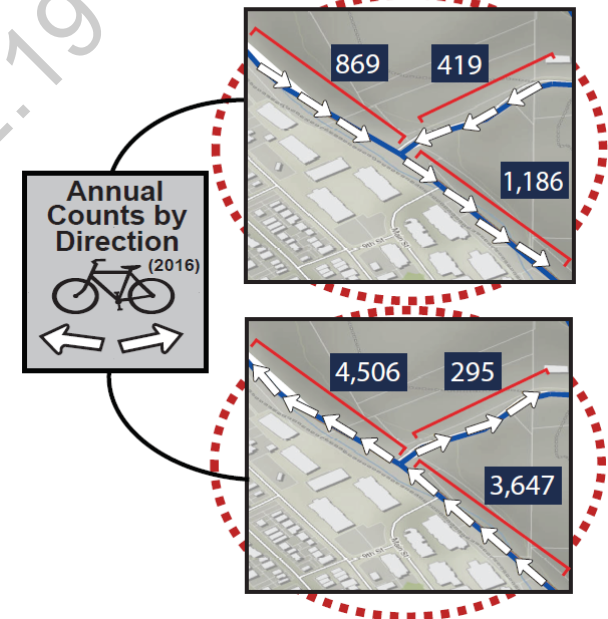
Existing Conditions

Worn Desire Paths on the West Side of SR-224/Deer Valley Drive

ACTIVE TRANSPORTATION



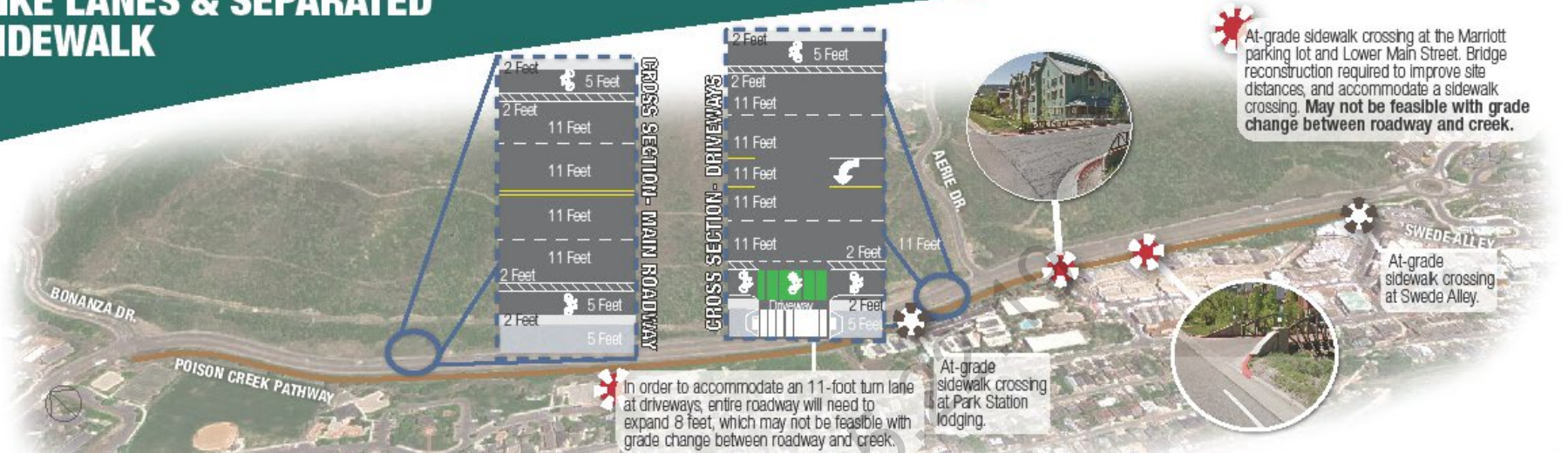
Aerie Dr. & SR-224 Junction



PROJECT GOALS

Worn Desire Paths on the West Side of SR-224/Deer Valley Drive Winter 2018

BIKE LANES & SEPARATED SIDEWALK



USER EXPERIENCE

LEGEND
+ Positive Change from Existing
0 No Change from Existing
- Negative Change from Existing

SAFETY	+	+	+	0
MOBILITY	+	+	+	0
CONNECTIONS	+	+	+	0

CONSTRUCTABILITY

LEGEND
High Amount of Constraints
Low Amount of Constraints

ENVIRONMENTAL CONSTRAINTS	- May require retaining wall repair or reconstruction. - Will require working within the hazardous soil boundary.
RIGHT-OF-WAY CONSTRAINTS	Will require lane reconfiguration and driveway improvements.

PHYSICAL CHARACTERISTICS

- Eliminate center turn lane in order to create space for a bike lane, and create center lane turn pockets whenever necessary.
- Restripe SR-224/Deer Valley Drive for a dedicated bike lane in both directions with a two foot buffer.
- Add a 5-foot sidewalk on the west side of SR-224/Deer Valley Drive.
- Crossings at driveways are at-grade with paint delineated markings. Yield signage for motor vehicles may be necessary to increase compliance.
- Curbside delivery may conflict with bike lane. "No Parking" signs recommended.

COST



*Planning level costs.

BIKE LANE HYBRID



USER EXPERIENCE

LEGEND
+ Positive Change from Existing
0 No Change from Existing
- Negative Change from Existing

SAFETY	+	+	+	0
MOBILITY	+	+	+	0
CONNECTIONS	+	+	+	0

CONSTRUCTABILITY

LEGEND
High Amount of Constraints
Low Amount of Constraints

	ENVIRONMENTAL CONSTRAINTS	RIGHT-OF-WAY CONSTRAINTS
ENVIRONMENTAL CONSTRAINTS	High Amount of Constraints 	Low Amount of Constraints • May require retaining wall repair or reconstruction. • Will require working within the hazardous soil boundary.
RIGHT-OF-WAY CONSTRAINTS	Low Amount of Constraints 	High Amount of Constraints • Will require lane reconfiguration and driveway improvements.

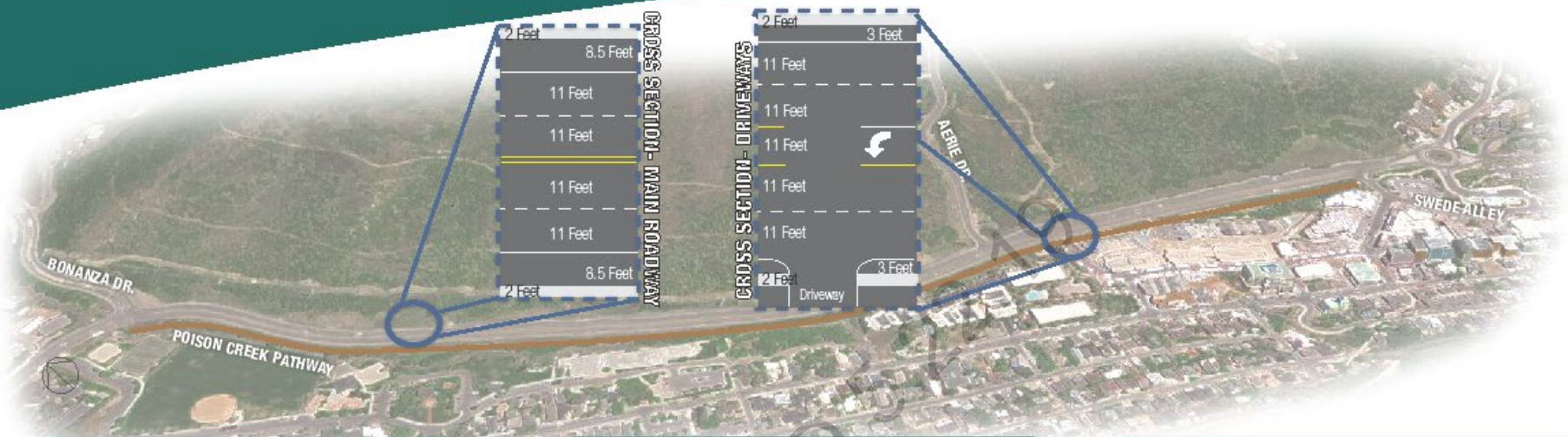
PHYSICAL CHARACTERISTICS

- Maintain the center turn lane on SR-224/Deer Valley Drive.
- Restripe SR-224/Deer Valley Drive for a bike lane in the north-bound/downhill direction by taking one foot from each of the existing lanes. Implement wayfinding signage directing cyclists traveling in the south-bound/uphill direction to use Poison Creek Pathway.
- Add a 5-foot sidewalk on the west side of SR-224/Deer Valley Drive.
- Crossings at driveways are at-grade with paint delineated markings. Yield signage for motor vehicles may be necessary to increase compliance.

COST



RESTRIPE FOR SHOULDERS



USER EXPERIENCE				
LEGEND				
+ Positive Change from Existing				
0 No Change from Existing				
- Negative Change from Existing				
SAFETY	+	0	+	0
MOBILITY	+	0	+	0
CONNECTIONS	0	0	0	0

CONSTRUCTABILITY	
LEGEND	
High Amount of Constraints	
Low Amount of Constraints	
ENVIRONMENTAL CONSTRAINTS	None
RIGHT-OF-WAY CONSTRAINTS	None

- PHYSICAL CHARACTERISTICS
- Restripe SR-224/Deer Valley Drive for 8.5 foot shoulders on both sides of the roadway. At driveway locations where a center turn lane is necessary shoulders narrow to 3 feet.
 - Conflicts between shoulder users may occur.

COST

*Planning level costs.

SEPARATED MULTI-USE PATHWAYS



USER EXPERIENCE

LEGEND

- LEGEND**
+ Positive Change from Existing
0 No Change from Existing
- Negative Change from Existing

				
CONNECTIONS	+	+	+	0
MOBILITY	+	+	+	0
SAFETY	+	+	+	0

CONSTRUCTABILITY

LEGEND

- High Amount of Constraints Low Amount of Constraints

ENVIRONMENTAL CONSTRAINTS	
RIGHT-OF-WAY CONSTRAINTS	 • May require retaining wall repair or reconstruction on east side and west side. • Will require working within the hazardous soil boundary.
	 • Will require lane reconfiguration and driveway improvements • Require crossing at Aerie Drive and the Deer Valley Drive roundabout.

PHYSICAL CHARACTERISTICS

- Maintain existing road configuration on SR-224/Deer Valley Drive.
- Add a 5-foot sidewalk on the west side of SR-224/Deer Valley Drive.
- Crossings at driveways are at-grade with paint delineated markings. Yield signage for motor vehicles may be necessary to increase compliance.
- Add a 10-foot soft-surface multi-use pathway on the east side of SR-224/Deer Valley Drive along the Rocky Mountain Power line.
- Determine a viable option for connecting the southeastern end of the multi-use pathway back to SR-224/Deer Valley Drive.

COST



*Planning level costs.

CREATE CONNECTIONS TO POISON CREEK PATHWAY



USER EXPERIENCE				
LEGEND				
+ Positive Change from Existing				
0 No Change from Existing				
- Negative Change from Existing				
CONNECTIONS	MOBILITY	SAFETY		
			0	0
			-	0
			+	0

CONSTRUCTABILITY

LEGEND

High Amount of Constraints

Low Amount of Constraints

ENVIRONMENTAL CONSTRAINTS	- May require retaining wall repair or reconstruction at the access location(s). - Will require working within the hazardous soil boundary.
RIGHT-OF-WAY CONSTRAINTS	May require signage implementation on and surrounding the UDOT right-of-way.

PHYSICAL CHARACTERISTICS

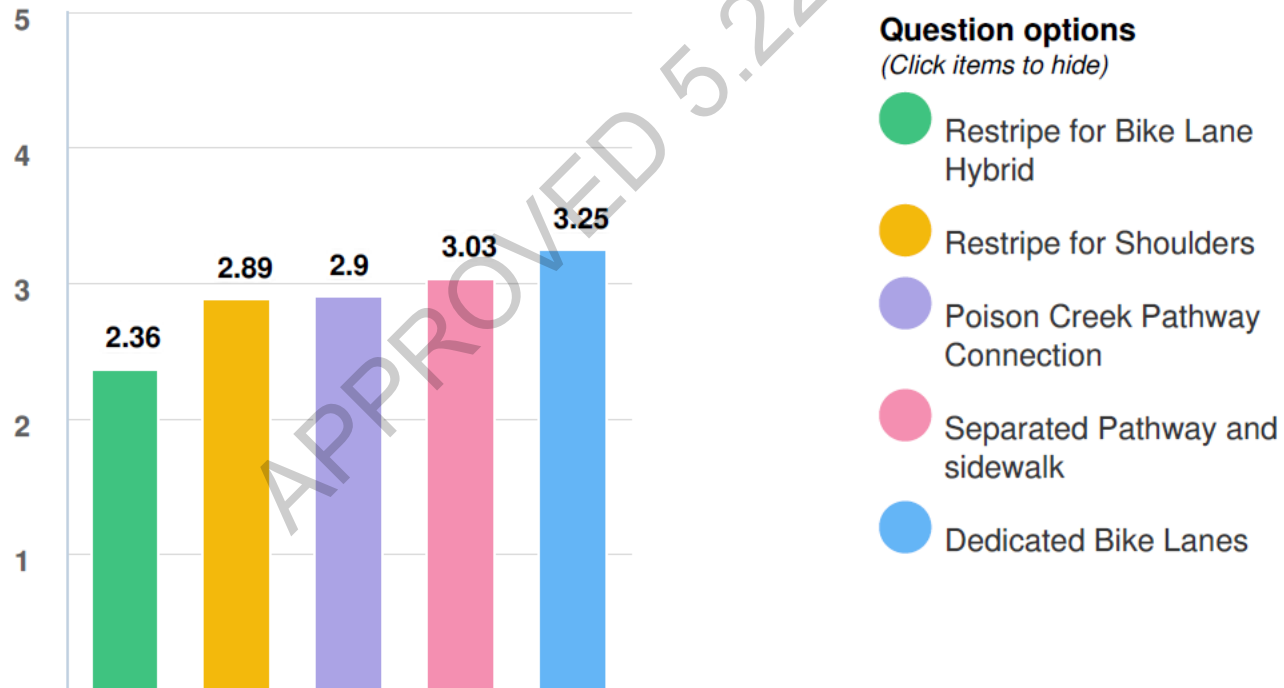
- Create a conspicuous connection(s) from SR-224/Deer Valley Drive to the Polson Creek Pathway. Add wayfinding signage to direct users to the connection.
- SR-224/Deer Valley Drive roadway configuration remains the same as its current configuration.
- Maintain center turn lane.

COST

*Planning level costs.

PUBLIC ENGAGEMENT SURVEY

Which of the alternatives do you MOST prefer? (5 being most preferable, 1 being least preferable)

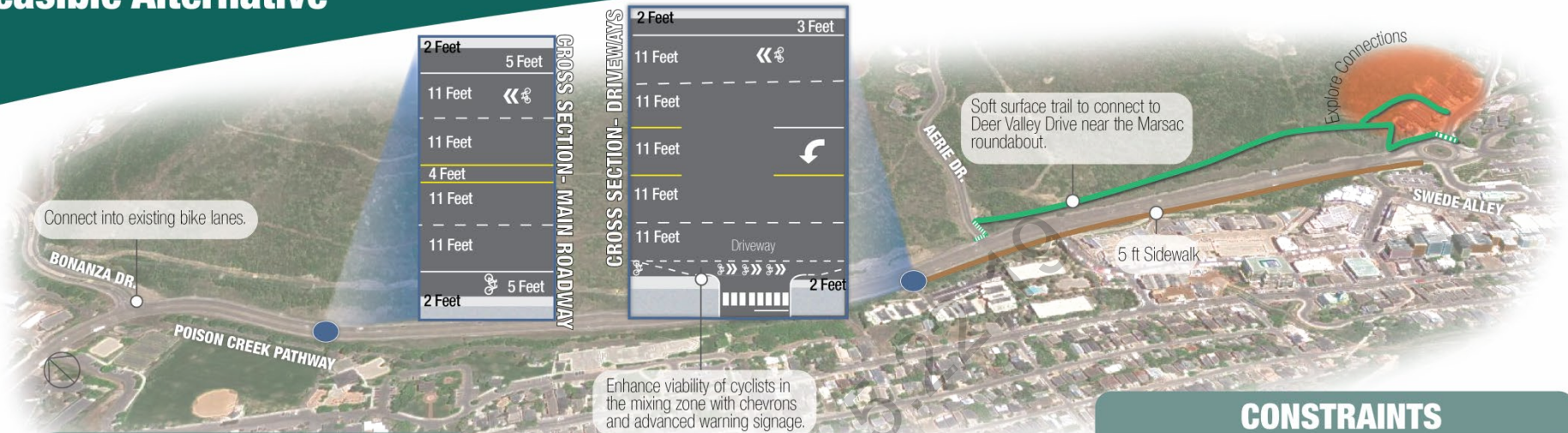


ALTERNATIVE ANALYSIS:

Evaluate feasible alternatives for short/long term:

- Constructability
- Safety
- Access for users (cyclists, motor vehicles, transit and pedestrians)
- UDOT traffic control standards

SR-224 / Deer Valley Drive Feasible Alternative



USER EXPERIENCE

LEGEND

+ Positive Change from Existing
0 No Change from Existing
- Negative Change from Existing

				
SAFETY	+	+	+	0
MOBILITY	+	+	+	0
CONNECTIONS	+	+	+	0

OPPORTUNITIES

Restripe roadway for four 11-foot travel lanes, 4-foot painted median, 5-foot bike lane in the southbound direction and a bicycle sharrows in the northbound direction.

Roadway capacity is unchanged from existing conditions.

Add a 5-foot sidewalk on the west side of SR-224/Deer Valley Drive from Town Pointe Driveway to the Old Town Transit Center.

Crossings at driveways are at-grade with paint delineated markings. Yield signage for motor vehicles may be necessary to increase compliance.

Add a soft-surface trail on the east side of SR-224/Deer Valley Drive along the Rocky Mountain Power line.

Determine a viable option for connecting the southeastern end of the trail back to SR-224/Deer Valley Drive.

CONSTRAINTS

May require driveway and access improvements.

Sidewalk may require fence, retaining wall repair or reconstruction on both/one side.

May require bridge reconstruction to improve site distances, and accommodate a sidewalk crossing.

Wayfinding and signage plan necessary for implementation.

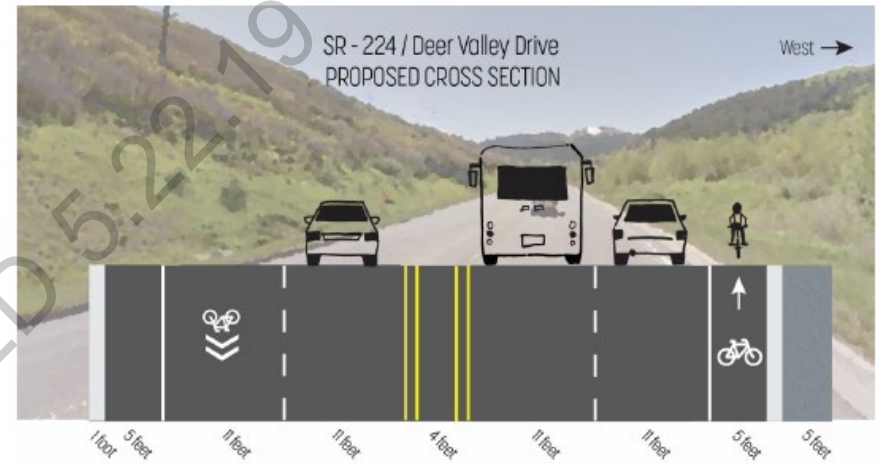
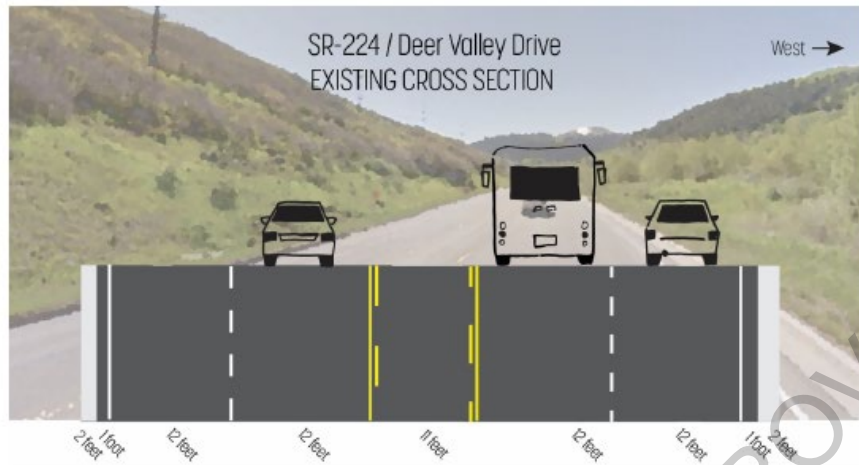
Trail will have significant grade changes and require access improvements.

COST



*Planning level costs.

Cross Section Conceptual Plan:



Pub 35, 2010
O400 RLE P\17-2003 Deer Valley DR AT Alternative\O400\Concept\2003_Concept_AT_228_16.dwg



Deer Valley Drive/SR-224 Next Steps:

- Finalize engineering design for striping and signage
- Construction striping agreement with UDOT
- Installation of driver speed feedback signs
- Seek funding and engineering services for other portions of the vision

Project History



- Collected community input
- Voter approved project list
Summit Transportation Initiative
- Collaboration with property owners, UDOT, Seminary, and residents
- Tunnel safety and benefit analysis
- Ongoing communication with property owners
PCSD/LDS Seminary on design and project

Table 1: HAWK Signal Delay Analysis

Peak Hour	Avg. Pedestrian Actuations	Peak Hour Volume (vph)	Total Peak Vehicle Delay/Veh (s)	Total Peak Vehicle Delay (hr)	Total Vehicle Delay/School Year (hr)
7:00-8:00 AM	23	1406	6.5	8.13	1,464
8:00-9:00 AM	12	1352	4.4		
2:45-3:45 PM	15	1336	4.8		
3:45-4:45 PM	12	1555	5.0		

Project Benefits



- Connecting neighborhood destinations
- Safe student crossing to school
- Enhancing safer connectivity for all users
- Alleviate traffic delay
- Enhanced connections to transit and pathways



Tunnel Design: Coordination with Park City School District Board

Park City SR248 Pedstrian Tunnel Crossing Options Assessment

Option A (North Path South of Ped Ramp)

PROS

Separates parked cars / overhang bumpers onto path.
 Future roadway has large 12' shoulder between C&G and right turn lane
 Possible landscape behind curb to protect path if UDOT cross section allows
 Creates separated "hardscape seating area" for students away from main shared-use path
 Provides a direct "through" path for the majority of users
 Provides a safer means of mixed path use (bike / ped interaction)
 More direct route to transit stop
 More "points of access" to the pathway system - provides safety and more order to use

CONS

Puts pathway near vehicluar traffic on SR248 - User experienced diminished / safety concerns
 Less opportunity to re-route path in the future without disturbing the High School Parking lot
 Parking will abut the tunnel ramp - potential maintenance costs
 Longer Tunnel (approximately 10')

Note:

Both Options will require re-striping and curb re-alignment in HS parking lot.
 Both Options consider an existing 100' ROW
 Both Options will require re-route of sanitary in school parking lot. Easements will be required

Option B (North Path North of Ped Ramp)

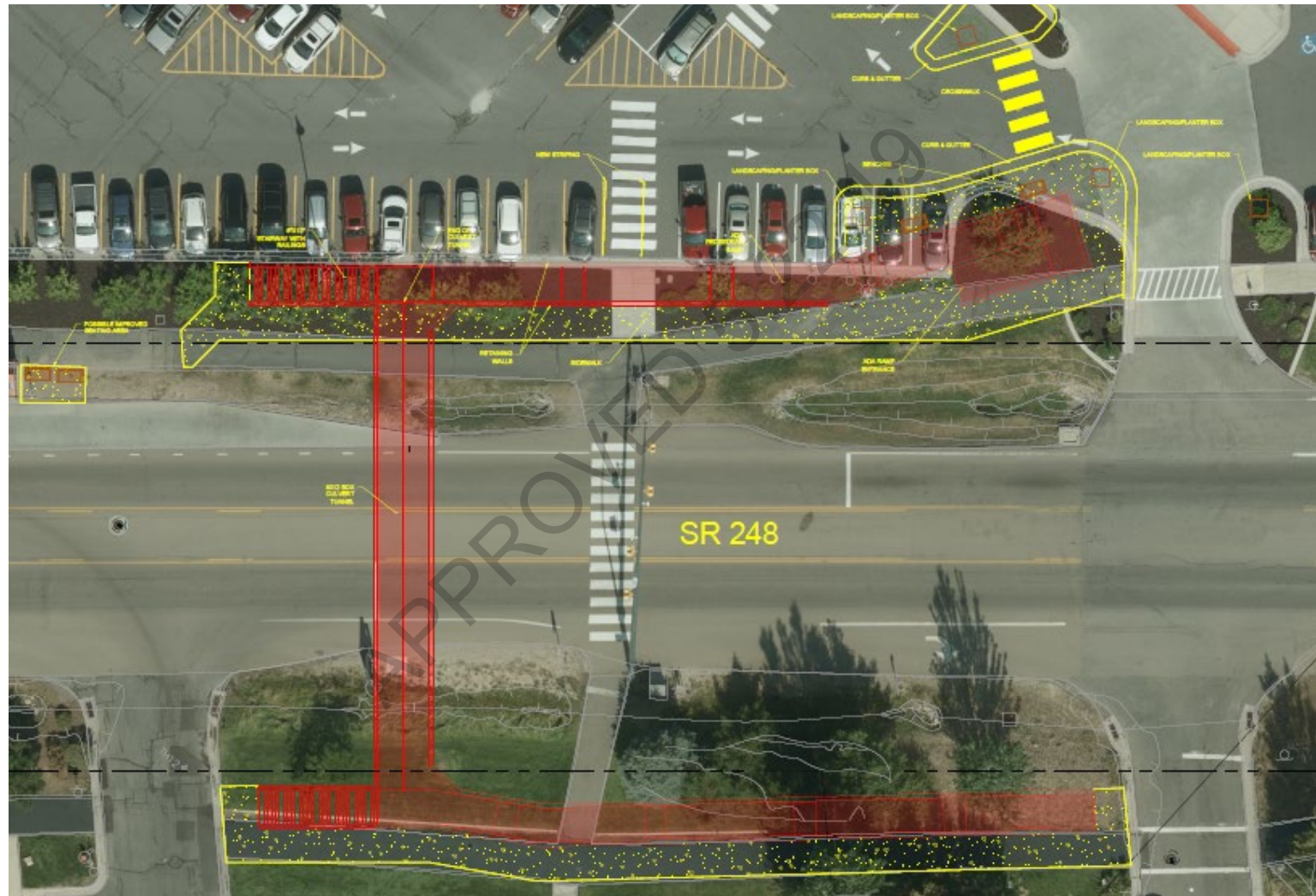
PROS

Pulls pathway away from vehicluar traffic on SR248 (future roadway wide and daunting)
 Path alignment has better access (less circuitous) to ramp access
 Direct acces to path from student parking/cross walk
 Provides better options for stairway or ramp use - with path directly adjacent to a 16 stalls (questionable benefit)
 Shorter tunnel (approximately 10')
 Discourages mid-block crossings as ramps offer "barrier" to visible path.

CONS

Path users would contend with "plaza" area at ramp exit. Not a direct shot for through users.
 More impact to existing striping plan (parking lines/drive aisle)
 Wider sidewalk will be needed to facilitate bumper overhang
 Shared-use path user experienced dimenisioned being between vehicles and a retaining wall
 Shared-use path feels more like you "enter onto school campus" -does not separate system uses adequately

Tunnel Design

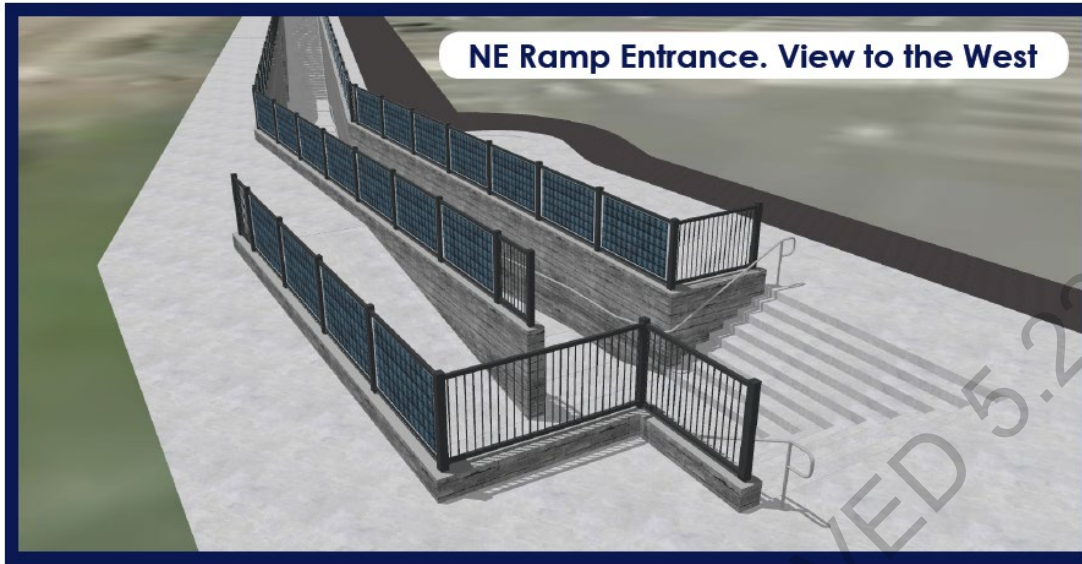


SR-248 Pedestrian Tunnel Rendering



Final Design

A “Green Tunnel”



- Net zero snow melt system
- High School electric car charging stations
- Solar panel guardrail
- Board form concrete
- Art murals (School District)



Project Timeline



- Finalize agreements and permits
- Minimize construction impacts with travel lanes open:
 - High School Graduation
 - 4th of July
 - Arts Festival
 - Pick-up/drop off times for High School
- Anticipate substantially complete Aug 9th (before school starts)



Next Steps

SR248 Tunnel Rendering



SR-248 PEDESTRIAN TUNNEL RENDERING

3-8-2019

Project Features:

- Electric Car Charging Stations (High School)
- Solar Panel Guardrail
- Snow Melt System
- Board Formed Concrete
- Art Murals in Tunnel (School District)

Drawings are conceptual and may not depict exact construction conditions.



HORROCKS
ENGINEERS



- **Discussion/Questions**
- **Contacts:**
 - Alfred Knotts, Interim Transportation Director,
Alfred.Knotts@parkcity.org
 - Julia Collins, Senior Transportation Planner,
Julia.Collins@parkcity.org



PARK CITY

1884

**Sustainable Landscaping
in Park City**

Protect the Natural Environment. Effectively Permit the
Built Environment.



Goals of Land Management Code Amendments

- Mitigate impacts of the built environment on the natural one
- Further the City's sustainability goals
- Clarify expectations for permits and regulations regarding landscaping



What we Want to Avoid

- + Landscapes that aren't natural to Park City's climate and require a large amount of maintenance
- + Negative impacts on the site and surrounding areas
- + Unclear regulations



Example of Xeriscape -Image courtesy of www.theplatinum.com -
Xeriscape A to X by Sara Tie

Public Comment

Considerations for Planning Commission and Staff

- + Gravel size - Mitigate parking and movement
- + Artificial turf applications
- + Permeable pavement and asphalt



+ **01**
**Wildland Urban
Interface**

+ **02**
**Right of Way
Standards for
Landscaping**

+ **03**
**Further research
pervious
pavement/concrete
and artificial turf**



**Looking
Forward -
What Staff is
Working On**

Thank you!

Contact Liz Jackson at
liz.jackson@parkcity.org

