

**PARK CITY COUNCIL MEETING  
SUMMIT COUNTY, UTAH  
MARCH 29, 2007**

PUBLIC NOTICE IS HEREBY GIVEN that the City Council of Park City, Utah will hold its regularly scheduled meeting at the Marsac Municipal Building, City Council Chambers, 445 Marsac Avenue, Park City, Utah for the purposes and at the times as described below on Thursday, March 29, 2007.

**Closed Session – City Council Chambers**

3:00 p.m. Property and Litigation

**Work Session – City Council Chambers**

3:30 p.m. Council questions/comments

3:40 p.m. Bonanza Drive traffic study pg 5

4:20 p.m. Walkability discussion and public input pg 20

5:20 p.m. Dog park discussion and public input pg 39

5:50 p.m. Break

**Regular Meeting – City Council Chambers**

6:00 p.m.

**I ROLL CALL**

**II COMMUNICATIONS AND DISCLOSURES FROM COUNCIL AND STAFF**

**III PUBLIC INPUT *(any matter of City business not scheduled on agenda)***

**IV WORK SESSION NOTES AND MINUTES OF MEETING OF MARCH 15, 2007**

pg 45 & 49

**V CONSENT AGENDA PUBLIC HEARINGS *(items listed will be open for public hearing prior to consideration for adoption or rejection; hearings may also be continued by vote of the Council)***

1. Consideration of an Ordinance approving the Sundance Cottages lot combination creating two lots of record located at 1450 and 1460 Park Avenue, Park City, Utah

pg 56

2. Consideration of an Ordinance approving the Parcel B-2 Empire Village Subdivision

pg 63

3. Consideration of denial of a request to amend Parcel 1 of the Walter Daniels Subdivision

pg 70

**VI CONSENT AGENDA *(items that have previously been discussed or are perceived as routine and may be approved by one motion. Listed items do not***

***imply a predisposition for approval and may be removed by motion and discussed and acted upon under “Additional Discussion – Agenda Items”)***

1. Ordinance approving the Sundance Cottages lot combination creating two lots of record located at 1450 and 1460 Park Avenue, Park City, Utah pg 56
2. Ordinance approving the Parcel B-2 Empire Village Subdivision pg 63
3. Decision on denial of a request to amend Lot 1 of Walter Daniels Subdivision, 605 Woodside pg 70

## **VII ADDITIONAL DISCUSSION – AGENDA ITEMS**

## **VIII ADJOURNMENT**

A majority of City Council members may meet socially after the meeting. If so, the location will be announced by the Mayor. City business will not be conducted.

Pursuant to the Americans with Disabilities Act, individuals needing special accommodations during the meeting should notify the City Recorder at 435-615-5007 at least 24 hours prior to the meeting.

Posted: 03/26/07

See: [www.parkcity.org](http://www.parkcity.org)

***imply a predisposition for approval and may be removed by motion and discussed and acted upon under “Additional Discussion – Agenda Items”)***

1. Ordinance approving the Sundance Cottages lot combination creating two lots of record located at 1450 and 1460 Park Avenue, Park City, Utah
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3. Decision on denial of a request to amend Lot 1 of Walter Daniels Subdivision, 605 Woodside

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See: [www.parkcity.org](http://www.parkcity.org)

**Note: This future meeting schedule is TENTATIVE and subject to change.**

## **PARK CITY COUNCIL TENTATIVE MEETING SCHEDULE**

### **April 2007**

- 5 Joint work – Old Town plat amendments; PC Heights update; Main Street vertical zoning  
Special event parking – work – BA  
Sustainability Week Resolution - AB  
Trails master plan - work  
MOU between Park City and Summit County for Animal Control Services (work/action)
- 12 **No meeting**
- 19 Emergency preparedness – work  
Ordinance considering approval of amendments to the Land Management Code of Park City, Utah, to address substantive revisions to Chapter 2.2 Historic Residential (HR-1) District, Chapter 2.23 Community Transition (CT) District, Chapter 3- Parking, Chapter 4- Supplemental Regulations, Chapter 2 Zoning Districts, and Chapter 15- Definitions.  
Ordinance – 1450-1460 Park Avenue Subdivision – KC  
Ordinance – 411 Park Avenue Subdivision – RM  
Ordinance – 573 Main Street Subdivision – RM  
Ordinance – 300 Deer Valley Loop Roundabout – KC  
Ordinance – continuation of hearing 621 Woodside Avenue plat amendment - KW  
Ordinance - Municipal Code Title 3, Chapter 3, Campaign Disclosure Amendment
- 26 **No meeting**

### **May 2007**

- 3 Joint venture program update – Bob Kollar 658-9608 (15 min)  
Recreation needs assessment (45 min) – work  
Trails master plan - work
- 10 **No meeting**
- 17
- 24
- 31

### **Pending Items:**

Silly Sunday Market revised MFL  
Naming rights contract  
General Plan - Park/Bonanza  
Electronic voting  
Noise/outdoor decks  
Air quality discussion  
Regional bus service SLC  
Resort cities/transit tax – 01/08

**Tentative “no meeting” dates:**

June 14

July 26

August 16

September 6

October 18

November

December 27

## City Council Staff Report



**DATE:** March 29, 2007  
**DEPARTMENT:** Public Works  
**AUTHOR:** Kent Cashel, Deputy Public Works Director  
**TITLE:** Bonanza Drive Reconstruction  
**TYPE OF ITEM:** Informational

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### **SUMMARY RECOMMENDATION:**

Council should discuss Bonanza Drive as an example of the interdependence of transportation elements and direct staff to implement the "four step decision process" as outlined in this report.

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### **DESCRIPTION**

#### A. Topic

Balancing pedestrian, vehicular and utility infrastructure needs along the Bonanza Drive corridor.

#### B. Background

Bonanza Drive serves a wide variety of needs for the citizens and visitors of our mountain community. Bonanza serves as major arterial corridor for pedestrians, bicyclists, vehicles and utilities. Any project within this corridor should be subjected to a methodical and thorough scrutiny to ensure that the project considers and balances the needs of:

1. Pedestrian & bicycle traffic
2. Vehicular traffic
3. Infrastructure needs
4. Right of way and topographical challenges within project footprint
5. Available funding
6. Timing of other improvement projects

#### Water Line Project & Road Reconstruction

Park City has approved numerous resort-related land development projects in the south end of town (including Empire Pass and the Montage Resort). In order to serve these new developments with culinary water, it is necessary to upgrade the water line that lies beneath

Bonanza Drive. This upgrade includes a 16-inch water line to connect the Boot Hill Tank and Pump Station (located directly north of City Cemetery and currently under construction) with an existing 12-inch ductile iron water pipe at the corner of 12<sup>th</sup> and Woodside, using Bonanza Drive as a utility corridor.

The necessary water trench will be seven feet deep and about ten feet wide and will need to be approximately in the middle of Bonanza to avoid the various underground utilities which occupy both sides of the road. This project will require approximately four (4) months to complete and

will represent a significant disruption to vehicular and pedestrian traffic as well as businesses along Bonanza Dr.

Reconstruction of the road has been scheduled to coincide with the water line installation based upon the following:

1. Reconstruction of the road simultaneously with water line installation will minimize impacts to local business, vehicular and pedestrian traffic.
2. Water line construction will significantly compromise existing pavement.
3. Age of existing pavement indicates reconstruction is the most cost effective approach to restoring road after water line construction.

Park City has obtained a \$1,000,000 Small Urban Area program grant through the Utah Department of Transportation to assist with the funding of the road reconstruction. The City's total budget for the road reconstruction project, including design, construction, and contingencies, is \$1,836,000. Funding for this project was previously approved by Council (CIP project designation #801).

Staff has begun the selection process for a design engineering firm and will begin concept design in May 2007. Work on the project environmental assessment (required by Small Urban Area Program grant) will begin in September 2007. Construction is scheduled to begin in spring 2009 to ensure project funds are expended prior to grant expiration.

#### Bonanza Drive Traffic Study

Staff had not conducted a traffic analysis on the Bonanza corridor and did not possess a solid understanding of current and future traffic conditions along Bonanza Drive. Given the significant impacts the water line and road reconstruction project will have on local business, and on vehicular and pedestrian traffic it would have been imprudent to begin a major reconstruction project without this understanding. Failure to study these conditions would increase the risk of having to tear up the road again within the next few years to address capacity issues.

Staff engaged the transportation planning firm (Interplant Co.) to conduct an evaluation of vehicular capacity needs in the Bonanza corridor. This study evaluated current conditions, and forecasted conditions in the years 2011 and in 2016. The purpose and scope of this study was to determine what, if any, capacity enhancements would be required within a 10 year time frame. the study does lay out some alternative approaches to address congestion challenges along Bonanza Drive but does not make a recommendation regarding specific improvements to implement.

#### Walkable\Bikeable Neighborhood Study

Over the past few months City staff and citizens have been engaged with the Landmark Consultants in a study of Park City's walking\biking facilities. The stated purpose of the Walkable\Bikeable Neighborhood Study is "to provide planning and design suggestions which will improve walking and biking design in urban Park City" The study incorporated a thorough public involvement process and a comprehensive planning process that accomplished the following:

- o Documentation of existing walking\biking conditions
- o Public involvement
- o Assessment of existing walking\biking network and conditions

- o Identification and prioritization of needs\gaps and issues
- o Identification of Project alternatives and design standards
- o Recommended improvement projects
- o Comparable community approaches
- o A tiered (level of service based) list of alternative projects.

Council will review the Walkable\Bikeable Neighborhood Study report on March 29<sup>th</sup>. Staff will request that Council provide direction on a desired level of service for walkability on this same date.

### C. Analysis

#### Bonanza Traffic Study

In brief, the study indicates that Bonanza Drive primarily serves and will continue to serve as an arterial road for people heading to and from Deer Valley Resort, Old Town and Park City Mountain resort. The study reports that approximately 80% of traffic is passing through to and from Deer Valley Drive to Kearns Boulevard. The road functions well in this arterial capacity and will continue to do so in the ten year time frame.

This above finding is good news, however, vehicles seeking to enter Bonanza Drive from Prospector Drive or Ironhorse Drive are currently experiencing long (approaching unacceptable) delays. These delays will increase in length with each passing year with nearly all intersections failing during peak hours and peak days by the year 2016. It is important to note that the study utilizes a historic growth rate and does not capture any potential reductions we may realize through employment of aggressive traffic demand management strategies (e.g., park and ride, ride share, transit, car pooling, flex scheduling and etc.).

Traffic modeling indicates that widening of the road will not cure the current or forecasted intersection problems. Modeling does indicate the most effective mitigating projects will be those that limit access to Bonanza Drive and reduce left hand turns from cross streets onto Bonanza.

Many of these intersection projects could, and where possible should, be incorporated as part of future redevelopment projects that are likely to occur in the area. Both Prospector Avenue and Ironhorse Drive will require attention in the near term. The optimal mitigating approach at these intersections will require some additional study and engineering before a final recommendation can be made.

It is important to note that the study does indicate that narrowing current lane widths will likely have a significant and negative impact on:

- o Traffic throughput
- o Vehicular accident rates

It is important to note that while this study did consider pedestrian activity it was conducted in isolation of the Walkable\Bikeable Neighborhood Study which will bring its own set of findings and recommendations.

An executive summary of the Bonanza Traffic Study is attached if additional information is desired.

### Walkable\Bikable Projects on Bonanza

Walkable\Bikeable Neighborhood Study identifies the Bonanza Drive corridor as a primary pedestrian\bike arterial. The study (in Tiers 1 & 2) forwards recommendations for two projects along Bonanza Drive. The projects resulted from the identification and prioritization of the following pedestrian\bike issues:

- o Issue # 1 Lack of Bike Facility on Bonanza Drive (Deer Valley Drive – Kearns Drive)
- o Issue # 34 Unsafe pedestrian\bike crossing of Bonanza Dr.

The recommended projects to address these issues are as follows:

| <u>Issue</u> | <u>Tier</u> | <u>Recommended Project (s)</u>                                                                                                                                                                                                  |
|--------------|-------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 34           | 1           | 1. Pedestrian Activated Signal that stops vehicle traffic on Bonanza Dr.<br>2. Barrier such as fencing to funnel bikers\peds to cross at one point.<br>3. Improve asphalt sidewalk on east side of Bonanza to 8' asphalt trail. |
| 1            | 2           | On street bike facility (overlapping lanes with painted pavement)                                                                                                                                                               |

### Bonanza Right Of Way Limitations

The pavement of Bonanza Drive is 40 feet wide. The paved surface is currently configured and striped as follows:

| <u>Lane</u>       | <u>Width</u> |
|-------------------|--------------|
| Southbound travel | 12'          |
| Northbound travel | 12'          |
| Median lane       | 16'          |

It is important to note that at many locations along the corridor the City does not own 8' of right of way behind the current road's curb. It is also important to note that the current median lane facilitates left hand turns onto and off of Bonanza Dr.

### Bonanza Topography Challenges

The hill on the east side of Bonanza Drive (between Deer Valley Drive and Iron Horse Loop Rd.) is owned by the city but would require significant excavation and retaining walls to facilitate any widening project (for either traffic or pedestrian facilities).

It is important to note that any excavation project within Park City generally involves expensive environmental mitigation requirements. Poison Creek flows along the western edge of Bonanza (between Deer Valley Drive and Iron Horse dr.) further limiting construction options.

### Bonanza Corridor Utility Challenges

High tension power lines and associated power Council should discuss Bonanza Drive as an example of the interdependence of transportation elements and direct staff to implement the "four step decision process" as outlined in this report. poles parallel both sides of Bonanza Drive. Any project in the corridor must consider the location or the extremely expensive relocation of these poles and wires.

### Identifying and Balancing Competing Issues

When one sits down with the issues identified in the Walkable\Bikeable Neighborhood Study, and the Bonanza Drive traffic study and then also considers the utility, right of way, and topography challenges that are present in the corridor one notes that each of these sources presents competing issues. Some of those competing issues are identified and contrasted below:

#### Walkeable\ Bikeable

Unsafe Crossing at Iron Horse Dr.....

#### Traffic Study\Right of Way\Utilities

Failing Intersection at Ironhorse Dr

Lack of Bike Facility on Bonanza Dr.....Need to maintain lane width within limited right of way and topographic challenges.

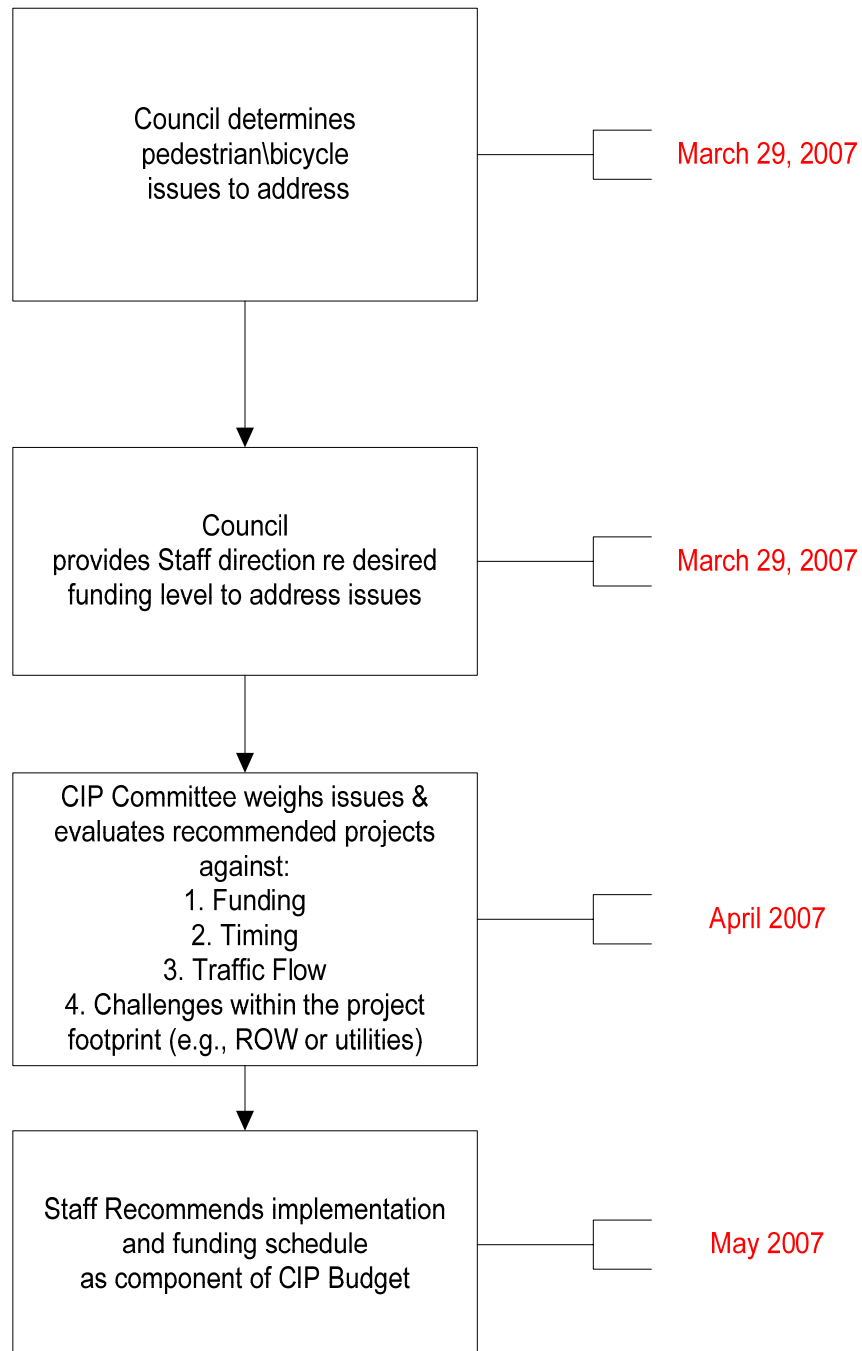
It is easy to see that any project decision (vehicle or pedestrian\bike) based upon independent studies may have unintended consequences upon another travel mode or may be impossible to accomplish altogether. For example two 8' bike lanes as a Tier II recommended project in the Walkable\Bikeable Study will require narrowed travel lane widths, condemnation\purchase of land (given limited right-of way) and may be very expensive given topographic and utility challenges.

To balance these competing issues Staff believes Council should follow a multi step project identification and approval process. This process needs to accomplish the following objectives:

1. Provide Council the opportunity to identify and prioritize the issues that Council wishes to address.
2. Council provides direction on the level of funding to apply to addressing the issues
3. A project recommendation from Staff that balances competing issues, timing, and funding. It is important to understand that Staff would use Walkable\Bikeable study recommended projects as a guideline only and may or may not return with a different project approach to address the issues in a balanced fashion.
4. Provide Council the opportunity to review and approve recommended projects.

Staff has developed a recommended process for Council to follow when making walkable\bikable decisions. This process achieves the objectives identified above. The multi-step process is detailed in the decision process presented in the flow chart on the following page.

# Four Step Walkable\Bikeable Project Decision Process



#### **D. Department Review**

This report has been reviewed by the City Managers Office, the City Attorney's Office, the city Engineer, the Office of Budget, Debt and Grants, the Visioning Team, and Public Works.

#### **ALTERNATIVES**

**A. Approve The Recommendation.**

Staff recommends Council follow the decision making process outlined in this report as it makes service level related decisions to walkable\bikeable projects.

**B. Deny The Recommendation.**

Council could deny Staff's recommendation. It is important to note that this approach may lead to unintended impacts on other travel modes.

**C. Council Could Amend Staff's Recommended Process**

Council could amend Staff's recommendation.

**D. Defer the item to a later date.**

Council could defer item to a later date. Significant delays beyond a week will complicate the CIP budgeting process.

**E. Do Nothing.**

#### **SIGNIFICANT IMPACTS**

The need for a multi-step project decision process

Bonanza Drive serves as an excellent case study in the interdependent nature of transportation elements. It demonstrates the risk in making project decisions without a clear understanding of the impacts that a project that serves one mode could have on other travel modes.

The Bonanza Drive case indicates the need to first carefully understand and then balance the needs of all modes in order to minimize the potential for unintended outcomes. While not all projects are as complex as the Bonanza drive dilemma each should be carefully considered. To research and understand a projects impact's requires a multi-step decision process as is outlined in this report. Failure to conduct this due diligence will expose the City to the potential risk of significant unintended consequences.

Transportation management along the Bonanza Dr. corridor.

While no specific intersection improvements are part of Staff's recommendation at this time. The Bonanza Traffic Study does indicate that some improvements will likely be needed within the five year time frame unless growth rates in peak traffic volumes can be reduced. It is important to note that the study does not consider peak traffic reductions that could result from traffic demand strategies (e.g., car-pooling, flex scheduling, park and ride). Staff believes that some of the more painful mitigating approaches to addressing forecasted intersection failure (e.g., intersection realignment and additional traffic signals) may be avoided by the successful application of TDM strategies.

**RECOMMENDATION**

Council should discuss Bonanza Drive as an example of the interdependence of transportation elements and direct staff to implement the “four step decision process” as outlined in this report.

# BONANZA DRIVE TRAFFIC STUDY



March, 2007

Project Number 060159

## EXECUTIVE SUMMARY

Prepared for Park City



**InterPlan Co.**  
Transportation Planning  
7719 South Main Street  
Midvale, Utah 84047  
(801) 307-3400 (801) 307-3451 Fax  
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## 1.0 Introduction

Park City has scheduled a major road reconstruction of Bonanza Drive linking two State Highways (SR-224 and SR-248) through the City in 2008. As a precursor to this scheduled reconstruction, the City hired InterPlan to evaluate traffic capacity needs along the route in order to evaluate the need for capacity improvements to be coupled with the pavement reconstruction and thus minimize the potential disruption to adjacent businesses and daily travelers.

## 2.0 Traffic Analysis

Traffic counts were obtained by InterPlan in December 2006 were adjusted to calculate average peak hour and maximum peak hour volumes (consistent with high ski season demand) for the AM and PM peak hours. Using the traffic analysis software consistent with the nationally recognized Highway Capacity Manual, these adjusted peak hour counts were modeled and evaluated to determine the Arterial Level of Service (LOS) and the Intersection LOS and Delay at each signalized and unsignalized intersection.

### 2.1 Existing Traffic Conditions - 2006

#### *Level of Service (LOS) Standards and Base Data*

The Highway Capacity Manual has developed national standards for calculating the LOS of road. Once calculated, the actual LOS is given a letter grade, A through F, consistent with grades in school. A LOS A represents little or no traffic delay where drivers may travel at the design speed. A LOS F represents “stop and go” traffic delays indicative of significant traffic congestion. Because of the peaking characteristics on most streets, including Bonanza Drive, it is generally prudent to design for a LOS C or D, generally regarded as the point where the presence of other vehicles creates moderate traffic congestion.

#### *Arterial LOS*

Arterial LOS is a function of the average travel speed of drivers traversing the entire corridor. Based on traffic counts, it appears that the majority of traffic on Bonanza Drive are through vehicles using Bonanza Drive to travel between each adjacent State Highway. Bonanza Drive presently serves this through traffic well (with little or no congestion) based on national capacity standards.

**Table 1. Arterial Level of Service – 2006**

| Direction of Travel | AM Average   |                       | PM Average   |                       | AM Peak      |                       | PM Peak      |                       |
|---------------------|--------------|-----------------------|--------------|-----------------------|--------------|-----------------------|--------------|-----------------------|
|                     | Arterial LOS | Travel Time (Seconds) | Arterial LOS | Travel Time (Seconds) | Arterial LOS | Travel Time (Seconds) | Arterial LOS | Travel Time (Seconds) |
| Northbound          | C            | 130                   | C            | 137                   | C            | 132                   | C            | 140                   |
| Southbound          | C            | 119                   | C            | 128                   | C            | 120                   | C            | 130                   |

Northbound: Deer Valley to Kearns Boulevard

Southbound: Kearns Boulevard to Deer Valley

#### *Signalized Intersection LOS and Average Delay*

LOS at traffic signals is based on the average delay of all users of the signal. Therefore, the LOS incorporates the average condition of through traffic, cross traffic, and entering and existing

traffic (turn movements) at the intersection. Both major intersections presently function within acceptable standards.

**Table 2. Intersection Level of Service and Average Delay – 2006**

| Intersection         | Average   |                          |           |                          | Peak      |                          |           |                          |
|----------------------|-----------|--------------------------|-----------|--------------------------|-----------|--------------------------|-----------|--------------------------|
|                      | AM<br>LOS | AM<br>Delay<br>(Seconds) | PM<br>LOS | PM<br>Delay<br>(Seconds) | AM<br>LOS | AM<br>Delay<br>(Seconds) | PM<br>LOS | PM<br>Delay<br>(Seconds) |
| Kearns<br>Boulevard. | C         | 23                       | C         | 28                       | C         | 25                       | C         | 31                       |
| Deer Valley<br>Drive | A         | 9                        | B         | 11                       | A         | 9                        | B         | 11                       |

#### ***Stop-Controlled intersection and driveway LOS and Delay***

LOS on unsignalized intersections is based on the average control delay of only those movements controlled by a stop sign. Therefore, LOS of unsignalized intersections along Bonanza Drive is based on the average wait time and delay of those vehicles entering or crossing the main north-south travel stream. Complaints about traffic congestion along Bonanza Drive are generally grounded by the data which shows poor levels of service for various major intersections along Bonanza Drive. The LOS at Prospector Drive is F under both average and worst case conditions during the afternoon peak hour. The LOS of other locations is generally acceptable but bordering on the LOS D and E range, where congestion is creating some driver frustration. Although safety data has not been reviewed, it is likely that accident rates correspond to the congestion levels at these unsignalized intersections, where drivers tend to take more risks as the delay increases.

## **2.2 Future LOS Summary – 2011 & 2016**

#### ***Traffic Forecasts***

Traffic growth was estimated in the years 2011 and 2016. Growth considered past trends along the adjacent State Highways based on data available through UDOT as well as localized land development assumptions provided by Park City staff. Specifically, traffic growth was projected based on redevelopment concepts for the Anderson Lumber parcel as well as a generally pattern on declining growth rates over the five year, and more so over the ten year period, as compared to recent trends. Generally, the majority of traffic growth along Bonanza Drive is based on growth of the through travel movements.

#### ***Arterial LOS***

As shown in Table 3, traffic congestion of the through movements along Bonanza Drive will increase, but generally traffic congestion will remain at acceptable levels even in the worst case in the year 2016.

**Table 3. Arterial Level of Service - 2011 & 2016**

| Year | PM Average   |                       |              |                       | PM Peak      |                       |              |                       |
|------|--------------|-----------------------|--------------|-----------------------|--------------|-----------------------|--------------|-----------------------|
|      | Northbound   |                       | Southbound   |                       | Northbound   |                       | Southbound   |                       |
|      | Arterial LOS | Travel Time (Seconds) | Arterial LOS | Travel Time (Seconds) | Arterial LOS | Travel Time (Seconds) | Arterial LOS | Travel Time (Seconds) |
| 2006 | C            | 137                   | C            | 128                   | C            | 140                   | C            | 130                   |
| 2011 | C            | 148                   | C            | 135                   | C            | 156                   | C            | 138                   |
| 2016 | C            | 158                   | C            | 139                   | D            | 202                   | C            | 142                   |

***Signalized Intersection LOS and Average Delay***

LOS at the Kearns Boulevard signalized intersection deteriorates under future conditions, but Deer Valley does not. In 2011, Kearns Boulevard has average delays more than double those experienced in 2006. In 2016, delays of over one minute will be experienced on average afternoons at the Kearns Boulevard intersection. Signal timing improvements have not been aggressively pursued in this analysis, but the general trend of increasing traffic congestion at Kearns Boulevard is clear and UDOT and Park City will continue to work to balance delays amongst competing traffic demands on Bonanza Drive and Kearns Boulevard. Traffic growth at Deer Valley Drive will generally not force trade-offs of balancing delays to different users.

**Table 4. Intersection Level of Service and Average Delay**

| Year | Intersection      | PM Average |                 | PM Peak |                 |
|------|-------------------|------------|-----------------|---------|-----------------|
|      |                   | LOS        | Delay (Seconds) | LOS     | Delay (Seconds) |
| 2006 | Kearns Boulevard. | C          | 28              | C       | 31              |
| 2011 | Kearns Boulevard. | E          | 59              | E       | 78              |
| 2016 | Kearns Boulevard. | F          | 83              | F       | 108             |
|      |                   |            |                 |         |                 |
| 2006 | Deer Valley Drive | B          | 11              | B       | 11              |
| 2011 | Deer Valley Drive | B          | 13              | B       | 14              |
| 2016 | Deer Valley Drive | B          | 15              | B       | 17              |

***Stop-Controlled intersection and driveway LOS and Delay***

As shown in table 5, traffic congestion to those entering or crossing Bonanza Drive will be a growing and significant concern. In the next five years, Prospector Avenue is the only intersection that will not meet the LOS D standard in the morning on days with average traffic. But in the afternoon average, four of the seven stop controlled intersections will operate at a LOS lower than D in 2011. The situation gets worse during peak periods where only two intersections will be operating at a LOS better than D in the PM Peak Hour. This is an indication that although Bonanza Drive currently operates at an acceptable LOS, in general, it will need some improvements to adequately address traffic demand issues in five years.

**Table 5. Cross Street and Driveway Worst Approach LOS and Delay**

| Year | Intersection             | Average |                    | Peak   |                    |
|------|--------------------------|---------|--------------------|--------|--------------------|
|      |                          | PM LOS  | PM Delay (Seconds) | PM LOS | PM Delay (Seconds) |
| 2006 | Maverick Driveway        | C       | 19                 | C      | 21                 |
| 2011 | Maverick Driveway        | D       | 30                 | E      | 37                 |
| 2016 | Maverick Driveway        | E       | 41                 | F      | 60                 |
|      |                          |         |                    |        |                    |
| 2006 | Prospector Ave.          | F       | 81                 | F      | 140                |
| 2011 | Prospector Ave.          | F       | >500               | F      | >500               |
| 2016 | Prospector Ave.          | F       | >500               | F      | >500               |
|      |                          |         |                    |        |                    |
| 2006 | Park City Plaza Driveway | D       | 25                 | D      | 29                 |
| 2011 | Park City Plaza Driveway | E       | 46                 | F      | 59                 |
| 2016 | Park City Plaza Driveway | F       | 65                 | F      | 93                 |
|      |                          |         |                    |        |                    |
| 2006 | Munchkin Road            | C       | 23                 | D      | 26                 |
| 2011 | Munchkin Road            | E       | 50                 | F      | 73                 |
| 2016 | Munchkin Road            | F       | 85                 | F      | 162                |
|      |                          |         |                    |        |                    |
| 2006 | Windy Ridge Driveway     | C       | 16                 | C      | 17                 |
| 2011 | Windy Ridge Driveway     | C       | 20                 | C      | 22                 |
| 2016 | Windy Ridge Driveway     | C       | 23                 | D      | 25                 |
|      |                          |         |                    |        |                    |
| 2006 | Lower Iron Horse Drive   | D       | 34                 | E      | 45                 |
| 2011 | Lower Iron Horse Drive   | F       | 172                | F      | >500               |
| 2016 | Lower Iron Horse Drive   | F       | >500               | F      | >500               |
|      |                          |         |                    |        |                    |
| 2006 | Upper Iron Horse Drive   | C       | 15                 | C      | 16                 |
| 2011 | Upper Iron Horse Drive   | C       | 20                 | C      | 22                 |
| 2016 | Upper Iron Horse Drive   | C       | 23                 | D      | 27                 |

### 3.0 Alternatives

The focus of this analysis was to identify traffic congestion issues along Bonanza Drive in order to determine whether traffic congestion relief should be considered as part of the reconstruction project. Based on this analysis, traffic congestion will clearly worsen along Bonanza Drive to the point where cross traffic and entering traffic will experience significant traffic delays. A range of solutions exist to mitigate these delays. A relatively brief evaluation of a wide range of solutions was considered in order to document the relative advantages or disadvantages of each alternative solution. No recommendation is made and it is likely that the ultimate solution would represent a hybrid of various alternatives considered. Table 6 presents the advantages and disadvantages of a wide range of alternative traffic congestion solutions considered.

**Table 6. Summarized Pros and Cons for Five Alternatives**

| Alternative                                                       | Pros                                                                                                                                                                                                                | Cons                                                                                                                                                                |
|-------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 2 Lanes with raised median Kearns Boulevard. to Deer Valley Drive | Improved safety – fewer conflicts.<br>Improved traffic progression – less mid-block friction.<br>Reduced delays at cross streets.<br>May increase capacity.                                                         | Inconvenience to left turning traffic.<br>Increase in demand at the signalized intersections.<br>Public complaint – access to businesses                            |
| 2 Lanes with signal at Munchkin                                   | Improved safety – creates gaps for cross street traffic                                                                                                                                                             | Increased delay - Bonanza through traffic.<br>Decreased capacity - Bonanza through traffic.                                                                         |
| 2 Lanes with signal at Munchkin and new connection to Prospector  | Reduced delay for cross street traffic.<br>Improved safety – creates gaps for cross street traffic                                                                                                                  | Costly – Signal, ROW, connector construction.<br>No clear alignment.<br>Increased delay - Bonanza through traffic.<br>Decreased capacity - Bonanza through traffic. |
| 4 lanes, no median, no center turn lane                           | Doubles the through traffic capacity.<br>Allows outside lane to accept side friction.                                                                                                                               | Increased delay and poor LOS.<br>Construction costs.<br>Increased delays - Bonanza through traffic.<br>Reduced progression - Bonanza through traffic.               |
| 5 lanes with two-way center turn lane in median                   | Better LOS and reduced delays.                                                                                                                                                                                      | Construction costs.                                                                                                                                                 |
| Roundabout at Lower Iron Horse or Munchkin                        | May increase safety                                                                                                                                                                                                 | Increased delay for through traffic<br>Increased travel time<br>Reduced capacity<br>Extra ROW                                                                       |
| Driveway closure/consolidation                                    | Improved safety – reduces conflicts and driver decisions                                                                                                                                                            | No clear locations since driveways are well spaced.<br>Could create circuitous traffic.<br>Likely business resistance.                                              |
| 2 Lanes with Signal at Prospector                                 | Volume would meet signal warrants today.                                                                                                                                                                            | Too close to Kearns Boulevard to implement.<br>May encourage neighborhood cut through traffic.                                                                      |
| 2 Lanes with Signal at Lower Iron Horse                           | Improved safety – creates gaps for cross street traffic                                                                                                                                                             | Increased delay - Bonanza through traffic.<br>Decreased capacity - Bonanza through traffic.<br>Less benefit than signal at Munchkin                                 |
| 2 Lanes with Channelized Raised Medians                           | Improved safety – fewer conflicts.<br>Improved traffic progression – less mid-block friction.<br>Reduced delays at cross streets.<br>May increase capacity.<br>Mitigates potential negative aspects of full medians | Creates preferential driveway access.<br>Difficult for snow removal.                                                                                                |

#### **4.0 Conclusions**

Traffic volumes will likely increase along Bonanza Drive at a rate below recent history. Despite this lower growth, traffic congestion to those vehicles attempting to cross or enter Bonanza will grow significantly. Unfortunately, a balance exists between serving through traffic demands, which will generally function adequately in the future, and cross and entering traffic demands, which will experience significant delays. Although no single solution has emerged from the analysis, it is clear that traffic congestion at side streets and driveways will become severe soon after the reconstruction is complete and pressures to consider congestion relief will grow. It is wise to consider those potential congestion relief measures in advance of the reconstruction effort in order to minimize the impacts of construction activity on adjacent businesses and motorists.

## City Council Staff Report



**Author:** Jonathan Weidenhamer & Gary Hill  
**Subject:** Walkable/ Bikeable Community Study  
**Date:** March 29, 2007  
**Type of Item:** Informational update and request for direction

### **Summary Recommendation:**

Council should (1) review Landmark Design Team's completed project deliverable of a Walkable and Bikeable Project study and associated professional recommendations, and (2) identify an appropriate level of service to walkability so that staff may return in May with possible implementation schedules and funding plans as a part of the 2007 Budget Process.

### **Background**

The purpose of this update is to provide the City Council with the consultant's final project recommendations for the Walkable/Bikeable Community Study (walkability). The last project update to Council was on March 1, 2007 (Exhibit C – minutes). At that time the following was discussed:

- Keep the weighting of the 5 project objectives equal
- Provide an explanation of how the project recommendations were reached; including but not limited to a cost/ benefit discussion and explanation of the project ranking process
- Discuss different "Levels of Service" beyond Landmark's professional recommendations, including but not limited to a list of projects not limited by budgetary constraints
- Provide overlay exhibit indicating "connectivity" of recommended projects

### **Analysis**

The Trails Master Plan (TMP) Update and Walkable/Bikeable Neighborhood Study support making Park City a more walkable and bikeable community. The TMP is one of several elements that make up the Transportation Strategic Plan. Following numerous public meetings and input, an extensive list of possible projects and corresponding problems, and concerns have been identified. Many of these are pedestrian/ bicycle related. Others however relate to traffic calming, traffic circulation, and other matters not directly part of the scope of the study. Please see the Project Scope per the October 26, 2006 Contract (Exhibit A). The Walkable Study is not intended to be a City-wide traffic or transit study; nor will it be a specific neighborhood traffic calming guide. This concept will be discussed in some detail later in this report.

The Landmark Team with its final plan has followed a rigorous process to identify a number of critical issues related to walkability and bikeability in Park City. The Study used a detailed Action Plan designed to systematically discover and categorize those issues and identify possible solutions. The Action Plan is described in detail beginning on Page 7 of the study and is briefly summarized below:

\*Note - When discussing the Walkability Study, it is important to distinguish between “Issues” and “Projects.” Issues are the problems or needs that were identified by the public and consultants and ranked according to the criteria (i.e. Issue #34 – Pedestrian/Bike Crossing of Bonanza). Projects are defined as possible solutions to the issues (i.e. Pedestrian-activated signal on Bonanza Drive), and were developed after the issues were ranked and tiered.

### **Issue Selection and Ranking**

Through a comprehensive public input process, Landmark identified over 100 issues ranging from desired pedestrian and bike improvements to regional coordination opportunities. In order to separate capital project issues from non-capital issues, Landmark subdivided all of the issues into 4 different categories as follows:

1. Capital Project Issues
2. Budgetary/Maintenance Issues
3. Policy Issues, and
4. Issues Beyond the Scope of the Project

(Each of these categories is summarized along with its respective issues on Page 8, Table 2 of the Study.)

Landmark then took each of the Capital Project Issues and evaluated them based upon the following four Goals:

- **Safety**
- **Efficiency**
- **Enhances Regional Connections**
- **Enhances Local Connections**

Each Goal had multiple considerations that were also applied to every issue (a definition of each Goal and Consideration is found on Page 10 of the Study). Issues received a point for each consideration met, which ultimately resulted in a preliminary ranking of issues. Each ranked issue was then placed into one of five tiers, depending upon the composite score. The issues with the highest scores gravitated to Tiers One and Two, while Tiers Three through Five contained projects that were less representative of the goals of the study (please see Figures 4 and 5 beginning on Page 13 of the Study).

### **Project Alternative Selection and Cost/Efficiency**

Project alternatives (solutions) were then developed for each issue. These preliminary alternatives were selected according to a set of objective and subjective criteria. Issues in Tiers One and Two received a greater level of design evaluation (and more alternatives) as they were deemed the most important issues based on the evaluation criteria. The selection of which alternative (project) was best for each issue was based on the following considerations:

- Spreads improvements across the community, improving the walking/biking system comprehensively;
- Provides consistent solutions relative to other issues;
- Minimizes the need for private property acquisition by the City;
- More likely to be implemented than other alternatives given constrained resources
- Considers historic Park City funding for similar projects;

- Does not preclude future larger-scale improvement;
- Incorporates industry and professional standards; and
- Likely to be approved by related entities such as UDOT.

While the selection of preferred alternatives was necessarily more subjective than the ranking of issues, the consulting team attempted to make a general assessment of the efficiency of the alternative relative to cost, providing a “cost/efficiency” ratio. The results of this assessment are shown in Appendix C of the Study. It is important to note that although cost was a factor; the alternatives were selected based primarily upon the professional experience of the Landmark Team.

Once the preliminary list of preferred alternatives was selected, **Goal Five (Cost and Maintenance)** and its corresponding considerations were applied, resulting in a new overall ranking. This final ranking of Issues and Projects is contained in Figures 4 and 5 of the Study and is hereafter referred to as the “Landmark Recommendation.”

### **Capital Project Level of Service Options**

As a part of its study, the Landmark Team has also provided the City with five other potential level of service (LOS) options (see Appendix F of the study). These are defined as follows:

1. LOS 1 – Projects possible spending within the context of City’s historical commitment (over the last 10 years on recreation based trails and improvements).
2. **LOS 2 – Landmark Recommendation (based on rating and ranking process summarized above)**
3. LOS 3 – Landmark’s recommendation plus “easy” and inexpensive projects in Tiers 3-5. For example but not limited to: fixing gaps in sidewalks on Park Ave and at Snow Creek Center; installing a bike lane from Park Ave. to Snow Park Lodge on Deer Valley Drive; and addition of crosswalks at the library and Swede Alley.
4. LOS 4 – Landmark’s recommendation plus separated paths (underpasses) for the two top-ranked issues – crossing of Bonanza and Kearns.
5. LOS 5 – Landmark’s recommendation plus separated paths for the two top-ranked issues plus easy and inexpensive projects in tiers 3-5
6. LOS 6 – Landmark’s recommendation plus pathways separated to the greatest extent possible for all projects in tiers 1-2; plus easy and inexpensive project in tiers 3-5. This is the list of projects if no budgetary constraints are imposed. Examples of these additional separated projects include a separated path along Little Kate, an underpass on SR 248 between the Snow Creek Center and Holiday Village.

Each of the levels of service (LOS) identifies a certain number of issues, recommended solutions (projects), and a total dollar cost. Table 1 below summarizes each level of service:

# Capital Project Levels of Service

| Level of Service (LOS)                          | 1                                                                                                             | 2                                                                                                                                   | 3                                                                                                                                   | 4                                                                                                                            | 5                                                                                                                            | 6                                                                                                                                                                             |
|-------------------------------------------------|---------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Description                                     | Projects possible at prior 10-year spending level                                                             | Landmark Recommendation (Tiers 1-2)                                                                                                 | LOS 2 <u>plus</u> "easy" and inexpensive Projects in Tiers 3-5                                                                      | LOS 2 <u>plus</u> grade separation of top two ranked Issues (Bonanza and Kearns)                                             | LOS 4 <u>plus</u> "easy" and inexpensive Projects in Tiers 3-5                                                               | Grade-separation of bicycles and pedestrians to greatest extent possible in Tiers 1-2 <u>plus</u> "easy" and inexpensive projects in                                          |
| Number of Issues                                | 14                                                                                                            | 15                                                                                                                                  | 20                                                                                                                                  | 15                                                                                                                           | 20                                                                                                                           | 20                                                                                                                                                                            |
| Number of Projects                              | 16                                                                                                            | 19                                                                                                                                  | 26                                                                                                                                  | 19                                                                                                                           | 26                                                                                                                           | 25                                                                                                                                                                            |
| Impact on Other City Projects                   | Moderate coordination with other City projects. Possible change in scope of recommended walkability projects. | Significant coordination of timing with other City projects; probable scope change in recommended walkability projects and existing | Significant coordination of timing with other City projects; probable scope change in recommended walkability projects and existing | Major coordination with and possible delay of other City projects, will impact the scope of projects on Bonanza and Kearns.  | Major coordination with and possible delay of other City projects, will impact the scope of projects on Bonanza and Kearns.  | Coordination with other City projects as well as other private and public sector entities (like school district). Probable delay/reprioritization of other City projects.     |
| Utility & Environmental Challenges              | Minor impacts primarily related to surface disturbance.                                                       | Moderate impacts primarily related to surface disturbance.                                                                          | Moderate impacts primarily related to surface disturbance.                                                                          | Significant environmental impacts related to tunnels under Kearns and Bonanza; major utility obstacles.                      | Significant environmental impacts related to tunnels under Kearns and Bonanza; major utility obstacles.                      | Major environmental and utility impacts with tunnels and overpasses.                                                                                                          |
| Timing & Funding                                | 2-3 years; existing funding.                                                                                  | 3-7 years; existing funding + grants                                                                                                | 3-7 years; existing funding + grants                                                                                                | 7-10 years likely; existing resources, grants & bonding required.                                                            | 7-10 years likely; existing resources, grants & bonding required.                                                            | 10-15 years likely; require significant bonding, special improvement district and/or tax increase.                                                                            |
| Staffing Impacts                                | Low - existing resources                                                                                      | Moderate - additional contract project management required. Minor reprioritization of existing staff.                               | Moderate - additional contract project management required. Minor reprioritization of existing staff.                               | Significant - additional engineering and contract project management resources required. Reprioritization of existing staff. | Significant - additional engineering and contract project management resources required. Reprioritization of existing staff. | Major impacts on contract and existing staff including reallocation from existing projects, additional staffing required for construction as well as for ongoing maintenance. |
| Impact on Private Property                      | Use of existing Right of Way; some localized disruption of landscaping.                                       | Use of existing ROW, increased disruption of landscaping and vegetation citywide.                                                   | Use of existing ROW, increased disruption of landscaping and vegetation citywide.                                                   | Probable acquisition of ROW; increased disruption of landscaping and vegetation citywide;                                    | Probable acquisition of ROW; increased disruption of landscaping and vegetation citywide;                                    | Acquisition of ROW in multiple areas of town, major disruption of landscaping and vegetation citywide; significant visual impact related to overpass and underpass egress.    |
| Capital Cost*                                   | \$867,800                                                                                                     | \$1,480,000                                                                                                                         | \$1,544,900                                                                                                                         | \$7,040,800                                                                                                                  | \$7,104,900                                                                                                                  | \$22,954,100                                                                                                                                                                  |
| * Construction costs not adjusted for inflation |                                                                                                               |                                                                                                                                     |                                                                                                                                     |                                                                                                                              |                                                                                                                              |                                                                                                                                                                               |

**Table 1 – Capital Project Costs by Level of Service**

Rather than have a specific project-based discussion at this time, it is crucial for the upcoming budget process that Council identify a commitment or “level of service” that they would like to put towards becoming a more walkable and bikeable community. Thus Staff would like Council to select a capital project “level of service”, which will identify issues to be addressed and a suggested level of funding.

## **Operating and Maintenance Costs**

In addition to Table 1 (above) which lists levels of service for capital projects, Staff has also included a matrix which outlines various operating and maintenance levels of service which need to be considered along with any capital improvements. Some of the comments received at the public meetings criticized the upkeep of the existing trail system, and staff feels that maintaining infrastructure that the City currently possesses (let alone any new trail infrastructure) will be critical to the long-term success of the walkability program. In addition, by providing sufficient funding for ongoing maintenance and replacement of trails, the City will be better able to address some of the “nagging problems” that are a lower priority due to resource constraints (such as those specific concerns identified by individual council members last year).

| <b><u>Annual Operations and Maintenance Levels of Service</u></b> |                                                |                                     |                                                                |                                                                                  |                                                                |                                                                                                                                      |
|-------------------------------------------------------------------|------------------------------------------------|-------------------------------------|----------------------------------------------------------------|----------------------------------------------------------------------------------|----------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------|
| <b><u>Level of Service (LOS)</u></b>                              | <b><u>1</u></b>                                | <b><u>2</u></b>                     | <b><u>3</u></b>                                                | <b><u>4</u></b>                                                                  | <b><u>5</u></b>                                                | <b><u>6</u></b>                                                                                                                      |
| Description                                                       | Projects possible with historic spending level | Landmark Recommendation (Tiers 1-2) | LOS 2 <u>plus</u> "easy" and inexpensive Projects in Tiers 3-5 | LOS 2 <u>plus</u> grade separation of top two ranked Issues (Bonanza and Kearns) | LOS 4 <u>plus</u> "easy" and inexpensive Projects in Tiers 3-5 | Grade-separation of bicycles and pedestrians to greatest extent possible in Tiers 1-2 <u>plus</u> "easy" and inexpensive projects in |
| Maintenance of Existing Infrastructure                            | \$40,000*                                      | \$89,000                            | \$89,000                                                       | \$89,000                                                                         | \$89,000                                                       | \$89,000                                                                                                                             |
| O & M Cost for New Projects                                       | \$34,050                                       | \$44,300                            | \$45,480                                                       | \$42,400                                                                         | \$43,580                                                       | \$133,730                                                                                                                            |
| Annual Total                                                      | \$74,050                                       | \$133,300                           | \$134,480                                                      | \$131,400                                                                        | \$132,580                                                      | \$222,730                                                                                                                            |

\* Current annual average spending on trail maintenance

**Table 2 – Operating and Maintenance Costs by Level of Service**

The annual operating and maintenance costs listed in Table 2 above include two categories. The first is an estimate of what Park City should spend to maintain our current trail inventory based upon industry standards outlined in the existing Trails Master Plan (and included in Figure 6 on page 20 of the Walkability Study). It should be noted that the City currently spends about \$40,000/year on trails (which is significantly less than the recommended \$89,000). Of that \$40,000 (none of which is ongoing revenue), about 25% has been budgeted for trail overlays (in the Bikepath Sealing CIP), while the remaining 75% has had to be taken from the Pavement Management CIP which is intended for road projects.

The second category listed in Table 2 is a high-level estimate by the Landmark Team of O&M costs related to their proposed projects. These are ballpark figures and need to be refined based upon Council's selection of a level of service for capital projects. The recommended maintenance amounts do not include an increase in the level of service (i.e. enhanced snow removal or trash removal). Staff recommends budgeting sufficient funding for trail maintenance, thus when Council chooses a level of service for capital projects, Staff would also like direction on a level of service for ongoing operating and maintenance costs.

### **Budgeting/Maintenance/Policy Issues**

As previously mentioned, the Landmark Team took a different approach with some issues that were budgetary, maintenance, or policy-related. These issues are included in Figure 6 of the Walkability Study (Page 20). This list includes options (such as enhanced snow removal and additional curb cuts) that Council may want to consider in addition to the capital and maintenance options discussed previously. If so, Staff would encourage Council to identify the specific “issues” they would like addressed at the March 29<sup>th</sup> meeting.

### **Walkability and the Transportation Strategic Plan**

As was previously mentioned, the Walkable/Bikeable Neighborhood Study was not intended to be a traffic calming or mitigation plan; rather the intended scope of the project was to identify the most important pedestrian/bicycle issues in town and to provide recommendations on how to best address those issues. The recommendations (or “projects”) were made independent of potentially conflicting considerations such as traffic flow, timing of other City projects, or available funding. Thus, the Landmark recommendations need to be weighed against these other competing interests before an optimal solution to any given issue can be recommended. This will be done as part of the budget process after Council identifies a walkability level of service on March 29<sup>th</sup>.

As the Council considers the final List of Walkability/ Bikeability Projects, Staff encourages that the interdependent nature of the elements of the City’s Transportation Strategic Plan be considered. At the March 29 meeting City Council will review a traffic study and project update on Bonanza Drive. The Bonanza Drive project can serve as a very good case study of the interdependent (and at times conflicting) nature of walkability, traffic management, and project timing. Likewise, as walkability/bikeability projects are implemented, staff recommends that initial decisions be monitored and measured immediately after implementation, so that adjustments, if necessary, may be initiated.

Final project recommendations will be conducted by the City’s CIP Committee during initiation of the budget process, consistent with Council-adopted budget policies and the Transportation Strategic Plan. In order to move the City’s walkability study into the implementation phase, and to give proper consideration to traffic, funding, and timing issues, staff proposes the following 4-step process:

1. March 29 – City Council selects a Level of Service from Landmark’s study which will identify the Walkability Issues that City Council would like addressed related to
  - Capital improvements
  - Maintenance
2. March 29 – In identifying a Level of Service, City Council also indicates a potential financial commitment (total dollars)
3. April – The Staff Capital Improvement Project (CIP) Committee will meet and weigh the identified issues and Landmark-recommended solutions (projects) against the following:
  - o Traffic/Transportation
  - o Funding
  - o Timing with other City projects
  - o Challenges within the project footprint (utilities, right-of-way, etc...)

4. May – Staff returns as a part of the budget process and presents a recommended implementation and funding schedule for FY 2008 and FY 2009.

It is important to note that Staff will use the Landmark projects as a guideline and primary recommendation, but that ultimate Council decisions on appropriate project solutions may differ from the consultant's suggested plan if it provides for a better balance of all interrelated issues. City Council will ultimately review and approve the staff-recommended projects before they are added to the 5-Year CIP.

### **Next Steps**

According to the RFP, there are two main project deliverables. Tonight's update represents culmination of the first project deliverable. The second is an update to the TMP, which is an element of the City's overall Transportation Strategic Plan and tied to the Land Management Code. The Trails Master Plan update is scheduled for a Planning Commission recommendation and City Council consideration and adoption on May 3. Staff will update City Council on the TMP prior to Planning Commission review. Should Council provide direction to consider legislative changes to support walkable and bikeable initiatives, the TMP update would be the appropriate forum for that discussion.

In addition to numerous public input meetings, staff has received several written comments, both for and against various issues and projects. The written comments have been compiled and are attached under a separate cover.

### **Recommendation**

Staff would like City Council to review Landmark Design Team's completed Walkable and Bikeable Neighborhood Study and direct Staff to follow the "four step decision process" including:

Steps 1 & 2: On March 29<sup>th</sup>, provide direction on funding and desired issues (capital and maintenance) by selecting a Level of Service summarized below:

| Level of Service (LOS)    | <u>1</u>                                       | <u>2</u>                            | <u>3</u>                                                       | <u>4</u>                                                                         | <u>5</u>                                                       | <u>6</u>                                                                                                                             |
|---------------------------|------------------------------------------------|-------------------------------------|----------------------------------------------------------------|----------------------------------------------------------------------------------|----------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------|
| Description               | Projects possible with historic spending level | Landmark Recommendation (Tiers 1-2) | LOS 2 <u>plus</u> "easy" and inexpensive Projects in Tiers 3-5 | LOS 2 <u>plus</u> grade separation of top two ranked Issues (Bonanza and Kearns) | LOS 4 <u>plus</u> "easy" and inexpensive Projects in Tiers 3-5 | Grade-separation of bicycles and pedestrians to greatest extent possible in Tiers 1-2 <u>plus</u> "easy" and inexpensive projects in |
| Capital Costs             | \$867,800                                      | \$1,480,000                         | \$1,544,900                                                    | \$7,040,800                                                                      | \$7,104,900                                                    | \$22,954,100                                                                                                                         |
| Annual O&M Costs          | \$74,050                                       | \$133,300                           | \$134,480                                                      | \$131,400                                                                        | \$132,580                                                      | \$222,730                                                                                                                            |
| Total 5-Year Commitment*  | \$1,238,050                                    | \$2,146,500                         | \$2,217,300                                                    | \$7,697,800                                                                      | \$7,767,800                                                    | \$24,067,750                                                                                                                         |
| Total 10-Year Commitment* | \$1,608,300                                    | \$2,813,000                         | \$2,889,700                                                    | \$8,354,800                                                                      | \$8,430,700                                                    | \$25,181,400                                                                                                                         |

\* 5 and 10 year commitments included for illustrative purposes only; actual time frame for implementation will be determined during the budget process.

Staff will then weigh the identified issues and recommended projects against funding, timing, traffic, and site-specific issues as a part of the CIP Committee process (Step 3). Finally, Staff will return in May with a recommended implementation and funding schedule as a part of the

budget process at which time individual projects can be considered and modified by City Council (Step 4).

**Exhibits:**

Exhibit A – Project Scope, Deliverables & Schedule

\*Exhibit B\* – Completed Study - Project list and recommendations

Exhibit C – March 1, 2007 meeting minutes

*\*11" x 17" color booklet attached separately. Copies are available to the public upon request to Jonathan Weidenhamer – 615-5069 or [jweidenhamer@parkcity.org](mailto:jweidenhamer@parkcity.org) or at the Landmark website: [www.lldi-ut.com/projects/parkcity.htm](http://www.lldi-ut.com/projects/parkcity.htm)*

## Exhibit A – Project Scope, Deliverables, and Schedule

- I. Services & Deliverables** - The Service Provider will perform a Walkable and Bikeable Community Study. The Study will culminate with adoption of an updated Trails Master Plan by the Park City Council. The goal is to create a comprehensive system of walkable and bikeable routes and places. In order to meet this goal, the connectivity needs and options for Park City's neighborhoods and districts must be assessed, and then organized in a manner that meets the connectivity goals for the community as a whole.

This project will provide planning and design solutions that build upon Park City's reputation as a first-class place for walking and biking. The goal is to create a comprehensive system of walkable and bikeable routes and places. In order to meet this goal, the connectivity needs and options for Park City's neighborhoods and districts must be assessed, and then organized in a manner that meets the connectivity goal for the community as a whole.

The primary purpose of the plan is to establish a clear and detailed list of future projects that will improve pedestrian and cyclist connectivity within Park City. When complete, the *Park City Trail Master Plan Update and Walkable/Bikeable Neighborhood Plan* will include a detailed analysis of needs, gaps and solutions; corresponding cost estimates, schedules and priorities; and an action plan for prioritizing associated capital improvements.

The primary purpose of the plan is to establish a clear and detailed list of future projects that will improve pedestrian and cyclist connectivity within Park City. When complete, the Trails Master Plan shall be updated and will include a detailed analysis of needs, gaps and solutions; corresponding cost estimates. Schedules and priorities; and an action plan for prioritizing associated capital improvements. In addition to contracting and management of the Service Providers Sub-Consultants listed in Section V, Landmark Design's Services and deliverables will include the following tasks:

- 1) Identifying Existing Information and Preliminary Site Analysis
- 2) Public Involvement
- 3) Planning Review and Progress Meetings
- 4) Trails Master Plan Update
- 5) Assessment of existing network
- 6) Improvement Projects and Design Standards
- 7) Prioritization of Improvement Projects and Action Plan
- 8) Briefings, Presentations and Adoption

### **TASK 1: Existing Information and Preliminary Site Analysis**

In order to become more familiar with the site and surroundings, Park City staff will provide the Landmark Design Team with copies of relative existing information during the earliest stages of the project. This will include but not be limited to the following:

- Available GIS layers – (aerial photos, topographic data, streets, lot lines, trails plan, land use, zoning, etc.)
- Traffic calming policies and information regarding recent projects
- Traffic studies (Horrocks, Hales, other relevant)
- Draft or completed plans - Park Bonanza District
- Digital copy of the current Trails Plan.

### **DELIVERABLES:**

- A kickoff meeting with Park City staff to verify that relevant and available information has been provided and that the Planning Team is up to speed. This meeting will also provide an informal opportunity to share relevant information and current thoughts, to organize future meetings and schedules, and determine preliminary neighborhood planning areas. The meeting should conclude with a familiarization tour of the community and neighborhoods;
- Project-specific base map utilizing PCMC base data;
- Frequent and regular communication with our Park City contact. Telephone calls, email contact and other electronic means of communication should be used to the greatest degree possible to expedite the process.

### **TASK 2: Public Involvement**

#### **DELIVERABLES:**

- Telephone Survey to identify community-wide issues and vision;
- Middle School open house to provide the perspective of non-drivers;
- 3 – Consolidated Neighborhood Workshops to identify specific issues, gaps in the system, and opportunities;
- 1 - Public Forum Meeting to review preliminary list of Projects and corresponding evaluation criteria;
- Automated dialing system to notify residents of public involvement opportunities;
- Develop and Maintain Project Website (see [www.ldi-ut.com](http://www.ldi-ut.com) for several on-going examples);
- Project publicity utilizing local media outlets to educate and engage the public.

### **TASK 3: PLANNING REVIEW AND PROGRESS MEETINGS**

The Landmark Design Team will work closely with Park City staff in order to receive input, guidance and advice for our efforts. We will rely on our Park City staff contact to determine which staff members and other potential participants should attend meetings, which will be held on a bi-weekly basis (see schedule for approximate dates) to track progress.

In order to begin critical guidance and direction, we propose conducting the first meeting as a "scoping" session as part of the kickoff meeting described in Task 1. Additional meetings will take place at the discretion of Mark Vlasic and our Park City staff contact, although we anticipate the bulk of day-to-day communication to occur via telephone and email contact.

#### **DELIVERABLES:**

- 8 - Bi-weekly Review and Progress Meetings (approximate)
- Regular and frequent contact with our Park City staff contact

### **TASK 4: Trails Master Plan Update**

Park City's current Trails Master Plan serves as the starting point for all subsequent analysis related to this project. Planned facilities will be reviewed by Landmark Design and InterPlan to determine their viability and demand in the context of new developments, changing patterns of use, and other factors which may have impacted the need for planned trail infrastructure.

Creating walkable and bikeable neighborhoods certainly requires sufficient attention to trails and other facilities, but also requires consideration of elements such as the surrounding type and scale, uses, proximity to destinations near and far, connection to adjacent neighborhoods, nodes and districts, topography, and climate. These aspects of creating a walkable community need to be included as guiding elements in the City's Trails Master Plan.

#### **DELIVERABLES:**

- Review Trails Master Plan Update and Suggest Modifications to Language

### **TASK 5: Assessment of Existing Network**

The Landmark Team will work with PCMC and other agencies and entities to collect all available and relevant information in a coordinated and efficient manner in order for a comprehensive inventory of bicycle and pedestrian facilities to be developed. Working in close cooperation with City Staff, the Landmark Design Team will establish Neighborhood Districts. Beginning with the neighborhoods described in the General Plan, these will be evaluated to determine relevancy to this project.

In addition to identifying and defining the City's neighborhoods, the Landmark Team will work with staff, residents and others to identify assets and facilities that enhance and promote walkable and bikeable environments. These will include but not be limited to schools, libraries, transit centers and stops, regional trailheads and connections, recreational amenities, and residential and commercial areas. Other less obvious but equally important destinations and activity generators, such as bus stops, hangouts, meeting places and special "places" will also be identified and documented to establish as complete an inventory as possible.

Once assets and facilities have been identified, the Landmark Design Team will work with City Staff to define acceptable walking distances to local facilities. Since walking is the most immediate and basic level of connectivity, this will serve as the starting point for defining necessary and desired connections and alternative routes throughout the community.

InterPlan will lead the effort to identify deficiencies in infrastructure including missing sidewalks, gaps in trail facilities, and other unmet needs as defined by local residents. From this assessment of missing or lacking infrastructure, the Landmark Team will begin to define alternatives to meet these needs and link important land uses and existing facilities.

InterPlan will also work with Alliance Engineering and Park City Public Works staff to identify street rights-of-way and easement information in areas where a need has been defined. This information will be used to develop viable alternatives that address existing gaps in service.

## **TASK 6: Improvement Projects and Design Standards**

### **DELIVERABLES:**

- A list of Desired Projects, including description of work, possible alternatives, budget construction estimates and potential funding sources;
- Supplemental Design Standards for neighborhood trail and sidewalk construction, based on existing TMP design standards and references; and
- Definitions and Guidelines that define walking paths and bikeways.
- **Projected impacts of potential projects on current and future vehicle traffic.**

## **TASK 7: Prioritization of Improvement Projects and Action Plan**

### **DELIVERABLES:**

- List of Evaluation Criteria
- Apply Criteria to List of Improvement Projects
- Formation of Action Plan
- Identification of additional right-of-way or easements necessary to implement improvement projects

## **TASK 8: Briefings, Presentations and Adoption**

Senior members of the Landmark Design Team will brief members of the Park City Planning Commission and City Council during a joint meeting at the conclusion of Task 6. A senior member of Landmark Design will make adoption presentations to members of the Planning Commission and City Council at the conclusion of Task 8. Landmark Design will be available if one or two extra meetings are required for adoption. If more than two extra meetings are required, Park City will reimburse Landmark on a time and materials basis.

### **DELIVERABLES:**

- One (1) Joint Briefing to Park City Planning Commission and City Council
- One to two (1-2) Adoption Presentation to Park City Planning Commission
- One to two (1-2) Adoption Presentation to the Park City Council

**III. Detailed listing of tasks to be performed, design team members involved, and dates targeted for completion:**

|                                                           |           |    |       |           |       |     |     |     |              |       |      |              | Fee By Task |
|-----------------------------------------------------------|-----------|----|-------|-----------|-------|-----|-----|-----|--------------|-------|------|--------------|-------------|
|                                                           |           |    |       |           | HOURS |     |     |     |              |       |      |              |             |
|                                                           | LMD Hours |    |       | InterPlan |       |     | W&F |     | Alliance Eng |       |      |              |             |
| TASKS                                                     | MV        | JS | Staff | AO        | MR    | RE  | LF  | FF  | SD           | Staff |      |              |             |
| 1 Existing Information and Preliminary Site Analysis      |           |    |       |           |       |     |     |     |              |       |      |              |             |
| Base Mapping and Plan Preparation                         | 8         | 0  | 20    | 0         | 0     | 0   | 0   | 0   | 0            | 0     | 28   | \$2,460.00   |             |
| 2 Public Involvement                                      |           |    |       |           |       |     |     |     |              |       |      |              |             |
| Telephone Survey*                                         | 0         | 0  | 0     | 0         | 0     | 0   | 35  | 52  | 0            | 0     | 87   |              |             |
| Middle School Open House                                  | 12        | 8  | 16    | 8         | 4     | 8   | 4   | 12  | 0            | 0     | 72   |              |             |
| 3 – Consolidated Neighborhood Workshops                   | 24        | 15 | 32    | 24        | 15    | 15  | 4   | 12  | 0            | 0     | 141  |              |             |
| 2 – Public Forum Meetings                                 | 16        | 13 | 16    | 13        | 5     | 10  | 5   | 20  | 0            | 0     | 98   |              |             |
| Automated Dialing System                                  | 0         | 0  | 0     | 0         | 0     | 0   | 2   | 8   | 0            | 0     | 10   |              |             |
| Develop and Maintain Project Website                      | 8         | 0  | 16    | 0         | 0     | 0   | 0   | 4   | 0            | 0     | 28   |              |             |
| Project Publicity and Media Contact                       | 0         | 0  | 0     | 0         | 0     | 0   | 8   | 20  | 0            | 0     | 28   | \$51,045.00  |             |
| 3 Planning Review and Progress Meetings                   |           |    |       |           |       |     |     |     |              |       |      |              |             |
| 8 - Bi-weekly Review and Progress Meetings (approximate   | 32        | 8  | 0     | 32        | 0     | 0   | 12  | 24  | 13           | 0     | 121  | \$14,590.00  |             |
| 4 Trails Master Plan Update                               |           |    |       |           |       |     |     |     |              |       |      |              |             |
| Review Trails Master Plan                                 | 14        | 2  | 8     | 16        | 2     | 16  | 0   | 0   | 0            | 0     | 58   | \$5,600.00   |             |
| 5 Assessment of Existing Network                          |           |    |       |           |       |     |     |     |              |       |      |              |             |
| Existing Network Assessment and Report                    | 24        | 4  | 24    | 16        | 2     | 16  | 0   | 0   | 0            | 0     | 86   | \$8,260.00   |             |
| 6 Improvement Projects and Design Standards               |           |    |       |           |       |     |     |     |              |       |      |              |             |
| List of Desired Projects                                  | 12        | 4  | 8     | 12        | 4     | 8   | 0   | 0   | 0            | 0     | 48   |              |             |
| Supplemental Design Standards                             | 8         | 2  | 0     | 16        | 4     | 8   | 0   | 0   | 8            | 8     | 54   |              |             |
| Definitions and Guidelines                                | 8         | 2  | 0     | 16        | 2     | 8   | 0   | 0   | 2            | 0     | 38   | \$14,600.00  |             |
| 7 Prioritization of Improvement Projects and Action Plan  |           |    |       |           |       |     |     |     |              |       |      |              |             |
| List of Evaluation Criteria                               | 8         | 4  | 0     | 6         | 2     | 12  | 0   | 0   | 0            | 0     | 32   |              |             |
| Apply Criteria to List                                    | 8         | 2  | 0     | 5         | 2     | 12  | 0   | 0   | 0            | 0     | 29   |              |             |
| Formation of Action Plan                                  | 16        | 2  | 16    | 8         | 2     | 12  | 0   | 0   | 0            | 0     | 56   |              |             |
| ID Additional Right-of-way/ Easements                     | 4         | 0  | 8     | 8         | 1     | 12  | 0   | 0   | 4            | 4     | 41   |              |             |
| Policy-based Operations and Maintenance Plan              | 2         | 0  | 0     | 8         | 1     | 7   | 0   | 0   | 0            | 0     | 18   | \$16,685.00  |             |
| 8 Briefings, Presentations and Adoption                   |           |    |       |           |       |     |     |     |              |       |      |              |             |
| 1 - Joint Briefing to Park City Planning Commission and C | 8         | 0  | 0     | 5         | 0     | 0   | 0   | 0   | 0            | 0     | 13   |              |             |
| 1 - Adoption Presentation to Park City Planning Commis    | 8         | 0  | 0     | 5         | 0     | 0   | 0   | 0   | 0            | 0     | 13   |              |             |
| 1 - Adoption Presentation to the Park City Council        | 8         | 0  | 0     | 5         | 0     | 0   | 0   | 0   | 0            | 0     | 13   | \$4,530.00   |             |
|                                                           |           |    |       |           |       |     |     |     |              |       | 0    |              |             |
| TOTAL HOURS                                               | 228       | 66 | 164   | 203       | 46    | 144 | 70  | 152 | 27           | 12    | 1112 | \$117,770.00 |             |

**I. Schedule** - The Service Provider will provide the deliverables defined in part I by the following dates:

The Landmark Design Team understands that in order to meet PCMC budgetary deadlines, the List of Prioritized Projects should be ready by approximately February 15, 2007, with Final Plan adoption to occur immediately thereafter. As illustrated in the accompanying schedule, we are prepared to meet this schedule, assuming that a Notice-to-Proceed is provided by October 19, 2006 as described in the RFP.

*Proposed Schedule*

| TASKS                                                        | PLAN DEVELOPMENT |       |      |      |      |      | ADOPTION |   |   |
|--------------------------------------------------------------|------------------|-------|------|------|------|------|----------|---|---|
|                                                              | 2006             |       |      | 2007 |      |      |          |   |   |
|                                                              | OCT.             | NOV.  | DEC. | JAN. | FEB. | MAR. |          |   |   |
| TASK 1: Existing Information and Preliminary Site Analysis   | K                |       |      |      |      |      |          |   |   |
| TASK 2: Public Involvement                                   |                  | S S S |      |      |      |      |          |   |   |
| TASK 3: Planning Review and Progress Meetings                | S                | S     | S    | S    | S    | S    | P        |   |   |
| TASK 4: Trails Master Plan Update                            |                  |       |      |      |      |      |          |   |   |
| TASK 5: Assessment of Existing Network                       |                  |       |      |      |      |      |          |   |   |
| TASK 6: Improvement Projects and Design Standards            |                  |       |      | B    |      |      |          |   |   |
| TASK 7: Prioritization of Improvement Projects / Action Plan |                  |       |      |      |      |      |          |   |   |
| TASK 8: Briefings, Presentations and Adoption                |                  |       |      |      |      |      |          | B | B |

K - Kickoff Meeting  
 S - Staff Review Meeting  
 N - Neighborhood Workshop  
 P - Public Open House  
 B - Briefings/ Presentations to Planning Commission and City Council

Project Kickoff Date - October 19, 2006  
 Work Completion - February 15, 2007  
 Adoption Process - February 15 - March 30 2007

## **Exhibit B**

### **Landmark Study**

11" x 17" color booklet attached separately. Copies are available to the public upon request to Jonathan Weidenhamer – 615-5069 or [jweidenhamer@parkcity.org](mailto:jweidenhamer@parkcity.org) or at the Landmark website: [www.lds-ut.com/projects/parkcity.htm](http://www.lds-ut.com/projects/parkcity.htm)

## Exhibit C

### March 1, 2007 meeting minutes

#### PARK CITY COUNCIL WORK SESSION NOTES SUMMIT COUNTY, UTAH MARCH 1, 2007

**5. Walkability update.** Jonathan Weidenhamer introduced consultants Mark Vlastic and Matt Riffkin and explained that the study originated from the last budget process. It was determined that rather than addressing improvements in one neighborhood when requested, to comprehensively look at problems and solutions on a City-wide basis. The two deliverables from the Landmark contract include an update to the trails master plan and a list of prioritized projects that can be reviewed with other capital recommendations during the budget process. He clarified the scope of the study which deals with walkable projects and does not address elements of the strategic transportation master plan, including traffic calming, signals, etc. On December 21, 2006, the City Council was updated with survey information and two public meetings have been held to date. At the January 13, 2007 workshop, goals and objectives were identified which include safety; efficiency, local and neighborhood connectivity; regional connectivity; and capital/maintenance costs. The public input from that meeting supported this approach. A comprehensive project list was presented at the February 13, 2007 meeting and ranked according to the five objectives listed above. He explained that the projects receiving the most points were ranked accordingly. There are five tiers with the top two tiers reflecting higher capital, operation, and/or maintenance costs. The initial project list was reviewed at the February 13 meeting where there was public input that the results are too constrained by capital costs with no associated standard; i.e., gold, platinum projects. Mr. Weidenhamer further explained that it was perceived that recommendations were based on past practices and were budget-driven and in response to this, the team prepared Exhibits D and E in the staff report. This analysis is based on financial considerations, not necessarily the budget, but an understanding among team members that there are limited resources to be allocated to a number of City-wide projects. Over the last ten years, the City has averaged spending about \$200,000 a year on trails; typically 50% of the funding comes from grants and almost all of this has been allocated to recreational trails. Landmark has provided the criteria and the final list of projects, consistent with the contract and the walkable projects will be reviewed by Council during budget with all other capital projects. He stated that the trails master plan update is anticipated to be completed in April which will go to the Planning Commission for review. Mr. Weidenhamer stated that the team will respond to concerns raised at the February 13 meeting, specifically to define gold standard projects, provide associated costs and compare Park City with other walkable cities. The next public workshop will be held March 7 from 5 p.m. to 6:30 p.m. in Council Chambers. Mr. Weidenhamer invited Council comments.

Jim Hier expressed his confusion over the selected projects. Without the benefit of seeing the ranking criteria, it is difficult for him to understand the results. The cost is not independent and needs to be related to the scope of the benefit; none of the scenarios provide information with regard to the number of people served with dollars spent. He also is concerned about using terms like *gold or platinum or safety and efficiency* without definitions. Jon Weidenhamer stated that there is more information regarding ranking the projects, which was provided at the last public meeting. The team was hesitant to present the projects to Council with a score and preferred the tiered approach. This is information that is available and can be provided to the Council.

Mark Vlastic indicated that terms are defined, were explained at the last workshop, and available on line. There is a lot of documentation supporting this presentation that will be included in the final

report. For instance, *facilitating access to schools*, means considering walking or biking improvements within one mile of a school. There are descriptions for all ranked groups but they are lengthy and not included in the packet material. Mr. Hier insisted that there should be a summary of this information for members. Tom Bakaly interjected that the goal is not for feed-back on individual projects and a summary is available and can be distributed.

Marianne Cone discussed a section of sidewalk on Park Avenue which narrows to nothing, forcing pedestrians to walk in the street and wondered why it is not ranked higher because of its safety implications. Jon Weidenhamer reiterated that it will be reviewed by the CIP committee to submit recommendations to the City Manager and ultimately to the Council for approval. It is possible that a Tier 3 can move to a Tier 1. Matt Riffkin, Interplan, noted that safety represents 20% of the score and each goal is rated equally. Changing the assigned percentage is a policy decision.

In response to a question from Roger Harlan about defining *gold* standards, Mr. Riffkin referred to the 14 projects totaling \$1.5 million which is based on increasing the amount of past appropriations. The team received criticism that this is too constrained and the consultants are contacting other cities about projects suggested to be researched by the public for comparison cost purposes. From that information and a five year walkability budget, the quality and quantity of projects can be identified. There are four projects in Tier 1, representing about \$10 to \$15 million, and Council will make the final funding determinations. Mr. Riffkin explained that the list of choices is consistent with projects previously budgeted by the City Council which he is hearing *is not good enough*. He stated that a revised list of choices can be provided in the event Council desires to commit more funding. Joe Kernan supported looking at achieving a gold standard by way of comparing Park City to successful walkable communities. He spoke about selecting projects identified in OTIS and unlike streets, this is a connected system and the focus should be on projects completing the system, which could even include a simple solution like directional signage. Candace Erickson expressed her appreciation of the work, and explained that several people were out of town and unable to attend the February 13 workshop. She agreed that connections are a priority which may be part of the next phase. She suggested that the school perimeter be adjusted to 1.5 miles which is consistent with the School District's busing policy. Roger Harlan stated that he was impressed by the level of participation at the last workshop and felt that a lot of progress is reflected in the study.

The City Manager asked if Council is comfortable with equal consideration for all five objectives. The Mayor understood that three members expressed an interest of reviewing *gold standard* projects without a budget limit. Jon Weidenhamer added that the team will define a gold standard. Tom Bakaly explained that if safety were to have a higher weight, it would change the draft study and the gold standard. Joe Kernan felt that an adjustment for safety may prompt Council to fund bigger projects. Matt Riffkin explained that the information before Council for all 14 projects includes optional elements and individual estimates will be provided for all 114 issues raised. The draft categorizes them in five cost ranges until cost estimates are available. Marianne Cone felt that the unsafe section of sidewalk on Park Avenue should be addressed immediately. Safety should come first. She pointed out that improvements require maintenance which should be shared with the public. Mr. Weidenhamer asked if the weight of safety and connectivity should be higher than other objectives. Candace Erickson noted that because she doesn't know what *efficiency* means, is inclined to rate safety higher because it is the main responsibility of local government.

Mayor Williams recommended that the study be completed and evaluated by the community with everything rated equally. It is probably unwise to change criteria which would significantly affect six months of work at this point and Council members agreed. Jim Hier expressed that he is uncomfortable with budget assumptions and Candace Erickson added that projects may have to be phased. Jon Weidenhamer asked if Objective No. 5 should be removed. Jim Hier reiterated that

projects can not be ranked without a cost benefit analysis. The benefit relates to how many people are served and its part in achieving overall goals.

Mark Vlasic explained that capital projects were separated from budgetary maintenance type projects and #105, Park Avenue, could be addressed sooner. Jonathan Weidenhamer recommended that the consultants complete the study with consistently applied criteria and that Council prioritize projects during its budget review. Otherwise, the process may be compromised. Joe Kernan asked when it is appropriate to address the top projects and Tom Bakaly reiterated that specifics will be discussed during the budget process. Mr. Kernan clarified that he meant looking at alternatives. Mr. Bakaly understood that the completed study will be presented to Council in a work session by the consultants, which is not intended to be a negotiation with the consultants on the selection of projects. Joe Kernan expressed the importance of being open to public input and discussed the Park Avenue sidewalk issue.

Mark Harrington interjected that Council has the same rights as the public with regard to participation but at the same time, the purpose of a consulting contract is obtaining a professional and objective opinion. The process outlined in the contract is intended to provide an opportunity for early input but also allows for objectivity. Mr. Harrington encouraged following the protocol for Council liaisons, and discouraged promoting a perception of individual members lobbying paid contractors on final recommendations. Secondly, the liaison communication should be consistent with the way that the public communicates ideas. He discussed the shortfalls of the process for the Quinn's Junction Study where it was sidetracked because of the absence of a defined core standard. The City Council will have final say in setting priorities and budgets and he again urged members to not diminish the objectivity requested.

Tom Bakaly understood direction to be holding the public meeting, maintaining the same weights, removing capital costs, adding definitions, and returning to Council for further direction. He added that the role of the liaison is to report back to the group, not to provide direction. Direction will be sought in April once the public process is complete and the budget will be presented in May. Jim Hier emphasized that he doesn't want to remove capital costs from the equation, but wants to capture relevance in a way other than dollars. The Mayor felt members are in agreement to support the original five elements and once the study is finished, the Council may make adjustments.

Tom Bakaly pointed out that if individual projects are modified, the process may become subjective. The Mayor expressed that ultimately the Council and community should set priorities and it may be that safety is weighed higher. The City Manager suggested that modifications be made overall rather than on a project-by-project basis. The Mayor reiterated that percentages should not be bumped now. Joe Kernan stated that he wants to see alternatives on projects and felt that Council members should be able to add unidentified options. The City Manager responded that *this is beginning to sound like direction on individual projects*. Mr. Riffkin stated that the goal is to obtain a full list of the issues and options. There has been an extensive public process to solicit this information, and there are more public meetings scheduled. He emphasized that the consultants want to *get it right*. Marianne Cone pointed out that Project #92 is complete. Jon Weidenhamer stated that they will return with cost benefit analyses applying the same criteria.

The Mayor invited the audience to comment during the public input session at the regular meeting which will follow after a short break. See regular meeting minutes.

**PARK CITY COUNCIL MEETING  
SUMMIT COUNTY, UTAH  
MARCH 1, 2007**

**III PUBLIC INPUT (*any matter of City business not scheduled on agenda*)**

1. Walkability study – Bo Andrini, Prospector resident, stated that he is pleased this project is moving ahead quickly. Staff has been extremely responsive to comments made at the February 13, 2007 workshop by redirecting Landmark toward *gold standards*. The gold standard should not be based on historical spending but in the context of all capital projects, i.e., parking garage, Skate Park, ice arena, etc., including a similar budget level. He agreed with Mr. Hier's comments about not limiting ideas to costs and felt now is the time to go to a weighted system rather than a binary list. Safety is clearly more important than connecting shopping and a cost benefit analysis should be conducted.

3. Walkability study - Carol Potter, Mountain Trails Foundation, relayed that she is impressed with the level of public participation which was all written down. She feels a gold standard is to *dare to dream* and we all need to figure out what it takes to get there. Marianne Cone thanked Ms. Potter for doing an inventory of all of the bike racks in town.

## City Council Staff Report

**Author:** Ken Fisher, Recreation Manager  
**Subject:** Dog Park  
**Date:** March 29, 2007  
**Type of Item:** Work Session



Recreation & Library  
Department

### Summary Recommendations

Provide direction to staff, Recreation Advisory Board and the Dog Park user group to continue with the development of a dog park located at the base of PC Hill. Parking and access for the park will be along the road at the base of PC Hill.

### Description:

#### A. Topic:

Provide direction to staff, RAB and the Dog Park user group with regard to the development of a dog park.

#### B. Background:

At the Recreation Advisory Board's annual visioning with City Council last October, Council directed RAB and staff to work on the development of a dog park at the base of PC Hill by the North 40 soccer fields (Attachment 1). City Council was supportive of using \$20,000 of neighborhood park bond proceeds to finance the fence installation but a key component of the proposal was the creation of an active user group to assume maintenance and fund-raising responsibility. The minutes from Council visioning with the RAB related to the dog park are included as attachment 2.

#### A. Analysis:

Since last October there has been an active dog park user group that has been meeting monthly at the Park City Library. They have been researching other dog parks around the country for information on how they are operated, design principles, and rules.

At the Recreation Advisory Board's meeting in March, Rich Wyman gave a presentation about the dog park and the work the users group has done. The RAB and staff are supportive of the following recommendations made by the user group even though some are contrary to prior Council direction:

- The maintenance of the facility should be handled by the Parks Department. This would be limited to the emptying of the trash cans 3 days a week. This service can be handled with existing resources. It is best to have the City maintain the facility as outlined versus relying on a user group for maintenance. A user group is really best for operational issue and in this instance to fund raise for park amenities.
- Parks Department staff would not be expected to provide any dog waste removal services other than what is placed in the trash cans. If the dog park users are not picking up after their pets the park will be closed until it is cleaned up by the Dog

Park User Group. A similar approach has worked well at the skate park with regard to vandalism. Positive peer pressure seems to work well.

- The City will pay for the installation of the fence around the dog park but the user group will fundraise for park signage and the dog waste bags and bag holders. If additional dog park amenities are desired the user group would be responsible for providing the funds. Their first fundraiser is scheduled as part of the Friends of the Animals "Hike Your Hound" event on April 24, 2007. Additional fundraising events are being planned this summer.
- Parking for the dog park will be off of S248 down the dirt road at the base of PC Hill. Additional parking could be available at the TMIS school lot with access to the dog park by entering the North 40 fields if approved by the Park City School District. The Park Meadows neighborhood along Meadows Drive is currently posted as No Parking.
- Rules for the Dog Park that will be posted on site. Hours for the park would be from 7 a.m. till dusk, 7 days a week. There will be no lighting of the facility.

City Council and the Dog Park User Group have heard from a couple of Park Meadows residents that are opposed to the development of a dog park at the proposed location. Greg Schirf attended a dog park meeting to state his opposition to the park and City Council received an email from a Park Meadows resident that is opposed (Attachment 3).

There has been discussion about the possibility of building a connector road from Meadows Drive to Kearns Blvd at Wyatt Earp Way. If this road is constructed in the future the dog park would need to move to a different location. Given that there currently are no funds budgeted for this project and that the exact location of any potential road is unknown staff recommends moving ahead with the dog park at the proposed location.

**Department Review & Input Received From:** Recreation & Library Department, Legal, Public Works, Economic Development & Capital Projects Department, Engineering, Building & Planning Department & the City Manager

**Alternatives:**

**A. Approve the Request:** Provide direction to staff, RAB and the Dog Park user group to continue with the development of a dog park located at the base of PC Hill. Parking and access for the park will be along the road at the base of PC Hill.

**B. Modify the Request:** If Council wishes to modify the request with regard to the dog park they may do so.

**C. Continue the Item:** Council may continue the dog park discussion to a later date.

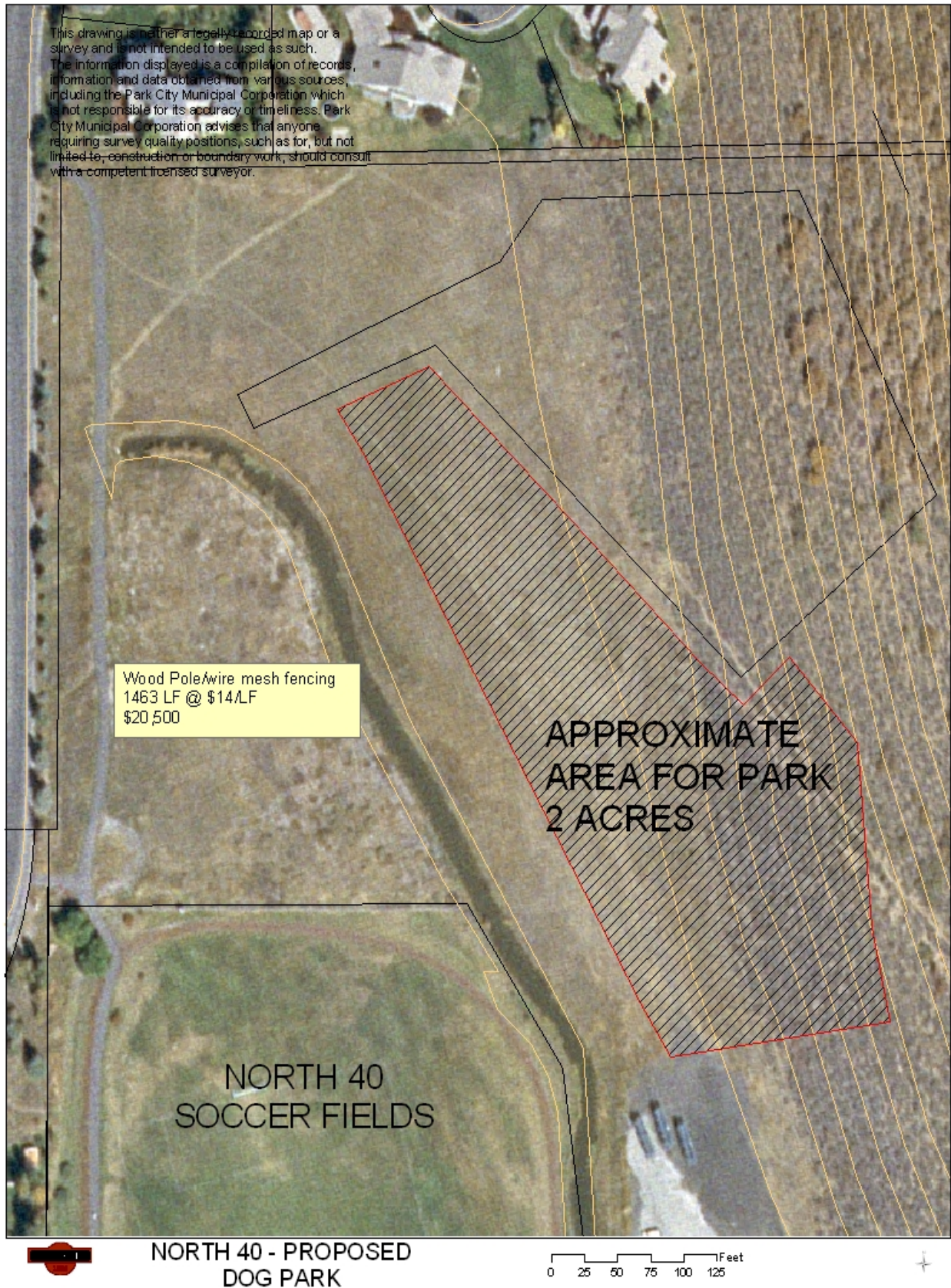
**D. Do Nothing:** This will result in confusion and a lack of clarity

**Significant Impacts:** By building a dog park, dog owners will have a designated place to let their dogs socialize off leash. There will be a one-time staff cost of \$ 2,000 for the coordination of the fence installation. Parks maintenance costs to empty trash three

days a week can be absorbed with existing resources. If a higher level of service is needed this would need to be addressed as part of the budget process.

**Consequences of not taking the Recommended Action:** No action is required only direction with regard to the development of a Dog Park.

## Attachment



## **Attachment 2: Minutes from RAB Visioning with City Council, October 26, 2006**

**Dog Park** - A RAB sub-committee has identified a two-acre parcel adjacent to North 40 fields and recommends creation of a dog park. Access to the site is the dirt road running along the base of PC hill. They recommend using \$20,000 from neighborhood park funds to finance the fence installation, but a key component of this proposal is creation of an active user group to raise funds and assist with maintenance of the park. Council members supported the location; however, funding/installation of fencing would be contingent on creation of a users group to assume maintenance and fund-raising responsibility.

Jim Hier commented that the City was beginning the process to annex Round Valley. He wondered what kind of reaction there would be to making Round Valley a leash-free area. Attorney Mark Harrington explained that Park City incorporates the Summit County Code by reference, and a local amendment would be required to accomplish that.

## **Attachment 3: Email from concerned citizen**

**From:** RBC310 [mailto:rbc310@comcast.net]  
**Sent:** Wed 3/7/2007 10:51 AM  
**To:** Marianne Cone  
**Cc:** Candy Erickson; Jim Hier; Joe Kernan; Roger Harlan; RBC310  
**Subject:** proposed dog park

My husband and I would like to go on record in opposition of the proposed dog park to be located in the Park Meadows area known as the "Back Forty". It will bring more traffic to an already heavily traveled road and more importantly bring down our property values.

We live at 2173 Lucky John Dr. We are opposed to any project that makes our residential area any more public; bringing more traffic to Lucky John Dr./ Meadows Dr. There is already alot of traffic on our road.

We have the soccer fields and the public walking path which is already used as a de facto dog park. Many "Parkites" drive to our area to walk their dogs every day. If a dog park is built, we feel that not only will many more dog walkers be parking on the back road, but parking on Meadows Dr. in the bike path.

Dogs are wonderful animals , but they are noisy. Having all of Park City's dog population descend on us each day is not something we look forward to. The "Back Forty" is a very open area and sound echos for a great distance. Come and visit us during soccer season when screaming whistles, players and coaches yells can be heard well past 9:30 P.M.

Please help us keep our neighborhood less public than it already is. We don't want more traffic, noise, and falling proprety values. Please encourage pet owners to be responsible for their pets in their own neighborhoods.

I am available to speak to you and all of the other City Council members on this issue.  
You can reach me at  
649-0450.  
Thank you,  
Roz Cohn

**PARK CITY COUNCIL WORK SESSION NOTES  
SUMMIT COUNTY, UTAH  
MARCH 15, 2007**

**Present:** Mayor Dana Williams; Council members, Marianne Cone; Candace Erickson; Roger Harlan; Jim Hier; and Joe Kernan

**Tom Bakaly, City Manager; Mark Harrington, City Attorney; Craig Sanchez, Director of Golf; Clint Dayley, Golf Course Superintendent; Phyllis Robinson, Consultant**

**Lyle Stewart, excavation contractor**

**1. Council questions/comments.** Jim Hier reported on a transit committee meeting where identifying a location for a new facility was discussed. He attended COSAC and a Park City Heights meeting where revised plans were submitted and a consolidated affordable housing plan with Talisker and IHC was presented. Mr. Hier encouraged proceeding with amendments to the LMC relating to the Historic District and considering regulating the types of businesses on Main Street. Roger Harlan discussed MCHT business, specifically The Line Condominium Project and the PC Heights task force meeting. Candace Erickson pointed out the amount of debris around town surfacing because of the snowmelt and is looking forward to the annual clean-up. She discussed skiing with a Norwegian delegation visiting Park City, eager to learn about mountain resort operations. Marianne Cone stated that she agrees with Mr. Hier about exploring amendments to the LMC and the business mix on Main Street. She reported on the Wasatch Back Environmental group and the St. Regis Hotel reception. Ms. Cone commented on the Walkability Workshop held during the week and the criticism expressed by certain neighborhoods on priorities and projects. She announced a variety of Library events and invited the public to attend. Joe Kernan discussed solid waste task force business, which included recycling alternatives for the Main Street business area, expanded recycling options, and cost effective ways to recycle. Mayor Williams reported on the Vancouver delegation in town during the week, seeking information and planning advice on hosting an Olympics. He encouraged the public to attend the Latino Arte event to be held this weekend at the Kimball Art Center.

**2. Golf course update.** Craig Sanchez presented a mission statement; *Park City Golf Course shall be the premiere public golf course in the inter-mountain region providing value, challenge, and a resort atmosphere.* A survey was conducted by the City with 95 patrons responding. *Location* was a popular choice of why people play PCGC. Eighty-eight percent of those surveyed indicated that the condition of greens was most important and our course is known for its greens. Mr. Sanchez relayed that course, condition, and pace of play were ranked respectively. Eight-two percent of those surveyed used the course more than twice a month. Demographics showed that about half of play is from Park City, one quarter from Summit County and about 20% represented visitors outside of Utah. Discussion ensued about the average age of the players surveyed, which was affected by the day and time of play the survey was taken.

Mayor Williams referred to the comment section where many seemed to criticize declining maintenance of the course over the past several years. Mr. Sanchez explained that the Golf Fund is an enterprise fund and user fee revenues are spent on the course. He understood that some comments related to the new driving range which was somewhat constrained with development of the hotel and pointed out that construction on a number of holes in recent years has impacted the golfing experience. The focus now is staffing the course for enhanced maintenance. In response to a question from Candace Erickson, Clint Dayley explained that the material on the 18<sup>th</sup> fairway stored from the dredging project will be moved to other places on the course and about half will be left there and reshaped into a berm. Mr. Sanchez described the new mats and limited flight balls used on the driving range.

Joe Kernan asked about the relationship between price and maintenance level. Mr. Sanchez stated that Park City is one of the higher priced public courses in the region. Roughly 50% of seasonal revenues are collected in July and August from tourist play. He acknowledged the loss of Valley players, but pointed out the number of new courses built in Salt Lake the past couple of years. He doesn't recommend raising fees again at this point and felt it important to first focus on course quality. Jim Hier spoke about the high quality of nearby state courses, i.e., Wasatch, Soldier Hollow, and believed we need to be careful with pricing. In response to a comment about the condition of the bathrooms, Clint Dayley explained that with an increased maintenance crew, these projects can be addressed.

Mr. Sanchez spoke about the comparison in his staff report regarding budget, staffing, maintenance, pro shop, and capital improvements with other courses in the state. Services, tournaments, and season passes were also analyzed. In response to a question from Joe Kernan, Mr. Sanchez indicated that replacement of carts is ten years and after five years, the batteries will be replaced. He explained the composition of the task force, including staff, players, and professionals who agreed that the service level for maintenance should be improved, and a plan has been formulated. Clint Dayley added that the group recommends a Service Level 2, which reflects the maintenance level in the early 1990s. He explained that it was discovered that Park City allocates \$230,000 annually to capital while other courses expend \$0 to \$100,000. Capital improvements cause disruptions on the course, and it may be wise to eliminate construction for a couple of seasons. The group decided to reallocate funding from the CIP Fund to address maintenance needs. Roger Harlan asked about promoting corporate passes and Mr. Sanchez explained that they could sell more, but it may not be desired; these passes are currently grandfathered. Jim Hier asked if maintaining a monthly budget is helpful, and Mr. Sanchez responded that it is a good tool. He added that the National Golf Foundation for the first time in years reported more closings than openings of courses last year.

**3. Aerie Drive affordable housing.** Phyllis Robinson noted that housing on this parcel was presented on February 1 with recommendations to preserve the 4.58 acres acquired from Royal Street as open space. At the meeting, Council asked that staff return with additional information on development feasibility and related costs. There

are two key questions, the possibility to access and build on the site and whether it is economically feasible to do so. She stated that it is possible to engineer a solution if cost is no issue and the LMC provides some discretion regarding road access, if a finding can be made by the Planning Commission that the requirement for access on a road greater than 10% grade would not be requisite to public health, safety, or to the general welfare of the community. Should the Planning Commission make such a finding, it would be possible to access Aerie Drive at a point greater than 10%. This would require a subdivision, MPD and possibly a CUP, depending on the project.

With regard to costs relating to access to the site, she explained that there is information from the early 1980s from the settlement of the Hearthstone Subdivision litigation. Changing the grade then was estimated at about \$1.2 million and could represent up to \$2 million today. Engineering a solution to *flatten out the road* would require adding a couple of hundred feet to Aerie Drive. It is difficult to know what it would look like but it is possible to permit access greater than 10% under the LMC.

Ms. Robinson analyzed whether affordable housing on the site is consistent with the General Plan, as currently written. It is staff's opinion that it does not comply with the General Plan which encourages affordable housing to close proximity to bus routes, resorts, and other essential services. There are no sidewalks on Aerie or Deer Valley Drives and no transit, and the Planning Commission would review the project with provisions of the General Plan and LMC.

Phyllis Robinson explained that options include: (1) preserving the property as open space and using open space bonds for the purchase, (2) retaining the option for affordable housing at a future time and using General Fund monies to cover the acquisition; and (3) directing staff to proceed with limited site analysis determining the extent and cost of the engineering and infrastructure work required for the site. The development potential for affordable housing relates to the estimated per unit development cost. If development is pursued, staff is recommending conducting a topographic study of the property as well as a sensitive lands analysis, which is estimated at \$10,000. This information will guide the decision to conduct further studies, including geotechnical, soils, engineering, infrastructure, utilities, visual, preliminary drawings, etc. needed to submit an application before the Planning Commission. The estimate for this work is another \$20,000. This metes and bounds parcel can be included in the RFP contemplated for Snow Creek and the Park Avenue Station which would place application requirements on the selected developer. She asked for direction from Council on prioritizing staff time on these properties because evaluation of the Aerie Drive site has pushed the schedule back somewhat on the other two properties.

Jim Hier expressed that at the time of acquisition, he felt the parcel should be designated as open space, but that was not the consensus of Council members. Because affordable housing could not be easily built there, he favors proceeding with the RFP for the other two properties and not includes the Aerie parcel with them. It's a *lousy* site for affordable housing and the cost of construction would compromise the

affordable housing product. Roger Harlan stated that the site would not work well for a family with children because of constraints, including size, and does not meet elements in the General Plan. He agreed with Jim Hier's comments. Candace Erickson also agreed to move ahead with the other two properties, and added that she is not comfortable with designating the Aerie Drive parcel as open space at this time. She referred to Mr. Harlan's comments and added that not everyone has kids and there are professionals that may prefer a smaller house or bungalow. Council member Erickson felt this property should be *shelved* for awhile and progress made on the other two properties. Marianne Cone recalled that this matter came up because of the development on the other side of Aerie Drive, and stated that she wants to keep all options open on the property. She agreed not to include this in the RFP. Joe Kernan felt that banking this site for a future affordable housing site is a good plan.

Phyllis Robinson understood direction to be to use General Fund money for the acquisition of the property and revisit this after the other projects have been built. Lyle Stewart, contractor, distributed cost information on grading.

**Regular meeting questions/comments.** None. See regular meeting minutes.

Prepared by Janet M. Scott, City Recorder

**PARK CITY COUNCIL MEETING  
SUMMIT COUNTY, UTAH  
MARCH 15, 2007**

**I ROLL CALL**

Mayor Dana Williams called the regular meeting of the City Council to order at approximately 6 p.m. at the Marsac Municipal Building on Thursday, March 15, 2007. Members in attendance were Dana Williams, Marianne Cone, Candace Erickson, Roger Harlan, Jim Hier, and Joe Kernan. Staff present was Tom Bakaly, City Manager; Mark Harrington, City Attorney; Kirsten Whetstone, Planner; Ray Milliner, Planner; Jon Weidenhamer, Project Manager; and Patrick Putt, Planning Director.

**II COMMUNICATIONS AND DISCLOSURES FROM COUNCIL AND STAFF**

The Mayor reported on a great photo of Park City students, taken during the Film Festival, featured in the New York Times relating to sustainability.

**III PUBLIC INPUT (*any matter of City business not scheduled on agenda*)**

Wildlife migration corridors – Jackie Fare, Park Meadows resident, expressed her concern about protecting wildlife and the effects development has on animals. She asked that the local government step up and adopt measures to promote cohabitation and suggested forming a task force and consider a mandate to include the wildlife corridors, habitats, and wildlife preservation added to the General Plan. Ms. Fare also asked for a letter of support from the City Council to Wasatch and Summit Counties asking them to consider wildlife as well. The task force could have nine members including a representative from Council, Police Department, Summit County, Wasatch County, UDOT, Mountain Trails Foundation, Department of Wildlife Offices, developer, and general public. She distributed information to members and referred to a petition signed by 238 citizens circulated since February 7, 2007. Through illustration of maps, she discussed the location of corridors and migration habitats which should have signs.

Jim Hier disclosed that he spoke with Ms. Fare about this topic earlier and felt that the City should participate in a task force, but not necessarily create it. Wildlife migration could be included as a discussion item at the inter-agency task force meetings. There is an environmental element in the General Plan but he acknowledged that there isn't a wildlife component. Tom Bakaly explained that this could be addressed at the April inter-agency meeting agenda. Marianne Cone added that the Wasatch Back Environmental Alliance could be a stakeholder.

Sharon Lilly, new resident and 20 year visitor, relayed that she has witnessed many changes in the area over the years. She is in support of Ms. Fare's initiative and emphasized the importance of making wildlife a top priority. It's very difficult to bring animals back that are diminishing in numbers and wildlife brings beauty and joy to the community.

With no further comments from the audience, the Mayor closed the public input session.

#### **IV WORK SESSION NOTES AND MINUTES OF MEETING OF MARCH 1, 2007**

Candace Erickson, "I move that we approve the work session notes and minutes of the meeting of March 1<sup>st</sup>". Jim Hier seconded. Motion unanimously carried.

#### **V CONSENT AGENDA PUBLIC HEARINGS *(items listed will be open for public hearing prior to consideration for adoption or rejection; hearings may also be continued by vote of the Council)***

1. Continuation of hearing to consider an Ordinance 255 Ridge Avenue King Ridge Estates (motion to continue to March 29, 2007 a date uncertain) – The Mayor requested a motion to continue to a date uncertain. Marianne Cone, "I so move". Roger Harlan seconded. Motion unanimously carried.

2. Continuation of hearing to consider an Ordinance amending Chapters 2.2 HR-1, 2.7, ROS; 2.23, CT; 4, Supplemental; 5, Architectural Review; 15 Definitions of the Land Management Code (motion to continue to April 19, 2007) – The Mayor requested a motion to continue. Roger Harlan, "I so move". Marianne Cone seconded. Motion unanimously carried.

3. Continuation of hearing considering the approval of the BadAss II Subdivision, a replat of Lots 25 and 26, Block 6, of the Park City Survey, located at 654 Woodside Avenue, Park City, Utah – Kirsten Whetstone explained that this is a request to combine two slightly smaller lots of record, located on the east side of Woodside Avenue near the Crescent Tram. The Planning Commission conducted a public hearing where there was no input, but members asked staff to return with some amended language in the conditions of approval for both the plat and the steep slope CUP for the house. On February 14, 2007, the Planning Commission reviewed them and revised Condition No. 11 regarding parking enforcement. The property under construction at 650 Woodside and this property will share a driveway over a portion of the Crescent Tram easement. The easement is designated as a public pedestrian way and should not be encumbered by parking. The driveway configuration should be self-enforcing but there is language regarding parking enforcement with no liability to the City. She recommended adoption of the Ordinance as presented in the staff report. Mr. Hier asked how the parcels become substandard; were they remnants? Ms. Whetstone responded no. These lots back up to the deeper lots on Park Avenue. A recorded agreement has been executed between owners regarding snow removal. The Mayor opened the public hearing and with no comments, closed the hearing.

4. Consideration of an Ordinance approving The Cove at Eagle Mountain Phase III, a planned unit development plat amendment located in Park City, Utah (Forsey Parcel Subdivision) – Ray Milliner explained that this is a PUD, proposing six units of density, located on the Forsey Parcel which is located on the end of Gallivan Court. The density

was originally assigned as an amendment to the Quarry Mountain MPD in 2000, and in 2001, the City Council approved a PUD plat for the property, which was never recorded and the approval expired. The applicant returned with a similar plat and staff recommends approval consistent with the findings in the staff report. In response to a question from Roger Harlan, Mr. Milliner explained that there was considerable public comment at the Planning Commission level and to the applicant's credit, he met with the neighborhood to resolve the issues. The Mayor opened the public hearing and with no comments from the audience, closed the public hearing.

5. Consideration of an Ordinance approving the Sarah's Replat plat amendment located at 1049 Park Avenue, Park City, Utah – Ray Milliner explained that Lot 13 and a portion of Lot 12 are located in Block 4 of Snyder's Addition and the purpose of the plat amendment is to combine these two lots into one to accommodate an expansion of the existing single family home on the property. Staff recommends approval. The Mayor opened the public hearing and with no comments, closed the hearing.

**VI CONSENT AGENDA (*items that have previously been discussed or are perceived as routine and may be approved by one motion. Listed items do not imply a predisposition for approval and may be removed by motion and discussed and acted upon under "Additional Discussion – Agenda Items"*)**

Joe Kernan, "I move we approve Consent Agenda Items 1, 2 and 3". Roger Harlan seconded. Motion unanimously carried.

1. Ordinance approving the BadAss II Subdivision, a replat of Lots 25 and 26, Block 6, of the Park City Survey, located at 654 Woodside Avenue, Park City, Utah – See staff report and public hearing.

2. Ordinance approving The Cove at Eagle Mountain Phase III, a planned unit development plat amendment located in Park City, Utah (Forsey Parcel Subdivision) – See staff report and public hearing.

3. Ordinance approving the Sarah's Replat plat amendment located at 1049 Park Avenue, Park City, Utah – See staff report and public hearing.

**VII OLD BUSINESS**

Consideration of authorizing the Historical Society to proceed with applications for the museum expansion and remodel – Jonathan Weidenhamer explained that since this is a publicly owned building, leased by the Historical Society, Council approval is required to move forward with project applications. On January 11, 2007, the City Council discussed general policies, the link between Swede Alley and Main Street, and the precedent set by the design of the remodel. The Historical Society requested that its proposal be pulled from the agenda and a design charrette was subsequently held with participants from the architectural firm, local and state historic preservation agencies, City staff, and a Council liaison, Candace Erickson.

Rory Murphy, Historical Board Chairman, explained that the revised plans address concerns previously expressed by Council members and the public. The Board now understands that the expansion of the building is a far more sensitive issue for the community and the last design was not acceptable to the Council. He introduced Kirk Huffaker, Utah Heritage Foundation, who is an authority on historic renovations.

Mr. Huffaker stated that the Utah Heritage Foundation promotes compatible additions as a preservation approach. He discussed the Foundation's participation in the design charette where there were philosophical discussions about how this project meets the Secretary of Interior's standards for rehabilitation and additions. He emphasized that this project has the potential of serving as a model of meeting the standards and he fully supports it.

Mark Cavagnero, architect, explained that the Main Street elevation is preserved and the elevations of the rear façade of the museum and library also remain unaltered in the interior. All modifications are reversible which is recommended in the Secretary of Interior's guidelines. Through illustration of a slide show, he explained the breaking of massing. Mr. Cavagnero discussed arriving at three designs consistent with the guidelines and national standards. New additions must not destroy historic materials, features and/or spatial relationships that characterize the property. The new work must be differentiated from the old but be compatible with historic materials, features, size, and scale and massing to protect the integrity of the property. The addition should clearly illustrate what is new and what is old and consider the relationship to the historic building and the Historic District. The design for the addition may be contemporary or may reference design motifs from the historic building, but in either case, it must be different but compatible. It is not recommended to duplicate the exact form, materials, style and detailing of the original structure in a manner so that the new work appears to be part of the historic building.

Mr. Cavagnero detailed the first option, which moves back the massing seven and a half feet, and *reconstructs* the historic shape of City Hall. The committee felt that this design mimics the historic form too closely and limits exhibit space. There were also concerns about matching or recreating the manmade historic brick. He discussed Option 2 which the committee felt was too severe. The third option moves the massing back a couple feet, but the elevator and stairs have been moved 90 degrees so they are parallel to Swede Alley and will act as a light buffer. The rear wall is glass and the old mine shaft will be displayed in the public way and will serve as a light filter. He spoke about using stone and board form concrete which may relate to the Elks Lodge to the north. The addition could glow at night and become the gateway for Main Street. He displayed examples of concrete board form samples and spoke about *conversations* between buildings, specifically the dialog between new and old structures. Viewpoints from various locations were illustrated and sandstone was suggested as a possible material rather than using concrete board form.

In response to concerns expressed at the last meeting, Mr. Cavagnero emphasized that the masonry has been cut in half and replaced with glass, the corridor is enhanced, the footprint is reduced, and the design is less boxy. Rory Murphy relayed that he hoped that it is the desire of the Council that the Historical Society move forward. Over \$3.3 million has been raised and the Historical Society expended a significant amount of money and time pursuing this idea. He felt that expansion of the museum will greatly contribute to the economic activity on Main Street and believed there is strong broad-based public support on this concept.

Candace Erickson felt that the architects have responded to concerns and is particularly impressed with preserving the historic rear façade which opens up the corridor. She felt her earlier objections have been addressed. Jim Hier stated that he likes the last concept but questioned if the glass will be too reflective. There was discussion of non-reflective coatings and Mark Cavagnero explained that the east facing orientation will be very favorable. Roger Harlan believed this is a real improvement from the earlier renderings. Discussion ensued about examples of glass additions and techniques for lighting retail storefronts. Marianne Cone stated that she likes this design better than the first but prefers building a one story addition on the back of the building. Mr. Cavagnero explained that a one story addition will eliminate the second story experience in the interior, and the lower section view from the exterior. In this scenario, there is no location from which the viewer could appreciate the two story rear wall, which would be unfortunate. Ms. Cone asked if the proposed glass element complies with our Historic District Guidelines. Patrick Putt believes it complies and advised that the Guidelines do not promote replication; there hasn't been a similar situation on Main Street. Joe Kernan supported the new plan and favored the stone over the formed concrete. He discussed the attributes of the glass. The rear façade of the building and stairs are visible, the area will glow, inviting pedestrians to the area. There was discussion about original elements. The Mayor invited public input.

Bill Coleman, resident, spoke about moving the Library from Main Street to Miners Hospital and then to the Carl Winters School to keep it in an historic structure. He stated that he likes the new design and feels all of Council's concerns have been addressed. It is important that the fund-raising continue to move forward and encouraged Council's approval.

Monty Coates, Chamber/Bureau Board member, agreed with Mr. Coleman's points. He expressed the irony that in an effort to share our Park City history, we risk treading on that history to share it, but it can be done in the right way. He stated that this project could be a model for other projects and will add to the appeal of the area for visitors. Even with residential growth, we still are a tourist town. Attractions like the museum have a broad demographic appeal.

Jenny Smith, Park City Mountain Resort, stated that the resort is in support of the expansion and feels a deep connection to the project. She is very supportive of the new design.

Becky Brady, school teacher, explained that her class visits the museum every year. Over the years she's discovered how interested the kids are about our past and how little the parents know about Park City's history. Currently, there isn't enough room to bring the entire class to the museum and the expansion will be wonderful to adequately accommodate groups.

Gil Williams, Royal Street Corporation, explained that many people, including Royal Street, have substantially donated to this cause and it is important to proceed with the expansion project.

Lloyd Evans, citizen, expressed that the Old City Hall Building means a great deal to him personally and relayed experiences from being arrested as a teenager to being sworn in as a Park City Police Officer. He urged Council to continue to promote the history of Park City. The renovation project is a grand opportunity to retain the museum in the core of our City.

Debbie Compton, Historical Society Board of Trustees member and museum docent, pointed out how interested visitors are in our history and she loves the new design. She encouraged proceeding with developing a state-of-the-art museum.

Ron Butkovich, resident and business owner, added his support and he thanked Council for its favorable consideration.

Sydney Reed, Historical Society, expressed her excitement about the expansion project. Collections have doubled; about 5% is on display and the rest is in storage. Visitation continues to grow and she encouraged Council to approve the request.

The Mayor interjected that there has been no question that Council supports the expansion project, but all members had concerns with the original design. He asked Mr. Huffaker his opinion of the first design. Mr. Huffaker responded that it met the standards, acknowledging that they are largely open to interpretation and vary from community to community. Mayor Williams stated that the new design is infinitely better and as an artist, Marianne Cone relayed that *the first sketch is never the best one*.

Jim Hier, "I move that we authorize consent and allow the Museum to proceed with the Planning Department applications in more or less the same form and function as it has been presented this evening". Roger Harlan seconded. Motion unanimously carried.

## **VIII    ADDITIONAL DISCUSSION – AGENDA ITEMS**

## **IX     ADJOURNMENT**

With no further business, the regular meeting of the City Council was adjourned.

## **MEMORANDUM OF CLOSED SESSION**

The City Council met in closed session at approximately 2 p.m. Members in attendance were Mayor Dana Williams, Marianne Cone, Candace Erickson, Roger Harlan, Jim Hier, and Joe Kernan. Staff present was Tom Bakaly, City Manager; Alison Butz, Project Manager; and Mark Harrington, City Attorney. Jim Hier, "I move to close the meeting to discuss property and personnel". Marianne Cone seconded. Motion carried unanimously. The meeting opened at approximately 4:30 p.m. Roger Harlan, "I move to open the meeting". Jim Hier seconded. Motion unanimously carried.

The meeting for which these minutes were prepared was noticed by posting at least 24 hours in advance and by delivery to the news media two days prior to the meeting.

Prepared by Janet M. Scott

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Janet M. Scott, City Recorder

# City Council Staff Report



**Author:** Katie Cattan  
**Subject:** The Sundance Cottages Lot Combination  
**Date:** March 29, 2007  
**Type of Item:** Administrative - Subdivision

**PLANNING DEPARTMENT**

## **Summary Recommendations**

Staff recommends that the City Council hold a public hearing and consider approving the Sundance Cottages Lot Combination based on the findings of fact, conclusions of law and conditions of approval as found in the draft ordinance.

## **Topic**

**Applicant:** Don Bloxom  
**Location:** 1450/1460 Park Avenue  
**Zoning:** Historic Residential Medium Density (HRM)  
**Adjacent Land Uses:** Residential and City Park  
**Reason for Review:** Subdivisions require Planning Commission review and City Council approval

## **Background**

On February 7, 2007, the City received a completed application to create two lots of record at 1450 and 1460 Park Avenue. Currently, the property consists of two metes and bounds parcels are located in Snyder's addition to the Park City Survey. The parcels are located in the southwest quarter of Section 9, Township 2 South, Range 4 East of the Salt Lake Base and Meridian in Summit County, Utah.

The two existing parcels are not of equal dimensions. The applicant is proposing to readjust the dividing lot line to create two lots of more similar dimension. The width of the parcel at 1460 Park Avenue is 50.03' wide on the Park Avenue boundary. The width of the parcel at 1450 Park Avenue is 58.97' wide on the Park Avenue boundary. By realigning the center lot line the new dimensions of the proposed lots would be approximately 54' wide x 171' - 176' deep. There is one existing historic single family home located on each of the lots.

The applicant wishes to create two lots of record to facilitate an addition onto each of the historic home. A building permit cannot be issued for construction on metes and bounds parcels of land.

The applicant will be required to submit an application for a Historic District Design Review for the proposed addition to the historic homes. Building plans had not been submitted to the Planning Department prior to the writing of this document. Preliminary discussions with the applicant suggested that the applicant would be submitting plans for two duplex dwellings as allowed in the HRM District by the Land Management Code. The applicant suggested that each of the historic homes would be modified to create a duplex on each of the lots. Once official plans are

submitted, Planning Staff will review the plans for compliance with the Historic District Design Guidelines and the Land Management Code.

The Planning Commission heard this application at its regular meeting on March 14, 2007, and forwarded a positive recommendation. There was public input from adjacent neighbors with concerns about parking. The applicant elaborated on the future development plans and how parking is mitigated with onsite parking.

### **Analysis**

The purpose of the application is to create two lots of record. This subdivision will create one lot of record with approximately 54' x 171' (9,234 square feet) in dimension and a second lot of record with approximately 54' x 174' (9,396 square feet) in dimension. The lot will be required to have 5' side yard setbacks, 15' front yard setback, and 10' rear yard setbacks. The maximum height allowed for the lot will be 27' from existing grade.

Planning Staff finds there is good cause for the application as the subdivision will bring the parcels into compliance with state law by creating two lots of record. Staff finds that the plat will not cause undo harm on any adjacent property owners because the proposal meets the requirements of the Land Management Code and all future development will be reviewed for compliance with requisite Building and Land Management Code requirements.

|                    |                                                                                                 |
|--------------------|-------------------------------------------------------------------------------------------------|
|                    | Permitted                                                                                       |
| Height             | 27' from existing grade                                                                         |
| Front yard setback | 15'                                                                                             |
| Rear yard setback  | 10'                                                                                             |
| Side setbacks      | 5'                                                                                              |
| Lot size           | 2,812 square feet minimum single family dwelling;<br>3,750 square feet minimum duplex dwelling. |
| Lot Width          | Minimum 37.50 feet <u>COMPLIES</u>                                                              |
| Parking            | Historic structures are exempt from parking requirements                                        |

The property is located in the HRM zone. Therefore, prior to the issuance of a Building Permit for any conditional or allowed use, the Planning Department must review the proposed plans for compliance with Historic District Design Guidelines and the Land Management Code.

The rear property line abuts Sullivan Road. Sullivan Road Access may be granted through a conditional use permit from the Planning Commission. During preliminary meetings, the applicant has told Planning Staff that access will be proposed off of Park Avenue.

### **Department Review**

The Planning Department has reviewed this request. The City Attorney and City Engineer will review the plat for form and compliance with the LMC and State Law prior to recording. The request was discussed at a Staff Review Meeting on

February 13, 2007, where representatives from local utilities and City Staff were in attendance. No further issues were brought up at that time.

### **Notice**

Notice of this hearing was sent to property owners within 300' on February 21, 2007. Legal notice was also put in the Park Record.

### **Public Input**

No comments have been received by staff at the date of this writing.

### **Alternatives**

1. The City Council may approve the Sundance Cottages Lot Combination as conditioned or amended; or
2. The City Council may deny the Sundance Cottages Lot Combination and direct staff to make Findings for this decision; or
3. The City Council may continue the discussion on the Sundance Cottages Lot Combination.

### **Significant Impacts**

There are no significant fiscal or environmental impacts from this application.

### **Consequences of not taking the Suggested Recommendation**

The homes would remain as is and no additional construction could take place.

### **Recommendation**

Staff recommends that the City Council hold a public hearing and consider approving the Sundance Cottages Lot Combination based on the findings of fact, conclusions of law and conditions of approval outlined in the attached ordinance.

### **Exhibits**

Exhibit A – Proposed Ordinance

Exhibit B – Proposed Subdivision

**Ordinance No. 07-**

**AN ORDINANCE APPROVING THE SUNDANCE COTTAGES LOT COMBINATION CREATING TWO LOTS OF RECORD AT 1450 AND 1460 PARK AVENUE, PARK CITY, UTAH.**

**WHEREAS**, the owner of the property known as 1450 and 1460 Park Avenue, has petitioned the City Council for approval of a subdivision; and

**WHEREAS**, the property was properly noticed and posted according to the requirements of the Land Management Code; and

**WHEREAS**, proper legal notice was sent to all affected property owners; and

**WHEREAS**, the Planning Commission held a public hearing on March 14, 2007 to receive input on the Sundance Cottages Lot Combination.

**WHEREAS**, the Planning Commission, on March 14, 2007, forwarded a positive recommendation to the City Council; and

**WHEREAS**, on March 29, 2007 the City Council approved the Sundance Cottages Lot Combination; and

**WHEREAS**, it is in the best interest of Park City, Utah to approve the Sundance Cottages Lot Combination.

**NOW, THEREFORE, BE IT ORDAINED** by the City Council of Park City, Utah as follows:

**SECTION 1. APPROVAL** The above recitals are hereby incorporated as findings of fact. The Sundance Cottages Lot Combination as shown in Exhibit A is approved subject to the following Findings of Facts, Conclusions of Law, and Conditions of Approval:

**Findings of Fact:**

1. The property is located at 1450 and 1460 Park Avenue.
2. The two metes and bounds parcels are not of equal dimensions. The width of the parcel at 1460 Park Avenue is 50.03' wide on the Park Avenue boundary. The width of the parcel at 1450 Park Avenue is 58.97' wide on the Park Avenue boundary. The applicant is proposing to readjust the dividing lot line to create two lots of more similar dimension.
3. The zoning is Historic Residential – Medium Density (HRM).
4. The HRM zone is a transitional zone in use and scale between the historic district and the resort developments.
5. The subdivision will create two lots of record.
6. There is one existing historic single family home on each of the proposed

- lots.
7. Access to the property is from Park Avenue. Access from Sullivan Avenue requires the approval of a conditional use permit from the Planning Commission.
  8. The proposed lot for 1460 Park Avenue measures approximately 54' x 171'. The proposed lot for 1450 Park Avenue measures approximately 54' x 174'.
  9. The proposed lot for 1460 Park Avenue is approximately 9,234 square feet. The proposed lot for 1450 Park Avenue is approximately 9,396 square feet in size.
  10. The minimum lot size in the HRM zone is 2,812 square feet for a single family home.
  11. The maximum height limit in the HR-1 zone is 27 feet from existing grade.
  12. Setbacks for the lots are 5' on the side yard, 15' in the front yard, and 10 feet in the rear yard.
  13. Minimal construction staging area is available along Park Avenue.
  14. The newly created lot line does not result in any non-compliant side yard setbacks for either existing structure.

Conclusions of Law:

1. There is good cause for this subdivision.
2. The subdivision is consistent with the Park City Land Management Code and applicable State law.
3. Neither the public nor any person will be materially injured by the proposed subdivision.
4. As conditioned the subdivision is consistent with the Park City General Plan.

Conditions of Approval:

1. The City Attorney and City Engineer review and approval of the final form and content of the plat for compliance with the Land Management Code and conditions of approval is a condition precedent to recording the plat.
2. City approval of a construction mitigation plan is a condition precedent to the issuance of any building permits. Measures to protect existing vegetation shall be included in the Construction Mitigation Plan (CMP).
3. Prior to the receipt of a building permit for construction on the lots, the applicant shall submit an application for Historic Design Review for review and approval by the Planning Department for compliance with applicable Historic District Design Guidelines and the Land Management Code.
4. The applicant will record the subdivision at the County within one year from the date of City Council approval. If recordation has not occurred within one year's time, this approval and the plat will be void.

**SECTION 2. EFFECTIVE DATE.** This Ordinance shall take effect upon publication.

PASSED AND ADOPTED this 29<sup>th</sup> day of March 2007.

PARK CITY MUNICIPAL CORPORATION

---

Dana Williams, Mayor

Attest:

---

Janet M. Scott, City Recorder

Approved as to form:

---

Mark D. Harrington, City Attorney

## Exhibit B Proposed Subdivision

**THE SUNDANCE COTTAGES LOT COMBINATION**

LYING WITHIN THE NORTHWEST QUARTER OF  
SECTION 9, TOWNSHIP 2 SOUTH, RANGE 4 EAST  
SALT LAKE BASE & MERIDIAN  
PARK CITY, SUMMIT COUNTY, UTAH

STRUGGLER CONDOMINIUM

**NOTES**

1. THE LOTS SHOWN HEREON ARE REQUIRED TO BE RETIRED AND OPERATIONAL, AS SHOWN ON THE MAP.
2. THE LOTS ARE REQUIRED TO BE RETIRED AND OPERATIONAL, AS SHOWN ON THE MAP.
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10. THE LOTS ARE REQUIRED TO BE RETIRED AND OPERATIONAL, AS SHOWN ON THE MAP.

**RECEIVED**  
**FEB - 7 2007**  
**PARK CITY PLANNING DEPT.**

**STRUGGLER CONDOMINIUM**

**CRANG CONDOMINIUM**

**NOTES**

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**STRUGGLER CONDOMINIUM**

**CRANG CONDOMINIUM**

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## City Council Staff Report

**Author:** Brooks T. Robinson  
**Subject:** Parcel B-2 Empire Village  
Subdivision  
**Date:** March 29, 2007  
**Type of Item:** Administrative – Final Plat



### **Summary Recommendations**

Staff recommends the City Council hold a public hearing for the Parcel B-2 Empire Village Subdivision and consider approving the subdivision based on the findings of fact, conclusions of law and conditions of approval as found in the draft ordinance.

### **Topic**

|                     |                                                                                  |
|---------------------|----------------------------------------------------------------------------------|
| Applicant:          | United Park City Mines Company                                                   |
| Location:           | 9100 Marsac Avenue, adjacent to and including the Empire Day Lodge (9200 Marsac) |
| Zoning:             | Residential Development as part of the Flagstaff Mountain Annexation (RD-MPD)    |
| Adjacent Land Uses: | Deer Valley resort ski terrain                                                   |
| Reason for Review:  | Final Plats require Planning Commission review and City Council approval         |

### **Background**

On October 31, 2006, the City received a completed application for the Parcel B-2 Empire Village Subdivision final plat. The plat includes the former Parcel A of the Empire Village Subdivision (the location of the Empire Day Lodge) and creates two additional lots for the Jordanelle Special Services District (JSSD) ownership of the Daly West Head Frame (Lot B) and Lot C, the location of the proposed Montage Resort and Spa. A future subdivision will encompass the proposed condominiums to the east of the Empire Daly Lodge.

On June 24, 1999, Council adopted Ordinance 99-30 approving the annexation and development agreement for the 1,655 acre Flagstaff Mountain area. Ordinance 99-30 granted the equivalent of a "large-scale" master planned development (MPD) and set forth the types and locations of land use; maximum densities; timing of development; development approval process; as well as development conditions and amenities for each parcel.

The Development Agreement (DA) specifies that only 147 acres of the 1,655-acre annexation may be developed. The remainder of the annexation area is to be retained as passive and recreational open space. On February 1, 2007, the

City Council approved amendments to the DA allowing additional density and three additional acres to be utilized in the B-2 area.

Ordinance 99-30 also required that the applicant submit 14 specific technical reports for review and approval by the City. The 14 studies, along with the Land Management Code and the Development Agreement (99-30) form the standards under which any MPD and preliminary/final plat will be reviewed.

On March 14, 2007, the Planning Commission held a public hearing and forwards a positive recommendation to the City Council.

### **Analysis**

The proposed plat amends and consolidates parcel A of the Empire Village Subdivision. Parcel A is the site of the Empire Day Lodge. The amended Lot A is 1.57 acres. Lot B is 0.18 acres and is owned by JSSD. This land was previously sold to JSSD without the benefit of a legally recorded subdivision. Lot B is the site of the Daly West headframe and access to JSSD workings underground in the mine tunnels. No water or sewer service is permitted to Lot B. Lot C is 15.96 acres and will be the site of the Montage Resort and Spa.

The proposal, as conditioned, is consistent with the Flagstaff Development Agreement and the Land Management Code regarding subdivisions. Staff finds good cause for this subdivision as it will legally plat the lot for the Montage, amend the lot for the Empire Lodge, and legally record the JSSD parcel.

### **Department Review**

This project has gone through an interdepartmental review on November 14 and December 12, 2006. No further issues were brought up at that time.

### **Notice**

The property was posted and notice was mailed to property owners within 300 feet. Legal notice was also put in the Park Record.

### **Public Input**

No public input has been received by the time of this report.

### **Alternatives**

- The City Council may approve the Parcel B-2 Empire Village Subdivision final plat as conditioned or amended, or
- The City Council may deny the Parcel B-2 Empire Village Subdivision final plat and direct staff to make Findings for this decision, or
- The City Council may continue the discussion on Parcel B-2 Empire Village Subdivision final plat.

**Significant Impacts**

There are no significant fiscal or environmental impacts from this subdivision application. There are significant environmental issues to be resolved with the MPD and CUP for construction at the site. There are significant regulated soils to be removed during construction.

**Consequences of not taking the Suggested Recommendation**

The Empire Day Lodge would remain on a platted lot; however, the Montage project could not be built and the parcel owned by JSSD would not be legally recorded as part of a subdivision.

**Recommendation**

Staff recommends the City Council hold a public hearing for the Parcel B-2 Empire Village Subdivision final plat and consider approving the subdivision based on the findings of fact, conclusions of law and conditions of approval as found in the draft ordinance.

I:\Cdd\Brooks\COUNCIL\Council 2007\Flagstaff B2 Subdivision 032907.doc

**Ordinance No. 07-**

**AN ORDINANCE APPROVING THE PARCEL B-2 EMPIRE VILLAGE  
SUBDIVISION LOCATED AT 9100 MARSAC AVENUE OF THE VILLAGE AT  
EMPIRE PASS, PARK CITY, UTAH.**

WHEREAS, the owners of the property located at 9100 Marsac Avenue, Pod B-2 of the Village at Empire Pass have petitioned the City Council for approval of the Parcel B-2 Empire Village Subdivision; and

WHEREAS, the property was properly noticed and posted according to the requirements of the Land Management Code; and

WHEREAS, proper legal notice was sent to all affected property owners; and

WHEREAS, the Planning Commission held a public hearing on March 14, 2007, to receive input on the Parcel B-2 Empire Village Subdivision;

WHEREAS, the Planning Commission, on March 14, 2007, forwarded a positive recommendation to the City Council; and,

WHEREAS, on March 29, 2007, the City Council approved Parcel B-2 Empire Village Subdivision; and

WHEREAS, it is in the best interest of Park City, Utah to approve the Parcel B-2 Empire Village Subdivision.

NOW, THEREFORE BE IT ORDAINED by the City Council of Park City, Utah as follows:

**SECTION 1. APPROVAL.** The above recitals are hereby incorporated as findings of fact. The Parcel B-2 Empire Village Subdivision as shown in Exhibit A is approved subject to the following Findings of Facts, Conclusions of Law, and Conditions of Approval:

**Findings of Fact:**

1. The property is located at 9100 Marsac Avenue.
2. The zoning is Residential Development (RD) within the Flagstaff Mountain Resort Annexation area (RD-MPD).
3. The City Council approved the Development Agreement for Flagstaff Mountain Development Agreement/Annexation Resolution No. 99-30 on June 24, 1999. The Development Agreement is the equivalent of a Large-Scale Master Plan. The Development Agreement sets forth maximum project densities, location of densities, and developer-offered amenities. The City Council approved an amendment to the Development Agreement on February 1, 2007.

4. The proposed subdivision creates three lots. Lot A is the existing parcel A of the Empire Village Subdivision and is the location of the Empire Canyon Day Lodge. Lot A is 1.57 acres in size. Lot B is 0.18 acres in size and is owned by the Jordanelle Special Services District. Lot C is 15.96 acres in size and is the site of the proposed Montage Resort and Spa.
5. A height exception is requested in the Master Planned Development for Lot C.
6. No setback exceptions are requested. Buildings will comply with the RD zoning requirements.
7. A supply of water is necessary for the Montage Resort and Spa.

Conclusions of Law:

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

Conditions of Approval:

1. The City Attorney and City Engineer will review and approve the final form and content of the subdivision 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 subdivision at the County within one year from the date of City Council approval. If recordation has not occurred within one year's time, this approval for the plat will be void.
3. All conditions of approval of the Empire Pass Master Planned Development and the Pod B-2 Master Planned Development shall continue to apply.
4. No building permits shall be issued on Lot C until the revised technical reports on Mine Soils Hazard Mitigation (Exhibit 1 of the Technical Reports), evidence of mine site reclamation pursuant to section 2.2.1.6 of the Development Agreement, as amended, and the Emergency Response Plan (Exhibit 7 of the Technical Reports) shall have been approved by the Chief Building Official.
5. No building permits shall be issued on Lot C until an adequate water source is defined in relevant water agreements by the Master Developer.
6. No building permits for Lot C shall be issued until satisfactory easements for water lines connecting Pump Station #1 and the Lodge Tank are recorded and parcels for the Pump Station and the Tank shall have been granted to Park City.
7. A financial guarantee for all public improvements in an amount approved

- by the City Engineer and in a form approved by the City Attorney shall be in place prior to plat recordation.
8. The CC&Rs shall provide notice and process for the tracking and collection of the Real Estate Transfer Fee as defined by the Flagstaff Mountain Development Agreement, as amended.

**SECTION 2. EFFECTIVE DATE.** This Ordinance shall take effect upon publication.

PASSED AND ADOPTED this 29th day of March, 2007.

PARK CITY MUNICIPAL CORPORATION

---

Dana Williams, MAYOR

ATTEST:

---

Jan Scott, City Recorder

APPROVED AS TO FORM:

---

Mark Harrington, City Attorney

**Exhibits**

Exhibit A – Record of Survey plat

# SURVITOR'S CERTIFICATE



DATE

## BOUNDARY DESCRIPTION 1

A portion of the parcel, a BOUNDARY DESCRIPTION 1, as shown on the map, is the subject of the Survey. The Survey is a portion of the parcel, a BOUNDARY DESCRIPTION 1, as shown on the map, is the subject of the Survey. The Survey is a portion of the parcel, a BOUNDARY DESCRIPTION 1, as shown on the map, is the subject of the Survey.

## BOUNDARY DESCRIPTION 2

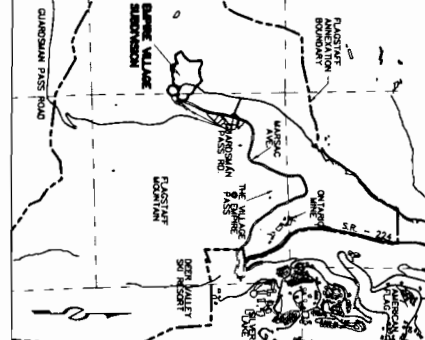
A portion of the parcel, a BOUNDARY DESCRIPTION 2, as shown on the map, is the subject of the Survey. The Survey is a portion of the parcel, a BOUNDARY DESCRIPTION 2, as shown on the map, is the subject of the Survey. The Survey is a portion of the parcel, a BOUNDARY DESCRIPTION 2, as shown on the map, is the subject of the Survey.

## BOUNDARY DESCRIPTION 3

A portion of the parcel, a BOUNDARY DESCRIPTION 3, as shown on the map, is the subject of the Survey. The Survey is a portion of the parcel, a BOUNDARY DESCRIPTION 3, as shown on the map, is the subject of the Survey. The Survey is a portion of the parcel, a BOUNDARY DESCRIPTION 3, as shown on the map, is the subject of the Survey.

Distance: 10.20 miles

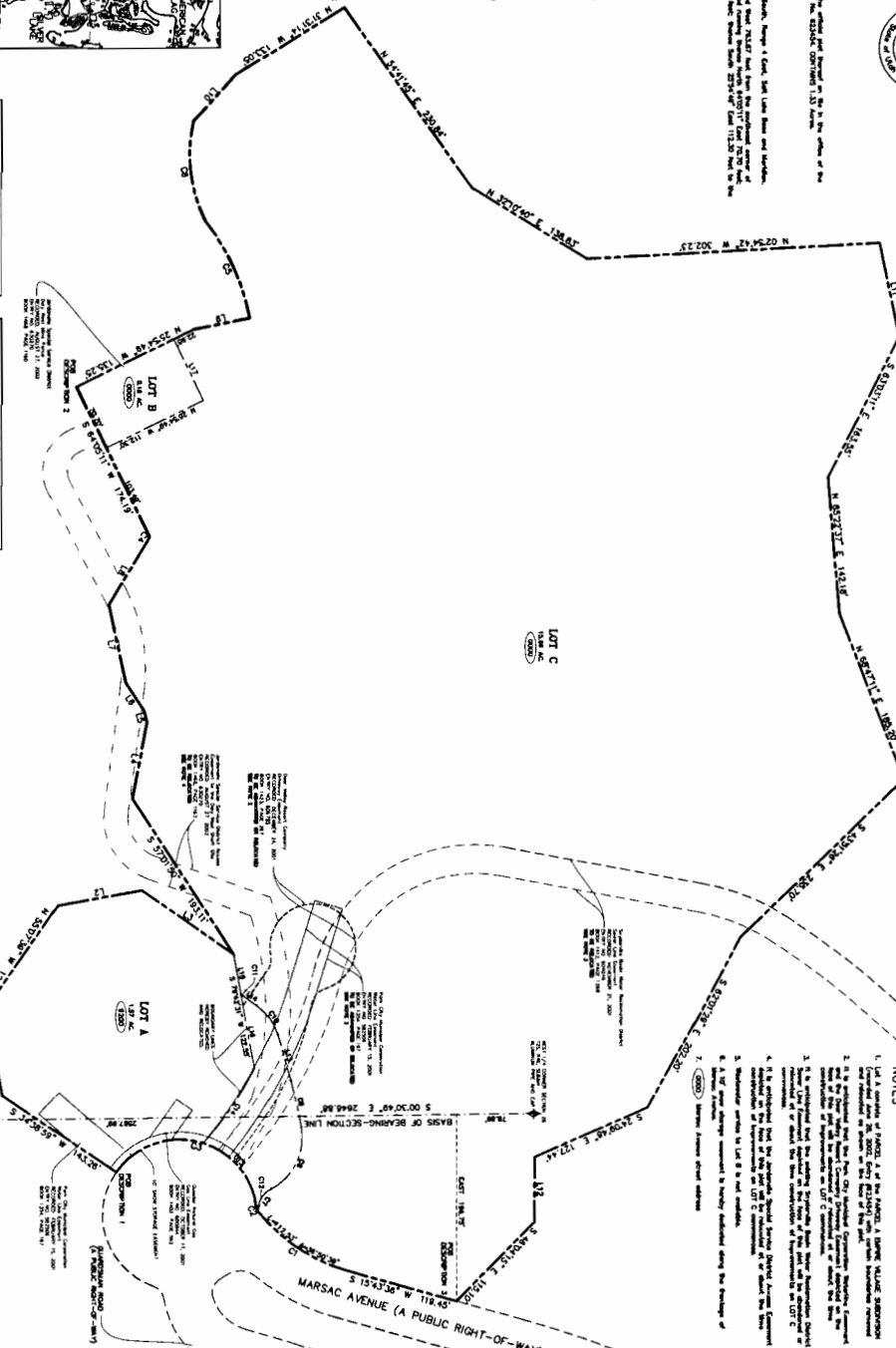
MAP



| LINE | LINE      | DISTANCE |
|------|-----------|----------|
| 1    | 5.283221' | 84.32    |
| 2    | 5.283221' | 84.32    |
| 3    | 5.283221' | 84.32    |
| 4    | 5.283221' | 84.32    |
| 5    | 5.283221' | 84.32    |
| 6    | 5.283221' | 84.32    |
| 7    | 5.283221' | 84.32    |
| 8    | 5.283221' | 84.32    |
| 9    | 5.283221' | 84.32    |
| 10   | 5.283221' | 84.32    |
| 11   | 5.283221' | 84.32    |
| 12   | 5.283221' | 84.32    |
| 13   | 5.283221' | 84.32    |
| 14   | 5.283221' | 84.32    |
| 15   | 5.283221' | 84.32    |
| 16   | 5.283221' | 84.32    |
| 17   | 5.283221' | 84.32    |
| 18   | 5.283221' | 84.32    |
| 19   | 5.283221' | 84.32    |
| 20   | 5.283221' | 84.32    |

| CHANCE | CHANCE  | CHANCE |
|--------|---------|--------|
| 1      | 1.75.00 | 11.3.4 |
| 2      | 1.75.00 | 11.3.4 |
| 3      | 1.75.00 | 11.3.4 |
| 4      | 1.75.00 | 11.3.4 |
| 5      | 1.75.00 | 11.3.4 |
| 6      | 1.75.00 | 11.3.4 |
| 7      | 1.75.00 | 11.3.4 |
| 8      | 1.75.00 | 11.3.4 |
| 9      | 1.75.00 | 11.3.4 |
| 10     | 1.75.00 | 11.3.4 |
| 11     | 1.75.00 | 11.3.4 |
| 12     | 1.75.00 | 11.3.4 |
| 13     | 1.75.00 | 11.3.4 |
| 14     | 1.75.00 | 11.3.4 |
| 15     | 1.75.00 | 11.3.4 |
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| 18     | 1.75.00 | 11.3.4 |
| 19     | 1.75.00 | 11.3.4 |
| 20     | 1.75.00 | 11.3.4 |

**PARCEL B-2**  
**EMPIRE VILLAGE SUBDIVISION**  
A SUBDIVISION LOCATED IN THE WEST 1/4 OF SECTION 28, AND THE EAST 1/4 OF SECTION 29 TOWNSHIP 2 SOUTH, RANGE 4 EAST SALT LAKE BASE & MERIDIAN



## NOTES

1. The Survey is a portion of the parcel, a BOUNDARY DESCRIPTION 1, as shown on the map, is the subject of the Survey. The Survey is a portion of the parcel, a BOUNDARY DESCRIPTION 1, as shown on the map, is the subject of the Survey.
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## OWNER'S DEDICATION

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SYDNEYVILLE BASIN WATER RECLAMATION DISTRICT  
REVIEWED FOR CONFORMANCE TO SYDNEYVILLE BASIN WATER  
PLANNING COMMISSION STANDARDS ON THIS  
DATE OF \_\_\_\_\_ 2007 A.D.  
BY \_\_\_\_\_ S.E.W.A.D.

PLANNING COMMISSION  
APPROVED BY THE PARK CITY  
PLANNING COMMISSION THIS  
DATE OF \_\_\_\_\_ 2007 A.D.  
BY \_\_\_\_\_ CHAIRMAN

ENGINEER'S CERTIFICATE  
I FIND THIS PLAN TO BE IN  
ACCORDANCE WITH INFORMATION ON  
FILED IN OFFICE \_\_\_\_\_ 2007 A.D.  
BY \_\_\_\_\_ PARK CITY ENGINEER

APPROVAL AS TO FORM  
APPROVED AS TO FORM THIS  
DATE OF \_\_\_\_\_ 2007 A.D.  
BY \_\_\_\_\_ PARK CITY ATTORNEY

CERTIFICATE OF ATTEST  
I CERTIFY THIS RECORD OF SURVEY  
MAP WAS APPROVED BY PARK CITY  
COUNCIL THIS DATE OF \_\_\_\_\_ 2007 A.D.  
BY \_\_\_\_\_ PARK CITY RECORDER

COUNCIL APPROVAL AND ACCEPTANCE  
APPROVAL AND ACCEPTANCE BY THE PARK CITY  
COUNCIL THIS DATE OF \_\_\_\_\_ 2007 A.D.  
BY \_\_\_\_\_ MAYOR

STATE OF UTAH COUNTY OF SUMMIT, AND FILED  
DATE OF \_\_\_\_\_ 2007 A.D. BOOK \_\_\_\_\_ PAGE \_\_\_\_\_  
FEE \_\_\_\_\_ RECORDER

## City Council Staff Report



**Author:** Ray Milliner  
**Subject:** Walter Daniel's Subdivision an  
Amendment to Parcel 1  
**Date:** March 29, 2007  
**Type of Item:** Administrative – Plat Amendment

### **Summary Recommendations**

Staff recommends the City Council hold public hearings for the Walter Daniels Subdivision, an Amendment to Parcel 1 and consider denying the application based on the findings of fact and conclusions of law in this staff report.

### **Topic**

**Applicant:** Lawrence Meadows  
**Location:** 605 Woodside Avenue  
**Zoning:** Historic Residential (HR-1)  
**Adjacent Land Uses:** Residential  
**Reason for Review:** Plat amendments require Planning Commission review and City Council approval

### **Background**

On November 8, 2006 the City received a completed application for Walter Daniel's Subdivision an Amendment to Parcel 1. The property is located at 605 Woodside Avenue in the Historic Residential (HR-1) zone. The applicant is the owner of all of Parcel 1 of Block 27 of the Walter Daniels subdivision of the Park City Survey. Parcel 1 was originally created by an 8 parcel re-subdivision approval on November 30, 1995. (Ordinance 95-63 and meeting minutes attached). There is an existing historic home on the property that was renovated in 1993. The home was found to be historically significant by the Historic Preservation Board on September 18, 2006. The property receives access from Woodside Avenue. The applicant is proposing to subdivide parcel 1 into two lots of record, one to accommodate a renovation to the existing historic home and the other to accommodate a new single family home.

In addition to this subdivision application, the applicant submitted a steep slope CUP application that was reviewed by the Planning Commission as a work session item on November 8, 2006. The CUP proposal was to remove the majority of the 1992 addition, and restore the historic home at a smaller scale than its current size, then, to construct a separate single family home in the rear of the lot with access from a driveway on the north side of the property adjacent to the 6<sup>th</sup> Street Right-of-Way. The two buildings would be separated by approximately 30 feet. The new home would become the primary residence on site, and the historic home would become a separate dwelling unit.

At the November 8, 2006 meeting, staff requested that the Planning Commission determine whether or not the proposed design was allowable as an accessory apartment under the current language of the Land Management Code. The Commission responded that it did not (minutes from that meeting are attached as Exhibit C). The applicant then requested that staff make a determination that the two buildings are a duplex. Staff determined that as designed, the proposed buildings do not meet the LMC definition of a duplex, which is:

Dwelling, Duplex. A Building containing two (2) Dwelling Units.

Because the two structures are not “a building” rather they are two separate buildings, staff found that the proposal does not meet the definition of a duplex. Subsequently, the applicant submitted this application for a subdivision to divide the property into two lots of record.

This application was reviewed by the Planning Commission on February 28, 2007. The Commission conducted a public hearing and forwarded a negative recommendation to the City Council. Based upon comments by the applicant (K. King asserted the property was always contemplated for two dwelling units) and from Commissioner Petit (favored an addition if compatible with historic guidelines and wanted a better understanding of the neighborhood density and impacts), staff further examined the plat history of the Parcel.

### **Analysis**

The property is located in the HR-1 zone. The proposed subdivision would create two lots of record; proposed lot 1 being approximately 5,281 square feet in size would accommodate the new single family home, and proposed lot 2 at 1,880 square feet in size would accommodate the historic home. Each lot would have access from Woodside Avenue, with proposed lot 1 having 16' of frontage along Woodside Avenue and Proposed lot 2 having 32 feet of frontage.

Staff does not find good cause for this plat amendment for the following reasons:

1. **The subdivision is an increase in density incompatible with the neighborhood.** Currently Parcel 1 of the Walter Daniels Subdivision is one lot of record 7,161 square feet in size. It is eligible for 1 unit of density as an allowed use (subject to steep slope CUP criteria and historic district design guideline review) and a duplex as a conditional use. If the applicant is allowed to subdivide, he would be allowed 1 unit of density on both lots, plus, because Lot 1 is 5,281 square feet, it would be eligible for a duplex as a conditional use increasing the number of units on the property. Therefore, the subdivision would result in an increase in density on the lot that is incompatible with the intent of the original Walter Daniels Subdivision which was to limit the development potential of the rear unplatted, remnant parcels. By adding these remnant parcels to the rear, the original subdivision reduced the degree of non-conformity of adjacent

historic structures which encroached on property lines and/or setbacks. The original subdivision is consistent with LMC 15-2.2-1(D) which calls for “single family Development on combinations of 25’ x 75’ Historic Lots.” See November 21, 1995 Staff Report and Exhibit C showing existing structures. The current proposal represents a step backward and it is inconsistent with current code which requires new development comply with current standards (see below).

2. **The applicant does not have sufficient street frontage along Woodside Avenue.** LMC Section 15-2.2-3(A) states “The minimum width of a lot is 25 feet measured 15 feet from the front lot line. In the case of unusual lot configurations, lot width measurements shall be determined by the Planning Director.” The Planning Director has determined that the applicant does not have sufficient lot width along Woodside Avenue to meet this requirement, as Lot 2 is only 16 feet wide when measured 15 feet back from Woodside Avenue. Additionally, he has determined that because the property is accessed from Woodside Avenue, the applicant is not eligible to utilize either the Norfolk Avenue or 6<sup>th</sup> Street right-of-ways for this calculation. These findings are consistent with how the original subdivision handled the access issues.

### **Department Review**

This project has gone through an interdepartmental review. No further issues were brought up at that time.

### **Notice**

The property was posted and notice was mailed to property owners within 300 feet. Legal notice was also put in the Park Record.

### **Public Input**

No public input has been received by the time of this report.

### **Alternatives**

- The City Council may deny the Walter Daniel’s Subdivision an Amendment to Parcel 1 plat amendment, or
- The City Council may approve the Walter Daniel’s Subdivision an Amendment to Parcel 1 plat amendment and direct staff to make findings, conclusions and conditions for approval, or
- The City Council may continue the discussion on the Walter Daniel’s Subdivision an Amendment to Parcel 1 plat amendment.

### **Significant Impacts**

If the subdivision is approved, it will constitute an increase in density, and create a lot that does not meet the minimum standards for development under the current LMC.

### **Consequences of Approving Plat Amendment**

The property would remain platted as one lot of record with the potential for a single family home or a duplex structure with sufficient street frontage.

### **Recommendation**

Staff recommends the City Council hold public hearings for the Walter Daniels Subdivision, an Amendment to Parcel 1 and consider denying the application based on the findings of fact and conclusions of law in this staff report.

### **Findings of Fact:**

1. The property is located at 605 Woodside Avenue in the Historic Residential (HR-1) zone.
2. The HR-1 zone is a residential zone characterized by a mix of larger contemporary residences and smaller historic homes.
3. The applicant is the owner of all of parcel 1 of the Walter Daniels Subdivision in the Park City Survey.
4. There is an existing historic home on the property.
5. The applicant is proposing to subdivide Parcel 1 into two lots of record to accommodate a renovation of the existing historic home on the property and to construct a larger single family home in the rear.
6. Parcel 1 of the Walter Daniels Subdivision is one lot of record 7,161 square feet in size.
7. If the applicant is allowed to subdivide, he would be allowed 1 unit of density on lot 2.
8. Lot 1 is 5,281 square feet in size, the minimum lot size for a duplex in the HR-1 zone is 3,750 square feet; it would be eligible for a duplex as a conditional use increasing the number of units on the property.
9. The subdivision would result in an increase in incompatible density on the lot from 2 potential units to 3. The original subdivision intended to add area to the rear lots to allow for historic compatible additions and reduce the degree of noncompliance of existing historic structures. The discussion in the Analysis section is incorporated herein.
10. The minimum lot width for a lot in the HR-1 zone is 25 feet wide measured 15 feet from the front property line.
11. Lot 2 is only 16 feet wide when measured 15 feet back from Woodside Avenue.
12. The property has frontage along Woodside Avenue, and the un-built Norfolk and 6<sup>th</sup> street right-of-ways.
13. Access to the property is from Woodside Avenue. No access is available from either the Norfolk Avenue or 6<sup>th</sup> Street right-of-ways.
14. The Planning Director has determined that the applicant does not have sufficient lot width along Woodside Avenue to meet the minimum lot width requirement
15. The Planning Director has further determined that the applicant is not eligible to utilize either the Norfolk Avenue or 6<sup>th</sup> Street right-of-ways for this calculation because neither right-of-way is improved.

16. If the applicant were to modify the current design of the two homes, through a historically compatible connection to the two buildings the design would meet the definition of a duplex.
17. This application was reviewed by the Planning Commission on February 28, 2007. At that meeting, the Commission conducted a public hearing and forwarded a negative recommendation to the City Council.

**Conclusions of Law:**

1. There is not good cause for this plat amendment.
2. The plat amendment is not consistent with the Park City Land Management Code and applicable State law regarding subdivisions.
3. The public may be materially injured by the proposed plat amendment.
4. Approval of the subdivision, adversely affects the health, safety and welfare of the citizens of Park City.

**Exhibits**

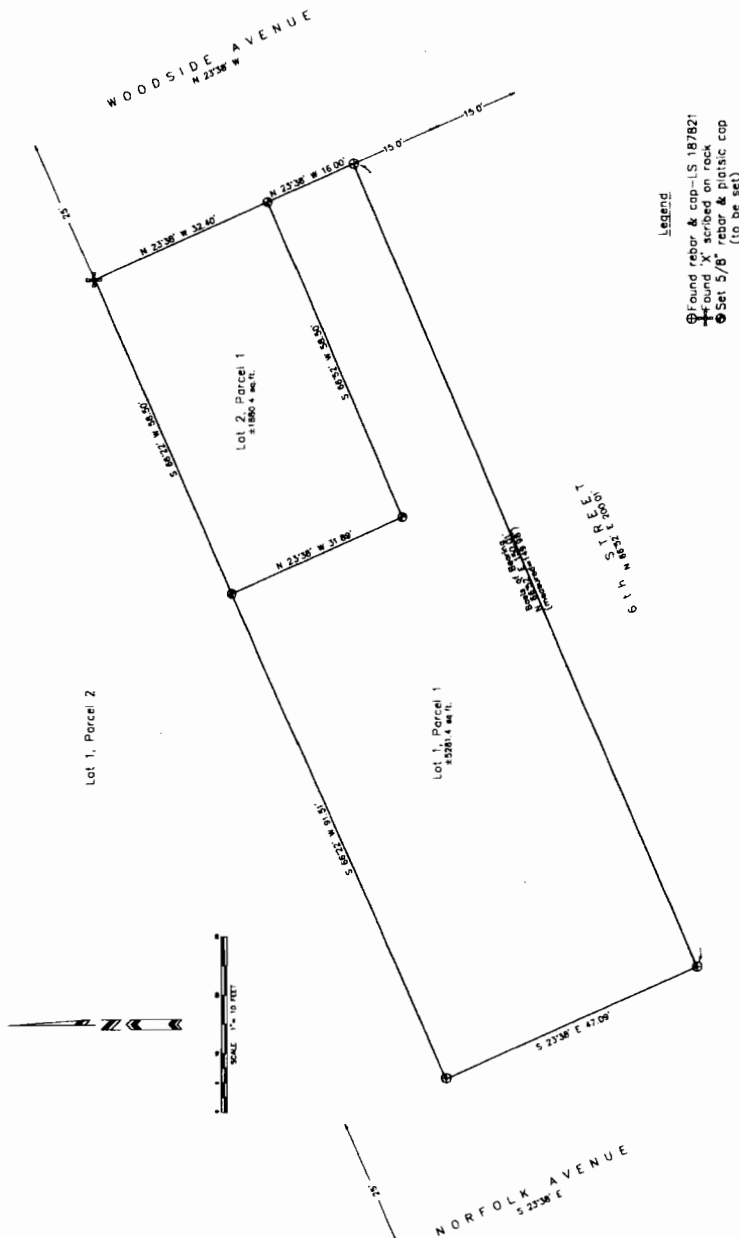
Exhibit A – Record of Survey plat

Exhibit B – Survey of Property

Exhibit C- November 21, 1995 Staff Report

Exhibit D- Ordinance 95-63

# Walter Daniels Subdivision An Amendment to Parcel 1, Block 27, Park City Survey



**NARRATIVE**

1. Survey requested by: Arthur D. Meadows Jr.  
2. Purpose of survey: lot line amendment of Parcel 1 of the Walter Daniels Subdivision, on file in the office of the Summit County Recorder.  
3. Basis of survey: found property monuments as shown. Block dimensions as shown. Survey conducted by: Alpine Survey, Inc.  
4. Recorded as Entry No. 199887 in the office of the Summit County Recorder. Parcel dimensions according to the Walter Daniels Subdivision Plat, on file and of record in the office of the Summit County Recorder.  
5. Date of survey: monuments to be set when the plat is accepted.  
6. Properly monuments set or found as shown.  
7. Located in the Southwest Quarter of Section 16, Township 2 South, Range 4 East, Salt Lake Base & Meridian.  
8. The corners of the property should be aware of any items affecting the property that may appear in a title insurance report.

## LEGAL DESCRIPTION

Walter Daniels Subdivision  
Parcel 1

Old Legal Description: All of Parcel 1 of the Amended Walter Daniels Sub, an Amendment to Block 27 of the Park City Survey on file and of record in the office of the Summit County Recorder, containing ±0.164 acres.

## NEW LEGAL DESCRIPTIONS

Walter Daniels Subdivision  
Lot 1, Parcel 1

New Legal Description: Beginning at a point which is the southeasterly corner of Block 27, Park City Survey, and running thence N 23°38' W along the easterly right of way of Woodside Avenue, 16.00 feet; thence S 66°12' W, 31.89 feet to the southeasterly corner of said Parcel 1, thence S 23°38' E, 47.00 feet to the northeasterly corner of said Parcel 1, thence S 23°38' E along the easterly right of way of Norfolk Avenue, 47.00 feet to the southeasterly corner of said Parcel 1; thence N 66°12' E along the northerly right of way of Woodside Avenue, 15.01 feet to the point of beginning, containing 5281.4 square feet, more or less.

Walter Daniels Subdivision  
Lot 2, Parcel 1

New Legal Description: Commencing at a point which is the southeasterly corner of Block 27, Park City Survey, and running thence N 23°38' W along the westerly right of way of Woodside Avenue, 16.00 feet to the point of beginning, thence S 66°12' W, 31.89 feet to the southeasterly corner of said Parcel 1, thence S 23°38' E, 47.00 feet to the northeasterly corner of said Parcel 1; thence S 23°38' E along the easterly right of way of Norfolk Avenue, 47.00 feet to the southeasterly corner of said Parcel 1; thence S 23°38' E along the westerly right of way of Woodside Avenue, 32.40 feet to the point of beginning, containing 1880.4 square feet, more or less.

## OWNER'S DEDICATION AND CONSENT TO RECORD

I, Arthur D. Meadows Jr., the undersigned owner of the heron described tract of land, to be known hereafter as Lot 1, Parcel 1 and Lot 2, Parcel 1 of the Walter Daniels Subdivision, Block 27, Park City Survey, having caused this Amended Lot Line Plat to be made, do hereby consent to the recording of this Record of Survey Map in accordance with Utah Law. Also, the owners, hereby irrevocably offer for dedication to the City of Park City all the streets, land for local government uses, easements, parks and required utilities and easements shown on the Plat in accordance with an irrevocable offer of dedication.

In witness whereof, the undersigned set his hand this \_\_\_\_\_ day of \_\_\_\_\_, 2005.

By: Arthur D. Meadows Jr.

## ACKNOWLEDGEMENT

STATE OF UTAH  
County of Summit:

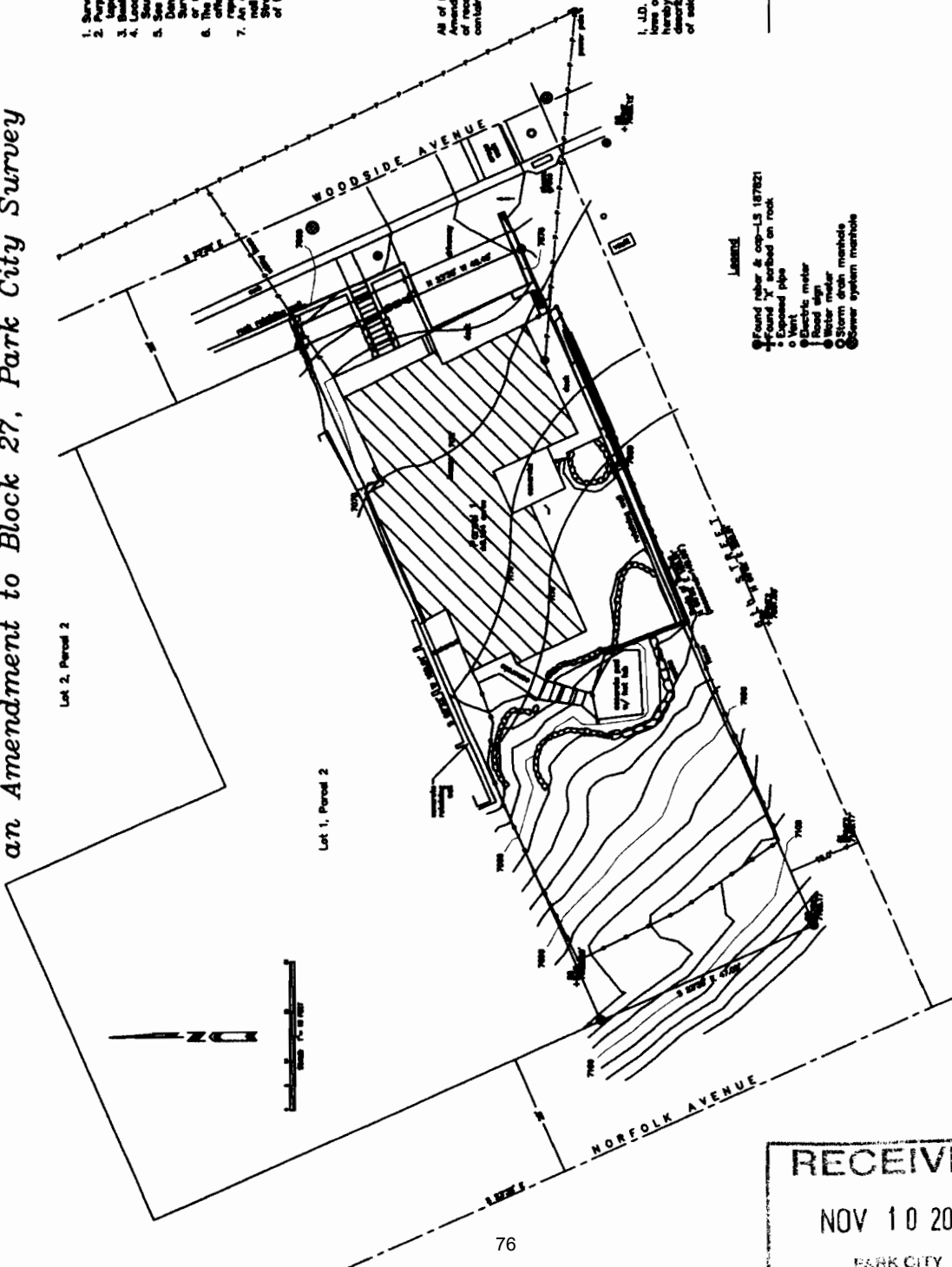
On this \_\_\_\_\_ day of \_\_\_\_\_, 2005, Arthur D. Meadows Jr., personally appeared before me, the undersigned Notary Public, in and for said State of Utah, and acknowledged to me that he is the legal owner of Lot 1, Parcel 1 and Lot 2, Parcel 1 of the Walter Daniels Subdivision, Block 27, Park City Survey as heron described and that he signed the above Owner's Dedication and Consent to Record freely and voluntarily.

My commission expires: \_\_\_\_\_

NOTARY PUBLIC  
RESIDING IN \_\_\_\_\_ COUNTY, \_\_\_\_\_

|                                                                                                       |                                                                                                                   |                                                                                                                                            |                                                                                                                                       |                                                                                                                                    |                                                                                                                                                         |
|-------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p>SNOWVILLE BASIN<br/>WATER RESERVATION DISTRICT<br/>ON THE SEVERAL MAPS<br/>ON THE SEVERAL MAPS</p> | <p>PLANNING COMMISSION<br/>APPROVED BY THE PARK CITY<br/>PLANNING COMMISSION THIS<br/>DAY OF _____, 2005 A.D.</p> | <p>ENGINEER'S CERTIFICATE<br/>I FIND THIS PLAT TO BE IN<br/>ACCORDANCE WITH THE<br/>FILE IN MY OFFICE THIS<br/>DAY OF _____, 2005 A.D.</p> | <p>CERTIFICATE OF ATTEST<br/>I CERTIFY THIS RECORD OF SURVEY<br/>MADE BY PARK CITY<br/>COUNCIL THIS _____ DAY OF _____, 2005 A.D.</p> | <p>COUNCIL APPROVAL AND ACCEPTANCE<br/>APPROVAL AND ACCEPTANCE BY THE PARK CITY<br/>COUNCIL THIS _____ DAY OF _____, 2005 A.D.</p> | <p>RECORDED<br/>STATE OF UTAH, COUNTY OF SUMMIT, AND FILED<br/>AT THE REQUEST OF _____<br/>DATE _____ TIME _____ PAGE _____<br/>BOOK _____ RECORDED</p> |
| <p>Alpine Survey, Inc.<br/>19 Prospector Dr.<br/>Park City, Utah 84060<br/>(435) 655-8016</p>         | <p>BY: CHAIRMAN</p>                                                                                               | <p>BY: PARK CITY ENGINEER</p>                                                                                                              | <p>BY: PARK CITY ATTORNEY</p>                                                                                                         | <p>BY: MAYOR</p>                                                                                                                   | <p>BY: RECORDER</p>                                                                                                                                     |

# Walter Daniels Subdivision, Parcel 1 an Amendment to Block 27, Park City Survey



## NARRATIVE

1. Survey requested by Larry Woodman.
2. Purpose of survey locate the improvements and the topographic relief.
3. State of survey based property monuments as shown.
4. Located in the Southwest Quarter of Section 16, Township 2 North, Range 4 East, T32N, R4E, S16E, the Walter Daniels Subdivision Plat, an Amendment to the Park City Survey, Block 27, for other possible easements, restrictions or setbacks.
5. The owner of the property should be aware of any items affecting the property that may appear in a title insurance report.
6. An estimated elevation of 7068.88 feet was assigned to the well & water (1.3 (72738) found at the intersection of 8th Street & Woodside Avenue (from the Monument Control Map of Park City by Bush & Gage, Inc.).

## LEGAL DESCRIPTION

All of Parcel 1 of the Amended Walter Daniels Subdivision an Amendment to Block 27 of the Park City Survey, on file and of record in the office of the Summit County Recorder, containing 0.164 acres, more or less.

## SURVEYOR'S CERTIFICATE

I, J.D. Galey, a Registered Land Surveyor as prescribed by the laws of the State of Utah and holding License No. 3350005, do hereby certify that I have supervised a survey of the herein described property and that this plat is a true representation of said survey.

Date \_\_\_\_\_ J.D. Galey RL54350005

Alpine Survey, Inc.  
19 Prospect Drive  
Park City, Utah 84060  
(435) 605-8016

RECEIVED

NOV 10 2006

PARK CITY  
PLANNING DEPT.



## COUNCIL AGENDA REPORT

**DATE:** November 21, 1995  
**DEPARTMENT:** Planning Department  
**AUTHOR:** Megan B. Ryan  
**TITLE:** 605 -655 Woodside Avenue - Block 27, Park City  
**TYPE OF ITEM:** Survey  
Legislative

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**SUMMARY RECOMMENDATIONS:** Conduct a public hearing, take public input and consider Planning Commission and Staff's recommendation to approve the six lot subdivision as conditioned.

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### DESCRIPTION:

#### **A. Topic.**

|                      |                                             |
|----------------------|---------------------------------------------|
| Applicant:           | Hugh Daniels and Dick Walter                |
| Location:            | 605-655 Woodside Avenue - 6 property owners |
| Zoning:              | Historic Residential - HR1                  |
| Adjacent Land Uses:  | Residential, Recreation Open Space          |
| Date of Application: | August 31, 1995                             |

#### **B. Background/Project Description.**

The Planning Commissioners held a public hearing on this item at their November 15th meeting and recommended that staff forward a positive recommendation to the City Council.

The applicants, Dick Walter and Hugh Daniels, are representing six property owners along Block 27 of Woodside Avenue. The applicants are requesting a replatting for each property owner that would in general:

1. Amend existing historic property lines to ensure that existing structures are not straddling several property lines and are in compliance with the Uniform Building Code and State law, and;
2. Add a portion of a previously unplatted section of property to each owners back yard in effect creating larger sized lots.

Please see Exhibit B - Block 27 Plat Map, and Exhibit C - Existing parcels with structures and proposed replat.

### C. Analysis

The proposed changes are as follows:

- **605 Woodside Avenue** - This parcel currently is platted as two 25' x 75' lots and one unplatted lot to the rear. An historic single family house, of approximately 1,500 square feet, sits on the two lots that front Woodside. The owner, Dick Walter, owns all three parcels and would like to combine the lots to create one large parcel, 50' x 150'. Any expansions or additions of the existing structure would be subject to the site regulations and Historic District standards for the HR1 Zoning District. Staff supports the creation of this new parcel, shown on Exhibit A as Parcel 1.
- **615 Woodside Avenue** - This parcel is currently platted as 7 lots, 6 standard Old Town lots (25' x 75') and one unplatted lot to the rear. The Old Miner's Lodge, an historic structure of approximately 6,500 square feet, sits on 4 of the 25' x 75' lots. The owner, Hugh Daniels, owns all of the parcels and would like to combine the lots to create one large parcel, 100' x 150'. Any expansions or additions of the existing structure would be subject to the site regulations and Historic District standards for the HR1 Zoning District. Staff supports the creation of this new parcel, shown on Exhibit A as Parcel 2.
- **627 Woodside Avenue** - This parcel is currently platted as one 25' x 75' lot, half of a 25' x 75' lot and an unplatted lot to the rear. An historic duplex structure, of approximately 2,000 square feet, sits on the lot and a half. The owners, the Sheinbergs, own all of the parcels and would like to combine the lots to create one large parcel, approximately 35' x 150'. Any expansions or additions of the existing structure would be subject to the site regulations and Historic District standards for the HR1 Zoning District. Staff supports the creation of this new parcel, shown on Exhibit A as Parcel 3.

- **633 Woodside Avenue** - This parcel currently is platted as one 25' x 75' lot, half of a 25' x 75' lot and an unplatted lot to the rear. An historic single family structure, of approximately 1,000 square feet, sits on the lot and a half. The owners, the Stafsholts, would not like to create one large parcel but rather two parcels. Shown on Exhibit A as Parcels 4 and 5. Parcel 5 has no access as Norfolk is an unplatted street after 8th street. The Stafsholts do not plan to sell the parcel but for tax and value reasons would like to have two separate parcels. Staff would only support the creation of two parcels if a note is added to the plat which indicates that Parcel 5 has no access from Norfolk on this block and must only be accessed from Woodside Avenue. The owner has indicated his understanding of this and is willing to add this note. Staff also would support amending the rear property line to allow for a conforming rear yard setback to be created in the replatting.
- **637 woodside Avenue** - This parcel is platted as two 25' x 75' Old Town Lots and an unplatted area to the rear. A single family structure, of approximately 1,000 square feet, sits on the two 25' x 75' lots. The owner, Dr. Romaine, would like to create one parcel, approximately 50' x 151', shown as Parcel 6. Any expansions or additions of the existing structure would be subject to the Floor Area Ratio standard for the HR1 Zoning District. Staff supports the creation of this new parcel, shown on Exhibit A as Parcel 6.
- **655 Woodside Avenue** - This parcel is platted as two 25' x 75' Old Town Lots and an unplatted area to the rear. An historic single family structure, of approximately 1,100 square feet, sits on the two 25' x 75' lots. The owner, Gary Kimball, would like to clean up his property lines on the two 25' x 75' single family lots where his house currently sits, shown as Parcel 7. The parcel to the rear would be created as Parcel 8. As in the case at 633 Woodside Avenue, the staff does not want to create two buildable parcels unless a note is added to the plat which indicates that Parcel 8 has no access from Norfolk and must only be accessed from Woodside Avenue. The owner has indicated his understanding of this and is willing to add this note. Staff also would support amending the rear property line to allow for a conforming rear yard setback to be created in the replatting.

The staff and Planning Commission are in support of amending the property lines, as described above, on Block 27. The potential size of any additions to these structures would be limited through the zoning requirements for the Historic District. The staff believes that the application of these regulations could result in compatible additions. A note will be added to the plat that indicates Parcel 5 and Parcel 8 must have access from Woodside Ave. only. This note satisfies staff's concern about creating buildable lots that do not have access.

#### **D. Department Review**

This proposal has been reviewed by the City wide staff review team and the Planning Commission.

#### **E. PUBLIC INPUT**

Noticing for this project occurred on November 1, 1995. No comments from the public have been received at the time this staff report was prepared.

#### **ALTERNATIVES**

- A. Approve the final subdivision plat at Block 27, Lots 1-17 and Lots 29 and 30.**
- B. Deny the final subdivision plat at Block 27, Lots 1-17 and Lots 29 and 30 and direct Staff to prepare Findings and Conclusions to support this action.**
- C. Continue the item until December 4, 1995.**

#### **SIGNIFICANT IMPACTS:**

The proposed subdivision will bring the existing ownership parcels into compliance with State law. The subdivision will also create larger parcels than the typical 25' x 75' lot found in the Historic District. The staff believes that these lots will still be in keeping with the standards for the District as the existing structures on the lots will limit any uncharacteristic expansions or additions.

#### **CONSEQUENCES OF NOT TAKING THE RECOMMENDED ACTION:**

If the Council chooses to deny the subdivision plat the lots will remain as currently platted and no additions or expansions will be permitted that cross common ownership property lines.

#### **RECOMMENDATION:**

Staff recommends that the City Council conduct a public hearing, take public input and consider staff's recommendation to approve the proposed subdivision on Block 27, #605 - 655, with the following Finding of Fact, Conclusions of Law and Conditions:

#### **Findings of Fact:**

1. The proposal is consistent with both the Park City Land Management Code and

Comprehensive Plan in that it amends several lot line problems and removes some non-conforming site conditions.

2. The proposed plat amendment corrects the legal description of the applicants properties.
3. Norfolk Avenue is not a recorded street between 8th street and approximately 4th Street. Parcel 5 and Parcel 8 therefore are limited to access from Woodside Avenue only.

Conclusions of Law:

1. There is good cause for the amendment.
2. Neither the public nor any person will be materially injured by the proposed subdivision.

Conditions:

1. Prior to plat recordation, the City Council, City Attorney, and City Engineer shall review and approve the plat for compliance with the Land Management Code and these final Conditions of Approval.
2. All Standard Project Review Requirements shall apply.
3. A note shall be placed upon the plat stating that Parcel 5 and Parcel 8 shall have access from Woodside Avenue, through Parcel 4 and Parcel 7, only.

**EXHIBITS**

**Exhibit A - Location Map/Proposed plat**

**Exhibit B - Plat Map**

**Exhibit C - Existing Structures site plan**

**Ordinance No. 95-**

**AN ORDINANCE APPROVING THE FINAL SUBDIVISION PLAT  
LOCATED AT BLOCK 27, PARK CITY SURVEY,  
605-655 WOODSIDE AVENUE, PARK CITY, UTAH**

WHEREAS, the owners of property known as Block 27, Lots 1 through 17, and Lots 29 and 30, petitioned the Planning Commission for approval of a final subdivision plat; and

WHEREAS, proper notice was sent and the Planning Commission held a public hearing to receive input on the proposed subdivision on November 15, 1995; and

WHEREAS, on November 15, 1995, the Planning Commission approved the final plat attached hereto as Exhibit A; and

WHEREAS, it is in the best interest of Park City, Utah to approve the final plat;  
and

WHEREAS, there is good cause for the revision as the reconfiguration will result in compliance with state law and will not create parcels that are incompatible in the Historic District; and

WHEREAS, neither the public nor any person will be materially injured by the proposed plat revision.

NOW, THEREFORE, BE IT ORDAINED by the City Council of Park City Utah  
as follows:

**SECTION 1. FINAL PLAT APPROVAL.** The final plat is approved as shown on the attached Exhibit A with the following conditions:

1. Prior to plat recordation, the City Council, City Attorney, and City Engineer shall review and approve the plat for compliance with the Land Management Code and these final conditions of approval.
2. All Standard Project Conditions shall apply.
3. A note shall be placed upon the plat stating that Parcel 5 and Parcel 8 shall have access from Woodside Avenue, through Parcel 4 and Parcel 7 only.

**SECTION 2. EFFECTIVE DATE.** This Ordinance shall become effective immediately.

PASSED AND ADOPTED this 30th day of November, 1995.

PARK CITY MUNICIPAL CORPORATION

---

Mayor Bradley A. Olch

Attest:

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Janet M. Scott, Deputy City Recorder

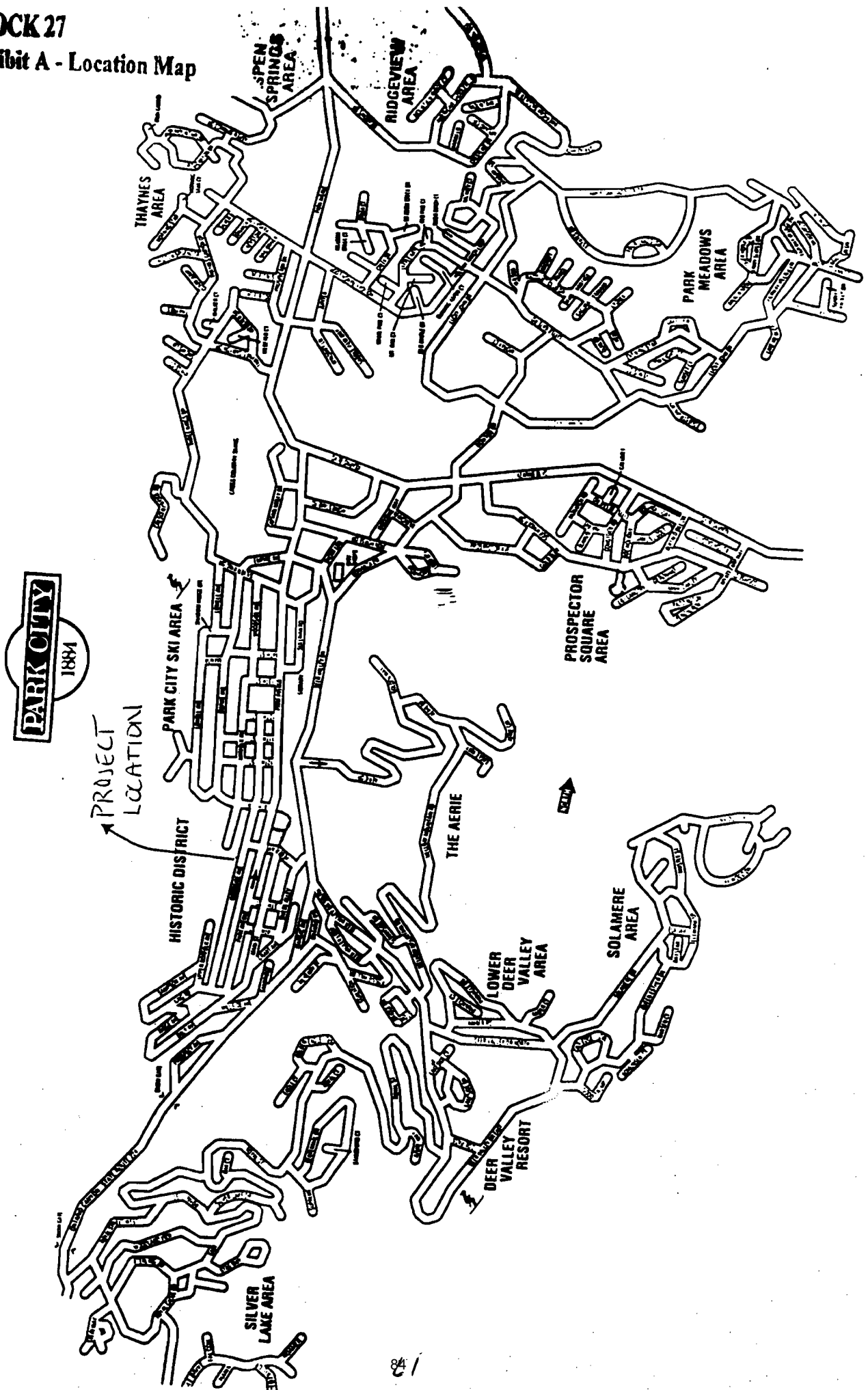
Approved as to form:

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Mark D. Harrington, Asst. City Attorney

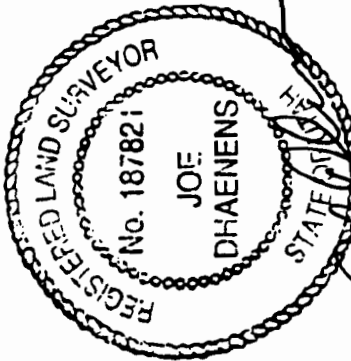
# BLOCK 27

## Exhibit A - Location Map

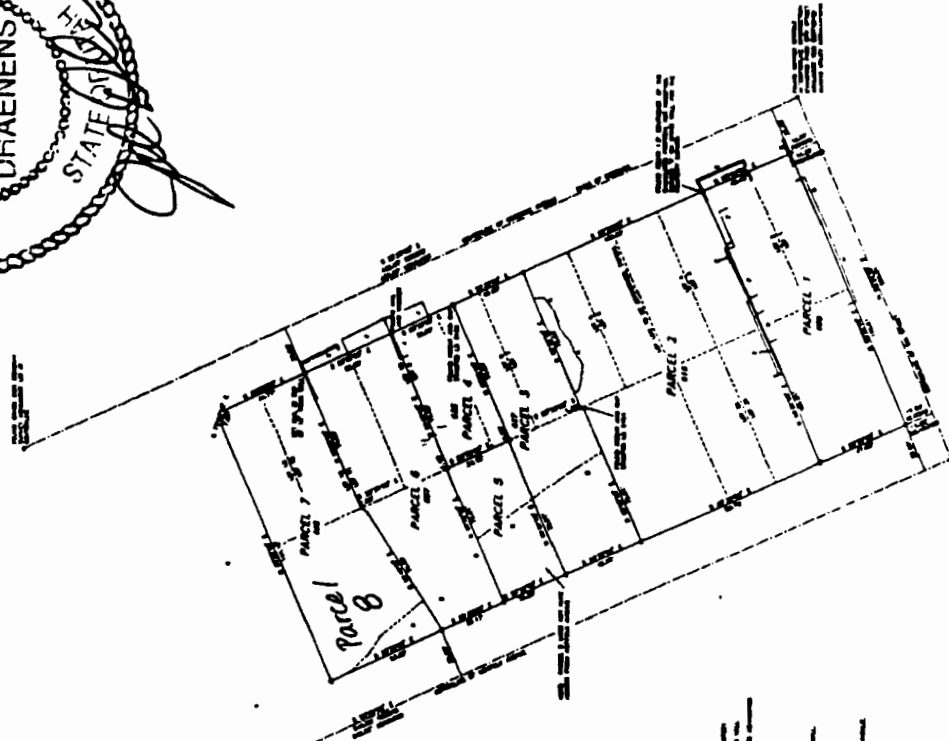


# EXHIBIT A - PLAT MAP

BLOCK 27 PARK CITY  
PLAT AMENDMENT AND RECORD OF SURVEY



Public



LEGEND

PARCEL AREA

DESCRIPTION OF PARCELS SURVEYED  
IN THE PLAT AMENDMENT AND RECORD OF SURVEY  
FOR BLOCK 27, PARK CITY, PLAT AMENDMENT AND RECORD OF SURVEY  
FILED FOR RECORD IN THE OFFICE OF THE CLERK OF THE COMMONS  
ON THE 11th DAY OF JULY 1995

*Joe Dhaenens* 11-7-95

| CITY COUNCIL                                                | CITY ENGINEER                                                | CITY PLANNING COMMISSION                                                | CITY ATTORNEY                                                | SEWER DISTRICT APPROVAL                                       | RECORDED                                                                          | NOTED BY       |
|-------------------------------------------------------------|--------------------------------------------------------------|-------------------------------------------------------------------------|--------------------------------------------------------------|---------------------------------------------------------------|-----------------------------------------------------------------------------------|----------------|
| APPROVED BY THE CITY COUNCIL ON THE _____ DAY OF _____ 1995 | APPROVED BY THE CITY ENGINEER ON THE _____ DAY OF _____ 1995 | APPROVED BY THE CITY PLANNING COMMISSION ON THE _____ DAY OF _____ 1995 | APPROVED BY THE CITY ATTORNEY ON THE _____ DAY OF _____ 1995 | APPROVED BY THE SEWER DISTRICT ON THE _____ DAY OF _____ 1995 | RECORDED IN THE OFFICE OF THE CLERK OF THE COMMONS ON THE _____ DAY OF _____ 1995 | NOTED BY _____ |

reduced from 24" x 36"

# BLOCK 27

## Exhibit B - Plat Map

