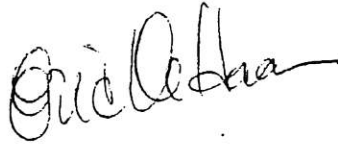


MEMORANDUM

To: Planning Staff

From: Eric DeHaan, P.E., City Engineer



Date: July 6, 1998

Subject: Use of Platted City Streets for Private Driveway Access to Private Garages

Much as we had to struggle with the issue of the use of Sullivan Road as access to development parcels, we may now have similar issues with a variety of requests to use unbuilt platted City streets as access to private garages. Some of you will remember the Coker access problem adjacent to 563 Woodside, which is again raising its head due to Dan and LeeAnn Smith's request to encroach with improvements to 563 Woodside. I also have a request from Bill Mammen to access a new garage at 952 Lowell by virtue of a driveway coming up 10th Street from Empire. We also have a request from Jonathan DeGray to use a portion of platted Marsac to access the garage of a dwelling at 201 Ontario. There will be others, some of which are proposed by people who seem to be convinced that Park City wants to see such private driveways installed in an effort to combat "garage barrage". This memo will set forth my recommended criteria for your review and comment relative to the desirability of getting garage doors off the street.

If the request were to construct a public City street in the right-of-way I have a whole set of specifications saying how that needs to be done, but in the case of these private driveways I feel it would be desirable to formulate a policy, much as we did for Sullivan Road, which sets objective criteria and performance standards. The Sullivan Road policy requires any new development off Sullivan to be approved as a C.U.P., which in itself may be a discouraging process. If it actually is our desire to encourage the placement of garage doors not close to and facing the street, perhaps we should re-look at the C.U.P. requirement before we apply it to driveways built in platted City streets.

Nevertheless, as it stands right now, here is my recommended list of criteria and performance standards for private driveways proposed to be built within platted unbuilt City streets:

1. The driveway shall not exceed 10% in slope.
2. Snow storage along the downhill side or end of the driveway must be provided. This may preclude driveways running straight uphill in one of our platted streets, because the plow would simply push the snow right back into the City street at the bottom.
3. The driveway must be paved with asphalt or concrete so that mud in March isn't an issue. Turf-blocks or similar paving systems would not be acceptable because of their incompatibility with plows.
4. The driveway shall not pre-empt any existing physical parking which may occur in the platted street. If the platted street has been improved to provide public parking, then any

driveway proposal would need to replace such parking with new parking spots of equal or better convenience and construction.

5. The driveway and related improvements such as retaining walls would need to be designed and built to minimize present and future conflicts with public utilities and stairs. Actual design of future stairs may be required to verify that no conflict will occur.
6. The loss of open space values in the platted street, both active and passive, shall be evaluated prior to approving a driveway.
7. The driveway construction shall require a Conditional Use permit. (We could substitute "planning commission and/or HDC review and approval" for the C.U.P. My objective is to piggyback on neighborhood noticing.)
8. An Encroachment Permit for the driveway would be required, approved by the City Council.
9. A determination from the building official as to whether the driveway constitutes a "Public Way" for UBC purposes is necessary.
10. Common drives serving more than one house would be desirable.
11. Any private utilities within the platted City street, such as a power line serving the garage, would be prohibited since they may not get blue-staked during future City projects.

Please review this memo and let me know your suggestions.