



MEMORANDUM

To: Snyderville Basin Planning Commission
From: Jennifer Strader, Senior Planner
Date of Meeting: February 23, 2021
Type of Item: Work Session
Subject: Snyderville Basin General Plan Amendments

Staff has scheduled a work session with the Planning Commission to review and discuss Chapter 5, Sustainability, Cultural and Natural Resources and Chapter 8, Transportation of the Snyderville Basin General Plan. Please click on the link below for access to the General Plan.

<https://summitcounty.org/DocumentCenter/View/481/General-Plan-PDF?bidId=>

The purpose of this work session is to provide Staff with your observations and comments on Chapters 5 and 8. If you think changes are necessary, please be prepared to point out the area of concern and provide suggestions as to what additions, deletions, or other changes would alleviate those concerns.

Attachments

General Plan Chapters 5 and 8

Chapter 5

Sustainability, Cultural and Natural Resources

GOAL: Identify cultural and natural resources and ensure that all development undertaken is compatible with and in harmony with the surrounding mountain and resort environment while maintaining ecological balance and protecting the scenic and historic qualities of the Basin as well as the economic base.



OBJECTIVE A: Identify and recognize amenities important to the community heritage of the Basin and work to preserve such amenities to the greatest extent possible.

The County played an important role in the settlement of Utah and the West as a whole, with prominent westward trails, early settlements, and agricultural operations forming the foundation of the Basin. Therefore, heritage amenities are defined as:

- a. Sites where culturally significant historic events occurred
- b. Sites important to culturally significant people in history
- c. Historic trails, paths, and other transportation connections and corridors
- d. Structures more than 50 years old
- e. Past and present agricultural operations

Policy 5.1: Recognize agricultural operations as a significant and important use of the land and protect the rights of those uses.

Policy 5.2: A survey should be conducted to identify heritage amenities. Identified amenities should be of high priority for preservation through relocation, adaptive reuse, preservation in place, facade easements, conservation easements, or other methods.

Policy 5.3: Heritage Amenities and Cultural Arts Plan: Adopt a comprehensive Heritage Amenities and Cultural Arts Plan (the “Heritage Plan”) in the Basin. This Heritage Plan should provide specific provisions for the type, amount, and manner in which public art or heritage preservation will be incorporated into a development project, or cash-in-lieu contribution to public art in the Basin.

Policy 5.4: Heritage Preservation - Incentives: The County should consider appropriate incentives to property owners for the purposes of preserving heritage amenities.

Policy 5.5: Art and Economic Development: Allow opportunities for the arts and artists to participate in the visual enhancement of the Basin.

OBJECTIVE B: Identify and protect Critical Lands throughout the Basin, and ensure that development is limited or prohibited as appropriate. 🌱

Policy 5.6: Preservation: Work with developers to ensure that Critical Lands are properly identified within proposed project areas and preserved and avoided to the greatest extent possible. 🌱

Policy 5.7: Critical Lands Density: Development on Critical Lands is allowed at base density. No density incentives for development should be granted for preserving Critical Lands.

Policy 5.8: Critical Lands: Critical Lands defined in Chapter 11 of the Code are those lands which:

- a. Have slopes of thirty percent (30%) or greater, or
- b. Have geologic hazards and avalanche tracks, or
- c. Are within a 100-year flood plain, or
- d. Are Jurisdictional Wetlands as defined by the Army Corps of Engineers, or
- e. Are on ridgelines.

Policy 5.9: Critical Slopes: Slopes of thirty percent or more are declared to be critical areas because there is a high probability that onsite and downslope property damage and water quality, fisheries and wildlife habitat deterioration may result from their development. Revegetation difficulties are compounded by the Basin’s short growing season, making the reclamation of disturbed slopes more costly, and long term success of reclamation may be difficult. Development that accelerates the erosion of soil, and thereby contributes significantly to the sedimentation of stream corridors, should not be allowed.

Policy 5.10: Floodplains: All areas within a 100-year floodplain, or where the prevailing or potential natural vegetation is riparian, are declared to be critical to

the maintenance of the basin's hydrologic systems, fisheries and wildlife habitat. Development of floodplain areas has a significant potential to adversely affect wildlife, water quality, and, if it modifies the floodway, adjoining, upstream and downstream properties, roads and other public facilities. Development in floodplain areas may also be constrained by a high water table which raises the cost of installing and maintaining utilities. Finally, floodplain development adversely affects all taxpayers through public expenditures to prevent or clean up damages due to floods.

Policy 5.11: Avalanche Tracks: Development layout and design should avoid areas which may be adversely affected by avalanche tracks. All known avalanche tracks are declared to be critical areas because of the high probability that development in such hazardous areas may result in property damage, damage to public utilities and roads serving the development, and possible injury or loss of life.

Policy 5.12: Jurisdictional Wetlands: Jurisdictional Wetlands are declared to be critical since development in wetland areas has a significant adverse effect on water quality, the rate and volume of storm water discharge, and wildlife.

Policy 5.13: Ridgelines: Because of the importance of aesthetics to the economic viability of the Basin, views from the designated roadways (Interstate 80, State Roads 224 and 248, and US-40) are critical and ridgeline encroachment should be avoided.

OBJECTIVE C: Enhance, promote, and protect a sustainable development framework for the future. 

Policy 5.14: Water Quality: Coordinate with the Summit County Health Department to ensure watershed areas and well sources are protected through the implementation of Development Code amendments. 

Policy 5.15: Wastewater Systems: Develop a plan to implement strategies to construct/upgrade public sewer facilities. Where public systems are not available, promote the utilization of advanced wastewater systems. 

Policy 5.16: Storm Water: Coordinate with the Summit County Engineering Department to encourage sustainable and efficient storm water management practices. 

Policy 5.17: Irrigation: Promote advanced irrigation techniques, including the use of wastewater on golf courses and other large irrigated areas. 

Policy 5.18: Landscaping: Study and implement an urban landscaping management plan to be included in the Development Code to ensure the on-going health of the community flora. 

Policy 5.19: Preservation of Air Quality: Ensure that development does not contribute significantly to the degradation of air quality and minimizes the impacts of wood burning stoves, automobiles, or other similar air quality pollutants by:

- a. Coordinating with the Summit County Health Department to support and implement air quality initiatives. 🌱
- b. Prohibiting the use of new wood burning appliances and incentivize the replacement of old wood burning devices. 🌱
- c. Adopting an anti-idling ordinance. 🌱
- d. Coordinating with the Summit County Engineering Department to amend the Construction Mitigation Plan requirements to ensure mitigation of post emissions on constructions sites. 🌱

Policy 5.20: Transportation: Continue to work with Park City Municipal, the Utah Department of Transportation (“UDOT”), and others to develop, maintain, and promote a regional transportation system to help reduce air pollution in the Basin by:

- a. Coordinating with Summit County Public Works and the Engineering Department to study and adopt a multi-modal neighborhood transit enhancement plan. This plan should ensure that transportation routes function appropriately and meet the needs of the individual neighborhoods. 🌱
- b. Coordinating with Basin Recreation to continue updating the Snyderville Basin Trails Master Plan to enhance neighborhood connectivity and encourage a reduction in driving. 🌱
- c. Coordinating with Summit County Public Works, the Engineering Department, Basin Recreation, and the Park City School District to study and implement a safe route to schools program. 🌱

Policy 5.21: Site Design: Encourage community site design techniques that promote sustainable land use practices by:

- a. Implementing requirements for lot and building orientation to maximize sustainable design opportunities. 🌱
- b. Coordinating with the Summit County Building Department to implement incentives for energy efficiency and sustainable site design. 🌱
- c. Updating the lighting regulations to allow for the newest technologies that allow for the most efficient lighting. 🌱

Policy 5.22: Wildfire Management: Development layout and design should take into consideration the risks associated with wildfires. 🌱

Policy 5.23: Wildlife: Ensure the protection of wildlife and habitat from adverse impacts of development by:

- a. Coordinating with the Utah State Division of Wildlife Resources to map critical winter and summer ranges, birthing areas, and migration corridors. 🌱

Chapter 8

Transportation, Circulation, and Connectivity

GOAL: *Promote a variety of transportation alternatives that provide convenient, reliable, and efficient services that meet the travel requirements of users.* 🌱

OBJECTIVE A: Use comprehensive multi-modal transportation planning to guide decision making. 🌱

Policy 8.1: Comprehensive Transportation Plan: Annually review and update as necessary the comprehensive long range Snyderville Basin Transportation Master Plan (the “Transportation Master Plan”). The County has adopted this Plan as the primary transportation planning tool that establishes a roadway classification system, a map showing the location of future roads and key improvements required, and a description of a local transit system needed to serve the community. The Transportation Master Plan is attached as an appendix to this Chapter.

Policy 8.2: Trails Plan: Coordinate with Basin Recreation and adjacent regional jurisdictions on updates to their Trails Master Plan to address such items as location, construction, connectivity, maintenance, and funding of community wide trails. The County has adopted this as the primary Trails Plan for the Snyderville Basin.

OBJECTIVE B: The following principles will be incorporated into all transportation planning efforts in all development in the Basin.

Policy 8.3: Multimodal Streets: Streets and adjacent spaces should not be just a corridor for moving traffic, but make allowances for social interaction, walking, horseback riding where appropriate, and cycling. All future motorized roadways will be constructed to allow for non-motorized transportation activities. Additionally, all existing road construction projects will be designed and constructed to provide an alternative pathway for other modes of transportation. Examples of these types of corridors are sidewalks, soft surface or paved trail that are separated from or adjacent to the road, widened shoulders, and bike lanes. 🌱

Policy 8.4: Exhaust Alternatives Before Increasing Capacity: Study and implement strategies to regularly audit streets and transit systems for upgrades. All efforts will be made to use existing transportation resources to their maximum efficiency before new infrastructure is built. Expanding capacity of any roadway will be considered as a last resort. 🌱

Policy 8.5: Access and Level of Service: Access to major roadways, including highway and other arterial roads, will be limited and managed to maintain an adequate “level of service” and to maintain the “functional classification” of the

roadway. Property owners will be responsible for coordinating access to optimize the location of roadway intersections.

Policy 8.6: Traffic Control and Management: The County will consider the implementation of traffic control and management measures, including, but not limited to the following components:

- a. Park and ride facilities at Kimball Junction, Quinn's Junction, Town and Resort Centers, and other appropriate locations; 🌱
- b. Programs limiting portions of roads to non-motorized vehicles or pedestrian use; 🌱
- c. Bicycle Transportation Master Plan, working in conjunction with Park City, U.D.O.T., and Basin Recreation; 🌱
- d. Employer-based carpooling; 🌱
- e. Employer-sponsored flexible work schedules; 🌱
- f. Car and van pool programs; 🌱
- g. Local programs directed toward the community center, special events, and other high traffic generators. 🌱

OBJECTIVE C: Development will be designed to provide multimodal connectivity between adjacent subdivisions, commercial areas, or other developments. 🌱

Policy 8.7: Connectivity: All streets should be designed to connect to the larger network. Cul-de-sacs are generally discouraged, especially in areas where connectivity opportunities exist. The street pattern will be arranged to keep through traffic off local streets. Road patterns designed to allow traffic to speed through a neighborhood are not appropriate. 🌱

Policy 8.8: Internal Connectivity: Development will include a continuous system of sidewalks or pathways to connect all residential, commercial, parks, school and civic amenities, and other areas. Connections between internal pathway systems to the community system are highly encouraged. 🌱

Policy 8.9: Walking distance: The distance between intersections will not exceed a distance that is comfortable for walking from place to place. 🌱

Policy 8.10: Traffic Calming: Traffic calming devices will be incorporated where appropriate. Reduced traffic speeds will be promoted on neighborhood roads with appropriate signs or other measures indicating road use by others such as children, horses, bicyclists, walkers, or fishermen.

Policy 8.11: Transit: Centrally located transit facilities will be placed within all new major developments.

Policy 8.12: Entry Corridors: The County, working with the UDOT, will adopt a landscape enhancement and management master plan for SR 224, SR 248, I-80, and US-40 corridors. The County will continue to work with UDOT to gain agreements regarding the placement of raised barrier curbs, landscaping along the road edges, and divided median strips within the identified entry corridors to provide additional enhancements in these areas.

OBJECTIVE D: The County will pursue local and regional mass transit opportunities to provide greater transportation efficiency. 🌱

Policy 8.13: Recognize the regional nature of traffic and commit to continue working with UDOT, Park City Municipal, Wasatch County, Salt Lake County, and other stakeholders to achieve regional mass transit cooperation. 🌱

Policy 8.14: Maximize existing infrastructure to accommodate for mass transit rather than building or expanding roads. 🌱