

**PARK CITY PLANNING COMMISSION
WORK SESSION MINUTES
August 8, 2012**

PRESENT: Charlie Wintzer, Brooke Hontz, Mick Savage, Adam Strachan, Jack Thomas, Thomas Eddington, Polly Samuels McLean

WORK SESSION ITEMS

Discussion and Overview of National Planning Trends

Planning Director Eddington gave a slide presentation to show different types of planning and projects around the Country. He stated that the American Planning Association recently did a study of "Walk Appeal". Planning ideology typically assumed that the farthest an American will walk is a quarter of a mile, which averages five or ten minutes. That assumption has changing based on the idea that how far people walk depends on the appeal of the area in which they would walk.

Director Eddington provided six scenarios from the Walk Appeal Analysis.

The first scenario is called the London Standard because it was first presented in London. In a tight city such as London or any area that has building fabric that is built on adjacent buildings, people are willing to walk two miles.

The second scenario is a Main Street Standard. On an American main street people will walk approximately three-quarters of a mile. Fabric is pulled up to the sidewalk and buildings are adjacent to each other.

The third scenario is a Neo-traditional neighborhood, which is a tightly knit neighborhood, and people will walk a quarter of a mile. The buildings are close to the sidewalk but not right up to it. As you walk down the road the views change every second and people tend to walk farther than they would in a suburban neighborhood.

The fourth scenario is a Suburban neighborhood and people tend to only walk a tenth of a mile because there is very little visual interest. In a typical subdivision people will walk approximately 250 feet, primarily because there is no reason to walk.

The fifth scenario is a Power Center. If people are shopping they will not walk from one store to another. It comes down to sense of space, sense of safety and no visual interest.

The sixth scenario is a Parking Back Standard where cars are parked right up to the street. In those cases people generally will not walk 25 feet according to the new Walk Appeal Index.

Director Eddington noted that the study only came out this year and it is quite accurate.

Director Eddington presented the UK Bio-diversity Action Plan. They did a tremendous job preparing for the Olympics and it provided an opportunity to redevelop the east side of London. Director Eddington commented on various aspects of the Olympic planning for London, which included preparing for global warming and creating species habitat. He thought it was interesting how they had gone with ideological things rather than things that would produce instant monetary

return. Director Eddington indicated the Green Belt that the Olympic venue was tied into, and how green infrastructure is part of their national mentality. He noted that London was ahead of America on the green aspect.

Director Eddington presented slides of New York City and explained how the Staff had researched New York for opportunities to incorporate some of their ideas into the General Plan in terms of transportation and bicycles. He noted that New York City has taken the lead on true bike paths, and explained how they made the streets safer for cyclists.

Commissioner Hontz pointed out that Salt Lake has started doing bike corridors. The Commissioners commented on bike days promoted in other cities around the Country to encourage people to ride bikes and get out of their cars. Commissioner Thomas thought there were many interesting ideas and the question is whether they want to lead or follow.

Commissioner Thomas pointed out that UDOT was proposing to add two additional lanes each way on SR224 from Park City to the Junction. Director Eddington agreed that it was not forward thinking when the objective is to reduce the amount of traffic. He stated that the questions was how to address planning and whether they wanted to react to the traffic issue or plan to mitigate the issue using other opportunities. He believed they were still on the cusp.

Director Eddington presented photos of the New York City Highline that was built in the area where the train tracks used to run over the city. He explained how one group fought City hall against development and did what they needed to do to raise funds and generate interest to reuse it rather than demolish it. People use the New York Highline for commuting and exercise. Bikes are not allowed on it. Chair Wintzer pointed out that the New York Highline was possible because of TDRs. They started transferring density rights around the area and let the owners sell their density rights. Assistant City Attorney stated that a concerted effort was made to keep the Highline park-like and to make it narrow to maintain the park feel. She noted that it is very popular and very crowded.

Commissioner Thomas felt the demonstrated principle was that if something is no longer in use, there is always the possibility for an adaptive reuse. Director Eddington stated that adaptive reuse was true sustainable development and planning. Ms. McLean pointed out that Park City did that with the Rail Trail.

Commissioner Thomas stated that too many times they design based upon traffic flow and engineering principles, and trying to move more people in and out of the community. None of that takes into consideration the visual impacts and aesthetics. As planners, they need to start factoring in the beauty of the community. Commissioner Thomas appreciated this presentation and discussion and he thought they should do it more often.

The Work Session was adjourned.