

Emergency Vehicle and Resident Access and Egress to the Alice Claim Neighborhood

- Alice Claim property is currently undeveloped wildland
- Development of a subdivision on the Alice Claim will bring this parcel into the Wildland-Urban Interface (WUI)
- The proposed development impacts the health, safety and welfare of the Neighborhood
- Development within the WUI requires Emergency Vehicle Access and Egress defined in the Utah WUI Code (2006)
- Park City has adopted the Utah WUI Code (2006) July 1, 2016 (Ordinance No. 2016-31, <http://parkcity.org/Home/ShowDocument?id=29430>)

2006 UTAH WILDLAND-URBAN INTERFACE CODE

SECTION 401 GENERAL

401.1 Scope. Wildland-urban interface areas shall be provided with emergency vehicle access and water supply in accordance with this chapter.

401.2 Objective. The objective of this chapter is to establish the minimum requirements for emergency vehicle access and water supply for buildings and structures located in the wildland-urban interface areas.

401.3 General safety precautions. General safety precautions shall be in accordance with this chapter. See also Appendix A.

402.2 Individual structures.

402.2.1 Access. Individual structures hereafter constructed or relocated into or within wildland-urban interface areas shall be provided with fire apparatus access in accordance with the *International Fire Code* and driveways in accordance with Section 403.2. Marking of fire protection equipment shall be provided in accordance with Section 403.5 and address markers shall be provided in accordance with Section 403.6.

402.2.2 Water supply. Individual structures hereafter constructed or relocated into or within wildland-urban interface areas shall be provided with a conforming water supply in accordance with Section 404.

403.3 Fire apparatus access road. When required, fire apparatus access roads shall be all-weather roads with a minimum width of 20 feet (6096 mm) and a clear height of 13 feet 6 inches (4115 mm); shall be designed to accommodate the loads and turning radii for fire apparatus; and have a gradient negotiable by the specific fire apparatus normally used at that location within the jurisdiction. Dead-end roads in excess of 150 feet (45 720 mm) in length shall be provided with turnarounds as approved by the code official. An all-weather road surface shall be any surface material acceptable to the code official that would normally allow the passage of emergency service vehicles to protect structures and wildlands within the jurisdiction.

403.7 Grade. The gradient for fire apparatus access roads and driveways shall not exceed the maximum approved by the code official. It will be up to the code official to ascertain the standard based on local fire equipment grade not to exceed 12 percent.

SECTION 405 FIRE PROTECTION PLAN

405.1 Purpose. The plan is to provide a basis to determine overall compliance with this code, for determination of Ignition Resistant Construction (IRC) (see Table 503.1) and for determining the need for alternative materials and methods.

405.2 General. When required by the code official, a fire protection plan shall be prepared and approved prior to the first building permit issuance or subdivision approval.

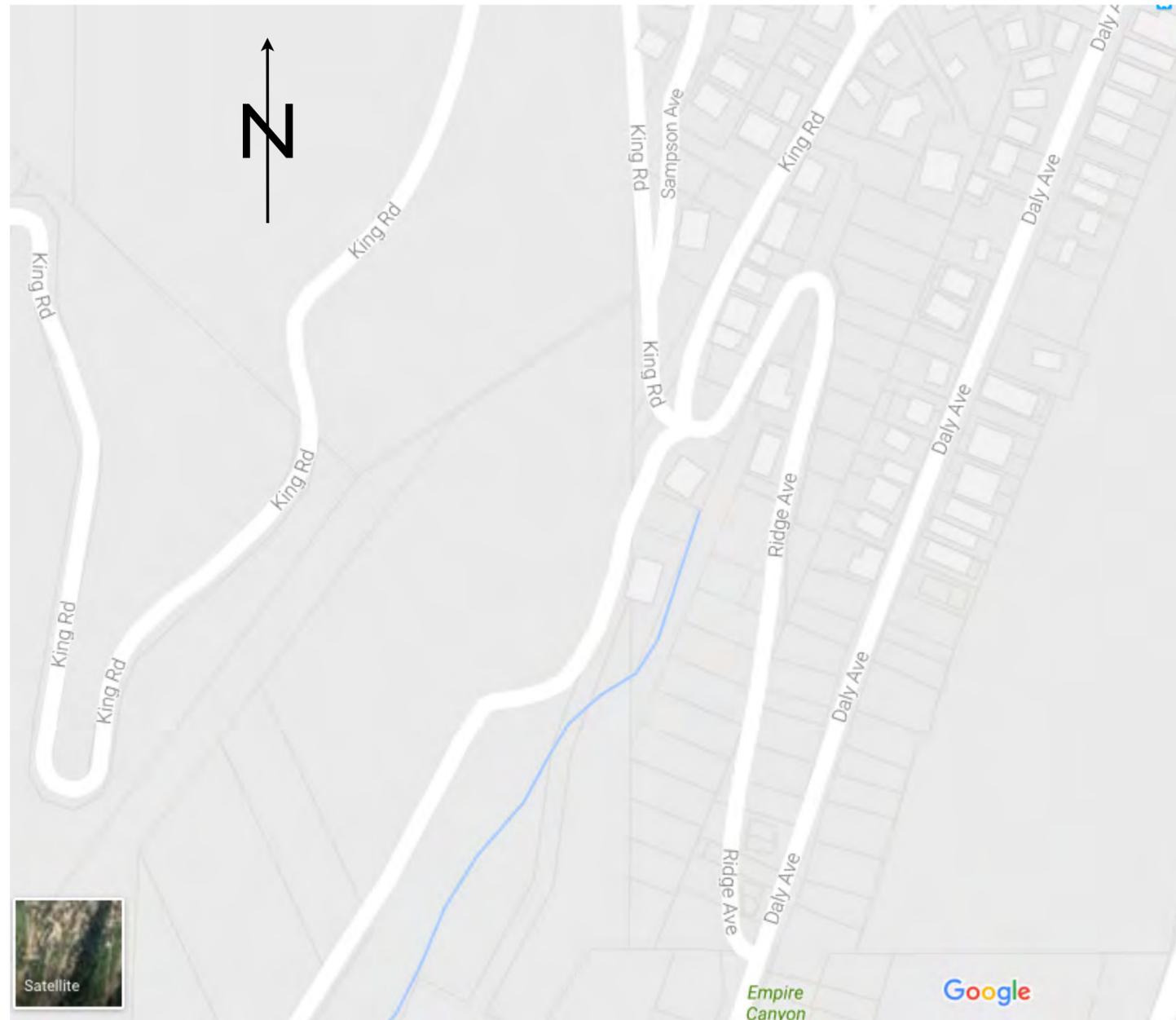
A108.4 Access roadways. In addition to the requirements in Section 403, access roadways shall be a minimum of 24 feet (7315 mm) wide and posted NO PARKING. Two access roadways shall be provided to serve the permitted use area.

Summary of development under WUI Code

- Emergency vehicle access and water supply are required
 - Structures constructed within WUI to be provided with:
 - Two all weather access roads posted NO PARKING
 - 20-24 foot minimum width
 - Grade no more than 12%
- Fire protection plan required prior to subdivision approval

Road Access to the Alice Claim

The Alice Claim can ONLY be reached via King Road, Sampson Avenue and Ridge Avenue



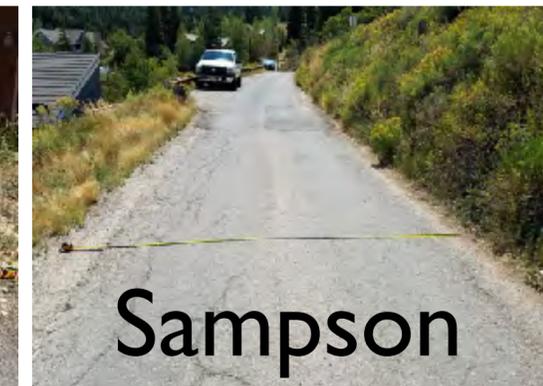
- The land above the intersection of King Road and Ridge Avenue is currently Wildland
- The Park City roads leading to the Alice Claim are substandard for WUI development
 - King Road is 15 feet wide
 - Sampson Avenue is 11 feet wide
 - King Road appears $>12\%$ grade
 - Ridge Avenue is 11 feet wide
- The CUP and subdivision plans provide only ONE of TWO required access roads



King Rd



Ridge Ave



Sampson

Tape measure stretched across the road at narrowest point

Road Access to the Alice Claim

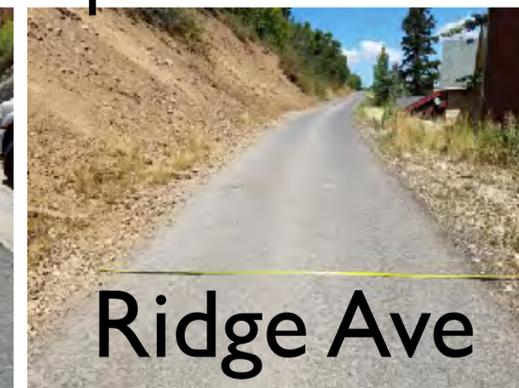
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Ridge Ave



Sampson

Tape measure stretched across the road at narrowest point

Effect of the Proposed Alice Claim Subdivision on the Health, Safety and Welfare of the Park City Community

- A wildfire at the Wildland-Urban Interface in Park City is inevitable
- Emergency fire resources may be overwhelmed
- Citizens will be evacuating and accessing involved areas
- Emergency and Fire vehicles will be responding
- Substandard roads leading to the Alice Claim will not allow simultaneous emergency vehicle access and resident egress. They are a choke point!
- The community living above King Road, Ridge Avenue and Sampson Avenue will be at increased risk for loss of property, injury and loss of life relative to their neighbors who live below these substandard roads.
- The developers have tried to minimize perception of this real risk.
- If you doubt the potential for fatal gridlock, look to Sundance and Arts Fest.

The 1991 Oakland CA Tunnel Fire: A Premonition for Park City



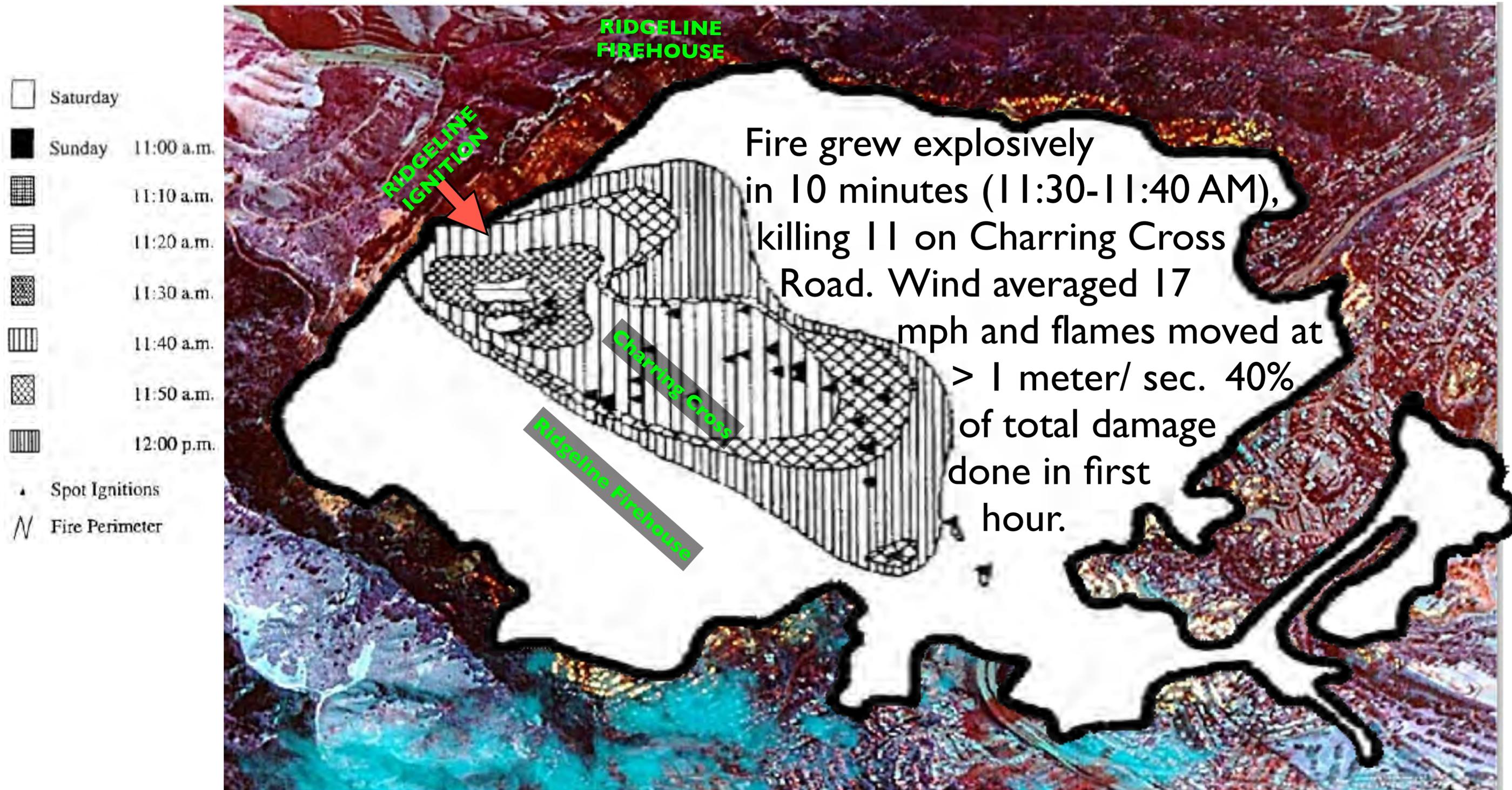
NASA infrared image during fire

Summary of the Tunnel Fire

- 11 fatalities occurred in gridlocked traffic on Charring Cross Road. 8 others on nearby roads.
- Charring Cross Road was 12 feet wide, a choke point, not capable of both access and egress
- Charring Cross was built in 1920's, not brought up to standards when 21 homes built in 70's & 80's.
- Wider than Park City's Ridge, Sampson and King neighborhood roads
- Addition of the Alice Claim subdivision will increase the number of neighborhood homes beyond 21
- WUI fire destroyed 3642 homes in the Oakland hills above the Caldecott Tunnel
- 25 fatalities within the first hour of fire including one police officer, one firefighter. 600 acres (1 square mile) burned in first hour. 2.35 square miles total in approx 12 hrs, \$1.68 Billion in property.
- Ignition filmed live on TV, Fire department on scene with hoses in place monitoring site of brush fire from previous day, reignited by sudden wind, fire's spread broadcast nationally during 49ers game.
- Oakland is a modern city of 400,000 with a large fire department, 24 engine companies.
- Oakland's city emergency response was overwhelmed
- Fire mutual aid activated from adjoining cities, then adjoining counties, the entire Bay Area, all of Northern California, and finally, adjoining states (Oregon and Nevada)
- As many as 440 engine companies, 1500 personnel and 250 agencies responded
- Aerial fire suppression by 6 air tankers was ineffective, fire spread driven by wind blown embers

https://en.wikipedia.org/wiki/Oakland_firestorm_of_1991#Origins_of_the_fire

FIRST HOUR OF THE FIRE



Expert Analysis of the Tunnel Fire on its 20th Anniversary (2011)

“The lesson here is to resist making concessions on initial development patterns, lot configurations, road alignments or infrastructure standards.”

“Emergency ingress and resident egress are critical and should not be compromised.”

“Once a neighborhood is populated, fire response will have to adapt to these initial approvals and may always be compromised. Access, lot size and the footprint of development cast the die for every community.”

Considerations for the Park City Community

Narrow substandard streets in steep mountainous terrain at the Wildland-Urban Interface are potential deathtraps in catastrophic emergencies likely to occur in Park City (e.g., wildland fire, avalanche, etc.) and diminish the health, safety and welfare of the Park City Community

The Alice Claim subdivision represents a significant change to the undeveloped wildlands above an identified series of existing substandard roads (King, Ridge and Sampson) and establishes a dangerous Wildland-Urban Interface. As such, it sets a dangerous precedent for the community and unacceptable risk to the safety and welfare of residents above, along and below King, Ridge and Sampson.

Approval of the Alice Claim subdivision without improving the existing substandard roads and requiring a second roadway entrance to the subdivision may leave Park City liable in the loss of property, health and life in the event of a foreseeable emergency.

Recommendation to Deny the Alice Claim Development, Subdivision and CUP

The Park City Land Management Code (LMC) defines Good Cause as the following:

Providing positive benefits and mitigating negative impacts, determined on a case by case basis to include such things as: **providing public amenities and benefits, resolving existing issues and non-conformities**, addressing issues related to density, promoting excellent and sustainable design, utilizing best planning and design practices, preserving the character of the neighborhood and of Park City and **furthering the health, safety, and welfare of the Park City community.**

The existing substandard Park City roadway access (i.e. King, Ridge and Sampson) to the proposed Alice Claim subdivision and the single roadway entrance to the Alice Claim subdivision proposed in the CUP and subdivision plans are inconsistent with Sections 403.3, 403.7 and A108.4 of the 2006 Utah Wildland Urban Interface Code and the Park City Wildland Urban Interface Code (July 2016).

Consequently, Fact, Conclusion of Law, and Conditions of Approval require the Park City Council's denial of the Alice Claim subdivision and CUP based on concerns over public health, safety and welfare until existing issues and non-conformities are addressed.

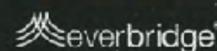
If we can't **REACH** you
we can't **ALERT** you

RECEIVE EMERGENCY ALERTS BY PHONE,
APP, TEXT OR EMAIL. REGISTER TODAY!

parkcityalerts.org



emergencymanagement@parkcity.org
A public service announcement from Park City Municipal



It is Time to Cast the Die for Park City

- Catastrophic emergencies involving the proposed subdivision at the Alice Claim and in Old Town are inevitable.
- The Utah and Park City Wildland Urban Interface code was adopted to prepare for that emergency.
- The Oakland Tunnel Fire is an example of how bad a fire emergency can be, how quickly it can spread, how emergency services can be overwhelmed, and how gridlock on substandard roads can lead to loss of life.
- The rights of landowners and pressure to develop increasingly risky properties, especially in Old Town, should be balanced by Park City's responsibilities for the health and safety of present and future residents and the WUI code.
- Park City should consider a moratorium on development above substandard access roads and adhere to the WUI code

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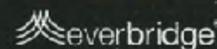
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PARK CITY

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A public service announcement from Park City Municipal

 everbridge

It is Time to Cast the Die for Park City

- The annual traffic surges in the southern end of Old Town for Sundance and The Arts Festival provide the Council with firsthand knowledge of how easily the streets of Old Town gridlock.
- This year, during Sundance, with two police officers present on foot, the intersection of Daly, Main, Hillside and King was gridlocked for more than an hour for no apparent reason.
- An emergency situation, such as the wildland fire shown in the Park City Emergency Management brochure will gridlock the streets. Drivers may be forced to flee on foot.
- With approximately 50% of the housing rented to visitors with no firsthand knowledge of the Old Town streets, the situation will only be worse than you may imagine.
- **YOU KNOW THERE IS A PROBLEM! PLEASE DON'T ADD TO IT!**

Appendix

Wildland-Urban Interface (WUI)

- Wildland:
 - Area in which development is essentially non-existent, except for roads, railroads, powerlines, etc., and any structures are widely scattered.
- WUI
 - Zone where structures and other human development meet or intermingle with undeveloped wildland or vegetative fuels (NWFCG 2006)
 - An area where a wildland fire can potentially ignite homes

SPREAD OF THE FIRE

