

**PARK CITY COUNCIL MEETING
SUMMIT COUNTY, UTAH
OCTOBER 8, 2009**

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, October 8, 2009.

Closed Session

3:00 p.m. Property and litigation

Work Session

4:20 p.m. Council questions/comments

4:30 p.m. H1N1 update - Katie Mullaly, Summit County Health Department

4:50 p.m. Eligibility criteria for purchase of Snow Creek Cottages P. 4 - 7

5:20 p.m. Bonanza Drive truck traffic restrictions P. 8 - 34

- Public input

5:50 p.m. Break

Regular Meeting

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 RESIGNATIONS AND APPOINTMENTS

Acceptance of Jack Thomas' resignation and appointment of Richard Luskin to fill his unexpired term on the Planning Commission to July 2012

V OLD BUSINESS (*Continued items*)

Consideration of an Ordinance annexing approximately 286.64 acres of property located at the southwest corner of the SR248 and US40 interchange in the Quinn's Junction area, known as the Park City Heights Annexation, into the corporate limits of Park City, Utah, and approving a Water Agreement, and amending the Official Zoning Map of Park city to zone the property in the Community Transition Zoning District (CT)

(a) Public hearing

(b) **Motion to continue to a date uncertain**

VI ADDITIONAL DISCUSSION – AGENDA ITEMS

VII ADJOURNMENT

A majority of 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.

See: 10/05/09
www.parkcity.org

Note: This future meeting schedule is TENTATIVE and subject to change.
PARK CITY COUNCIL TENTATIVE MEETING SCHEDULE

October 2009

- 8 **Joe gone**
- 15 City website presentation - work (20 min) SR
Sundance supplemental agreement
MFL Mountain Town Stages Pub Crawl – partial closure of Main Street – 7 p.m. – 9 p.m.
10/24
Amended PCMC/Summit County Transportation Agreement – KC
Amendment to JSSD Mine Maintenance Agreement - KL
Old business - Appeal of the Planning Commission's July 8, 2009 approval of a conditional use permit application submitted by North Silver Lake Lodge LLC – appellants, adjacent owner associations represented by Clyde Snow, Attorneys at Law
- 22 **No meeting**
- 29 The Montage field trip 3 p.m. – 4:30 p.m.
Hot air balloon update (20 min) – MD
RAB visioning (40 min)
Ordinance approving the Glory Hole Subdivision, located at 518 Deer Valley Drive, Park City, Utah - FA
Ordinance approving the 1440 Empire plat amendment, located at 1440 Empire Avenue, Park City, Utah – KS
Ordinance – LMC amendment for MPD in HR-2 (motion to continue to 12/03 – KW/TE

November 2009

- 3 *General Election*
- 5 Marsac Building open house 4 p.m. – 7 p.m. (light agenda)
Ordinance approving amendments to the Land Management Code of Park City, Utah to address revisions to Sections 15-2.1-5, 15-2.2-5, and 15-2.3-5 clarifying attic space and Section 15-15, Definitions
- 12 *General election canvass*
VCBO presentation on the Racquet Club (30 min)
Lower Park Avenue RDA (work)
Comstock sidewalk (work)
- 19 Park Silly Market economic analysis findings (work)
- 26 Thanksgiving

December 2009

- 3 Extraordinary funding requests review
Ordinance – LMC amendment for MPD in HR-2
- 10 Insurance Placement for 2010
- 17 Agency minutes

Pending Items:

Business license policy
Performance measures
Resolution amending (or replacing) Resolution No. 20-07, adopting Affordable Housing Guidelines and Standards for Park City, Utah
Carrying capacity/market analysis survey
Wild land interface issues



City Council Staff Report

Subject: Snow Creek Cottages
Author: Rhoda Stauffer
Department: Sustainability
Date: October 8, 2009
Type of Item: Informational

Summary Recommendation: This report is for informational purposes only, no action is required. Staff recommends that the Council discuss and provide input on the application and selection guidelines for the sale of the Snow Creek Cottages.

Description:

Topic: Affordable Housing

Background:

Snow Creek Cottages is an affordable, owner-occupied, environmentally responsible neighborhood targeted to the local workforce. There are ten three-bedroom units and three two-bedroom units. Two units are elevator-assisted to provide for full accessibility. Council also previously directed staff to use two units for city employees. Construction began in May of this year and targeted completion is early Spring of 2010. The Cottages are being built using cutting edge, green technology and the goals of the project are to build homes that are environmentally friendly, highly energy-efficient, and affordable to the moderate and low-income households that make up Park City's core workforce.

The Cottages will be the first affordable housing project in Utah to meet the new 2008 National Green Building Standards. Green elements include: photovoltaic panels providing up to 40% of required power needed; ground source heat transfer systems; Structurally Integrated Panel framing of walls and roofs; minimization of building envelope to reduce heat loss; installation of "energy star" appliances and equipment; non-volatile finishes and components; incorporation of recycled materials; solar generated hot water; and recycling of waste materials.

Analysis

Staff is requesting Council discussion and input on the application and eligibility selection process for the sale of the Snow Creek Cottages.

1. Eligibility

The project was approved as a Master Planned Development which required 2 units to be set-aside as "affordable" as defined by Housing Resolution 20-07. The City voluntarily agreed to be bound by the terms of Housing Resolution 20-07 for all units. The basic eligibility requirements are as follows:

Eligibility will be based on City guidelines as set forth in the Housing Resolution 20-07 Affordable Housing Resolution stating that preference shall be given to eligible buyers who are:

- Full time (30 hrs of employment per week) employees of businesses located in the City (defined as the Park City School District boundaries)
- A resident of the City for the prior 24 months.
- An owner or owner's representative of a business within the City limits.
- A Senior Citizen.
- A physically and/or mentally challenged individual.

Additionally, the staff recommends that in order to be and remain eligible, applicants need to agree to using the unit as owner occupied primary residence only.

2. **Unit Size:** Staff recommends that household size determine the size of the unit that may be purchased. Successful applicants may pick a house that has one bedroom more than the number of persons in their household. For example: a one-person household may choose a two-bedroom house and a two person household or more may choose a two or a three-bedroom house. This is a common approach to ensure that family-sized units are meeting the intended needs.
3. **Tenure/Stability:** Staff recommends that priority be given to longer term residents of Park City. For example, additional selection points could be given to an applicant who has both lived and worked in Park City for at least five years.
4. **First Time Homebuyers:** Staff recommends that seven of the houses be set-aside for first time homebuyers, which means that six will be available to households that may already own a home. HUD defines a first time homebuyer as someone who has not owned a home for the past three years (jointly or singly) or is a 'displaced homemaker' (recently divorced or separated). A number of eligible applicants commute from other jurisdictions such as the Heber Valley or Salt Lake City where they own their homes. They desire to own in Park City, but would not typically be allowed to participate if we required that all eligible applicants be first time homebuyers. At the same time, we would also like to encourage those new to the housing market to participate in the Snow Creek project.
5. **Target Incomes:** Housing Resolution requires that the units be affordable, on average to household earning 150% of the Park City Median Workforce Housing Wage, or \$78,419 for a family of four. This is roughly equivalent to 80 percent of the Area Median Income. Staff is recommending that Council place income limits on the initial sales in order to meet pent up demand for ownership opportunities among lower income households, as well as to qualify for grant and subsidy funds to the project, as well as reduced financing costs to the buyer. These

restrictions would apply to the initial round of sales and income eligibility on subsequent sales could be removed in accordance with Housing Resolution 20-07. All deed restrictions would remain in place including limits to appreciation.

6. **Selection Process:** Staff recommends a random selection process. Staff has reviewed the affordable housing selection processes used by a number of jurisdictions, including: Aspen/Pitkin County Housing Office in Colorado; Color Country Community Housing in St. George, Utah; the Town of North Attleborough in Massachusetts; and Silver Star Development Partners here in Park City, Utah.

Numbers will be assigned to each qualified applicant that has successfully completed the application process. These numbers will be attached to ping-pong balls that will be selected by a bingo-type machine.

There are a number of options for assigning numbers and conducting the process. Based on this review, staff recommends the following approach. An eligible applicant is defined by Housing Resolution 2007, as well as additional restrictions that Council affirms such as first time homebuyer status or income limits as discussed above. All applicants are required to successfully complete a homebuyer education class and obtain a pre-approval letter from a mortgage lender.

Should Council agree on additional eligibility requirements such as tenure in Park City as discussed above, applicants meeting those criteria would have an additional ping pong ball added for each additional eligibility requirement that they meet. This option would likely result in a larger pool of potential applicants, as well as a solid back-up list should an initial buyer not be able to complete the purchase process. It is important to maintain a sufficient list of eligible candidates throughout the sales process.

The selection process will take place in three tiers. The first tier is for the two units set aside for Full Time Regular city employees who have successfully completed the eligibility requirements. Two houses will be in this first tier. The second tier will involve persons with disabilities for the two elevator-assisted units, and the third tier will be for all remaining eligible applicants (including city employees and disabled persons who did not win in the first or second tier). In each tier, the first name selected will have first choice of houses, the second will have choice of the remaining houses, and so forth.

Next Steps

Based on the outcome of our discussion today, Staff will return to Council with recommendations on target pricing that takes into account the level of income targeting desired, the projected grant income and the cost to build the homes.

Department Review:

This report was reviewed by the Sustainability Department, the City Attorney and the City Manager.

Recommendation:

Staff recommends that the Council discuss and provide input on the application and selection guidelines for the Snow Creek Cottages.



City Council Staff Report

Subject: Discussion Concerning Truck Traffic
Bonanza Drive Reconstruction Project
Author: Matthew Cassel, P.E., City Engineer
Kent Cashel, Transit and Transportation Manager
Department: Engineering
Date: October 8, 2009
Type of Item: Project Update

Summary Recommendations:

Staff does not recommend permanent or winter 2009-2010 restrictions on truck traffic on Bonanza Drive at this time until we know the full impacts and can develop mitigations measures to offset the impacts. Staff recommends removal of the signs later this month until a full corridor study can be conducted, which includes Kearns Boulevard, Bonanza Drive, Deer Valley Drive and Park Avenue. This study, to be conducted in partnership with UDOT, is scheduled for Winter Spring 2010. Council will have the opportunity to provide direction on truck restrictions as part of the review and adoption of the corridor plan.

Background:

On October 30 2008, H. W. Lochner was approved to complete the design of the Bonanza Drive Reconstruction project. During design, it was determined to construct the project in two phases over the next two years. Road construction from Deer Valley Drive to just south of Upper Iron Horse Drive was started this July, 2009 and will be completed in mid-October, 2009. Additionally, the waterline would be completed this season with the section from Iron Horse Drive to just south of SR-248 to be installed and completed after Labor Day.

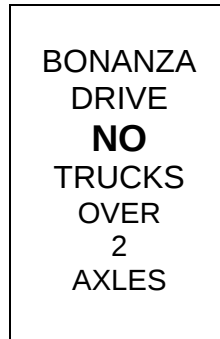
The second construction season in 2010 would include the completion of improvements along Bonanza Drive from just south of Iron Horse Drive to SR-248. The pedestrian tunnel will be constructed during this second season of construction. Between the peak periods between Memorial Day and Labor Day, road construction will be broken down into small sections and one section will be completed before the next adjacent section can be started. Larger sections of construction will be worked on during the spring before Memorial Day and during the fall after Labor Day.

During the March 26 City Council Work Session, Council recommended eliminating through truck traffic on Bonanza Drive. Discussion centered around the belief that eliminating through truck traffic could be beneficial in reducing congestion and could prevent the morning back-ups on Kearns Boulevard when construction vehicles are attempting to turn left onto Bonanza Drive. Because Bonanza Drive between Deer Valley Drive and Upper Iron Horse Loop was to be closed during phase one of construction, it was thought to be the opportune time to install the truck restriction signs.

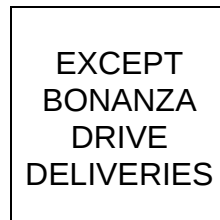
Project Status:

On September 17, 2009, the truck restriction signs were installed. There are two signs located on Deer Valley Drive as you approach Bonanza Drive from both directions and two signs located on Kearns Boulevard as you approach Bonanza Drive. All four signs include an upper and a lower placard.

The upper sign reads:



The lower sign reads:

**Analysis:**

Staff hired InterPlan in August 2009 to conduct a study of the Bonanza Drive corridor. The purpose of the study was to identify issues and impacts not only within the Bonanza Drive corridor but also to adjacent thoroughfares and major intersections including Kearns Boulevard, Park Avenue and Deer Valley Drive. The report was compiled in September 2009 and is attached for review. It should be noted that the report's intent is not to understand the exact results of limiting trucks on Bonanza Drive rather to understand the issues and impacts elsewhere in the City's transportation system.

Restricting truck traffic along Bonanza Drive will bring benefits and negative impacts as summarized below:

Benefits

- Reduce daily truck traffic on Bonanza Drive by 800 to 2,300 vehicles per day,
- Shift most truck traffic from a local roadway (Bonanza Drive) to state highways (SR-248 and SR-224),
- Will not negatively affect the intersection level of service (LOS) at Bonanza Drive/Kearns Boulevard, Kearns Boulevard/Park Avenue, or Bonanza Drive/Deer Valley Drive (Page 9 of Report),

Negative Impacts

- May degrade the intersection LOS at the intersection of Park Avenue/Deer Valley Drive. With full truck restrictions, this intersection may go from a current LOS “C” to a LOS “F” (Page 12 of Report),
- Will moderately increase the p.m. peak period vehicle travel time within the study area (Page 13 of the Report),
- Will increase vehicle miles of travel by 142,000 – 408,000 miles. Diesel fuel use will increase by 28,000 – 60,000 gallons and CO₂ emissions will increase by 310 – 670 tons annually (Page 14 of the Report),
- Truck traffic will be reduced at two pedestrian crossings but will increase at five crossings. The two pedestrian crossings to benefit from the truck restrictions includes the crossings at Iron Horse Drive/Bonanza Drive and the south crossing of Bonanza Drive at Kearns Boulevard. The five pedestrian crossing to see an increase in traffic includes the west crossing of Kearns Boulevard at Bonanza Drive, the east crossing of Kearns Boulevard at Park Avenue, the Albertson’s crossing on Park Avenue, the north crossing of Park Avenue at Deer Valley Drive and the east crossing of Deer Valley Drive at Park Avenue (Page 15 of the Report),
- The truck restrictions will potentially divert up to 900 trucks a day onto Park Avenue south of the Deer Valley Drive/Park Avenue intersection (Page 16 of the Report), and
- The cost to trucking companies as a whole will increase by \$163,000 to \$544,000 per year in additional fuel and time costs (Page 16 of the Report).

Enforcement of the truck restrictions is a concern of the Police Department for numerous reasons.

- Safety: There is a lack of sufficient road shoulder space or pull outs for officers to make traffic stops on violators,
- Legal Authority: Unless the officer follows the suspected violator from their entry through their exit of Bonanza Drive, we’re not sure we have sufficient cause to make a traffic stop and require the driver to produce delivery paperwork. A city ordinance covering the truck restrictions might be appropriate,
- Training: Currently PCPD does not have a certified truck inspector who would have the training, knowledge and experience to oversee this type of enforcement,
- Equipment: PCPD does not have the scales or inspection equipment that might be needed depending on the type of restrictions,
- Staffing: Additional police staffing required to conduct enforcement to the level of the public’s expectation. UHP will not provide assistance since it is not a state road, and

- Additional court time & staff costs: Since the violators will probably be commercial drivers, they will probably contest the majority of these citations due to their concerns with the impact to their CDL's.

One component of the upcoming Park City Traffic and Transportation Master Plan is to create a model for staff to better understand the traffic movements and patterns within the City. This model would encompass the City as a whole and would allow staff to manipulate traffic patterns, such as restricting truck traffic, to determine the impacts to the City's transportation system as a whole and projected out for future conditions. The study prepared by InterPlan is only a snapshot of the local issues surrounding Bonanza Drive and does not study the farther reaching issues and impacts to the City due to future growth.

Staff discussion has taken place concerning leaving the signs in place through the upcoming winter but these roads are such a critical section of our transportation system that experimenting with the traffic circulation during our peak periods may only frustrate the visitors, citizens, ski resorts, UDOT and staff. In recent discussion with the resorts and UDOT, they have expressed their concerns with restricting truck traffic. They primarily want to better understand the impacts caused by the restrictions and would like to see the City take more deliberate steps. They indicated they would be submitting letters of concerns, which will be provided under separate cover when received.

Department Review:

This report has been reviewed by City Manager, Police, Public Works, Building and Legal. All comments have been integrated into this report.

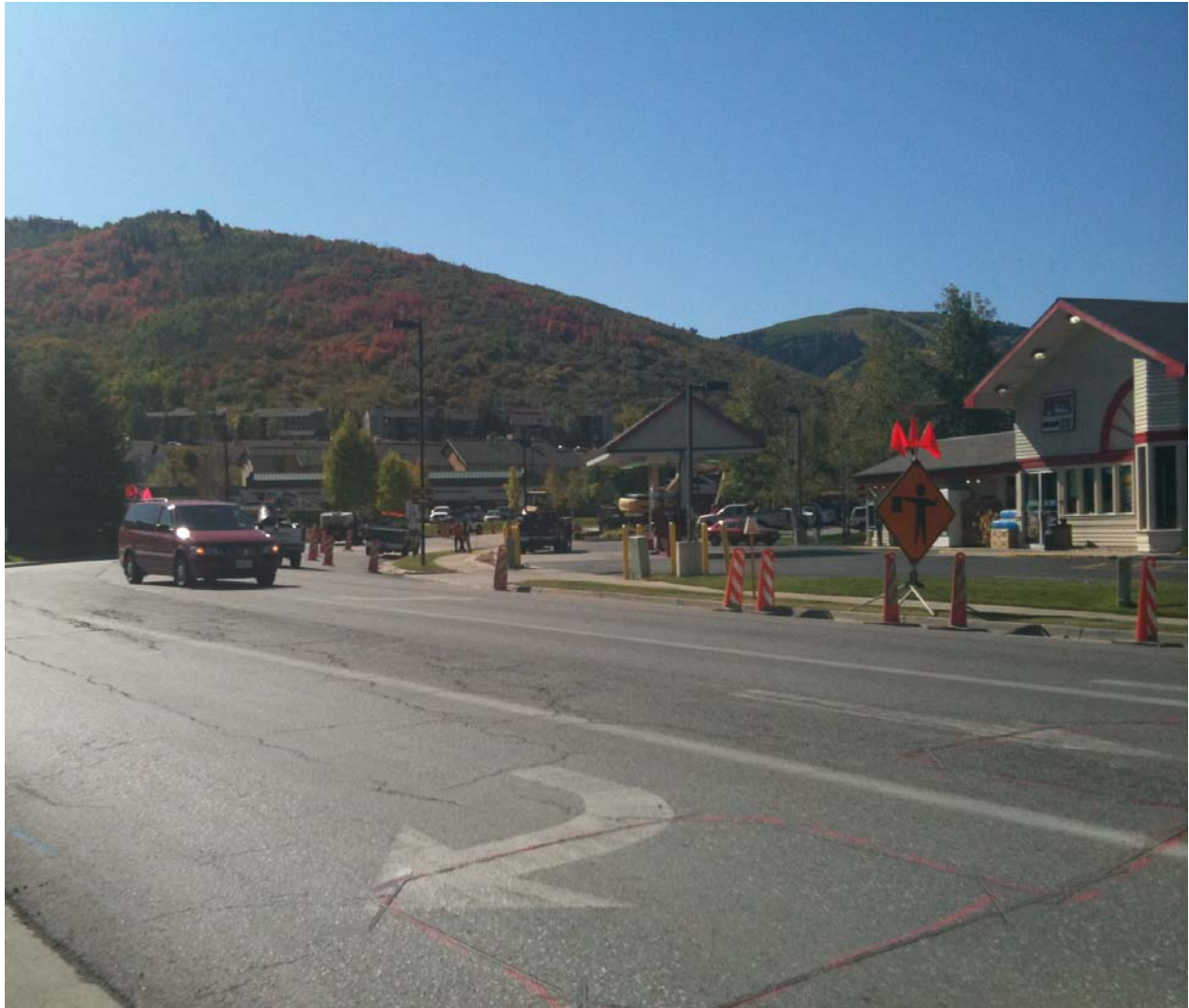
Recommendation:

Staff does not recommend permanent or winter 2009-2010 restrictions on truck traffic on Bonanza Drive at this time until we know the full impacts and can develop mitigations measures to offset the impacts. Staff recommends removal of the signs later this month until a full corridor study can be conducted, which includes Kearns Boulevard, Bonanza Drive, Deer Valley Drive and Park Avenue. This study, to be conducted in partnership with UDOT, is scheduled for Winter Spring 2010. Council will have the opportunity to provide direction on truck restrictions as part of the review and adoption of the corridor plan.

Exhibit A – 2009 Bonanza Drive Truck Restrictions Study by InterPlan

BONANZA DRIVE TRUCK RESTRICTIONS

Prepared for Park City



September 2009 Project Number 090228

InterPlan



Transportation Planning

7719 South Main Street
Midvale, Utah 84047
801-307-3400

Table of Contents

Introduction and Summary of Issues.....	1
Study Purpose	1
Study Area.....	1
Summary of Issues.....	2
Summary of Impacts.....	2
Overview of Truck Restrictions	3
Vehicle Restriction Options.....	3
Gross Vehicle Weight Restriction.....	3
Vehicle Length Restriction.....	3
Axle Restriction.....	3
Through Truck Traffic Restriction	3
Enforcement	4
Business Access	4

Analysis of Truck Restriction.....	5
Data Collection	5
Daily Truck Traffic.....	5
Peak Hour Truck Traffic.....	7
Intersection Level of Service Analysis	9
Existing Level of Service	10
Combo Truck Restriction	11
Complete Truck Restriction	12
Drive Time Analysis	13
Environmental Analysis	14
Pedestrian/Bicycle Analysis.....	15
Neighborhood Impacts	16
Trucking Company Impacts	16

List of Figures and Tables

Figure 1 – Study Area	1
Figure 2 – Federal Highway Administration Vehicle Classifications	5
Figure 3 – Average Annual Daily Traffic and Percent Single and Combo Truck	6
Figure 4 – Average Vehicle Length on SR-248 September 2008 to August 2009.....	7
Figure 5 – 2009 PM Peak Hour Traffic Volumes and Estimated Truck Volumes	8
Figure 6 – Existing Level of Service	10
Figure 7 –Level of Service with Combo Truck Restriction on Bonanza Drive.....	11
Figure 8 – Level of Service with Complete Truck Restriction on Bonanza Drive	12
Figure 9 – Total PM Peak Period Vehicle Travel Time within the Study Area.....	13
Figure 10 – Crosswalk Impacts	15
Figure 11 – Drive Time via Bonanza Drive and Alternative Route	17
Table 1 – Summary of Truck Restriction Options, and Issues.....	3
Table 2 – LOS Criteria for Signalized Intersections.....	9
Table 3 – Existing Drive Times and Forecast Travel Times on Study Area Roads	13
Table 4 – Vehicle Miles of Travel, Diesel Consumption, and CO ₂ Emissions from Truck Restriction Options	14
Table 5 – Diverted Truck Traffic on Park Avenue.....	16
Table 6 – Estimated Costs to Trucking Companies	17

Introduction and Summary of Issues

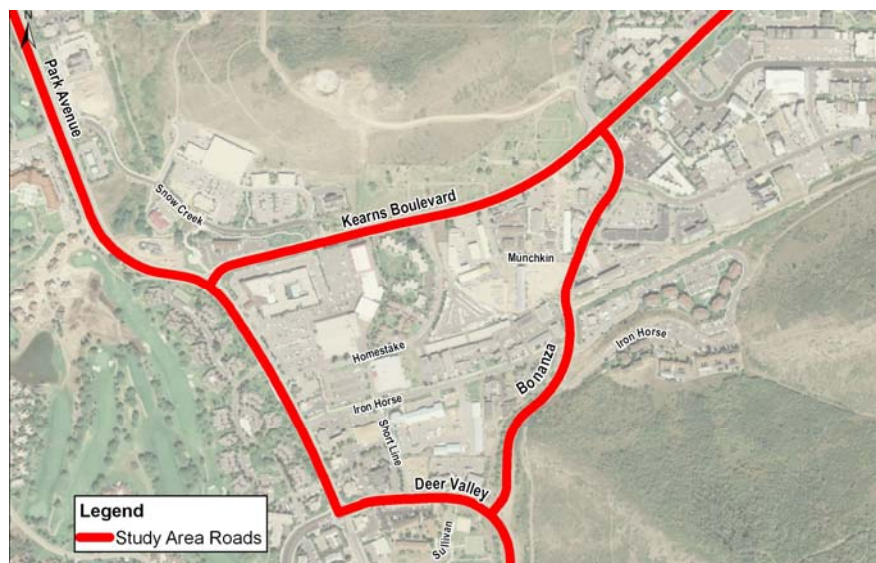
Study Purpose

InterPlan was hired by Park City to identify and begin to evaluate the traffic impacts of truck restrictions on Bonanza Drive. This report summarizes possible options to restrict truck traffic, the range of impacts that might be observed, and the preliminary traffic analysis related to possible impacts from these restrictions

This study was not proposed to be a comprehensive evaluation of truck restrictions with extensive citizen and business involvement or detailed analysis of truck traffic, but rather a quick study of possible issues and impacts from truck restrictions on Bonanza Drive. As a result, much of the traffic data used in this analysis is drawn from previous studies or available data from the Utah Department of Transportation (UDOT). Furthermore, in order to keep the analysis simple and the results meaningful, all analysis is based on estimated shifts of existing traffic levels. Forecasts of future traffic would likely reveal additional traffic problems. While this study summarizes the possible impacts from truck restrictions, a more comprehensive analysis may be required to detail specific impacts from restricting truck traffic on Bonanza Drive.

Study Area

Figure 1 – Study Area



Bonanza Drive is a half-mile long road that serves as a critical link in the Park City transportation network. It is the primary route for traffic traveling between US-40 and downtown Park City/Deer Valley. As a major transportation route to and from Park City, Bonanza Drive experiences a significant amount of truck traffic. Currently, the construction of the Montage Hotel generates 50 cement truck trips per day that all likely use Bonanza. In order to evaluate the effect of truck restrictions on Bonanza Drive, the major roadways that serve as an alternative to Bonanza Drive were included in this study.

Figure 1 shows the study area that encompasses the area bounded by Bonanza Drive, Deer Valley, Park Avenue and Kearns Boulevard.

Summary of Issues

Through analysis of the traffic operations and local concerns, InterPlan has determined the major issues to be:

- Vehicle restriction options and enforcement,
- Traffic impacts of vehicle restrictions in terms of level of service and travel times,
- Environment concerns. Specifically, the increase in vehicle miles of travel and CO₂ emissions resulting from vehicle restrictions on Bonanza Drive,
- Possible Neighborhood impacts from the diversion of truck traffic, and
- The economic cost of vehicle restrictions to trucking and construction companies.

Summary of Impacts

Based upon the analysis of vehicle restrictions on Bonanza Drive, a potential truck restriction would:

- Reduce daily truck traffic on Bonanza Drive by 800 to 2,300 vehicles a day,
- Shift most truck traffic from local roadways to state highways,
- Does not negatively affect the intersection level of service at Bonanza Drive/Kearns Boulevard, Kearns Boulevard/Park Avenue, or Bonanza Drive/Deer Valley Drive,
- May degrade the intersection level of service at the intersection of Park Avenue/Deer Valley Drive,
- Moderately increases the p.m. peak period vehicle travel time within the study area,
- Increases vehicle miles of travel by 142,000 – 408,000 miles, diesel use by 28,000 – 60,000 gallons, and carbon emissions by 310 – 670 tons annually,
- Reduces truck traffic at two pedestrian crossings but increases it at five crossings,
- Potentially diverts up to 900 trucks a day onto Park Avenue south of Deer Valley Drive, and
- Costs trucking companies from \$163,000 to \$544,000 per year in additional fuel and time costs.

These impacts assume no improvement to the intersection of Park Avenue/Deer Valley Drive, which could minimize changes to intersection level of service or travel times.

Overview of Truck Restrictions

Vehicle traffic can be restricted using a variety of restriction types and enforcement options. Table 1 below summarizes vehicle restriction options, the general reduction in truck traffic from each restriction option, ease of enforcement, and possible impact on local business access for truck traffic.

Table 1 – Summary of Truck Restriction Options, and Issues

	Gross Weight Restriction	Length Restriction	Axles Restriction	Through Traffic Restriction
Reduction in truck traffic	Low to High	Medium	High	High
Ease of enforcement	Medium	Medium	Medium	Low
Impact on local business	Low to High	Low to High	Low to High	Low

Vehicle Restriction Options

The most common types of vehicles restrictions are briefly described below.

Gross Vehicle Weight Restriction

Gross vehicle weight restrictions are one of the most common types of truck restrictions. Commonly, the maximum weight restrictions are set at 3 tons (6,000 lbs) but weight restrictions can be set higher in order to exclude specific heavy vehicle traffic, such as construction vehicles, instead of restricting all truck traffic.

Vehicle Length Restriction

Vehicle length restrictions are another option to limit truck traffic on Bonanza Drive. Typically, vehicle length restrictions apply to buses, trucks and other types of combination vehicles, such as truck-semitrailers, or automobile and boat trailers. These vehicle length restrictions commonly range from 35 feet to 65 feet.

Axle Restriction

Axle restrictions can be used as an alternative to or in combination with gross vehicle weight restrictions to limit truck traffic. Frequently, axle restrictions prohibit vehicles with three or more axles, which effectively ban most truck traffic.

Through Truck Traffic Restriction

Through truck traffic restrictions prohibit any truck, truck-trailer or truck-semitrailer combination, except pickup trucks, that have



no point of origin or destination along Bonanza Drive. A through truck traffic restriction would effectively ban all truck traffic from Bonanza Drive except local truck traffic, minimizing the impact on local businesses.

Enforcement

Enforcement of weight restrictions are relatively straightforward since trucks are required to have the gross vehicle weight rating (GVWR) displayed on the vehicle, typically on the driver side door. Similarly, length and axle restrictions are easy to enforce. Through truck traffic restrictions, however, are more difficult to enforce since the origin and destination of the truck cannot be determined without following the vehicle or stopping the driver. A challenge with any enforcement option is to continue to allow local deliveries to businesses along Bonanza Drive while restricting trucks using Bonanza as a short-cut route to other destinations.

Violations of the restrictions are generally done through criminal penalties. Summit County Ordinance 304 for example, specifies a Class B misdemeanor subject to a fine and imprisonment as provided by law for violation of the vehicle length and/or weight restriction outlined in the ordinance. Logistical considerations of “catching” and pulling over trucks within a half mile segment of road should also be considered and it is possible that enforcement activities along the shoulders of Bonanza Drive may negate the benefits of truck restrictions.

Business Access

A major concern with weight, length, or axle restrictions would be the effect on truck access to businesses located on Bonanza Drive. In order to accommodate this traffic, the specific weight, length or axle restrictions could be crafted to allow the most common truck traffic to access these businesses. An alternative would be to make an explicit exception to the ordinance for truck traffic that services these businesses. Exceptions to the restrictions complicate enforcement.

Analysis of Truck Restriction

Data Collection

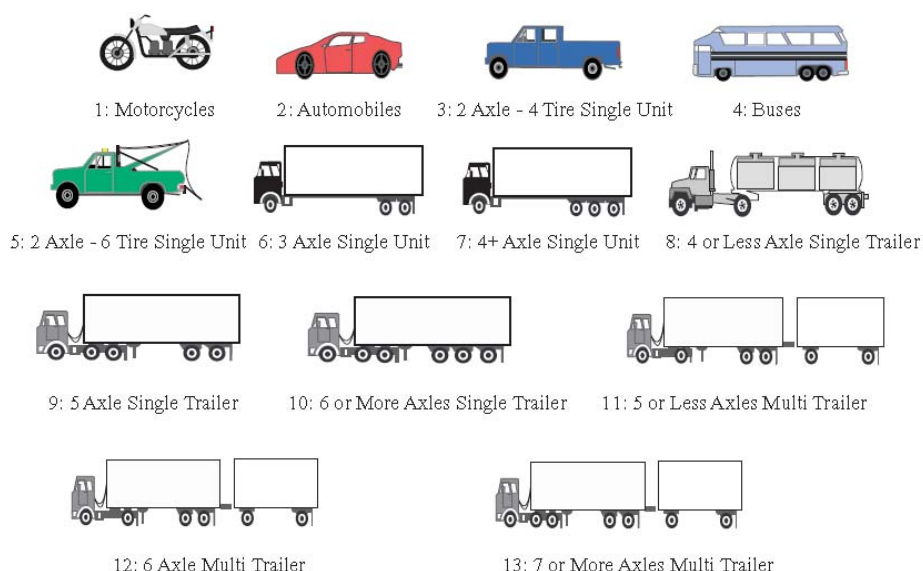
Due to time restrictions, and construction activity on Bonanza Drive, most traffic data are taken from previous traffic studies. Specifically, peak hour traffic counts collected as part of the Bonanza Drive Corridor Plan, (2007) and Treasure Hill Traffic Impact Study (2004) were used to complete this current analysis. Data regarding truck traffic were obtained from UDOT's Truck Traffic on Utah Highways, 2008 and vehicle length data for SR-248 came from the automatic traffic recorder (ATR) station 606.

New peak hour traffic counts were conducted on Tuesday, September 15, 2009 from 4:45 to 5:15 p.m. at the intersection Park Avenue and Kearns Boulevard to fill in missing traffic data, since no previous traffic counts were located for this intersection. Because traffic data was combined from various sources, analysis represents more of an "average" afternoon peak hour condition, during the summer construction season, as opposed to a peak holiday season. The impacts of trucks likely decreases as traffic volumes increase during special events and holidays.

Daily Truck Traffic

As discussed previously, truck traffic data is from UDOT's Truck Traffic on Utah Highways 2008 and provides the estimated truck percentage for single and combo trucks on SR-224 and SR-248. Single trucks are defined as buses or other single unit trucks that are represented by the Federal Highway Administration (FHWA) vehicle classifications 4 through 7. Combo trucks are single-trailer or multi-trailer trucks and are represented by Classification 8 through 13. Figure 2 illustrates the FHWA vehicle classifications.

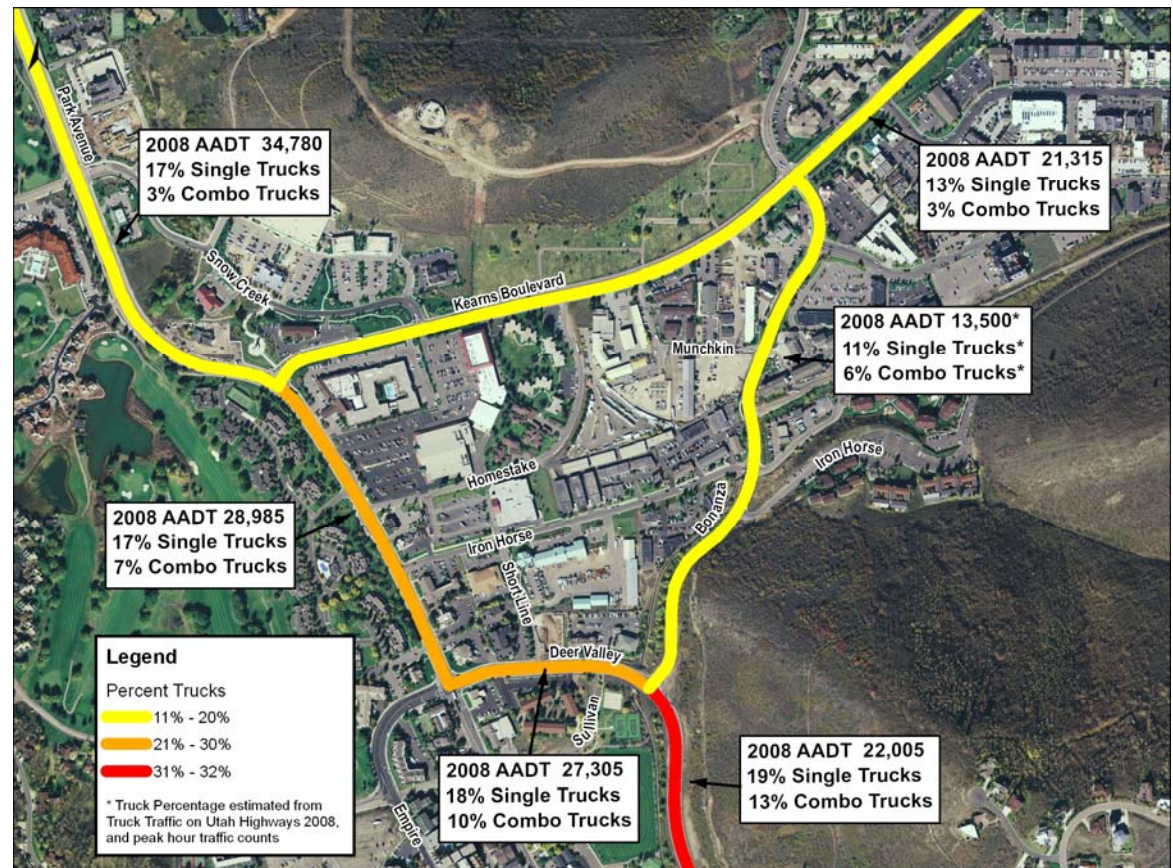
Figure 2 – Federal Highway Administration Vehicle Classifications



Source: Truck Traffic on Utah Highways 2008, UDOT

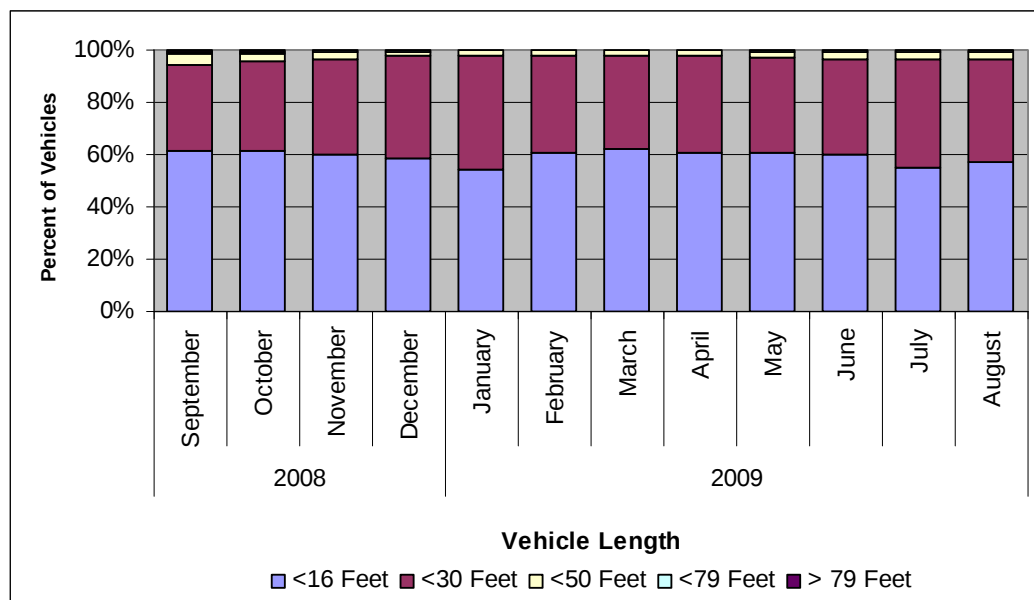
Figure 3 shows the 2008 average annual daily traffic (AADT) and the percentage of single and combo trucks within the study area based upon UDOT data. The truck percentage on Bonanza Drive was estimated using the peak hour traffic counts and the percent trucks on the surrounding state highways. The daily truck volume on Bonanza Drive is estimated at 1,500 single unit trucks (11% of daily traffic) and 800 (6% of daily traffic) combo trucks.

Figure 3 – Average Annual Daily Traffic and Percent Single and Combo Truck



Although the percent of truck traffic appears to be high for a resort community, such as Park City, vehicle length data from the SR-248 ATR station confirms the high percent of truck traffic. Figure 4 summarizes the vehicle length data on SR-224 from September 2008 through August 2009. During this period, only 60 percent of traffic was clearly non-truck traffic or vehicles less than 16 feet in length. Additionally, 3 percent of all traffic was vehicles 30 feet or longer which closely matches the percent of combo trucks reported on SR-248.

Figure 4 – Average Vehicle Length on SR-248 September 2008 to August 2009



Source: Monthly Vehicle Length Distribution, ATR 606, UDOT

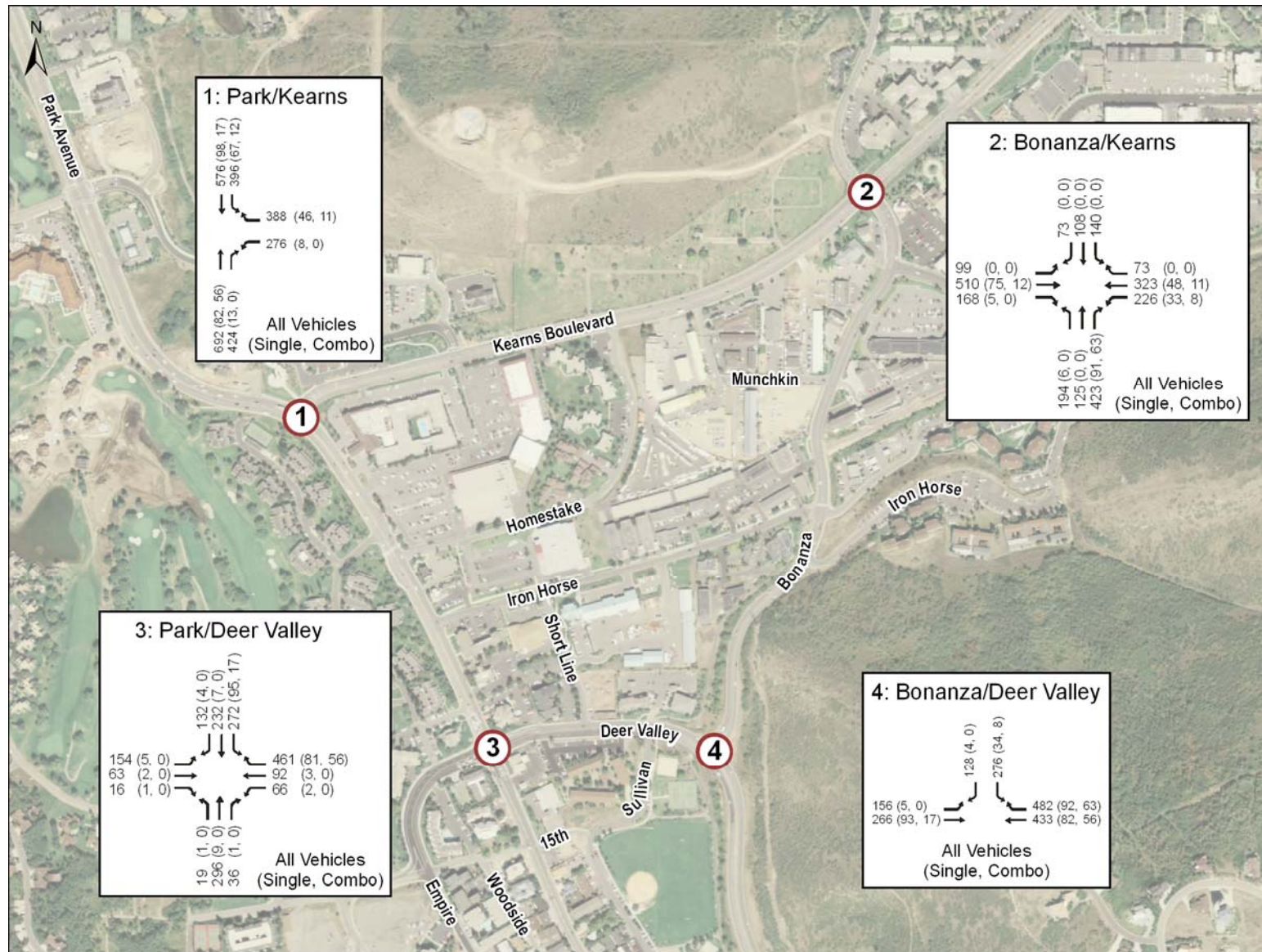
Peak Hour Truck Traffic

Existing peak hour traffic volumes (year 2009) were estimated by growing traffic counts from previous studies based upon traffic growth on SR-224 and SR-248 that was calculated from Traffic on Utah Highways. These estimated 2009 traffic counts were used as the basis for estimating peak hour truck traffic volumes.

Figure 5 displays the estimated 2009 traffic volumes and truck traffic volumes. The peak hour truck traffic volumes within the study area were calculated using the following assumptions.

1. The percent of truck traffic entering the study area is the same as that reported in Truck Traffic in Utah Highways. For example, there are 622 westbound vehicles on SR-248 with 13% of those single trucks (81 single trucks) and 3% combo trucks (19 combo trucks). These truck volumes were then distributed to each movement based upon the relative share of each movement. Although the truck percentage likely varies by time of day, the day of the week, and season, this simplifying assumption allows the peak hour truck traffic to be estimated.
2. All truck traffic is through traffic and does not have an origin or destination within the study area. Additionally, all truck traffic uses the shortest route of major highways, for example northbound traffic on Deer Valley Drive that is destined for SR-224 does not use Bonanza Drive.

Figure 5 – 2009 PM Peak Hour Traffic Volumes and Estimated Truck Volumes



3. Most truck traffic uses State Routes or Bonanza. It was assumed that no truck traffic would use Monitor Drive due to the residential nature of Park Meadows. Only a nominal amount of traffic (3 percent) was assumed to be truck traffic on Empire Avenue or Park Avenue south of Deer Valley Drive. This truck traffic was also expected to be all single unit truck traffic since narrow road widths and tight turning radiuses on Empire and Park Avenues would discourage their use by combo trucks. No truck traffic was assumed or analyzed on Iron Horse Drive, Home Stake, Short Line, or other local streets although restrictions on Bonanza could result in small truck traffic increases on these smaller (local) streets.

Intersection Level of Service Analysis

The signalized intersections within the study area were analyzed to evaluate how restricting combo trucks or all truck traffic from Bonanza Drive would affect intersection performance.

In analyzing how well an intersection operates, the capacity and/or operational Level of Service (LOS) for the intersection is determined. Level of Service is defined as how well an intersection or road operates based on levels A through F. Level A represents the best operating conditions and level F the worst. Typically, in urbanized areas, LOS D is adopted as the minimally acceptable level of service standard.

InterPlan calculates Level of Service using *Synchro 7*, a traffic engineering software program published by Trafficware. Synchro methods are consistent with the methods and procedures of the *Highway Capacity Manual 2000* to calculate vehicle delay on the roadway network. Built-in default parameters of Synchro, such as the use of a peak hour factor of 0.92, are generally used in our analysis. Field observations validate the appropriateness of default parameters.

Table 2 illustrates the Level of Service (LOS) definitions for signalized intersections.

Table 2 – LOS Criteria for Signalized Intersections

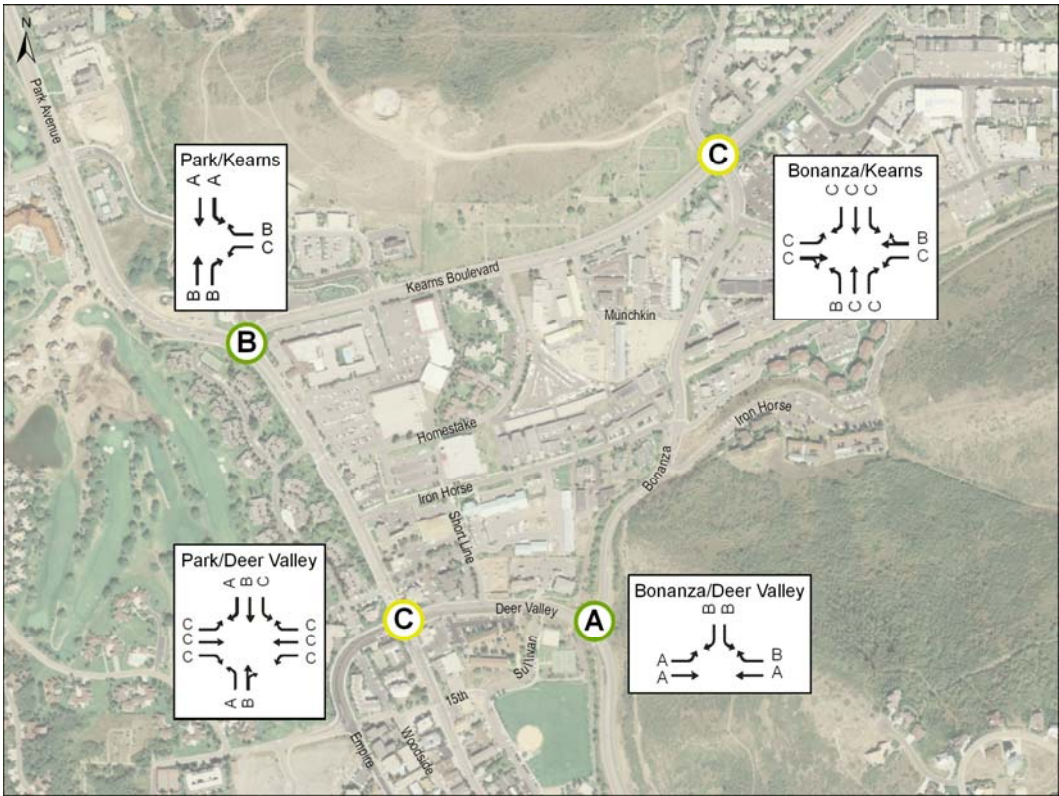
Level of Service	Criteria for Signalized Intersections Average Control delay (seconds/vehicle)
A	0 – 10
B	> 10 – 20
C	> 20 – 35
D	> 35 – 55
E	> 55 – 80
F	> 80

Source: Highway Capacity Manual (HCM) 2000, Transportation Research Board National Research Council, Washington

Existing Level of Service

The existing p.m. peak hour level of service for the signalized intersections within the study area is shown in Figure 6. The overall intersection level of service is consistent with that from the 2006 Bonanza Drive Study. All intersections and movements currently function at an acceptable level of service.

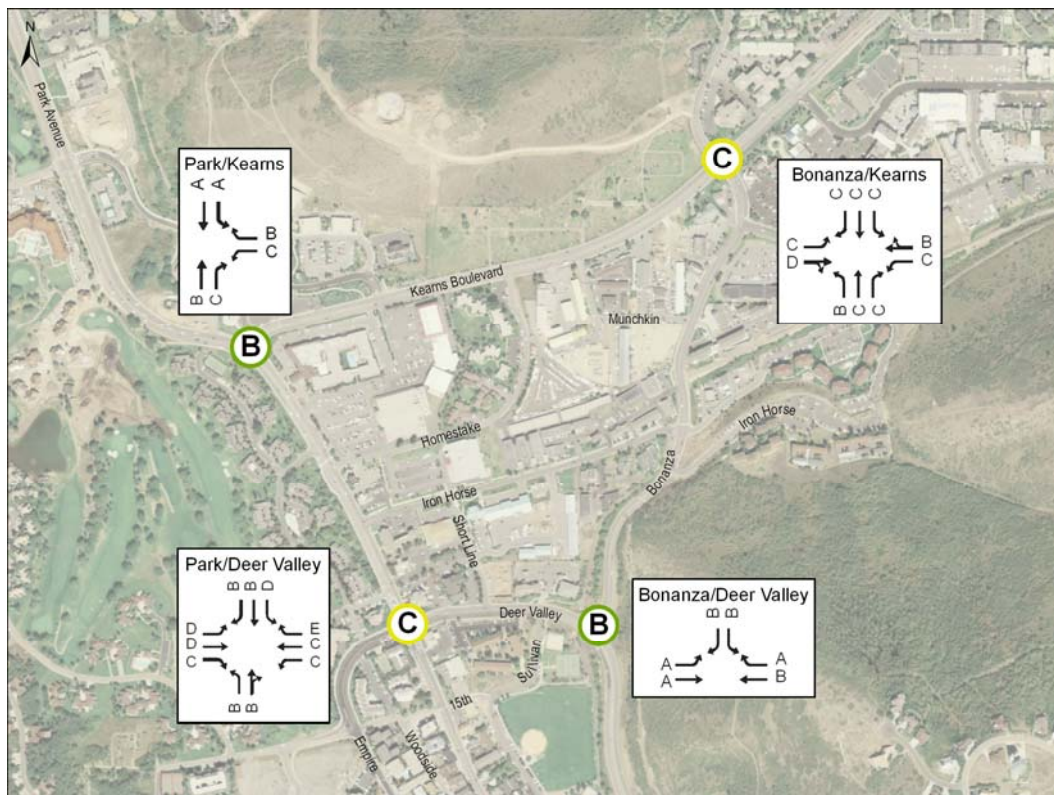
Figure 6 – Existing Level of Service



Combo Truck Restriction

Figure 7 presents the level of service analysis assuming that larger combo trucks are restricted from Bonanza Drive and use Kearns Boulevard and Park Avenue as a bypass. With this scenario all intersections still function at an acceptable level of service but individual movements at the intersection of Park Avenue and Deer Valley Drive are degraded to LOS “D” or worse. Specifically, the southbound left-turn movement from Park Avenue to Deer Valley Drive is LOS “D” and the westbound right-turn from Deer Valley Drive to Park Avenue is LOS “E”.

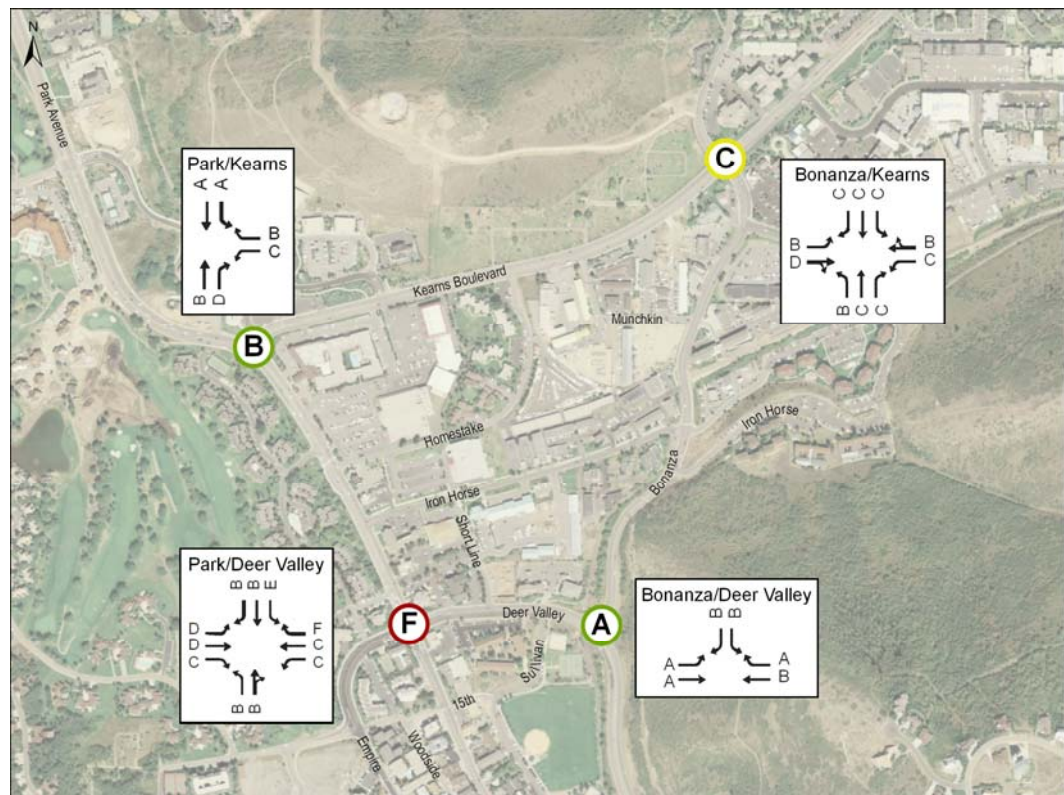
Figure 7 –Level of Service with Combo Truck Restriction on Bonanza Drive



Complete Truck Restriction

The complete truck restriction analysis assumes that all peak hour truck traffic uses Kearns Boulevard and Park Avenue as an alternative route to Bonanza Drive. Under this scenario the intersection of Park Avenue and Deer Valley Drive operates at LOS “F” with the southbound left-turn movement LOS “E” and the westbound right-turn is LOS “F”. This likely represents a “worst-case” scenario since some truck traffic is likely to use Park Avenue south of Deer Valley Drive as an alternative route due to the poor level of service for southbound left and westbound right-turns. Intersection improvements at the intersection of Park Avenue/Deer Valley Drive could potentially improve the level of service, but have not been analyzed at this time.

Figure 8 – Level of Service with Complete Truck Restriction on Bonanza Drive



Drive Time Analysis

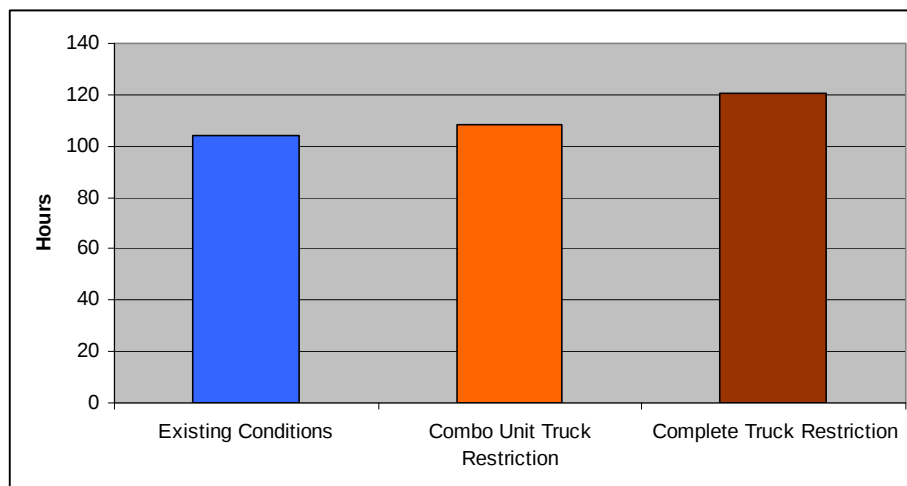
The travel times impact of restricting truck traffic from Bonanza Drive was also evaluated for the study area roads. Table 3 lists the existing modeled travel time by road and direction of travel for each truck restriction scenario. In general, truck restrictions provide little to no travel time savings on Bonanza Drive. Additional green time is given to the cross traffic in order to accommodate the higher through traffic volumes due to the truck restriction. However, truck restrictions do significantly increase the travel time for southbound traffic on Park Avenue and westbound traffic on Deer Valley Drive.

Table 3 – Existing Drive Times and Forecast Travel Times on Study Area Roads

Road	Direction of Travel	Existing Conditions (seconds)	Combo Truck Restriction (seconds)	Complete Truck Restriction (seconds)
Bonanza Drive	Northbound	96	94	98
	Southbound	93	95	95
Park Avenue	Northbound	57	56	58
	Southbound	56	64	88
Kearns Boulevard	Eastbound	95	96	91
	Westbound	82	83	85
Deer Valley Drive	Eastbound	29	29	28
	Westbound	42	50	69

The forecast drive times and peak hour traffic volumes were used to estimate the daily p.m. peak-period vehicle travel time within the study area. Both the combo truck restriction, and total truck restriction result in moderate increases in total vehicle travel time within the study area. This is primarily due to the increased travel time for southbound traffic on Park Avenue and westbound traffic on Deer Valley Drive.

Figure 9 – Total PM Peak Period Vehicle Travel Time within the Study Area



Environmental Analysis

Prohibiting truck traffic on Bonanza Drive will likely increase the vehicle miles of travel (VMT) within the study area since the alternative route via Kearns Boulevard, Park Avenue, and Deer Valley Drive is approximately half a mile longer than Bonanza Drive.

Table 4 summarizes the likely increase in vehicle miles, diesel use, and carbon emissions from prohibiting combo trucks, single unit trucks or all trucks on Bonanza Drive. Depending upon the truck restriction employed, annual vehicle miles will increase by 142,000 – 408,000 miles, diesel use by 28,000 – 60,000 gallons, and carbon emissions by 310 – 670 tons.

Table 4 – Vehicle Miles of Travel, Diesel Consumption, and CO₂ Emissions from Truck Restriction Options

Combo Truck Restriction	Estimated Daily Single-Trailer and Multi-Trailer Truck Traffic¹	800
	Increased Travel Distance from Truck Restriction² (miles)	0.5
	Annual increase in VMT from Truck Restriction (miles)	142,000
	Fuel Economy³ (miles per gallon)	5.1
	Estimated Additional Fuel Consumption (gallons)	28,000
	CO₂ Emissions from a Gallon of Diesel⁴ (pounds/gallon)	22.2
	Estimated Increase in CO₂ Emissions⁴ (tons)	310
Single Unit Truck Restriction	Estimated Daily Bus & Single Unit Truck Traffic¹	1,500
	Increased Travel Distance from Truck Restriction² (miles)	0.5
	Annual increase in VMT from Truck Restriction (miles)	266,000
	Fuel Economy³ (miles per gallon)	8.2
	Estimated Additional Fuel Consumption (gallons)	32,000
	CO₂ Emissions from a Gallon of Diesel⁴ (pounds/gallon)	22.2
	Estimated Increase in CO₂ Emissions (tons)	360
Total of Combo and Single Unit Truck Restriction		
	Annual increase in VMT from Truck Restriction (miles)	408,000
	Estimated Additional Fuel Consumption (gallons)	60,000
	CO₂ Emissions from a Gallon of Diesel⁴ (pounds/gallon)	670

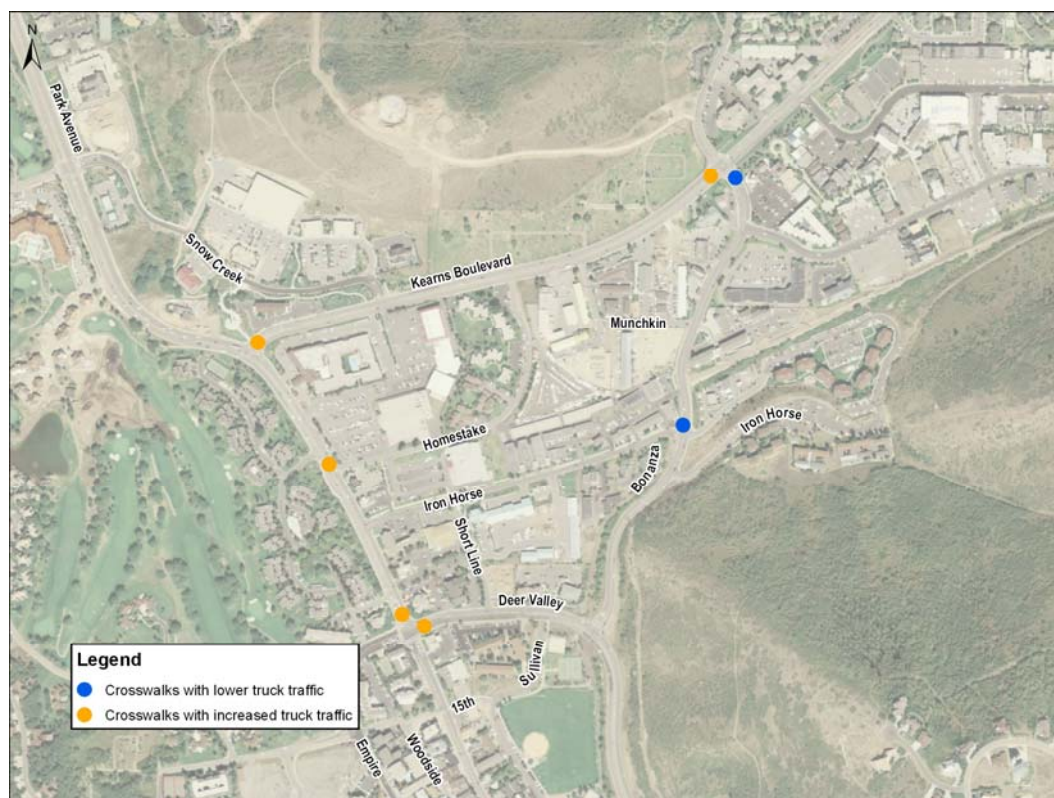
- Source:
1. Estimated from Peak Hour Traffic Counts from the Bonanza Drive Corridor and Pedestrianization Plan, 2007 and Truck Traffic on Utah Highways, 2008
 2. Estimated Increase in Centerline Distance from the Intersections of SR-248/Bonanza to SR-224/Bonanza
 3. U. S. Department of Energy, Energy Efficiency and Renewable Energy, Transportation Energy Data Book: Edition 28–2009, Table 5-1 and 5-2
 4. U. S. Environmental Protection Agency, Emission Facts: Average Carbon Dioxide Emissions Resulting from Gasoline and Diesel Fuel, February 2005

Pedestrian/Bicycle Analysis

Truck restrictions on Bonanza Drive will improve the pedestrian and bicycle environment due to lower truck and overall traffic volumes. However, pedestrians and bicyclists on Kearns Boulevard and Park Avenue will experience higher truck and traffic volumes.

Since pedestrian and bicycle counts were not available for Kearns Boulevard and Park Avenue from previous studies, the number of crossings impacted by diverted truck traffic is used as a proxy for the number of pedestrians and bicyclists impacted. Figure 10 shows the location of crosswalks where truck traffic is expected to either increase or decrease from truck restrictions on Bonanza Drive.

Figure 10 – Crosswalk Impacts



Overall, truck restrictions will reduce truck traffic at two crosswalks and increase it at five crosswalks. Of the crosswalks that will experience an increase in truck traffic, the most problematic will be at the intersection of Park Avenue and Deer Valley Drive. The existing intersection geometry at the intersection requires a split phase for east-west traffic. The split phasing requires a longer cycle length and increases the time pedestrians have to wait to cross at the intersection. Additional truck traffic at this intersection will require even longer cycle lengths and increase the amount of time pedestrians wait at the intersection.

Neighborhood Impacts

While the level of service analysis assumed that diverted truck traffic would remain on State Highways in order to evaluate the “worst case” scenario, there is the potential that truck traffic will use Park Avenue instead of Deer Valley Drive due to a poor level of service at the intersection.

Table 5 summarizes the estimated existing and diverted traffic on Park Avenue. As discussed previously, a small amount of traffic on Park Avenue was assumed to be truck traffic (3%) since no data was available. Potential diverted truck traffic on Park Avenue was estimated assuming that the diverted truck traffic uses Park Avenue and Deer Valley Drive at the same ratio that existing traffic does to access downtown Park City.

Table 5 – Diverted Truck Traffic on Park Avenue

	PM Peak Hour	Daily
Existing Truck Traffic	20	200
Diverted Truck Traffic	90	900
Total Truck Traffic	110	1,100
Percent Increase	350%	350%

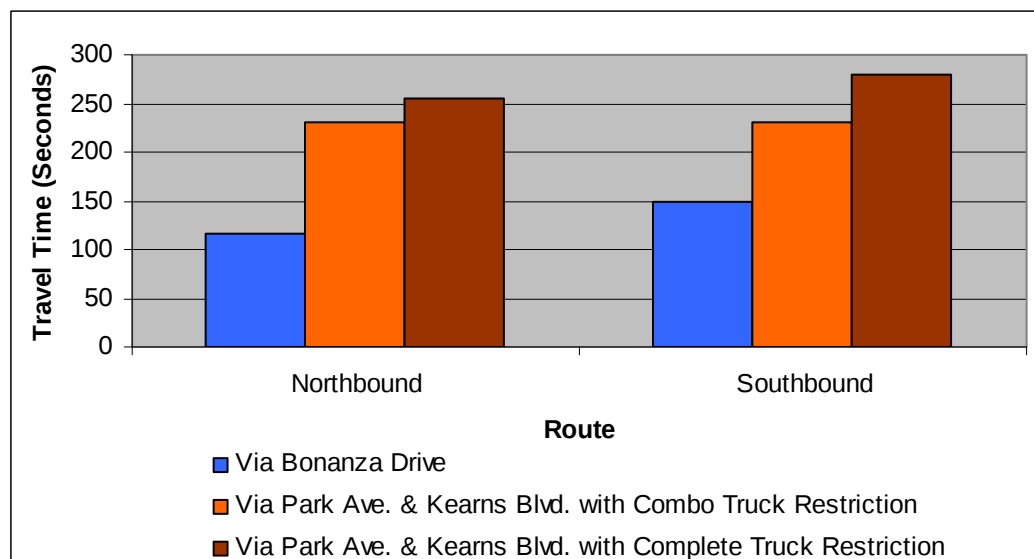
Under these assumptions, an additional 90 trucks in the p.m. peak hour and 900 trucks per day would use Park Avenue, which represent a 350% increase in truck traffic. This increase in truck traffic would affect noise, pollution, and safety in this community and may warrant further study if there is a significant increase in truck traffic from the use of truck restrictions on Bonanza Drive. It was not assumed that diverted trucks would use lower functioning streets such as Iron Horse, Home Stake, or Short Line but it is possible that small traffic increases on these low volume streets may be perceived as a large impact.

Trucking Company Impacts

A Bonanza Drive truck restriction will also have economic consequences for trucking companies that currently use Bonanza Drive. As discussed in the environment analysis, truck companies will have to drive an additional 142,000 – 408,000 miles per year and, use an additional 28,000 – 60,000 gallons of diesel fuel.

Any truck restriction will also increase the travel time significantly for truck drivers. Figure 11 shows the model travel time for Bonanza Drive, and via Kearns Boulevard and Park Avenue. The truck restrictions result in an increase in travel time of 1.4 minutes to 2.3 minutes per trip depending on the direction and truck restriction scenario.

Figure 11 – Drive Time via Bonanza Drive and Alternative Route



While the economic impact of the increase in travel time is difficult to estimate since longer travel times may require additional drivers and/or vehicles in order to service the same number of loads, Table 6 presents a rough estimate of the annual economic costs to trucking companies.

The total cost estimate assumes the out-of-pocket fuel and time costs from a Bonanza Drive truck restriction. For this analysis, the value of time was estimated at \$12.00 per hour per vehicle. This estimate is consistent with other similar applications in Utah (TRIP non-profit group applied \$14.85 in October 2006, but estimates vary from \$10/hour to \$18/hour in various literature). However, this cost estimate does not include equipment and ownership costs since these would need to be calculated at the firm level. As a result, this cost estimate likely understates the true economic costs to trucking companies.

Table 6 – Estimated Costs to Trucking Companies

	Low Range		High Range	
Additional Fuel Consumption (gallons) ¹	32,000	-	60,000	
Additional Fuel Cost ²	\$84,000	-	\$157,000	
Additional Travel Time per Trip (minutes) ³	1.4	-	2.3	
Daily Truck Traffic	800	-	2300	
Annual Travel Time Cost ⁴	\$79,000		\$387,000	
Total Cost	\$163,000	-	\$544,000	

Notes:

1. As shown in Table 4
2. Assumes a Diesel Cost of \$2.62 per gallon from the Energy Information Administration, Monthly Retail Gasoline and Diesel Prices 9/17/2009. August Retail Prices for the Petroleum Administration for Defense District IV (Rocky Mountain): Colorado, Idaho, Montana, Utah, Wyoming
3. Assumes the minimum & maximum travel time increase as shown in Figure 11
4. The value of time was estimated at \$12.00 per hour per vehicle



10-5-09

Park City Council
Re: Bonanza Drive truck traffic

First and foremost, I'd like to thank you for the countless hours and, in my opinion, the great job you do in addressing the many issues that arise in providing direction for our town.

I understand that a proposal has been offered to restrict truck traffic on the soon to be completed reconstruction of Bonanza Drive. I would like to ask that a decision be postponed until further study can be done on the effects of the restriction to other 'hot spots' in the area. Over the past year I have participated with an effort from the City staff, PCMR, UDOT and the Highway Patrol to address traffic issues in that area especially on peak load days. We have tried some things with redirecting the traffic at Deer Valley at the end of the day that have had some good results but still need some tweaking. The attempt to send people to I-80 via Bonanza/Kearns/Highway 40 was met with some real success. There is an issue that surfaced at the Park Ave./Empire light though, that I think would be worse if truck traffic had to make right turns at that light. At peak times, the right turn lane backs up past the Bonanza turn off so vehicles can't make that turn. If large trucks were in that mix also, my fear is that the problem would be even worse. We as a group are working through some ideas but a decision made for one component without looking hard at the effects of the others could have a devastating effect.

I appreciate your attention in this matter and ask that some more time be taken before making a decision so we can be better prepared with a solution that will work all the way around.

Thanks again for the great job you do!

Sincerely,

Bob Wheaton
Pres./G.M.



October 5, 2009

Park City Municipal Corp,
P.O. Box 1480
Park City, Utah 84060

RE: Bonanza Drive – Proposal for Prohibiting Trucks/Large Service Vehicles

Dear Mayor Williams and Park City Council Members:

I am writing on behalf of Park City Mountain Resort. We are concerned about the proposal to ban truck traffic from Bonanza Drive and the impact such a decision may have on Park City.

We would like to have more specific information regarding this proposal, as well as the overall objectives behind the proposed decision. We recognize there are two main concerns with traffic in town, pedestrian safety and proper traffic flow.

The "Old Town" section of Park City has only two ingress/egress intersections that handle the majority of traffic, Bonanza Drive/Deer Valley Drive and Park Avenue/Deer Valley Drive/Empire Avenue. These strategic locations are the gateway for Main Street, Park City Mountain Resort and Deer Valley Resort. These two intersections are both vitally important and during peak periods both are very congested.

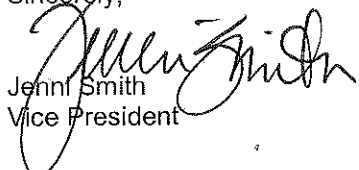
We acknowledge and understand Park City faces many traffic issues. In November 2008, we began proactive cooperative discussions with the City, Police Department, Deer Valley Resort, Utah Highway Patrol and UDOT. As a result of these discussions, we ran multiple traffic light tests, on these two specific intersections trying to determine a better egress plan for both resorts during our peak skier periods. Over burdening intersection over the other is not the answer. We saw this first hand through the timing tests that we ran.

There are many construction and service trucks entering Park City on Route 248. Currently, upper Deer Valley is the final destination for many of the construction trucks. The shortest route to their destination utilizes Bonanza Drive. Forcing these trucks to use Kearns Blvd. to reach Park Avenue would shift more traffic into areas with more pedestrian traffic. Additionally, they will have to navigate through two additional intersections.

Our suggestion to determine if eliminating trucks on Bonanza Drive will improve traffic flow and ensure pedestrian safety is through a quantitative study. Before any decision is made, we strongly urge that a complete traffic study be conducted that encompasses not only these two main intersections, but the entire area.

Thank you in advance for your consideration.

Sincerely,


Jenni Smith
Vice President

Cc: Kent Cashel
Herwig Demschar
Tom Pettigrew
Tim Brennwald



City Council Staff Report

Subject: Osguthorpe Right of First Refusal Agreement
Author: Diane Foster
Department: Sustainability
Date: October 8, 2009
Type of Item: Administrative

Summary Recommendations:

Staff recommends that Council review the attached proposal, take public input, and consider approval of a Right of First Refusal Agreement between the Osguthorpe Family and Park City Municipal Corporation, and a Fixed-Rate Promissory Note in the amount of \$750,000 secured by a Deed of Trust, each in form approved by the City Attorney, regarding Parcel SS-98, which is comprised of approx. 121 acres in Summit County, Utah.

Background:

The Osguthorpe family, through their attorney, initiated a discussion with City staff on Thursday, September 17 regarding the aforementioned Right of First Refusal Agreement. Because the City has made several offers in the past to purchase (either a conservation easement or the full parcel) the Osguthorpe's 121 acre parcel, SS-98, staff believed that Council might be interested in reviewing a proposal for a right of first refusal.

Over the past two weeks staff has continued to work with the Osguthorpe family. Staff apologizes for the short notice, however the timing is at the request of the family.

Analysis:

Parcel SS-98 is located in Summit County on route 248, just outside of City limits. This beautiful piece of farm property sits in one of Park City's two entry corridors and is zoned Hillside Stewardship Zone which carries development rights of 1 unit per 30 acres or 1 unit per 40 acres on sensitive lands, as defined in the Snyderville Basin Development Code.

Whereas Park City has attempted to purchase this property in the past and whereas the Osguthorpe family is willing to provide the City with a right of first refusal, for a ten year period, to purchase either the development rights or the full parcel, this agreement has the potential to be a win-win for the citizens of Park City and the Osguthorpe family.

Since the early 1940s, Osguthorpes have been stewards of the land in Park City and to this day visibly maintain their commitment to agricultural preservation. The family's desire is to continue to farm the 120 acre parcel, as they have for generations.

This right of first refusal allows the City to purchase either the property or a conservation easement on the property, should the Osguthorpe family decide to sell the parcel. The

value of the property or development rights will be established, as set forth in the agreement, by two appraisers and the process described in the agreement. The appraisal of the property will be based on the zoning at the time the Osguthorpe family decides to sell the property.

If the Osguthorpe family does not decide to sell the land within the ten year term of the agreement, they will pay back the \$750,000 plus compounded interest of 4% per year. Staff finds that this rate is reasonable and prudent in that it exceeds our current portfolio rate. The Osguthorpe family can repay the \$750,000 plus interest before the end of the ten year term of the agreement, however, the right of first refusal will remain in effect for the full term of the agreement. However, if the City does purchase the parcel or a conservation easement on the parcel, the \$750,000 and accrued interest will be applied as a down payment on the property.

The \$750,000 will be secured by a first position trust deed on the 121 acre parcel SS-98.

Staff recommends Council use capital project funds as the source of the \$750,000. This agreement will not be secured with open space funds, however, in the future, if Council did purchase the SS-98 parcel, it could consider using any available open space funds at that time.

Department Review:

This proposal and exhibits has been reviewed by the Legal and City Manager's and Sustainability departments.

Alternatives:

- A. Approve:** The City would provide \$750,000 to the Osguthorpe family and receive a right of first refusal on and secured by parcel SS-98.
- B. Deny:** The City would not provide \$750,000 to the Osguthorpe family and receive a right of first refusal on and secured by parcel SS-98.
- C. Modify:** Council may request modifications, however, the time sensitive nature of this agreement is such that the Osguthorpe family may not be willing to complete the agreement at a later date.
- D. Do Nothing:** This will have the same impact as denying the request.

Recommendation:

Staff recommends Council review the attached proposal take public input, and consider approving a Right of First Refusal Agreement between the Osguthorpe Family and Park City Municipal Corporation, and a Fixed-Rate Promissory Note in the amount of \$750,000 secured by a Deed of Trust, each in form approved by the City Attorney, regarding Parcel SS-98, which is comprised of approx. 121 acres in Summit County, Utah.