PARK CITY COUNCIL MEETING
SUMMIT COUNTY, UTAH
SEPTEMBER 29, 2011

PUBLIC NOTICE IS HEREBY GIVEN that the City Council of Park City, Utah will hold its regularly scheduled meeting at the Marsac Municipal Building 445 Marsac Avenue, Park City, Utah for the purposes and at the times as described below on Thursday, September 29, 2011.

Closed Session
2:00 p.m. Litigation, property and personnel

Work Session
3:45 p.m. Council questions/comments
4:00 p.m. 3rd quarter update P 4 - 16
4:20 p.m. Special event overhaul

- including Municipal Code amendments regarding definitions, approval matrix, fees/waivers, conflicts, trail use policy, Convention Sales Licensing and the associated fee resolution P. 17 - 40

4:50 p.m. Transportation Master Plan P. 41 - 97
5:20 p.m. Break

Regular Meeting
5:30 p.m. (Note special time)

I ROLL CALL

II COMMUNICATIONS AND DISCLOSURES FROM COUNCIL AND STAFF

III PUBLIC INPUT *(Any matter of City business not scheduled on agenda)*

IV WORK SESSION NOTES AND MINUTES OF MEETING OF SEPTEMBER 15, 2011 AND JOINT WORK SESSION NOTES OF AUGUST 25, 2011 P. 98 - 124

V CONSENT AGENDA *(Items that have previously been discussed or are perceived as routine and may be approved by one motion. Listed items do not imply a predisposition for approval and may be removed by motion and discussed and acted upon under "Additional Discussion – Agenda Items")*

1. Consideration of authorization to the City Manager to enter into a construction contract, in a form approved by the City Attorney, with Northridge Construction, Inc. in the amount of $119,000 P. 125 - 126

2. Consideration of a Resolution adopting the Mountainlands Association of Governments Pre-Disaster Hazard Mitigation Plan as required by the Federal Disaster Mitigation and Cost Reduction Act of 2000 P. 127 - 129

VI NEW BUSINESS *(New items with presentations and/or anticipated detailed discussions)*

1. Consideration of a Resolution adopting a Short Range Transit Development Plan for Park City, Utah P. 130 - 133
   (a) Public hearing

(b) Action

2. Consideration of a Master Festival License for the Tubbs Romp-to-Stomp Out Breast Cancer Snowshoe Series, as conditioned, to be held on Saturday, February 11, 2012 at the Round Valley Trail System, Quinn's Sports Complex Parking Lots P. 134 - 138
   (a) Public hearing
   (b) Action

VII ADDITIONAL DISCUSSION – AGENDA ITEMS

VIII ADJOURNMENT

Work Session
6:00 p.m.
Joint meeting with Planning Commission on redevelopment

- Bonanza Park District
  Public input
- Lower Park Avenue RDA
  Public input

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. Wireless internet service available in the Marsac Building on Wednesdays and Thursdays – 4 p.m. to 9 p.m.

Posted: 09/26/11
See: www.parkcity.org

Note: This future meeting schedule is TENTATIVE and subject to change.

October 2011

6 **Alex gone**
Park City/Wasatch County Affordable Housing Memorandum of Understanding (10 min)
Environmental, sustainability, and regulatory update (40 min)
Transportation Master Plan adoption
Fee resolution amendment – planning fees

13 Co-housing field trip (90 min) – work
Board roles – work
New budget process proposal – work (40 min)
Open space and conservation easement update (1 hour)
MFL and Resolution – Schirf Brewing 25th Anniversary
Leadership Class Civility Awards – John Davis 773-418-4922

15 Bonanza Tunnel ribbon-cutting

20 **No meeting**

27 Retention schedules – work
Annual Library report - work
Donation policy McPolin Farm nature trail – work/action
Co-housing RFP
Ordinance amending the Land Management Code adding Historic Preservation Board review and approval for historic reconstruction and disassembly processes in Park City, Utah – old business
MOU and City Services Contract extension - KAC

November 2011

3

10 GRAMA resolution - action

17

24 **Thanksgiving**

December 2011

1

8

15

22

29

Pending Items:

Inter-local agreement with Summit County for police database integration

Resolution establishing a strategic plan for City-owned property with development potential in Park City, Utah and repealing and replacing Resolution No. 22-05 in its entirety

MEMO

Executive Department

To: City Council
From: Tom Bakaly, City Manager
Subject: City Council Goals and Targets for Action Update
3rd Quarter (July – September 2011)
Date: August 11, 2011

On September 29, 2011 we have scheduled time in work session for City Council to review Staff progress on City Council Goals and Targets for Action for the 3rd Quarter (July through September) 2011.

Staff provides Council with quarterly goals updates as a vehicle for reporting progress related to goals and targets for action that Council identifies at their annual visioning sessions. Staff created this report to provide a link between Council's direction and Staff's progress in accomplishing the specific tasks identified as Council priorities for the year. The Quarterly Goals Report is not a comprehensive list of all programs and activities. Although not listed as Council Goals, Staff added reports on Neighborhood and Business District Needs Assessment in order to keep Council informed about progress on those programs.

In creating the report, Staff assigned "target dates" for each of the actions. These dates are chosen as working dates for each project and not as hard deadlines since many of the actions require coordination with outside agencies. Target dates are also revised based upon council direction, availability of staff and financial resources, regulatory review processes and/or other unplanned pressing matters that arise.

Staff continues to use a system of one-word summaries: **complete** - project is complete; **in progress** - on target for revised or initial date; **pending** - project may not meet time lines depending on action by entities outside the City. All updates are **bold**. Completed items remain in the report through year-end. The comment section includes brief details about projects and explains revisions to target dates. Staff also tentatively adds new action items based upon individual input from Council members, the Mayor and Staff. Those items are in bold and need to be affirmed by Council. At the end of each year, all **completed** items are removed from the report.

Attachments:

Quarterly Goals Update – July through September, 2011

2011 Park City Council Goals & Targets for Action (July - September 2011)

Goal 1 Preservation of Park City Character

Target for Action / Actions / Staff Coordinator	Initial Target Date	Revised Target Date	Status	Comments
1. Old Town Improvements - Jonathan Weidenhamer and Dave Gustafson				
Downtown Projects				
HPCA Infrastructure Committee Study (includes streetscape and attractions)	Mar-11	**Jun-11**	**Complete**	**Study completed.**
1. Pocket Park/Historical Wall Renovation	Jun-11		**Pending**	Project scope pending policy input - Historic Park City Alliance & Council
●Temporary Landscaping	Jun-11		**Complete**	
●Historic Wall Stabilization and daylight	Nov-11	**Oct-12**	**In Progress**	**Scope and preliminary cost estimates being generated**
2. Last Phase of Downtown Improvements (streetscape, sidewalks, pedestrian connections, etc.)	Ongoing	**Jun-12**	Ongoing	**Preliminary cost estimates and project engineering to be developed prior to FY13 budget**
3. Town Plaza/Swede Alley	Oct-12		Pending	**Moved into HPCA Project Study**
2. Affordable Housing - Phyllis Robinson				
1. Affordable Housing Demand Study and Resolution Update	Apr-11	**Nov-11**	**In Progress**	**Awaiting more detailed Census data in order to complete Housing Needs Study before updating resolution.**
2. Monitor Developer Obligations & Compliance	**Oct-11**		**In Progress**	Compliance review due **Fall of each year**
3. Historic Preservation - Thomas Eddington				
1. Planning Department to work with HPB to clarify their role and Joint Meeting with Council	Feb-11	**Sept/Oct 2011**	In Progress	At request of City Council, Planning held joint CC/HPB meeting. HPB and Planning working to implement recommendations. **HPV Visioning to be held in September. Subsequent to that meeting, staff will coordinate a joint meeting with CC.**
2. Create a plan for 1450/1460 Park Avenue	Feb-11	**Sep-11**	Complete	Project scope and contract approved and begun in September. **Physical assessment completed.**
3. Assessment of National Historic District - Main Street Designation	Jun-11	**Sep-11**	**Complete**	Project scope/contract approved - research and analysis underway. **Preservation Solutions finalized document.**
4. LMC Amendments for Sustainability	Apr-11	**Dec-11**	In Progress	Planning is working through LMC amendments relative to architecture. Will try to partner with Sustainabilty in **late** 2011. **TDRs complete; additional work to follow.**
5. Clean up miscellaneous Historic Preservation Issues	Jun-11	**Ongoing**	**Ongoing**	In progress; Preservation Solutions assisting. **HSI update and misc. studies complete. To be presented to HPB in November 2011.**
6. Next steps for Main Street - ensuring our National Reigster Status	**Mar-12**		**Proposed**	**Awaiting a proposal from Preservation Solutions - Sept/Oct**
4. Senior Issues - Rhoda Stauffer				
InterAgency Working Group & Strategies				
1. Present to Summit County Council	**Sep-11**			**Draft plan presented to City Council in June 2011.**
2. Begin Implementation	**Oct-11**			
5. Park City Heights Joint Venture - Phyllis Robinson				
1. Master Planned Development (MPD) for site	Mar-11	**May-11**	**Complete**	**MPD is complete. Co-Tenancy approved. First phase of final plat and Development Agreement to PC in October.**
6. Lower Park Avenue Property Redevelopment - Jonathan Weidenhamer, Michael Kovacs				
1. Adopt plan for City-owned Land in Lower Park Avenue RDA	Feb-11		**Complete**	Adopt implementation plan for City-owned property in Lower Park Avenue RDA. Reaffirm broader plan for entire RDA District.
2. Market Analysis and Carrying Capacity Study				
●Completion	Apr-11	**Jun-11**	**Complete**	
3. Identify potential components and tax increment	Apr-11	**Oct-11**	In Progress	Projects identified. Identifying tax increment.
4. Create RDA Strategic Plan for LPA RDA	**Jan-12**			
5. Extend Revelopment Agency	Feb-11	**Feb-12**	Pending	Return to Council for direction
6. Implementation				
a. City Property **& adjacent private property - design projects, ID budget**	**Mar-12**		**Pending**	**Community Center, various housing and connectivity goals**
b. PCMR	Ongoing		Ongoing	**Present concept to Council & PC at joint RDA meeting. ID City's role in RDA.**
c. Other private property within RDA	Ongoing		Ongoing	

Target for Action / Actions / Staff Coordinator	Initial Target Date	Revised Target Date	Status	Comments
7. General Plan Update - Thomas Eddington				
1. Work with Sustainability on PC Heights MPD	Mar-11	**Jun-11**	**Complete**	Pre-MPD completed. June 2010 date was for initiating MPD process with Planning Commission. Revised date is anticipated approval date. **Complete - Planning Commission approved.**
2. Data collection, analysis, meetings with Planning Commission and City Council, recommendations and complete plan preparation	Apr-12		In Progress	**The Planning Staff has incorporated a neighborhood approach to the Plan and has been actively involved in the Joint CC/PC meetings.**
8. Bonanza Park Plan - Michael Kovacs, Jonathan Weidenhamer, Thomas Eddington				
1. Identify transportation corridors as part of General Plan Transportation Element	May-11	**Oct-11**	In Progress	**Transportation Element of General Plan to be created using information in master plan. Grid layout anticipated. Working in coordination with City's Transportation Plan and awaiting final location/layout on RMP Substation.**
2. Examine ability for new anchor tenant	Jul-11	**Dec-11**	In Progress	**Exploring options.**
3. Examine ability to do event venue, convention area, and permanent Sundance area	Dec-11		In Progress	City and Chamber to pursue feasibility analysis, using stakeholder to identify needs, goals and components.
4. Concept planning and Bonanza park functional priorities - talk to power company	Dec-11		In Progress	**Good progress in focusing Rocky Mountain Power on a location at Lower Ironhorse and Bonanza. Seeking to minimize impacts of substation and poles in BOPA redevelopment. Site assessment running.**
5. General Plan Future Land Use Element - Area Plan for Bonanza Park				
●Planning Commission	Dec-11	**Apr-12**	Pending	Section to be adopted with General Plan **unless CC directs to be completed sooner as a supplement.**
●City Council	Jan-12	**Jul-12**	Pending	Section to be adopted with General Plan. **Presentation to City Council upon recommendation from Planning Commission.**
9. Neighborhoods - Thomas Eddington				
1. Tie Lower Park Avenue / Bonanza Park Redevelopment concepts into General Plan	Jun-11	**Dec-12**	In Progress	**To be included in General Plan; Joint CC/PC meetings in July to address timing**
2. Planning Department to work with the Planning Commission to better define Old Town Neighborhoods	Dec-11	**Dec-12**	In Progress	To be included in General Plan

2011 Park City Council Goals & Targets for Action (July - September 2011)

Goal 2 World Class, Multi-Seasonal/Resort Community

Target for Action / Actions / Staff Coordinator	Initial Target Date	Revised Target Date	Status	Status
1. Economic Development - Jonathan Weidenhamer				
1. HPCA Issues				
●Street Dining	Feb-11	**Jun-11**	**Complete**	2011 running smoothly. Next target will be year end debrief.
● **Infrastructure Committee recommendations (see Goal #1) Prioritization**	Jun-11	**Oct-11**	In Progress	**Presentation of final HPCA infrastructure plan.**
2. City-wide market analysis & carrying capacity study	Mar-11	**Oct-11**	In Progress	
3. Implementation of 2011 Economic Development Plan	**Dec-11**	**Oct-11**	Ongoing	
4. Discussion on City's role in RDA & adoption of RDA Strategic Plan	**Jan-12**			
2. Public Art - Sharon Bauman				
1. Art in Public Places Implementation	Ongoing		Ongoing	Working on Strategic Plan goals and priorities
2. Marsac Building Public Art - Exterior				
● Installation 2011	Sep-11		In Progress	**Artist has submitted conceptual plans. Staff is addressing misc. details and code issues.**
3. Recreation Center Public Art	Oct-11		In Progress	**PAAB reviewing submittals from RFQ process.**
3. Community Amenities and Events: Evaluation, Future Direction - Jonathan Weidenhamer				
1. Event Overhaul Discussion				
●Event Fees, revenues and costs	Feb-11	**Sep-11**	In Progress	**Anticipated presentation to Council September; follow-up November 2011**
●Criteria to Close Main Street	Feb-11	**Sep-11**	In Progress	" '
●Update Municipal Code	Feb-11	**Sep-11**	In Progress	" '
●Update of administrative processes (applications, etc.)	Feb-11	**Sep-11**	Ongoing	" '
2. Event Overhaul Implementation	Mar-11	**Sep-11**	Ongoing	" '
3. Regional Event Calendar Cooperation	Jun-11	**Sep-11**	Ongoing	**Current shared Google calendar with Snyderville Basin Recreation for 2011 Summer Season**

2011 Park City Council Goals & Targets for Action (July - September 2011)

Goal 3 Effective Transportation System

Target for Action / Actions / Staff Coordinator	Initial Target Date	Revised Target Date	Status	Comments
1. Neighborhood Traffic Management - Matt Cassel				
See Attached Neighborhood Traffic Management Summary Report				
2. Regional Transportation - Kent Cashel				
1. Enhance Transit Marketing	Annual		Ongoing	
2. Implement employee vanpool incentive program	Annual		Ongoing	Program implemented. One van operational
3. Regional/Rural Transporation Issues - COG	Ongoing		Ongoing	
4. Iron Horse Expansion				
●Construction Complete	Dec-11		In Progress	
3. Transportation Strategic Plan - Kent Cashel				
1. Annual Progress Report to City Council	Annual		Annual	Transportation Annual Report scheduled for delivery to Mayor and Council January 2012.
2. Implement Transportation Plan Strategies	Ongoing		Ongoing	
3. General Plan - Transportation Element	**Mar-12**	**Apr-12**	In Progress	**Pending General Plan Transportation Element Update**
4. Update Strategic Plan to include pedestrian-bicycle and transit modes - Pending General Plan Update	**Jun-12**	**Apr-12**	Pending	**Pending General Plan Transportation Element Update**
4. Public Parking - Kent Cashel				
1. Conduct Main Street Circulation Study	**Nov-11**		In Progress	**HPCA has expressed its interest in completing a circulation study, including exploration of taxi staging area. Staff gathering data on numbers and patterns of Main Street taxis.**
2. Taxi Drop-off/Pick-up	Oct-11	**Jun-12**	Pending	**Awaiting completion of circulation study to be conducted winter '11-12**
5. Community Transportation Plan -Matt Cassel, Kent Cashel, Jonathan Weidenhamer, Thomas Eddington				
1. Entry Corridor	Ongoing		Ongoing	
2. Citywide Transportation Plan and Modeling	Mar-11	**Oct-11**	In Progress	**Final draft of plan nearing completion and Council review and adoption**
3. Park and Ride	Jun-11	**Sep-11**	In Progress	**Park and Ride operations plan is element of Short Range Transit Development Plan.**
4. Tie to General Plan	Mar-12	**Apr-12**	In Progress	Pending General Plan Transportation Element Update
6. Highway 248 - Kent Cashel				
1. Engineering design of Richardson Flat Road Intersection	Mar-11	**Jun-11**	**Complete**	
2. Complete Envirionmental Work for Corridor	Aug-11	**Dec-11**	In Progress	Working with UDOT to define scope & requirements. Seeking to secure study funding. Funding delayed by lack of congressional appropriations for **2010 and 2011.**
3. Complete Environmental Study for Richardson Flat Road Intersection	Jan-11	**Feb-12**	In Progress	**Working with UDOT to define Scope of Study**
4. **Engineering** Design of Strategic Plan Improvements	Feb-12		Pending	Delayed due to lack of federal environmental study funding. Revised target date dependent on congressional funding action.
5. Secure Funding for Strategic Plan Improvements	Mar-12		Pending	Delayed due to lack of federal environmental study funding. Revised target date dependent on congressional funding action.
6. Construct Richardson Flat Road Intersection Improvements	**Aug-12**		**In Progress**	**Pursuing required construction permits through UDOT, Army Corps of Engineers and USEPA**
7. Construct Improvements	Oct-12		Pending	Delayed due to lack of federal environmental study funding. Revised target date dependent on congressional funding action.
7. Traffic Study - Kent Cashel				
(tie with economic carrying capacity)				
1. Complete Highway 224 Strategic Plan	Mar-11	**May-12**	In Progress	**Request for Proposal for Engineering firm to assist with plan preparation released.**

2011 Park City Council Goals & Targets for Action (July - September 2011)

Goal 4 Water and Natural Environment

Target for Action / Actions / Staff Coordinator	Initial Target Date	Revised Target Date	Status	Comments
1. Pipeline Preferred Project Agreements - Kathy Lundborg				
Determine a preferred project with Weber Basin and Bureau of Reclamation				
1. Pipeline Construction - Incremental - **All** Sections in progress	Jul-11		In Progress	Pipelines complete. Quinn's Segment - complete Lower Silver Creek Segment -complete Promontory segment - complete Rail Trail Water Lines - Cathodic protection will be complete by **end of September**
2. Quinn's Treatment Plant - Under Construction	Dec-11		In Progress	Scheduled completion in early 2012
3. Raw water line crossing of Hwy 248 at Wyatt Earp	**NA**		**Complete**	
2. Judge Water Line - Kathy Lundborg				
1. NPDES Permit	Aug-11	**TBD**	Pending	Staff recommended a schedule to UDEQ with a draft UPDES application submission of Dec 2011. UDEQ requested date be moved to August 2011. The schedule is not yet final.
2. Judge delivery system to Quinn's Water Treatment Plant construction	Mar-12		Pending	See EA comments below.
3. Determine Scope and Timing for **water line** Design and Construction (Evalulating alternatives due to antimony level increases)	Aug-12	**Dec-12**	Pending	Draft EA w/EPA since 2010. EPA has given City a punchlist of items remaining to address to complete the EA. Major items are to determine the impacts of taking Judge water out of the Silver Maple Claims Wetlands. Confirm SBWRD's local limits on their discharge permit and the ability to receive the waste stream from Quinn's WTP, and clarify the Utah State History Division recommended miigation plan. Final design and construction cannot begin under after FONSI. Original plan was to bid in 2011 and start construction of pipeline in 2011. Schedule depends on EPA's issuance of FONSI. STAG grant extended to Dec. 2012. **The City is also adding an additional alternative alignment from the Judge Tunnel portal to JSSD's WTP via the Ontario Shaft and Drain Tunnel.**
3. Other Water Solutions - Supply Options/Conservation - Kathy Lundborg				
1. Summit County, Snyderville Basin Water Reclamation District Cooperation Discussions/Stream Flow Enhancements	Annual		Ongoing	
2. JSSD Water Discussions	Annual		Ongoing	
3. Supply/Demand Update to City Council	Jul-11		**Complete**	
4. Water Funding Strategy - Kathy Lundborg				
1. Pursue future appropriations and authorizations	Annual		Ongoing	
5. Trash and Recycling - Diane Foster/Michael Kovacs/Tyler Poulson				
1. Work with County Solid Waste Team to represent the City's interest in disucssion of future recycling & solid waste solutions	Jul-12		In Progress	Foster **and Poulson** participating in **monthly** meetings with County Solid Waste Team (Jasper, Lewis, Blonquist, Koehler) & Recycle Utah's Executive Director. **This team has submitted an updated curbside recycling model and Pay As You Throw waste plan for County Council consideration and public input. A new curbside recycling contract for the County will be in place by July 2012.**
2. Support HPCA Recycling Program Efforts (recycling contract completed)	Ongoing		In Progress	Poulson representing City on HPCA's Solid Waste & Recycling Task Force
3. Discussion on recycling facility relocation	Dec-12		In Progress	**City/County/Recycle Utah relocation planning meeting planned for late September 2011.**

Target for Action / Actions / Staff Coordinator	Initial Target Date	Revised Target Date	Status	Comments
6. Environmental Initiatives - Diane Foster, Tyler Poulson				
1. Environmental Heroes Awards	Ongoing		Ongoing	Awarded periodically. Website has form for public submissions/nominations.
2. Update to Environmental Strategic Plan	Ongoing		Bi-Annual	**Completed August 2010; no planned updates for 2011.**
3. Launch internal revolving loan fund and finance CO_2 emissions reduction projects at the City	Ongoing		In Progress	Council approved fund on July 29, 2010. **The initial project will be piloting idle-reduction technology for a small number of Police vehicles. This will occur from fall 2011-spring 2012 with potential roll-out to more vehicles afterwards.**
4. WAVE Project/Electric Trolley in partnership with USU	**Aug-11**	**Feb-12**	In Progress	**On June 9 Council provided staff feedback to continue to work with USU's Energy Dynamics Lab on this project. Scope may change to include a fleet vehicle, rather than the trolley, for initial phase. Staff will return to Council for direction once project details are more clear.**
5. Solar Feasibility Study for PCMC and Micro-Hydro Power Research	**Aug-11**	**Feb-12**	**In Progress**	**Utilizing grant funding, staff is working with a contractor to assess the technical potential for new solar PV installations on City-owned facilities. Once the report is completed, staff will present environmental and financial details to Council and request further direction This will occur in fall/winter 2011/12.. Staff is less formally assessing options for micro-hydro electricity generation in PCMC's water system.**
6. Develop and Implement community CO_2 emission and water consumption reduction program in conjunction with partners - community outreach or rebate program for residential and Green Businesses program for commercial properties	Mar-11	**Mar-12**	In Progress	Low Carbon Diet Program community carbon reduction program **publicly launched, along with webpage, in June 2011**. **Focus will remain on the Low Carbon Diet household-based program through 2011-12. Green Business program will be reassessed once resources free up and/or grant assistance is awarded.**
7. Thaynes - Clint McAffee				
1. Data Analysis and Report	**Ongoing**		**Complete**	**Final Report is complete and the City's initial theory that brown water was caused by scale releasing in the distribution system is supported in the report. However, there is not an exact solution to the proglem; rather there are many recommendations including: additional sampling and evaluating our flushing practices, optimization of Spiro WTP for metals removal, additional evaluation fo blending Judge water with raw water at Quinn's WTP, and conducting bench and pilot testing to determine feasible treatment options for metals removal and water stability.**
2. Water Quality Program Development	**Ongoing**	**TBD**	**In Progress**	**The Water Department is currently advertising for a Contract Water Quality Program Manager to implement recommendations from the Phase 1 study. The Manager's scope will also include Quinn't WTP lab design, piloting treatment options for antimony removal, treatment options for metals removal to conform to the UPDES for survace water, and other project management for work relating to water quality. End goal is to create a defined and robust water quality program that will be integrated into water operations. Estimated time to develop is 1.5-2 years due to extensive scope, sampling, and change in operations once Quinn's WTP comes online.**
8. Environmental Regulatory - Joan Card, Jason Christensen, Jim Blankenau and Diane Foster				
1. Define a long-term, economical solution for munipal and community mine waste disposal	Sep-11	**Nov-11**	In Progress	Working with EPA & UPCM/Talisker to define terms of a multi-party agreement to build a second repository.
2. Soil Ordinance Administration	Ongoing		Ongoing	**Seven properties sampled for compliance.**
3. Permits for Judge, Spiro and Prospector Drain	Jan-12		In Progress	**Permit applications submitted to Utah Division of Water Quality on schedule on July 27, 2011.**
4. Further develop relationships with state and federal regulators	Ongoing		Ongoing	
5. Mine hazard mitigation ordinance	**Ongoing**		**Ongoing**	**Given the number of new mine hazards that have opened up this summer, the timing of this ordinance seems particularly good. Both the responsiveness of land owners to hazards and relationship with the City and landowners in mitigating the hazards has been good.**

2011 Park City Council Goals & Targets for Action (July - September 2011)

Goal 5 Recreation, Open Space and Trails

Target for Action / Actions / Staff Coordinator	Initial Target Date	Revised Target Date	Status	Comments
1. Ongoing Open Space Acquisition - Diane Foster, Matt Twombly				
1. Flagstaff - Distribution of open space contribution	Ongoing		Ongoing	
2. Red Maple/Air Force	Ongoing		In progress	
3. Other Properties	Ongoing		Ongoing	
2. Open Space Management - Diane Foster, Matt Twombly, Heinrich Deters				
1. Kimball and new Round Valley Conservation Easement	Jul-11	Oct-11	In Progress	**On October 6, 2011 staff will discuss with Council the proposed easement on Kimball Junction PRI property, owned jointly by the City and County.**
2. Gambel Oak & White Acre Conservation Easement	Jul-11	Oct-11	Pending	
3. Additional easement monitoring on new acquisitions	Ongoing		In Progress	**Staff will ask Council to have a policy discussion on easements on October 6, 2011.**
3. Trails - Matt Twombly/Heinrich Deters				
1. Trailhead Parking Phase III - as sites are available	Ongoing		Ongoing	
2. Coordinate new connections by development/TMP CIP	Ongoing		Ongoing	
3. Flagstaff Trails reconstruction	Ongoing		**In progress**	**Talisker has approved trail plan and construction is currently underway on several of the trails. Trail head and maintenance obligations remain as part of the Flagstaff Agreement.**
4. Implement back-country trails maintenance plan and budget	Ongoing		**Complete**	
5. Trails Webpage	Ongoing		Ongoing	
6. Citywide Pedestrian/Street Lighting guidelines consistent with General Plan, Trails Master Plan and WALC	Apr-11	**Oct-11**	Pending	Coordinating with Transportation Master Plan and **General Plan** Update
7. Bike Route Plan	Apr-11	**Oct-11**	In Progress	Coordinating with Transportation Mater Plan Update
8. Armstrong OS trail connection	Jul-11		**Complete**	
9. April Mountain Trails & Recreation Plan	Nov-11		In Progress	Access road has been improved
10. Evaluate and Improve backcountry trail signage	Ongoing		Ongoing	**Staff is working with Mountain Trails, Resorts and Basin Recreation on community-wide signage and waypoint system**
11. Osguthorpe Summer Trail	**Aug-12**		**Ongoing**	**Planning for trail connection Spring 2012**
4. Neighborhood Parks - Ken Fisher/Matt Twombly				
1. Begin Master Plan for north and south ends of City Park	In Progress		**Complete**	**Developed master plan and presented to Council Fall 2010**
2. Recommendation on amended Summit County Leash Law Ordinance	Jan-11	**Oct-11**	In Progress	**County combined with "bigger picture" of kennels. County expects discussion with County Council late Sept./early Oct.**
3. Off-leash Dog Park at Library Field - Install signage at field	May-11		**Complete**	
5. High Altitude Training -Jason Glidden				
1. High Altitude Training/Master Planning City property at Quinn's				
●Goal Setting with USSA and UOP	Jul-11	**Sep-11**	**In Progress**	**Initial meeting held with UOP and USSA to discuss future goal setting meeting which is schedule for September.**
●Recreation Facility Capacity Study with Basin Recreation	Dec-11	**Feb-12**	**In Progress**	**Meetings have begun with Basin to develop RFP**

Target for Action / Actions / Staff Coordinator	Initial Target Date	Revised Target Date	Status	Comments
6. Walkability Implementation Phase I - Matt Twombly, Heinrich Deters				
1. Bonanza Tunnel				
●Tunnel Infrastructure	May-11		In Progress	**Completed**
●Tunnel Streetscape & Final Landscaping	Jul-11	**Oct-11**	In Progress	**Under construction**
2. SR-248 Tunnel				
●School Campus ped/Connectivity Improvements Construction (SR248)Construction	Aug-11	**Aug-12**	Pending	**Study completed. Discussion with School Board planned.**
3. Sidewinder Drive Sidewalk	Oct-11		In Progress	**Under construction**
4. Comstock Sidewalk	Oct-11		In Progress	**Under construction**
5. Traffic Calming Improvements				
●Monitor Drive - Island	Oct-11	**Aug-12**	Pending	**Initial measures of striping and installation of driver feedback sign have resulted in significant calming of traffic. Staff will continue to monitor through opening of racquet club and revisit them if deemed necessary.**
●Wyatt Earp - Entry Feature / Island	Oct-11	**Oct-12**	Pending	**Design scheduled for fall 2011; construction summer 2012**
6. Walkability Implementation Phase II (Dans to Jans) - Jonathan Weidenhamer, Kent Cashel				
1. SR 224 Corridor Study	**Jul-12**			
2. Identify PCMR transit and transportation needs	**Jul-12**			
3. Implementation Plan for WALC projects	**Jul-13**			

2011 Park City Council Goals & Targets for Action (July - September 2011)

Goal 6 Regional Collaboration and Partnerships

Target for Action / Actions / Staff Coordinator	Initial Target Date	Revised Target Date	Status
1. Transportation - Kent Cashel			
2. Flagstaff-Wasatch County - Tom Bakaly			
1. Work with Wasatch County re SR-224 and public versus private access	Ongoing		Ongoing
3. Recreation - Ken Fisher			
See Goal 5			
4. Health - Pace Erickson			
1. Noxious weed coordination and enforcement on private property	Ongoing		Ongoing
5. Water - Kathy Lundborg			
See Goal 1	Ongoing		Ongoing
6. Solid Waste - Pace Erickson			
1. Implementation of Solid Waste Alternatives	Ongoing		Pending
7. Mosquito Abatement - Pace Erickson			
1. Continued coordination with Summit County	Ongoing		Ongoing
8. Library - Linda Tillson			
1. Library Reciprocal Borrowing for Summit County Students	Ongoing		Ongoing
9. Inter-Agency Task Force			
1. Continued Participation	Ongoing		Ongoing
10. Open Space Acquisition			
See Goal 5	Ongoing		Ongoing
11. SOS Community Carbon & Water Action Plan - Diane Foster			
1. Engage community, in partnership with Summit County and other groups (non-profit, HMBA, Chamber, School District) in reducing water consumption and carbon emissions	Ongoing		**Ongoing**
12. MIDA - Tom Bakaly, Mark Harrington, Diane Foster			
1. Maintain relationship with MIDA and monitor progress on project	**Ongoing**		**Ongoing**
13. Public Safety - Special Events			
1. Information Sharing	Ongoing		Ongoing
2. Special Event Staffing to Reduce Overtime Costs	Ongoing		Ongoing
3. Police/Sheriff's Spillman records Management Data Merge	Ongoing		**Ongoing**
14. Council of Governments - Kent Cashel			
1. Continued Participation	Ongoing		Ongoing
15. Utah League of Cities and Towns - Michael Kovacs			
1. Continued Participation	Ongoing		Ongoing

2011 Park City Council Goals & Targets for Action (July - September 2011)

Goal 7 Open and Responsive Government to the Community

Target for Action / Actions / Staff Coordinator	Initial Target Date	Revised Target Date	Status	Status
1. Community Vision - Phyllis Robinson				
1. Update Material for Vision Presentations annually following Council Visioning sessions	Annual		Annual	
2. Community Visioning Plan	**Ongoing**		**Ongoing**	**Community Visioning and development of portfolio approach incorporated into joint City Council/Planning Commission meetings.**
3. Utilize Vision Plan and four levers for inclusion in General Plan (with Michael Kovacs and Thomas Eddington)	**Dec-11**	**Apr-12**	**In Progress**	
2. Budget Review & Benchmark - Bret Howser/Michael Kovacs				
1. Budgeting for Outcomes	Feb-11		**Complete**	
2. ICMA Resort Consortium (Michel Kovacs)	Fall 2011		In Progress	**Have buy-in from several resort communities through CAST. Presentation to CAST members on October 28 in Park City. Talks with ICMA have resulted in the formation of a "cold weather" cities cluster. Report summary to Council in Oct./Nov.**
3. Customer Service: Evaluation and Action Plan - Craig Sanchez, Phyllis Robinson				
1. Accountability/responsibility training for Staff	Quarterly		Ongoing	
2. Employee Survey & Traning - communication of results	Annual		Annual	
3. Citizen Satisfaction Surveys (P Robinson)	May-11	**Sep-11**	**Complete**	**Random sample survey & analysis complete. Survey posted on-line through end of September to gather additional input. City teamed with National Research Center as part of ICMA's National Citizen Survey.**
4. City "Fam" Program	Annual		Ongoing	Next program in November 2011
4. Public Safety - Wade Carpenter				
1. Community Oriented program - Citizens Academy	Ongoing		Ongoing	**Class Three graduated July 2011. Class Four scheduled for Spring 2012**
2. Lexipol Service Evaluation (Comprehensive Police Policy Manual Program based on model policies developed by a national board)	Ongoing		Ongoing	Living document. Updated every six months.
3. Emergency Response Plan Update				
●NIMS Training for new employees	Ongoing		Ongoing	Test Sessions scheduled for new employees.
4. Create problem-solving committees, physical fitness criteria, and take-home vehicle committees	Jul-11	**Oct-11**	**In Progress**	**Take Home Vehicle- implementing take-home car policy October 2011. $50/officer living in district boundaries/$100/offier living outside District boundaries. Physical Fitness - Baseline testing will be conducted mid-October.**
5. Communications - Phyllis Robinson, Scott Robertson, Myles Rademan				
1. Leadership 101	Annual		Ongoing	Held Feb 2011
2. Media Seminars	Annual		Ongoing	
3. Sustainability Promotion	Ongoing		Ongoing	
4. Park City University - (rebrand)	Ongoing		Ongoing	
5. Annual Communications Plan & Implementation	Annual		**Ongoing**	2011 Communications Plan presented at Council Visioning. Implementation
6 Community Emergency Preparedness	Ongoing		Ongoing	**Emergency Preparedness newsletter mailed to all households in August 2011.**

2011 Park City Council Goals & Targets for Action (July - September 2011)

Neighborhood Traffic Management Summary Report
Attachment "A" to Quarterly Status Report

Location	Date Recd/ Phase 1 Mtg	Citizen Concerns	Phase 1 Follow-up	Status	Target Completion
Crescent Tram/Empire Avenue					
	Jan-10	●Traffic Calming Requests	Committee Response to Initial Phase I Request		
			● Neighborhood Moved Request to Phase II	Complete	Complete
			●Schedule Phase II Neighborhood Meeting	Complete	Complete
			●Conduct Crescent Tram Engineering Study	**Complete**	**Complete**
			●Evaluate and study neighborhood requests	**Complete**	**Complete**
			● Petitioner informed of NTMP decision - Close File	**Closed**	
Norfolk Avenue					
	Aug-10	●Traffic Calming Request	Committee Response to Initial Phase II Request		
			●Winter Traffic Counts	**Complete**	**Complete**
			●Conduct Crescent Tram Engineering Study	**Complete**	**Complete**
			●Street sign review and facility inventory	Complete	Complete
			●Meet with primary petitioners in April to discuss NTMP Decisions	**Complete**	**Complete**
			●Implement sign installation	**In Progress**	**Sep-11**
Round Valley Way Drive					
	Mar-11	**● Parking restriction request**	**Committee response to initial Phase I Request**		
			●Gather spring, summer and fall parking data	**Complete**	**Complete**
			●Inform petitioner of NTMP decision	**Complete**	**Complete**
			●Implement sign installation	**In Progress**	**Sep-11**
Woodside Avenue (Upper)					
	Oct-10	● One Way Request	Committee response to initial Phase I Request		
			●Engineering peer review of study conducted in 2008	Complete	Complete
			●Neighborhood meeting end of January or early February	Complete	Complete
			●Engineering peer review of study conducted in 2008	Complete	Complete
			● Petitioner informed of NTMP decision - Close File	**Closed**	

2011 Park City Council Goals & Targets for Action (July - September 2011)

Neighborhood & Business District Needs Assessment

Request for Elevated Levels of Service Request (RELS) Attachment "B" to Quarterly Report

Miscellaneous Requests

Target for Action / Actions / Staff Coordinator	Target Date	Status	Budget
1. Pedestrian Lighting - Matt Cassel			
1. Install street and pedestrian lights from Stonebridge condos to roundabout.	Summer 2012	Cost identified	State Road Funds Grant
2. Quinn's Restrooms (Winter Use) - Heinrich Deters/Matt Twombly			
1. Provide winter use at Quinn's Trailhead	**Winter 2012**	**Budgeted**	**Capital Costs associated with upgrade in building infrastructure identified in Quinn's budget. Operations budget offset taken from existing Creekside restroom winter serivces.**
3. Main Street Improvements Historic Park City Alliance - Jonathan Weidenhamer			
1. Conduct feasibility study regarding installation of lighting system on Main Street Buildings - pending discussion with HPCA	Pending	Pending	$5,000

City Council
Staff Report

Subject: Special Event Overhaul and Convention Sales License Discussion
Authors: Author: Tommy Youngblood
Department: Sustainability
Date: September 29, 2011
Type of Item: Informational and request for Council Direction

Summary Recommendations:
Staff recommends City Council affirm the current direction and efforts underway of the Special Events Team related to how we plan, manage and regulate events. Provide specific direction where requested including:

1. Review for adoption the Fee Analysis and approve the new fee schedule as presented.
2. Review new definitions of Special *Event* and *Small Scale Community Event* and additional approval criteria.
3. Review of the *Trail Use Policy* and submit comments
4. Confirm definitions and direction of *Venue Use Matrix*

Topic/Description:
Continuation of Event Policy Discussion

Background:

On March 24, 2011, Staff reported to City Council on the overall administrative, operational, and economic impacts surrounding special events in and around Park City. At that time, staff received Council feedback on the general policies and procedures the Special Event Team were developing to manage resources, maximize the development of the event calendar and provide maximum economic benefit balanced with maintaining our unique community values. Specifically, Council agreed with the following:

1. Staff holding formal event de-briefs with every event applicant;
2. Developing better accounting practices for staff time and fees, including:
   - consideration of pre-event/ temporary license deposits,
   - city operational costs,
   - identification of cost recovery goals (could vary by event type);
3. Council had mixed dialogue about prioritizing or choosing one event over another when competing for the same time on the event calendar. The dialogue considered balancing and prioritizing:
   - Resident access
   - Local hosts
   - First in time applicants
   - Recurring event
   - Best event (process & criteria to judge)
   - Existing use policies of particular facilities and venues
   - Compatibility with the neighborhood and Council annual goals for the City generally
4. Supported general use guidelines specific to venues, as opposed to firm criteria;
5. Council voiced no consensus on establishing quotas for event venues;
6. Wanted to see draft updates to Municipal Code that could:

- More specifically define “event”
- Create criteria to provide more objective basis by which to deny events.

Analysis

This is a follow-up report to the March 24, 2011 meeting. The report focuses on the following areas:

1. Financial implications
    a. Fee Schedule
    b. Cost to Provide Services
    c. Fee Waivers
    d. Economic Impacts

2. Amount & Type of Events
    a. Venue Use Matrix
    b. Temporary licensing (ambush marketing during existing MFL’s)
    c. Trail Use Event Policy

3. City & Joint Venture Role in events: regulate, promote, produce
4. Draft Municipal Code Amendments
    a. Definition of Events
    b. Convention & Sales Licensing

<u>1. Financial Implications</u>

A. Fee Schedule

In 2010 the PCMC Budget Department did a Special Event Fee Schedule and Cost of Service Analysis **(Exhibit A)** that reviewed all special event related city fees. In summary, many of our base prices for recovery of service were well below our current cost for delivering those services, mostly in the areas of materials, supplies, equipment and facilities. Fees have been adjusted to reflect the city’s recovery of cost for services.

<u>Staff Recommends City Council review for adoption the Fee Analysis and approve the new fee schedule as presented.</u>

B. Cost to Provide Services

Working in conjunction with the Budget Department the Special Events Department has re-categorized our expensing and revenue accounting codes and processes to better capture costs. Our goal is the streamline event billing from all departments into one invoice. Until recently all city departments billed separately for activity associated with permitted special events, and did not, necessarily, separate out those fees from normal accounting activity. As it had been discussed in previous meetings, Staff finds that modifying this process would better track the event expenses. Working in conjunction with the other departments, Staff would provide event organizers with one city services invoice. Staff could also use this information to provide event organizers with ‘estimated costs for city services’ for specific types of events, so they could work it into their budgeting.

C. Fee Waivers

In 2010 there was approximately $15,000 in fee waivers for approved special events. As stated previously, Staff has implemented a more integrated accounting system to better track this number of direct costs of equipment and personnel time. This amount does not include events that have City Services contracts (Sundance, Park Silly Sunday market (PSSM), Arts Festival, Triple Crown). The total value for and from those events are as follows:

Event	Sundance	PSSM	Arts Festival	Triple Crown
PCMC Direct monetary contribution*	$ 110,000	$ 90,000	$ 23,000	$ 0
PCMC fee waivers and contracted items including (police time, transit, street cleaning, building dept., etc.*	$ 117,505	$ 25,600	$ 24,052	$ 67,954
Total Yearly Contribution*	$ 227,505	$ 115,600	$ 47,052	$ 67,954
Economic Impact: Park City, Summit County and State of Utah	$ 62,700,000 (Rpt. Date 2010 statewide)	$ 0	$18,100,000	$7,000,000

*average per fiscal year

Currently, there are two processes for an event applicant to request fee waivers. The first is a waiver of any fee that can be granted by City Council at the request of the applicant. The second provides for the applicant to request of the City Manager a full or partial wavier of the following fees (4-8-9 of the Municipal Code):

- Application,
- Facility rentals,
- Field rentals
- Use of Public Parking spaces
- Bleacher use fees.

Eligibility for the waiver shall be determined by the City Manager pursuant to the following criteria, none of which shall be individually controlling:

1. For profit or non-profit status of the Applicant;
2. Whether the event will charge admission fees;
3. Whether the event is youth-oriented;
4. The duration of event
5. Whether and to what extent the city is likely to receive positive tax benefits by virtue of the event;
6. The degree of City services involved and whether City costs are likely to be recovered by other revenue opportunities arising from the event;
7. The season of occurrence; and
8. Demonstration of hardship by the Applicant.

The City Manager's determination may by the appealed to the City Council.

Staff finds the current system of fee waivers works well. There are suggestions of expanding the list of fees the City Manager can waive to operational costs such as Public Safety and other PCMC staff time for operation of the event. Staff recommends that those hard costs should be left for Council to decide in the case of an appeal.

In the discussion on March 24, 2011, Council asked staff to consider if local ‘non-profit or community events’ should be given greater consideration in fee waivers and less in cost of recovery of city services. In researching this, Staff discovered that many events charging a fee are registered not-for-profit entities.

Staff is currently reviewing the following processes of refining ‘non-profit or community events’ in the matter of fee waivers:

1. Additional fee waivers granted to the new category of “ Small Scale Community Events,
2. Additional fee waivers granted to applicants that have at least 75% Summit County participation,
3. Additional fee waivers to events with fees less than $10,
4. Additional fee waivers to Summit County based non-profit groups,
5. No fee waiver’s if application timelines are not met, or
6. A combination of the above.

Staff will return to council in December with recommendations.

D. Festival Facilitation Fee

The Festival Facilitation Fee collected as a percentage Park City Business Licenses, currently offsets event costs to event organizers for Main Street cleaning, Electronic Sign Rental, Traffic Control Signs, Police Officers Time directing traffic; and Bus Service. This fee was established as a revenue source to help offset some basic services for special events based on the premise that businesses have an overall benefit from the enhanced services during events that are held in the City. Staff is currently reviewing the budgetary allotment for the facilitation fee and how it is expended. Increasing this fee could be a potential offset of on-going expenses related to events. The fund generated $220,000 in FY2011.

E. Economic Impacts

The Special Event Joint Venture between PCMC and the Park City Chamber/Bureau has contracted with a firm to conduct an intercept survey at a variety of special events throughout the summer. The primary goal of the intercept survey and attendant economic impact report is to determine (1) the lodging/retail/restaurant spending habits of those participating in or spectating at special events; (2) the level of importance that the special event played in the mind of the event participant/spectator in choosing to visit Park City; and (3) the overall economic impact that special events bring to the community. The last of the surveys were being conducted the weekend of September 3-5. Preliminary data will be available by the end of September, and a final report will be available 4-6 weeks thereafter. The findings from the report will be made available to Council as soon as they become available. At a high level this should help us compare the costs to the City of doing events v. the return they bring.

<u>2. Amount & Type of Events</u>

A. Venue Use Matrix

During the review of the Master Festival/Special Events procedures, rather than set hard and fast criteria for venue use, Council directed staff to consider using "guidelines" specific for each venue. Staff discovered that it would be helpful, internally and externally, to review City controlled areas that host events and create a matrix containing operational and logistical specifics. **(Exhibit B)**.These matrixes are designed to give a clearer summary of appropriate event activities and locations. The matrices include how many hours of use each area currently experiences and which types of events make up that mix.

Although overall Event use is generally low, use areas such as City Park, Quinn's Sport Complex, and the Round Valley Trail System are popular for events Fridays, Saturdays and Sundays during the 15 week summer season. These days also have peak pedestrian and recreational traffic impacts.

B. Temporary licensing, gifting and promotional marketing during existing contracted MFL's.

An appeal to council of 4-3-9 of the Municipal Code (Convention and Sales Licensing) was heard after the 2011 Sundance Film Festival. Although application of current codes was affirmed, Council requested a general review of our current policies and to further clarification of definitions and communication with the business community.

Staff recommends the following addition to the definition of Municipal Code 4-1-1.18 'Engaging in Business' to include the following (see attached **Exhibit D** for a redline version of the proposed change):

- Promotional gifting of services or merchandise
- Each manufacturing or originating company supplying a gifted item may be required to obtain a license for this activity

Convention Sales Licensing has long been a part of the code to facilitate conventions in hotels. In brief, the major provisions of the Convention Sales Licensing code were amended prior to and in anticipation of the 2002 Winter Olympics. The concept was to manage the additional business activity expected for the Games that was not officially part of the SLOC MFL. These types of activities continue to exist, most notably during the Sundance Film Festival. Council must continue to weigh allowing the free market to encourage private businesses to realize positive economic impacts that temporary rentals bring, versus undercutting the potential long-term economic viability of the special event partner by not only allowing, but facilitating additional opportunities for interests directly harmful to (or at least reducing the value of) their sponsorships.

The original consensus as to why the City does not have more basic temporary licensing structure was in order to avoid undercutting the viability of the brick and mortar businesses. However, a number of these businesses would like to continue to have the ability to allow subletting during events, despite the very same impacts upon long term contracted event partners. Therefore, the City is really caught trying to balance these conflicting goals and economic development strategies. At a more basic level, there is also the question of simply being a world class host, neighbor and partner.

The current business license fee structure was designed to recover approximately 40% of basic administrative cost of staff, materials and supplies. The remainder of the fees support operation of the targeted services; transit, festival facilitation, and enhanced special event enforcement. Convention Sales License fees recover 5% of the business license fee based on business type in addition to a $50 per vendor and a $15 inspection fee.

Staff finds that the current code works well, but further research and discussion on the following concepts may result in a better model for this type of activity licensing:

- Review of cost recovery goals for Convention Sales Licenses fee structure to better equate those fees with year-round business license holders;
- Review and comparison of current Convention Sales Licensing with traditional Temporary Business Licensing mechanisms and reasoning.
- Clarify or add definitions for ‘Promoter’, ‘Promotional Activity’, and ‘Gifting’;
- Clarify MFL related vendor activity versus normal convention sales (such as a hotel);
- Discuss temporary commercial/ business activity and differentiate between activities that take place in a closed to the public or open to the public setting.

Currently the Convention and Sales License provision requires application ten (10) days prior to the start of the proposed activity. Because of the high demand of activity during this time of the year and the current liberal application of deadlines Staff finds this causes a glut of activity just prior to contracted Events causing the applicants’ frustration who may not know the process of application.

Staff recommends the following addition to the definition of Municipal Code 4-1-1.18 ‘Engaging in Business’ to include the following (see attached **Exhibit D** for a redline version of the proposed change):

- Engaging In Business includes direct promotional gifting of services or merchandise
- Each manufacturing or originating company whether individual occupying the premises or co-locating and supplying a gifted item is required to obtain a license

Staff would also further provide resources to expand awareness to the business community.

Staff would to return to council by November 3, 2011 with code additions or updates on progress.

C. Trail Use Event Policy

In the past 2 years the Park City Trail System has experienced an 82 % increase in the number of permitted trail events.

# of events	Overall Trail system (not including Round Valley	Round Valley Trail System	Winter Events	Total
2011	11	15	5	31
2010	8	6	3	17

Staff and community concerns about this increased use prompted creation of a draft Trail Use Policy **(Exhibit C)** with the purpose of overseeing the safety, public access and preservation of the quality of the Park City Public Trail System. At this time, no event quota system is recommended. However, Staff with the assistance of the Mountain Trails Foundation, and Basin Recreation, are reviewing concepts that may restrict permitted event activity on certain trails and /or at certain times of the day or calendar year in order to maintain their public mission and character.

Other than basic event operational practices such as proper notice at trailheads and key locations, proper marking of trails for events, cleanup and maintenance; this policy also addresses fees for trail use based on type and scale of activity. These fees are similar to those currently assessed by Snyderville Basin Recreation Department for trail use. The fees are specifically designed to off-set trail maintenance and management.

Staff will return to council for adoption in December.

3. City & Joint Venture Role in events: promote and produce, but still protect

The Special Event Joint Venture will continue to recruit new events for the Park City calendar of events. The Joint Venture will also continue to work closely with PCMC Events Staff to determine the proper level of PCMC support to provide to event organizers. The joint venture has an annual budget of $65,000 to this end and we will continue to use it in the role of supporting and recruiting events.

The Destination Tourism and Community Events Partnership (Joint Venture) is a public-private partnership between Park City Municipal Corporation and the Park City Chamber Bureau approved by council in 2005. It was created with the purpose of attracting and facilitating new events that provide positive economic impact to the community. As envisioned the Joint Venture, when necessary, provides limited "seed money" to events.

PCMC Special Event Staff will serve in a support role (when necessary) for facilitating certain special events that are recruited to Park City with possible financial assistance from the Joint Venture Funding. However, once an application is pending, staff will revert to a traditional regulatory function.

4. Municipal Code Amendments

Council directed Staff to review the current Municipal Code for Master Festival and Special Events and to recommend changes based on the council goals. A draft of these changes is currently undergoing legal and cross-departmental review. The substantial provisions of the proposed code changes will include:

1. **Adoption of a new definition for Special Event:** the recommended edits include removing the requirements:
   a. possessing a temporary business or liquor license,
   b. the use of temporary structures, or
   c. the event signs are visible from the public right of way

Although all these elements may be present at special events, they themselves do not constitute an Event as defined or intended. At times these provisions have been applied as a loop hole to approve uses more strictly commercial in nature, for example retail sales in larger parking lots. Staff believes current municipal zoning ordinances and business license codes properly regulate these activities.

Staff recommends amending Section 4 -1-1.45 of the Municipal Code to reflex the following definition for Special Event:

> *A Special Event is defined as an activity or series of activities, specific to an identifiable time and place, most often produced in conjunction with community organizations, held on public or private property, and generally occurring once a year, a Special Event includes but is not limited to:*
>
> *i. Any activity involving entertainment and/or amplified sound, food, beverage, merchandise sales or any activity promoted as a festival, trade show open to the public, art or craft show, public dance, special event, concert or performance, or*
> *ii. Any activity that substantially increases or disrupts the normal flow of traffic or routine on any street, trail, highway or affected neighborhood*

2. **Creation of a new event category: Small Scale Community Event.** Staff recommends the following definition:

   > **Small Scale Community Event.** Shall be defined as fundraising or non-commercial events for non-profit religious, educational, community service or neighborhood support organizations held on public or private property owned, leased, rented or utilized by the sponsoring organization with total attendee and participant numbers less than 300 persons per event day.

3. **Add Clarification of administrative denial appeal procedure**

4. **Increase application fee to reflect Fee Schedule Study**
   a. First Time Event Application Fee
      i. Current fee - $100
      ii. Proposed fee - $132
   b. Recurring Event Application Fee
      i. Current fee - $50
      ii. Proposed fee - $66

5. **Additional criteria for the Standards of License Approval**. Currently our Code bases denial of application the grounds of improper health, safety, or general welfare concerns in addition to various basic scheduling, liability, compliance with underlining municipal codes and past performance issues, if applicable. Council requested Staff to create a mechanism by which economic impacts and community compatibility of current and proposed events can be factored into this decision.

   Currently the PCMC Special Event Staff & Special Event Joint Venture conducts two meetings per month with local and regional governmental and non-governmental groups involved in the operation, production and management of special events. In addition to operational issues these groups consist of a wide range of participants with local commercial and residential concerns. These parties also receive copies of all events applied for within the Park City limits for review and comments.

The below proposed addition to Section 4-8-5 of the Municipal Code for ‘Standards of License Approval’ is meant to address this:

a. All applications will be evaluated with a graded ranking system comprised of the following areas; Economic Impact, Community Impact, and Mitigation of negative Impacts on Park City Municipal Corporation Resources. Events that score highest on a scale of 1 – 100 may be given priority for placement on the event calendar.

The form will be completed by Staff and the Joint Venture based on representative feedback, applicant submitted information and past performance, if applicable. The Special Event Staff and Joint Venture between PCMC and the Park City Chamber/Bureau finds that a more formal process is unnecessary at this time.

Recommendation:
Staff recommends City Council affirm the current direction and efforts underway of the Special Events Team related to how we plan, manage and regulate events. Provide specific direction where requested including:

5. <u>Review for adoption the Fee Analysis and approve the new fee schedule as presented.</u>
6. <u>Adopt new definitions of Special *Event* and *Small Scale Community Event* and additional approval criteria.</u>
7. <u>Review for the *Trail Use Policy* and submit comments</u>
8. <u>Confirm definitions and direction of *Venue Use Matrix*</u>

Exhibits
A – Special Event Fee Schedule
B – Venue Use Matrixes
C – Event Trail Use Policy
D – Proposed code definition addition for 4-1-1.18 ‘Engaging in Business’

Exhibit A – Fee Schedule (page 1 of 2)

ESTIMATED CURRENT COST OF SPECIAL EVENTS SERVICES

The direct cost of service is estimated based on interviews with department managers. Indirect cost is calculated as the product of direct cost and the indirect cost multiplier. Multipliers are from the *Park City Indirect Cost Analysis* (April 6, 2001) and differ for each department, depending on the value of indirect services provided to each department. Indirect cost multipliers represent "overhead expense", in that they account for the value of materials and services provided by various departments, to facilitate provision of "basic services." Basic services include for example, street maintenance, police, building inspection, plan review and approval, the city library, bus service, and other. Indirect costs that support basic service provision include, for example, legal expense, insurance, human resources, building maintenance, fleet maintenance City manager oversight and planning, and other. Some items provided by sub-contractors – such as rented barricades or contracted cleaning service – are not charged for indirect cost, because the sub-contract cost represents the total cost of the service. The indirect cost multipliers for each department are shown in

Table 1

PARK CITY MUNICIPAL CORPORATION SPECIAL EVENTS FEE SCHEDULE
Current Special Events Fees and 2010 Estimated Cost of Service

Description	Current Special Events Fee Schedule	Cost of Service (5/2010)			Increase	Indirect Cost Multiplier
		Direct Cost	Indirect Cost	Total		
Event Application, Business License & Building Inspection Fees						
Special Events Application and Planning (Special Events Department)						
Application Fee - New Event	$100.00	$100.00	$32.00	$132.00	32%	0.32
Application Fee - Reocourring Event (Special Events Dept.)	$50.00	$50.00	$16.00	$66.00	32%	0.32
Event Planning and Implementation	$0.00	$270.00	$86.40	$356.40		0.32
Business License Fees (Finance Department)						
Business License (required for every business - not for MFL sub-licensees)						
Admin. Fee (new business license - renewal fee is less)	$95.00	$95.00	$18.05	$113.05	19%	0.19
Per Square Foot	varies by type					0.19
Convention Sales License (required for any assembly use - not for MFL sub-licensees)	$250.00	$250.00	$47.50	$297.50	19%	0.19
Admin. Fee	$50.00	$50.00	$9.50	$59.50	19%	0.19
Cost Per Square Foot (5% of the business license fee for the subject business type)	varies by type					0.19
Special Events Liquor License	$100.00	$100.00	$19.00	$119.00	19%	0.19
Special Event Beer License	$100.00	$100.00	$19.00	$119.00	19%	0.19
Building Inspection Fees (Building Dept.)						
Application Fee (review by building inspector)	$15.00	$18.75	$6.00	$24.75	65%	0.32
Building Inspection (per hour)	$15.00	$75.00	$24.00	$99.00	560%	0.32
Tent <200 square feet (per square foot)	$15.00	no charge	$0.00	$0.00	-100%	0.32
Tent >200 square feet (per square foot)	$0.20	$75.00	$24.00	$99.00	49400%	0.32
Other Temporary Structures (per structure)	$15.00	$75.00	$24.00	$99.00	560%	0.32
Generator (per generator)	$15.00	$37.50	$12.00	$49.50	230%	0.32
Fireworks Permit	$15.00	$150.00	$48.00	$198.00	1220%	0.32
Trailer (per square foot)	$0.20	$75.00	$24.00	$99.00	49400%	0.32
Code Enforcement (per hour)	$20.00	$75.00	$24.00	$99.00	395%	0.32

Source – narrative beginning on page 6.

Table 2

PARK CITY MUNICIPAL CORPORATION SPECIAL EVENTS FEE SCHEDULE
Current Special Events Fees and 2010 Estimated Cost of Service

Description	Current Special Events Fee Schedule	Cost of Service (5/2010)			Increase	Indirect Cost Multiplier
		Direct Cost	Indirect Cost	Total		
PCMC Facility Rental						
PA System Rental (Special Events Dept., per event)	$75.00	$75.00	$24.00	$99.00	32%	0.32
Buildings (Recreation Dept.)						
Miners Hospital Rental Single Level- Resident -First Hour	$15.00	$15.00	$4.95	$19.95	33%	0.33
Miners Hospital Rental Single Level - Resident -Second Hour to Fourth Hour	$10.00	$10.00	$3.30	$13.30	33%	0.33
Miners Hospital Rental Single Level - Resident - Half Day	$40.00	$40.00	$13.20	$53.20	33%	0.33
Miners Hospital Rental Single Level - Resident - Full Day	$75.00	$75.00	$24.75	$99.75	33%	0.33
Miners Hospital Rental Entire - Resident - Hourly	$60.00	$60.00	$19.80	$79.80	33%	0.33
Miners Hospital Rental Entire - Resident - Half Day	$100.00	$100.00	$33.00	$133.00	33%	0.33
Miners Hospital Rental Entire - Resident - Full Day	$125.00	$125.00	$41.25	$166.25	33%	0.33
Miners Hospital Rental Entire - Resident - Event	$400.00	$400.00	$132.00	$532.00	33%	0.33
Miners Hospital Rental Single Level - Non-Resident - First Hour	$25.00	$25.00	$8.25	$33.25	33%	0.33
Miners Hospital Rental Single Level - Non-Resident - Second Hour to Fourth Hour	$15.00	$15.00	$4.95	$19.95	33%	0.33
Miners Hospital Rental Single Level - Non-Resident - Half Fay	$60.00	$60.00	$19.80	$79.80	33%	0.33
Miners Hospital Rental Single Level - Non-Resident - Full Day	$110.00	$110.00	$36.30	$146.30	33%	0.33
Miners Hospital Rental Entire - Non-Resident - Hourly	$110.00	$110.00	$36.30	$146.30	33%	0.33
Miners Hospital Rental Entire - Non-Resident - Half Day	$175.00	$175.00	$57.75	$232.75	33%	0.33
Miners Hospital Rental Entire - Non-Resident - Full Day	$200.00	$200.00	$66.00	$266.00	33%	0.33
Miners Hospital Rental Entire - Non-Resident - Event	$550.00	$550.00	$181.50	$731.50	33%	0.33
Santy Auditorium Rental - <50 People - 5hrs or Less	$50.00	$50.00	$16.50	$66.50	33%	0.33
Santy Auditorium Rental - <50 People - Full Day	$100.00	$100.00	$33.00	$133.00	33%	0.33
Santy Auditorium Rental - 50 - 100 People - 5hrs or Less	$75.00	$75.00	$24.75	$99.75	33%	0.33
Santy Auditorium Rental - 50 - 100 People - Full Day	$150.00	$150.00	$49.50	$199.50	33%	0.33
Santy Auditorium Rental - 100 - 150 People - 5hrs or Less	$150.00	$150.00	$49.50	$199.50	33%	0.33
Santy Auditorium Rental - 100 - 150 People - Full Day	$300.00	$300.00	$99.00	$399.00	33%	0.33
Santy Auditorium Rental - 150 - 250 People - 5hrs or Less	$250.00	$250.00	$82.50	$332.50	33%	0.33
Santy Auditorium Rental - 150 - 250 People - Full Day	$500.00	$500.00	$165.00	$665.00	33%	0.33
Santy Auditorium Rental - >250 People - 5hrs or Less	$500.00	$500.00	$165.00	$665.00	33%	0.33
Santy Auditorium Rental - >250 People - Full Day	$1,000.00	$1,000.00	$330.00	$1,330.00	33%	0.33
Park Pavilions (Recreation Dept.)						
City Park Rental - Resident - Half Day	$20.00	$50.00	$16.50	$66.50	233%	0.33
City Park Rental - Resident - Full Day	$35.00	$85.00	$28.05	$113.05	223%	0.33
City Park Rental - Non-Resident - Half Weekend	$80.00	$125.00	$41.25	$166.25	108%	0.33
City Park Rental - Non-Resident - Full Weekend	$140.00	$200.00	$66.00	$266.00	90%	0.33
Rotary Park Rental - Resident - Half Day	$15.00	$50.00	$16.50	$66.50	343%	0.33
Rotary Park Rental - Resident - Full Day	$25.00	$85.00	$28.05	$113.05	352%	0.33
Rotary Park Rental - Non-Resident - Half Weekend	$60.00	$125.00	$41.25	$166.25	177%	0.33
Rotary Park Rental - Non-Resident - Full Weekend	$100.00	$200.00	$66.00	$266.00	166%	0.33
Fields (Recreation Dept. facilities, per field per day)						
TMIS Field Reservation Fee	$175.00	$175.00	$57.75	$232.75	33%	0.33
City Park Field Reservation Fee	$175.00	$175.00	$57.75	$232.75	33%	0.33
PCHS Field Reservation Fee	$100.00	$100.00	$33.00	$133.00	33%	0.33

Source – narrative beginning on page 6.

Exhibit A – Fee Schedule (page 2 of 2)

Table 3

PARK CITY MUNICIPAL CORPORATION SPECIAL EVENTS FEE SCHEDULE
Current Special Events Fees and 2010 Estimated Cost of Service

Description	Current Special Events Fee Schedule	Cost of Service (5/2010)			Increase	Indirect Cost Multiplier
		Direct Cost	Indirect Cost	Total		
Field Prep, Bleachers, Banners & Clean Up (Parks Department)						
Field Prep						
Full Prep (per field, one prep)	$77.25	$86.00	$5.16	$91.16	18%	0.06
Partial Prep per field, one prep, drag and line only)	$56.26	$57.00	$3.42	$60.42	7%	0.06
Field Set Up (soccer & lacrosse, per field, one set up)	$200.00	$250.00	$15.00	$265.00	33%	0.06
Field Lights (administration, per hour)	na	$35.00	$2.10	$37.10		0.06
Drag Only (per field, one prep)	$25.00	$28.00	$1.68	$29.68	19%	0.06
Chalk (per bag, not incl. labor)	$6.00	$8.00	$0.48	$8.48	41%	0.06
Quick Dry (per bag, not incl. labor)	$8.00	$13.50	$0.81	$14.31	79%	0.06
Parks Dept. Labor (one employee, per hour)	na	$22.20	incl	$22.20		incl
Bleachers						
Bleacher Rental (per bleacher, per day)	$50.00	$50.00	$3.00	$53.00	6%	0.06
Bleacher Delivery and Pick Up (per event, all bleachers)	$50.00	$85.00	$5.10	$90.10	80%	0.06
Banner Installation						
Street Banner Installation- entire Main	$360.00	$800.00	$48.00	$848.00	136%	0.06
Street Banner Installation- every other Main	na	$600.00	$36.00	$636.00		0.06
Street Banner Installation- every 3rd	na	$400.00	$24.00	$424.00		0.06
Street Banner Installation- Kearns	na	$1,550.00	$93.00	$1,643.00		0.06
(Includes state permit, barricades and signage, required during install and takedown)			$0.00	$0.00		0.06
Street banner Installation- Roundabout	na	$500.00	$30.00	$530.00		0.06
Parks Clean Up						
Pressure Washing (per hour, incl operator)	$40.00	$45.00	$2.70	$47.70	19%	0.06
Trash Removal (public property only - not provided for private property)	$19.50	$33.00	$1.98	$34.98	79%	0.06
Extra Trash Cans	$4.00	$6.40	$0.38	$6.78	70%	0.06
Trash Bags	$1.00	$3.00	$0.18	$3.18	218%	0.06
Public Safety (Police Dept.)						
Police Officer (per hour, four hour minimum)	$35.00	$45.00	na	$45.00	29%	incl
Bus Service (Transit Department)						
Bus (1 bus, per hour, incl driver)	$57.68	$77.07	incl	$77.07	34%	incl
Personnel Cost - Ground Crew & Set Up/Take Down of Temporary Loading Zones	$20.20	$33.60	incl	$33.60	66%	incl
Parking Reservation Fees (Parking Department)						
Application Fee	$20.00	$20.00	$1.60	$21.60	8%	0.08
Main Street Parking Space (per space, per day)	$12.00	$16.00	$1.28	$17.28	44%	0.08
Heber Av., Park Av. (Heber to 9th), Brew Pub (per space, per day)	not incl	$16.00	$1.28	$17.28		0.08
Swede Alley Parking Space (per space, per day)	$9.00	$12.00	$0.96	$12.96	44%	0.08
Southridge, South City Park, Presidential Permit Zones	not incl	$20.00	$1.60	$21.60		0.08

Source – narrative beginning on page 6.

Table 4

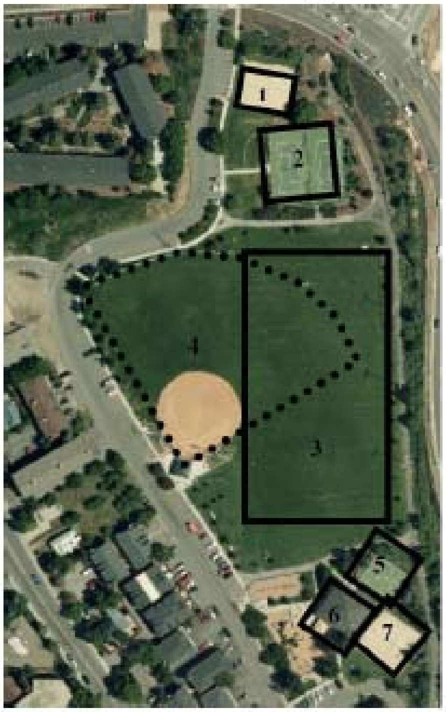
PARK CITY MUNICIPAL CORPORATION SPECIAL EVENTS FEE SCHEDULE
Current Special Events Fees and 2010 Estimated Cost of Service

Description	Current Special Events Fee Schedule	Cost of Service (5/2010)			Increase	Indirect Cost Multiplier
		Direct Cost	Indirect Cost	Total		
Street Barricades						
Type 1A (saw horse type) Barricades (each, sub-contract, provided by Special Events Dept.)	not incl	$1.25	$0.00	$1.25		0.00
Crowd Control Barricades (each, sub-contract, provided by Special Events Dept.)	not incl	$3.72	$0.00	$3.72		0.00
Street Barricades (each, sub-contract, provided by Streets Dept.)	$0.38	$1.18	$0.09	$1.27	235%	0.08
Dumpsters						
Dumpsters (each, administered by Special Events Dept.)						
8 Yard	$120.00	$210.00	$0.00	$210.00	75%	0.00
30 yard	not incl	$210.00	$0.00	$210.00		0.00
Landfill fee (per ton)	not incl	$23.00	$0.00	$23.00		0.00
Streets Dept. Equipment and Materials						
Equipment						
(cost is portal to portal, including operator, fuel, chemicals)						
1 Ton Truck with dump (per hour)	$46.70	$56.04	$4.48	$60.52	30%	0.08
2 Ton Truck with dump (per hour)	$62.60	$75.12	$6.01	$81.13	30%	0.08
Air Compressor (per hour)	$38.55	$46.26	$3.70	$49.96	30%	0.08
Backhoe (per hour)	$66.40	$77.30	$6.18	$83.48	26%	0.08
Bucket Truck (per hour)	$114.00	$137.00	$10.96	$147.96	30%	0.08
Hydraulic Truck (per hour)	$55.50	$66.60	$5.33	$71.93	30%	0.08
Large Loader (per hour)	$103.10	$123.70	$9.90	$133.60	30%	0.08
Portable Electronic Sign/ message board (per day)	$120.00	$140.00	$11.20	$151.20	26%	0.08
Skid Loader with grinder (per hour)	$52.40	$62.88	$5.03	$67.91	30%	0.08
Small Loader (per hour)	$66.10	$79.30	$6.34	$85.64	30%	0.08
Street Mechanical Sweeper (per hour, pre or post event)	$137.50	$164.70	$13.18	$177.88	29%	0.08
Street Vacuum Sweeper (per hour, pre or post event)	$137.50	$164.70	$13.18	$177.88	29%	0.08
Unimog Snowplow (per hour)	$96.30	$115.50	$9.24	$124.74	30%	0.08
Unimog with Snow Blower (per hour)	$131.55	$216.60	$17.33	$233.93	78%	0.08
Materials						
Cold Mix (per ton)	$62.00	$62.00	$4.96	$66.96	8%	0.08
Hot Mix (per ton)	$40.00	$40.00	$3.20	$43.20	8%	0.08
Road base (per ton)	$12.50	$12.50	$1.00	$13.50	8%	0.08
Salt (per ton)	$37.00	$37.00	$2.96	$39.96	8%	0.08
Salt/Utelite Mix (per ton)	$43.50	$43.50	$3.48	$46.98	8%	0.08
Sand (per ton)	$12.50	$12.50	$1.00	$13.50	8%	0.08
Cost of Staff Services and Labor						
Parks Dept. Labor (PCMC staff, one employee, per hour)	na	$22.20	incl	$22.20		incl
Streets Department Labor (PCMC employee, one employee, per hour)	$19.25	$19.25	$1.54	$20.79	8%	0.08
Contract Cleaning Labor for restrooms, PCMC Rental Facilities - Miners, Santy and other (sub-contract through Building Maintenance Dept.)	$15.00	$28.00	incl	$28.00	87%	incl
Special Events Department Staff (PCMC employee, one employee, per hour)	na	$20.00	$1.60	$21.60		0.08
Building Inspector (PCMC employee, one employee, per hour)	na	$75.00	incl	$75.00		incl

Source – narrative beginning on page 6.

North City Park – North Sullivan Road

Area Use Guidelines:
Areas 3 and 4 are suitable for field games i.e. rugby, football, baseball, softball, soccer, etc., volleyball, lacrosse or any similar activity including traditional support activity for such events. This activity can be a stand alone event or take place in conjunction with a larger Master Festival approved event. All other areas can be used in accordance with provisions of an approved Master Festival.



USE SPACES

1. Two (2) Sand Volleyball courts
2. Two (2) Tennis courts
3. One (1) Standard Pitch (cannot be use if # 4 is booked)
   a. Rugby
   b. Football
   c. Lacrosse
   d. Multiple Grass Volleyball courts
   e. Other similar uses
4. One (1) Softball field (cannot be use if # 3 is booked)
5. One (1) Full Basketball Court
6. Recreation Center and Bathrooms
7. Two (2) Sand Volleyball courts

AMENITIES

- 2 restrooms
  - Portable restrooms required for Events w/ 500 + attendees

PARKING

- 130 Onsite public parking spaces

EVENT EXAMPLES

- Park City Rugby Tournament
- Component of 4th of July & Miners Day celebration
- Grass Volleyball Tournament
- Lacrosse Tournament
- Component of Larger Softball Tournament

Event Type	Iconic & Contracted	MFL	SE	SSC
Hours used	N/A	N/A	N/A	N/A

2010 Calendar Year - Hours and Percent of Use

Hours	* The recreation calendar has 1387 hours per season	Hours & % reserved for Permitted Special Events	Hours & % available for general use	Hours & % reserved through Recreation Department
Available Year Round (7 am – 10 pm)	5475 hours - 100%	N/A	N/A	N/A
May 1 – Sept 30 (8am – 10 pm)	2128 hours – 100 %	N/A	N/A	N/A
May 1 – Sept 30 Fri – Sun (8am – 10 pm)	924 hours – 100%	N/A	N/A	N/A

Miner's Hospital –Gazebo – Picnic Area at City Park – Sullivan Road

Area Use Guidelines:
Area 1 and surrounding space is suitable as a component to an approved Master Festival License. Area 2 & 3 are suitable for approved Master Festival activity involving musical or theater performances, movie screenings, small scale event type activity, beverage and food service, children's activities, lawn games, etc.

USE SPACES
1. Miner's Hospital – Three (3) rentable spaces (floors)
   a. 49 persons maximum occupancy per floor
   b. 150 persons maximum occupancy with entire building rental
   c. 3 restrooms (not open to the public)
2. Gazebo and grass area
3. Picnic and grass area
4. Restrooms

AMENITIES
- 2 restrooms
  - Portable restrooms required for Events w/ 500 + attendees

PARKING
- 130 On-site public parking spaces in park
- 57 adjacent to this area

EVENT EXAMPLES
- Park City Municipal Employee Party
- Children's Fair
- Component of 4th of July & Miners Day

Event Type	Iconic & Contracted	MFL	SE	SSC
Hours used	24	22	0	0

2010 Calendar Year - Hours and Percent of Use

Hours	* The recreation calendar has 1387 hours per season	Hours & % reserved for Permitted Special Events	Hours & % available for general use	Hours & % reserved through Recreation Department
Available Year Round (7 am – 10 pm)	5475 hours - 100%	N/A	N/A	N/A
May 1 – Sept 30 (8am – 10 pm)	2128 hours – 100 %	46 hours- 2.2 %	1174 hours- 97.8 %	384 hours – 28 % *
May 1 – Sept 30 Fri – Sun (8am – 10 pm)	924 hours – 100%	46 Hours - 5%	878 hours – 95%	N/A

Skateboard Park and Mawhinney Parking – South Sullivan Road

Area Use Guidelines:
Area 2 is suitable for all Skate Park related and approved Master Festival License activity. Area 3 is suitable for all support activity associated with an approved Master Festival.

USE SPACES
1. Restrooms
2. Skate Park
3. Mawhinney Parking Lot – 72 spaces

AMENITIES
- 2 restrooms
    - Portable restrooms required for Events w/ 500 + attendees

PARKING
- 130 On-site public parking spaces in park
- 15 adjacent to this area
- 72 spaces in Mawhinney Lot

EVENT EXAMPLES
- Skate Series
- Component of 4th of July & Miners Day
- Tour de Suds

Event Type	Iconic & Contracted	MFL	SE	SSC
Hours used	10	16	0	0

2010 Calendar Year - Hours and Percent of Use

Hours	* The recreation calendar has 1387 hours per season	Hours & % reserved for Permitted Special Events	Hours & % available for general use	Hours & % reserved through Recreation Department
Available Year Round (7 am – 10 pm)	5475 hours - 100%	N/A	N/A	N/A
May 1 – Sept 30 (8am – 10 pm)	2128 hours – 100 %	36 hours- 1.7 %	2092 hours- 97.3 %	384 hours – 28 % *
May 1 – Sept 30 Fri – Sun (8am – 10	924 hours – 100%	36 Hours – 3.9%	888 hours – 96.1 %	N/A

North Main Street – Heber to 9th Street

Area Use Guidelines:
This use area is suitable for full or support activity to street festivals, concert performances, parades, auto and vehicle shows, bicycle, running, walking, dining events and community celebrations associated with an approved Master Festival.
The Historic Park City Association (HPCA) will give specific recommendations to Staff, based on merchant criteria on all event applications involving Main Street activity.

USE SPACES

1. Main Street; Heber Ave to 7th
2. Main Street; Heber Ave to 9th
3. 7th Street
4. 9th Street

AMENITIES

- No public restrooms in vicinity
  - Portable restrooms required for all events

PARKING

- If this portion of Main Street is used for event all parking must be accommodated along upper Main Street, China Bridge Garage, Flagpole Lot and Swede Alley Surface Parking or off –site locations
- Main Street Parking on-street parking
  - Heber to 7th Street – 10 Spaces East Side
  - 7th – 9th Street – 21 spaces East Side / 15 West side / Total – 36

EVENT EXAMPLES

- Classic Sports Car Show – Main Street / 7th – 9th street
- Park Silly Sunday Market
- Portion of Halloween on Main Street
- Winter Street concerts
- Arts Festival

Event Type	Iconic & Contracted	MFL	SE	SSC
Hours used	287	20	0	0

2010 Calendar Year - Hours and Percent of Use

Hours		Hours & % reserved for Permitted Special Events	Hours & % available for general use
Available Year Round (7 am – 10 pm)	5475 hours - 100%	5.6 % (307 hours)	94.4% (5168 hours)
May 1 – Sept 30 (8am – 10 pm)	2128 hours – 100 %	13.4% (287 hours)	83.8% (1522 hours)
May 1 – Sept 30 Fri – Sun (8am – 10 pm)	924 hours – 100%	31.1 % (287 hours)	68.9 % (287 hours)

Exhibit B – Venue Use Matrix (page 5 of 8)

Upper Main Street – 5th St. to Intersection of Main & Swede

Area Use Guidelines :

This use area is suitable for full or support activity to street festivals, concert performances, parades, auto and vehicle shows, bicycle, running, walking, dining events and community celebrations associated with a approved Master Festival licenses.

The Historic Park City Association (HPCA) will give specific recommendations to Staff, based on merchant criteria on all event applications involving Main Street activity.

USE SPACES

1. Main Street – 4th to 5th Street
2. Main Street – 4th to Intersection of Main and Swede Alley
3. China Bridge Garage – 624 spaces
4. Lower Brew Pub Lot – 16 spaces
5. Upper Brew Pub Lot- 35 spaces
6. Lower Sandridge Lot – 55 spaces
7. Upper Sandridge Lot – 46 spaces

AMENITIES

- 2 restrooms at Miners Park
  - Portable restrooms required for Events w/ 500 + attendees

PARKING – see above

- Main Street on street parking
  - 5th – 4th Street – 15 spaces each side / Total - 30
  - 4th and Top of Swede – 20 spaces each side – Total – 40

EVENT EXAMPLES

- Kimball Art Festival
- 4th of July & Miners Day Parade
- Car Shows
- Event Staff or equipment placement parking lots

Event Type	Iconic & Contracted	MFL	SE	SSC
Hours used	82	8	0	0

2010 Calendar Year - Hours and Percent of Use

Hours		Hours & % reserved for Permitted Special Events	Hours & % available for general use
Available Year Round (7 am – 10 pm)	5475 hours - 100%	1.6 % (90 hours)	97.2 % (5385 Hours)
May 1 – Sept 30 (8am – 10 pm)	2128 hours – 100 %	4.2 % (90 hours)	95.8 % (2038 hours)
May 1 – Sept 30 Fri – Sun (8am – 10 pm)	924 hours – 100%	9.7 % (90 hours)	90.3 % (834 hours)

Central Main Street – Heber to 5th Street at Post Office

Area Use Guidelines:
This use area is suitable for full or support activity to street festivals, concert performances, parades, auto and vehicle shows, bicycle, running, walking, dining events and community celebrations associated with an approved Master Festival.. The Historic Park City Association (HPCA) will give specific recommendations to Staff, based on merchant criteria on all event applications involving Main Street activity.

USE SPACES
1. Main Street 5th Street to Heber Ave
2. Flagpole Parking Lot
3. Swede Alley Historic Wall Lot
4. Swede Alley surface parking
5. Galleria Lot
6. Swede Alley head-in parking

AMENITIES
- 2 restrooms at Park City Museum
  - Portable restrooms required for Events w/ 500 + attendees

PARKING
- Flag Pole Lot – 55 / 2 ADA spaces
- Galleria Lot – 8 /1 ADA spaces
- Swede Alley Historic Wall Lot – 23 spaces
- Swede Alley Surface Lot – 44/ 2 ADA spaces
- Main Street Parking on-street parking - 28 Eastside – 28 Westside / Total - 56

EVENT EXAMPLES
- Art Festival & support parking
- Event Staff or equipment placement parking lots
- 4th of July & Miners Day Parade

Event Type	Iconic & Contracted	MFL	SE	SSC
Hours used	82	8	0	0

2010 Calendar Year - Hours and Percent of Use

Hours		Hours & % reserved for Permitted Special Events	Hours & % available for general use
Available Year Round (7 am – 10 pm)	5475 hours - 100%	1.6 % (90 hours)	97.2 % (5385 Hours)
May 1 – Sept 30 (8am – 10 pm)	2128 hours – 100 %	4.2 % (90 hours)	95.8 % (2038 hours)
May 1 – Sept 30 Fri – Sun (8am – 10 pm)	924 hours – 100%	9.7 % (90 hours)	90.3 % (834 hours)

Rotary Park

Area Use Guidelines:
Area 1 & 2 are suitable for support activity to approved Master Festival licensed activity. The reminder of this location is not generally used for permitted MFL or Special Events.

USE AREAS
1. Parking – 6 Spaces
2. Bathrooms
3. Covered Gazebo

AMENITIES
- 2 restrooms

PARKING
- 6 On-Site Parking spaces

EVENT EXAMPLES
- PC Marathon uses Parking spaces only and along Payday Drive

Event Type	Iconic & Contracted	MFL	SE	SSC
Hours used	6	0	0	0

2010 Calendar Year - Hours and Percent of Use

Hours	* The recreation calendar has 1387 hours per season	Hours & % reserved for Permitted Special Events	Hours & % available for general use	Hours & % reserved through Recreation Department
Available Year Round (7 am – 10 pm)	5475 hours - 100%	N/A	N/A	N/A
May 1 – Sept 30 (8am – 10 pm)	2128 hours – 100 %	0.4 % (6 Hours)	99.6 % (2122 Hours)	333 Hours – 24% *
May 1 – Sept 30 Fri – Sun (8am – 10 pm)	924 hours – 100%	0.6 % (6 Hours)	99.4 % (918 Hours)	N/A

Library and Education Center and Library Field

Area Use Guidelines:
Area 1 & 3 are suitable for support activity to approved Master Festival licensed activity.
Area 2 is suitable for direct support activity related approved MFL activity. Area 2 is not suited for concert or performance related event activity unless such activity is secondary to a larger MFL and uses no more than 75% of the open field area.

USE AREAS
1. Santy Auditorium
2. Meeting Room 201
3. Meeting Room 202
4. Meeting Room 205
5. Meeting Room 207
6. Library Field

AMENITIES
- 2 restrooms on each floor

PARKING
- 126 On-site public parking spaces
- 25 adjacent to field

EVENT EXAMPLES
- Sundance Film Festival
- Park City Film Series
- Community non-profit meeting
- Book Sale

Event Type	Iconic & Contracted	MFL	SE	SSC
Hours used	N/A	N/A	N/A	N/A

2010 Calendar Year - Hours and Percent of Use

Hours		Hours & % reserved for Permitted Special Events	Hours & % available for general use	Hours & % reserved through Special Events Facilities
Available Year Round (7 am – 10 pm)	5475 hours - 100%	N/A	N/A	N/A
May 1 – Sept 30 (8am – 10 pm)	2128 hours – 100 %	N/A	N/A	N/A
May 1 – Sept 30 Fri – Sun (8am – 10 pm)	924 hours – 100%	N/A	N/A	N/A

Park City Municipal Trail Event Policy

Failure to follow these guidelines or any other applicable City regulation or condition of approval may result in revocation of the event permit at any time. Additionally, the applicant may be held financially responsible for trail damages and damage to trail amenities, including but not limited to signs, restrooms, trailheads, benches, and parking facilities.

General Guidelines

Special Event 'Trail' Use Permit on Park City Trails System

1. **Location.** 'Trails' shall include pathways or backcountry trails specifically referenced in Exhibit A. (Exhibit A)

    1. **Allowable Limits.** In addition to the regulatory criteria in Title 4, Chapter 8 of the Municipal Code and compliance with any applicable deed restrictions, the City reserves the right to deny or amend any event based on maintaining public access to the trails system and the impact of any event on the system or the public, due to number of events, nature of the event, proposed location and/or trail conditions.

2. **Trail Event Defined.** Activities may be classified as a 'Trail' event if their duration is one (1) hour or more, is publicly advertised, has a set course located on the City trails system, has an estimated participation of 30 people or more or a fee is charged for participation.

3. **Trail Use Fees and Deposits.** All Park City Special Events require a permit application fee. An additional trail use fee and deposit is required for the use of the trails regulated by PCMC. (Exhibit A)

    1) Trail Event Deposits will be collected once an application is considered complete and approval has been provided by the City.
    2) Trail Event Fees may be collected prior or post event.

NOTE: Public trails *will not* be closed for events unless a safety concern is present. Production and placement of cautionary signage and public notification may be required of the event promoter.

4. **Permit Deadlines.** Applications may not be made more than one (1) calendar year prior to the application's event date. Special Events that propose to use the Park City trail system must submit a 'complete' application, not less than ninety (90) days prior to the event date. All applicable information required by

the PCMC Special Events application, as well as, information pertinent to a 'Trail' event, must be included for an application to be considered 'complete'.

a. **Approval.** The Economic Development Director or their designee must approve all proposed 'Trail' events that use the Park City trail system. If there is a special circumstance that arises with respect to dates, number of allotted events on any given trail, fees charged by City or an exception to trails approved for event use as part of the special events policy and permit, a request may be submitted to the Special Events Staff for consideration.

b. **Review Process.** The City may make the following prioritized considerations prior to approval of a 'trail' event:
   i. Is the event applicant located within Summit County and supports a community service? (local non-profit)
   ii. Is an event of similar nature already approved within the event calendar?
   iii. Does the event provide an opportunity to showcase Park City as a 'World Class Destination' and promote visitor nights?

c. **Safety and Emergency Medical Plan.** A safety and emergency medical plan may be submitted as part of any trail event application. All necessary permits must be obtained from the appropriate emergency service providers. At the recommendation of the Park City Fire District, the City may mandate that EMS personnel and an ambulance be on site at the time of the event. This will be determined by the nature and size of the activity.

5. **Right to Deny.** Applications that fail to meet the above requirements may not be processed. The City reserves the right to turn down an application based on past performance of an event including but not limited to failure to follow the rules and regulations pertaining to the policies set forth in the special events application.

6. **Letters of Permission.** The applicant must obtain a Letter of Permission from each property owner impacted by the event before an event may be approved. Larger landowners within or adjacent to Park City include but are not limited to:
   - Deer Valley Resort
   - Park City Mountain Resort
   - Deer Crest
   - Talisker Corporation

4. Applicant agrees to conform to all rules and regulations of the City regarding this permit application.

5. Applicant shall provide adequate supervision and shall be responsible for improper conduct of the volunteers, employees and participants during the event.

6. Applicant agrees that the use of the facilities and this permit shall be revocable by Park City Municipal Corporation at any time.

I agree to the terms as set forth above

Signature____

Date____________________

Event Participation 'Caps'

Event participation numbers may be 'capped' at the following unless approval from City Council is provided.

Running/Snowshoeing	500
Biking	350
Triathlon	350
Cross Country Skiing	350
OTHER	TBD

If Council approves additional participation above a capped quota of participants, add $2/participant in addition to fees provided below.

Trail Use Fee and Deposit Schedule

ACTIVITY	NUMBERS	LOCAL NON-PROFIT	OUT OF AREA NON-PROFIT	LOCAL PROFIT	OUT OF AREA PROFIT	DEPOSIT
Mountain Biking	30-350	1% x $150 x number of participants	2% x $150 x number of participants	1.5% x $150 x number of participants	3% x $150 x number of participants	$250-$750
Cross Country Skiing*	30-350	.5% x $150 x number of participants	1% x $150 x number of participants	1% x $150 x number of participants	1.5% x $150 x number of participants	$250-$750
Triathlon*	30-350	1.5% x $150 x number of participants	2.5% x $150 x number of participants	2% x $150 x number of participants	3.5% x $150 x number of participants	$250-$750
Running/Walking/Snowshoe*	30-500	.5% x $150 x number of participants	1% x $150 x number of participants	1% x $150 x number of participants	1.5% x $150 x number of participants	$100 - $500
Other (Events that may propose significant impacts to the system)	TBD	TBD	TBD	TBD	TBD	TBD

*All winter events that propose to use the winter trails system may be subject to a grooming fees of $30/hr. This fee may include pre-event preparation of the trails and post event maintenance of the trails.

Exhibit C – Trail Use Policy (page 4 of 4)

Exhibit A

PCMC Trail Event Exhibit

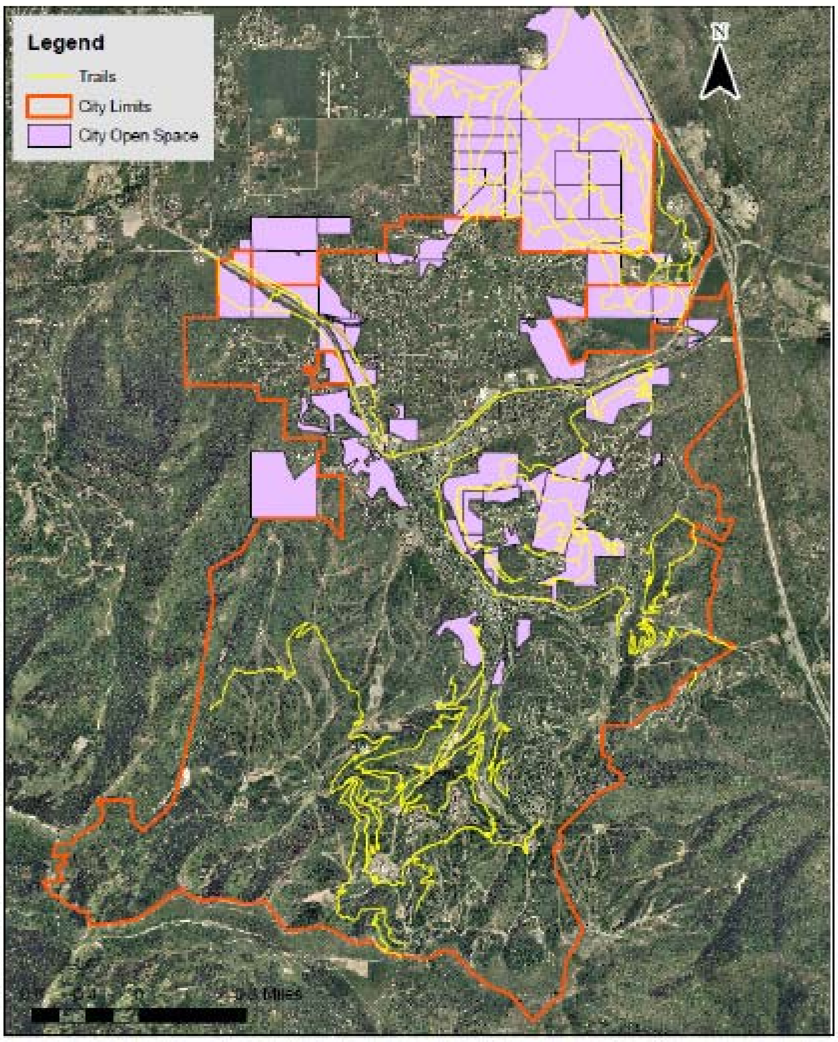


Exhibit D – Proposed code definition addition for 4-1-1.18 'Engaging in Business' Page (1 of 1)

4-1-1.18 **ENGAGING IN BUSINESS**. Includes all activities engaged in within the corporate limits of Park City carried on for the purpose of gain or economic profit, except that the acts of employees rendering service to employers shall not be included in the term business unless otherwise specifically prescribed. "Engaging in business" includes but is not limited to, the sale or rental of tangible personal or real property at retail or wholesale, the manufacturing of goods or property and the rendering of personal services for others for a consideration by persons engaged in any profession, trade, craft, business, occupation, or other calling, except the rendering of personal services by an employee to his employer under any contract of personal employment; *direct promotional gifting of services or merchandise. Each manufacturing or originating company whether individually occupying a premise or co-locating and supplying a gifted item may be required to obtain a license for this activity*

City Council Staff Report

Subject:	**DRAFT Traffic and Transportation Master Plan Discussion**
Author:	**Matthew Cassel, P.E., City Engineer**
Department:	**Engineering**
Date:	**September 29, 2011**
Type of Item:	**Informational/Work Session**

Summary Recommendations:
This report is informational. The study consultants have completed the DRAFT traffic and transportation master plan and staff would like to review and discuss chapters four, five and six of the plan and the remaining schedule with City Council.

Topic/Description:
A street master plan was prepared for Park City by Wayne Van Wagoner and Associates 27 years ago. This master plan was in essence a street inventory that included roadway design standards and provided a street capital improvement plan. Since that time, the Old Town Infrastructure Study (OTIS) was completed in 2002 and numerous small localized traffic studies have been performed over the years in highly congested areas of concern. As traffic congestion increases, Park City recognized the need to develop a comprehensive master plan for the City's transportation system. It is anticipated that this tool will be useful for the City to understand and resolve current and anticipated future traffic and transportation issues. This master plan completes the transportation section of the General Plan currently being updated by our Planning Department. InterPlan Company was the consultant who helped staff and the City to develop the Traffic and Transportation Master Plan.

A technical steering committee has been formed to guide the development of the Traffic and Transportation Master Plan. Committee members are as follows:

Matt Cassel	Engineering
Kent Cashel	Transportation
Thomas Eddington	Planning
Roger Evans	Building
Jonathan Weidenhamer	Sustainability
Heinrich Dieters	Sustainability
Sayre Brennan	Engineering
Brooks Robinson	Transportation
Sayre Brennan	Transportation

The following are the elements provided as part of the master plan:

- Transportation goals were developed and included in the DRAFT plan and will be cross referenced in the General Plan being developed by the

Planning Department.

- Existing street and pathway inventory in a paper map and as GIS layers and include the street classifications. Street cross section standards are provided as part of the DRAFT master plan. As each road in Park City is classified (local, collector, etc.), a typical cross section has been developed. These cross sections were developed based on the existing Right-of-Way width and include the paved roads width, curb and gutter and possibly sidewalk, bike lanes and parking,
- A travel demand model that is capable of estimating travel on roads, transit and walk/bike modes in Park City. This model can be used to forecast future traffic, transit use and walk/bike uses based on a range of land use scenarios. The model is also capable of predicting traffic changes based on land use changes,
- A VISSIM model has also been developed. This model is capable of taking the information from the travel demand model and creating a visual simulation model to show the performance of our streets, transit and walk/bike networks,
- A scenario development and alternative analysis was conducted and submitted as part of the DRAFT master plan, and
- Capital facilities plan development and recommendations on the next steps. The DRAFT master plan report includes a section on recommended short term capital improvements and a planning level cost for the possible long term capital projects (next recommended steps).

Analysis

The last three of six chapters of the master plan have been included in this report. These chapters include:

1. Chapter 4 – Transportation Plan,
2. Chapter 5 - Implementation, and
3. Chapter 6 – Transportation Projects.

DRAFT Chapter 4 – Transportation Plan

This chapter summarizes the basic elements of the traffic and transportation master plan. Instead of mapping out road improvement projects, this master plan provides staff with a foundation that can be used to make transportation decisions in the future. . Master plan goals and objectives and functional classification and cross sections are the main take-aways of this chapter.

DRAFT Chapter 5 - Implementation

Where chapter 4 provided the long range elements of the traffic and transportation plan, chapter 5 focuses on short term actions. These short term actions include monitoring performance through the use of a report card, and defining a three to five year Capital Improvement Plan.

DRAFT Chapter 6 – Transportation Projects

Chapter 6 identifies various projects and approaches that may need to be carried out in the future if the City is not successful in achieving the goals and objectives outlined in chapter 4 and chapter 5. In other words, if, for whatever reason, City Council determines that certain goals and objectives are not achievable, the projects listed in this section may need to be further developed.

Schedule

The remaining schedule for the adoption of the DRAFT Traffic and Transportation Master Plan is as follows:

- City Council Work Sessions – It is anticipated that this is the last City Council work session meeting to discuss the traffic and transportation master plan
- City Council Adoption – It is anticipated to require up to two City Council meetings to conduct public hearings and to formally adopt the final master plan. It is anticipated that these meetings will occur on October 6 and, if required October 20.

Department Review:

This report has been reviewed by Planning, Public Works, Sustainability and Legal. All comments have been integrated into this report.

Significant Impacts:

Once adopted, elements of the Master Plan will require staff time for periodic monitoring of goals (report card preparation) and the development of proposed short term construction projects. The report card from chapter 5 will require various staff members to record and monitor data yearlong. This accumulation of data will be presented to City Council annually in a report card format. Please remember that future Old Town Infrastructure Study (OTIS) projects were not funded in the CIP budget until Council can prioritize its initiatives. These transportation projects would also wait in the queue until prioritization occurs.

Recommendation:

This report is informational. The study consultants have completed the DRAFT traffic and transportation master plan and staff would like to review and discuss chapters four, five and six of the plan and the remaining schedule with City Council.

Exhibits – Chapter 4 – Transportation Plan
Chapter 5 – Implementation
Chapter 6 – Transportation Projects

Chapter 4: Transportation Plan

This chapter summarizes the basic elements of Park City's Traffic and Transportation Master Plan. The themes identified at the outset of this plan do not lend themselves to a traditional transportation plan based on a map of planned road improvements. Instead, this chapter provides the foundation from which future transportation decisions can be made, along with detailed information on various concepts provided in Chapter 6.

Goals and Objectives

Defining the overall goals and objectives for transportation for Park City provides guidance to the work done during the planning process and a consistent way to evaluate various alternatives. Much work was done by city staff, the Stakeholder Committee, and the public in drafting, refining, and finalizing transportation goals for the Park City Traffic and Transportation Master Plan.

GOAL 1: Park City will have a multimodal transportation system with complete streets and balanced availability of pedestrian, bicycle, transit and auto travel.

GOAL 2: Park City's residents, workers, visitors and guests will have access to convenient transit for circulation throughout the City.

GOAL 3: Park City's residents, workers, day visitors and overnight guests will have efficient, direct and convenient regional transit connections from and to area resorts, Salt Lake and Utah Counties, and other communities of the Wasatch Back.

GOAL 4: Park City will have a complete and well-connected network of trails, bicycle lanes and sidewalks that supports safe, convenient and pleasant walking and bicycling to accommodate the needs of residents, visitors, and guests for short trips within the City and surrounding neighborhoods.

GOAL 5: Mobility and accessibility in Park City will be as good or better than today while achieving a net reduction in the amount that each person drives a car.

GOAL 6: Park City's street network will be well maintained, with streets that are not significantly wider than today and without a significant increase in lane mileage.

GOAL 7: Park City's transportation system will contribute positively to public health and quality of life by achieving a high level of travel safety and by creating an environment that supports active living.

GOAL 8: Park City's transportation system will contribute positively to improved environmental, social and economic sustainability of the community.

GOAL 9: Park City's transportation system will support development of clustered and diverse land use centers by providing convenient multimodal access to each center concurrent with its development.

GOAL 10: Park City will use system management and demand management techniques to minimize the financial burden and environmental impact of local transportation facilities.

Performance Measures

Identifying performance measures that correlate with each of the defined goals offers Park City the ability to measure and track performance on a number of variables and how well the City is doing in achieving their goals. Specific details on how to measure each of these variables, sources of data, and existing conditions are available in the "Report Card" section of Chapter 5.

GOAL 1. Park City will have a multimodal transportation system with complete streets and balanced availability of pedestrian, bicycle, transit and auto travel.
Strategic Objectives by 2040:

a. Drive-alone mode share for trips on gateway corridors into Park City jobs will decrease to 50 percent (from over 70 percent today).
b. The percentage of housing units within ¼ mile from transit routes (while maintaining transit service standard of minimum four units/acre) and paved multi-use trails will increase to 100 percent (from approximately 80 percent and 60 percent, respectively, today).
c. Changes to individual street cross sections will be addressed on a case by case basis but will put city-wide emphasis on providing "complete street" infrastructure that supports walking, biking, transit, and carpools over single occupant vehicles.

GOAL 2. Park City's residents, workers, visitors and guests will have access to convenient transit for circulation throughout the City.
Strategic Objectives by 2040:

a. Daily bus hours of local transit service in Park City will increase to 450 hours (from approximately 200 hours today).
b. Peak hour frequency on Park City's spine transit network will reach 10 minutes and support timed transfers to regional transit service.
c. Transit travel times will remain within 10 minutes of drive times on major origin-destination pairs within Park City.

GOAL 3. Park City's residents, workers, day visitors and overnight guests will have efficient, direct and convenient regional transit connections from and to area resorts, Salt Lake and Utah Counties, and other communities of the Wasatch Back.
Strategic Objectives by 2040:

a. Average daily bus hours of regional transit service connecting Park City to points within Salt Lake, Utah, Wasatch Counties, and other parts of Summit County will reach 350 hours (from approximately 85 hours today).
b. Weekday commuter transit service will efficiently connect Park City with at least five other cities/communities in the Wasatch Front and Back as demand dictates.
c. Annual ridership to will grow to exceed 5 million passengers (from under 2 million today).
d. Park City will build and/or support, through transit service and rideshare programs, continued expansion of intercept park-and-ride facilities at all gateway corridors.

GOAL 4. Park City will have a complete and well-connected network of trails, bicycle lanes and sidewalks that supports safe, convenient and pleasant walking and bicycling to accommodate the needs of residents, visitors, and guests for short trips within the City and surrounding neighborhoods.
Strategic Objectives by 2040:

a. All of the primary bicycle corridors identified in the Park City Transportation Master Plan will be completed and open to use and redundant systems for multiple users will be planned and initiated.
b. At least 75 percent of the linear mileage of secondary bicycle corridors identified in the Park City Transportation Master Plan will be completed and open to use.
c. Park City will establish roadway automobile capacity trigger points on major roadways (commercial collectors and arterials) that will require a proactive review of the roadway cross section with emphasis on providing "complete streets" which improve serving balanced modes of users either directly on the corridor or on parallel corridors.

GOAL 5. Mobility and accessibility in Park City will be as good or better than today while achieving a net reduction in the amount that each person drives a car.

Strategic Objectives by 2040:

a. Park City VMT will be tracked based on automobile counts at the major gateway corridors and will not increase faster than Park City housing or job growth.
b. Park City will track the automobile drive time between three major internal origin-destination pairs on an annual basis and will mitigate traffic congestion when travel times increase above 10 percent on any given year.
c. Park City will track the ratio of drive time to bicycle travel time and transit travel time between three major internal origin destination pairs and will take proactive steps to maintain increasing ratios.

GOAL 6. Park City's street network will be well-maintained, with streets that are not significantly wider than today and without a significant increase in lane mileage.

Strategic Objectives by 2040:

a. Lane miles of Park City streets will not exceed 250 (from 200 today).
b. Park City will track pavement condition on a continuous basis using a Remaining Service Life (RSL) scale with 20 years being the best possible condition. Park City collector and higher functioning streets will have an RSL of no less than 8.0.
c. All elements of the transportation system including street furniture, transit equipment, signs, striping, etc. will be kept in good condition.

GOAL 7. Park City's transportation system will contribute positively to public health and quality of life by achieving a high level of travel safety and by creating an environment that supports active living.

Strategic Objectives by 2040:

a. The crash rate for reported traffic crashes within Park City will be no more than 3.5 crashes per million vehicle miles.
b. Park City will take positive steps to react to all fatalities resulting from traffic crashes with a goal of achieving zero fatalities within Park City.
c. Park City will establish a bicycle and pedestrian count program on at least five major trail corridors on the primary network and will achieve incremental increases of over 25 percent with the completion of major corridors and steady increases of over 10 percent per year.
d. Park City Engineering will coordinate with police and public safety services to provide annual crash statistics on the street system.

GOAL 8. Park City's transportation system will contribute positively to improved environmental, social and economic sustainability of the community.

Strategic Objectives by 2040:

a. Annual petroleum consumption by surface transportation within Park City will be no more than 470,000,000 kBTU equivalent (from approximately 570,000,000 kBTU equivalent today).
b. Annual greenhouse gas emissions from surface transportation with Park City will be no more than 50,000 short tons (approximately equal to today).
c. Parking pricing, transit fares, and other cost incentives will be used to minimize or decrease the growth in overall vehicle miles traveled (VMT) while supporting a strong and growing Park City visitor base while.

GOAL 9. Park City's transportation system will support development of clustered and diverse land use centers by providing convenient multimodal access to each center concurrent with its development.

Strategic Objectives by 2040:

a. Major new land developments (of greater than 200 additional Equivalent Residential Units) will be required to provide clustered and diverse land uses in order to minimize their impact on transportation infrastructure.
b. Major new land developments (of greater than 200 additional Equivalent Residential Units) will not be approved unless or until concurrent transportation facilities, services, and infrastructure can be in place to offer balanced modal use (transit, trails, high occupant vehicles).

GOAL 10. Park City will use system management and demand management techniques to minimize the financial burden and environmental impact of local transportation facilities.

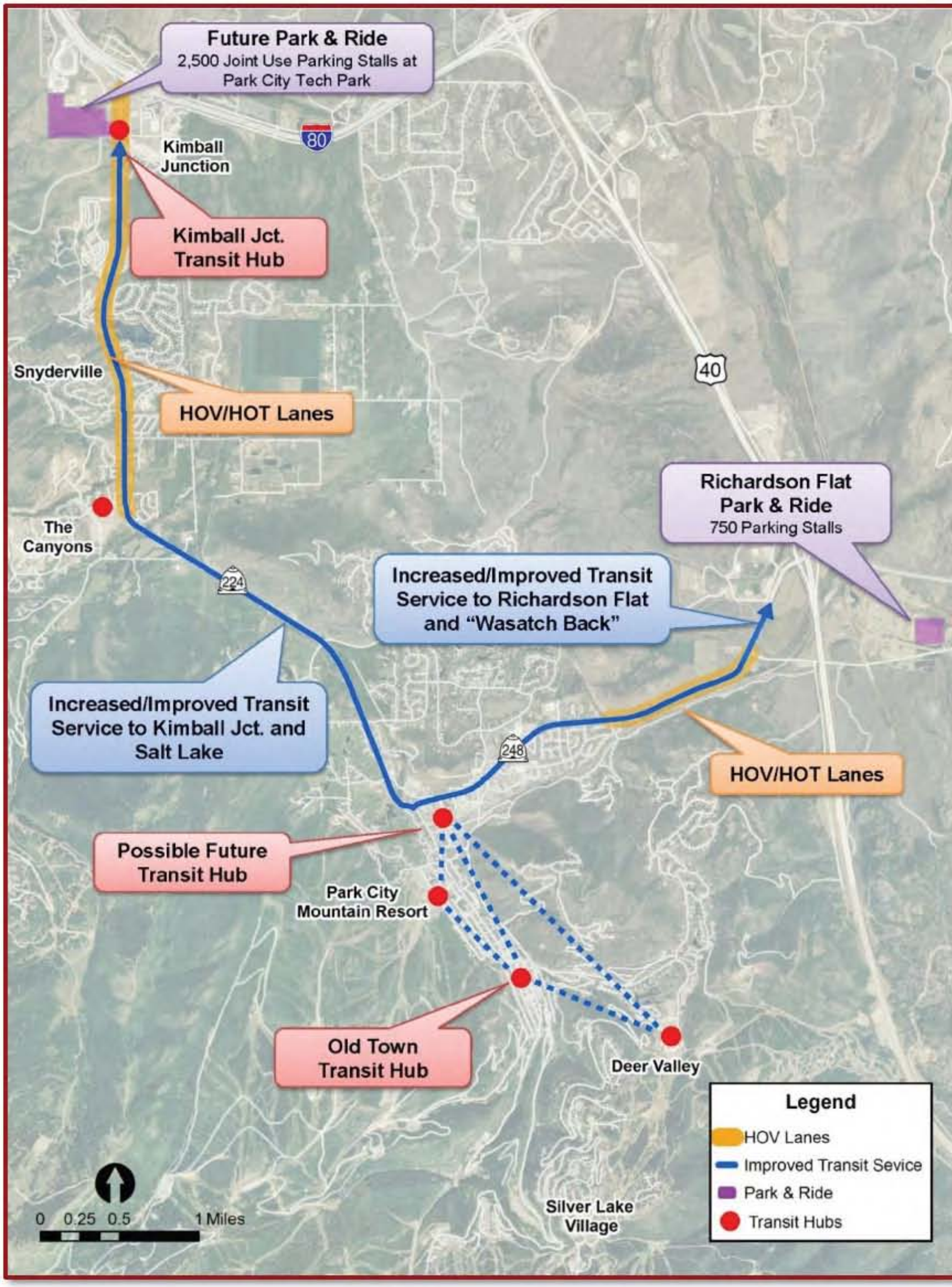
Strategic Objectives by 2040:

a. Traffic flows on Park City roads and streets (including state highways) will be managed for efficient multimodal operations through comprehensive signal synchronization and use of intelligent transportation systems (ITS) technologies such as variable and demand-based pricing, real time parking and transit information, etc.
b. Park City's festivals and special events will feature coordinated transportation strategies that minimize impacts of vehicular traffic while fostering growth in economic benefits.
c. Park City will be viewed as an innovator in offering effective travel demand management incentives through both public and private programs.

Transportation Plan Summary

Figure 4-1 offers a summary of the capital projects and plans that are important in this multi-modal strategy. They include projects and plans from entities outside of Park City such as Summit County and the Utah Department of Transportation. As discussed earlier, this plan is based on a foundation of optimizing multi-modal strategies on the gateway corridors and robust transit and high-occupancy vehicles lanes serving these corridors. These strategies will mitigate the impacts of increasing numbers of visitors to the city by minimizing the growth in vehicles coming to the city.

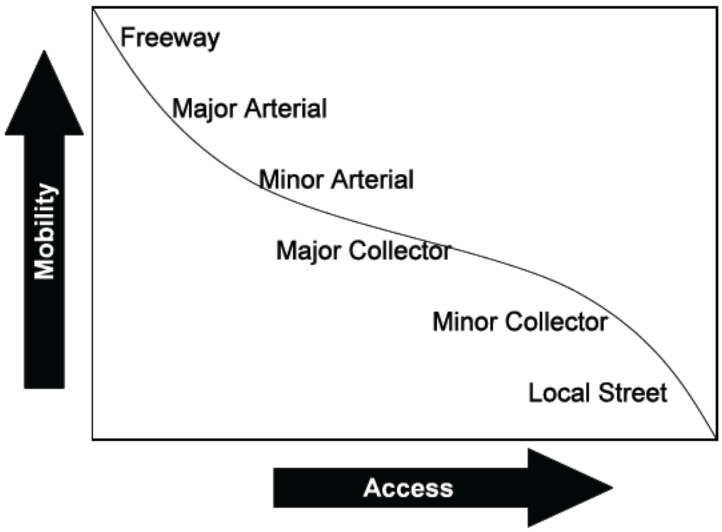
Figure 4-1: Transportation Plan Summary



Functional Classification

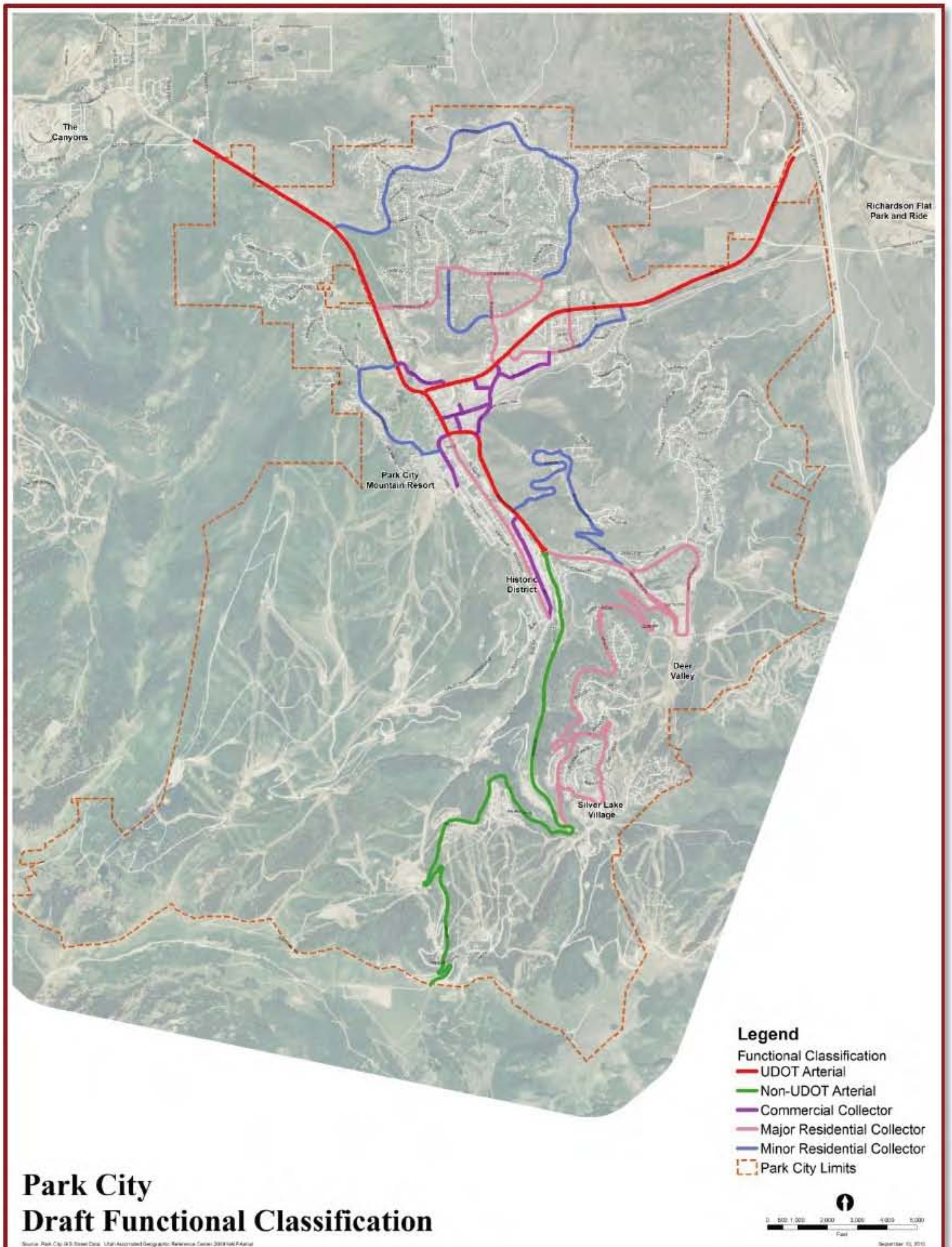
The functional classification of roads is a way to categorize different streets based on their primary function. Generally, a road's functional classification is determined by whether its purpose is to provide access or mobility. Those roads at the smaller end of the functional class system move traffic more slowly but provide greater access, such as to local roads or to residential or small commercial properties. On the other end of the scale, expressways provide greater mobility as they move more traffic at greater speeds, but with more limited accesses such as driveways and intersections. This concept is illustrated in Figure 4-2.

Figure 4-2: Access and Mobility by Functional Classification



In many areas, those streets serving higher mobility and those streets serving a variety of user modes (bicycles, pedestrians, transit, etc.) are seen as mutually exclusive. Park City embraces a "complete streets" system where every functional classification must serve all user modes. As mobility increases, various safety elements become increasingly important and must be offered in an aesthetically attractive way. Street cross-sections also offer a priority of users that may be evaluated in the event that localized problems are raised for any user group. Figure 4-3 shows the functional classification of Park City streets.

Figure 4-3: Park City Functional Classification



Standard Street Cross-Sections

This section describes the standard cross-sections for each of the functional classifications previously displayed. These standards will apply primarily to new roads, but should also be used to evaluate the elements of the roadway that are of most importance during major reconstruction, widenings, etc. For each cross-section, an order of priority is shown for elements outside of the travel lanes. This priority will be important in cases where the full right-of-way (ROW) width is not available to accommodate all of the cross-section elements.

Local Road – non-Old Town

Daily Traffic Volumes: <2,000

Description: Primarily designed to provide access to houses. Usually provide access (driveways) over speed.

Threshold: 2,500 daily traffic

When the full ROW width is not available, the order of priority on flex space will be:

Parking
Sidewalks

Local Road – Old Town

Daily Traffic Volumes: <2,000

Description: Primarily designed to provide access to houses. Usually provide access (driveways) over speed.

Threshold: 2,500 daily traffic

When the full ROW width is not available, the order of priority on flex space will be:

Parking
Sidewalks

Minor Residential Collector

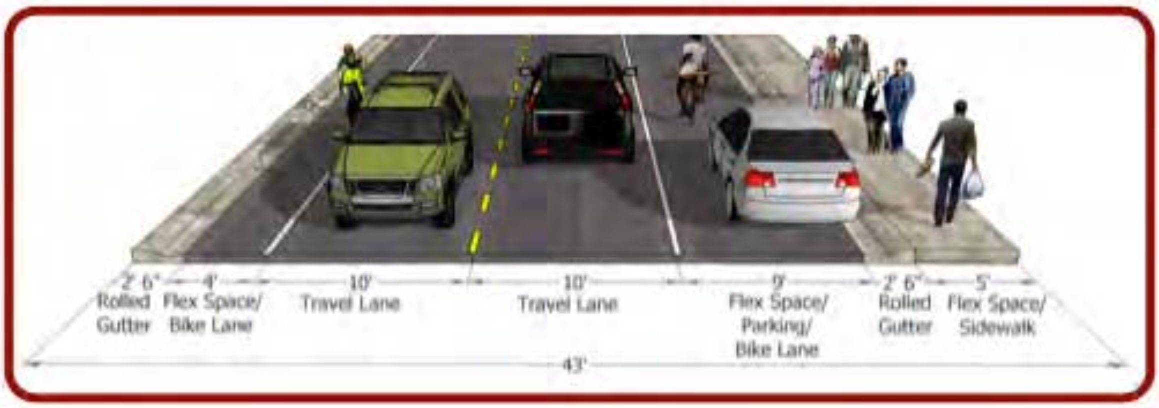
Daily Traffic Volumes: 2,000 - 5,000

Description: Typically connect local roads to higher functioning roads. Access is still a priority but road design begins to accommodate somewhat higher traffic volumes.

Threshold: 8,000 daily traffic

When the full ROW width is not available, the order of priority on flex space will be:

Sidewalks
Parking
Bike lanes



Major Residential Collector

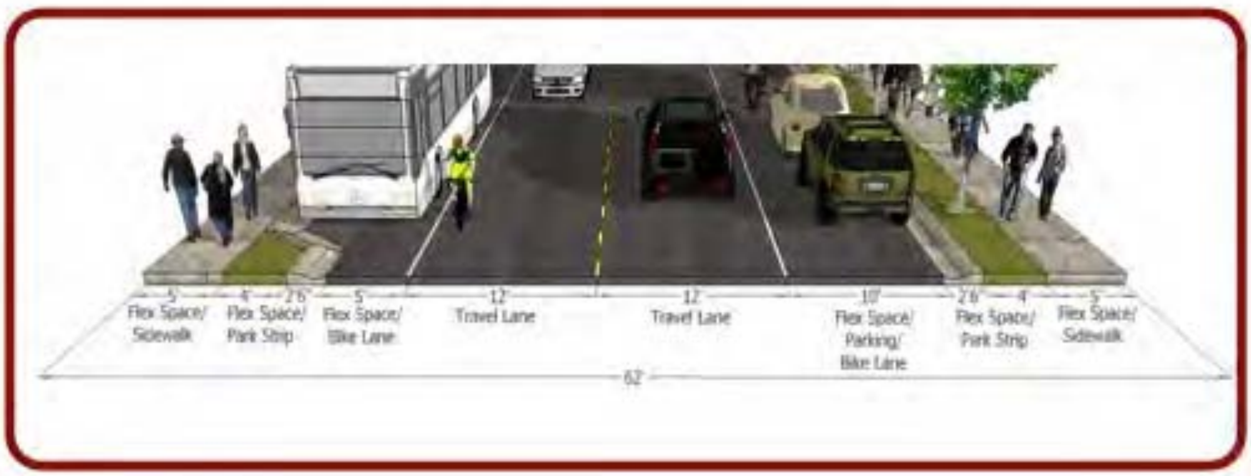
Daily Traffic Volumes: 3,000-8,000

Description: Provide access to some residential land uses but tend to serve higher traffic volumes and more direct access to arterial facilities.

Threshold: 10,000 daily traffic

When the full ROW width is not available, the order of priority will be:

Bus pull-outs
Parking
Sidewalks
Bike lanes
Park strips



Commercial Collector

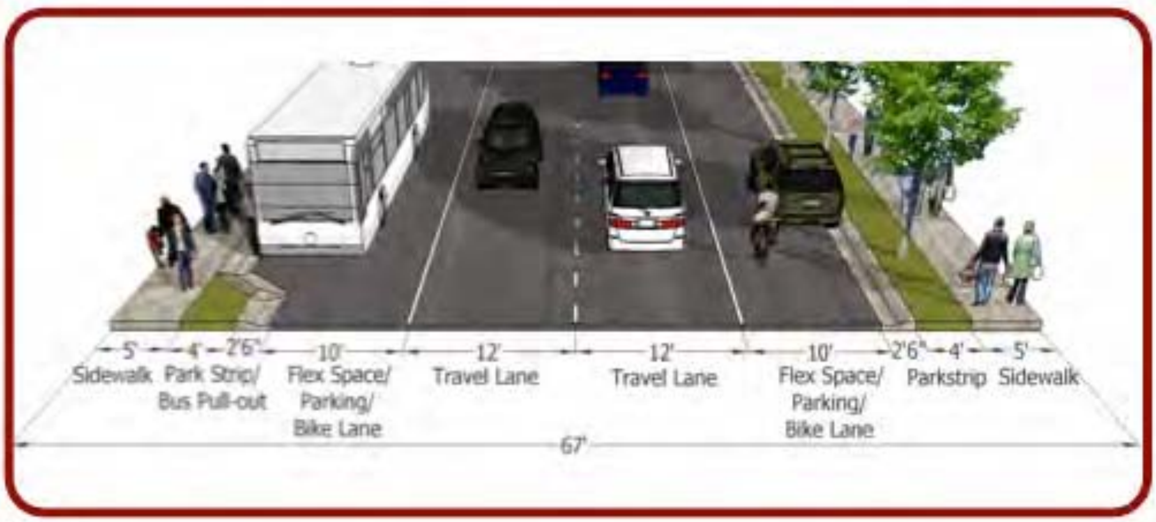
Daily Traffic Volumes: 7,000 - 15,000

Description: Provide access to local and smaller scale businesses. They serve higher volumes than residential collectors and often provide direct connections to arterial streets.

Threshold: 15,000 daily traffic

When the full ROW width is not available, the order of priority on flex space will be:

Parking
Sidewalks
Bike lanes
Park strips



Non-UDOT Arterial

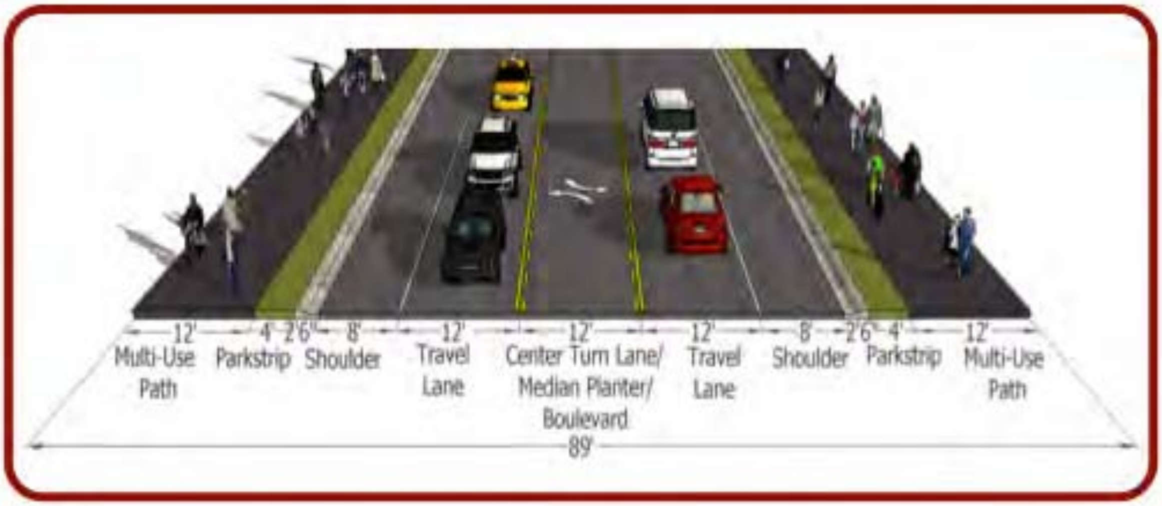
Daily Traffic Volumes: 5,000 - 15,000

Description: Provide access to Park City from areas outside the city. Although Marsac is currently State Route 224, it does not function like a standard state route which typically provides high-volume and high-speed connections across regions.

Threshold: 19,000 daily traffic

When the full ROW width is not available, the order of priority on flex space will be:

Shoulders
Sidewalks/multi-use paths
Center turn lanes/medians



UDOT Arterial

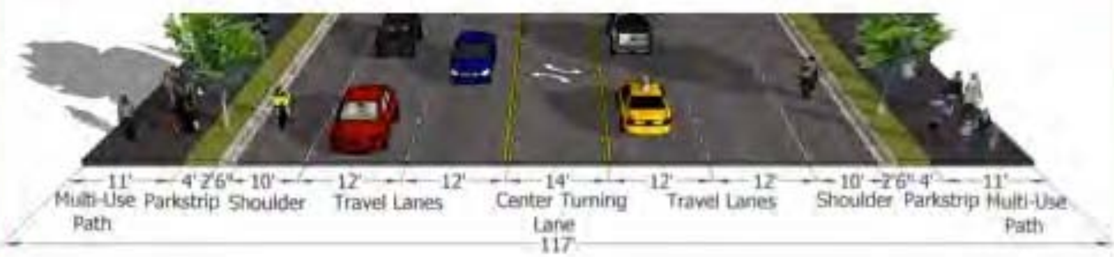
Daily Traffic Volumes: 15,000+

Description: Provide main access to Park City from other areas. They also serve large-scale land uses such as the schools on Kearns Blvd. and major commercial areas on Park Avenue.

Threshold: 38,000 daily traffic

When the full ROW width is not available, the order of priority will be:

- Shoulders
- Multi-use paths (can be narrower)
- Travel lanes (can be narrower in slower speed sections)
- Park strips



Chapter 5: Implementation

Chapter 4 presented long-term strategies through a series of goals and measureable objectives, offered details and priorities for implementing a complete streets network, and provided broad direction for meeting transit and non-motorized travel goals which are the cornerstone of the Park City transportation vision. This chapter focuses on short-term actions that need to be continued or initiated by Park City including existing level of service, a report card for specific transportation performance measures, and defining a 3 to 5 year Capital Improvement Plan.

Existing Level of Service

The Park City vision statement calls for economic development and redevelopment to continue while preserving the small town, historic feel of Park City. According to a 2009 Vision Statement developed by Park City, three themes emerged based on resident input and participation. These themes include the following:

- Park City as a Historic Small Town
- Park City is in an Incomparable Natural Setting
- Park City's Sense of Community

The Vision Statement uses these themes to offer an explanation of the balance that must exist in four key areas when evaluating and guiding change in Park City including:

- Environmental Impact
- Equity Impact
- Economic Impact
- Quality of Life

While void of specific guidance or statements about traffic congestion, the Park City Vision begins to define the types of transportation related tradeoffs that may exist between traffic congestion and accessibility. Traffic congestionmakes travel less efficient and less predictable and can worsen air quality and even contribute to declining traffic safety. Similarly, accessibility represents the ability to freely get around town in a variety of modes. The subtle difference in accessibility is that for Park City to continue to grow and meet the vision, traffic congestion must be managed, but not eliminated, so that carpool, transit, and non-motorized modal goals can be achieved, and ultimately measure gains in accessibility as compared with the more traditional measurements of traffic congestion.

Traffic congestion is typically measured by what traffic engineers call "levels of service." Like letter grades in school, measureable results of traffic delay are given A thru F grades where a level of service "A" reflects free flow travel and a level of service "F" reflects very congested travel. The American Association of State Highway and Transportation Officials (AASHTO) suggests that "highway agencies should strive to provide the highest level of service practical" but concede that in many areas "conditions may make the use of level of service "D" appropriate…".[1] Establishing an acceptable level of service in Park City is difficult because a balance of many factors cannot be expressed as a single number. Further, measures of accessibility are not commonly accepted in the transportation industry. Areas that have created accessibility measures have included multi-modal comparisons and many have included land use indicators which are sensitive to the changes in the distance between possible origins and destinations.

Short of developing a research project on measuring accessibility in Park City, the overall evaluation of "what is working" is somewhat subjective. An annual assessment in the form of a "report card" is offered in lieu of a service standard or service minimum. Park City leaders must review the annual assessment and make adjustments in transit service, trail provisions, travel

[1] *Geometric Design of Highways and Streets*, AASHTO, 2004, page 84.

demand management, intelligent transportation systems, parking policies, and related "soft" controls based on subjective assessments, personal preferences, and comparisons to the past.

The following section offers a report card and it is suggested that Park City staff (engineering division) update it on an annual basis. This report card offers a measurement of (average or typical) conditions over time based on comparisons as opposed to absolute values. Initially, these comparisons may offer little insight into overall conditions, but over time the data set will become more robust and the comparisons will be more useful. Key objectives under the report card Goal 5 (increase mobility and reduce car travel) offer effective accessibility measures. While short of an absolute standard, comparisons of the drive time measure has been offered in comparison to AASHTO level of service D and level of service F. Park City should strive to avoid getting worse than level of service D during the peak period on a typical or average day unless bicycle or transit measures can be improved. Goal 5 estimates from the 2010 report card are offered in Table 5-1.

Table 5-1:Accessibility Measures from Report Card

Origin – Destination Pair	2010 Drive Time (Minutes)	2010 Bicycle Time (Minutes)	2010 Transit Time (Minutes)	Worst LOS D Drive Time	Best LOS F Drive Time
PC Mountain Resort to PC High School	6	9	23	7.3	10.2
Old Town Transit Center to Racquet Club	7	9	27	9.0	12.6
Deer Valley Resort to Park City Market	7	15	33	12	16.8

Transit times include waiting at ½ of planned headway.

Report Card

The following report card represents simplified measures of various transportation indicators. For example, petroleum consumption and green house gas emissions can be estimated annually based on UDOT-provided traffic counts on the two gateway corridors (S.R. 224 and S.R. 248). Periodic adjustments to fleet mix and other variables can be ignored annually and provided every five or ten years, as needed. Similarly, vehicle occupancy and most other data collection efforts will require several person hours per year, but can generally be performed within a limited season.

The basic philosophy of the report card is to force Park City to become increasingly accountable to the defined Goals and Objectives of the Transportation Plan. Since the plan does not define a program of long-term capital improvements, the success of the plan requires an ongoing balance of many travel demand management, transit, non-motorized improvements and the continuing adjustment of parking prices, HOV policies, and related considerations. The report card, as shown in Table 5-2 is not intended to measure the worst traffic congestion in Park City and other measures may be useful for ensuring that the worst traffic days are confined to few and specific periods of time such as the Sundance Film Festival or the Fourth of July. Using the information from the report card as well as ongoing and individual observations, Park City must continually balance the use of various policy and pricing incentives and disincentives.

Table 5-2: Report Card

Goal		Measurement	Performance Goal	Past Year	2010
1	Complete Streets	SR-224 Single Occupancy Vehicle Share	50%	NA	70%
		SR-248 SOV Share	50%	76%	NA
		Percent households within 1/4 mile of transit	100%	80%	NA
		Percent households within 1/4 mile of a trail	100%	60%	NA
2	Convenient Transit	Daily Bus Hours (Local Service)	450 Hours	191	219
		Transit Spine Frequency	10 Minutes	10	10
		PCMR to PCHS (Bus Travel Time minus Drive Time)	10 Minutes	NA	17
		Transit Center to Racquet Club (Bus - Drive Time)	10 Minutes	NA	20
		DV to Dan's (Bus - Drive Time)	10 Minutes	NA	27
3	Regional Transit	Daily Bus Hours (Regional Service)	350 Hours	85	85
		Communities Served	5	1	1
4	Connected Out-Of-The-Car	Primary Bike Corridor Completion	100%	88%	89%
		Secondary Bike Corridor Completion	75%	85%	85%
5	Increase Mobility & Reduce Car Travel	Change in Gateway AADT/Housing Units	Less than 1	0.92	NA
		Change in Gateway AADT/Jobs	Less than 1	1.07	NA
		Drive time PCMR to PCHS	6 Minutes	NA	6
		Drive time Transit to Raquet	7 Minutes	NA	7
		Drive Time DV to Dan's	7 Minutes	NA	7
		Drive Time/Bike Time (PCMR to PCHS)	More than 1	NA	0.67
		Drive Time/Bike Time (Transit to Racquet)	More than 1	NA	0.78
		Drive Time/Bike Time (DV to Dan's)	More than 1	NA	0.47
		Drive Time/Transit Time (PCMR to PCHS)	More than 1	NA	0.26
		Drive Time/Transit Time (Transit to Racquet)	More than 1	NA	0.26
		Drive Time/Transit Time (DV to Dan's)	More than 1	NA	0.21
6	No New Mileage	Total Lane Miles	Less than 250	197	197
7	Promote Safety and Active Living	Crash Rate	Less than 3.5	7.9	NA
		Transportation Fatalities	0	NA	NA
		McLeod Creek Trail Usage per day	10% Increase	NA	NA
		Poison Creek Trail Usage per day	10% Increase	445	NA
		Rail Trail Usage per day	10% Increase	NA	NA
		Dan's to Jan's Sidewalk Usage per day	10% Increase	NA	NA
		Little Kate Sidewalk Usage per day	10% Increase	NA	NA
8	Transportation Adds to Community	Estimated Petroleum Consumption Equivalent kBTU	Decreasing	570,000,000	NA
		Estimated Annual Greenhouse Gas Emissions short tons	Decreasing	50,181	NA
9	Convenient Multi-Modal Access	Major New Land Developments	Subjective		
10	System & Demand Management	New ITS Implementation	Subjective		
		New TDM Implementation			

3-5 Year Capital Improvement Plan

The Capital Improvement Plan (CIP) list of projects includes projects or programs that were discussed throughout the transportation plan development process. These projects help move Park City towards its transportation goals and would be relatively easy to implement within a short timeframe. Many of the items included in this plan are well underway so only a summary is offered. Other elements have not been previously discussed but emerged as priorities through the transportation planning process and must be approved by the City Council before moving forward. The CIP elements include:

- Car Sharing
- Transportation Management Association Formation
- Buses on S.R. 224 Shoulders
- Intersection Improvement, Deer Valley Drive North and Deer Valley Drive South
- Intersection Improvement, Empire Avenue and Silver King Drive
- Ongoing Commitment to Transit, Trails, and Trail Maintenance
- Intelligent Transportation System (ITS) for Parking Availability
- ITS for Real-time Transit Information
- Transit to Salt Lake City

Car Sharing

Car sharing offers the opportunity to live and/or work in Park City without owning a car. Typically, for a monthly fee or initial sign-up, users have access to vehicles parked in the region by paying an hourly rate. Insurance, maintenance, parking and gas are included in the hourly rate and mileage is usually not charged. Nationally, companies such as ZipCar and UCarShare (currently operating in Salt Lake City) cover major metropolitan areas. ZipCar has a relationship with several ski areas in New Hampshire and Vermont who provide reduced rate lift tickets for ZipCar users. Waterville Valley is in its third year of this arrangement, offering $15 off a day ticket. SkiVermont also cooperates with ZipCar for deals on lift tickets, rentals and lodging. The City of Aspen Transportation Department has gone a step further and provides access to nine cars for $10 per month and $4 per hour. Cars may not be driven out of the program's boundaries.

Car sharing statistics:

- 27% of car sharers use transit more
- 35% of trips made by transit before joining, increases to 53% after
- 25% of members bike/blade more
- 15% of members give up a car when they join
- 25% of members do not buy a new car because they have joined
- Average reduction in driving of a former car owner – 72%
- Average reduction in driving of all car sharing members – 55%+

- Various sources

Car Sharing Next Steps

Park City should contact ZipCar and UCarShare to possibly identify a preferred provider for car sharing service in the city. Ski areas may want to be involved in targeted marketing and outreach efforts in exchange for offering lift ticket or other incentives to those using shared cars.

Transportation Management Association

A Transportation Management Association (TMA) coordinates public and private entities' needs for alternative transportation. A TMA would register business sponsors and facilitate cooperation in employee commuting, shift time coordination, parking, vanpooling, guaranteed ride home and other travel demand management (TDM) strategies. The Truckee/North Tahoe TMA has an annual budget of $160k, one part-time and one full-time employee and obtains 44 percent of its revenues from members. This TMA meets monthly and maintains a website which provides information about road conditions, transit schedules, a trip planner and other transportation information.

UDOT's TravelWise program has created partnerships with cities and major employers for assistance creating TDM programs. To date, this relationship has been between UDOT and the partner; because of its youth, opportunities between partners are relatively rare.

TMA Next Steps

Park City already has relationships with area businesses that outline transit and parking requirements for workers. While the city could form and staff the TMA, typically a non-profit business performs this function. The Park City Chamber of Commerce/Convention & Visitors Bureau should be approached to determine the interest of their members in creating a TMA.

Park City can also connect with UDOT TravelWise staff to discuss the opportunities of partnering and possible subsidies to help fund a TMA in Park City.

Dedicated Bus Lane on S.R. 224

Dedicated bus lanes, or busways, provide incentive to riders and promote transit to drivers new to Park City. Lanes for exclusive bus, schoolbus and emergency vehicle use could be provided in the shoulders, in the median or alongside this gateway corridor. On S.R. 224, the probable busway configuration would be in the two shoulders, designated by signage, striping and pavement markings. At intersections, the right-turn lanes would need to be general purpose to allow non-bus vehicles to decelerate and turn right. Bus stops could be located outside of the bus lane to allow express bus service and different route buses to pass.

Figure 5-1: Busways on S.R. 224 Shoulders Concept

Busways can be introduced in stages. For example, lanes would be designated from Canyons Resort Drive to Meadows Drive one year and from Meadows Drive to Thayne's Canyon Road in a subsequent roll-out. The National Urban Institute's 1998 "At-Grade Busway Planning guide" lists several advantages of busways:

- Relieve congestion
- Alleviate bus service deficiencies
- Move transit faster
- Reserve capacity for future growth in bus trips
- Attract automobile drivers

Potential problems with busways in Park City include:

- Perceived "Empty Lane Syndrome" if buses are not frequently seen in the lane
- During snow and ice events, vehicles typically use the first cleared lanes which may be the busway
- Enforcement at the border as S.R. 224 changes from Summit County to Park City jurisdiction
- S.R. 224 busways would probably not be physically separated from the general-purpose lanes and thus enforcement can be difficult
- Pavement conditions of the shoulders and their ability to withstand regular bus traffic
- Possible safety concerns or widening needs at bus stops and turn lanes into driveways and roadway access points

Busway on S.R. 224 Next Steps

Park City needs to coordinate with UDOT officials on using the shoulders of S.R. 224 as busways. In addition, bus stop locations on the corridor need to be identified as well as the intervals between different bus routes and potential conflicts and stacking of buses. Right-turn lanes at intersections will also need to be considered and accommodated.

Intersection Improvement: Deer Valley Dr. North and Deer Valley Dr. South

Concerns have been raised about the "stewpot" intersection where Deer Valley Drive North meets Deer Valley Drive South – particularly during skier outload from Deer Valley Ski Resort. Westbound queues to the Marsac Avenue roundabout can block eastbound lefts and southwest-bound lefts. The proximity of the bridge structure over the stream restricts expansion and major change.

While a roundabout could possibly be accommodated at this intersection, it would not alleviate the left-turn movement difficulties. During skier outload, the long queue would fill the roundabout, and because vehicles in the roundabout have the right-of-way, opposing left turns would be further prevented.

There is sufficient land to adjust the turn radii slightly and re-stripe the roadway to delineate left turn pockets. This would allow eastbound through movements to pass waiting left turns and would support greater southwest-bound right turns by separating the left turns so they do not block the right turn lane. This concept is illustrated in Figure 5-2.

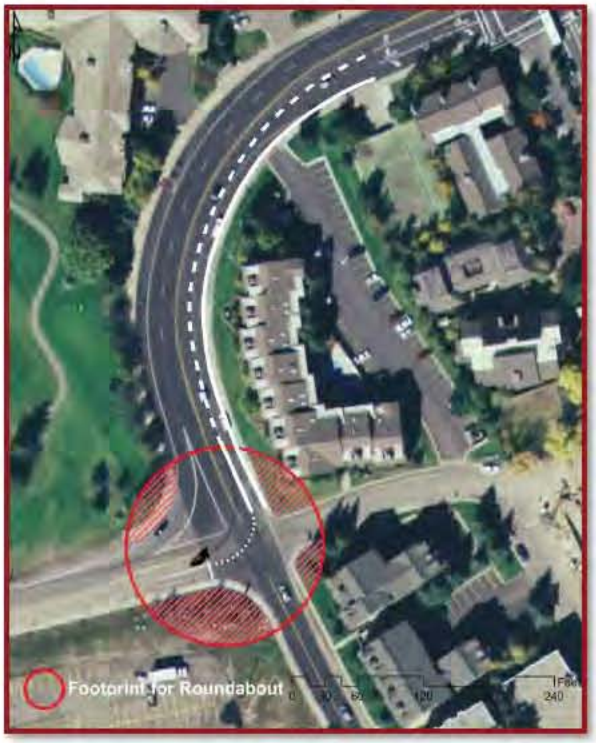
Figure 5-2: Intersection Improvement, Deer Valley Drive North and South

Intersection Improvement: Silver King Drive and Empire Avenue

Concerns have been raised about the intersection of Silver King Drive and Empire Avenue – particularly during skier outload from Park City Mountain Resort. Northbound queues on Empire can block east to northbound left turns onto Empire from Silver King. The proximity of the signal at Empire and Park Avenue creates long queues that prevent vehicles from turning left through the intersection.

A roundabout would be difficult to accommodate at this intersection due to the proximity of the structures and the slight vertical curve. There is sufficient pavement width to add a left-turn receiving lane and re-stripe the roadway to two lanes on Empire to the Park Avenue intersection. This would allow east/northbound left turns into the newly created lane and would provide more queuing lane space for the signal. These improvements are illustrated in Figure 5-3.

Figure 5-3: Intersection Improvement, Silver King Drive and Empire Avenue



Intersection Improvement: Deer Valley Drive/Park Avenue/Empire Avenue

During peak ski days, ski traffic from both Park City Mountain Resort and Deer Valley Ski Resort converges at the Deer Valley Drive/Park Avenue/Empire Avenue intersection, frequently resulting in congested conditions. To evaluate the possibility of increasing intersection capacity without encroaching on private property or structures, a series of lane and timing changes was investigated. The following options were considered using existing traffic volumes for both peak-ski days and average days:

- Shared right-turn/through lane on Empire Avenue
- Shared left-turn/through lane on southbound Park Ave and split phasing for north/south movements
- Consolidate all pedestrian movements to a pedestrian scramble phase
- Shared right-turn/through lane on Deer Valley Drive

Overall, peak-ski day congestion is severe enough that most options have little effect on overall vehicle and pedestrian delay. Only the shared right-turn/through lane on Empire Avenue resulted in a decrease in delay, albeit slight. All other options actually increased delay during peak ski outload or else created a hazardous environment for pedestrians.

Figure 5-4: Intersection Improvement, Deer Valley/Park/Empire Avenue

Ongoing Commitment to Transit, Trails, and Trail Maintenance

Chapter 6 will provide a discussion of transit expansion and non-motorized trail expansion as components of the transportation plan. Park City staff has dedicated transit planning and operating divisions as well as non-motorized trail plans. Since both of these elements have dedicated staff and specific planning documents for each element, the goal of the transportation plan is not to duplicate such efforts but only emphasize the importance of these efforts in the overall transportation system of Park City. While it is widely recognized that ongoing roadway maintenance is necessary to maintain a valuable and expensive municipal asset, maintenance of both transit and trail systems is also important but often less valued. In this plan, Park City places great emphasis on the importance of a multi-modal system and a well-maintained trail system is critical to the success of that system.The report card offers a measure of the success of these assets and Park City may choose to increase trail snow plowing, for example, as a measure to improve overall accessibility. In many communities, trail maintenance is either an afterthought or a low priority budget item. It is very important that Park City emphasize ongoing funding for non-automobile modes if they are to achieve their long-term vision.

Intelligent Transportation System for Parking Availability

Drivers contribute to traffic congestion and expend considerable time, energy and fuel looking for a parking space. If someone destined for Park City knew *before* getting there that they were unlikely to be able to park there, they would be more likely to park outside of town and carpool or take transit to their Park City destination. An Intelligent Transportation System (ITS) for parking seeks to communicate parking availability to drivers so that they may make that choice.

ITS for parking availability involves two stages, detecting the usage/availability of spaces and communicating the data to prospective parkers. There are two ways of determining space availability, a vehicle detection system at each space or an in/out counting mechanism. In areas where parking meters or some other fee parking is established, data collection may also occur. A space detection system can be an expensive investment but is highly accurate. Constructing counters at parking lot entrances/exits is neither as expensive nor as accurate. Problems may occur because some vehicles take up more than one space, park in un-designated areas or the sensor may need to be re-calibrated if it loses count. Counting is done using a break-beam inductive loop, magnetometer, infrared or ultrasonic sensor.

Once the availability of spaces is determined, variable message signs are the most efficient way to notify drivers. The information from the parking lots can be transmitted to the signs via a radio frequency or a cellular telephone interface. This data could also be relayed via cell phone text to those who sign up with the state's 511 system.

The United States Department of Transportation has created a national systems architecture for ITS which has a Parking Management subsystem.

Intelligent Transportation System for Real-Time Transit Information

This system is based on providing information to drivers traveling to Park City about the time it will take to get to common destinations such as PCMR and Deer Valley Ski Resort if they chose transit or private vehicle. In a very basic transit ITS system,variable message signs would report transit travel time to these drivers. The goal of a system like this is to help drivers understand the time benefits of parking remotely at Kimball Junction or Quinn's Junction and riding transit into Park City.

There are many additional, optional components for a real-time transit ITS. For the transit fleet, passenger counting, vehicle locators, scheduling/dispatch and traffic signal prioritization are all possible. For the traveler, variable message signs, time-to-destination information and schedule data would be useful. Some systems are available where buses automatically report their location and speed to provide real-time tools for riders.

In August 2006 the U.S. Department of Transportation published a Real-time Bus Arrival Information Systems Return-on-Investment Study which provides data about costs and benefits for this type of transit ITS. These systems reduce both perceived and actual wait times for users. Passengers benefit from pre-trip information and anxiety reduction once at the bus stop as well as making better use of their time if an alternate route is available. The transit operators also benefit because this data helps with scheduling and incident response.

The Federal Transit Administration notes these real-time transit information system perceived benefits: improved ridership, improved customer service, better customer satisfaction and transit visibility and improved communication technique during emergencies.

Costs in 2006 varied, however the vehicle location system cost ranged from $2,000 to $3,000 per vehicle with $145-$650 annual maintenance expense. Dynamic message signs are generally $10,000 per unit. Park City public works staff is pursuing this option.

Transit to Salt Lake City

In the Wasatch Front Regional Council Draft 2040 Regional Transportation Plan, a Bus Rapid Transit Type 1 route between Park City and Salt Lake City is funded. A Business Case prepared by Utah Transit Authority in November 2010 specifies the route as having a Salt Lake City leg from the Intermodal Hub, via the University, to Foothill Drive. There follows a connecting leg via I-80 with a stop at Jeremy Ranch/Pinebrook Fresh Market. In the morning, this stop would be a pickup in the westbound direction only; in the afternoon peak, buses would only stop in the eastbound direction. The final portion of the route is termed a Park City Route, along S.R. 224 servicing ski areas and Old Town. Deer Valley is listed as a potential extension. UTA estimates a daily ridership between 1,030 and 1,130, including those on just the Salt Lake City leg. The bus is anticipated to be more of a commuter service from Park City to Salt Lake than a ski service from Salt Lake to Park City.

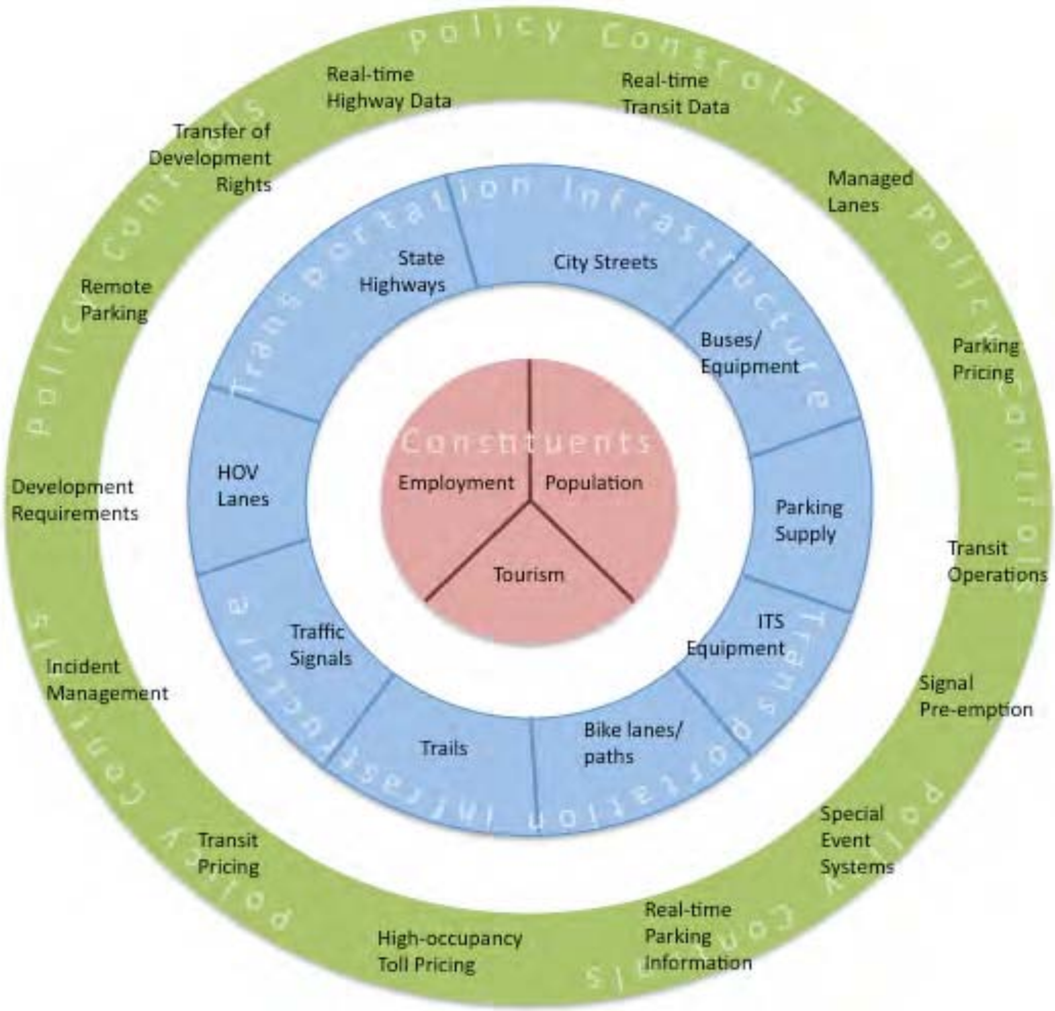
Frequency of coverage is planned to be seasonal and is planned to be five eastbound/three westbound trips on winter mornings and three eastbound/five westbound trips on winter evenings. In the April to August months, service is planned to be reduced to three eastbound/ two westbound trips in the am peak and the reverse in the pm peak. UTA plans to utilize six buses and estimates annual Operation and Maintenance costs to be $468,500 with an additional $120,700 budgeted to cover special events.

The fare is planned to be approximately $5.50 and could also incorporate a contract similar to the Eco-pass with the three ski resorts. Buses can hold 57 passengers and have storage space for skis and bikes underneath the coach. Success of a short-term route should be evaluated after implementation and improvements and changes be made based on experience.

Transportation Decision-making

Unlike a “traditional’ municipal transportation plan that identifies a series of roadway improvements over time, the Park City Traffic & Transportation Master Plan is a more process-oriented document. Outlining a process for decision-making for Park City elected leaders and staff allows them to employ a series of devices and strategies to consider and employ before taking on more controversial projects with a greater array of impacts such as road widening or construction to address specific congestion issues. For example, if traffic congestion issues on S.R. 224 are deemed intolerable through such means as increased travel time, public complaints, or perceived threats to economic development, the city council and staff have a series of strategies to consider such as parking pricing in Old Town or increased transit service to the Kimball Junction. In addition, some of these strategies could be considered for specific days and/or events such as the Sundance Film Festival or the Fourth of July celebration.

Figure 5-5: Transportation Decision-making Process



Chapter 6: Transportation Projects

This chapter begins to identify the various projects and approaches that support (or possibly conflict with) the themes stated at the outset of the plan:

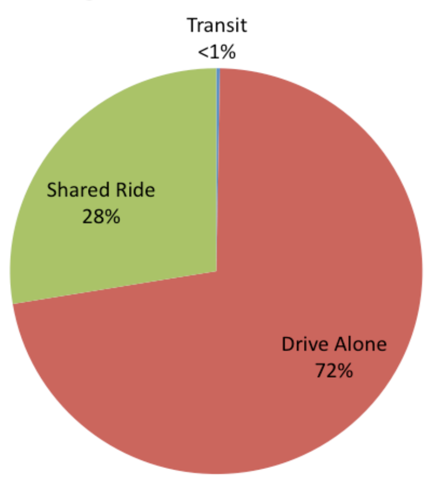
- Traffic congestion on "gateway corridors" (S.R. 224 and Kearns Boulevard) should not reach levels that inhibit economic development opportunities in Park City.
- Multi-modal approaches to traffic management beginning on gateway corridors and continuing in Park City will be necessary to avoid traffic problems that put quality of life in conflict with economic and tourism priorities.
- This approach requires Park City to accept some level of traffic congestion and that this level must continually be evaluated and balanced with overall community support.

Existing Gateway Corridors

The gateway corridors represent the main accesses to Park City from other areas. Existing gateway corridors include S.R. 224 from Kimball Junction at I-80 and S.R. 248, or Kearns Boulevard, from US-40 to the east. Analysis of the gateway corridors begins with a quantification of overall growth in existing corridors and their ability to accommodate this anticipated growth. Each of these corridors is a state highway under the jurisdiction of the Utah Department of Transportation.

The following information offers an in-depth look at existing and future conditions on S.R. 224 and S.R. 248. A corridor study of S.R. 224 is summarized in this plan and was completed concurrent with the plan. The corridor study is included in Appendix E. A corridor study of S.R. 248 was completed in 2009. Traffic conditions in Park City are highly affected by these corridors and current plans call for adding high-occupancy vehicle (HOV) lanes to both corridors along with park-and-ride lots and likely additional transit service. The Park City Traffic & Transportation Master Plan (TTMP) includes aggressive vehicle occupancy goals for these two gateway corridors (see "Goals" section in Chapter 4). The graphs below show existing and future mode share goals.

Figure 6-1: Existing Vehicle Mode Share on S.R. 224 & S.R. 248



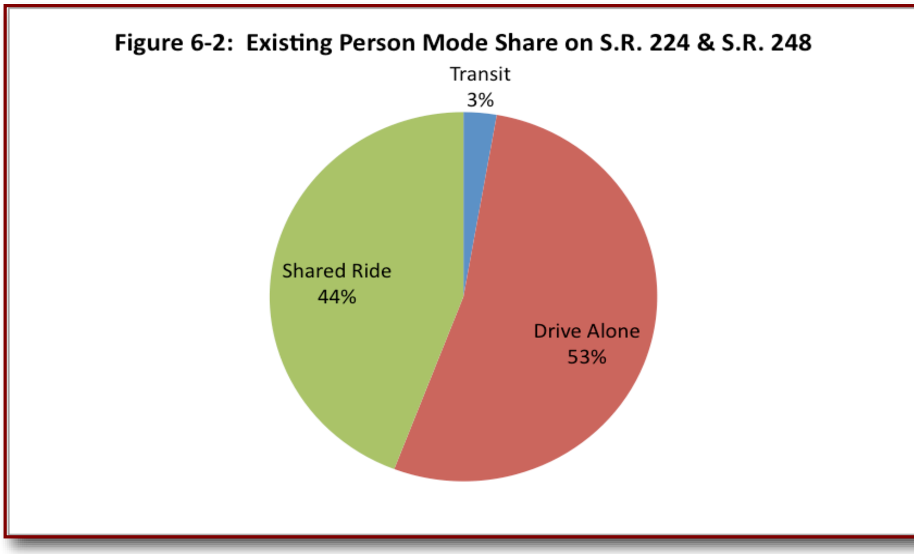
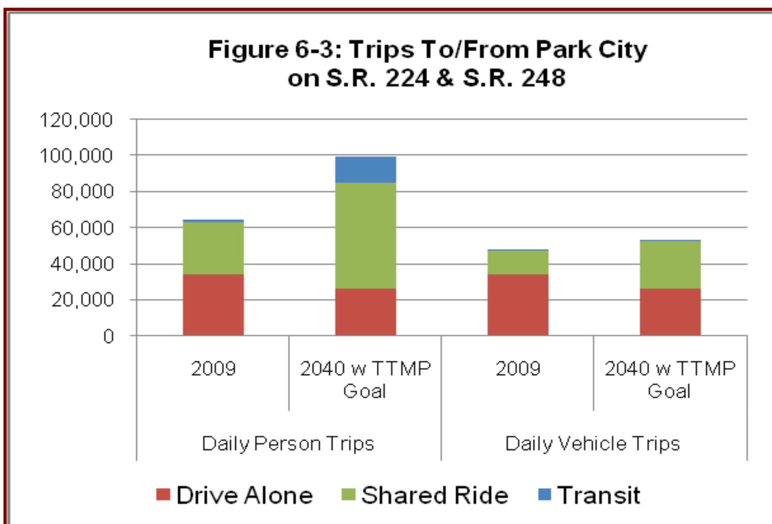


Figure 6-3 shows that by achieving the mode share and vehicle occupancy goals identified earlier in this plan, 50 percent more *people* may come to Park City while only increasing vehicle traffic by 11 percent. The travel model projects that person trips to and from Park City will increase less than 50 percent by 2040. Achieving mode split goals is important for many reasons, key among them is the role that tourism and recreation have in the overall economic development picture for Park City, and that access to the city is maintained while the impacts of single-occupant vehicles in the city are minimized.



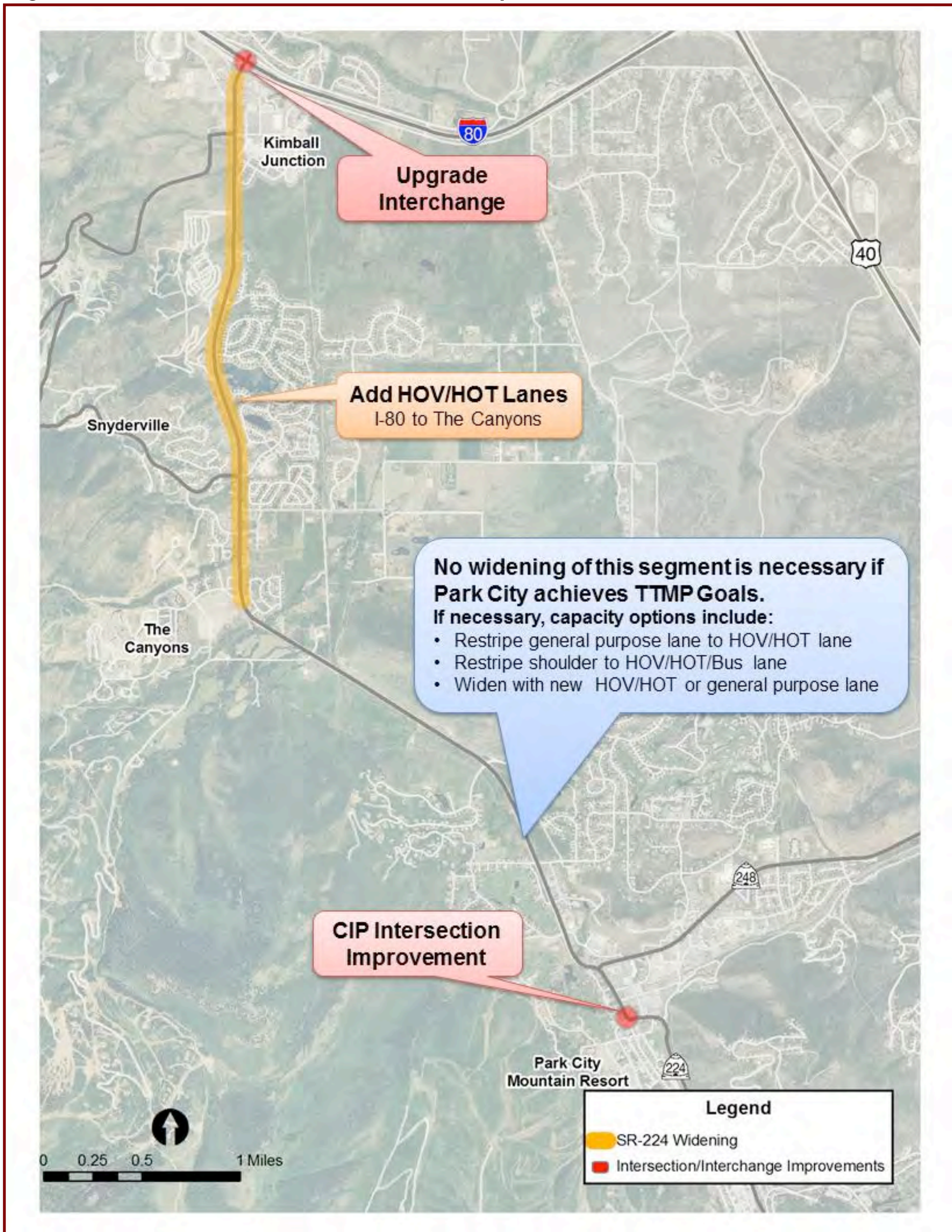
In order to achieve the aggressive mode split and vehicle occupancy goals of this Traffic & Transportation Master Plan, the plan optimizes multi-modal strategies on the gateway corridors including park-and-ride lots at Kimball Junction and Richardson Flat with additional transit and high-occupancy vehicle lanes serving these facilities. These strategies will help to increase the number of *people* visiting Park City but will limit growth in the number of *vehicles* in Park City, each an important component in the overall goals of the city. Additional Park City strategies might include:

- Parking incentives/disincentives
- Pricing incentives
- Mandatory remote event/festival parking
- Real time travel and parking information
- Future development requirements

S.R. 224

Existing and future conditions in the S.R. 224 corridor were evaluated in light of development anticipated in the area along with planned transportation improvements. These improvements are shown in Figure 6-4 and are based on existing plans of the Utah Department of Transportation and Summit County. Assuming that the mode split goals of the Traffic & Transportation Master Plan are met (see Chapter 4), no significant improvements to S.R. 224 south of Canyon Resort Drive are necessary.

Figure 6-4: S.R. 224 Planned and Possible Improvements



Existing and future traffic conditions on S.R. 224 are shown in Figure 6-5. Daily traffic volumes are indicated by the thickness of the band and “level of service” is given in colors from A-C (green) to F (red).

Again, assuming mode share and vehicle occupancy goals of this plan, future traffic conditions on S.R. 224 are not expected to be significantly different than today, with the exception of the segment between Kearns Boulevard and Deer Valley Drive in Park City. This section of road (often referred to as “Dan’s to Jan’s”) is typically the first area to experience traffic issues as it is a major skier outload corridor from both Deer Valley and Park City ski resorts. Additionally, this section of S.R. 224, along with Bonanza Drive, is the only connection between Park City and S.R. 248. With the future development in eastern Summit and Wasatch Counties combined with the planned HOV lane capacity improvements, S.R. 248 is expected to accommodate much of the future traffic growth into and out of Park City. As a result, the Dan’s to Jan’s corridor will experience more traffic growth than the rest of the S.R. 224 corridor due to traffic growth on S.R. 248.

The use of a high-occupancy vehicle (HOV) or high-occupancy toll (HOT) lane allows Park City and the Utah Department of Transportation to offer premium service with reduced congestion to reward beneficial behavior. While it is often difficult to take away capacity from users, as Park City begins to achieve its modal goals, policies may be adjusted to limit only 3+ person carpools in the HOV lane, restripe an existing travel lane as HOV/HOT and allow users to pay for the benefits of reduced congestion.

Advantages and disadvantages of the improvements and strategies planned for on S.R. 224 are summarized in Table 6-1.

Figure 6-5: Existing and Future Traffic Volumes and Level of Service on S.R. 224

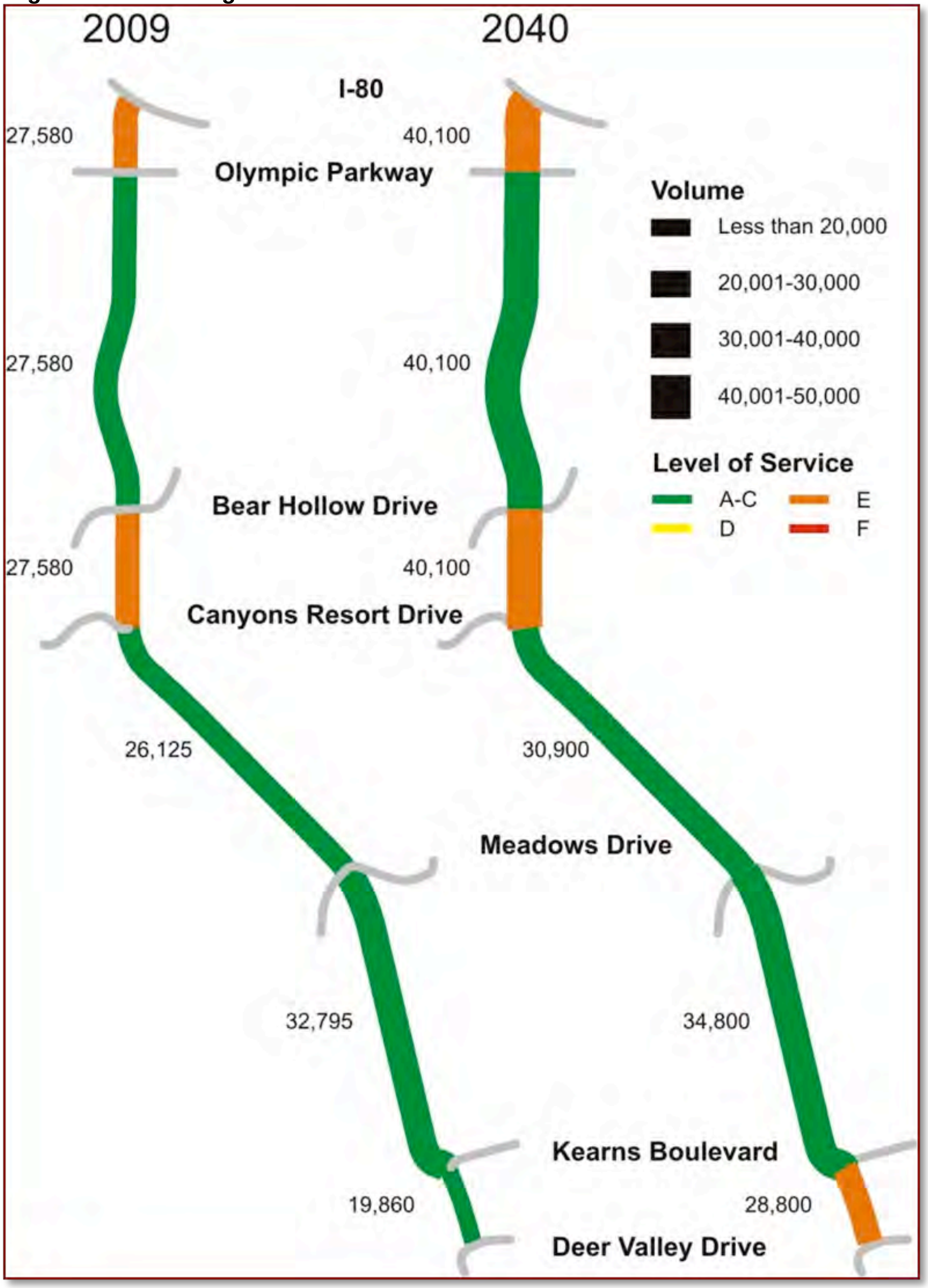


Table 6-1: S.R. 224 Summary

	Advantages	Disadvantages
HOV	Provides premier HOV service from I-80 to Canyons and possibly Park City	Potential to lose shoppers to "shopping where they park"
Transit	Short term, shoulders are used for transit. Long term, specific lanes are provided for transit (HOV) use	
Non-motorized Travel		• There are constraints in the Kearns to Empire segment that limit separated trail for bike/ped • Bicycles on shoulders would have to share with buses
Traffic Congestion	Capacity in general purpose lanes should increase by achieving mode split goals	General purpose lanes may remain congested or become more congested

Public sentiment related to existing and future conditions on S.R. 224 focused on:

- Improving traffic circulation in the Kimball Junction area.
- Exploring the possibility of letting vehicles use shoulders during peak periods such as skier outload, maybe only for traffic turning east into the Redstone development.
- Accommodating other modes of travel with bicycle lanes on the highway and pedestrian and wildlife underpasses
- Adding high-occupancy vehicle (HOV) lanes in the corridor by adding a lane, not converting an existing lane to an HOV lane. HOV lanes should also be extended all the way into Park City.

S.R. 248 (Kearns Boulevard)

Park City has implemented many improvements on S.R. 248 in recent years, including a school drop zone on Lucky John Drive (thereby moving some traffic off of S.R. 248), a pedestrian signal near the high school, a pedestrian tunnel at Comstock Drive, deceleration lanes in the corridor, and updating accesses to the schools. The city's current plan for the S.R. 248 corridor is to restripe the existing pavement to be two lanes in each direction the length of the corridor between S.R. 224 and US-40. Bicycle lanes would also be provided the length of the corridor. Between Wyatt Earp Way and Richardson Flat Road, the outside lane would be a high-occupancy vehicle lane. The existing center median in this section will be removed.

This plan was recommended as the result of a corridor study completed in 2009. While this plan calls for bike lanes the length of the corridor, it is important to not forget the adjacent Rail Trail as an off-road alternative for bicycles. During the S.R. 248 Corridor Study process, there was discussion of alternative use of the Rail Trail corridor for things such as Bus Rapid Transit or other transit facilities. These were not recommended and there is no specific plan for transit in the Rail Trail corridor.

The estimated cost for these corridor improvements is $5 - $9 million. The improvements recommended in the corridor study and adopted by the city council are summarized in Figure 6-6. A summary of the advantages and disadvantages of the plan for S.R. 248 are included in Table 6-2.

Figure 6-6: Planned Corridor Improvements, S.R. 248

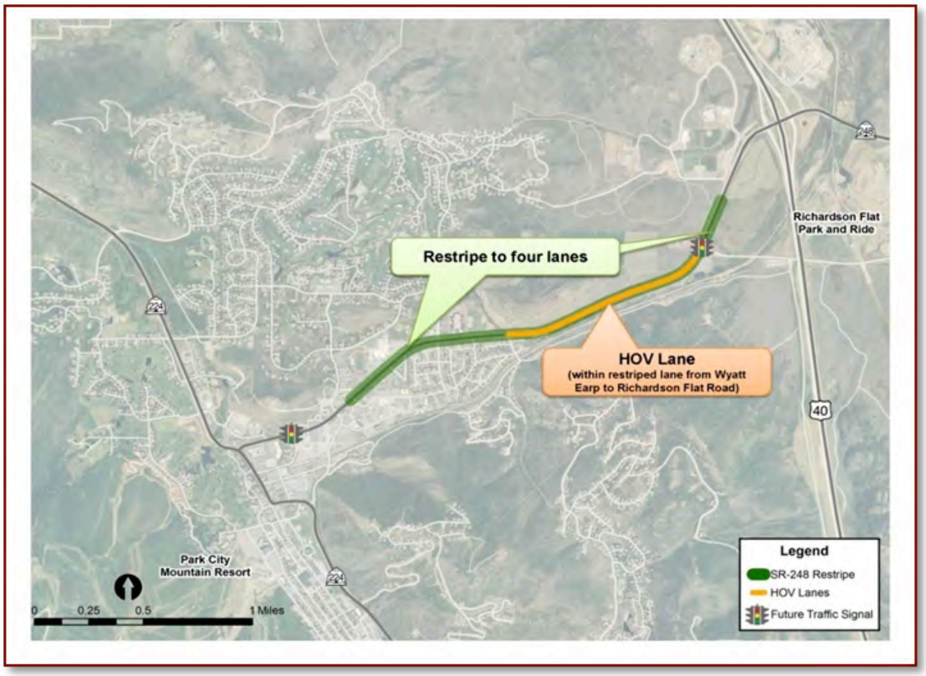


Table 6-2: S.R. 248 Summary

	Advantages	Disadvantages
HOV	Provides premier HOV service from US-40 to Park City, better utilizing the Richardson Flat Park-and-Ride lot	
Transit	Specific lanes provided for transit/BRT (HOV) use	
Non-motorized Travel	• Bicycle lanes are provided between S.R. 224 and US-40 (Rail Trail is also available) • Safety in school area needs to remain a priority	
Traffic Congestion	• Capacity in general purpose lanes should increase by achieving mode split goals • HOV lanes can be converted to HOT or general purpose lanes if need arises	General purpose lanes may remain congested or become more congested
Other	UDOT is looking for near-term funding for improvements on S.R. 248	The City Council's approval of the S.R. 248 plan was dependent on observance of traffic conditions after the Comstock tunnel was constructed.

Comments from public outreach efforts were primarily concerned with:

- The immediate need for additional travel lanes
- Maintaining bicycle lanes in the corridor
- Developing incentives/requirements to use the Richardson Flat park-and-ride lot

As gateway corridors, both S.R. 224 and S.R. 248 include remote parking as well as transit opportunities. On S.R. 224, PCMR serves as a secondary capture point for event-related parking and transit service. A more formal transit transfer facility should be considered in PCMR in the future. Bonanza Park has also been suggested as a more formal transit transfer location servicing S.R. 248 (and possibly S.R. 224). It is difficult to discuss the specifics of transit transfer and remote parking service in PCMR or Bonanza Park without knowing the details of development/redevelopment proposals of these areas as well as Deer Valley and other large development areas in the city such as Treasure Hill. The year-round nature of resort facilities may allow for a parking surplus in summer months and a parking deficit in winter months. Off-site facilities with available parking and convenient transit may allow for a public-private partnership which balances supply and demand in a manner that minimizes the burden on the transportation system. Each resort and each new development will be required to take some responsibility towards considering and improving this balance but the specifics will depend on the development proposals.

Transit

Although transit planning in Park City is documented in the Transit Development Plan (TDP) that is currently being updated, increased transit service was a priority expressed throughout the Traffic and Transportation Master Plan development process. As a result, transit service goals were incorporated in the strategic objectives that accompany the master plan goals.

Transit Service Goals

While Park City currently provides robust transit service within Park City and the Snyderville Basin area of Summit County, the strategic objectives identified in this plan (see Chapter 4) necessitate additional transit service by 2040. Specifically, this plan calls for significantly more transit service with the number of daily service hours increasing to 800 hours by 2040. In 2010, Park City Transit supplied a total of approximately 70,000 annual service hours including external transit service to The Canyons and Kimball Junction.

Within the 800 service hour goal, 450 hours are targeted for transit service internal to Park City and 350 hours are dedicated to external transit service to other areas in Summit, Wasatch and Salt Lake Counties. Existing internal transit service within Park City is approximately 200 daily service hours and external transit service is about 85 service hours. In order to meet these transit service goals by 2040, internal and external transit service needs to increase by approximately nine daily service hours per year on average. The increased transit service will be directed toward transit spines and external markets that were identified during the plan process. Transit spines are shown in Figure 6-7 and external markets are identified in Figure 6-8.

The internal transit goals broadly supply enough service to increase transit frequency to 10 transit spines, offer 10 minute service to Richardson Flat park-and-ride, and provide new 20 minute transit service to existing neighborhoods that do not have transit service. However, an important consideration is that Park City Transit has established a transit service standard to not serve residential areas of densities of less than four units per acre.

The external transit service goal should be able to provide regular service (30 minute service, 14 hours a day) to all external transit markets and 15 minute service to Kimball Junction and Salt Lake. Figure 6-9 shows growth in transit service hours based on service hour goals, and approximately when regular transit service to external markets would be feasible with these goals.

Figure 6-7: Transit Spine

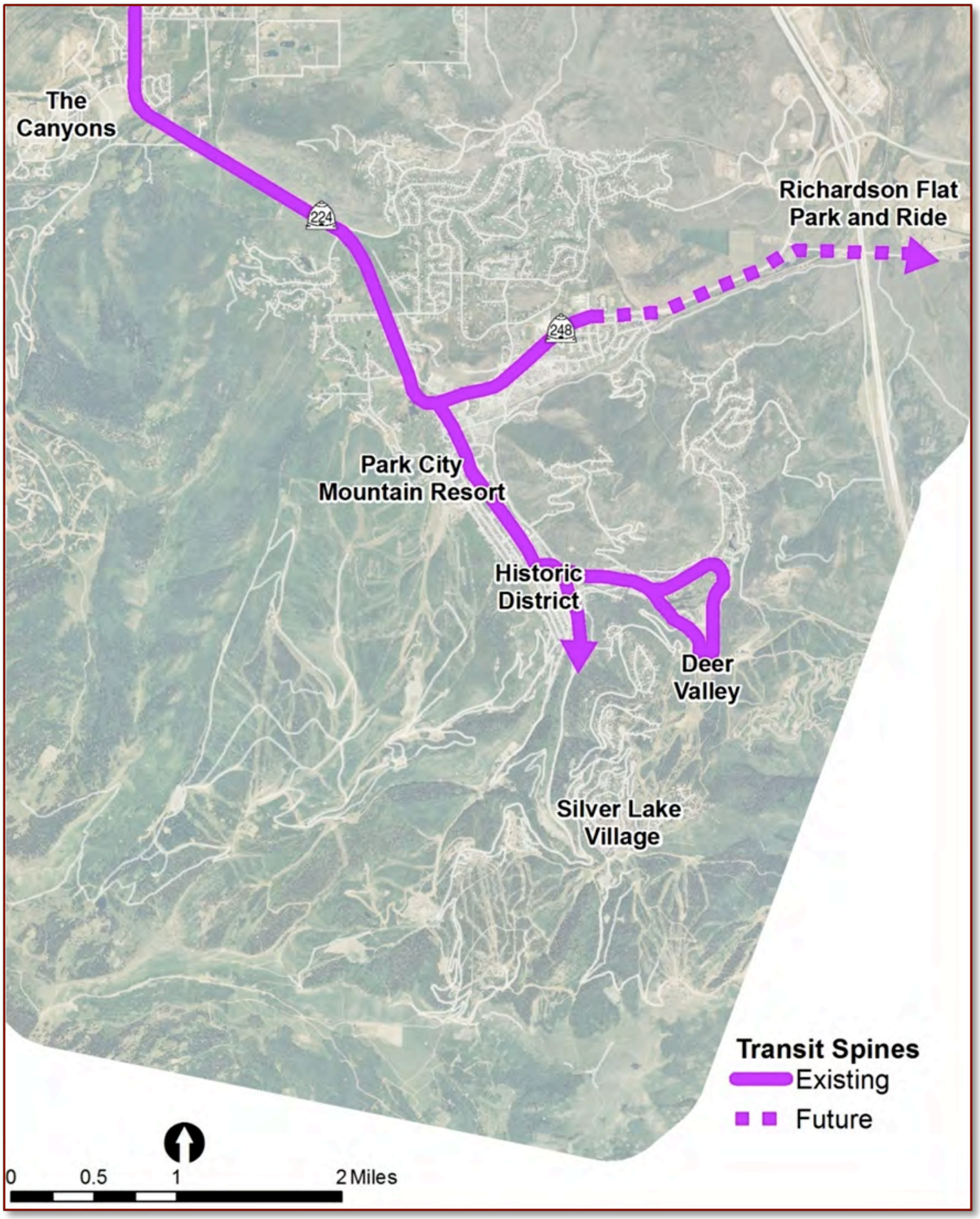


Figure 6-8: External Transit Markets

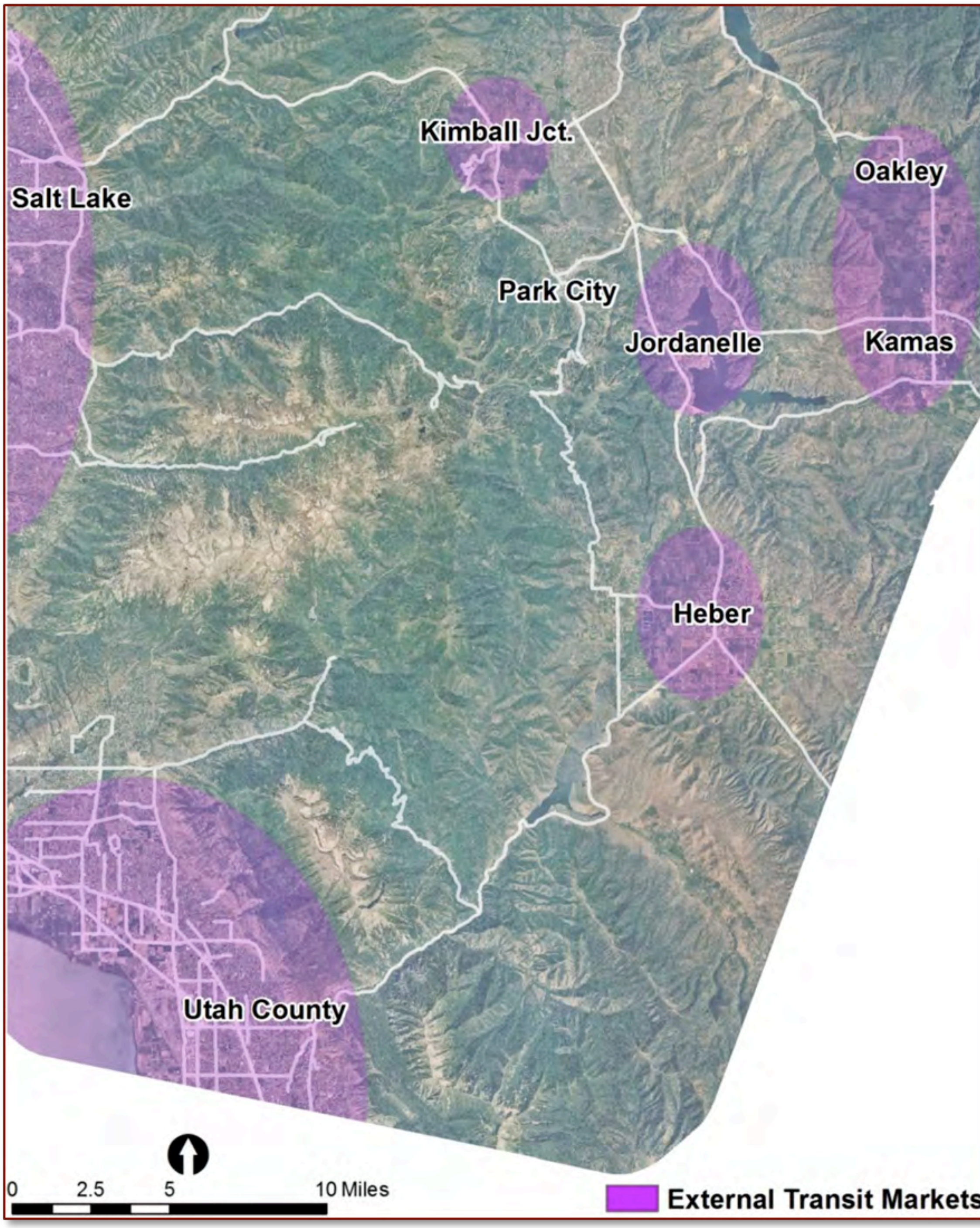
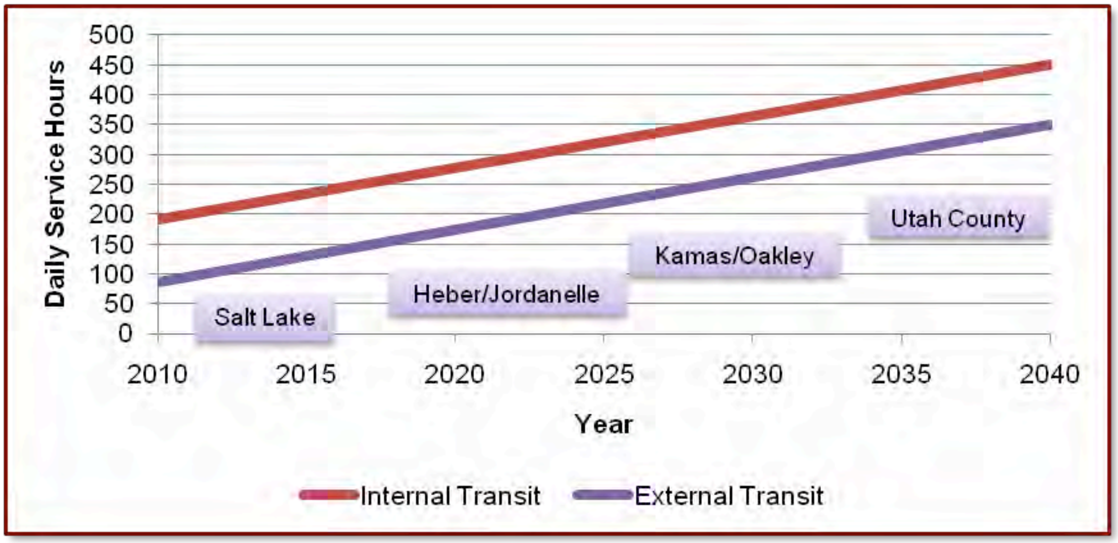


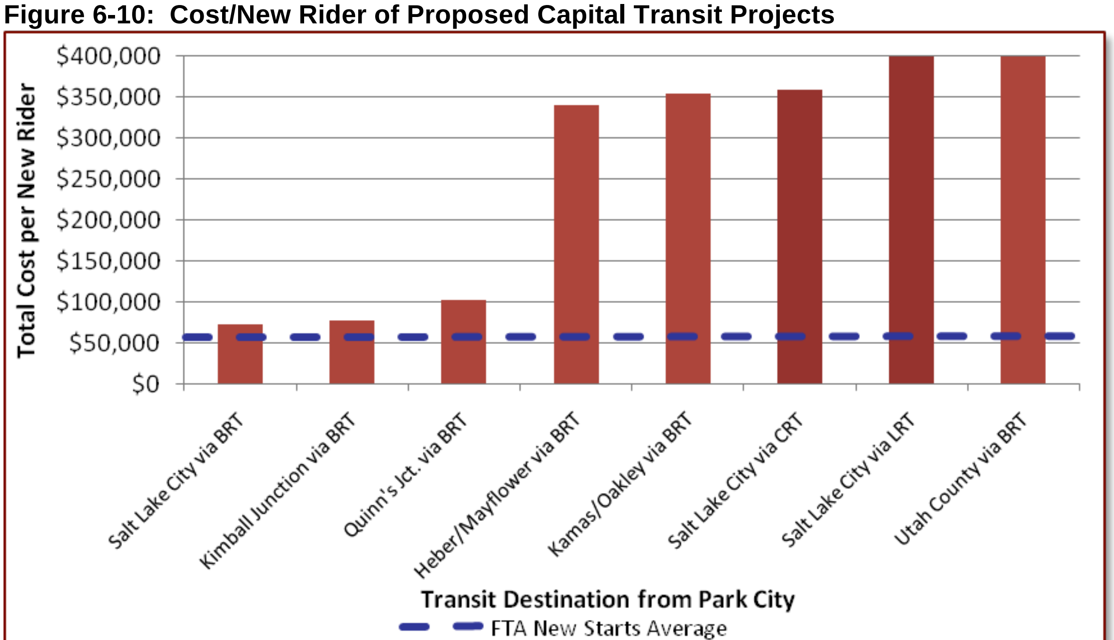
Figure 6-9: Transit Service Hour Goals



Capital Projects

In addition to increased/improved bus service, several capital projects were identified during this planning process. These concepts ranged from bus rapid transit (BRT) from the Richardson Flat park-and-ride lot to light rail transit (LRT) or commuter rail transit (CRT) between Park City and Salt Lake City. High-level cost and ridership estimates were developed to compare these capital projects to others that have received Full-Funding Grant Agreements (FFGA) from the Federal Transit Administration (FTA). Figure 6-10 provides the estimated cost per new rider of proposed capital transit projects. While the FTA no longer uses cost per new rider to determine cost effectiveness, this metric provides a quick comparison to transit projects that have received FFGA. Based upon the cost per new rider, BRT to Kimball Junction or Salt Lake City and possibly Quinn's Junction may be competitive but would require additional study. However, capital projects for other destinations and modes would likely not be competitive for federal funding.

Figure 6-10: Cost/New Rider of Proposed Capital Transit Projects



While improved transit service is a vital component of the transportation plan, the transportation plan is not intended to offer the details of either a short range or long-range transit system. However, key issues of the transit system have been identified and are offered to provide guidance on the level of transit improvements which will be needed in the future.

Given the relatively small user base in Park City, it is unlikely that federal funds will be available for rail transit serving Park City. Bus Rapid Transit (BRT) is often suggested and is growing in popularity as it offers a lower capital cost option with ridership benefits of improved transit stations and time sensitive service. BRT can use existing travel lanes with possible intersection improvements (queue jumper lanes, for example) or use a dedicated travel lane, depending on demand. Ski lifts have also been suggested as part of the planning process, particularly in context with improved connections to the two existing ski areas in Park City to redevelopment options in Bonanza Park. Analysis of the viability of ski lifts has not be evaluated in this plan, since they are unlikely justified solely from a transportation basis (but may offer transportation improvements compatible with economic development objectives).

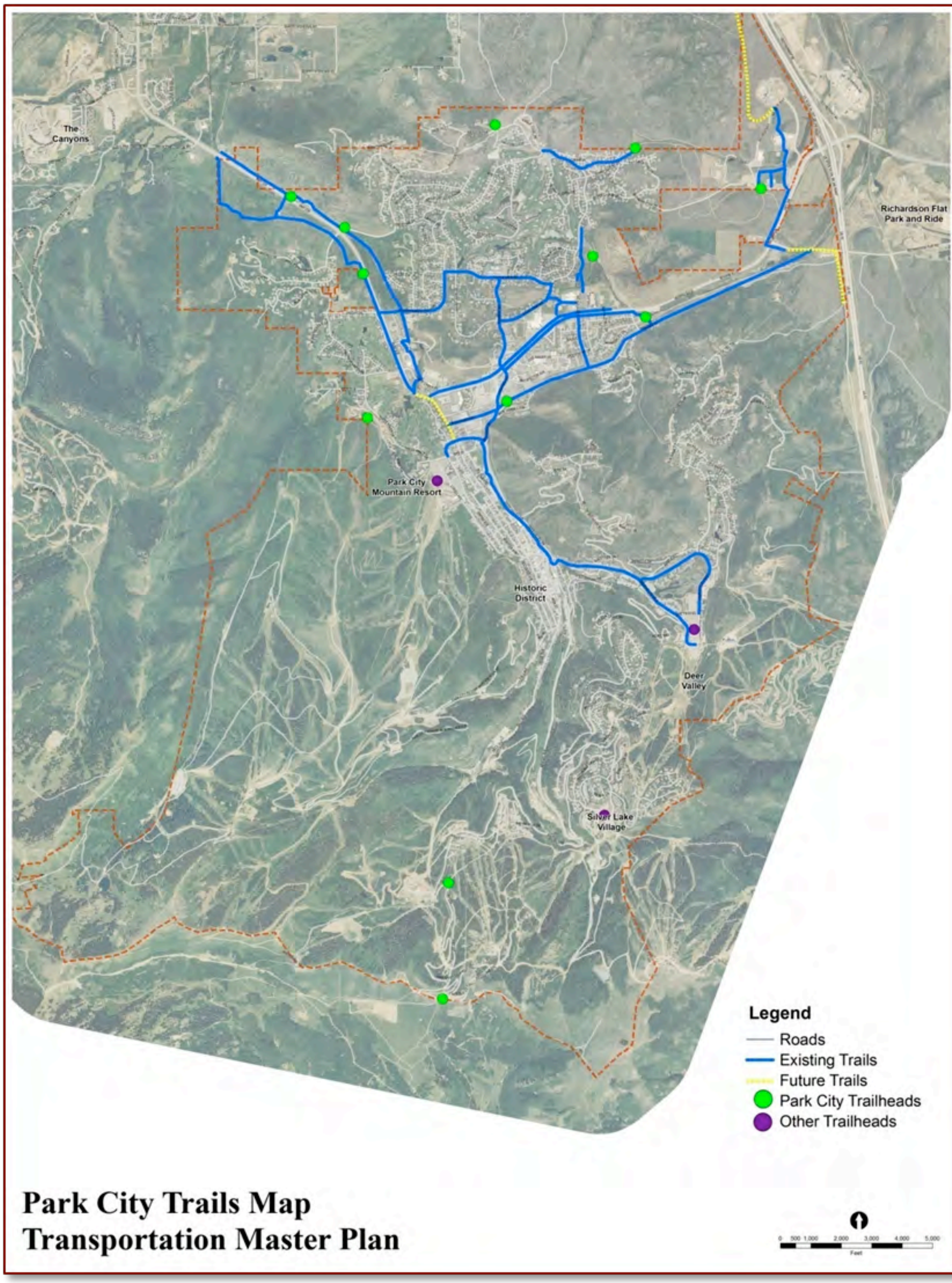
Cost issues are also a concern and additional revenue authority would most likely be needed. Regional transit service expansion would require a variety of inter-local agreements, similar to the agreement between Park City and Summit County for service in the Snyderville Basin, or the development of a regional transit district. The present structure of service outside of Park City municipal boundaries uses a Joint Transit Advisory Board which helps offer political representation of all service areas through a board of directors as opposed to as a division of Park City (public works), similar to the possible advantages of a regional transit district.

One of the short-term challenges of Park City as it relates to transit is the balance between regional transit service and local service. Regional service offers the ability to get visitors into town without cars. Local service offers residents and visitors the ability to get around town without cars, and fosters a “park once” attitude. Both elements are important to grow but given the desire to achieve mode split goals on the gateway corridors, external transit service should be a general priority.

Non-motorized Vehicles/Trails

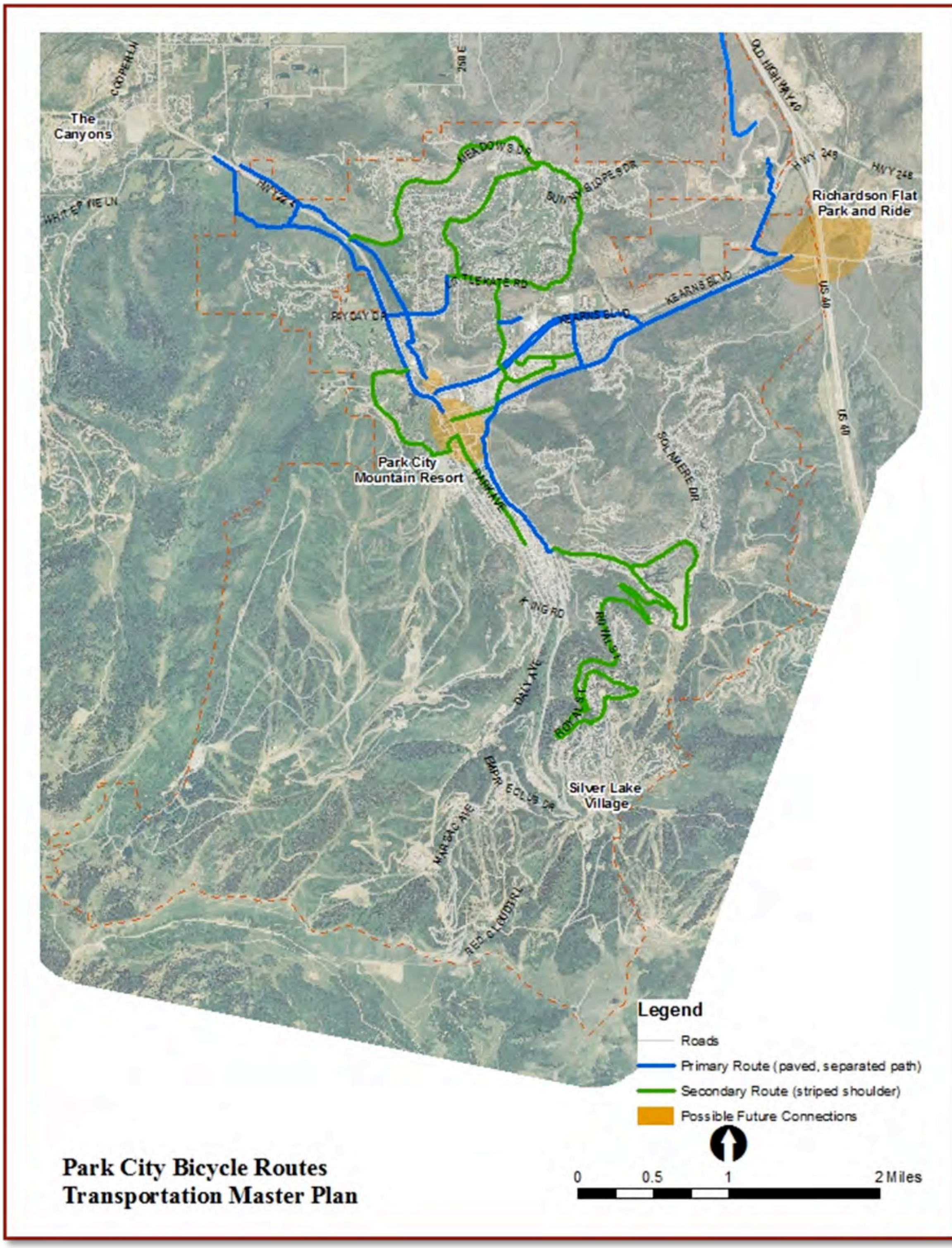
As discussed in Chapter 2, Park City has an adopted plan for trails, the Park City Trails Master Plan. Non-motorized facilities including multi-use trails and on-street facilities are an important part of Park City achieving the goals set out in both the Trails Master Plan and this Traffic and Transportation Master Plan. Existing and planned multi-use separated trails are shown in Figure 6-11. This map also shows trailheads that provide access to backcountry and recreational trails in the area.

Figure 6-11: Existing and Planned Trails and Trailheads



Park City has established a bicycle "spine" network; corridors that connect areas throughout the city that are completely separated from motor vehicle travel. These are referred to as primary bicycle routes and are shown in blue in Figure 6-12. Also shown are "secondary" bicycle routes which includes striped shoulders on city streets. These secondary routes are not necessarily bicycle lanes but instead a portion of the roadway that is intended for elements other than moving vehicles.

Figure 6-12: Primary and Secondary Bicycle Routes Network



Trail Maintenance
According to the Appendix of the Trails Master Plan, Park City has 44 miles of high-volume, non-back-country trails within city limits. Table 6-3 shows details and annual maintenance costs for trails and sidewalks.

Table 6-3: Trail Mileage and Maintenance Costs

	Miles	Annual Cost*
Asphalt, paved, plowed	11	$50,595
Asphalt, paved, not plowed	4	$13,712
Concrete sidewalk/trail, plowed	11	$23,641
Concrete sidewalk/trail, not plowed	12	$11,733
Unpaved trail	4	$2,360
Rail Trail	2	NC
Trailhead and signs		$2,940
Total Annual Miles/Maintenance Costs	44	$105,000

*In 2002 dollars, not adjusted for inflation
NC = No cost to Park City as it is officially a state park

Ongoing maintenance and year-round use of Park City trails is important in helping the city achieve the goals determined as part of this plan. Well-maintained and functional trails provide travelers alternatives to driving and because Park City is limited in its geographic size, alternative modes of transportation can be a viable option for many. Year-round access to the trail system and ongoing security and maintenance are important in making this system a reliable and heavily used option. Recreational benefits are also an important component that is not discussed in this transportation plan.

Possible Future Gateway Corridors

Throughout this transportation plan process, several ideas for additional access corridors to Park City were suggested. Each of these has its own set of impacts, benefits and implications and is examined in more detail here. This information is intended to provide a basis for understanding each of these potential alternative corridors, if congestion on existing corridors is deemed unacceptable. This plan does not recommend any of these corridors, but instead offers an initial examination of impacts, ability to relieve congestion, and potential general alignments.

Analysis of the existing gateway corridors (S.R. 224 and S.R. 248) suggests that achieving the high-occupancy vehicle and transit goals established in this plan (see Chapter 4) means that no new or additional gateway corridors are necessary to meet future demand. However, information provided here will form a basis of understanding and analysis should future conditions change, HOV and transit goals not be met, or other reasons occur to consider additional gateway corridors.

Meadows Drive to I-80

This concept provides an additional connection between the city and I-80 from Meadows Drive straight north to the Interstate. It is intended to provide an alternate route to S.R. 224, especially during peak traffic periods when that corridor is heavily congested. The estimated cost of this is between $6.5 - $40 million, depending primarily on whether an additional interchange on I-80 is constructed. This cost estimate assumes that it would be a major collector road.

Public input on this option was divided. Some expressed concern about compromising the rural nature of the area and the current road while others thought that there should be alternative routes to/from Park City and this may be a good alternative and deserves further exploration.

A summary of advantages and disadvantages related to this concept are shown in Table 6-4.

Table 6-4: Meadows Drive to I-80 Summary

	Advantages	Disadvantages
HOV		Planned HOV lanes on S.R. 224 may be under-utilized
Transit		Reduces efficiency of transit service with more corridors to serve
Non-motorized Travel	New/improved road would provide additional north/south bicycle facilities	
Traffic Congestion	• Provides additional capacity between I-80 and Park City • Serves between 5,000 and 10,000 vehicles daily, roughly 10 percent of Park City's gateway traffic	• Analysis suggests additional capacity is not necessary if mode share goals are achieved • Park Meadows neighborhood streets experience higher traffic volumes • Without an additional interchange, may exacerbate congestion at Kimball Junction • Does not connect to ski resorts so will not alleviate congestion during skier outload
Other	• Potential new emergency evacuation route • Additional alignments are possible including connecting to US-40 and Old Ranch Road instead of I-80	• May induce growth north of Park Meadows neighborhood • May require additional infrastructure for ramps and tunnel at I-80 • Potential impacts to wetlands • Not likely to be supported by neighborhood residents • Not consistent with Summit County plans

Guardsman Pass Road

Guardsman Pass Road provides access to an area in Wasatch County that has been approved for single-family residential development. It currently is open on a seasonal basis but pressure to provide year-round access is anticipated. Estimated costs to upgrade this facility range from $1.7 to $2.2 million which includes significant annual maintenance costs to keep the road open year-round.

Again, public sentiment was divided between wanting to see improvements made on this road and believing that it is impractical due to low traffic volumes and the cost of maintenance.

Table 6-5: Guardsman Pass Road Summary

	Advantages	Disadvantages
HOV		Right-of-way not sufficient
Transit		Would not be a likely corridor for transit service to Wasatch or Salt Lake Counties
Non-motorized Travel	A paved road would provide additional north/south bicycle facilities	Safety concerns of bikers and cars on a winding, steep narrow road
Traffic Congestion	Provides direct access from Midway to three of Deer Valley Resort's base areas and PCMR without using S.R. 248	• Analysis suggests additional capacity is not necessary if mode share goals are achieved • Old Town neighborhood local /collector streets are likely to experience higher traffic volumes • Already speed concerns on Marsac Avenue in city • Traffic reduction on 224 is <5% • Other connections may provide benefit without impacts, such as to new US-40, River Road intersection
Other	• Provides an emergency evacuation route, although it already provides this function as an unpaved road during summer months • Other road alignments are possible • Economic benefits of more commercial activity in Park City	• Likely used by Wasatch County residents but impacts would fall to Park City and Summit County • Corridor is windy, narrow, and steep. Increased traffic volumes may invite safety issues • Significant impact to right-of-way to bring road up to standards • Significant winter maintenance issues • Potential to induce development in Bonanza Flats and Brighton Estates

Deer Valley Connection to US-40

This concept provides a connection between the base area of Deer Valley ski resort to US-40 via the existing Mayflower interchange. Both a tunnel option and a public road over the top were analyzed. Cost estimates are $5 million for road improvements to provide a major residential collector road that goes over the top through the Deer Crest development and $68 million to build a tunnel to a non-UDOT arterial standard (see cross-section standards in Chapter 4).

Public opinion generally was against the tunnel, due primarily to cost. However, the benefits of the connection were understood in terms of its impact on congestion on S.R. 248.

Road

Tunnel

Table 6-6: Deer Valley to US-40 Summary

	Advantages	Disadvantages
HOV	May potentially be used for HOV only	
Transit	If a tunnel, may potentially be used for transit only	If not a tunnel, buses are unlikely to be able to use road due to steep grades
Non-motorized Travel		Tunnel would not be suitable for bicycle or pedestrian traffic
Traffic Congestion	If the connection is a tunnel: • Reduces volumes on S.R. 248 by up to 20% • Decreased carbon emissions as overall Park City VMT reduced by up to 14% • Improves function of Deer Valley Drive/Bonanza intersection and round-about in peak season If the connection is not a tunnel it likely carries less traffic	• May cause delay at Mayflower interchange on US-40 • Skiers/travelers may bypass Main Street and other Park City commercial areas
Other	Potential emergency evacuation route	• There are many questions about this connection (tunnel versus road) • A tunnel would be expensive for relatively low traffic volume • A road exists but is gated for private development • Likely to be neighborhood concerns if road is open to public

Possible Neighborhood Connections

The goals and objectives identified as the foundation of this plan address mobility within the city by providing an efficient transportation network. Specifically, goal five reads, “Mobility and accessibility in Park City will be as good or better than today while achieving a net reduction in the amount that each person drives a car.” To work towards this goal, residents highlighted several areas that currently experience traffic congestion and alternate ways to address these areas. The following eight concepts each address a single idea to improve traffic circulation or connections within Park City. These concepts were evaluated based on their impacts to things such as travel time, delay, environmental impacts, and neighborhood concerns, among others.

These connections provide greater connectivity and offer opportunities to move in and out of Park City without using the more heavily traveled arterials. In some cases, the connection would be circuitous but would provide an alternative or perhaps emergency exit route.

- Solamere
- Three Kings to Park City Mountain Resort
- Bonanza Park Redevelopment, Concept #1
- Bonanza Park Redevelopment, Concept #2
- Kearns Boulevard to Meadows Drive (North 40)
- New School-area Access Road
- 12th Street Connection to Deer Valley Drive
- Old Town One-way Streets

The final Traffic & Transportation Master Plan *will not* include a recommendation on any of these concepts. Instead, these summaries are intended to provide information and a foundation from which to begin a more in-depth analysis should the need for any of them become more of a priority. Although the analysis suggests that some connections may better serve transportation needs than others, no priority is offered in this plan. Individual priorities should only be considered after exhausting various policy options and will depend on the specific issues at hand.

Solamere Connection

The Solamere neighborhood connection would link the Solamere/Lower Deer Valley neighborhoods to the Prospector area and S.R. 248, providing a new alternative for drivers traveling between the Solamere neighborhood and S.R. 248. Due to the elevation, grade, circuitous road and multiple curves, slow speeds would be anticipated for this route. The estimated cost for this road, assuming a minor residential collector, is $2 - $3 million.

Public opinion related to this concept was divided between those concerned about the detrimental impacts to the neighborhood of cut-through traffic and those that believe it is an inevitable reality. Those opposing the idea suggest more emphasis on modes other than cars to move people to, from, and around Park City and improving traffic flow on Deer Valley Drive so this is unnecessary.

Several homeowners associations in this area have joined together to issue a formal comment on this concept. They are firmly opposed to it and ask that it be removed from any further consideration. Their letter is included in full in Appendix G.

Table 6-7: Solamere Connection Summary

	Advantages	Disadvantages
HOV		Not likely to be used as an HOV route
Transit		Not available to bus or truck traffic
Non-motorized Travel		• Not likely to be used as a bicycle route due to steep grade • Neighborhood recreational facilities and pedestrians would be impacted by this road
Traffic Congestion	• Reduces traffic on Deer Valley Drive by up to 45% • Improves connectivity to/from S.R. 248 to Solamere and Lower Deer Valley • Reduces peak-season day delay at roundabout and in Park City overall • During the off-season, could function adequately as a low-volume neighborhood collector • Allows neighborhood residents to avoid congestion on Deer Valley Dr, Bonanza and others.	• Used as a shortcut during peak ski days - upwards of 800 vehicles per hour during ski outload in 2040 • Adds significant delay to the S.R. 248 and Wyatt Earp intersection during peak ski days • Generally, moves delay from the Deer Valley Drive roundabout to S.R. 248
Other	There are other potential alignments for this connection	• Visual scarring of hillside • Steep grades of 15-20 percent • The neighborhood is likely to oppose the connection

Three Kings to Park City Mountain Resort

This option provides an alternative route for skier outload from Park City Mountain Resort to S.R. 224 via Three Kings. It would involve making this route more easily navigated by northbound out-of-town traffic by potentially changing the configuration of intersections, stop signs, etc. Traffic would connect to S.R. 224 at the existing Payday or Thayne's Canyon Drive signals. The approximate cost to implement this concept is estimated at less than $250,000.

Public input on this concept focused on the need to provide alternative routes for ski traffic leaving PCMR. In addition, comments included that of all the concepts presented, this seems among the most "doable" and may be required in the future to ease traffic on Park Avenue.

Table 6-8: Three Kings to PCMR Connection Summary

	Advantages	Disadvantages
HOV	Potential HOV-only route	
Transit	Potential transit-only route	
Non-motorized Travel		Increased traffic on neighborhood streets may inhibit bikes and pedestrians in area
Traffic Congestion	• Improves connectivity between PCMR and S.R. 224 • Potential to connect to center HOV lanes on S.R. 224	• Does not service enough traffic to significantly reduce congestion from PCMR outload, yet attracts enough ski traffic to be detrimental to character of the residential neighborhood • Increased delay at Payday signal and at Thaynes Canyon signal
Other	• Could be implemented during peak periods and/or peak season only • Could be one-way in opposing directions during morning or afternoon peak travel times	• Does not address issue of parking shortage at PCMR. More parking may exacerbate problem • Not likely to be supported by neighborhood residents

Bonanza Park Redevelopment – Concept #1

The Bonanza Park area is currently considering redevelopment concepts. As part of this potential redevelopment, new road connections will be considered during the planning process. These new connections should be evaluated in the greater context of travel and traffic within the city and how they would potentially impact, positively or negatively, the larger area.

This concept provides a new north/south arterial from Kearns Boulevard to Deer Valley Drive in order to reduce congestion on Park Avenue in this area. Estimated costs for this concept range from $4 to $6 million.

Public comment was generally positive on this idea. Specific comments included ensuring that whatever is decided for this area should focus on helping skier outload from Park City Mountain Resort. Some comments viewed this road as part of an extensive road grid added to the general Bonanza Park area. An additional comment suggested that a better option would be to widen southbound S.R. 224 to allow two left turns at the Deer Valley Drive intersection.

Table 6-9: Bonanza Park Redevelopment #1 Connection Summary

	Advantages	Disadvantages
HOV		
Transit	A new transit hub located within the redeveloped area may offer better transit service within and from outside Park City	Would result in two transit hubs about one mile apart
Non-motorized Travel	Bicycle/pedestrian trail issues from Park Avenue may be able to be accommodated here with parallel right-of-way	Redevelopment concepts include a pedestrian friendly plaza
Traffic Congestion	Adds parallel north/south arterial to S.R. 224 in congested section	• An additional signal on Deer Valley Drive between Bonanza and Park Ave would likely contribute to congestion in area • Depending on the nature of the redevelopment, this could be a major traffic generator in an already congested area • Increases left turns from both Kearns Blvd and Deer Valley Dr which are typically detrimental to traffic flow
Other	Can be incorporated into redevelopment plans which are currently being developed	High functional class road seems to be inconsistent with development plans

Bonanza Park Redevelopment – Concept #2

This concept reroutes S.R. 224 around existing Park Avenue to Kearns Boulevard and Deer Valley Drive with a new arterial street around the Bonanza Park redevelopment area. This concept is similar to improvements on lower Main Street approximately 20 years ago where Deer Valley Drive was improved to serve as the main route into Old Town. This concept would move this connection further north on Kearns Boulevard. Cost estimates suggest a range between $15 - $20 million to implement.

Comments received during public outreach were divided, some believing it is a good idea while others were concerned that it does not help PCMR outload, it is too expensive with little benefit, and that it is not "bold enough."

Table 6-10: Bonanza Park Redevelopment #2 Connection Summary

	Advantages	Disadvantages
HOV	There is an opportunity to take HOV lanes farther south into city	
Transit	• A new transit hub located within the redeveloped area may offer better transit service within and from outside Park City • May help reduce traffic congestion near Deer Valley, PCMR, Main Street	
Non-motorized Travel	Bicycle/pedestrian trail issues from Park Avenue may be able to be accommodated here with good connections to transit	
Traffic Congestion	Relieves existing bottleneck on Park Ave by moving main route to a new facility with potentially larger right-of-way	• Creates circuitous path and additional VMT to Old Town via S.R. 224 • Major changes to circulation system between Kearns Blvd and Deer Valley Drive • Unlikely to help PCMR outload
Other	Can be incorporated into redevelopment plans which are currently being developed	• High functional class road may create eastern barrier to development • Impacts recently reconstructed Bonanza Drive

Kearns Boulevard to Meadows Drive

The connection between Kearns Boulevard and Meadows Drive (the “North 40”) east of the schools has been evaluated many times in recent years as a way to provide traffic congestion relief on Kearns Boulevard (S.R. 248). The road would link the Park Meadows neighborhood to Kearns Boulevard at Wyatt Earp Way. Cost estimates range from $0.5 - $1 million.

Public comment suggests that while many like this concept and believe it would offer real benefits to congestion on Kearns Boulevard, others are solidly against it due to cut through traffic of those traveling to S.R. 224.

Table 6-11: Kearns Boulevard to Meadows Drive Connection Summary

	Advantages	Disadvantages
HOV		Less congestion on Kearns Blvd may reduce HOV incentive
Transit		
Non-motorized Travel		Impacts to trails and recreational fields
Traffic Congestion	• Serves between 3,000-10,000 vehicles daily • Allows Park Meadows residents to avoid traffic congestion between S.R. 224 and Buffalo Bill Drive.	• May warrant a signal at the intersection of S.R. 248 and Wyatt Earp Way • Increases Kearns (east end) traffic volume by 11 percent • Model shows that up to 25 percent of non-peak season and 50 percent of peak season traffic using this road is cut-through traffic to S.R. 224
Other	Provides opportunity for additional pick-up/drop-off options at schools	• Potential wetlands impacts • Not likely to be supported by neighborhood residents due to cut-through traffic • The “school area access road” is dependent on some portion of this connection being built

School-Area Access Road

This concept provides a new access to the school area specifically for school-related traffic. Potentially, this option would improve traffic congestion near the schools by removing school traffic from Kearns Boulevard. Bus movement and drop-off/pick-up by private vehicles would use this new road which would improve pedestrian safety for school children. Construction of the Kearns to Meadows connection (North 40) would impact how this road functions. Estimates of the cost for this option range from $700,000 - $1 million.

Public opinion was generally in favor of this idea but acknowledged that it will likely require signalized intersection(s).

Table 6-12: School-Area Access Road Connection Summary

	Advantages	Disadvantages
HOV	Could potentially be a bus-only road	Less congestion on Kearns Blvd may reduce HOV incentive
Transit		
Non-motorized Travel	Improved pedestrian safety at school area by reducing conflicts	
Traffic Congestion	May provide advantage to traffic during school drop-off in morning	• May warrant a signal at Wyatt Earp • May not be necessary with planned improvements to S.R. 248 • Possible connections to Lucky John Drive raises neighborhood concerns
Other	• Provides back entrance to schools without using S.R. 248 • Can be built in addition to or instead of the Kearns Blvd/Meadows Drive connection, but would require south segment of that option to be built • Need to consider if/how it connects with Lucky John Drive	• Impacts school ball fields • Possible wetlands impacts • May cause concern among neighborhood residents

12th Street Connection to Deer Valley Drive

This would provide a new connection between Park Ave and Deer Valley Drive at approximately 12th (Nelson) Street. It is intended to relieve traffic congestion, especially on peak travel days, created by vehicles having few alternate ways in and out of the Old Town area. Cost estimates are between $1 million and $1.5 million.

Public comments suggest support for the concept although some suggested that this needs to go along with a parking structure in the area and possibly restricted parking on Park Avenue. Those opposed to this idea believe that the benefits do not justify the investment and that a bigger benefit could be had by improving the Deer Valley Drive and Park Avenue intersection.

Table 6-13: 12th Street to Deer Valley Drive Connection Summary

	Advantages	Disadvantages
HOV		May reduce incentive to use HOV on peak days
Transit		May reduce incentive to use transit on peak days
Non-motorized Travel		• Requires a crossing of Poison Creek Trail • Would need to grade separate an existing sidewalk/access to trail from park
Traffic Congestion	• May provide some traffic congestion relief on Park Ave during peak/festival days • Offers another east/west connection which may help support one-way roads	• May warrant a signal at the intersection of Deer Valley Drive which would increase delay • Real benefits to traffic congestion are limited to a few days/year
Other	Should be considered with overall Old Town parking plan	

One-way Streets in Old Town

One-way streets in the Old Town neighborhood is a concept that has been discussed periodically as a way to relieve traffic congestion in the area, especially on peak ski and festival days. While analysis has been done on individual roads in Old Town, the success of this concept will be based on an overall strategy that addresses the area as a whole and not on a road-by-road basis.

Public sentiment on this concept included an unfavorable comment from an Old Town resident and another to consider this on an intermittent basis during peak periods or peak days. Local groups have periodically suggested one-way options but advantages to some groups often raise disadvantages to others so that past support has been mixed.

Any determination of one-way streets in Old Town should be down on a system-wide basis and not individually.

Table 6-14: One-way Streets in Old Town Summary

	Advantages	Disadvantages
HOV		
Transit		
Non-motorized Travel	Provides more opportunity for an integrated non-motorized and walkable network with bike facilities and sidewalks	
Traffic Congestion	Reduces conflicts and may improve safety	• Increases vehicle miles traveled • Increases vehicle speeds on downhill streets • May require changes at east/west access points
Other	• More easily able to accommodate on-street parking • Potentially helps snow removal efforts • Potentially incorporate traffic-calming measures to reduce speed concerns	• Increases carbon footprint • Not enough east/west streets to ensure connectivity • Decisions regarding the direction of individual streets may not be easily determined

Emergency Evacuation

Information included in this section is intended to inform an evacuation plan developed by Park City emergency service providers and other stakeholders. It is not an evacuation plan in itself, but instead provides data related to how long an evacuation of the city would take under various conditions including the winter season when fewer evacuation routes are available, and summer season when there are typically fewer tourists in the area. Emergency providers can use this information to evaluate evacuation versus "protect in place" procedures. Many other factors will need to be considered in development of an emergency evacuation plan including tourists that may be in the city without transportation, hospitals, multi-car families, pets, etc.

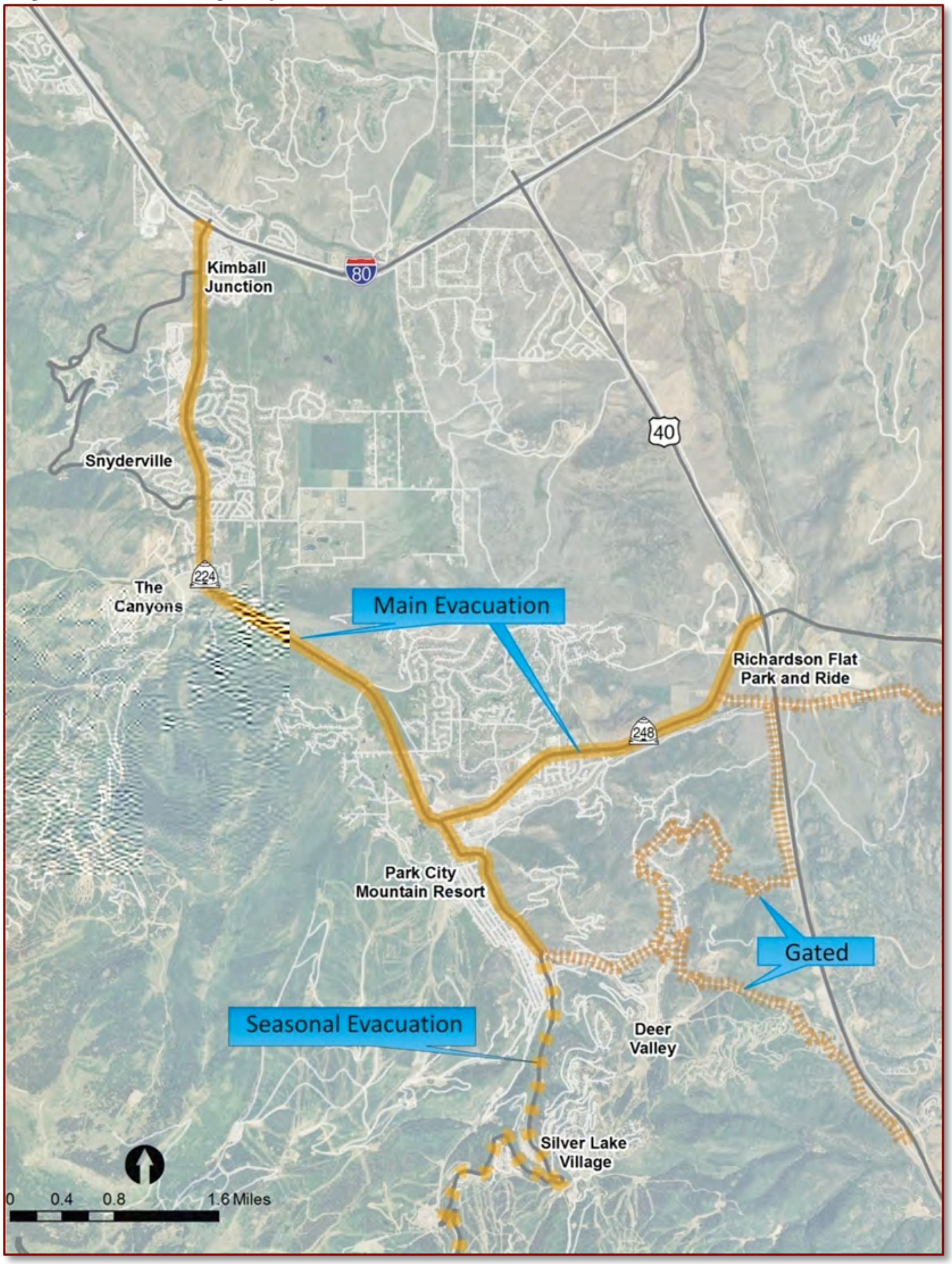
During an evacuation event, the main routes leading out of Park City are S.R. 224 and S.R. 248. For a non-winter evacuation, two other routes may be available including Guardsman Pass and a jeep track path in Hidden Hollow to Richardson Flat Road which spurs off the Morning Star Estates neighborhood. Neither of these routes is maintained in the winter, so snow condition is the determining factor in their use. Finally, the road through the Deer Crest neighborhood to the Mayflower interchange at US-40 is a potential evacuation route. Because the Deer Crest route proceeds through a gated, private development, its use would require coordination with the development to ensure the gates can be opened.

Evacuation analysis was conducted using VISSIM traffic modeling and simulation software for a non-ski day scenario (all five routes available, reduced visitor population) and a ski day scenario (S.R. 224, S.R. 248, Deer Crest route available only, full visitor population). Evacuation times for Park City are estimated at 3-4 hours and 7-8 hours for a non-ski day and a ski day respectively. A summary of these conditions is shown in Table 6-15 and the routes are shown in Figure 6-13.

Table 6-15: Emergency Evacuation Conditions Summary

	Peak Season (winter)	**Non-Peak Season** (non-winter)
Routes Available	S.R. 224 S.R. 248 Deer Crest gate	S.R. 224 S.R. 248 Deer Crest gate Guardsman Pass Hidden Hollow jeep track
Number of Vehicles to Evacuate	21,200	13,700
Evacuation Time	7-8 Hours	3-4 Hours

Figure 6-13: Emergency Evacuation Routes



PARK CITY COUNCIL WORK SESSION NOTES
SUMMIT COUNTY, UTAH
SEPTEMBER 15, 2011

Present: **Mayor Dana Williams; Council members Alex Butwinski; Joe Kernan; Cindy Matsumoto; Dick Peek; and Liza Simpson**

Tom Bakaly, City Manager; Mark Harington, City Attorney; Polly Samuels McLean, Assistant City Attorney; Michael Kovacs, Assistant City Manager; Jonathan Weidenhamer, Economic Development Manager; and Brooks Robinson, Transportation Planner

Dave Nicholas, IBI; Alison Butz and Andy Beerman, HPCA; Gordon Shaw, LSC Transportation Consultants

1. Elected Officials training. Mark Harrington discussed achieving a balance with open and closed meetings and conducting as much business in public as possible. However, members serve in other capacities and the public would be disadvantaged if some discussions are conducted in an open forum in which the other side could take advantage of that information against the interest of the public. He addressed *the meeting after the meeting* which is a violation of the Open Meetings Law and will impair an elected member's and the government's credibility if witnessed by the public. A meeting is three or more members of Council. Mr. Harrington pointed out that often the worst unethical decisions are made when people think they are doing the right thing, not when they are trying to deceive the public. Joe Kernan requested that the Legal Department define *City business* for members and Mr. Harrington indicated he will follow-up and quorums were again discussed. Polly McLean emphasized that state law requires annual training and she encouraged contacting legal staff if there is confusion about talking to a colleague about City business. Mark Harrington pointed out that the Mayor is allowed to vote under certain circumstances so he can technically count toward a majority. Ms. McLean stated that three members are needed to have a meeting, excluding the Mayor, but when meeting outside of this room and in order not to violate the rules, the Mayor is counted.

Polly McLean noted that the only change in the law in 2011 deals with electronic message transmissions, which means that members can text each other as long as the texting is not done during a meeting. She encouraged not discussing City business in text messages because they would then fall under the GRAMA Ordinance. Mr. Harrington interjected that Council cannot deliberate electronically. Ms. McLean pointed out that electronic meetings are permitted but Council has not adopted a resolution to allow for this like the Planning Commission. All meetings are noticed at least 24 hours in advance, except for emergency meetings. If an elected official knowingly violates the law, it is a Class B misdemeanor which is enforced by the County Attorney or the Attorney General. This law is important and the Legal Department's role is to protect members and the process.

2. Council questions/comments. Liza Simpson relayed that she attended a Library Board meeting. She thanked Destry Pollard for facilitating transportation for the summer camp kids to swimming and Police Officer Leslie Welker for her help in organizing the September 11 Memorial which was well done and attended. The Mountainlands Community Housing Trust meeting focused on the new facility in Heber. Joe Kernan attended the EarthWell Festival over the weekend where he learned about a new Utah company producing electric bikes and scooters and he also spoke about natural burials. Dick Peek stated that he attended City Tour to Fort Collins and Estes Park. Fort Collins has a lot of experience with budgeting for outcomes and meeting with staff was helpful. He also toured a nice co-housing project and found the social dynamic interesting. Cindy Matsumoto also participated on City Tour and she thanked the cities of Fort Collins and Estes Park for welcoming them and sharing information. She also thanked ReNae Rezac and Myles Rademan for organizing the trip. Biking is key in Fort Collins and she felt that there were great ideas to be learned from both communities. She voiced her support to the Summit Lands Conservancy's effort in raising $1 million to buy the Osguthorpe easement. Ms. Matsumoto stated that she has received a complaint from a Promontory resident about the obtrusive field lights at the Sports Complex and several of her neighbors share the same concern. She recalls staff looking into this, but doesn't remember why shields can't be installed and asked that mitigating the lighting be explored again. Alex Butwinski reported that he attended a Public Art Advisory Board meeting and progress is being made on public art for the MARC and art in the tunnels. He thanked the planning staff for holding the Old Town charette last night. He believed many good ideas were gained from the City Tour that may apply to Park City projects and programs. Mayor Williams commented on the value of the Leadership Class spending time with other city officials and staff. He discussed having dinner with the Mayors of Estes Park and Fort Collins. He described Fort Collins as a very advanced community because of its relationship with the University. He attended a nomination committee meeting for the ULCT Board of Directors. Mayor Williams commented on the controversy over the Shoe Tree and felt it is time to put the issue to bed. Alex Butwinski interjected that the keynote speaker Doris Kearn Goodwin at the ULCT conference was excellent.

3. Budget public process update. Michael Kovacs advised that the budget public process is basically *listening* to people and explaining municipal finances, the City's history and capital projects on the horizon to groups. Staff will be visiting the Chamber, HPCA, Lodging Association, Prospector Square Merchants Association, Board of Realtors and others. He pointed out the business talent in the community and staff is interested in hearing priorities from the public. Currently, eight meetings are scheduled but the list can be expanded. Liza Simpson supported the effort as the Lodging Association expressed its appreciation of the City's presentation last year at one of its membership meeting.

4. HPCA infrastructure study. Jon Weidenhamer referred to the Hyatt Palmer 2003 downtown study which emphasized the importance of collaboration among merchants and public-private partnerships. The funds for the 2011 IBI study were generated from the Business Improvement District and the parking fee increase. A placeholder of $419,000 from Main Street RDA increment exists to forward the findings of the study by advancing concept, design and development drawings.

Andy Beerman explained that it hasn't been an easy process but members have been working together to arrive at a global plan for the Street. He thanked City leaders and staff. He spoke about Council member Simpson directing him to past studies for the downtown core which were very helpful and used as the foundation for the infrastructure discussion during the HPCA Visioning Session. Discussions about Main Street began in 1995 with the General Plan and then crystalized with the 1998 Downtown Action Plan. He highlighted recommendations from the Downtown Action Plan which are still pertinent. The Old Town Improvement Study followed and the 2003 Downtown Task Force was later formed. Mr. Beerman stated that the resulting three top priorities are (1) create a downtown plaza; (2) expand the parking; and (3) enhance the pedestrian walkways, most of which has been accomplished. Mr. Beerman stated that the HPCA feels it is time for a new action plan which addresses the aging infrastructure and enhancements necessary to keep the District healthy and vibrant. Infrastructure represents needs and enhancements are wants which are closely related. For instance, replacing storm drains would be the appropriate time to expand the sidewalks which is the right time to upgrade the electric, etc. He stated that the membership is not expecting full commitment to the plan because it is incomplete but support moving forward with the design and ways to finance improvements. The goal is to create a downtown that is vibrant with smart infrastructure that supports both vehicle and pedestrian traffic and encourages visitors to linger and circulate.

Alison Butz stated that the group looked at the District as a whole. Many enhancements have happened like the Transit Center, China Bridge expansion, dining decks and public art. Private projects include the Museum, Egyptian Theater, Sky Lodge but the public space ties all of the private properties together. After visiting Fort Collins, she realized that things aren't in the best condition on Main Street and every day some visitor is seeing this. Main Street and Historic Park City is marketed by the Chamber to sell the community to visitors and our blemishes are often overlooked by residents. She stated that the HPCA brings in 22% of the annual sales tax revenue to the City and is second to the entry corridor. During the off-season, the percentage is 30%. The HPCA wants to maintain those numbers, stabilize and grow. Some of the plans will help sustain and enhance the visitors experience and increase revenues.

IBI Consultant Dave Nicholas pointed out that the primary elements include infrastructure, activities, amenities, attractions, and pedestrian improvements and coordinating them in an overall plan. Successful communities can be defined by a great public realm including a network of public spaces which results in a quality pedestrian experience and affects the social infrastructure of the community. He elaborated on the streetscape with the purpose of unifying the street through the use of consistent materials and guidelines. He identified potential street crossings and bulb-out locations. Anchor locations include the Brew Pub, Miners Park and the Trolley Turn-around which have the ability to become new attractions and to generate revenue. The plans for the Brew Pub Lot include parking, a plaza at street level, and an ice rink. The Trolley Turn-around and Coalition Park area has a conservation easement and there may be restrictions. The concept plan is for the area to act as a trailhead for Main Street as it links to the trail system. Mr. Nicholas explained that the concept for Miners Park is a renovation and reconfiguration of existing amenities so it is more functional for events.

Alison Butz suggested that if Council decides to convert the Main Street Post Office into a plaza that it be done on a parallel track with the construction of the Brew Pub improvements, but the group also feels that having the post office presence on Main Street is very important. Andy Beerman stated that the HPCA realizes that funding is tight and the group has no answers on how to fund these improvements, but has some ideas and members would like to work with staff. He felt that time is on our side and the HPCA feels a three to five year window will make the plan affordable to the community. Ms. Butz referred to the funding in the Main Street RDA and she asked that it be used for further consulting and engineering work because this area is the *crowned jewel* of Park City and used to market visitors. She requested that the plan be considered in the capital improvements budget over the next few years.

Liza Simpson asked that the plan be placed on-line and that the eyesores on Main Street, pointed out by Alison Butz, be addressed. Cindy Matsumoto agreed that some things should be fixed immediately. She also agreed that the open spaces in Fort Collins were really well done and there are a lot of things the City can do that don't cost a lot of money. The Mayor expressed that the future of the Main Street post office is important and the cost of the maintenance of potential improvements should be budgeted. Community support will be needed to fund the plan. Alex Butwinski commended the HPCA for its work on this project and commented on the great public art ideas in Fort Collins. Park City can do a lot better. Ms. Matsumoto asked if the total RDA balance of $400,000 is needed for engineering and Mr. Weidenhamer stated that he doesn't know as it will depend on the scope of the projects and there will be an on-going dialogue with Council. Tom Bakaly felt that the goal will be to identify costs and phasing similar to OTIS. The Mayor discussed prioritizing elements of the plan and pointed out that the Main Street post office may become the highest priority. He believed that collaboration, which was identified as a goal in the Hyatt Palmer study, has happened. Liza Simpson urged review of the conservation easement early in the process. Andy Beerman stated that he met with Summit Lands Conservancy and it was relayed that the plan will conform within the constraints of the easement.

4. Short range transit development plan. Brooks Robinson explained that the short range transit development plan is the operational plan and one of the pieces of overall transportation planning including the Transportation Master Plan and the General Plan elements. Engineering, Planning, Summit County and Wasatch County have been involved in early meetings. Regional relationships were examined, including the UTA Salt Lake bus service beginning October 3. He explained that the LSC team looked at current systems, capital expenditures, operational plans, and routing. Transit riders were surveyed in the winter and the summer. City Council member Simpson and County Council member McMullen are liaisons to the group and have been very involved in the planning stages and providing input. Mr. Robinson stated that Council was updated on July 7 and two public open houses were conducted.

Gordon Shaw, LSC Transportation Consultant, pointed out that he has done transit plan work for the City since 1998. The goal is to create a realistic and financially sound business plan. Summit County's partnership makes it a little more complicated. The plan covers a seven year planning period with the main focus on the first five years. The system should be expanded where it is warranted and be delivered in a financially sustainable manner.

The system includes fixed routes in the City and the County, ADA para-transit, dial-a-ride, and special events. Totals reflect 1.9 million passenger trips a year with 2/3rds of the ridership within the City and 1/3 on County routes. Mr. Shaw pointed out that the system started out as a winter service which is still the highest peak in service, but the off-season in the spring and fall are growing the fastest. The operating cost of the program is about $5.7 million. The fleet consists of about 37 buses and vans and 80 employees at the peak of service. After much analysis and running through a number of alternatives to feasibly put the routes together, the group arrived at a keystone of the plan that ultimately will provide 20 minute express frequency on SR224. Mr. Shaw detailed the County service, explained the 20 minute express proposal and discussed the proposed Kimball Junction transit center and the circulator service. Future Silver Creek and Redstone service was detailed and Mr. Shaw explained proposed service throughout the Canyons Resort and a future circulator.

Gordon Shaw stated that the Park City system has grown out into the County and will find more opportunities in the region to make more connections over time. The Salt Lake service will begin on October 3 which will be monitored and adjusted as needed. Service with a $3 one-way fare and/or bus passes to and from the Oakley/Kamas area twice a day is recommended. Another potential upgrade is service to Heber City which could make sense as a year-round service with two runs in the morning and two runs in the afternoon. Joint agreements regarding funding with Wasatch County and/or Heber City will need to be executed and some funding from the federal government may be available. The service is estimated at $28,000 a year. LSC's review of City routes confirm that they make a lot of sense and there are no areas warranting a new service. However, he recommended extending the hours of service which was the number one request from the public, specifically County service until 11 p.m. in the winter and Park City service until midnight. Mr. Shaw explained that dial-a-ride system usage indicates a future need for fixed service to Quinns Junction. He again discussed the Kimball Junction transit center which will probably break ground in a year. As Park City Mountain Resort develops, a better transit hub will be needed there and the Bonanza Park area will require more service and will serve as a transfer center. He addressed finalizing the transit operations facility at Iron Horse and park and ride at Richardson's Flats.

Capital purchases over the next seven years will include 15 buses, 6 small buses or vans, a trolley, bus stop improvements, and maintenance. Mr. Shaw explained the implementation of transit priorities for buses by adjusting the timing on signals. Advanced public transit system technology offers automatic vehicle location and automatic passenger counting. LSC examined the joint agreements with Summit County and feels they are equitable and do not recommend a change like the creation of a transit authority. Agreements with Wasatch County and Heber City will be needed to begin service in those areas. Maintenance of the County shelters was a criticism of users and under the plan the City would assume the responsibility and be reimbursed. There is a need for some administrative positions including a marketing manager and equipment coordinator.

Mr. Shaw pointed out that the County operating costs under the plan at year five is about a 45% increase in operating costs or $866,000 a year as well as a capital cost over the seven year period of about $5.4 million. The County has identified a range of funding sources. The Kimball transit assessment is key in funding the circulator. The City will experience a 22% increase to implement the City's plan and in year five will total $830,000. The budget for capital purchases is $7.3 million based on the current funding mechanisms. Future federal funding, however, is uncertain.

He recommended extending the hours of service this December and implementing the Canyons circulator express modifications by the summer. Next year, the Heber City service is suggested to begin and the County begins construction on the transit center. In two years, the winter Kamas service is suggested to be implemented and in 2014-2015, the Kimball Junction transit center opens and the circulator and County routes are implemented. The plan will expand transit services to new areas, enhance service to key activity centers, increase the overall transit program by about 24%, and increase ridership by 33% while reflecting improved efficiencies in the system. In response to a question from Alex Butwinski about determining need, Mr. Shaw explained the importance passenger counts. Circulator service from Redstone to the new transit center was discussed. Brooks Robinson pointed out that the plan is scheduled for adoption in two weeks. The Mayor invited public input; there was none.

Prepared by Janet M. Scott, City Recorder

PARK CITY COUNCIL MEETING
SUMMIT COUNTY, UTAH
SEPTEMBER 15, 2011

I ROLL CALL

Mayor Dana Williams called the regular meeting of the City Council to order at approximately 6 p.m. at the Marsac Municipal Building on Thursday, September 15, 2011. Members in attendance were Dana Williams, Alex Butwinski, Joe Kernan, Cindy Matsumoto, Dick Peek, and Liza Simpson. Staff present was Tom Bakaly, City Manager; Thomas Eddington, Planning Manager; Kayla Sintz, Planner; Roger McLain, Project Manager; and Mark Harrington, City Attorney.

II COMMUNICATIONS AND DISCLOSURES FROM COUNCIL AND STAFF

9-11 Memorial Event- Liza Simpson thanked members of the Police Department in attendance for their help in organizing the 9-11 Memorial Event held over the weekend which was very well done and attended.

III PUBLIC INPUT *(Any matter of City business not scheduled on agenda)*

1. 4th of July Celebration - Roger Strand, President of the Park City Ambassadors, thanked the Park City community and government for making the 4th of July a very memorable occasion and he named a number of City employees who helped with the event. On another subject, he commended the Council for keeping the Shoe Tree.

2. Lower Main Street Walking Bridge – Mike Sweeney invited the public to enjoy the pedestrian bridge decorated with yarn as a part of the Park Silly Sunday Market festivities.

IV WORK SESSION NOTES AND MINUTES OF MEETINGS OF AUGUST 25, 2011 AND SEPTEMBER 1, 2011

Liza Simpson, "I move we approve the work session notes and minutes of the meetings of August 25 and September 1, as corrected". Alex Butwinski seconded. Motion unanimously carried.

V CONSENT AGENDA *(Items that have previously been discussed or are perceived as routine and may be approved by one motion. Listed items do not imply a predisposition for approval and may be removed by motion and discussed and acted upon under "Additional Discussion – Agenda Items")*

Mayor Williams stated that Wesley Garrett, International Sales Manager of SoundTube, requested a proclamation recognizing the power of AV technology in its variety of applications. He presented a signed resolution to Mr. Garrett.

Alex Butwinski, "I move to remove Item 3 from the Consent Agenda to ask a question". Dick Peek seconded. Motion unanimously carried. Cindy Matsumoto, "I move that we approve Consent Agenda Items 1 and 2". Liza Simpson seconded. Motion unanimously carried.

1. Consideration of a Resolution proclaiming the week of October 16 – 22, 2001 as Audiovisual Week in Park City, Utah – Staff recommends approval.

2. Consideration of an amendment to the contract for state lobbying services with Legislative Executive Consulting, LLC for an additional $40,000 for the 2012 legislative session, in a form approved by the City Attorney – Staff recommends approval.

3. Consideration of a professional services agreement with czb LLC for the General Plan Balanced Growth Study in the amount of $38,583, in a form approved by the City Attorney – Alex Butwinski asked the methodology contemplated for the study. Thomas Eddington explained that staff will work with facilitator Charles Buki in utilizing existing GIS, budget, and financial data to help identify growth patterns. This new information can be added to the Design Workshop Study to help guide growth. Alex Butwinski, "I move to approve Consent Agenda Item No. 3". Liza Simpson seconded. Motion unanimously carried.

VI RESIGNATIONS AND APPOINTMENTS

Consideration of the appointment of a member to the Public Art Advisory Board for a term expiring June 2013 – Alex Butwinski, "I move to appoint Maren Mullin as a member of the Public Art Advisory Board for a term expiring June 2013". Dick Peek seconded. Motion unanimously carried.

VII NEW BUSINESS *(New items with presentations and/or anticipated detailed discussions)*

1. Consideration of an Ordinance amending the Land Management Code adding Historic Preservation Board review and approval for historic reconstruction and disassembly processes in Park City, Utah – Planner Kayla Sintz displayed a chart comparing noticing requirements for 657 Park Avenue under the old guidelines and current noticing requirements. She explained that this proposed amendment involves adding the Historic Preservation Board to the review process to approve reconstructions and disassemblies of historic sites on the Historic Sites Inventory. Part of this discussion came about from the reconstruction project at 657 Park Avenue, regulated under the old guidelines and the second reason was the February 2011 joint session with the City Council and the HPB. Ms. Sintz relayed that direction was to assign the HPB as the review authority instead of staff for reconstructions and disassemblies. The Planning Commission recommended a definition for disassembly also known as panelizations. *Panelizations* is a common term in Park City but it is not a trade or historic term and using the word disassemblies is encouraged and defined in the Land Management Code regardless of whether or not this amendment is adopted. If reconstructions are reviewed, she recommended considering review of disassemblies because they have the same effect. She referred to her staff report pointing out the time line for an application if the HPB were to review a reconstruction versus staff and the inclusion of criteria for disassembly and criteria reconstruction. Staff is not proposing to change that criteria; it is simply who would be the review authority for these types of applications.

Kayla Sintz stated that staff is recommending that this item be continued so that the HPB can be in attendance. With regard to Planning Commission action, she clarified that Charlie Wintzer was in favor of the LMC amendment but didn't vote as the Chairman but three voted to forward a negative recommendation with two members absent. The 2009 Historic District Guidelines have clear and solid criteria regarding disassembly or reconstruction. Public and Commissioner comments reflect reluctance of putting applicants through an additional step, interest in seeing if the new Guidelines in place will address concerns about noticing, a belief that staff has adequate professional training which members of the HPB do not necessarily have, and a preference for maintaining the HPB's appeal authority.

Ms. Sintz felt that the concerns about the 657 Park Avenue application was that no one really knew what was going on at the site and when the new Guidelines were rewritten, significant steps were put into place to get input from the public before staff conducted a review and to broaden the scope of noticing to not only adjacent neighbors but to owners within 100 feet of the project and any one that provided written comment. She also described the new noticing signs for properties which have been very effective. A sign for reconstructions or significant additions will be on-site for the entire length of the project and the information on the sign will include summary before and after photographs. Ms. Sintz emphasized that these new practices have been working. In response to a question from Dick Peek, she explained that the Board of Adjustment is the appeal authority for HPB decisions.

Cindy Matsumoto believed that demolitions should be carefully monitored to save historic elements and is concerned about broadening the process to disassemblies from panelizations, Thomas Eddington clarified that demolition by neglect is not permitted and the property can be liened to secure the structure. The actual definition of disassembly is similar to panelization but is consistent with the uniform definition from the Department of the Interior. The act of saving certain panels and/or siding boards remains the same and the process is actually stricter so the City has gone further. He explained that reconstruction could include original elements but is generally considered a new structure.

Ms. Matsumoto believed staff is proposing a broader solution than directed by Council and understands why a number of Planning Commissioners rejected the proposal. Joe Kernan believed that more public input will be received at HPB meetings than during the staff review process. Thomas Eddington explained that notice is sent to owners within 100 feet of a project and adjacent owners seem comfortable coming to the Planning Department to review applications and documents and he didn't necessarily feel that there would be an increase in public participation at HPB meetings. Kayla Sintz added that currently there is an average of about three phone calls and one to two people coming in on an application depending on the scope of a project and its location. The Mayor opened the public hearing.

Jeffrey Riehl, general contractor, stated that he spoke at the Planning Commission hearing and his concern is that adding the HPB review to the process is redundant and lengthy. The Planning and Building Department staff is very competent. He commented that the oldest buildings are not usually the healthiest structures and the HPB could help the community in researching building practices that benefit the historic nature of the community but not necessarily be involved in all decisions.

With no further comments, the public hearing was closed. Liza Simpson felt it would be helpful for the Council to conduct its tour of the City-owned Park Avenue properties before the next public hearing on this matter. She is not convinced that the new requirements are needed with the new practices in noticing. Liza Simpson, "<u>I move that we continue this to the 27th of October</u>". Alex Butwinski seconded. <u>Motion unanimously carried</u>.

2. Consideration of authorization to the City Manager to execute a Construction Agreement for the Last Chance Waterline Replacement and Pump Station Modifications, in a form approved by the City Attorney – Roger McClain explained that this is a critical project and the schedule has been compressed considerably to complete it. He described the location of the Last Chance Pump Station at Snow Park to serve the upper Deer Valley area. The pipeline was examined during recent failures where significant corrosion was found which prompted concern. Staff met with Deer Valley Resort about the urgency of the repair so it could be timed appropriately with its operations. The pipeline is a 12" 500 to 555 psi line providing culinary and snow making service and the new alignment will be an improvement for the Resort. Staff pre-qualified contractors and ordered parts to expedite the project and the City received a range of bids today. Mr. McClain reported that the low bidder, SCI Inc, is recommended to be awarded the project at $273,918, which represents labor and not materials. The Mayor invited public input; there was none. Cindy Matsumoto, "I move that we authorize the City Manager to execute a Construction Agreement for the Last Chance Waterline replacement and Pump Station modifications to SCI Inc.". Liza Simpson seconded. Motion unanimously carried.

VIII ADDITIONAL DISCUSSION – AGENDA ITEMS

IX ADJOURNMENT

With no further business, the regular meeting of the City Council was adjourned.

MEMORANDUM OF CLOSED SESSION

The City Council met in closed session at approximately 2 p.m. Members in attendance were Mayor Dana Williams, Alex Butwinski, Joe Kernan, Cindy Matsumoto, Dick Peek, and Liza Simpson. Staff present was Tom Bakaly, City Manager; Michael Kovacs, Assistant City Manager; Tom Daley, Deputy City Attorney; Thomas Eddington, Planning Manager; Joan Card, Environmental Regulatory Manager; Heinrich Deters, Trails Coordinator; Polly Samuels McLean, Assistant City Attorney; and Mark Harrington, City Attorney. Alex Butwinski, "I move to close the meeting to discuss litigation ad property". Dick Peek seconded. Motion carried unanimously. The meeting opened at approximately 3:30 p.m. Liza Simpson, "I move to open the meeting". Dick Peek seconded. Motion unanimously carried.

The City Council again convened in closed session after the adjournment of the regular meeting at approximately 7 p.m. Joe Kernan, "I move to close the meeting for property and litigation". Dick Peek seconded. Motion unanimously carried. The closed session concluded at approximately 7:30 p.m.

The meeting for which these minutes were prepared was noticed by posting at least 24 hours in advance and by delivery to the news media two days prior to the meeting.

Prepared by Janet M. Scott, City Recorder

CITY COUNCIL/ PLANNING COMMISSION
JOINT WORK SESSION
AUGUST 25, 2011

City Council Members: Dana Williams, Cindy Matsumoto, Alex Butwinski, Dick Peek, Liza Simpson, Joe Kernan

Planning Commission: Charlie WIntzer, Brooke Hontz, Julia Pettit, Jack Thomas, Mick Savage, Adam Strachan, Nann Worel

Ex Officio: Mark Harrington, Polly Samuels McLean, Francisco Astorga, Katie Cattan, Kayla Sintz, Matthew Evans, Michael Kovacs, Phyllis Robinson, Tom Bakaly

Mayor Dana Williams opened the joint work session at 6:15 p.m.

Charles Buki, a consultant from Alexandria, Virginia, was hired by the City to work with the City Council and Planning Commission on a range of issues. This was the third joint work session. The City Council and Planning Commission had participated in a survey and the primary objective this evening was to discuss the results. Mr. Buki stated that in facilitating the last two sessions, he heard five main issues. One was to follow the data presented by the design workshop and the summary of Vision 2009. He believed there was consensus that redevelopment is necessary. The second issue was that redevelopment is necessary; however, it must be prioritized regularly and annually with what was agreed to at the first meeting. They have not yet worked out the how and why details of the process, but it should be jointly done with Staff involvement, and not shunted from one component to another.

Mr. Buki remarked that the third issue was that redevelopment decisions needed to be grounded in individual district definitions. What the posture for leadership in Park City might be for one section of town might not dictate somewhere else. That would have to be formalized in the planning and redevelopment process.

Mr. Buki stated that the fourth issue was a portfolio context. As an example, they have one set of priorities for Lower Park and another set of priorities for Old Town. The two are in the same marketplace and need to be in balance. The final issue was the core values that were identified in 2009. They can be difficult to interpret, and they need more clarity to push them down further.

Mr. Buki noted that in the first two meetings the Planning Commission and Council talked about trade-offs. To that issue, they would be discussing the term “give and get” this evening. Mr. Buki remarked that at the end of the second meeting they talked about equity, particularly affordable housing, and what happens when the market and housing prices outpace incomes. To intervene requires resources and resources trigger a trade-off question.

Mr. Buki stated that three weeks ago they designed a survey and everyone present participated. The surveys were anonymous. He had aggregate data for what everyone in the group had expressed. He would go through the results of the survey and then try to apply the survey results. One would be to look for district clarity and direction, focusing on Lower Park, Bonanza Park, and Old Town at a high level. They would look at the “give and get” implications for each of the three and the supplement plan issue. Mr. Buki intended to work specifically on Bonanza Park this evening. Lower Park and Old Town had their own issues to be addressed. Most importantly they needed to work on strategic plan priorities with regards to redevelopment, apply agreements to the specific areas, and get a real framework for the strategy and how lit lines up with the General Plan process.

Mr. Buki pointed out that much of the discussion this evening would be review. As a facilitator, he would be looking for indications that he was accurately interpreting their comments. He would take silence as sign of agreement. Mr. Buki stated that if someone had a complaint, this was the time to make it known.

Mr. Buki stated that the Visioning take away was to keep Park City as Park City. It is easy to say but difficult to do and hard to understand what it means. Essentially they had building blocks that were value based, which included sense of community, small town feel, historic character and natural setting. In the first session they determined that it implied that certain choices and trade-offs would need to be made. When they look at all the influences and characteristics, they end up with categories of environment, economy, equity and quality of life. Mr. Buki referred to those as measureable categories. With some metrics and objectivity on a quantifiable basis, when proposals come forward they can be somewhat confident that they are agreeing to something that gives equity for a trade-off, such as environment or economic prosperity.

Mr. Buki stated that in the survey he tried to poll the group to get a sense of how they ranked the issues on a city-wide and district basis. As a body, they would be accountable for these positions and not allow it to sit stagnant. It is important that they be clear about what they want. Mr. Buki noted that in the survey they were asked to prioritize the core values, and as they applied them to Old Town, Bonanza Park and Lower Park, to prioritize these measures in the same areas by district. They were asked to describe the current and future character of each, using planning terms and current and future functions. The survey also asked the participants for a list of uses that should be encouraged as well as discouraged. In terms of gives and gets there are many tools, including tax abatement, cash tools, and cash in lieu of tools. The survey specifically focused on two; density and height.

Mr. Buki reviewed the following table and discussed the survey results.

	OLD TOWN	BOPA	LOPA
CORE VALUES	• **Historic Character** • **Sense of Community** • Small Town (feel) • Natural Setting	• **Sense of Community** • **Small Town (feel)** • Natural Setting • Historic Character	• **Sense of Community** • **Historic Character** • Small Town (feel) • Natural Setting
MEASURES/ LEVERS	• **Quality of Life** • **Economy**	• **Economy** • **Equity** • Quality of	• **Equity** • **Quality of Life**

	• Equity • Environment	Life • Environment	• Economy • Environment
CHARACTER – **NOW**	• **Historic** • **Funky** • Threatened • Cultural/Arts	• **Underutilize Rundown** • Uniform • Uninviting	• **Lacking Identity** • **Underutilized** • Rundown • Uninviting
CHARACTER – **FUTURE**	• **Historic** • **Vibrant** • Funky • Cultural/Arts	• **Vibrant** • **Affordable** • Multi-Generational • Contemporar	• **Affordable** • **Diverse** • Inviting • Strong Identity
FUNCTION – **NOW**	• **Restaurant** • **Tourist** • Shopping • Visitor	• **Mixed Use** • **Small Business** • Everyday • Commercial	• **Restaurant** • **Recreation** • Residential • Open Space
FUNCTION – **FUTURE**	• **Restaurant** • **Tourist** • Shopping • Visitor	• **Mixed Use** • **Local** • Small Business • Everyday	• **Restaurant** • **Open Space** • Recreation • Visitor

Mr. Buki stated that based on the survey for Old Town, historic character and sense of community out-ranked natural setting and small town feel. The overwhelming core value was historic character. Natural setting was rated the lowest.

Commissioner Savage wanted to know how many people were asked to participate in the survey and how many responded. Mr. Buki replied that everyone on the Planning Commission and the City Council were asked to take the survey and everyone responded

Mr. Buki stated that quality of life and economy were two critical pieces for measuring “gives and gets”. The environment for Old Town ranked low. In terms of character and function now, everyone described it as historic and funky. They also said it was threatened and had a large cultural and arts component. In terms of function, it was restaurants, district tours, oriented shopping district, and visitors. In terms of how they see Old Town’s future, it was very similar to how it is now. One difference was that they replaced threatened with vibrant. Therefore, when it comes time to develop a policy position on Old Town, they need to be thinking about what is specifically threatened, what they mean by vibrant, how the two relate, and what it says about redevelopment or General Plan implications for that district.

Mr. Buki remarked that the survey reflects what they said. When it comes time for development strategy planning, if they back off from what they said in the survey, it is important to know the specifics of why they were backing off.

Council Member Matsumoto stated that she was conflicted with natural setting. Having the natural setting is crucial and she did not want it to go away; but natural setting is given and she could not understand how they would have the ability to make it go away. For that reason she looked at other values to be number one. Ms. Buki understood her concern because the meaning is unclear. He stated that as they break into small working groups or partner with Staff, they need to go one step further and think about what those values specifically mean with regards to Old Town.

Mr. Buki provided survey results for Bonanza Park and noted that sense of community and small town feel outpaced natural setting and historic character. The “give and get” levers were economy and equity. He pointed out that in Old Town quality of life was extremely important. In Bonanza Park it was the economy, which he has always used as economic prosperity. However, it is counter-weighted with equity. Mr. Buki noted that all the survey participants checked boxes for under-utilized, rundown, uniform, uninviting. He clarified that the question only rated the character. It did not mean that Bonanza Park does not generate revenue or was not prosperous. Regarding current function, the survey showed mixed-use, small business, responsive to everyday needs of the community, and commercial in nature. They all wanted it vibrant and affordable, multi-generational and contemporary. He noted that local rose to the top priority.

Commissioner Pettit joined the meeting at 6:34 p.m.

Mr. Buki remarked that the survey questions provided a number of opportunities to describe “local” in different ways. Commissioner Strachan stated that he had marked “everyday” on the character function of the future. It was high on his list because he thought Bonanza Park would be an area where they would go to get every day things such as soap and toothpaste. He asked how others saw that in the survey. Mr. Buki remarked that the survey provided a list of 16 answers and he only isolated the top four. Commissioner Strachan noted that “everyday” was ranked #4, but he was surprised that it had not ranked higher.

Council Member Simpson thought the answer for local also spoke to everyday. In her mind some of it was a trade-off, but it was not meant to be based to the ski area.

Mr. Buki presented the survey results for Lower Park Avenue, noting that sense of community rated very high. He felt that was accurate because it matched the conversation at the last meeting and it was consistent with the 2009 Visioning. Mr. Buki stated that this was when equity rose to the top, and the group had clearly expressed a viewpoint. If they have any control over what occurs with Lower Park, equity is an important factor. He indicated areas where environment was checked. Rather than assuming that environment was a low priority, Mr. Buki believed it was meant to satisfy the environmental requirements outside of the district in other ways. The survey also indicated that Lower Park lacks identity, is under-utilized, rundown and uninviting. The rankings for function were resort-dominated recreation, residential, open space and mixed use. He noted that affordable was a universal response. Mr. Buki indicated the breakdown for equity, affordable, and diverse. He thought the equity argument was consistent.

Mr. Buki stated that the survey results as a whole created a redevelopment template. He remarked that six weeks ago when these sessions started, there was little clarity. They now have verbiage, service of boundaries, and some agreement on what should occur in each district. The problem to solve is how to get from the “now” to what they want in the future. Mr. Buki offered a possible solution process. He would look at the top levers, current functions and character, and the main future function and character as the core framing questions that need to be addressed. For example, in Old Town they need to look at what they would be giving up to get quality of life and revenue in Old Town, and at the same time maintain the historic fabric and a vibrant destination with restaurants and cultural arts. Mr. Buki clarified that he extracted the question from the survey.

In terms of Lower Park Avenue, the question is what to give up or pay for to get affordability and identity, but would still result in an inviting resort and recreation area with open space. He reminded them that they would have the ability to trade back and forth on some things. Mr. Buki commented on the importance of reaching a main objective in each of these districts.

Council Member Simpson referred to Lower Park Avenue and stated that when she answered the question she specifically considered the parks as open space, which included City Park and the park by the library. Mr. Buki understood that the intention was to protect existing open space. He remarked that the City could also decide to buy out four or five condos to create additional open space. Council Member Simpson clarified that from her perspective, it was about protecting and maintaining open space as opposed to trying to create more open space in that neighborhood.

Council Member Matsumoto recalled that one survey question specifically addressed parks. She shared Ms. Simpson’s perspective to maintain existing open space in the area. She also wanted trails and connectivity. Mr. Buki stated that when it came to trading density and height, one of the options was to trade for open space. He referred to the feedback from the survey to show the extent to which some were willing to place that as a high priority.

Commissioner Wintzer asked if Lower Park Avenue included the resort parking lot. Mr. Buki answered yes. Commissioner Wintzer thought that was confusing. Most of the questions related to what he considered Lower Park; however, the resort parking lot is more like its own island within that area. Commissioner Thomas agreed.

Mayor Williams stated that they were in the center of an urban area and when the community thinks of open space they think of Round Valley. He pointed out that Park City lacks a good definition of urban open space. He remarked that in Lower Park Avenue it is critical to have green spaces such as the City Park and the library field. He was unsure if Bonanza Park needed the same type of large park open space, but there was an evident need for large open areas where people could congregate. Mr. Buki suggested that they look towards the policy direction rather than the prescriptive direction, which is open space as a priority for specific reasons. It should be defined in the General Plan to represent the core, rather than articulate a specific strip of land as open space.

Council Member Matsumoto stated that her view of Lower Park included the resort parking lot. She noted that the re-development area stretches up to approximately Ninth Street, encompassing a large section of what people think of as Old Town. A residential area of Old Town is still in Lower Park Avenue. Ms. Matsumoto thought it was important to look at that as they delve into it further, because it is different from lower Lower Park Avenue.

Council Member Simpson concurred with Mayor Williams that they need a good definition of urban green space or open space. The spaces do not have to be large and they do not all need to be gathering spaces. Mr. Buki remarked on the importance of getting the definition reduced and as finite as possible going into the last stages of the General Plan re-write.

Commissioner Thomas thought it appeared they were looking at the matter as satellites or separate entities of unique neighborhoods. Mr. Buki replied that they were for now. Commissioner Thomas assumed they would eventually talk about how they connect the fabric of movement and green spaces through the community to knit the neighborhoods together. As an example, Boise has a river that strings the community together and runs through the neighborhoods. Commissioner Thomas believed the conversation was about more than just the neighborhoods. They also need to talk about how to connect them because that creates the vibrancy and dynamic of comparison and contrast and exposure and discovery.

Mayor Williams remarked that several years ago a few people from Park City attended a Designing Public Open Spaces Conference in Chicago. The keynote speaker was Joe Riley, the mayor of Charleston. Mayor Williams noted that downtown Charleston has a lot of pedestrian oriented areas where people congregate. However, during that conference they were shown time-lapsed photographs of expensive areas of public space that no one used. The spaces were nice but they did not draw people. They then showed what Mayor Riley had down over the course of 35 years in downtown Charleston by actually picking specific locations and defining what would occur in those spaces to draw people in and interconnect buildings and places. Mayor Williams thought the report from that conference could help them now in terms of trying to define what they are looking at and what urban open space means and how it functions. Mr. Buki stated that from the standpoint of urban design, at some point and as a matter of public policy, they would need to make a decision to invest in the connectivity of how places link to one another.

Mr. Buki stated that the next step was how to move from now into the future. He proposed that they take the districts apart, move the pieces around and test it out.

Commissioner Wintzer disclosed that he owns property in Bonanza Park and during the conversation he would try to discern whether or not he was talking from the standpoint of a property owner.

Mr. Buki remarked that the process so far had put them in a good position of communicating a set of redevelopment priorities, which is central and parallel to the process of rewriting the General Plan.

Mr. Buki suggested that they delve into Bonanza Park. The intent was to get clarity on their thoughts from a policy point of view when it comes to Bonanza Park and how it relates to the wider context.

Mr. Buki summarized the survey results for Bonanza Park, which pointed towards achieving a vibrant, affordable, multi-generational and contemporary area. He believed that raised three questions for discussion. The first was what the City is willing to give in order to get, and what it is they want. Council Member Matsumoto stated that they wanted affordable housing. Mr. Buki thought that made sense because equity was a priority lever. Council Member Matsumoto thought it was also important to have affordable rent for retail business. Mr. Buki presented an example of cost to the developer versus the affordable rate. He noted that the difference needs to be paid by someone, which is the give part by the City. The question is what they are willing to give. Mr. Buki emphasized that you have to give something to get something because nothing comes for free.

Mr. Buki remarked that the second question was what they wanted to encourage on a district basis, and what they wanted to discourage on both a district and city-wide basis. The survey gave them the opportunity to say what they did not want to see anywhere, under any circumstance. Part of this discussion was how that applies to Bonanza Park and what tools they can use to achieve it. He noted that a tax break was an example of a tool that could be used to recruit or retain certain types of small businesses.

Commissioner Strachan suggested that the universal tools the government had may be limited. He was unsure what tools they would have beyond a subsidy or a tax break or possibly a less restrictive Code. Mr. Buki replied that in general they could bond and pay with cash. He noted that many communities streamline the approval process to encourage getting what they want. He noted that density and height are the major tools for areas that have a growth boundary.

Commissioner Strachan stated that for future meetings, when they talk about the General Plan they should think about additional tools. Many of the available tools have been used in the past but have not always worked. He was certain they could come up with better ideas. Mr. Buki replied that the tools he mentioned were the ones most commonly in play, but he encouraged them to look for other tools.

Regarding encouragements and discouragements, according to the survey, the number one answer for Bonanza Park was to encourage locally-owned commercial. The second was to encourage affordable housing. The third was to encourage a small business incubator. They also wanted to encourage parks, open space, and some type of campus. They wanted medium-size commercial, and were unwilling to encourage a multi-use facility expo center. Mr. Buki stated that they discouraged single-family homes, a museum, and big-box business. They also discouraged nightly rentals. Council Member Kernan asked where hotels ranked on the survey, noting that Bonanza Park currently has hotels. Mr. Buki replied that hotels were lower on the list.

Mr. Buki remarked that the data showed consensus and a strong sentiment to discourage big-box business anywhere in Park City. There was overwhelming consensus to encourage affordable housing. Discouraging national franchise scored high . A multi-use expo center facility scored fairly high, yet something that was discouraged for the entire City was a mini-convention center.

Mayor Williams asked what that meant in terms of the results, where something ranks high in encouragement, but ranks low for being acceptable anywhere in the City. Mr. Buki replied that it was a split.

Regarding hotels, City Council Member Simpson remarked that Park City is a sophisticated community and they make bright line differentiations between a hotel, nightly rental, condominiums versus stacked flats versus duplexes. When she answered that question, she was thinking about nightly rentals as being completely different from a hotel. She thinks of condominiums as nightly rentals, as opposed to a hotel or a bed and breakfast. Ms. Simpson thought they may be seeing the same language difficulty with the expo, multi-event center. In random discussions, the only consensus was that a multi-event facility needed to be a size that could house Sundance screenings. There was a large range in discussion regarding what that facility might look like.

Commissioner Wintzer stated that the Planning Commission has never had the opportunity to discuss that type of facility. City Council Member Simpson clarified that the City Council has not had that discussion. She was referring to random public conversations.

Mr. Buki pointed out that there were different ideas on what this means, and until there is clarity on the issue, they would have a harder time voting for or against something that is described as a multi-use facility.

Mr. Buki recommended two important questions that should drive the discussion as they begin to transcend planning and move to redevelopment strategies for any of the districts. The first question was what they want to encourage or prevent, and the form of payment for getting the “wants”. The second question was whether both the City Council and Planning Commission were fully aware that the choice set is rarely what is proposed versus what they want; and more typically, what is proposed versus what is allowed. Mr. Buki stated that like most Planning Commissions and Councils across the Country, they wrestle with what is proposed versus what they want, and that is a false choice. They need to redirect their thinking to what is proposed versus what is allowed. As an example, they may not want a national franchise, but if it is allowed by Code they would need to find a way to buy-down that developer or owner. Another option would be to change the Code.

Council Member Matsumoto thought planning was one of their biggest tools to get what they want. Mr. Buki replied that planning is the tool box and only half of the process. The other half is how to pay for it. He used the bond issue as an example of having to pay to get what they want.

Council Member Simpson believed Ms. Matsumoto was referring to a comment the Mayor had made a number of times, that in the past they used to incentivize affordable housing and now they require it. Mr. Buki stated that as the market exploded from 1992 to 2000 it migrated from an incentive to a requirement. It reached a point where front end environmental costs, front end pre-development planning, and the subsidies to deliver the affordable requirements were close to $200,000 per unit in a $650,000 market. When the spigot opened for financing, the developers took the advantage. However, when the market began to change direction, the community had to realize that it was no longer viable for developers to meet the requirements. Mr. Buki suggested that the City look at the arc and consider whether this was the type of market they want going forward. He cautioned them to be careful about how much they require and what effect it would have on someone's decision to move forward.

Council Member Kernan thought they needed to better define national franchise. Mr. Buki noted that there was a peril to naming one franchise, since its definition would cause individuals to feel one way or another based on how they feel about the service or product it provides. Mr. Buki provided examples of McDonalds, Walgreens, CVS, Hooters and In & Out Burger, which there was no consensus to allow or prohibit, and asked why they were relevant to Bonanza Park.

Council Member Simpson thought the franchise question may have been more driven by size. She was not fond of having a national chain like the Harley store on Main Street, but it may work in Bonanza Park. Mr. Buki noted that it was clear from the survey that a chain they would not want to allow in one area may make sense in another area. Based on the survey, resistance to a national franchise spoke to Walmart, fast food chains, medium size pads, and national retailers similar to Kimball Junction. Nearly everyone in the survey made it clear that they do not want Park City to be anywhere USA.

Council Member Kernan pointed out that for some items people run to Walmart, Costco, Home Depot and other national chain or big box retailers. He suggested that if Park City had a larger store, such as a Target, that was hidden by smaller locally owned stores, it would keep the sales revenues in town and the community could purchase those types of items without having to drive to Kimball Junction.

Mayor Williams pointed out that Kimball Junction and Silver Creek provide that type of retail and is not that far away. Historically, the size of the buildings on Main Street has been the biggest deterrent for big box and chains in Park City, and that has controlled the business district. It was very limited in terms of what national chain could utilize that space. Harley came up with a good idea. It is a nice space and they did a good job. Mayor Williams stated that Burger King was another chain that changed their normal form to fit in the community. Most chains are not willing to make those changes. Mayor Williams was adamant that the majority of people in the community do not want big box stores in Park City. Mr. Buki stated that the Mayor's opinion was supported by the survey.

Commissioner Savage asked if there was a distinction between big box and franchise, because there are franchises in Park City. Commissioner Wintzer believed the issue was size. During the General Plan re-write for Bonanza Park they spent many hours talking about size to make sure they did not allow something that would discourage local business. In the end, no one would formulate a size and it was left open. Commissioner Savage asked if it was possible to have a Code that prohibits a national franchise regardless of the size of the property. Mr. Buki stated that they could set up local districts if it was allowed by State law. He noted that the encouragements and discouragements for the General Plan were still a non-binding framework. In Bonanza Park what they discourage can still occur. Therefore the position is what is proposed versus what is allowed, rather than what is proposed versus what they want. Mr. Buki felt it was important for them to acknowledge that fact, recognizing that it is not limited to Bonanza Park. The message during the design workshop was that if competition is waning and not in reactive mode, the City should take the same position.

Planner Katie Cattan asked if the consensus was definitely on size and not the economy. Using Council Member Kernan's example of a small, less visible Target, she asked if the issue was the size of the building or the money that flows through it. Commissioner Wintzer believed there were two parts to the issue. One was the desire for local owned commercial business. The second part is that a franchise is designed to attract people from outside the local community. The question is whether they want to invite people from Heber to shop in Park City or whether they want to keep it for the locals. Mr. Buki believed the question went further than that. There is merchandise that appeals to local customers, and the local equity of the cash flow for local ownership. There is also real estate ownership. Both can be local/non-local. He remarked that the City has to determine what they mean by local and to decide what is too big in terms of size. Mr. Buki pointed out that size is only part of the issue. Companies that reduced the size of their buildings still found that people objected to other things such as products from China. Mayor Williams remarked that recently the Ritz Hotel chain disregarded their standardized model on the realization that their typical architectural design could not be used in certain markets because the communities would not accept it.

Mr. Buki stated that the City Council and Planning Commission needed to go through their planning tools to see if they were sufficient to shape, confirm, ratify or reject what they want for Bonanza Park.

Council Member Simpson thought it was important to first define local. She thought it was more than just a square footage question. It is a combination of size and function. They need to qualify what they mean by a business that serves locals, which is also part of the local definition. She pointed out that Subway is a national franchise but it is locally owned. When she looks at the word "everyday", a CVS fits in. Mr. Buki encouraged the group to visit the Triangle District outside of Santa Fe to see a completely local area that is funky and contemporary, but does not affect Santa Fe's core city.

Mr. Buki commented on height and density as City-wide tools. He noted that nearly everyone in the survey was willing to give up height if they could be assured of getting an adopted neighborhood design guideline for Bonanza Park. High votes also went to open space, smaller building footprint, reduced Co2, benefits to local business, protection of view corridor, affordable housing. As a group, they said that if a proposal came forward and it appeared to fit what they wanted to achieve, they would be willing to trade height. However, the fact that protecting the view corridor was part of the trade-off indicated that they were not willing to trade a lot of height. Mr. Buki clarified that three people who took the survey would never trade height. He stated that height results in more revenue, but it has a consequence of creating a street wall if it is done poorly.

Mr. Buki remarked that four people would not consider trading density, and all four came from the same body. For those willing to consider density, it was in play as long as it protects historic structures, had right-of-way dedications that provide better connectivity, affordable housing, environmental gains, reduced Co2, and if there was an adopted neighborhood design guideline.

Commissioner Savage found it confusing to consider this on a city-wide basis. He could imagine people having very strong positions on questions related to height and density in certain parts of town.

Council Member Matsumoto wanted to know why they would have to pay in height or density for neighborhood design guidelines. She did not understand why they could not just have design guidelines. Mr. Buki clarified that the survey showed they would be more inclined to talk about height exceptions only if the trade-offs were in place. Without a guideline, height and density would be off the table. Commissioner Wintzer pointed out that you can do things in a design guideline that are hard to do in the Code. If they can achieve a design guideline that targets the direction they want to go, it modifies the Code without an actual Code modification because the owner of the property agreed to build to specific standards. Mr. Buki agreed. He remarked that having a design guideline closes the gap on trying to work with the LMC to allow a project they like, or find a way to disallow a proposal they do not like.

Council Member Matsumoto stated that she favored design guidelines for the neighborhoods and thought that she may have misunderstood the question. Mr. Buki stated that from the survey he heard a clear directive for neighborhood design guidelines.

City Attorney, Mark Harrington, reminded everyone that the pay equation ties back to the postures they talked about at the second joint work session. They would have the ability in subgroups to define the postures in terms of whether they want to facility or regulate redevelopment. For example, in Old Town they may want a primarily regulatory approach with nominal redevelopment facilitation with "it depends" factors. On the other hand, they may decide to have a facilitating posture of affordable housing in a Lower Park neighborhood, and throw away the regulatory book to achieve that goal. Mr. Harrington pointed out that the pay equation allows the flexibility to have both without being pro-growth or no-growth.

Tom Bakaly understood that the choices were to be more regulatory and tighten up the holes, or to have partnership and be facilitating. He recalled from the first meeting that the preference was more partnership and facilitating. Mr. Buki believed it was still an open question. Mayor Williams pointed out that the power substation in Bonanza Park creates a major hurdle. In his opinion, unless the City works in conjunction with the property owner to get the substation moved, it would have a detrimental effect on the overall redevelopment for both major land owners.

Council Member Kernan felt it was important to begin discussing the value of view corridors in different places. He also thought it was important to protect the view corridors inside the middle of the Bonanza Park District. It needs to be valuable for users of the District to enjoy. Commissioner Wintzer concurred. He also commented on the importance of having definitions they understand to be clear on what they would get.

Mr. Buki felt the group was ready to pressure test the conversation using Bonanza Park as a specific example.

Mr. .Buki stated that Bonanza Park is a large area of land that the group described as under-utilized, rundown and uninviting. They were not happy with that and said they wanted Bonanza Park to be vibrant, affordable, multi-generational, and contemporary. They also wanted mixed-use, local emphasis, everyday needs and small business. Mr. Buki saw three major issues that would stand in their way. He noted that Rocky Mountain Power is obligated to upgrade service and they plan to build four new sites and upgrade the six existing sites in the region. One of the six sites to be upgraded is in the middle of Bonanza Park, and its location is problematic from a development perspective. Mr. Buki pointed out that moving the substation is a give and involves a cost. He remarked that if Rocky Mountain builds new sites, the result would be larger structures and taller poles, which would affect the desire to protect the internal view corridor. However, burying the poles and reducing view corridor obstruction is also a cost. Mr. Buki pointed out that this was only an issue if aesthetics mattered.

Mayor Williams thought it was a big issue in terms of the ability to sell real estate or whether people would want to live near it. City Attorney Harrington clarified that the power upgrades would occur regardless of what happens at Bonanza Park.

Commissioner Savage believed another major issue was the EPA Super Fund, and where to put the dirt. Finding a place to deal with dirt abatement is starting to be an expensive problem.

Council Member Simpson clarified that they were not talking about burying the power poles. It was more about dropping the base of the pole so the effective height on the view is lowered. Mr. Buki replied that they could drop the base, but they could also presumably bury some of those lines. He pointed out that they could do whatever they want, as long as they were willing to pay for it. They also have the option of not doing anything and to accept the station, its location and the taller poles; but that also has its own set of costs.
Mr. Buki stated that from his point of view, they were at a fork in the road with density, height, and cash as their primary tools. They have two ticking clocks; owner prerogative and a power company mandate. There is nothing they can do about the power mandate. Their vision statement is to keep Park City Park City, and they all articulated how they rank it in terms of Bonanza Park. Mr. Buki reiterated that there was consensus that redevelopment is necessary. However, everything they said they wanted could not occur unless they resolve the issue with the power station. Otherwise, they are back to what is proposed versus what is allowed. Mr. Buki stated that as a group, they need to figure out how they could use their tools to work towards their commitment to redevelopment.

Council Member Simpson stated that as opposed to being in a situation of what they want versus what is allowed, the power company is a developer that does not have to pay attention to what is allowed. Mr. Buki pointed out that they were not without options or tools, and there is a lot of flexibility. They are only constrained to the extent that they decide these are constraints.

Council Member Matsumoto asked how height and density could help them move power poles.

Commissioner Wintzer explained that if you give someone more density, that person would have a bigger profit and could pay to move the power poles.

Mr. Buki stated that those who were not willing to trade for density and height, were essentially saying that quality of life and view corridors were not important issues. However, if they said quality of life, view corridors, and affordable housing were high priorities, but they were not willing to pay for any of it with density and height, that puts the community in a difficult position. It was one thing to say that individually, but collectively they have to make a choice.

Council Member Simpson stated that she sat on a power task force for over a year and while Mr. Buki was right about upgrades, she was not willing to say it was a done deal. Discussions were still occurring regarding pole height, transmission lines, and substations, and the City still has ways to influence the outcome in addition to paying for height and density.

Commissioner Pettit noted that the Planning Commission heard a presentation from the representative from Rocky Mountain Power regarding the task force and what was projected. One of her concerns was how to integrate or incentivize renewable energy to help reduce the power needs or to produce their own power. Her question was whether the City had any control over the timeline based on the steps they might take to reduce consumption, or whether the upgrade was driven regionally and was out of their control. Council Member Simpson believed much of it was out of their control.

Mr. Buki remarked that the probability is separate from the fact of where the substation is currently located and whether or not there is an upgrade. Aside from the upgrade, the location of the substation is an impediment to parcel assembly and getting the type of development that might achieve what they want. To cure that issue the substation would need to be moved. Mr. Buki noted that the power company has consented to moving the substation, but not at their expense. Council Member Simpson believed the upgrade could be an opportunity in that situation. Mr. Buki agreed. The upgrading provides an opportunity for leverage to encourage the type of development they want, what it costs, and in what form.

Council Member Peek pointed out that Iron Horse Loop is extremely dense and none of the residents were present to voice their opinion. He believed that moving the substation could create its own set of issues if people object to alternative locations.

Mr. Buki remarked that a second point to get away from the specifics was the give/get placeholder. They all want an affordable Bonanza Park. He got a sense from the survey that they also wanted local merchants to have subsidized rent. The question is where the subsidy would come from. Whether it is the cost to move the substation, subsidized housing, subsidized commercial, or subsidized open space, he wanted the Council Members and Commissioners to discuss what they were willing to pay in height and density to get Bonanza Park to look like what they wanted in the survey.

Council Member Kernan referred to the previous comment regarding the impacts to residents on Iron Horse Loop. He noted that it would cost the City something if they trade for the impact.

Commissioner Wintzer thought it was a matter of trying to make people understand the value of height and density. Mr. Buki suggested that they have a height and density conversation to get a sense of what would be off-limits. Mr. Buki reminded everyone that “what is allowed” was still an issue. In his experience, what is allowed can be the opposite direction of what they want. For Bonanza Park there is a significant gap between allowed versus wants, and the difference is cash.

Council Member Kernan stated that he would rank the levers as height first, density second, and then raising taxes. Mr. Buki asked why Mr. Kernan ranked height over density. Mr. Kernan replied that minimizing the footprint and raising up buildings adds value to the developer and accomplishes some of their goals. It gives the developer revenue and the City gets open space and view corridors.

Mr. Buki asked if density was an issue that caused concern. Council Member Kernan noted that the survey showed that at least four people were not willing to trade density. He wanted to accomplish the goals but still be considerate of their interest and minimize density increases as much as possible.

Council Member Matsumoto stated that she was one who said height was acceptable but not density. Bonanza Park has so much allowed density already, and it would create significant impacts if all the density was used. She could not understand how they could give any more density in Bonanza Park.

Commissioner Wintzer believed the other side of that issue is what has the most value to the developer. If Bonanza Park is developed by number of years rather than number of units, giving another five years for development may not have value. Height and density that could be used right now would have more value. Commissioner Wintzer stated that in his opinion, height is a bigger value to the developer, and it would be easier to negotiate with height as opposed to density.

Council Member Simpson stated that if the starting point for density is what is currently allowed, she was unsure how they could add density without adding height because of the existing setbacks. Commissioner Savage clarified that you could add height without adding density. Council Member Simpson encouraged all of them to seriously think about the density and height issue because the cash options are limited. Commissioner Savage asked if Ms. Simpson thought there would not be public interest in a bond issuance related to minimizing the overall city-wide impact of having an extension to the power station in its current location with the power lines. Council Member Simpson clarified that she was talking about the “gets” they wanted in Bonanza Park. She was unsure how they could even frame that property tax question because the perception would be that it benefits one area and one developer.

Commissioner Pettit stated that in terms of the trade-offs for density and height, the question is density and height to get more of what. For her personally, affordable housing would rank higher than retail or commercial. Commissioner Pettit thought they needed the ability to understand what the use would be to accommodate additional height or density. Mr. Buki understood that height and density would be considered as long as there was real clarity on the trade-off. Everyone concurred.

Commissioner Thomas stated that height and density are words that have no character, no vision, no architecture or amenity to the community, unless they can be programmed into the design guidelines. He was willing to consider balance and exchange for a better design and a better amenity to the rest of the community.

Commissioner Wintzer stated that he had filled out the survey while driving to Canada. He would read one question and take the opportunity to think about it for several hours before writing his answer and reading the next question. He also had time to change his answer on several questions. Commissioner Wintzer suggested that they all retake the survey after the conversation this evening to see if the results would change. Mr. Buki thought it would be beneficial if they were willing to do the survey again.

Tom Bakaly noted that some members of the public were in attendance, and he asked the group if they wanted to continue their discussion or take time to allow for public input. The question was raised as to whether another work session may be necessary. Mr. Bakaly was not opposed to a fourth work session if they were not ready to reach a conclusion this evening.

Mayor Williams stated that he would like to have time to re-read the guidelines that were identified for Bonanza Park. He felt other issues were significant enough to warrant more time and discussion. Mr. Bakaly remarked that if they wanted to take public input this evening, another work session could be scheduled and they could retake the survey.

Commissioner Savage preferred to hear public input. Council Member Butwinski agreed. If people take the time to attend they should have the opportunity to participate. Mr. Buki emphasized that at some point they would have to end the conversation and make a decision with imperfect information, and to make prioritization decisions. They needed to do it sooner rather than later.

Mayor Williams called for public input.

Neil Krasnik believed Park City has more unique demographics than any other place in the Country. The season for making money is December through March and he could not think of any other place that talks business saying that nothing would be done eight months of the year. Mr. Krasnik pointed out that in the 1980s the City traded height and density for the town lift project and now they are trying to spend money to get out of it.

Mr. Buki suggested that Mr. Krasnik consider reframing his question and take at face value the seasonal revenue observation he made. Mr. Buki stated that when he looks at the Park City numbers, he sees a 30 year mandate to not be stuck in the position of seasonal revenue dependency. Therefore, he would ask the question, what steps have to be taken in manipulating the environment to have revenue generation 10 or 12 months of the year, and what decisions need to be made now get more revenue opportunity in the future.

May Williams disagreed with the premise of the first question economically. He believed things have changed a lot and continue to change as they become more of a year-round resort.

Mark Fischer stated that he considers himself a friend and neighbor. He loves Park City, which is why in 1998 he started buying all the property in what is now Bonanza Park. Mr. Fischer stated that if he had any idea about the substation he would have never started. He is in a unique position because he owns the land the power company is talking about condemning for the expansion. The power company told him that the new substation must to be operational by the end of 2014, which means they have to choose a site by the end of this year. Mr. Fischer noted that four sites are under consideration. The first site is the back of the Yard; the second site is the PCMR lot; the third site is below the new pump station on the entrance to Park Meadows across from Wells Fargo. Mr. Fischer stated that he and his partner offered a trade with no litigation to put the substation on land they own, which is where the current Park City Transportation and Deer Valley Lodging building are located. Through Tom Bakaly and Matt Cassel, they formerly offered the power company that land in exchange for vacating and giving them the land where the small substation is currently located, and move all the poles on the west side of Bonanza Drive to the east side of Bonanza Drive so they could redevelop. He also told the power company that their current plan would financially devastate him, and if they choose to condemn his land and take it, he would tie them up in court for as long as possible. Mr. Fischer pointed out that there will be no Bonanza Park if the substation expands in that location. Mr. Fischer stated that he has given the power company a viable solution. The big question was whether the citizens and the government would pay to underground the power lines in the most view corridor sensitive areas where the huge poles would be located. Mr. Fischer encouraged a fourth work session, as well as a presentation from the City Engineer.

Craig Elliott, architect and planner, stated that he works with Mr. Fischer on his projects. Everything he heard this evening was enlightening because it is consistent with what they want to do. Mr. Elliott remarked that the Mr. Fischer and the City need to work together on the substation issues. If they assume the substation problem can be resolved, they would need assistance in the Bonanza Park supplement, preferably more in the form of design guidelines versus written words. If those two things are in place, they will know what people are looking for and how those goals marry into the goals of the owners of the land. The end result would be a solution that works to process a project. If the Staff could write guidelines in the form of a General Plan supplement, it would be a great tool and a great way to use their skills. It would help everyone understand the goals and what needs to be done to get there.

Mayor Williams stated that the City has been meeting with Rocky Mountain Power regarding renewable energy projects. If the City was able to do everything they would like to do with renewable energy, it would be minimal in terms of what Rocky Mountain Power needs to provide. Part of the upgrade and expansion will service people beyond Park City.
Ruth Meintsma stated that if density, height, and cash were the tools to get the “gets”, she wanted to know where amenities fit in. As an example, an amenity such as a plaza with trees and benches would encourage affordable and local businesses and attract people to Bonanza Park. Ms. Meintsma asked if amenities were a separate tool or whether it was included in the cash tool.

Mr. Buki replied that amenities would be another tool to consider. He recommended that they think of amenities as the icing because it is something that would increase the market.

Mr. Meintsma noted that often height is not the best first choice; however, height has an advantage that is not always considered. When a view corridor is removed or reduced because of height, there is also a view corridor allowed to that height it give views to the people who use that height. Mr. Meintsma pointed out that height also allows solar capacity, which would encourage the "gets".

Mayor Williams thought the green elements would require a "give" on the part of the City. In order to get the green elements, the City would need to give up something in return because there is no requirement that forces the developer to add green elements.

Jennie, from PCMR, was very encouraged by the discussion and happy to hear them talk about a collective approach. She especially thanked Mr. Fischer for his stand on the power station because it is a huge issue for everyone. She thought it was important to recognize that while Mr. Fischer would get a better project if the substation is moved, but he would also be giving up quite a lot.

Mr. Fischer remarked that this is where they all chose to live and they are trying to create the best legacy they can. This was a perfect example of how to do that.

Mike Sweeney stated that one of the tools the City has is the ability to change the regulations in a way that streamlines the application process. Time is money. If a developer can get through the planning process and start to build in less time, it is worth a lot.

Council Member Butwinski stated that he lived in London for five years. There are a number of ground viewpoints as you travel around the City and it provides an interesting perspective. In his opinion, they should not be afraid of height because it can be architecturally inclusive in a way that has advantages. Commissioner Thomas agreed that a staccato of height and variations can be interesting and exciting.

Commissioner Wintzer stated that in addition to a fourth session, he thought they should do group homework to get the value out of the session. He understood it was a greater time commitment, but he thought it was important to be ready to look at maps and talk about trade-offs.

Commissioner Thomas stated that he worked at the power company for 19 years, eight of which was in the engineering department. He was willing to share his understanding and experience if they were interested.

Mr. Bakaly thought they should schedule another meeting and the Staff should provide additional information about the power station aid in making their decisions. The objective this evening was to define the redevelopment posture and strategy. Moving into the future he thought they would need small group discussions on the neighborhoods overall and the different attributes of different neighborhoods. Mr. Bakaly suggested having one more meeting to flush out the redevelopment posture prior to moving into the small group process.

Commissioner Strachan asked if the Staff's position was to have a city-wide redevelopment posture or if it would be broken down by neighborhood. Mr. Bakaly stated that they had already started to break it down by neighborhood based on the comments from the first meeting that it needed to be neighborhood-wide. At this point the Staff believed that Bonanza Park was the first neighborhood that needed to be addressed right away, followed by Lower Park Avenue. Commissioner Strachan clarified that the Staff was looking for a redevelopment posture specific to Bonanza Park. Mr. Bakaly replied that this was correct.

Referring to the discussion this evening, Mayor Williams thought the question was whether to have the same the discussion on Lower Park and Old Town. He noted that the Old Town is comprised of approximately six neighborhoods. Many of the other residential neighborhoods are governed by CC&Rs.

Mr. Bakaly remakred that the balance they were trying to achieve at the Staff level was to have redevelopment posture and strategies for the two most important redevelopment areas. He believed the Planning Commission and City Council had affirmed that in their survey results for Lower Park and Bonanza Park. Commissioner Wintzer requested a map that would clarify the Lower Park Avenue area. Mr. Bakaly offered to provide additional information on Lower Park, along with information on the substation for the next meeting. He stated that the goal was to define a redevelopment posture to keep the General Plan process moving forward. He commented on the possibility of having to extend the April deadline for the General Plan. Commissioner Savage wanted to know what needed to be done to avoid extending the deadline. Mr. Bakaly replied that once they have direction and commitment on the redevelopment posture, the rest of the neighborhoods would begin to flow. If more than four meetings are required to make that decision, he believed extending the date would be inevitable.

Mr. Buki thought they were close to making that decision if they could make individual commitments to end the discussions sooner rather than later. Planner Katie Cattan stated that the Staff would need significant clarity on implementation. In order to bring the strategies forward, they need answers to the questions on height, density, dollars and “give and gets”.

Mr. Bakaly summarized that they would be provided with the survey, maps, and guidelines. The next meeting would be scheduled within two to three weeks. Commissioner Wintzer asked if the map of Lower Park coincided with the RDA for Lower Park. Mr. Bakaly answered yes.

The Work Session was adjourned at 8:59 p.m.

City Council
Staff Report

PARK CITY 1884
Sustainability

Author: Matt Twombly
Subject: 3rd Street Stairs - Award of Construction Contract
Date: September 29, 2011
Type of Item: Administrative - Award of Contract

Summary Recommendation –
Staff requests authorization to proceed with the 3rd Street Stairs (Ontario to McHenry) Project and authorize the City Manager to enter into a construction contract in a form approved by the City Attorney's Office with Northridge Construction, Inc. in the amount of One Hundred Nineteen Thousand dollars. **($119,000)**.

Topic: 3rd Street Stairs Project Construction contract.

Background:
Historically there were stepping stones in the 3rd Street Right of Way and on the adjacent property at 308 Ontario between Ontario Avenue and McHenry Avenue used as access by the residents and visitors to McHenry Avenue. When the home at 308 McHenry was expanded the owner/contractor extended the limits of disturbance into the Right of Way in an agreement with the City to construct the home. The agreement stipulated that the owner/builder would construct a portion of the stairs in the right of way as it was the main access to 308 Ontario Avenue. The owner/builder completed the section of stairs in the late Spring of 2011.

The residents of McHenry informally petitioned the City to construct the remainder of the stairway. Through the budget process staff identified the Old Town Stairs Capital Improvement Program (CIP) account to construct the unfinished portion of the stairway. The maintenance (snow removal) was also identified and budgeted through the budget process.

Analysis:
In June of 2011, the City contracted with Alliance Engineering for the survey, design, engineering and production of the contract documents for the project. The Project was advertised on September 10th and 14th, 2011 in the Park Record. It was also posted online at utahlegals.com, Intermountain Contractor and on the City's website.

There were four general contracting firms holding plans on the project. On September 21st a public bid opening was held at the Marsac building 3rd floor. There were two bidders on the project and the bids are as follows:

Bidder	Bid Amount
Northridge Construction, Inc.	$119,000
T&T Mountain Builders, Inc.	$139,966

Engineer's Estimate	*$80,000 - $100,000*

The lowest responsive and responsible bidder was Northridge Construction, Inc., at **$119,000**. The engineer's estimate was $80,000 - $100,000.

Construction is scheduled to begin the first week of October, 2011 after the agreement is executed and all bonds and insurance requirements are submitted to the City. The completion date for the project is January 1, 2012.

Department Review: This report has been reviewed by representatives of Sustainability, Legal, Parks and the City Manager's Office and their comments have been integrated into this report.

Alternatives:

A. **Approve the request, and authorize the City Manager to enter into a construction contract in a form approved by the City Attorney's Office with Northridge Construction, Inc., in the amount of One Hundred Nineteen Thousand dollars. (**$119,000)**: (Staff recommendation)**
B. Modify the request: Council could choose to modify the project and re-bid, which would likely delay the schedule of the project.
C. Deny the request: Council could choose to not continue with the project at this time.
D. Continue the Item: Council may feel there is not enough information to make a decision, which will delay the project and the proposed schedule.
E. Do Nothing: Same effect as continuance.

Significant Impacts:
There is currently approximately $200,000 budgeted in the Old Town Stairs Main Street RDA CIP account. Limited Sustainability staff resources will be required to complete the project. The annual maintenance cost currently budgeted is $4,000 for parks staff for snow removal and other maintenance such as painting/staining.

Staff Recommendations:
Staff requests authorization to proceed with the 3rd Street Stairs (Ontario to McHenry) Project and authorize the City Manager to enter into a construction contract in a form approved by the City Attorney's Office with Northridge Construction, Inc., in the amount of One Hundred Nineteen Thousand dollars. ($119,000).

City Council Staff Report

Subject:	**Resolution Adopting the 2010 Mountainland Association of Governments Pre-Disaster Hazard Mitigation Plan**
Author:	**Hugh Daniels, Emergency Program Manager** **Michael Kovacs, Assistant City Manager**
Department:	**Executive**
Date:	**September 29, 2011**
Type of Item:	**Administrative**

Summary Recommendations:
Consider a Resolution adopting the 2010 Mountainland Association of Governments (MAG) Pre-Disaster Hazard Mitigation Plan

Topic/Description:
President Clinton signed H.R. 707, *The Disaster Mitigation and Cost Recovery Act of 2000*, into law on October 30, 2000. The Disaster Mitigation Act of 2000 required all jurisdictions to be covered by a Pre-Disaster Hazard Mitigation Plan to eligible for Federal Emergency Management Agency pre-disaster and post-disaster mitigation grant funds. Mountainland Association of Governments prepared the original plan in 2004 for all the member cities and counties. The plan was approved by the State of Utah and FEMA Region 8 and adopted by the City Council in October of 2004.

As required by federal law, the plan must be updated every five years and be re-approved and adopted by all of the parties. The 2010 plan has been completed by MAG with the participation of Park City Municipal Corporation Executive, Engineering, Public Works, Planning, Building and Legal departments. It has been approved by the State of Utah and FEMA Region 8 and now requires local adoption for the City to be eligible for certain federal grants.

The 2010 Plan is 250 pages long and includes the three member counties and their cities. The 2010 plan can be reviewed at the MAG website http://67.137.116.245/site/articles/view/61

Analysis:
The 2010 Pre-Disaster Hazard Mitigation Plan accurately describes some of the potential disasters and their effects on Summit County and Park City. While not all inclusive it meets the requirements under the federal law. Every year FEMA has provided grant opportunities under the Pre-Disaster Mitigation Grant program. Further after a Presidentially declared disaster such as Utah's spring flooding additional grant funds are available for mitigation projects.

Neither of these grant opportunities are available without an approved and adopted Pre-Disaster Mitigation Plan.

Alternatives:

A. Approve:

Adopt by Resolution the 2010 Mountainland Association of Governments Pre-Disaster Hazard Mitigation Plan

B. Deny:

Chose not to pass the resolution

C. Modify:

Modify the Resolution

D. Continue the Item:

Continue the Item for additional information from staff and/or MAG

E. Do Nothing:

Same results as Deny

Significant Impacts:

Failure to pass the resolution will make Park city Municipal Corporation ineligible for all State and Federal Mitigation Grant programs.

Recommendation:

Consider a Resolution adopting the 2010 Mountainland Association of Governments (MAG) Pre-Disaster Hazard Mitigation Plan

Department Review:

The City Manager and Legal Offices have reviewed the Resolution.

Resolution No.

A RESOLUTION ADOPTING THE 2010 MOUNTAINLAND ASSOCIATION OF GOVERNMENTS PRE-DISASTER HAZARD MITIGATION PLAN AS REQUIRED BY THE FEDERAL DISASTER MITIGATION AND COST REDUCTION ACT OF 2000

WHEREAS, President William J. Clinton signed H.R. 707, the *Disaster Mitigation and Cost Reduction Act of 2000*, into law on October 30, 2000.

WHEREAS, the Disaster Mitigation Act of 2000 requires all jurisdictions to be covered by a Pre-Disaster Hazard Mitigation Plan to be eligible for Federal Emergency Management Agency pre-disaster mitigation funds, and

WHEREAS, Park City Municipal Corporation adopted with Resolution 22-04 the 2004 Mountainland Association of Governments Pre-disaster Hazard Mitigation Plan, and

WHEREAS, Mountainland Association of Governments (MAG) has been contracted by the State of Utah to prepare an updated Pre-Disaster Mitigation Plan as required by Federal Law covering all of the jurisdictions in the MAG Area, and

WHEREAS, the MAG Executive Council approved MAG Staff to write the plan, and

WHEREAS, Park City Municipal Corporation is within the MAG Area, and

WHEREAS, the Park City Council is concerned about mitigating potential losses from natural disasters before they occur, and

WHEREAS, the plan identifies potential hazards, potential loses and potential mitigation measures to limit loses, and

WHEREAS, the Park City Council has determined that it would be in the best interest of the community as a whole to adopt the 2010 Pre-Disaster Hazard Mitigation Plan as it pertains to the City

THEREFORE, BE IT RESOLVED BY THE PARK CITY COUNCIL THAT:

The referenced “2010 Mountainland Association of Governments Pre-Disaster Mitigation Plan” is hereby adopted to meet the requirements of the Disaster Mitigation and Cost Reduction Act of 2000.

This Resolution shall be effective upon adoption.

PASSED AND ADOPTED this 29th day of September, 2011.

City Council
Staff Report

DATE: September 29, 2011
DEPARTMENT: Transportation & Transit
AUTHOR: Brooks T. Robinson, Senior Transportation Planner
TITLE: Resolution adopting Short Range Transit Development Plan
TYPE OF ITEM: Legislative

Summary Recommendation
Staff is recommending that the Council consider approving the Resolution adopting the Short Range Transit Development Plan and the recommendations found therein. No changes were made to the DRAFT plan that was reviewed by the Council on September 15, 2011.

Topic/Description:
The Short Range Transit Development Plan (SRTDP) is required by the Federal Transit Administration as a prerequisite to applying for and receiving federal funds. The Plan is the guideline for future decisions regarding transit operations, locations, services and budget. Previous plans have been used as a basis for operations, capital improvements, management, and financial decisions, particularly with expansion into unincorporated western Summit County. The proposed plan will also provide a framework for possible connections to Salt Lake City and other areas of the Wasatch Back, including Wasatch County and the South Summit County areas.

Background
Park City Transit is a free bus system that has operated for twenty-seven years. During the last few years it has expanded service from operating only within the Park City limits, to include several routes serving adjacent areas in Western Summit County including The Canyons Resort, Kimball Junction lodging and retail facilities and Snyderville Basin residential areas. Since the completion of the SRTDP in 2007, annual ridership has increased from approximately 1,800,000 to over 2,000,000. Much of this growth has occurred on County routes. Service and fleet expansion is expected to continue.

Park City Transit operates a 37-vehicle fleet of 30 35-foot transit buses on its fixed-routes, the Main Street Trolley, and six cutaway buses that are used for on-demand service, the Empire Canyon service, and for senior citizens and those who qualify under the eligibility requirements of the American with Disabilities Act. All vehicles are wheel-chair lift equipped. The service operates 365 days a year. Approximately 70% of the annual passengers ride during the four-month winter ski season.

The City entered into a contract with a consultant team headed by LSC Transportation Consultants, Inc. to undertake the Plan. At present, the following has been accomplished:

- Under Technical Report #1, LSC evaluated a number of Study Area characteristics including major activity centers, special events, population, employment, commute patterns and traffic volumes, and planned/potential development.
- In addition, Technical Report #1 evaluated the current transit services to Western Summit County including Park City and the Snyderville Basin and the financial characteristics of the current operations.
- Based on the characteristics and future development potential, the Transit Needs and Demands were prepared.
- Following the publication of Technical Report #1, a Steering Committee that includes the Joint Transit Advisory Board (JTAB) of City Council member Simpson and County Council member McMullin met to discuss the report and future steps.

- A ridership survey was conducted before the end of the ski season over four days to gauge activity levels and collect destination information. In addition, survey participants were asked several questions regarding service routes and times of operations.
- LSC then prepared a number of alternatives contained in Technical Report #2 that included service routes, capital alternatives, institutional and management alternatives, and possibilities for funding.
- Technical Report #2 also evaluated service to nearby areas (towns in North and South Summit County including Kamas and Coalville, western Wasatch County including Heber City, and Salt Lake City).
- The JTAB group met to go over the various alternatives and discuss recommendations.
- On July 7th, City staff presented an update to Council on the plan and the steps ahead. A similar presentation was made to the Summit County Council.
- Public Open Houses were held on July 12th (County Richins Building) and July 13th (City Miner's Hospital) to take input on the proposed alternatives.
- Staff and LSC have refined the alternatives in light of public input and comments from the two elected bodies.
- The Joint Transit Advisory Board met on September 1st to review the DRAFT Plan.
- On September 15, 2011, the Council held a work session discussion and heard a presentation by staff and LSC on the recommendations contained in the Draft plan. No changes were suggested by the Council and there was no public input.

Analysis

The recommended Short Range Transit Development Plan has been developed based upon the goals of the region, public input and review, analysis of demographic and development trends, analysis of the efficiency and effectiveness of each alternative and legal requirements. A primary focus of the plan is implementation of more efficient and frequent services on SR-224 and expansion of services to outlying communities to the west, east and south of Park City.

A complete copy of the 175 page Short Range Transit Development Plan Update (including technical memos 1 & 2) can be found at the following internet link: http://www.parkcity.org/Modules/ShowDocument.aspx?documentid=8176

The tables below contain the service, capital and management elements of the recommended plan (including implementation year). The tables also include which page of Chapter 10 (attached) contains more detail on the plan elements.

Service Elements

Service Element	Implementation Fiscal Year	Chapter 10 Page #
Improve SR-224 Service (20 minute frequency)	2014-15	151
Kimball Junction Circulator	2014-15	153
Improved Canyons Transit Service	2011-2016	153
Kamas\Oakley Winter Commute Service	2013-14	154
Heber Commute Service	2012-13	154
Salt Lake City Service	2011-12	155
Winter Full Service extended to Midnight	2011-12	155
Quinn's Junction Dial A Ride Reservation Requirement Reduced to 1 Hour	2011-12	155

A graphic depicting each of the service and capital elements may be found on Page 152 of the attached Chapter 10.

Capital Elements

Capital Element	Implementation Fiscal Year	Chapter 10 Page #
Construct Kimball Junction Transit Center	2012-14	156
Construct PCMR Transfer Center	TBD	157
Bonanza Transfer Center	TBD	157
Implement Advanced Public Transit System Technologies	2011-12	158
Transit Signal Preemption	2011-13	159
Bus Stop Improvements	All Years	159
Bicycle\Pedestrian Facilities	All Years	159
New\Replacement Buses	All Years	159

Management Elements

Management Element	Implementation Fiscal Year	Chapter 10 Page #
Data Analyst	2012-13	159
Marketing Coordinator	2014-15	159
Equipment Coordinator	2013-14	159
Transit Goals and Objectives	All Years	160-164
Improved Marketing	2011-12	164
Centralized Bus Stop Maintenance Program	2011-12	165

Chapter 10 pgs. 169-175 includes a financial plan (for both City and County) integrating all the above elements. This plan indicates that the recommended plan is financially sustainable.

A year by year implementation plan for all the plan elements is included in Chapter 10 pgs. 175-177.

Department Review
This report has been reviewed by Public Works, Legal, and City Manager offices.

Significant Impacts
Once adopted, the SRTDP will be the blueprint for Transit operations within Park City and Summit County. Adjustments are made over time to routes, schedules, and budgets as better information becomes available.

Recommendation
Staff is recommending that the Council consider approving the Resolution adopting the Short Range Transit Development Plan and the recommendations found therein. No changes were made to the DRAFT plan that was reviewed by the Council on September 15, 2011.

Resolution No. ________

RESOLUTION ADOPTING THE PARK CITY / SUMMIT COUNTY SHORT RANGE TRANSIT DEVELOPMENT PLAN

WHEREAS, it is in the public interest to improve and develop public transportation services in Park City and its surrounding area; and

WHEREAS, public transportation improvements over time will benefit Park City residents including students and seniors through the provision of convenient and accessible transport between neighborhoods, commercial areas, community facilities and institutions; and

WHEREAS, other recognizable community benefits of public transit include reduced traffic congestion and parking demand, promotion of tourism and improving visitor experience, and mitigation of impacts to air quality and other natural resources; and

WHERAS, Park City is committed to continuing support and development of a coordinated and integrated regional transit system; and

WHERAS, Park City recognizes the importance of planning capital and operational expenditures over a multiple year time horizon.

NOW, THEREFORE BE IT RESOLVED, that the Park City Municipal Corporation of Summit County, Utah formally adopts the Park City / Summit County Short Range Transit Development Plan.

PASSED AND ADOPTED this 29th day of September, 2011.

PARK CITY MUNICIPAL CORPORATION

____
Dana Williams, MAYOR

ATTEST:

____
Jan Scott, City Recorder

APPROVED AS TO FORM:

____
Mark Harrington, City Attorney

City Council
Staff Report

Subject: Tubbs Romp-to-Stomp Out Breast Cancer Snowshoe Series
Author: Tommy Youngblood
Department: Sustainability
Date: September 29, 2011
Type of Item: Application - Master Festival License

Summary Recommendations:
Review the Master Festival License application, conduct a public hearing, and approve the license for the Tubbs Romp-to-Stomp Out Breast Cancer Snowshoe Series, as conditioned, on Saturday, February 11, 2012 at Round Valley Trail System, Quinn's Sports Complex Parking Lots.

Description Topic:
Review the Master Festival License Application, submitted by Mountain Trails Foundation for the Tubbs Romp-to-Stomp Out Breast Cancer Snowshoe Series at Round Valley Trail System, Quinn's Sports Complex Parking Lots on Saturday, February 11, 2012.

Background:
Wendy Miller submitted an application requesting a Master Festival License to hold the Tubbs Romp-to-Stomp Out Breast Cancer Snowshoe Series. This is a first time event for the organizer in the area. Through a series of meetings the organizer has demonstrated and good knowledge of working with this type of event. PCPD has been notified and will be involved in the public safety coordination should Council approve the event. The organizers application was received prior to 90 days before event. The organizer will allow a maximum of 800 entrants. Tubbs Romp-to-Stomp Out Breast Cancer Snowshoe Series charges a fee for participation.

Tubbs Romp-to-Stomp Out Breast Cancer Snowshoe Series is a recreation use and is consistent with the City Council's Goal #4 which is to continue to promote Park City as multi-seasonal resort by maintaining its status as a World Class Resort which hosts such events as this and to increase the number of events.

Analysis:
<u>Tubbs Romp-to-Stomp Out Breast Cancer Snowshoe Series</u>
The event organizers have requested to hold their event on Saturday, February 11, 2012. The Tubbs Romp-to-Stomp Out Breast Cancer Snowshoe Series will take place from 10am – 4pm. Since its inception in 2003, the Tubbs Romp to Stomp out Breast Cancer Snowshoe Series® has engaged nearly 23,000 people in the sport of snowshoeing and raised more than $1.2 million dollars for Susan G. Komen for the Cure®!

Modeled after the highly successful Race for the Cure®, the Tubbs Romp to Stomp out Breast Cancer consists of a 3k or 5k snowshoe walk or a 3k snowshoe race. All race courses will be within the diverse trail system of Round Valley. In addition to racing, the day will be filled with festivities for both participants and spectators including; clinics and demos.

Parking
Parking for the participants will be at the Park City School District property along Hwy 248 or Richardson Flats Park and Ride Lot. All participants and spectators will be transported to the Quinn's Sport Complex by shuttle bus. Parking at the sports complex will be limited to the event organizers, staff and sponsors. The applicant will supply signage and employ volunteers to assist in the location and direction to event parking. Public Parking will be reserved for normal trail use.

Traffic Circulation & Trail Monitoring
There will be no full or partial road or trail closures associated with this event. All public trail accesses will be maintained and monitored by Mountain Trails Foundation during event. At the time of this report there are no projects planned that would hinder this activity.

Marketing
This event will be publicized within the organizers event community and the Park City Chamber/Bureau and Local newspaper outlets. It is also currently listed on various event & social networking websites. The organizer has also contacted local business about mutually beneficial cross-marketing opportunities.

Park City Council Review:
This application is being reviewed as a Master Festival License due to the size of the event, and the request for use of the Park City Trail system & right-of ways.

Department Review:
All applicable PCMC departments and the appropriate external agencies have reviewed the application for Tubbs Romp-to-Stomp Out Breast Cancer Snowshoe Series and their comments have been incorporated into the report.

Alternatives:

Approve the Request:
Approve the Master Festival License allowing Tubbs Romp-to-Stomp Out Breast Cancer Snowshoe Series

Deny the Request:
Deny the Master Festival License, preventing the addition of Tubbs Romp-to-Stomp Out Breast Cancer Snowshoe Series to Park City's schedule of events.

Continue the Item:

The City Council may continue the discussion in order to receive additional information.

Significant Impacts:
The event, as described, should incur no significant Impacts
Park City has held similar events to the Tubbs Romp-to-Stomp Out Breast Cancer Snowshoe Series

Consequences of not taking the recommended action:
Tubbs Romp-to-Stomp Out Breast Cancer Snowshoe Series would not take place, as described, within Park City Limits

RECOMMENDATION:
Staffs recommends the City Council conduct a public hearing and approve a Master Festival License for Tubbs Romp-to-Stomp Out Breast Cancer Snowshoe Series on, Saturday, February 11, 2012 based on the following Findings of Fact, Conclusions of Law, and Conditions of Approval.

Findings of Fact:

1. The event organizers have requested to hold their event on Saturday, February 11, 2012. The Tubbs Romp-to-Stomp Out Breast Cancer Snowshoe Series will take place from 6:30am – 3:00pm within the Round Valley Trail System with race distances of 3k or 5k snowshoe walk or a 3k snowshoe race
2. Parking for the participants will be at the Park City School District property along Hwy 248 or Richardson Flats Park and Ride Lot. All participants and spectators will be transported to the Quinn's Sport Complex by shuttle bus. Parking at the sports complex will be limited to the event organizers, staff and sponsors. The applicant will supply signage and employ volunteers to assist in the location and direction to event parking. Public Parking will be reserved for normal trail use.
3. Conducting Tubbs Romp-to-Stomp Out Breast Cancer Snowshoe Series will not substantially interrupt or prevent the safe and orderly movement of public transportation or other vehicular and pedestrian traffic in the area of its venue other than noted.
4. The events associated with Tubbs Romp-to-Stomp Out Breast Cancer Snowshoe Series will not require the diversion of so great a number of police, fire, or other essential public employees from their normal duties as to prevent reasonable police, fire, or other public services protection to the remainder of the City.
5. The event will begin at Round Valley Trail System trailhead. The concentration of persons, vehicles, or animals will not unduly interfere with the movement of police, fire, ambulance, and other emergency vehicles on the streets or with the provision of other public health or safety services.
6. There are no other Master Festival or Special Event licenses that have been granted on the dates requested.

7. The size of the crowd and nature of the event will not create an imminent possibility of violent disorderly conduct likely to endanger public safety or cause significant property damage.
8. The applicant has been working with City Staff and applicable departments to address all event concerns. The Applicant demonstrates an ability and willingness to conduct the event pursuant to the terms and conditions of this Chapter and has not failed to conduct a previously authorized event in accordance with the law or the terms of a license, or both.

Conclusions of Law:

1. The application is consistent with the requirements of the; Park City Municipal Code, Title 4, Chapter 8.

Conditions of Approval:

1. The applicant, at its' cost, shall incorporate such measures as directed by Staff in order to ensure that any safety, health, or sanitation equipment, and services or facilities reasonably necessary to ensure that the event will be conducted with due regard for safety are provided and paid for by the applicant.
2. Applicants shall provide proof of liability insurance in the amount of four million dollars ($4,000,000) or more as may be required by the Special Events Manager or the City Attorney's Office, and shall further name Park City Municipal as 'additionally insured', as required by section 4-8-10 of the Park City Municipal Code.
Corporation as additional insured. All Applicants shall further indemnify the City from liability occurring at the event except for any claim arising out of the sole negligence or intentional torts of the City or its employees.
3. The applicant use of barricade and signage will be in accordance with the Manual of Uniform Traffic Control Devices (MUTCD) for the duration of the event.
4. All plans for tents, fireworks, stages, signs and other temporary structures shall be submitted to the Building Department for review and permitting by February 4, 2012.
5. The applicant is responsible for a Race Operation and Pedestrian Management Plan in a form approved by the Park City Municipal Event Manager and Chief of Police.
6. All Summit County permit approvals shall be secured by February 4, 2012 and submitted to Park City Municipal in writing for review.

Attachments

Exhibit A- Applicant's Application Part 1

Exhibit A

Submit by Email

Park City Municipal Corporation

PARK CITY 1884

Master Festival & Special Event Application

Special Events
435.615.5150
specialevents@parkcity.org

Master Festival (MFL) & Special Event Applications **MUST** be complete and submitted to the Special Events Department no Less than **90 Days Prior** to a MFL and no less than **60 Days Prior** to a Special Event for staff review. Applications not submitted within that timeframe may not be granted approval. Refer to Park City Special Event Planning Guide for answers to the most frequently asked event related questions

This application **DOES NOT** constitute a valid permit until approved by the Special Events Department and/or Park City Council

APPLICATION FEES

All new applications require a $100.00 non-refundable application processing fee
All applications for returning events require a $50.00 non-refundable application processing fee

Additional fees for other services, including Health Department, Fire Department, and City Services will be estimated and provided to the applicant.

EVENT INFORMATION

MASTER FESTIVAL CRITERIA (PUBLIC EVENT) (If one box is checked the event is automatically an MFL)	[x] Attraction of crowds over 500 participants and or spectators	[x] Requires Partial or Full Street Closure or use of Public Right of Way	[x] Use of City park, buildings or other properties	[x] Use of off –site parking facility	[x] Use of Amplified Music
SPECIAL EVENT CRITERIA (PUBLIC OR PRIVATE EVENT)	[x] Causes significant public impacts via disturbance, crowd, traffic, and or parking	[x] Disruption of the normal routine of the community or affected neighborhood	[ ] Necessitates temporary business or liquor licensing	[x] Event signs visible from public property or right of way	[x] Temporary structures, including inflatable's

EVENT TYPE

[ ] Street Fair/Festival	[ ] Run - Walk	[ ] Parade	[ ] Trail Event	[ ] Concert	[ ] Road Bike Event

Other Type of Event (Please Specify): 3K & 5K Snowshoe Event

APPLICANT AND SPONSORING ORGANIZATION INFORMATION

NAME: Wendy Miller | POSITION: Marketing Event Manager

STREET ADDRESS: 4201 6th Avenue S. | CITY, STATE, ZIP CODE: Seattle, WA 98108

MAILING ADDRESS: (If different from above) | CITY, STATE, ZIP CODE:

TELEPHONE (WORK): 206-805-4800 x2250 | MOBILE PHONE: 360-303-6490 | OTHER:

EMAIL ADDRESS: wendy_miller@k2sports.com | FAX NUMBER:

SPONSORING ORGANIZATION: Tubbs Snowshoes | Is organization a registered non-profit? [ ] Yes [x] No (If yes, please provide copy of registration paperwork)

ONSITE CONTACT: (day/s of event) Kim Wageck (lives in PC) | MOBILE PHONE: 435-602-4949

NAME OF EVENT: Tubbs Romp-to-Stomp Out Breast Cancer Snowshoe Series

[ ] FIRST TIME EVENT | [x] ANNUAL EVENT (How many years?) 9 | Will a fee be charged for attendance or participation? [x] Yes [ ] No

Overall Event Description (Briefly explain event and activities): A family & beginner friendly 3k & 5k snowshoe to benefit Susan G. Komen for the Cure.

EVENT DATES AND TIMES

EVENT DATE(S): February 11, 2012	EVENT HOURS - START TIME: 6:30am		END TIME: 3:00pm
SET-UP DATE/S: Feb. 10, 2012	TIME/S: 9:00am - 3:00pm	BREAKDOWN DATE/S: Feb. 11, 2012	TIME/S: 1:00pm - 3:00pm
ESTIMATED ATTENDANCE - PARTICIPANTS: 800		SPECTATORS: 0 Volunteers: 50	TOTAL: 800 - 850

EVENT LOCATION: Round Valley Nordic Trails and Quinn's Parking Lots

EVENTS WITH ATTENDANCE HIGHER THAT 500 REQUIRES A SUMMIT COUNTY MASS GATHERING PERMIT