PARK CITY COUNCIL MEETING
SUMMIT COUNTY, UTAH
SEPTEMBER 20, 2007

PUBLIC NOTICE IS HEREBY GIVEN that the City Council and the Water Service District of Park City, Utah will hold their regularly scheduled meeting at the Marsac Municipal Building, City Council Chambers, 445 Marsac Avenue, Park City, Utah for the purposes and at the approximate times as described below on Thursday, September 20, 2007.

Closed Session - City Council Chambers
3:30 p.m. Property

Work Session - City Council Chambers
5:00 p.m. Council questions/comments
5:20 p.m. Old Town Neighborhood Park – 130 Grant Avenue
5:50 p.m. Review of regular meeting:
5:50 p.m. Break

Regular Meeting - City Council Chambers
6:00 p.m.
I ROLL CALL

II COMMUNICATIONS AND DISCLOSURES FROM COUNCIL AND STAFF

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

IV WORK SESSION NOTES AND MINUTES OF MEETING OF AUGUST 30, 2007

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. Appointment of Puggy Holmgren and Jeanne Davison to the Public Art Advisory Board for two-year terms expiring July 2009

2. Resolution approving the Utah 9-11 Grant Special Billing Agreement between Park City Municipal Corporation and the State of Utah's Department of Public Safety, 9-1-1 Committee and authorizing acceptance of grant funds

3. Authorization to the Mayor to execute a Vacation of Easement for Deer Valley Resort, in a form approved by the City Attorney

VI OLD BUSINESS *(items previously discussed and continued for consideration)*

1. Consideration of an Ordinance approving a Condominium Conversion for Pod B1 in Empire Pass, Nakoma Condominiums
(a) Continuation of public hearing
(b) Action

2. Consideration of an Ordinance approving the 8200 Royal Street East record of survey amendment
(a) Continuation of public hearing
(b) Action

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

1. Consideration of the Short Range Transit Development Plan Draft
(a) Public hearing
(b) Motion to continue to October 4, 2007

2. Consideration of the recommendation to deny a plat amendment for 255 Ridge Avenue, King Ridge Estates
(a) Public hearing
(b) Action

VIII ADDITIONAL DISCUSSION – AGENDA ITEMS

IX ADJOURNMENT

A majority of City Council 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.

PARK CITY COUNCIL MEETING
SUMMIT COUNTY, UTAH
SEPTEMBER 28, 2006

PUBLIC NOTICE IS HEREBY GIVEN that the City Council of Park City, Utah will **not** hold its regularly scheduled meeting on Thursday, September 28, 2007.

Posted: 09/17/07
See: www.parkcity.org

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

September 2007

20 **Marianne gone**
27 **No meeting - Dana gone** - **Marianne gone**

October 2007

4 Short range transit development plan – work/continuation public hearing/action
Racquet Club conceptual design contract - KF
2650 Deer Valley Dr, Comstock Lodge – Amendment to Rec of Survey SMA
260 Main Street – Condo Conversion KC
944 Lowell Avenue – Plat Amendment KC
953 Empire Avenue – Plat Amendment KC
1617/1621 Lakeside Circle – Plat Amendment KC
314 Daly Avenue-Plat amendment RM
2165-67 Monarch Drive – Condo Conversion RM
USSA conduit financing resolution
Animal control MOU
Purchase of replacement transit buses - EN
Marianne gone
11 RAB Visioning – work – (1 hour)
200 Ridge Avenue plat amendment – BR
900 Round Valley Drive amended subdivision – BR
600 Gilmor Way amended subdivision
Amendment to Municipal Code – private club liquor license (work/action)
18 **No meeting**
25 **Dana gone (10/13 - 10/29)**
Summer Recreation Program Update – work – (1 hour) – KF
Quarterly goal update

November 2007

1 Police facility ribbon-cutting
2 Quarterly management team meeting
8 Canvass of General Election
15 **Tom gone**
Round Valley annexation petition
22 **Thanksgiving**
27 & 28 Fam Tours
29

December 2007

6
13
20
27 **No meeting**

Pending Items:

Addendum to the lease with Park City Historical Society for property located at 528 Main Street

Resolution - Trails Master Plan

Summit County Solid Waste Master Plan

Market analysis – Phases 1 and 2

City Council Staff Report

Subject: Neighborhood Park in Old Town
Author: Ken Fisher, Recreation Manager
Matt Twombly, Sustainability
Department: Recreation & Library
Date: September 20, 2007
Type of Item: Informational/Directional

Summary Recommendations:
Direct staff and the Recreation Advisory Board (RAB) to proceed with the development of a Neighborhood Park in Old Town at the Colman and Wisnewski and begin the process of selecting an architect/engineering firm to develop construction documents based on the conceptual design .

Topic/Description:
Development of a neighborhood park in Old Town

Background:
The Colman parcel considered for the Neighborhood Park is listed as 130 Grant Avenue on the City's GIS data, is located between Hillside Avenue and Main Street, and was purchased 1994. In 2003 the City purchased four metes and bounds parcels at #148 Main Street from Wisnewski. The City reconfigured the parcels into two parcels and sold one of the parcels, including the Talon House located across the creek on the Colman parcel, earlier this year. Together these parcels are approximately 8/10 of an acre with access to Main Street from the remaining City owned parcel, Hillside Avenue, by trail and to Swede Alley by a trail across an easement. The work presently being performed at this location is the moving, reconstruction and addition to the Talon House at #148 Main Street.

Last year the City completed the three Neighborhood Parks in Prospector and at the Racquet Club. The Recreation Advisory Board (RAB) had considered a neighborhood park in the Old Town area and chose the Colman and Wisnewski parcels for recommendation at their Visioning with Council. Last fall City Council directed RAB and staff to develop a conceptual master plan for the Wisnewski and Colman parcels located on upper Main Street between Main Street and Hillside Ave. Once the Master Plan was completed RAB was to hold an open house with Old Town residents to receive feedback on the design.

Analysis:
Staff and the RAB Neighborhood Park Subcommittee worked with Dave Nicholas from IBI Group in the development of the park master plan (Attachment 1). The following design principles were established and were intended to act as a guide in planning the potential park.

- Create a passive neighborhood open space for the Old Town area.

- The plan should be consistent with the comprehensive, City-wide neighborhood park system and strategy.
- The plan should create a unique experience, special to the Old Town neighborhood and respective of the neighborhood character.
- Improve the connectivity through and around the area.
- Leverage the natural assets of the property including the existing creek and hillside landscape.
- Provide an environment to showcase public art.
- Provide a unique experience for residents and visitors to discover a piece of nature within the urban fabric of Old Town.

On May 23, 2007 a public input meeting was held on-site at the proposed park. Earlier in May property owners within 500 feet of the property were mailed a notice stating the date and time of the meeting. The notice also contained a copy of the conceptual master plan. The surrounding neighbors were also contacted door to door by members of RAB. The open house had a strong turnout with over 30 people attending with twelve people giving written comments on the park. The conceptual plan for the park has been very well received not only at the public input meeting but at the three neighborhood park open houses that the RAB hosted this summer.

The original master plan included a plan to develop formalized parking on the corner of Hillside and Main Street. This proposal caused the greatest amount of discussion during the meeting with residents concerned about the loss of parking and the impact it would have on them. After discussions with the City Engineer it has been determined that this area will be needed for staging of construction equipment for the reconstruction of hillside which is scheduled for 2011-2012. Given this need the development of formalized parking has been removed from the project but RAB recommend that it be included in the reconstruction of Hillside Ave.

The area to be developed is in the Silver Creek Water Shed, the FEMA Flood Hazard Area and the Expanded Park City Soils Ordinance area. Structures over or within the flood hazard area will require a Stream Alteration Permit from the State Engineer's Office and possibly permitting through the Army Corps of Engineers. Work on the site will require capping per the soils ordinance.

Based on the conceptual plan a preliminary budget for the construction of the park is as follows:

Development of construction documents	$ 35,000
Surveying of site	$ 10,000
Permitting	$ 5,000
Soils Ordinance	$ 50,000
Construction of Park	$350,000
Total Project Budget	**$400,000**

There is adequate funding for the project in the Neighborhood Park CIP Account. There is currently a balance of $745,000 in the Neighborhood Parks CIP account.

Department Review:
This report has been reviewed or received input from the City Manager, Sustainability, Recreation & Library, Legal, City Engineer, and Building

Alternatives:

A. Approve the Request:
Direct staff to proceed with the Old Town Neighborhood Park and develop construction documents based on the conceptual design for a neighborhood park on the Wisnewski/Colman parcels between Main Street and Hillside.

B. Deny the Request:
Council may deny the request to move forward with the hiring of an architect/engineering firm to develop construction documents

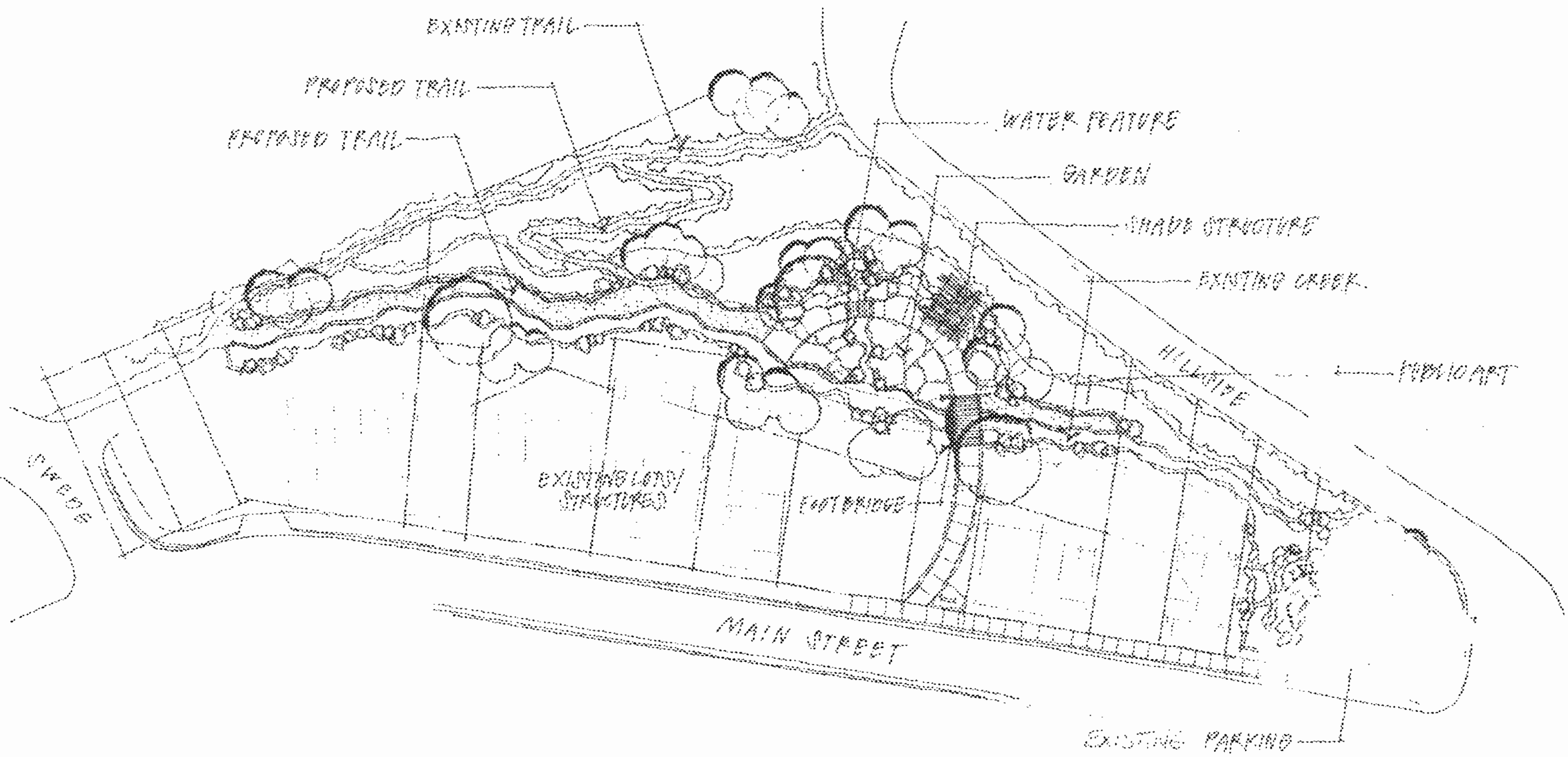
C. Continue the Item:
Council may continue the item to a later date

D. Do Nothing:
This will result in a lack of clarity on how to proceed with the proposed neighborhood park.

Significant Impacts:
By directing staff to move forward with the development of a neighborhood park on the Wisnewski/Colman parcels, the park will be able to be developed next season resulting in a neighborhood park being developed in Old Town.

Consequences of not taking the recommended action:
Delaying a decision may postpone the development of the neighborhood park resulting in the area staying in its current condition.

Recommendation:
Direct staff to proceed with the Old Town Neighborhood Park and develop construction documents based on the conceptual design for a neighborhood park on the Wisnewski/Colman parcels between Main Street and Hillside Avenue.



CONCEPTUAL MASTER PLAN

OLD TOWN NEIGHBORHOOD PARK

PARK CITY, UT

PARK CITY COUNCIL WORK SESSION NOTES
SUMMIT COUNTY, UTAH
AUGUST 30, 2007

Present: Council members Marianne Cone, Candace Erickson, Roger Harlan, Jim Hier and Joe Kernan. Mayor Williams was excused.

Tom Bakaly, City Manager and Mark Harrington, City Attorney ; Patrick Putt; Planning Director; Brooks Robinson; Principal Planner; Jerry Gibbs, Public Works Director; Kathy Lundborg, Water Manager; Max Paap, Special Events; Matt Twombly, Project Manager; Jonathan Weidenhamer, Economic Development and Special Projects Manager; Gary Hill, Budget Manager

1. Council questions/comments. Marianne Cone participated in Leadership's Ride the Bus Day and suggested holding events at the Transit Center more often. She also participated in the AARP events.

Roger Harlan reported the City/County Joint Transit Task Force was moving ahead on projects. Due to unprecedented ridership, the County is motivated to continue cooperative efforts with the City. He noted the contractor was making great strides on the Kearns sidewalk. He stressed that Summit and Wasatch Counties had been fortunate in not having major fire problems and stressed the importance of water conservation to maintain adequate fire flows.

Candace Erickson announced Wind Power Week and highlighted various planned activities. The Friends of the Library are holding their annual book sale on Labor Day weekend.

Jim Hier attended the HMBA Executive Board meeting where they discussed the BID fees and the Chamber Board meeting where they reviewed a plan to disseminate information on the availability of seasonal housing.

Mayor Williams congratulated Leadership Class XIII for "ride the bus day". He and Councilman Harlan, along with Manager Bakaly met with the new Hill Air Force Base General. The Governor's Blue Ribbon Advisory Panel on Climate concluded and the final report will be presented to the Governor in September. He will be attending a Mayor's Conference on Climate Change at Sundance, and his trip to China will occur in October.

2. Review of regular meeting. Council and Staff reviewed contracts and leases that would be acted on during Regular Meeting.

Boys and Girls Club – Max Paap, Special Events and Facilities, explained the request for renewal of the lease for the City Park Recreation Building for two nine-month terms. Issues to be resolved include non-exclusive use of space, the lease rate, and insurance requirements. Staff recognizes operational difficulties for the Club to store their supplies on a nightly basis and has built in a five day written notice period for use of the facility after 6 PM. Staff anticipates that space would be used for a dog obedience program and other occasional uses. In consideration of the non-exclusive facility use, Council members agreed to reduce the lease to $18,344.81. Regarding the request for compensation related to increased insurance requirements, Staff recommended the Club offset that from their savings from the lease.

There was no discussion on the Wintzer-Wolfe Properties Lease, **Harris and Associates Contract**, and **Nelson Brothers Contract**.

Joe Kernan requested discussion regarding the **agreement with Jordanelle Special Services District.** Public Works Director Jerry Gibbs explained it was a design contract for a connection along Hwy. 40 to connect with JSSD's tank at the Summit/Wasatch County Line. It would tie into the line at Quinn's Junction and provide redundancy required for the IHC Hospital. In addition to the existing emergency connection near Snow Park Lodge, this provides the City the ability to take more water and to enter into future discussions for buying water. Emergency connections do not supply water to the system beyond the 1,000 gallons under contract with JSSD; they allow the City to open connections for temporary relief, not long term use. Although the estimated pipeline cost is $2.4 million, and the Hospital is contributing a portion, it provides vital additional connection to other areas of the City's water system. The contract amount is $301,000.

Park Bonanza Planning Area – Patrick Putt, Planning Director, recapped the August 2, 2007 Work Session on General Plan amendments relating to the Park Bonanza District which is comprised of portion of community bounded by Park Avenue, Kearns Boulevard, Bonanza Drive and Deer Valley Drive. At Council's suggestion, Staff made revisions to: strengthen language discouraging big box retail; strengthen language to discourage small and medium sized tenant spaces from being combined and redeveloped into big box spaces; and included language that projects built within the area be sustainable in their design and building practices. These amendments serve as a supplement to the General Plan and would be incorporated upon Council's approval of the resolution for adoption.

Business Improvement District (BID) for downtown core in Park City – Joe Kernan expressed concern about all businesses in the district paying an equal charge. He suggested developing a formula to calculate charges based on business types and sizes. Upon direction from Council, Staff would return to seek adoption of the tax on September 13, 2007. Candace Erickson understood Mr. Kernan's concept but was uncertain how they would divide the overall cost among businesses, since the success of businesses varied depending on the types of events they promote. Jim Hier explained the majority of the cost was for administrative services, not specific event concepts. If it grew in the future to a significant fee, it may be appropriate to do something like that, but based on the current scope, the flat fee seemed to be a cost effective way to implement the program. Gary Hill, Budget Manager, explained the HMBA proposed the flat amount of $156 per business.

3. Joint work session with Planning Commission to discuss the proposed vacation of platted McHenry Avenue in conjunction with a plat amendment - Echo Spur on Rossi Hill

Planning Commission members Jack Thomas, Evan Russak, Julia Pettit, Jim Barth, Michael O'Hara, joined City Council members.

Principal Planner Brooks Robinson explained the proposal for a plat amendment involving 16 lots on Rossi Hill and requesting the vacation of platted, unbuilt McHenry Avenue from Rossi Hill Drive to platted Third Street. The Planning Commission held a work session and took public input in July, 007, and requested a joint meeting to seek Council direction on the merits of the proposed street vacation.

Mr. Robinson stated Resolution 8-98, "resolution adopting a policy statement regarding the vacation of public rights-of-way within Park City, Utah" contained three sections; each with reviewable criteria necessary for a finding of compliance.

<u>Section 1 Good Cause</u>, allows the City to find "good cause" when a proposal evaluated as a whole demonstrates a "net tangible benefit" to the immediate neighborhood and to the City as a whole. *Criteria 1* requires no increase in density; *criteria 2* requires neighborhood compatibility; and, *criteria 3* requires consideration. <u>Section 2 Material Injury</u>, demands that no person nor the public is "materially injured" by the proposal. <u>Section 3. Joint Meetings</u>. He reviewed analysis found in the Staff Report and requested discussion on several points: density/ compatibility with neighborhood development pattern; is the consideration provided by the applicant sufficient to justify the vacation; and, is there a net tangible benefit to the neighborhood and to the City as a whole?

Mr. Robinson stated the applicant was asking for about 8,000 square feet of Old Town property without any financial consideration given to the City. The vacation request only affects one side of the right-of-way.

Applicants Chad and Connie Bilbrey questioned the definition of property vacation which contained no provision for money to change hands. They further believed there had been a fundamental misunderstanding in what they were requesting and believed they were giving up more than they were getting.

Roger Harlan noted the City had received compensate for past street vacations. Mr. Bilbrey stated the compensatory route was different than a vacation. City Attorney Mark Harrington explained it was appropriate for the City to consider consideration and exchange for foregoing future uses of right-of-way.

Planning Commission members stressed they were interested in a discussion of what constituted cause, consideration and density. Residents from the neighborhood requested that Council and Planning Commission consider the comments from neighbors that had been submitted. Council encouraged subsequent meetings between the neighborhood and he developer and suggested creation of a sub-committee comprised of Planning Commission members and the City Council liaison.

Note: Council and Planning Commission conducted a lengthy discussion and received input from Rossi Hill and Silver Pointe residents. Due to a broken tape, it was necessary for the recording clerk to summarize based on notes taken during the meeting.

Mayor Williams recapped that the neighborhood and developer appeared to be willing to spend more time talking about the proposal. There were enough questions about vacation of the right-of-way to justify spending additional time reviewing the issues. Planning Commission Chair Michael O'Hara stressed that the Commission sought direction on the net tangible benefits to the neighborhood and to the City as a whole, and what constitutes consideration. Joe Kernan stressed the neighbors must ultimately be happy with what was built there. He requested examples showing how the City applied consideration in the past.

At this point, Mayor Williams left the meeting. Mayor Pro-Tem Marianne Cone recommended that the applicants meet with the neighbors, and requested that the Planning Commission report back to Council after they have been able to work out additional details.

City Attorney Mark Harrington suggested that Planning Commission should continue their review, assisted by a sub-committee who can review any site plan recommendations that may result from changes following neighborhood meetings. Consideration is a factor that will greatly vary depending on the proposal and will be based on values as defined by its consistency with the General Plan and neighborhood compatibility. He noted the neighborhood had done an excellent job presenting comments in the context of the Land Management Code and the General Plan.

Helen Alvarez questioned whether discussion about consideration meant they had already agreed to vacation. Mr. Hier explained it was a means to establishing some basis for whether a vacation would be appropriate. Ms. Alvarez implored Council to preserve the open space with natural vegetation on Rossi Hill.

PARK CITY COUNCIL MEETING
SUMMIT COUNTY, UTAH
AUGUST 30, 2007

I ROLL CALL

Mayor ProTem Marianne Cone called the regular meeting of the City Council to order at 6:15 p.m. at the Marsac Municipal Building on Thursday, August 30, 2007. Members in attendance were Marianne Cone, Candace Erickson, Roger Harlan, Jim Hier and Joe Kernan. Mayor Dana Williams was excused. Staff present was Tom Bakaly, City Manager and Mark Harrington, City Attorney ; Patrick Putt; Planning Director; Brooks Robinson; Principal Planner; Jerry Gibbs, Public Works Director; Kathy Lundborg, Water Manager; Max Paap, Special Events; Matt Twombly, Project Manager; Jonathan Weidenhamer, Economic Development and Special Projects Manager; Gary Hill, Budget Manager

II COMMUNICATIONS AND DISCLOSURES FROM COUNCIL AND STAFF

Joe Kernan disclosed he owned a recycling business. Candace Erickson disclosed she is married to the consultant for the General Plan Park/Bonanza amendments.

Patrick Putt announced a community open house to receive public input on Historic District Design Guidelines on September 24, 2007 at 5:00 p.m.

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

Michael Kaplan stated he lives on the “real” McHenry Avenue and expressed concern about a similar street name in the Echo Spur Subdivision when it is approved.

Leslie Miller urged Council to insulate Ella Sorenson from the construction disturbance next to her home.

IV WORK SESSION NOTES AND MINUTES OF MEETING OF AUGUST 9, 2007

Roger Harlan, “<u>I move approval of the Work Session Notes and Minutes of August 9, 2007”</u>. Candace Erickson seconded. <u>Motion unanimously carried</u>.

V CONSENT AGENDA PUBLIC HEARINGS (items listed will be open for public hearing prior to consideration for adoption or rejection; hearings may also be continued by vote of the Council)

Jim Hier, “<u>I move to continue Items 1 and 2 to dates as noted”</u>. Joe Kernan seconded. <u>Motion unanimously carried</u>.

1. <u>Consideration of an Ordinance approving a plat amendment at 1617/1621 Lakeside Circle, Park City, Utah (motion to continue to October 4, 2007)</u>

2. <u>Consideration of a recommendation to deny a plat amendment for 255 Ridge Avenue, King Ridge Estates (motion to continue to September 20, 2007)</u>

3. Consideration of a Master Festival License to be held on September 2, 2007 including a temporary street closure of Doc Holiday Drive on September 2, 2007 from 1 p.m. to 8 p.m. and to allow amplified music for a block party from 2 p.m. to 8 p.m. - Max Paap explained this was a first time community event that was being reviewed as a Master Festival License due to requests for amplified music, variance from the noise ordinance, and a temporary street closure. The applicant explained invitations had been sent to the entire neighborhood. Mayor ProTem Cone opened the public hearing. Receiving no input, the hearing was closed.

4. Consideration of an Ordinance approving a one year extension of the amended Lots 1-3, Block 30 of Snyder's Addition to the Park City Survey plat amendment located at 819 Empire Avenue, Park City, Utah - Ray Milliner explained the request for a one year extension of a plat amendment. Staff recommended approval and noted the applicant has demonstrated good cause for extension. Mayor ProTem Cone opened the public hearing. Receiving no input, the hearing was closed.

VI 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")

City Attorney Mark Harrington, disclosed that the landlords for Item 3, and both City Officials serving on the Planning Commission and the Board of Adjustment.

Joe Kernan, "I move to approve Consent Agenda Items 1, 2, and 3". Roger Harlan seconded. Motion unanimously carried.

1. Master Festival License to be held on September 2, 2007 including a temporary street closure of Doc Holiday Drive on September 2, 2007 from 1 p.m. to 8 p.m. and to allow amplified music for a block party from 2 p.m. to 8 p.m.

2. Ordinance approving a one year extension of the amended Lots 1-3, Block 30 of Snyder's Addition to the Park City Survey plat amendment located at 819 Empire Avenue, Park City, Utah

3. Lease with Wintzer-Wolfe Properties, in a form approved by the City Attorney, for space located at 1255 Ironhorse Drive

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

1. Lease with the Boys and Girls Club, in a form approved by the City Attorney, for space located in the City Park Recreation Building – See Work Session Notes and Staff Report for a discussion of the issues. Max Paap confirmed that Staff recommends a two-year lease renewal of the City Park Recreation Building to the Boys and Girls Club of Greater Salt Lake. The lease amount for the two nine-month leases is $18,344.81.

Jim Hier, "I move to approve the Lease with the Boys and Firls Club in a form approved by the City Attorney for space located in the City Park Recreation Building in the amount of $18,344.81 as modified". Candace Erickson seconded. Motion unanimously carried.

2. Consideration to authorize the City Manager to execute a construction contract, in a form approved by the City Attorney, to Nelson Brothers Construction Company, in the amount of $71,697 – Project Manager Matt Twombly explained the contract was for the Prospector Drain Vault Construction which will be used in the remediation efforts in the Silver Creek Tailings Site. Water will be diverted into an anaerobic treatment unit where it currently runs into the Silver Creek Watershed.

Roger Harlan, "I move to authorize the City Manager to excute a construction contract, in a form approved by the City Attorney, to Nelson Brothers Construction Company, in the amount of $71,697". Joe Kernan seconded. Motion unanimously carried.

3. Consideration to authorize the City Manager to approve Addendum No. 1 to the Professional Services Agreement with Harris and Associates for a total contract amount of $301,425 – Public Works Director Jerry Gibbs explained this addendum constituted an increase of $183,375 for total contract amount of $301,425 for professional engineering services.

Candace Erickson, "I move to authorize the City Manager to approve Addendum No. 1 to the Professional Services Agreement with Harris and Associated for a total contract amount of $301,425". Roger Harlan seconded. Motion unanimously carried.

4. Consideration to authorize the City Manager to enter into an agreement with Jordanelle Special Service District in the amount of $240,000 to design an emergency water supply connection to Quinn's Junction – See Work Session Discussion and Staff Report for additional details. Jerry Gibbs restated this was for engineering services to design an emergency connection that will provide adequate capacity to meet redundancy issues with the IHC Hospital, a future connection for water purchases; and an emergency connection.

Jim Hier, "I move to authorize the City Manager to enter into an agreement with Jordanelle Special Service District in the amount of $240,000 to design an emergency water supply connection to Quinn's Junction". Joe Kernan seconded. Motion unanimously carried.

5. Consideration of a Resolution amending the Park City General Plan creating the Park Bonanza Neighborhood Planning Area and amending related policies in General Plan Elements relating Park City direction, community character, open space, land use, growth management, transportation, environment, and housing – See Work Session Discussion and Staff Report. Planning Director Patrick Putt and Consultant Bruce Erickson, explained that Park City has three fundamental mixed use development areas: the Resorts, Main Street area, and Park Bonanza District. The current General Plan lacks clear direction for the Park/Bonanza area. This plan is intended to provide

direction to accommodate change in the area, redevelopment of existing properties, and infill properties. The Plan creates a strong emphasis on pedestrian improvements, and the housing component is intended for primary residents.

The planning process began in June, 2006 with a public open house, followed by public hearings, joint work sessions between Planning Commission and City Council and discussion during the Council visioning retreat. Planning Commission forwarded a unanimous recommendation to adopt the changes in July, 2007. At Council's suggestion, following the August 2, 2007 work session, Staff made revisions to: strengthen language discouraging big box retail; strengthen language to discourage small and medium sized tenant spaces from being combined and redeveloped into big box spaces; and included language that projects built within the area be sustainable in their design and building practices. These amendments serve as a supplement to the General Plan and would be incorporated upon Council's approval of the resolution for adoption. Staff recommended that Council adopt the recommendations in the General Plan following the public hearing.

Mayor ProTem Cone opened the public hearing. Cindy Matsumoto, business owner, requested clarification of business sizes. Consultant Bruce Erickson explained big box was defined as over 50,000–60,000 square feet; mid box was larger than 12,000–15,000 square feet, and base sizes were approximately 2,000 square feet. She clarified that her three combined business spaces were acceptable.

Mark Fisher thanked the Consultant, Planning Commission, City Council and Staff for their efforts and stated they were going to strive to cooperate with the City to create a world class solution.

With no further input, the hearing was closed.

Jim Hier, "<u>I move to approve the Resolution approving amendments and revisions to the Park City General Plan and creation of a Park Bonanza Neighborhood Planning Area as added to the packet and incorporated in modifications provided by Stantec Engineering dated August 16, 2007</u>". Roger Harlan seconded. <u>Motion unanimously carried</u>.

VIII OLD BUSINESS (items continued from a previous meeting)

1. <u>Consideration of a Resolution forming a Business Improvement District for the downtown core in Park City, Utah</u> – Budget Manager Gary Hill noted that Council began the public hearing on August 16, 2007 and discussed a proposal to create a Business Improvement District for Main Street. This will act as a mechanism for establishing a single service provider for trash services, and will provide for business promotion services with the district. The cost of those administrative services is $156 per business, as requested by the HMBA. Trash service fees will be billed directly by the provider.

Staff requests that Council continue hearing and consider adoption of a resolution that would create the Business Improvement District based upon the boundaries that are provided in the resolution. Adoption of the resolution begins a 15 day protest period, signals Council's intention to impose a per business tax of $156, and signals the City's intent to hold a public hearing before any change in the tax or change in business activities. If Council approves the Resolution, Staff will return on September 16, 2007 with an Ordinance to impose the tax and an amendment to the Business Licensing Ordinance.

Mayor ProTem Cone opened the public hearing. Receiving no input, the hearing was closed.

Joe Kernan, "I move to approve the Resolution forming a Business Improvement District for the downtown core in Park City, Utah". Jim Hier seconded. Motion unanimously carried.

2. Consideration of awarding of three year contract to Allied Waste, in a form approved by the City Attorney, for hauling services within the Main Street area and City facilities and to implement a $150 tax per license – Jerry Gibbs noted the request was continued from previous meeting until formation of BID was approved by Council. Staff requested approval of Option 2 of the BID rate structure, and Addendum 1 which related to City Facilities. Candace Erickson asked whether all businesses were aware of the fees that would be charged for hauling services, and whether the City should enter into the agreement prior to the end of the protest period.

Mr. Gibbs explained the contract would not go into effect until the effective date of the Business Improvement District (BID). Individual notices were not distributed but public notice had been given and the HMBA had reviewed contract language and was comfortable with the rate structure. He stressed that all businesses would have to pay this fee, but they were not restricted from contracting separately for supplemental trash services. At the time business licenses are renewed, businesses must provide proof that they are current on their trash collection payments before new licenses will be issued.

Jim Hier, "I move to approve the City Manager to enter into a contract in a form approved by the City Attorney, setting the rate structure for commercial trash services for Main Street with the effective date of the Business Improvement District (BID), and City facilities rate structures, to Allied Waste for a three year term renewable at the City's election for an additional three years as outlined in the Staff Report." Roger Harlan seconded. Motion unanimously carried.

3. Consideration of an Ordinance approving amendments to the Park City Land Management Code to Chapter 15-2.6 – Historic Commercial Business District and 15-2.5 – Historic Recreation Commercial District relating to prohibiting office, residential, or other non-sales tax generating uses and other similar or associated uses in the HCB and HRC Districts in storefronts as well as related definitional changes to the LMC Chapter 15-15-1 – Definitions. Jonathan Weidenhamer stated Council provided direction on August 9, 2007, to exclude portions of Park Avenue north of 8th Street from

the area affected by the proposed ordinance, and directed Staff to define and clarify “storefront” as it pertained to the ordinance. Staff has defined Storefront as the area 50’ back from the back of sidewalk and 8’ above or below the street grade. When applied to typical Old Town 25’x75’ lots, the intent was to promote the intent of the ordinance for areas directly adjacent to or visible from downtown street and address split-level storefronts. Separate businesses occupying the rear portion of any ground floor would have to be 50’ back from the sidewalk and in separately enclosed areas.

Mr. Weidenhamer highlighted Staff’s analysis of pending applications and identified two business license applications which were received after the May 26, 2007 notice of the proposed ordinance, as well as a third application submitted on August 30, 2007. Staff believes the intent and direction from Planning Commission and City Council had been clear. He noted Council has legislative authority to consider the request so long as its decision is reasonable and not arbitrary. Staff does not find that allowing the specific spaces to convert to office uses will significantly affect the overall percentage of non-tax generating uses in downtown storefronts.

Previous Public Input has suggested that the previous change to the Municipal Code that prohibited local consent for Liquor Licenses that do not allow general public to apply for membership should be amended to only affect storefronts. Staff will return in the future for direction.

Ted Barnes, colleague of Bob Dillon who had previously spoken to Council, addressed two pending applications and introduced Jeff Edwards, principal of CS Financial, one of applicants. He encouraged Council to date the effectiveness of the ordinance as of August 30, 2007. His client contracted to purchase office space one year ago and pursued SBA loans to maintain and operate a mortgage office and would suffer significant hardship if not allowed to continue his business. These plans were begun prior to the date the pending ordinance was noticed. He stated they support the policy, but request that it be tempered with regard to these instances. He reiterated their assertion that business licenses are not land use applications.

Joe Kernan asked Mr. Edwards to explain where he would be located and how the ordinance impacted his situation. Jeff Edwards explained his intent to occupy a front space in the Poison Creek Mercantile location, and to live upstairs. His SBA loans have large prepayment penalties and he would face serious financial issues if he were forced to rent the space for retail or to sell.

Bill Shoaf, Sky Lodge, relayed his attempts to relocate to a smaller space on Main Street from which to market the Sky Lodge because they intended to re-open the restaurant. He explained several communications with Staff that ended in him being denied a business license because he applied after the May 26th deadline. His Sky Lodge project represented a significant contribution to the community and he asked Council to consider his request for exemption from the “pending ordinance” deadline.

Jana Potter supported Mr. Shoaf's request. She addressed her convertible space in the Silver Queen on Main Street and requested similar consideration so she could move forward with development plans within her space.

Marcy Davis, property and business owner, and realtor, supported Bill Shoaf's request. He will only be selling the Sky Lodge project, a project that is solely about Old Town.

Philo Smith former owner of Zoom and Easy Street, and partner in Sky Lodge, urged Council to consider the hardship that a punitive effective date for the ordinance will have for these three individuals.

Ken Davis, Historic Main Street Business Alliance, commented the zoning changes will be beneficial for the street, however extenuating circumstance deserve consideration.

Jim Whitney, Sky Lodge owner, asked Council to consider the request from Bill Shoaf. The ability to sell that property is critical to Park City and to his investment.

Mike Sweeney, encouraged Council to accommodate Mr. Shoaf's request, noting that it would be a short term exercise. He reiterated prior requests regarding the private club ordinance to make it more consistent with vertical zoning in relation to storefronts.

With no further input, the public hearing was closed.

Candace Erickson believed all three parties had valid complaints. Typically, they draw the line at the date notification is published, but they had revised the ordinance a number of times since that date. She supported amending the effective date to August 30, 2007, and after that date no new applications can be accepted.

Jim Hier noted uses run with the property not the applicant and asked if there were a way to allow temporary uses, for a particular scenario, that would expire with the business license. Attorney Harrington stated it would be inconsistent. If Council moves the pending ordinance date to the adoption date, these uses technically become non-conforming uses governed by a separate ordinance section of the Land Management Code. Under State Code, Council does have the ability to phase out non-conforming uses and if acceptable to these applicants they could condition the Ordinance effective date with phasing out requirements for the three non-conforming uses. He stressed the request must be valuated on the broad sense of fairness and general applicability of the doctrine, not on individual cases of hardship. Mr. Hier supported Ms. Erickson's suggestion that they make the ordinance effective upon date of adoption.

City Attorney Harrington suggested additional Ordinance language: "Whereas, the Council determines after evaluating issues of fairness and the overall intent of the regulation, that the application of pending ordinance doctrine shall be revoked and the effective date of the Ordinance shall be the date of adoption."

Candace Erickson, "I move to approve the amendments to the Park City Land Management Code Chapters 15-2.6 - Historic Commercial Business District and 15-2.5 prohibiting office, residential, or other non-sales tax generating uses and other similar or associated uses in the HCB and HRC Districts in storefronts as well as related definitional changes to the LMC Chapter 15-5-1 - Definitions, with the addition of the whereas noted by the City Attorney therefore making the adoption date August 30, 2007". Joe Kernan seconded. Motion unanimously carried.

4. Consideration of an addendum to the lease with Park City Historical Society for property located at 528 Main Street (continued from Municipal Building Authority meeting) - Jonathan Weidenhamer explained Staff was seeking Council direction regarding an addendum to the Park City Historical Society lease. In 2003, the City and the Society entered into a 99 year least for the use of Old City Hall. This addendum identifies a blueprint for tenant improvements necessary to allow the Society to move forward with the expansion of the building and turnover of operations and building maintenance to the Society. The City has expressed a serious commitment to their goals for economic development and expansion. Research of past discussions and agreements does not indicate that the City intended to re-open the lease and assume additional operational costs in order to accommodate the museum expansion.

Mr. Weidenhamer reported that Planning Staff has issued administrative design approval in August for the proposed addition. As building owner, Council's approval of the lease cements that design approval. He noted Council had the ability to provide input on the design, indicating that any substantive changes would require reconsideration by the Planning Staff to ensure it met the guidelines. Laura Blake of Mark Cavagnero Architects has a presentation focusing on the rear elevation and design details, pedestrian experience, finish materials and landscaping for Council's review.

Mr. Weidenhamer stated the Historical Society had proposed the City pay for and be responsible for insurance, operations and maintenance. Additional discussion has centered on the design and access of the restrooms. The lease will address increased square footage post-construction. Rent will be reduced to $1.00 per year annually. Tenant improvements will be installed by the Society at its expense. The lease addresses the City's both the public art and green policy initiatives of the City.

Mr. Weidenhamer reviewed areas of the lease where the City and Society did not agree.

Insurance. In the past, the City has provided general liability insurance for the building as well as insurance for exhibits. Staff recommends the Society be responsible for paying the premium to add coverage for exhibits to the City's policy and that they be responsible for obtaining insurance for any other sub-leases and administrative duties as necessary.

Operations and maintenance. The City does not currently clean inside the building, but provides maintenance for restrooms and long-term maintenance of the structure. The building is included in the City's asset management program, which covers structural upgrades. Staff supports maintenance and cleaning of the restrooms if they are publicly accessible; however, that would require installation of a lift for ADA accessibility, which may affect the design. Staff also recommends that the Society assume responsibility for annual maintenance of operating systems and utility bills. All told, costs to the Society would increase an additional $16,000 in addition to their current costs. The prior lease was $18,000 and it has been reduced to $1.00 annually.

Mr. Weidenhamer addressed additional issues, including the need for a lay-down yard in Swede Alley, which results in a loss of 34 parking spaces for fifteen months. Parking Services typically charges $9 per space for reserved use and Staff requests discussion regarding waivers of those fees.

Staff has learned that the Society may request conduit financing and asked Council to consider the possibility subject to criteria recently established to assist USSA, which was subject to a letter of credit assuming liability in case of default. It is a City building, which raises the question of whether it is a City project subject to bidding requirements. Mr. Weidenhamer explained this would be a policy question to be determined by Council in the future.

Mayor ProTem requested input from the Historical Society representatives prior to reviewing the architect's presentation and further discussion.

Richard Pick, President of the Board; Harry Reed, member; and Sandra Morrison, Executive Director, indicated their pleasure to meet with Council. They are grateful for the City's support and for Staff's assistance through the process. The project is a partnership that has come a long way since its formation in 2003. Mr. Pick distributed a handout that compared the City's contribution of $2,601,000 to the PCHS contribution of $4,303,000 ($4.2 million of which is for the building expansion) and emphasized that the expansion will provide economic benefits by providing a destination Main Street attraction.

Mr. Pick indicated their insurance agent had been working with City staff. Mark Harrington reported they were close to resolving the general liability issue, although Staff recommends the Society administer their exhibit insurance.

Laura Blake, Mark Cavagnero Associates, reiterated Mr. Pick's thanks for Council's support, which has enabled them to raise an additional $1 million. She recapped the March presentation and reviewed the design that had been reviewed and approved by Planning Staff and the Historic Preservation Board.

Ms. Blake reviewed Secretary of Interior Standards Guidelines for Treatment of Historic Building, as they pertain to new additions, which they used to develop their design. The Main Street elevations will be preserved and the Swede Alley elevation will be preserved on the interior and visible through the addition. The new addition provides a plane break behind Old City Hall and uses stone that relates to Old City Hall and the old library building.

Marianne Cone expressed concern about the rear of the building and questioned the difficulty of snow removal. Mike Lennon, Building Maintenance, explained the new area would probably be more helpful since they use a small plow that fits in the area.

Ms Cone also questioned the raised walkway at the rear and asked whether additional landscaping could be installed. Ms. Blake explained the terrace was added to provide views of the exhibits as one walks along the rear of the building. The design incorporates core ten steel that provides a softer texture, finish and color. She explained they could add additional landscaping on Dolly's Plaza. Ms. Cone felt the raised walkway created a sense of isolation from the rest of the street and encouraged additional landscaping.

Planning Director Patrick Putt explained Staff, Historical Society representatives and their architecture team had spent considerable time on this issue. They concurred that eliminating the walkway created a disconnect between the pedestrian level and the glass area would make the building look taller and would diminish the pedestrian experience. In addition, they did not believe the narrow planting area that would have been created would provide an optimum area for plants to thrive. Ms. Cone questioned the need for a nine-foot wide sidewalk since it did not connect to anything.

Candace Erickson was thrilled with the design and believed the glass area would draw people in and suggested planters on the Dolly's sidewalk. Council members expressed support of the design as approved by the Planning Department.

Jonathan Weidenhamer requested direction regarding insurance for exhibits and third party leases. Mr. Pick stated the Society maintain liability insurance and will continue to do so. Their concerns center on exhibit insurance. Mark Harrington stated they were close on the general liability issue and Staff is working with the Society's insurance agent. Staff's concern is coverage for visiting exhibits and administration of the policy to ensure that nothing was overlooked. Jim Hier encouraged Staff and the Historical Society to work out the requirements in the lease.

Mr. Weidenhamer stated Staff's recommended that the City continue to be responsible for asset management, long-term structural upgrades, and exterior maintenance, snow removal, etc. Staff recommends that the Society assume responsibility for cleaning, as well as operations and maintenance for mechanical systems, and the restrooms because they are best managed by the occupants. He explained the expansion will remove the existing public restrooms at the rear of the building and the City requests that the museum provide unobstructed public access to the new restrooms during operating hours, providing ADA access through the building during operating hours. The museum does not want to provide maintenance because they feel they lack the ability to monitor and control them because of the public access. The feel it would be cheaper for the City to continue to provide maintenance of the restrooms.

Jim Hier expressed concern about underground restrooms being open 24/7. Jon explained they had agreed to have them open during museum hours, but had not been able to agree on maintenance responsibility. He clarified that a lift for ADA accessibility was not necessary if the restrooms were only open during operating hours.

Mr. Hier supported the City covering O&M for the restrooms. Mark Harrington suggested having someone from the ADA community review the functionality of the access.

Sandra Morrison stressed it was a liability issue for them because they are not protected by the Utah Governmental Immunity Act.

Jon Weidenhamer summarized Council's support for the City to provide maintenance of the restrooms; no lift will be installed because there is ADA accessibility from inside the Museum; and they are subject to review to ensure they are acceptable under ADA accessibility guidelines.

Mr. Weidenhamer continued discussion on the Society's request for the City to assume responsibility for the operations and mechanical systems. Staff has estimated these costs to be $12,700 annually.

Mr. Pick suggested the City should assume responsibility for proper maintenance of those items in order to extend the life of such expensive equipment. Sandra Morrison explained the Museum would have to pursue fund raising to meet these additional expenses.

Jim Hier stated the City was assuming responsibility for the restrooms and the Museum should pick up the costs for operations and maintenance. Candace Erickson understood the reason for the Society's request; however, Council must balance it against costs to taxpayers. As a tenant, one expects the landlord to assume responsibilities for maintenance; however, this tenant will only be paying $1 per year. They do provide educational program and generate some sales tax dollars. Roger Harlan suggested a compromise where the Museum would pay the City a flat fee, based on a calculation of operations and maintenance costs, to manage the maintenance. Council members concurred and directed Staff to analyze the costs and develop a flat rate for Council's consideration.

Mr. Weidenhamer stated they would need a construction staging yard and they have identified a need for 34 spaces in Swede Alley, ten immediately behind the museum and 24 in the historic wall lot. Roger Harlan commented on building practices in New York City where construction staging occupied much smaller space. Jon requested direction from Council as to the City's parking policy. Staff recommends that the ten adjacent spots be provided, but spaces in the historic wall lot be assessed at 50% of the normal $9 per day fee. Councilors encouraged minimization of the staging area but did not want to impose charges for use of the spaces. Mr. Weidenhamer stated Staff would return with a plan, not to exceed 34 spaces.

Council and staff held a brief discussion regarding options for assist the society with financing. They concurred it was appropriate to table the issue until later.

Jon Weidenhamer stated the Historical Society had requested that they be allowed to display *artifacts* of their choice, without going through the Public Art Advisory Board process, in lieu of the requirement to pay 1% for public art. Council members directed Staff to include 1% for artifacts in the lease.

Mayor ProTem Cone opened the public hearing.

Alex Butwinski outlined various methods to charge tenants for daily operating expenses. He believed 34 spaces was excessive and requested reconsideration of the contractor's request.

Mike Sweeney, business owner, requested that restrooms be inside the museum. He also suggested using a material other than sandstone that was more impervious to the elements.

Kacy Quinley, Sunday Museum volunteer, urged that restrooms remain outside, since she often is the only one working inside the Museum.

Bill Coleman encouraged the Council to build flexibility into the lease to offset annual costs. The museum has limited revenue capacity and they appreciate everything the City can do support them.

Krista Perry, Park City Mountain Resort, expressed the importance of providing an educational experience for visitors. She stated the museum was a big part of the town's authenticity.

The public hearing was closed.

IX ADDITIONAL DISCUSSION – AGENDA ITEMS
There was no additionaldiscussion.

X ADJOURNMENT
With no further business, the City Council meeting adjourned at 9:45 p.m.

MEMORANDUM OF CLOSED SESSION

The City Council met in closed session at 2:00 p.m. Members in attendance were Mayor Dana Williams, Marianne Cone, Candace Erickson, Roger Harlan, Jim Hier, and Joe Kernan. Staff present were Tom Bakaly, City Manager; Mark Harrington, City

Attorney; Tom Daley, Assistant City Attorney; Jerry Gibbs, Public Works Director; Kathy Lundborg, Water Manager; Myles Rademan, Public Affairs Specialist; Kent Cashel, Deputy Public Works Director; Phyllis Robinson, Community and Public Affairs Manager; and Alison Butz, Environmental Affairs and Project Manager.

Marianne Cone, "I move to close the meeting to discuss personnel, property and litigation." Candace Erickson seconded. Motion carried unanimously.

The meeting opened at 3:50 p.m. Marianne Cone, "I move to open the meeting." Jim Hier seconded. Motion carried unanimously.

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 Sharon Bauman

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Sharon C. Bauman, Analyst II

City Council Staff Report

Subject:	**GRANT ACCEPTANCE**
Author:	**Chief Lloyd D. Evans, Sr.**
Department:	**Public Safety - Police**
Date:	**September 20, 2007**
Type of Item:	**Legislative**

Summary Recommendations:
Staff requests City Council approve the resolution, attached as Exhibit A, for the Utah 9-1-1 Grant Special Billing Agreement and provide authorization to acceptance the grant funds in the amount of $98,072.

Topic/Description:
The Communications Division of the Police Department submitted a grant request to the Utah Department of Public Safety, 9-1-1 Committee to obtain funds to improve our 9-1-1 telecommunications system for our dispatch center.

Background:
Improving our dispatch center has been a focus over the past several years. Improvements in dispatch technology, equipment and esthetics has been completed and funded through grants received by the department. Enhancing our phone system was a goal to be realized with the move to the new police facility in late 2007.

As the Police Department began preparing to move operations into the new public safety facility, discussions surrounding improvements in our dispatch center's telecommunication system began. Increasing and refining our 9-1-1 telephone system and capabilities has long been a goal for the dispatch center.

With growth of the greater Park City area and the ever increasing need for us to partner with the Summit County Communications Center to provide dispatch services, it became apparent that an upgrade in our dispatch phone system was needed and a funding source would be desirable in light of the cost of equipment and technology that would be needed.

Analysis:
The Summit County Sheriff's Dispatch Center is the primary dispatch center for receiving and handling 9-1-1 emergency calls for the County, including Park City proper. The system that is in place between our Dispatch Center and Summit County has been adequate in providing emergency response services however improvements are needed to allow for our Dispatch Center to act as the secondary dispatch center for the County. Installing a new phone system especially designed to handle 9-1-1 emergency calls is needed in the event that the County's Dispatch Center became inoperable and Park City Dispatch needed to take over.

The cost of the technology and equipment to complete this enhancement is $113,072. The Utah 9-1-1 Committee approved a grant amount of $98,072 and the City will contribute $15,000 as cost sharing for participation in this grant program. The City share has been budgeted in the FF&E budget for the dispatch move to the new police facility.

Obtaining this grant will provide the critical telecommunication link between the City and County Dispatch Centers to increase our interoperability and enhance our emergency dispatch response capabilities.

Department Review:
The Legal Department, Grants and Budget Department and the City Manager's Office reviewed this report.

Alternatives:

A. Approve the Request:
Approve the request will allow for a higher level of interoperability between the City and County Dispatch Centers.

B. Deny the Request:
Denying the request will cause the City to miss out on available funding for telecommunications equipment that will enhance our emergency service delivery.

C. Continue the Item:
Continuing the item will delay implementation of the telecommunications system beyond the dispatch move date schedule in connection to moving to the new police facility, this could increase costs.

D. Do Nothing:
Doing nothing will only delay this necessary upgrade, very likely facing higher costs for this technology and equipment.

Significant Impacts:
Receiving these funds will allow the Police Dispatch Center to enhance its telecommunications systems to better receive and handle emergency calls from the community. As well, it will allow our dispatch center to act as the Summit County Dispatch Center's secondary service and visa versa.

Consequences of not taking the recommended action:
The City will miss an opportunity to accept state funding that will increase our emergency telecommunications systems and emergency response capabilities.

Recommendation:
Staff requests City Council approve the resolution, attached as Exhibit A, for the Utah 9-1-1 Grant Special Billing Agreement and provide authorization to acceptance the grant funds in the amount of $98,072.

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EXHIBIT A

Resolution No.

A RESOLUTION APPROVING THE UTAH 9-1-1 GRANT SPECIAL BILLING AGREEMENT BETWEEN PARK CITY MUNICIPAL CORPORATION AND THE STATE OF UTAH'S DEPARTMENT OF PUBLIC SAFETY, 9-1-1 COMMITTEE AND AUTHORIZING ACCEPTANCE OF GRANT FUNDS

WHEREAS, the Interlocal Cooperation Act provides that any power that may be exercised by any public agency may be exercised and enjoyed jointly with other public agencies pursuant to an agreement approved by resolution of the governing bodies of each such public agencies; and

WHEREAS, Park City Municipal Corporation ("PCMC") and Utah's Department of Public Safety, wishes to enter into this Special Billing Agreement, attachment A, to provide PCMC with grant funding to enhance 911 Telecommunications and ensure the cooperative efforts between the parties with respect to receiving funds, expending funds and accounting for funds and equipment are followed; and

WHEREAS, it is necessary that an Authorized Public Official with PCMC sign the Special Billing Agreement prior to receiving the grant funds:

NOW, THEREFORE, BE IT RESOLVED by the City Council of Park City, Utah as follows:

1. The City Council hereby approves the execution of the Utah 9-1-1 Grant Special Billing Agreement, (attached as Attachment A) in a form approved by the City Attorney's Office, and
2. The City Council hereby approves receipt of the Utah 9-1-1 Grant funds in the amount of $98,072.
3. The City Manager or his/her designee is authorized to execute any and all subsequent agreements or amendments, in a form approved by the City Attorney, to implement the intent of this agreement so long as the city obligation does not exceed $15,000.

PASSED AND ADOPTED this 20th day of September, 2007.

Attachment A

SPECIAL BILLING AGREEMENT
(NEEDS TO BE ATTACHED)

SPECIAL BILLING AGREEMENT
Utah 9-1-1 Grant
August 16, 2007
$98,072

WHEREAS, the **State of Utah, Department of Public Safety, 9-1-1 Committee** (hereinafter "Grantor"), **Park City** (hereinafter "Grantee") agree to the below-indicated terms and conditions in providing funding and professional staff expertise specifically for Public Safety Answering Point (PSAP) 9-1-1 Telecommunications Enhanced, Phase I and Phase II equipment, installation, testing and implementation.

I. Grantee currently provides PSAP operations valuable to the State of Utah and the residents of Park City and the surrounding areas;

II. Grantee is desirous to upgrade its PSAP operation in compliance with Federal Communications Commission (FCC) 9-1-1 regulations;

III. Grantee agrees to comply with:
- All 9-1-1 Committee allowable and non-allowable expenditure regulations and procedures;
- All State of Utah Department of Public Safety operational rules and regulations;
- All State of Utah purchasing and procurement procedures and regulations; and
- All clauses herein concerning expenditure of 9-1-1 grant funds;

IV. Grantee assumes full responsibility for the below-indicated grant-funded tasks, vendor-supplied equipment and vendor-supplied services:
- Installation, testing, implementation and maintenance of new 9-1-1 equipment, software, telephone lines and related telecom facilities;
- Creation, implementation and maintenance of any new address database and Master Street Address Guide (MSAG); and
- All telephone company costs payable upon upgrading, installing and testing switches, systems and wiring;

V. Grantee agrees to oversee and supervise the above-indicated work, including, but not limited to installation, testing, implementation and training. Specific equipment and software upgrades, if any become available, funded pursuant to this grant will be detailed therein.

VI. Grantor agrees to provide grant funds in the amount not to exceed $98,072 (Ninety-eight Thousand Seventy-two Dollars), wherein the balance, $15,000 will be funded and paid by Grantee;

VII. Grantee agrees to acquire, maintain, insure and protect all grant-funded equipment, supplies, intangibles and other items, if any exist to the highest degree of serviceability and to advise and notify Grantor in writing within ten (10) days of occurrence of any loss, damage, destruction or other disposition of anything acquired with 9-1-1 grant funds;

VIII. Any Equipment acquired herein with Grantor funds and hereinafter not used for its intended purpose, that is as 9-1-1 emergency call answering systems, because of PSAP consolidation or any other reason, shall within 30 days of its non-compliant use revert back to the Grantor with no encumbrance thereupon by Grantee, save the local share actually contributed by Grantee;

IX. Grantee agrees to meet with State of Utah Automated Geographic Reference Center (AGRC) prior to purchasing any geographic information system (GIS), global positioning system (GPS) or mapping products or services. Grantee will coordinate with AGRC to define geographic data and technology requirements and work to leverage Grantee's and AGRC's resources and expertise to best satisfy these identified needs;

X. Grantor agrees to:
- Assist and advise Grantee in the planning, contracting, acquisition, implementation and testing of all 9-1-1 grant funded equipment, services and intangibles;
- Assist and advise Grantee in the integration of all new 9-1-1 equipment in compliance with attaining Phase II operational status;
- Pay all properly agreed upon vendor invoices, net of any maintenance costs, up to the aforementioned not-to-exceed amount, $98,072, in a timely and precise manner;

XI. Grantee will refrain from any willful neglect or gross negligence actions which might cause an adverse effect upon the equipment funded herein;

XII. Grantee will adhere to all generally accepted accounting principles (GAAP) and Government Accounting Standards Board (GASB) rules and regulations in the conduct and financial reporting of its 9-1-1 PSAP operations;

XIII. Grantor will relinquish, transfer title and warranties, and Grantee will hereinafter own in its entirety, all equipment, services and intangibles acquired hereunder without encumbrance;

XIV. Grantor and Grantee agree to work jointly and in concert to complete this project expeditiously and proceed to Phase I and Phase II compliance, as appropriate;

XV. Grantor agrees to obligate 9-1-1 grant funds and Grantee agrees to all terms and conditions herein prior to acceptance of grant funds. Breach of any clauses herein or non-availability of grant funds may result in deobligation of funds and/or imposition liquidated damages against Grantee;

XVI. Grantee agrees to work diligently to complete this project in its entirety no later than December 31, 2008;

XVII. Grantee agree to provide Grantor with written detailed progress reports on each expiration of three (3) months commencing on December 31, 2007, comprising:
- Equipment acquisition progress;

- Implementation progress;
- Grant funds expended to date and any expected cost overrun; and
- Forecast completion date and completion cost;

XVIII. Grantee agree to comply with regulations and procedures currently established or established hereinafter execution of this Grant by the State of Utah and the 9-1-1 Committee with regard to "Guidelines for 911 Center Operational Costs", that is allowable and non-allowable expenditure of 9-1-1 funds from:

- Department of Public Safety, Emergency Services Phone Fee, UCA §69-2-5(2)(c)(iii); and
- Department of Public Safety, Unified E911 Phone Fee, UCA §69-2-5(1).

I represent the entity as the officer indicated below, duly authorized to execute this agreement on the date indicated herein. I hereby set my hand to this agreement August 16, 2007, at Salt Lake City, Utah.

Park City Police Chief

By: **Lloyd D. Evans, Sr., Chief**

Utah Department of Public Safety
9-1-1 Committee

By: Gary Lancaster, Committee Chair

Park City Mayor

By: **Dana Williams, Mayor**

Utah Department of Public Safety

By: Scott Duncan, Commissioner

City Council Staff Report

Subject: Vacation of Waterline Easement in Deer Valley
Author: Eric DeHaan, City Engineer
Department: Executive
Date: September 20, 2007
Type of Item: Legislative

Summary Recommendations:
The Council should authorize the Mayor to sign the Vacation of Easement attached hereto as Exhibit A in final form approved by the City Attorney.

Topic/Description:
When Deer Valley Resort was first constructed it took Royal Street Land Company a couple of tries to get the Snow Park Lodge drop-off right. Numerous utilities, including a water line, were installed only to be subsequently moved as the present drop-off arrangement was finalized. In 1982 a water line easement was recorded with the Summit County Recorder that is no longer appropriate because the water line was subsequently relocated. The easement partially encumbers what is now an adjacent development parcel, namely the Snow Park Parking Lot. There are several abandoned utilities in the parking lots which will get removed during construction of the Deer Valley Village project in the parking lots.

Background:
Deer Valley Resort was approved under a Master Planned Development approval, subsequently amended, that established some development density in the Snow Park Parking lots. The subject easement from 1982, which is no longer needed, encroaches into Parking Lot 1 as shown in the sketch attached as Exhibit B. Deer Valley and the purchaser of Lot 1 have a desire for their lot to be as clear of easements as possible. On the sketch, the existing water line is depicted "EW".

Analysis:
The water system in Snow Park has been upgraded several times since the original construction in 1979-80. The subject water line easement from 1982 has been superseded by several newer easements and rights-of-way. The 1982 easement is no longer necessary and clouds the title of the Snow Park Parking Lot 1.

Department Review:
This report has been reviewed by Legal and Public Works. All concerns raised by these departments have been incorporated herein.

Alternatives:

A. Approve the Request:

Approving the vacation of easement will clear up title to Parking Lot 1. This is Staff's recommendation.

B. Deny the Request:

Denying the easement vacation will force the Snow Park parking lot development to deal with the easement.

C. Continue the Item:

If the Council desires more information about the easement, the item may be continued.

D. Do Nothing:

This would have the same affect as denying the vacation of the easement.

Significant Impacts:

There are no significant impacts arising from the recommended action.

Consequences of not taking the recommended action:

If the easement is not vacated, the yet-to-be-processed Deer Valley Village on the Snow Park Parking Lots will have to be planned and built around the existing easement, which is an unnecessary constraint on good land-use planning.

Recommendation:

The Council should authorize the Mayor to sign the Vacation of Easement attached hereto as Exhibit A in a final form approved by the City Attorney.

<u>Attachments</u>:

Exhibit A – Vacation of Easement

Exhibit B – Sketch of Parking Lot 1 with Alliance Engineering e-mail

When recorded mail to:
Robert W. Wells
Deer Valley Resort Company
P. O. Box 1087
Park City, Utah 84060

VACATION OF EASEMENT

This Vacation of Easement agreement is entered into this ___ day of June, 2007 by and between Park City Municipal Corporation, a political subdivision of the State of Utah (“PCMC”) and Deer Valley Resort Company, a Utah limited partnership ("DVRC").

WHEREAS:

A. DVRC, by Grant of Easement dated September 1, 1982 and recorded December 10, 1982 as Entry No. 199160 in Book M242 at page 264, Official Records of Summit County, Utah, granted to PCMC a non-exclusive easement for a water line over, under and across the following described real property:

> A strip of ground 20 feet in width, being 10 feet on each side of the following described centerline located in part of the Northeast Quarter of Section 22, Township 2 South, Range 4 East, Salt Lake Base and Meridian, said centerline being more particularly described as follows: Beginning at a point on the centerline of the Deer Valley East Road, said point being South 3116.62 feet and East 3651.81 feet from the East Quarter corner of Section 16, Township 2 South, Range 4 East, Salt Lake Bade and Meridian; thence North 41° 00’ 00” East 149.30 feet; thence North 90° 00’ 00” East 203.27 feet to a point on the westerly right-of-way line of said Deer Valley East Road and there terminating, said point of termination being distant North 69° 29’ 26” East 321.61 feet from the point of beginning.

B. The water line has been abandoned and replaced in a different location so that the easement area described above is no longer appropriate.

C. DVRC has previously executed a new Grant of Easement in favor of Park City Municipal Corporation covering the real property to which the water line was relocated.

D. PCMC is willing to vacate the easement that it was granted over the property described above.

NOW THEREFORE, the parties hereto agree as follows:

1. PCMC hereby vacates and relinquishes all of its rights established by the Easement recorded December 10, 1982 as Entry No. 199160 in Book M242 at page 264, Official Records of Summit County, Utah, covering the property described above and quit-claims such in favor of DVRC.

2. The officers who execute this Agreement on behalf of the parties hereto certify that they have full and absolute authority to enter into this Agreement and to cause the actions provided for herein.

DEER VALLEY RESORT COMPANY
a Utah limited partnership
By Royal Street of Utah
A General Partner

By ______________________
Robert W. Wells
Vice President

PARK CITY MUNICIPAL CORPORATION

By ______________________
Dana Williams, Mayor

ATTEST:

____
City Recorder

APPROVED AS TO FORM

____
Mark D. Harrington, City Attorney

STATE OF UTAH)
: ss.
COUNTY OF SUMMIT)

On the __ day of June, 2007, personally appeared before me Robert W. Wells, the signer of the foregoing Vacation of Easement, who duly acknowledged to me that he is the Vice President of Royal Street of Utah, a general partner of Deer Valley Resort Company, a Utah limited partnership, and that he executed the same on behalf of and with the authority of Deer Valley Resort Company.

____
NOTARY PUBLIC

Eric DeHaan

From: John Demkowicz [john@alliance-engr.com]
Sent: Wednesday, May 30, 2007 8:00 AM
To: bwells@deervalley.com; Eric DeHaan
Subject: Re: Vacation of Easement for old water line across Lot 1 of parking lots
Attachments: water easement.pdf

Eric,

The attached exhibit shows the extent of the easement. That section of waterline has been abandoned. Thanks

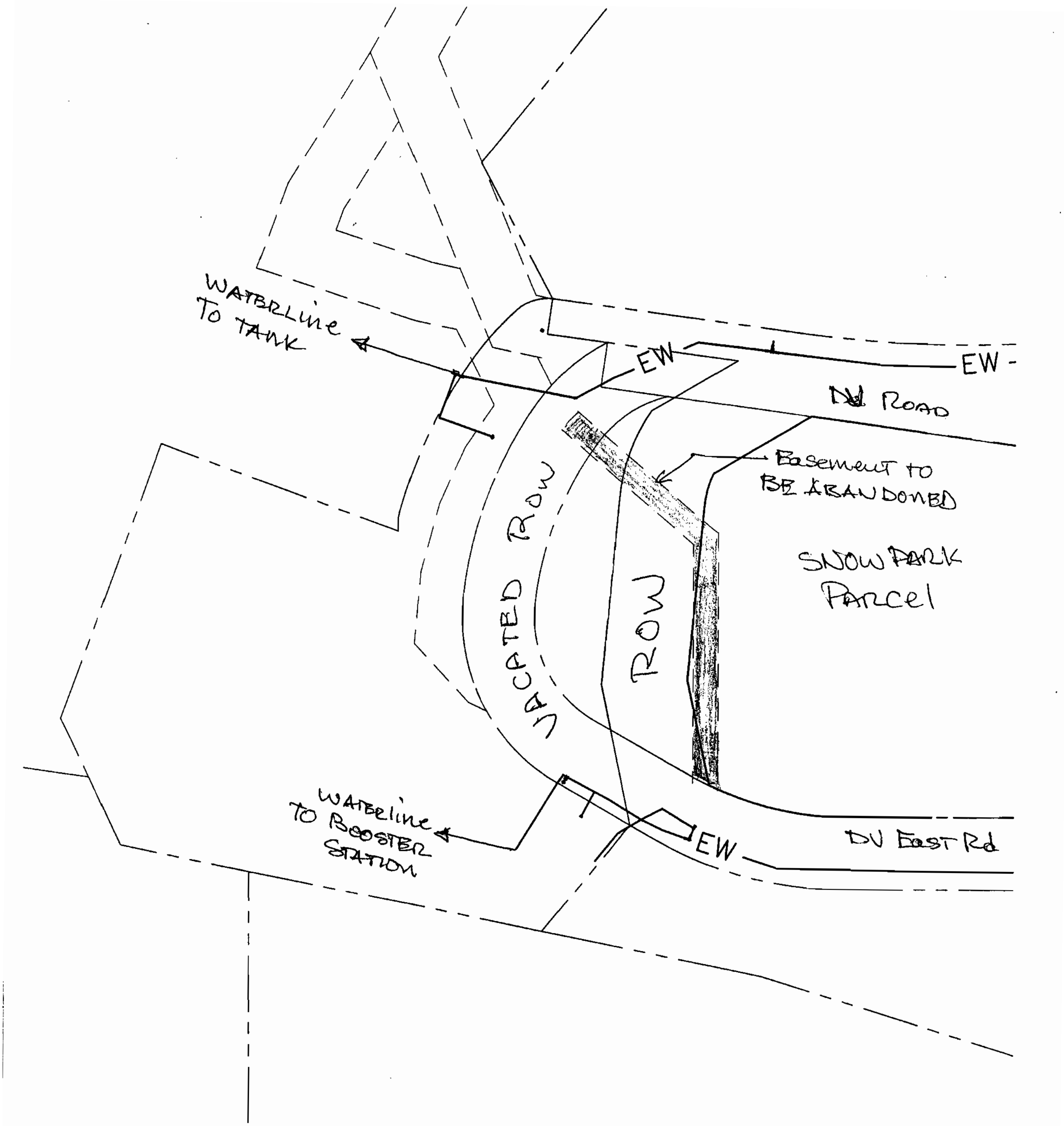
John Demkowicz

----- Original Message -----

From: Bob Wells
To: 'Eric DeHaan' ; 'John Demkowicz'
Sent: Thursday, May 24, 2007 5:02 PM
Subject: Vacation of Easement for old water line across Lot 1 of parking lots

Attached is a draft Vacation of Easement Document for the subject for your review.
John – I spoke with Eric about this last evening and he wants to make sure that vacating this easement does not leave a gap. I told him that you and I had discussed that and it did not. Would you confirm or document this to Eric. Thanks.
Bob Wells

Bob Wells
bwells@deervalley.com
P. O. Box 1087
Park City, Utah 84060



X: SNOW PARK Village | DWG | EXHIBITS | Water easement.Pdf

City Council
Staff Report

Author:	**Brooks T. Robinson**
Subject:	**Nakoma Condominiums Phase II**
Date:	**September 20, 2007**
Type of Item:	**Administrative – Condominium Plat**

Summary Recommendations
Staff recommends the City Council hold a public hearing for the Nakoma Condominiums Phase II record of survey plat and consider approval based on the findings of fact, conclusions of law and conditions of approval as found in the draft ordinance.

Topic

Applicant:	Friends of Flagstaff, LLC
Location:	8800 Marsac Avenue, Lot B, Northside Subdivision II, Pod B1, Village at Empire Pass
Zoning:	Residential Development (RD) as part of the Flagstaff Master Planned Development (MPD)
Adjacent Land Uses:	Other development parcels of the Village at Empire Pass, Pod B1, and Open Space.

Background
On June 24, 1999, Council adopted Ordinance 99-30 and Resolution 20-99 approving the annexation and development agreement for the 1,655 acre Flagstaff Mountain area. Resolution 20-99 granted the equivalent of a “large-scale” master planned development (MPD) and set forth the types and locations of land use; maximum densities; timing of development; development approval process; as well as development conditions and amenities for each parcel.

On September 11, 2002, the Planning Commission approved a Master Planned Development for the Flagstaff Mountain Resort Phase II. This Master Planned Development included eighteen (18) detached single-family dwelling units utilizing 27 Unit Equivalents (UEs) on the Northside Village Subdivision II, Lot B; 25 townhouse multi-unit dwellings utilizing 37.5 UEs on Northside Village Subdivision II, Lot C; and a twenty-two (22) condominium multi-unit building utilizing 33 UEs on Northside Village Subdivision II, Lot D. Lot C has been developed as Ironwood at Deer Valley, Lot D is being constructed as the Grand Lodge at Deer Valley.

The Planning Commission approved an amendment to Lot B on October 27, 2004, in which the UE count on Lot B increased from 27 to 45, while maintaining the same footprint and maximum house size requirements as previously approved (3,000 square foot footprint with a maximum house size of 5,000 square feet).

The Planning Commission approved a MPD amendment to Lot B on October 26, 2005, in which the unit locations and the road alignment were reconfigured, while maintaining the same footprint and maximum house size requirements as previously approved.

On July 6, 2006, the City Council approved the Nakoma Condominiums record of survey located on Lot B. That record of survey platted the first 8 units (Units 9-16) plus additional land. The current application is for the remaining units (1-8,17 and 18).

The Planning Commission heard this application at a public hearing on August 22, 2007, and forwards a positive recommendation.

Analysis

The proposed record of survey creates eight units along Nakoma Terrace and two units (17 and 18) with a common driveway access to Marsac Avenue. The layout is similar to Bald Eagle and some of the “Belle” projects in which each unit inially encompasses more than just the three-dimensional air space of the unit. After construction of each unit, the boundaries of such unit will be automatically amended by the Declaration and plat note 1 to the perimeter walls of the unit. Staff recommends that plat note #1 be amended to require the record of survey to be amended in accordance with the Utah Condominium Act.

The zoning for the subdivision is Residential Development subject to the following criteria:

	Permitted	**Proposed**
Height	28’ (+5’ for pitched roof)	No height exception
Front setback	20’, 25’ to front facing garage	No setback reductions
Rear setback	15’ from Lot B boundary	
Side setbacks	12’ from Lot B boundary	
Parking	Two spaces required	

In addition, the MPD for Lot B specifies restricts each unit to a 3,000 square foot footprint with a maximum house size of 5,000 square feet (whether considered a Basement or Floor Area), plus 600 square feet for a garage. The 18 units of 5,000 square feet represent the irrevocable consumption of 45 Unit Equivalents.

Staff finds good cause for this record of survey as this condominium is consistent with the development pattern envisioned in the MPD and the 14 Technical Reports.

Department Review

This project has gone through an interdepartmental review. No further issues were brought up at that time. A final utility plan will be required to be reviewed and which shall have been approved by the City Engineer prior to plat recordation. Each proposed home will be required to have fire protection in the form of modified 13D sprinklers.

Notice
The property was posted and notice was mailed to property owners within 300 feet. Legal notice was also put in the Park Record.

Public Input
Staff has not received any public input at the time of this report.

Alternatives

- The City Council may approve the Nakoma Condominiums Phase II record of survey as conditioned or amended, or
- The City Council may deny the Nakoma Condominiums Phase II record of survey and direct staff to make Findings for this decision, or
- The City Council may continue the discussion on the Nakoma Condominiums Phase II record of survey; or
- The City Council may remand the item back to the Planning Commission for specific discussion on topics and/or findings.

Significant Impacts
There are no significant fiscal or environmental impacts from this application.

Consequences of not taking the Suggested Recommendation
The units could not be separately sold.

Recommendation
Staff recommends the Planning Commission hold a public hearing for the Nakoma Condominiums Phase II record of survey plat and forward a positive recommendation to the City Council based on the findings of fact, conclusions of law and conditions of approval as found in the following draft ordinance.

Exhibits
Exhibit A – Proposed plat

Ordinance No. 07-

AN ORDINANCE APPROVING THE NAKOMA CONDOMINIUMS PHASE II RECORD OF SURVEY PLAT LOCATED AT 8800 MARSAC AVENUE, PARK CITY, UTAH.

WHEREAS, the owners of the property known as the Nakoma Condominiums Phase II, located at 8800 Marsac Avenue, Lot B of the Northside Village Subdivision II, have petitioned the City Council for approval of the Nakoma Condominiums Phase II record of survey; and

WHEREAS, the property was properly noticed and posted according to the requirements of the Land Management Code; and

WHEREAS, proper legal notice was sent to all affected property owners; and

WHEREAS, the Planning Commission held a public hearing on August 22 2007, to receive input on the Nakoma Condominiums Phase II record of survey;

WHEREAS, the Planning Commission, on August 22, 2007, forwarded a positive recommendation to the City Council; and,

WHEREAS, it is in the best interest of Park City, Utah to approve the Nakoma Condominiums Phase II record of survey.

NOW, THEREFORE BE IT ORDAINED by the City Council of Park City, Utah as follows:

SECTION 1. APPROVAL. The above recitals are hereby incorporated as findings of fact. The Nakoma Condominiums Phase II record of survey as shown in Exhibit A is approved subject to the following Findings of Facts, Conclusions of Law, and Conditions of Approval:

Findings of Fact:
1. The property is located at 8800 Marsac Avenue.
2. The Nakoma Condominiums is located in the RD-MPD zoning district.
3. The City Council approved the Flagstaff Mountain Development Agreement/Annexation Resolution 99-30 on June 24, 1999. The Development Agreement is the equivalent of a Large-Scale Master Plan. The Development Agreement sets forth maximum densities, location of densities, and developer-offered amenities.
4. On September 11, 2002, the Planning Commission approved a Master Planned Development for the Flagstaff Mountain Resort Phase II (Pod B-1).
5. The approved Flagstaff Mountain Resort Phase II MPD includes a maximum density assignment and conceptual site design for eighteen (18) detached single family units utilizing not more than 27 Unit Equivalents on Northside Village Subdivision II, Lot B.

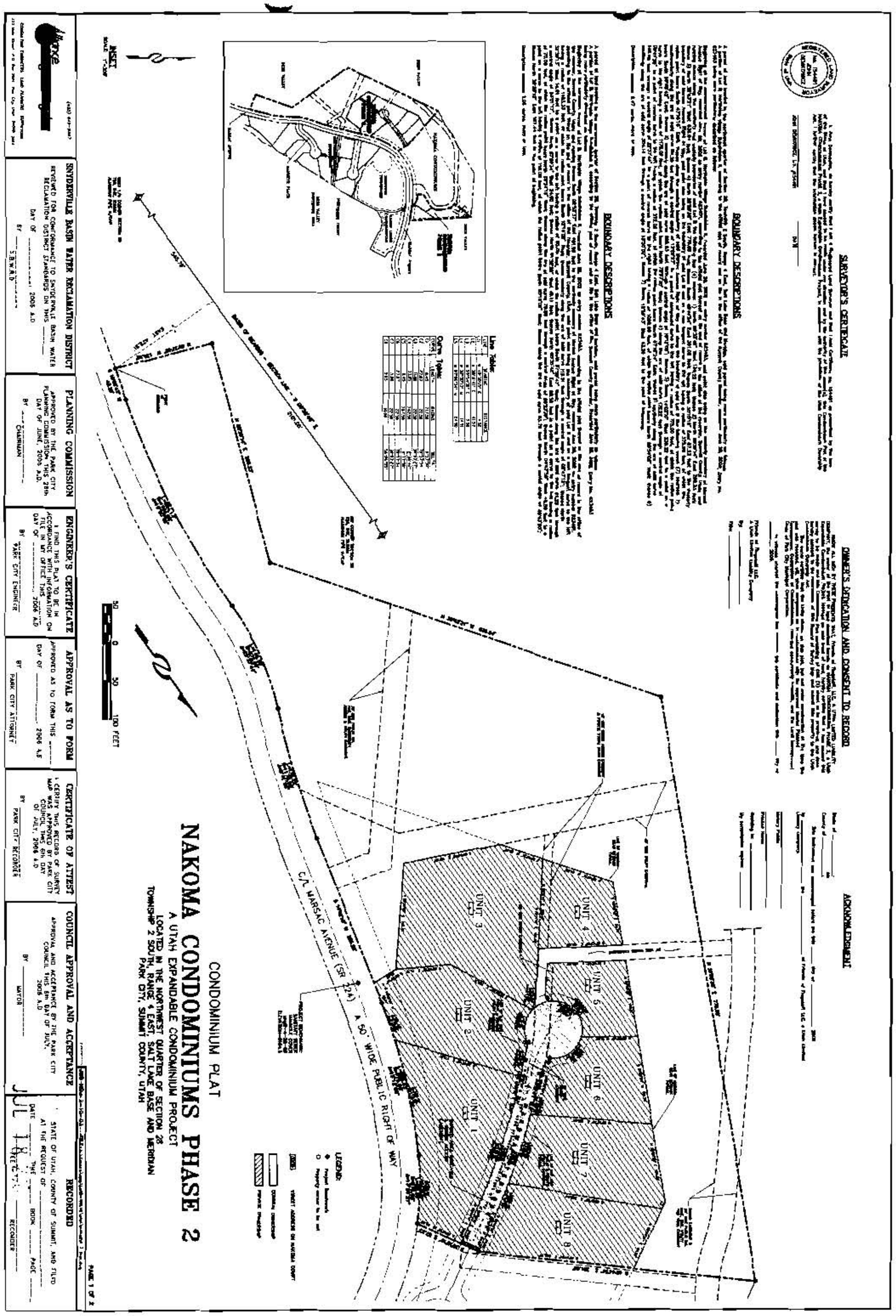
6. The Planning Commission approved an amendment to Lot B on October 27, 2004, in which the UE count on Lot B increased from 27 to 45, while maintaining the same footprint and maximum house size requirements as previously approved.
7. The approved maximum building footprint for the eighteen (18) detached single-family units on Northside Village Subdivision II, Lot B, is 3,000 square feet. An additional 600 square feet is allowed for a garage.
8. The maximum house size is 5,000 square feet inclusive of all living space inside the exterior walls, whether finished or unfinished. Crawl space is excepted.
9. The proposed record of survey is consistent with the approved and amended Master Planned Development for the Flagstaff Mountain Resort Phase II.
10. Two parking spaces are required for each unit.
11. Each building is required to conform to the 28+5 foot height requirement of the RD zone.

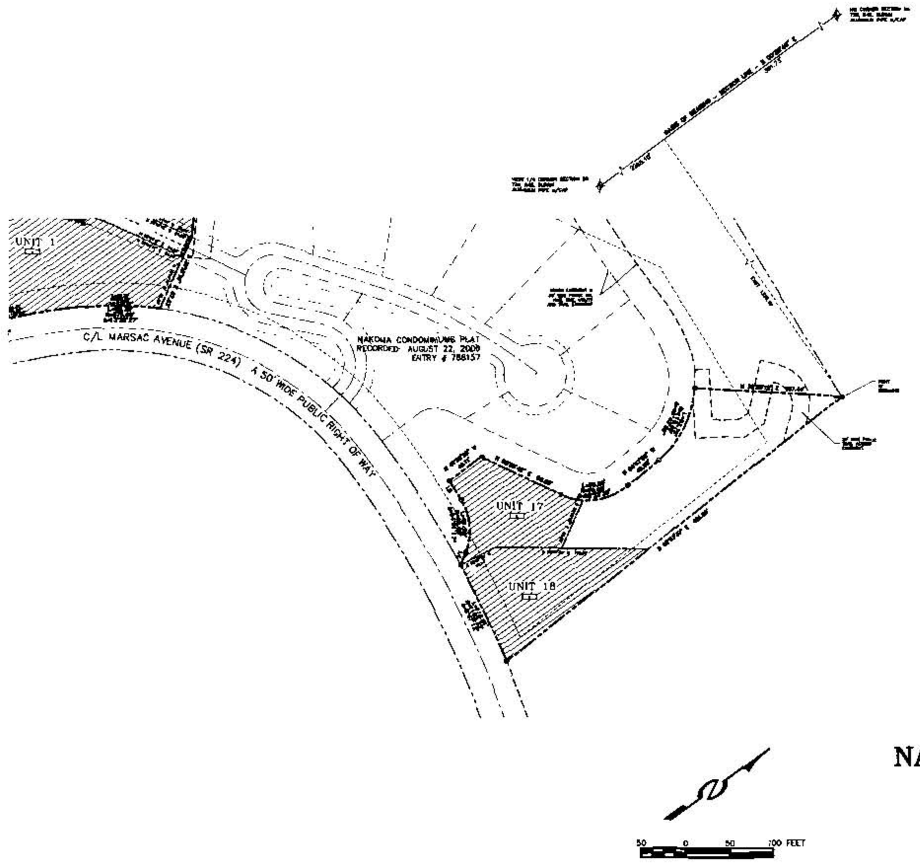
<u>Conclusions of Law:</u>
1. There is good cause for this record of survey.
2. The record of survey is consistent with the Park City Land Management Code and applicable State law regarding condominium plats.
3. Neither the public nor any person will be materially injured by the proposed record of survey.
4. Approval of the record of survey, subject to the conditions stated below, does not adversely affect the health, safety and welfare of the citizens of Park City.

<u>Conditions of Approval:</u>
1. The City Attorney and City Engineer will review and approve the final form and content of the record of survey for compliance with State law, the Land Management Code, and the conditions of approval, prior to recordation of the plat.
2. The applicant will record the record of survey at the County within one year from the date of City Council approval. If recordation has not occurred within one year's time, this approval for the plat will be void.
3. All conditions of approval of the Flagstaff Mountain Resort Phase II (Pod B-1) Master Planned Development, as amended, and the Northside Village Subdivision II plat shall continue to apply.
4. Plat Note #1 will be amended to require amending the record of survey after construction of the units.
5. Prior to recordation, the owners shall create a driveway access easement for Unit 17 which shall have been approved by the Planning Department, the City Engineer, and the City Attorney. Only one (1) driveway off Marsac Avenue is allowed for both Units 17 and 18.

<u>SECTION 2. EFFECTIVE DATE.</u> This Ordinance shall take effect upon publication.

PASSED AND ADOPTED this 20th day of September, 2007.


SURVEYOR'S CERTIFICATE
BOUNDARY DESCRIPTION
OWNER'S DEDICATION AND CONSENT TO RECORD
ACKNOWLEDGMENT
INSET
CONDOMINIUM PLAT
NAKOMA CONDOMINIUMS PHASE 2
A UTAH EXPANDABLE CONDOMINIUM PROJECT
LOCATED IN THE NORTHWEST QUARTER OF SECTION 28
TOWNSHIP 2 SOUTH, RANGE 4 EAST, SALT LAKE BASE AND MERIDIAN
PARK CITY, SUMMIT COUNTY, UTAH
C/L MARSAC AVENUE (SR 224) A 50' WIDE PUBLIC RIGHT OF WAY
UNIT 1
UNIT 2
UNIT 3
UNIT 4
UNIT 5
UNIT 6
UNIT 7
UNIT 8
LEGEND
50 0 50 100 FEET
SNYDERVILLE BASIN WATER RECLAMATION DISTRICT
PLANNING COMMISSION
ENGINEER'S CERTIFICATE
APPROVAL AS TO FORM
CERTIFICATE OF ATTEST
COUNCIL APPROVAL AND ACCEPTANCE
RECORDED
PAGE 1 OF 2



NOTES:

CONDOMINIUM PLAT

NAKOMA CONDOMINIUMS PHASE 2

A UTAH EXPANDABLE CONDOMINIUM PROJECT

LOCATED IN THE NORTHWEST QUARTER OF SECTION 28
TOWNSHIP 2 SOUTH, RANGE 4 EAST, SALT LAKE BASE AND MERIDIAN
PARK CITY, SUMMIT COUNTY, UTAH

PAGE 2 OF 2

JOB NO.: 2-10-07

RECORDED

STATE OF UTAH, COUNTY OF SUMMIT, AND FILED
AT THE REQUEST OF ______
DATE ______ TIME ______ BOOK ______ PAGE ______

______ FEE ______ RECORDER

PARK CITY 1884 PLANNING DEPARTMENT

City Council Staff Report

Author: Ray Milliner
Subject: AMENDED RECORD OF SURVEY MAP STAG LODGE COMMON AREA RECORD OF SURVEY PLAT
Date: September 20, 2007
Type of Item: Administrative – Record of Survey Amendment

Summary Recommendations

Staff recommends that the City Council conduct a public hearing for the Amended Record of Survey Map Stag Lodge Common Area record of survey plat and consider approving it based on the findings of fact, conclusions of law and conditions of approval as found in the draft ordinance.

Topic

Applicant:	Stag Lodge Home Owners Association
Location:	8200 Royal Street East
Zoning:	Residential Density (RD-MPD)
Adjacent Land Uses:	Multi – Unit residential and Commercial, Deer Valley Ski Resort
Reason for Review:	Record of Survey plat amendments require Planning Commission review and City Council approval

Background

On March 14, 2007 the City received a complete application for the Amended Record of Survey Map Stag Lodge Common Area record of survey plat amendment. The property is located at 8200 Royal Street East in the Residential Density – Master Planned Development (RD-MPD) zone. The proposed record of survey will reflect a 700 square foot addition to the restaurant and lobby area within existing common area to accommodate the changes. Also included in the changes are modifications to the sidewalk and driveway and two additional accessory structures to be located in the common area of the property. The purpose of the accessory structures is to provide an enclosure for a garbage dumpster and to house the mechanical equipment for a proposed snowmelt system in the driveway of the condominium. There would be a boiler and dumpster in each of the accessory structures.

Upon review of the application, staff determined that the proposed changes to the property did not constitute a substantive change in the concept, density, unit type or configuration of the project, so pursuant to LMC chapter 15-6-4(I) no re-review of the entire Stag Lodge MPD/CUP approval was necessary.

Pursuant to LMC Chapter 15-2.13-2(A) the accessory buildings and additions to the lobby restaurant are allowed uses in the RD zone and subject to the review requirements (setbacks, open space, height, architectural review etc.) in the LMC. The applicant submitted plans for the project that were reviewed by staff, and finding compliance with the requirements of the LMC, staff issued a building permit for the improvements on May 29, 2007.

Separate from the building permit, is the requirement that the applicant submit a record of survey plat amendment application showing the new improvements on the site. This application is in accordance with the requirements for a condominium per state law. Staff issued the building permit with the condition that the applicant would seek a record of survey plat amendment to reflect the proposed changes to the property on the plat of record. It was made clear to the applicant that the commencement of construction prior to the recordation of the Record of Survey plat amendment was at his risk, meaning that if the City Council made findings of denial for the project, it may be removed at his expense. The applicant then commenced construction on the site and concurrently submitted this Record of Survey application.

This application was reviewed by the Planning Commission on June 13, 2007. At the meeting, the Commission conducted a public hearing and forwarded a positive recommendation to the City Council.

The City Council reviewed this application and conducted a public hearing at its July 12, and again at its August 2, 2007 regular meetings. At the meetings, members of the public expressed concerns regarding the proximity of one of the proposed accessory structures to their property and the negative impacts that the garbage storage and noise from the mechanical equipment would have on their property. Representatives of the home owners stated that the changes proposed on site are substantive in nature, and pursuant to LMC Section 15-6-4(I) the Planning Commission should have reviewed the application under the criteria for a CUP or MPD. Additionally, they were concerned that the mailed courtesy notice provided insufficient information to properly gauge the impacts of the project on their property.

The City Council considered these issues, and made the following determinations:

- The Record of Survey plat amendment standard of review for the project as an allowed use was appropriate, and no higher standard of review of the use is necessary, such as the CUP criteria or MPD criteria.
- Because there was confusion regarding the notice, the neighborhood did not have the opportunity to speak at the June 13, 2007 Planning Commission Meeting.
- Insufficient information regarding the garbage/storage and snowmelt system was provided to the Commission, and therefore, it was not taken into account in the first recommendation.

Because of these issues, the Council remanded the project to the Planning Commission for further discussion.

The application was reviewed by the Planning Commission on August 22, 2007. At the meeting, the Commission re-reviewed the application for compliance with the Land Management Code with an emphasis on the instructions from the City Council. Following a public hearing, the Commission forwarded a positive recommendation to the City Council.

Throughout the public process, there has been considerable public concern regarding the proposed accessory building on the south side of the property. The Council requested that the applicant and the neighbors meet to discuss potential solutions to the issue. The neighbors met, and on August 17, 2007 signed a mitigation agreement, where the applicant agreed to remove the garbage enclosure from the south building, and provide screening and landscaping, and the neighbor agreed to withdraw opposition to the project.

Analysis

The proposed project is an expansion of the common area of the Stag Lodge condominiums, including an expansion of the existing restaurant and lobby, the outside deck from the lobby and restaurant, two accessory buildings, and the reconstruction of the existing roads and driveways. The following is staff's analysis of the project as it relates to the requirements of the Land Management Code, as well as those issues the Council requested that staff investigate.

Standard of Review

The Planning Commission must approve the administrative plat amendment if there is good cause and no material harm to any person or the public. The nature of the amendment is very minimal, reflecting minor changes to common areas. The nature of the platted area and its implications with respect to the Condominium Owners Association Act are nominal.

Impacts

At the Council meeting, concerns were raised by the public regarding the impacts of the accessory structure on the neighboring properties, including potential odor, and noise issues from the building. Subsequently, the Council directed staff to research the potential impacts of the structure on the neighbors.

To mitigate the noise and odor issues from the building the applicant has agreed to remove the garbage dumpster area from the south accessory building, and has proposed to construct the building from cement blocks and face it with wood horizontal lap siding and a rock wainscot. These materials are more sound proof than a regular frame structure, and will reduce the amount of noise created by the mechanical equipment.

The proposed uses, including the expansion of the restaurant/lobby and the proposed accessory enclosures are allowed uses in the RD-MPD zone. Therefore, the basic mitigation tools for the project are those listed in the LMC, including setbacks, height, open space, parking and architectural guidelines. The required setbacks for the property are 25 feet from the side property line. The accessory building on the south side is 38 feet from the property line. The height requirement is 33 feet above existing grade. The proposed structure is approximately 17 feet above existing at its highest point. The project is still within the 60% open space rule, and all parking requirements are met. The applicant has submitted a landscape plan indicating that he will re-vegetate a portion of the property to further screen it from view of the adjacent owners.

<u>Finding of Fact #6</u>
At the July 12, 2007 Council meeting, staff was directed to clarify the intent of the following finding of fact:

> All utilities, including sewer and water are available on site. However, locating snowmelt devices over these utilities is potentially harmful to the health, welfare and safety of the public.

The purpose of this finding of fact is to alert the applicant, the Council, and the public to the potential hazards of placing snow melt systems over existing utilities. The installation of these systems could require a significant amount of grading and excavation during repairs that could potentially impact the snow melt system. If there is a need to repair or alter utilities under the snowmelt system, there have been issues relating to who will bear the cost of repairs. To mitigate this problem and to avoid potentially life-threatening delays to necessary repairs, staff has required that the applicant enter into a license agreement with the City that defines how these issues will be dealt with in the future. This license was signed and recorded as part of the building permit review, on May 29, 2007. Staff finds that the license agreement mitigates any detrimental effects that the installation of the snow melt system may have on the utilities.

<u>Neighborhood Meeting</u>
The applicant and neighbors at the request of the City Council have met on their own to discuss any potential measures that could be taken to mitigate the concerns raised by the Council. The neighbors met multiple times and reached an agreement, where the garbage enclosure for the accessory building on the south side would be removed from the plat, and the neighbors would no longer oppose the project.

Staff finds good cause with the application because there is no expansion of the existing platted common area or increase in platted private or commercial spaces. The proposed uses on the property are allowed uses in the RD zone and are subject to the requirements of the RD zone as established in the Land Management Code. No higher standard of review is necessary for the project, as the changes are not substantive pursuant to LMC Chapter 15-6-4(I). Staff further finds that no person or member of the public will be materially harmed as a result of this application as conditioned. The expansion of building area does not change any parking or open space requirements nor does it have any unit equivalent implications. The issues raised regarding the impacts of the accessory buildings have been mitigated by removing the dumpster use from within the proposed south building, the planting of additional landscaping, and the relatively large setback between the structure and the adjacent properties.

The applicant was issued a building permit to construct the addition with the condition that the owner association would submit a record of survey plat amendment application, and with the understanding that the construction was at their risk. Therefore, if the City Council does not approve the plat amendment, the addition will need to be removed.

Department Review
This project has gone through an interdepartmental review. No further issues were brought up at that time.

Notice
The property was posted and notice was mailed to property owners within 300 feet. Legal notice was also put in the Park Record.

Public Input
Significant public input has been received for this project. It is addressed in the analysis section above.

Alternatives

- The City Council may approve the Amended Record of Survey Map Stag Lodge Common Area record of survey plat as conditioned or amended; or
- The City Council may deny the Amended Record of Survey Map Stag Lodge Common Area record of survey plat and direct staff to make Findings for this decision; or
- The City Council may remand the Amended Record of Survey Map Stag Lodge Common Area record of survey plat back to the Planning Commission for further review as directed; or
- The City Council may continue the discussion on Amended Record of Survey Map Stag Lodge Common Area record of survey plat.

Significant Impacts
Staff finds that the potential significant impacts of the project have been addressed through mitigations addressed in the analysis section above.

Consequences of not taking the Suggested Recommendation
The plat would remain as is, and the addition would have to be removed. Other common area improvements relating to the driveway, sidewalk and accessory structures would be required to be removed as well.

Recommendation
Staff recommends that the City Council conduct a public hearing for the Amended Record of Survey Map Stag Lodge Common Area record of survey plat and consider approving it based on the findings of fact, conclusions of law and conditions of approval as found in the draft ordinance.

Exhibits
Exhibit A – Proposed Ordinance and Plat (Attachment 1)
Exhibit B – Agreement Between Neighbors

Ordinance No. 07-

AN ORDINANCE APPROVING THE AMENDED RECORD OF SURVEY MAP STAG LODGE COMMON AREA RECORD OF SURVEY PLAT LOCATED AT 8200 ROYAL STREET EAST, PARK CITY, UTAH.

WHEREAS, the owners of the property located at 8200 Royal Street East have petitioned the City Council for approval of the Amended Record of Survey Map Stag Lodge Common Area record of survey plat; and

WHEREAS, the property was properly noticed and posted according to the requirements of the Land Management Code; and

WHEREAS, proper legal notice was sent to all affected property owners; and

WHEREAS, the Planning Commission held a public hearing on June 13, 2007, to receive input on the plat amendment;

WHEREAS, the Planning Commission, on June 13, 2007, forwarded a positive recommendation to the City Council; and,

WHEREAS, on July 12, 2007, the City Council held a public hearing and continued the Amended Record of Survey Map Stag Lodge Common Area record of survey plat; and

WHEREAS, on August 2, 2007, the City Council held a public hearing and remanded the Amended Record of Survey Map Stag Lodge Common Area record of survey plat to the Planning Commission; and

WHEREAS, on August 22, 2007, the Planning Commission held a public hearing to receive public input, and forwarded a positive recommendation to the City Council; and

WHEREAS, it is in the best interest of Park City, Utah to approve the plat amendment.

NOW, THEREFORE BE IT ORDAINED by the City Council of Park City, Utah as follows:

SECTION 1. APPROVAL. The above recitals are hereby incorporated as findings of fact. The Amended Record of Survey Map Stag Lodge Common Area record of survey plat as shown in Exhibit A is approved subject to the following Findings of Facts, Conclusions of Law, and Conditions of Approval:

Findings of Fact:

1. The property is located at 8200 Royal Street East, in the Residential Density Master Planned Development (RD-MPD) zone as part of the Deer Valley Master Planned Development.
2. The RD zone is a residential larger contemporary homes, and large multi-unit properties.
3. There is an existing non-historic condominium on the property.
4. The applicant is proposing an increase of approximately 700 square feet of common area in the restaurant and lobby.
5. The applicant is proposing two accessory buildings on the site to house mechanical equipment and garbage dumpsters.
6. The applicant is proposing to install snow melt systems in the driveway.
7. The expansion of the lobby and restaurant, accessory buildings, and driveway snowmelt systems are allowed uses in the RD zone.
8. The proposed application did not meet the requirements of LMC Chapter 15-6-4(I) for additional MPD/CUP review because no changes to density, unit type or configuration of the project are proposed and all uses proposed are permitted in the RD zone.
9. On August 2, 2007 the City Council remanded the proposed record of survey plat amendment to the Planning Commission for further review of the plat and to take additional public comment.
10. On May 29, 2007 the City issued a building permit for the construction of the proposed improvements, the owner proceeded at his own risk pending plat approval.
11. There is an existing accessory building under construction approximately 38 feet from the south property line.
12. The LMC requirement for side yard setbacks in the RD-MPD zone is 25 feet.
13. The required open space for the project is 60%. This project will not place the project over the 60% limit.
14. Courtesy notice for the project was sent to property owners within 300 feet on May 24, 2007.
15. Snowmelt devices can potentially result in delays to repairs to utilities unless the responsibility for such repairs is clearly spelled out in an appropriate encroachment agreement. An encroachment agreement was executed and recorded on May 29, 2007.
16. The proposed site plan dated August 21, 2007 includes screening and enclosure of the accessory buildings with the garbage dumpster.
17. The analysis section and the staff report dated 9/20/07 is incorporated herein.

Conclusions of Law:

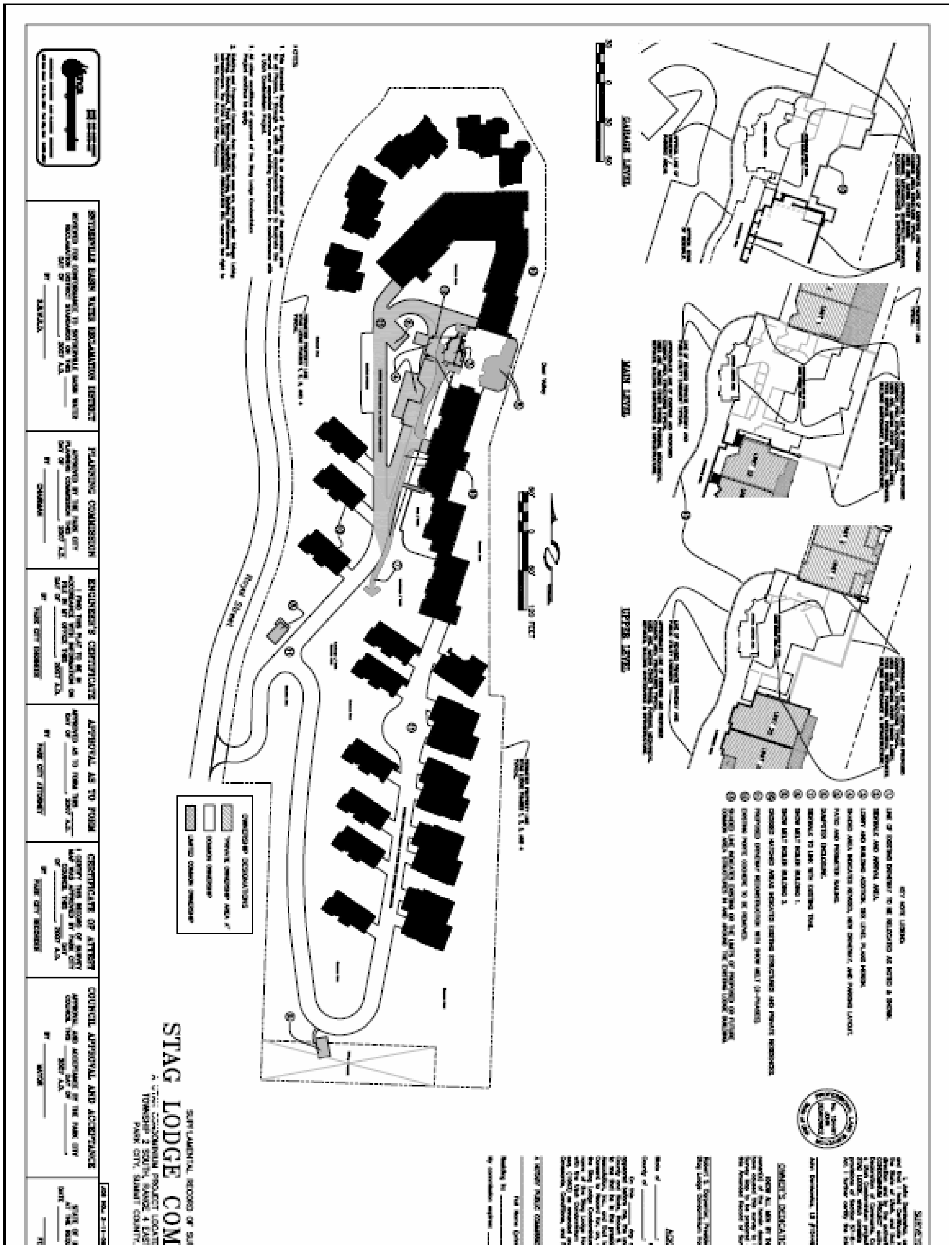
1. There is good cause for this record of survey amendment.
2. The record of survey amendment is consistent with the Park City Land Management Code and applicable State law regarding subdivisions.
3. Neither the public nor any person will be materially injured by the proposed record of survey amendment.
4. Approval of the record of survey amendment, subject to the conditions stated below, does not adversely affect the health, safety and welfare of the citizens of Park City.

Conditions of Approval:

1. The City Attorney and City Engineer will review and approve the final form and content of the plat amendment for compliance with State law, the Land Management Code, and the conditions of approval, prior to recordation of the plat.
2. Construction of the south accessory building shall be pursuant to the August 17, 2007 mitigation agreement signed between the applicant and the Double Eagle owner's association.
3. The applicant will record the Record of Survey at the County within one year from the date of City Council approval. If recordation has not occurred within one year's time, this approval for the plat will be void.

SECTION 2. EFFECTIVE DATE. This Ordinance shall take effect upon publication.

PASSED AND ADOPTED this 20th day of September, 2007.


SUPPLEMENTAL RECORD OF SURVEY MAP
STAG LODGE COMMON AREA
PARK CITY, SUMMIT COUNTY, UTAH
GARAGE LEVEL
MAIN LEVEL
UPPER LEVEL
Royal Street
SNYDERVILLE BASIN WATER RECLAMATION DISTRICT
PLANNING COMMISSION
ENGINEER'S CERTIFICATE
APPROVAL AS TO FORM
CERTIFICATE OF ATTEST
COUNCIL APPROVAL AND ACCEPTANCE
RECORDED
SURVEYOR'S CERTIFICATE
OWNER'S DEDICATION AND CONSENT TO RECORD
ACKNOWLEDGMENT

AGREEMENT TO MITIGATE IMPACT OF MECHANICAL BUILDING BETWEEN STAG LODGE AND DOUBLE EAGLE

This AGREEMENT TO MITIGATE IMPACT OF MECHANICAL BUILDING (this "Agreement") is made and entered into as of the 17th day of August, 2007, by and between THE DOUBLE EAGLE AT SILVER LAKE OWNERS ASSOCIATION INC., a Utah nonprofit corporation ("Double Eagle") and STAG LODGE OWNERS ASSOCIATION, a Utah nonprofit corporation ("Stag Lodge").

RECITALS

WHEREAS, Stag Lodge is installing radiant heat roadway within the Stag Lodge development located in Deer Valley, Utah for the benefit of Stag Lodge;

WHEREAS, Stag Lodge initially proposed to build a structure on the southwest corner of the Stag Lodge property to house the boiler system required for the radiant heat and for an excess trash facility (the "Mechanical Building");

WHEREAS, Double Eagle, which owns a condominium development adjacent to the Stag Lodge property, raised objections to the adverse impact the Mechanical Building would have on the Double Eagle property;

WHEREAS, Stag Lodge and Double Eagle have agreed to resolve their issues with regard to the Mechanical Building by entering into this Agreement;

WHEREAS, each of Stag Lodge and Double Eagle have determined that the terms contemplated hereunder are in their respective best interests and Double Eagle has relinquished its right to seek relief on this matter before the Park City Planning Commission and the Park City Council in reliance on this Agreement;

NOW, THEREFORE, to these ends, and for and in consideration of the terms and conditions hereof, Stag Lodge and Double Eagle agree to the following:

TERMS

1. The Mechanical Building shall not be substantially more than 17 feet wide more or less, 30 feet long more less and 15 feet high more or less;

2. The Mechanical Building roof shall consist of asphalt shingles identical to the roofing used on the Stag Lodge condominiums;

3. The Mechanical Building walls shall be entirely constructed of concrete filled masonry blocks;

4. The Mechanical Building shall not be used in any way to house or store any type of trash, garbage or recyclable materials;

5. It is not the intention of the current board of Stag Lodge to place a dumpster in the

location adjacent to the Mechanical Building.

6. The south and west side of the Mechanical Building facing Double Eagle shall be bermed and filled in with soil to mimic the hillside so that there is as little gap as is practicable between the hillside and the Mechanical Building and so that, in the professional discretion of the landscape architect that prepared the Landscape Plan (defined below), the Mechanical Building is as concealed as is reasonably practicable so as to minimize the adverse visual impact of the Mechanical Building on Double Eagle.

7. The gas pipes and the gas meter required for the radiant heat boiler system shall be situated on the northeast side of the Mechanical Building;

8. To the extent permitted by Questar Gas Company, the gas pipes and the gas meter required for the radiant heat boiler system shall be screened to block the sound emanating from the gas pipes and meter from traveling in the direction of the Double Eagle property line;

9. The round roof flue shall be surrounded by a chimney like structure. In connection with muffling sound generated by the boiler system, Stag Lodge shall apply cellulose insulation to the ceiling of the Mechanical Building to further mitigate sound;

10. Any and all vents and louvered windows on the Mechanical Building shall be situated on the north face of the building facing away from the direction of Double Eagle. No vents, louvers or windows shall be situated on the south or west sides of the Mechanical Building;

11. Any and all exhaust fans operated in conjunction with the boiler system shall be vented on the north or east side of the Mechanical Building, facing away from the direction of Double Eagle;

12. Stag Lodge, at its sole cost and expense, shall remove the concrete pad associated with the originally proposed trash facility wing of the Mechanical Building;

13. Stag Lodge, at its sole cost and expense, shall re-vegetate, landscape and maintain the area adjacent to Double Eagle as shown on the landscape plan attached hereto as Exhibit A (the "Landscape Plan").

14. Double Eagle shall have the right (but not the obligation), at its sole cost and expense, to reasonably enhance the landscaping planted by Stag Lodge, on the Stag Lodge property, so as to increase the natural buffer between Stag Lodge and Double Eagle. In this connection, Stag Lodge shall timely review any written proposal submitted by Double Eagle to enhance the landscaping on the Stag Lodge property and Stag Lodge shall not unreasonably deny or delay approval of additional trees, bushes and appropriate ground cover proposed to be planted, and paid for, by Double Eagle; and

15. All communications, consents, and other notices provided for in this Agreement shall be in writing and shall be effective on the date sent by receipted hand delivery, confirmed facsimile, nationally-recognized, overnight courier, or mailed by registered or certified mail, return receipt requested, postage prepaid, and addressed as follows:

(a) If to Double Eagle, to:

STOEL RIVES LLP
201 South Main Street
Salt Lake City, Utah 84111

Attention: Laura A. Suesser, Esq.
Fax: (801) 578-6999

(b) If to Stag Lodge, to:

TESCH LAW OFFICES
314 Main Street Suite 200
Park City, Utah, 84060
Attention: Shawn Potter, Esq.
Fax: (435) 649-2561

16. Miscellaneous.

(a) Each party expressly represents and warrants that the individual executing this Agreement on its behalf has all requisite authority to bind such party to the terms of this Agreement.

(b) If any legal action is brought concerning any matter relating to this Agreement, or by reason of any breach of any covenant, condition or agreement referred to in this Agreement, the prevailing party shall be entitled to have and recover from the other party to the action all costs and expenses of suit, including attorneys' fees, and including all such costs and expenses incurred on appeal.

(c) This Agreement may not be altered, waived, amended, or extended except by a written agreement signed by the parties.

(d) This Agreement may be executed by facsimile and in two or more counterparts, each of which will be deemed to be an original, but all of which will together constitute one and the same instrument.

(e) This Agreement shall be binding upon and inure to the benefit of Double Eagle, Stag Lodge and their respective successors and assigns.

(f) The Agreement shall be governed and construed in accordance with the laws of the State of Utah.

(g) The above recitals are incorporated in and made a part hereof by this reference.

Signature page follows

IN WITNESS WHEREOF, Double Eagle and Stag Lodge have executed and delivered this Agreement as of the day and year first above written.

DOUBLE EAGLE AT SILVER LAKE OWNERS ASSOCIATION INC., a Utah nonprofit corporation

By:______________________________
Name: Clay Struve
Title: President

By:______________________________
Name: Willem Spiegel
Title: Vice President

By:______________________________
Name: Anne Feighner
Title: Secretary/Treasurer

STAG LODGE OWNERS ASSOCIATION, INC., a Utah nonprofit corporation

By:______________________________
Name:
Title:

By:______________________________
Name:
Title:

By:______________________________
Name:
Title:

SaltLake-336313.1 0038137-00001

Attn: Laura Saesser

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By:______________________________
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By:______________________________
Name: Willem Spiegel
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By: Anne Feighner
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Name: William Spiegel
Title: Vice President

By: ______________________
Name: Anne Pelghner
Title: Secretary/Treasurer

STAG LODGE OWNERS ASSOCIATION, INC., a Utah nonprofit corporation

By: ______________________
Name: Robert S Carpenter
Title: President

By: ______________________
Name: Robert Buie
Title: secretary

By: ______________________
Name:
Title:

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Title: President

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Name: William Spiegel
Title: Vice President

By: ______________________
Name: Anne Feighner
Title: Secretary/Treasurer

STAG LODGE OWNERS ASSOCIATION, INC., a Utah nonprofit corporation

By: ______________________
Name: Robert S Carpenter
Title: PRESIDENT

By: ______________________
Name:
Title:

By: ______________________
Name: Christopher Levine
Title: treasurer

4

SaltLake-346912.1 0038137-00001

PLANNING DEPARTMENT

City Council Staff Report

Author: Ray Milliner
Subject: AMENDED RECORD OF SURVEY MAP STAG LODGE COMMON AREA RECORD OF SURVEY PLAT
Date: September 20, 2007
Type of Item: Administrative – Record of Survey Amendment

Summary Recommendations

Staff recommends that the City Council conduct a public hearing for the Amended Record of Survey Map Stag Lodge Common Area record of survey plat and consider approving it based on the findings of fact, conclusions of law and conditions of approval as found in the draft ordinance.

Topic

Applicant:	Stag Lodge Home Owners Association
Location:	8200 Royal Street East
Zoning:	Residential Density (RD-MPD)
Adjacent Land Uses:	Multi – Unit residential and Commercial, Deer Valley Ski Resort
Reason for Review:	Record of Survey plat amendments require Planning Commission review and City Council approval

Background

On March 14, 2007 the City received a complete application for the Amended Record of Survey Map Stag Lodge Common Area record of survey plat amendment. The property is located at 8200 Royal Street East in the Residential Density – Master Planned Development (RD-MPD) zone. The proposed record of survey will reflect a 700 square foot addition to the restaurant and lobby area within existing common area to accommodate the changes. Also included in the changes are modifications to the sidewalk and driveway and two additional accessory structures to be located in the common area of the property. The purpose of the accessory structures is to provide an enclosure for a garbage dumpster and to house the mechanical equipment for a proposed snowmelt system in the driveway of the condominium. There would be a boiler and dumpster in each of the accessory structures.

Upon review of the application, staff determined that the proposed changes to the property did not constitute a substantive change in the concept, density, unit type or configuration of the project, so pursuant to LMC chapter 15-6-4(I) no re-review of the entire Stag Lodge MPD/CUP approval was necessary.

Pursuant to LMC Chapter 15-2.13-2(A) the accessory buildings and additions to the lobby restaurant are allowed uses in the RD zone and subject to the review requirements (setbacks, open space, height, architectural review etc.) in the LMC. The applicant submitted plans for the project that were reviewed by staff, and finding compliance with the requirements of the LMC, staff issued a building permit for the improvements on May 29, 2007.

Separate from the building permit, is the requirement that the applicant submit a record of survey plat amendment application showing the new improvements on the site. This application is in accordance with the requirements for a condominium per state law. Staff issued the building permit with the condition that the applicant would seek a record of survey plat amendment to reflect the proposed changes to the property on the plat of record. It was made clear to the applicant that the commencement of construction prior to the recordation of the Record of Survey plat amendment was at his risk, meaning that if the City Council made findings of denial for the project, it may be removed at his expense. The applicant then commenced construction on the site and concurrently submitted this Record of Survey application.

This application was reviewed by the Planning Commission on June 13, 2007. At the meeting, the Commission conducted a public hearing and forwarded a positive recommendation to the City Council.

The City Council reviewed this application and conducted a public hearing at its July 12, and again at its August 2, 2007 regular meetings. At the meetings, members of the public expressed concerns regarding the proximity of one of the proposed accessory structures to their property and the negative impacts that the garbage storage and noise from the mechanical equipment would have on their property. Representatives of the home owners stated that the changes proposed on site are substantive in nature, and pursuant to LMC Section 15-6-4(I) the Planning Commission should have reviewed the application under the criteria for a CUP or MPD. Additionally, they were concerned that the mailed courtesy notice provided insufficient information to properly gauge the impacts of the project on their property.

The City Council considered these issues, and made the following determinations:

- The Record of Survey plat amendment standard of review for the project as an allowed use was appropriate, and no higher standard of review of the use is necessary, such as the CUP criteria or MPD criteria.
- Because there was confusion regarding the notice, the neighborhood did not have the opportunity to speak at the June 13, 2007 Planning Commission Meeting.
- Insufficient information regarding the garbage/storage and snowmelt system was provided to the Commission, and therefore, it was not taken into account in the first recommendation.

Because of these issues, the Council remanded the project to the Planning Commission for further discussion.

The application was reviewed by the Planning Commission on August 22, 2007. At the meeting, the Commission re-reviewed the application for compliance with the Land Management Code with an emphasis on the instructions from the City Council. Following a public hearing, the Commission forwarded a positive recommendation to the City Council.

Throughout the public process, there has been considerable public concern regarding the proposed accessory building on the south side of the property. The Council requested that the applicant and the neighbors meet to discuss potential solutions to the issue. The neighbors met, and on August 17, 2007 signed a mitigation agreement, where the applicant agreed to remove the garbage enclosure from the south building, and provide screening and landscaping, and the neighbor agreed to withdraw opposition to the project.

Analysis

The proposed project is an expansion of the common area of the Stag Lodge condominiums, including an expansion of the existing restaurant and lobby, the outside deck from the lobby and restaurant, two accessory buildings, and the reconstruction of the existing roads and driveways. The following is staff's analysis of the project as it relates to the requirements of the Land Management Code, as well as those issues the Council requested that staff investigate.

Standard of Review

The Planning Commission must approve the administrative plat amendment if there is good cause and no material harm to any person or the public. The nature of the amendment is very minimal, reflecting minor changes to common areas. The nature of the platted area and its implications with respect to the Condominium Owners Association Act are nominal.

Impacts

At the Council meeting, concerns were raised by the public regarding the impacts of the accessory structure on the neighboring properties, including potential odor, and noise issues from the building. Subsequently, the Council directed staff to research the potential impacts of the structure on the neighbors.

To mitigate the noise and odor issues from the building the applicant has agreed to remove the garbage dumpster area from the south accessory building, and has proposed to construct the building from cement blocks and face it with wood horizontal lap siding and a rock wainscot. These materials are more sound proof than a regular frame structure, and will reduce the amount of noise created by the mechanical equipment.

The proposed uses, including the expansion of the restaurant/lobby and the proposed accessory enclosures are allowed uses in the RD-MPD zone. Therefore, the basic mitigation tools for the project are those listed in the LMC, including setbacks, height, open space, parking and architectural guidelines. The required setbacks for the property are 25 feet from the side property line. The accessory building on the south side is 38 feet from the property line. The height requirement is 33 feet above existing grade. The proposed structure is approximately 17 feet above existing at its highest point. The project is still within the 60% open space rule, and all parking requirements are met. The applicant has submitted a landscape plan indicating that he will re-vegetate a portion of the property to further screen it from view of the adjacent owners.

<u>Finding of Fact #6</u>
At the July 12, 2007 Council meeting, staff was directed to clarify the intent of the following finding of fact:

> All utilities, including sewer and water are available on site. However, locating snowmelt devices over these utilities is potentially harmful to the health, welfare and safety of the public.

The purpose of this finding of fact is to alert the applicant, the Council, and the public to the potential hazards of placing snow melt systems over existing utilities. The installation of these systems could require a significant amount of grading and excavation during repairs that could potentially impact the snow melt system. If there is a need to repair or alter utilities under the snowmelt system, there have been issues relating to who will bear the cost of repairs. To mitigate this problem and to avoid potentially life-threatening delays to necessary repairs, staff has required that the applicant enter into a license agreement with the City that defines how these issues will be dealt with in the future. This license was signed and recorded as part of the building permit review, on May 29, 2007. Staff finds that the license agreement mitigates any detrimental effects that the installation of the snow melt system may have on the utilities.

<u>Neighborhood Meeting</u>
The applicant and neighbors at the request of the City Council have met on their own to discuss any potential measures that could be taken to mitigate the concerns raised by the Council. The neighbors met multiple times and reached an agreement, where the garbage enclosure for the accessory building on the south side would be removed from the plat, and the neighbors would no longer oppose the project.

Staff finds good cause with the application because there is no expansion of the existing platted common area or increase in platted private or commercial spaces. The proposed uses on the property are allowed uses in the RD zone and are subject to the requirements of the RD zone as established in the Land Management Code. No higher standard of review is necessary for the project, as the changes are not substantive pursuant to LMC Chapter 15-6-4(I). Staff further finds that no person or member of the public will be materially harmed as a result of this application as conditioned. The expansion of building area does not change any parking or open space requirements nor does it have any unit equivalent implications. The issues raised regarding the impacts of the accessory buildings have been mitigated by removing the dumpster use from within the proposed south building, the planting of additional landscaping, and the relatively large setback between the structure and the adjacent properties.

The applicant was issued a building permit to construct the addition with the condition that the owner association would submit a record of survey plat amendment application, and with the understanding that the construction was at their risk. Therefore, if the City Council does not approve the plat amendment, the addition will need to be removed.

Department Review

This project has gone through an interdepartmental review. No further issues were brought up at that time.

Notice

The property was posted and notice was mailed to property owners within 300 feet. Legal notice was also put in the Park Record.

Public Input

Significant public input has been received for this project. It is addressed in the analysis section above.

Alternatives

- The City Council may approve the Amended Record of Survey Map Stag Lodge Common Area record of survey plat as conditioned or amended; or
- The City Council may deny the Amended Record of Survey Map Stag Lodge Common Area record of survey plat and direct staff to make Findings for this decision; or
- The City Council may remand the Amended Record of Survey Map Stag Lodge Common Area record of survey plat back to the Planning Commission for further review as directed; or
- The City Council may continue the discussion on Amended Record of Survey Map Stag Lodge Common Area record of survey plat.

Significant Impacts

Staff finds that the potential significant impacts of the project have been addressed through mitigations addressed in the analysis section above.

Consequences of not taking the Suggested Recommendation

The plat would remain as is, and the addition would have to be removed. Other common area improvements relating to the driveway, sidewalk and accessory structures would be required to be removed as well.

Recommendation

Staff recommends that the City Council conduct a public hearing for the Amended Record of Survey Map Stag Lodge Common Area record of survey plat and consider approving it based on the findings of fact, conclusions of law and conditions of approval as found in the draft ordinance.

Exhibits

Exhibit A – Proposed Ordinance and Plat (Attachment 1)
Exhibit B – Agreement Between Neighbors

Ordinance No. 07-

AN ORDINANCE APPROVING THE AMENDED RECORD OF SURVEY MAP STAG LODGE COMMON AREA RECORD OF SURVEY PLAT LOCATED AT 8200 ROYAL STREET EAST, PARK CITY, UTAH.

WHEREAS, the owners of the property located at 8200 Royal Street East have petitioned the City Council for approval of the Amended Record of Survey Map Stag Lodge Common Area record of survey plat; and

WHEREAS, the property was properly noticed and posted according to the requirements of the Land Management Code; and

WHEREAS, proper legal notice was sent to all affected property owners; and

WHEREAS, the Planning Commission held a public hearing on June 13, 2007, to receive input on the plat amendment;

WHEREAS, the Planning Commission, on June 13, 2007, forwarded a positive recommendation to the City Council; and,

WHEREAS, on July 12, 2007, the City Council held a public hearing and continued the Amended Record of Survey Map Stag Lodge Common Area record of survey plat; and

WHEREAS, on August 2, 2007, the City Council held a public hearing and remanded the Amended Record of Survey Map Stag Lodge Common Area record of survey plat to the Planning Commission; and

WHEREAS, on August 22, 2007, the Planning Commission held a public hearing to receive public input, and forwarded a positive recommendation to the City Council; and

WHEREAS, it is in the best interest of Park City, Utah to approve the plat amendment.

NOW, THEREFORE BE IT ORDAINED by the City Council of Park City, Utah as follows:

SECTION 1. APPROVAL. The above recitals are hereby incorporated as findings of fact. The Amended Record of Survey Map Stag Lodge Common Area record of survey plat as shown in Exhibit A is approved subject to the following Findings of Facts, Conclusions of Law, and Conditions of Approval:

Findings of Fact:

1. The property is located at 8200 Royal Street East, in the Residential Density Master Planned Development (RD-MPD) zone as part of the Deer Valley Master Planned Development.
2. The RD zone is a residential larger contemporary homes, and large multi-unit properties.
3. There is an existing non-historic condominium on the property.
4. The applicant is proposing an increase of approximately 700 square feet of common area in the restaurant and lobby.
5. The applicant is proposing two accessory buildings on the site to house mechanical equipment and garbage dumpsters.
6. The applicant is proposing to install snow melt systems in the driveway.
7. The expansion of the lobby and restaurant, accessory buildings, and driveway snowmelt systems are allowed uses in the RD zone.
8. The proposed application did not meet the requirements of LMC Chapter 15-6-4(I) for additional MPD/CUP review because no changes to density, unit type or configuration of the project are proposed and all uses proposed are permitted in the RD zone.
9. On August 2, 2007 the City Council remanded the proposed record of survey plat amendment to the Planning Commission for further review of the plat and to take additional public comment.
10. On May 29, 2007 the City issued a building permit for the construction of the proposed improvements, the owner proceeded at his own risk pending plat approval.
11. There is an existing accessory building under construction approximately 38 feet from the south property line.
12. The LMC requirement for side yard setbacks in the RD-MPD zone is 25 feet.
13. The required open space for the project is 60%. This project will not place the project over the 60% limit.
14. Courtesy notice for the project was sent to property owners within 300 feet on May 24, 2007.
15. Snowmelt devices can potentially result in delays to repairs to utilities unless the responsibility for such repairs is clearly spelled out in an appropriate encroachment agreement. An encroachment agreement was executed and recorded on May 29, 2007.
16. The proposed site plan dated August 21, 2007 includes screening and enclosure of the accessory buildings with the garbage dumpster.
17. The analysis section and the staff report dated 9/20/07 is incorporated herein.

Conclusions of Law:

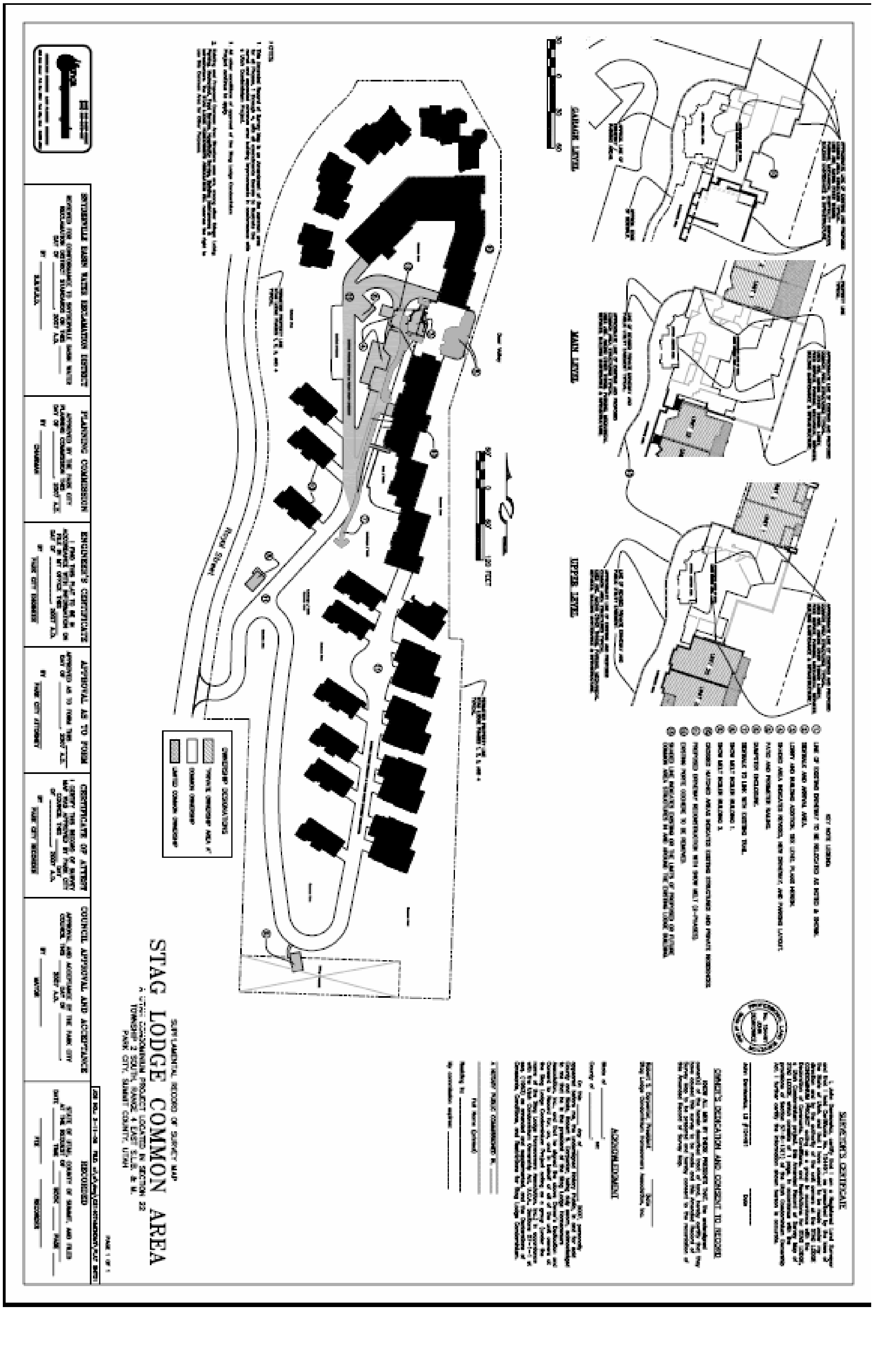
1. There is good cause for this record of survey amendment.
2. The record of survey amendment is consistent with the Park City Land Management Code and applicable State law regarding subdivisions.
3. Neither the public nor any person will be materially injured by the proposed record of survey amendment.
4. Approval of the record of survey amendment, subject to the conditions stated below, does not adversely affect the health, safety and welfare of the citizens of Park City.

Conditions of Approval:

1. The City Attorney and City Engineer will review and approve the final form and content of the plat amendment for compliance with State law, the Land Management Code, and the conditions of approval, prior to recordation of the plat.
2. Construction of the south accessory building shall be pursuant to the August 17, 2007 mitigation agreement signed between the applicant and the Double Eagle owner's association.
3. The applicant will record the Record of Survey at the County within one year from the date of City Council approval. If recordation has not occurred within one year's time, this approval for the plat will be void.

SECTION 2. EFFECTIVE DATE. This Ordinance shall take effect upon publication.

PASSED AND ADOPTED this 20th day of September, 2007.


GARAGE LEVEL
MAIN LEVEL
UPPER LEVEL
Royal Street
OWNERSHIP DESIGNATIONS
SUPPLEMENTAL RECORD OF SURVEY MAP
STAG LODGE COMMON AREA
A UTAH CONDOMINIUM PROJECT LOCATED IN SECTION 22
TOWNSHIP 2 SOUTH, RANGE 4 EAST S.L.B. & M.
PARK CITY, SUMMIT COUNTY, UTAH
SNYDERVILLE BASIN WATER RECLAMATION DISTRICT
PLANNING COMMISSION
ENGINEER'S CERTIFICATE
APPROVAL AS TO FORM
CERTIFICATE OF ATTEST
COUNCIL APPROVAL AND ACCEPTANCE
RECORDED
SURVEYOR'S CERTIFICATE
OWNER'S DEDICATION AND CONSENT TO RECORD
ACKNOWLEDGMENT

AGREEMENT TO MITIGATE IMPACT OF MECHANICAL BUILDING BETWEEN STAG LODGE AND DOUBLE EAGLE

This AGREEMENT TO MITIGATE IMPACT OF MECHANICAL BUILDING (this "Agreement") is made and entered into as of the 17th day of August, 2007, by and between THE DOUBLE EAGLE AT SILVER LAKE OWNERS ASSOCIATION INC., a Utah nonprofit corporation ("Double Eagle") and STAG LODGE OWNERS ASSOCIATION, a Utah nonprofit corporation ("Stag Lodge").

RECITALS

WHEREAS, Stag Lodge is installing radiant heat roadway within the Stag Lodge development located in Deer Valley, Utah for the benefit of Stag Lodge;

WHEREAS, Stag Lodge initially proposed to build a structure on the southwest corner of the Stag Lodge property to house the boiler system required for the radiant heat and for an excess trash facility (the "Mechanical Building");

WHEREAS, Double Eagle, which owns a condominium development adjacent to the Stag Lodge property, raised objections to the adverse impact the Mechanical Building would have on the Double Eagle property;

WHEREAS, Stag Lodge and Double Eagle have agreed to resolve their issues with regard to the Mechanical Building by entering into this Agreement;

WHEREAS, each of Stag Lodge and Double Eagle have determined that the terms contemplated hereunder are in their respective best interests and Double Eagle has relinquished its right to seek relief on this matter before the Park City Planning Commission and the Park City Council in reliance on this Agreement;

NOW, THEREFORE, to these ends, and for and in consideration of the terms and conditions hereof, Stag Lodge and Double Eagle agree to the following:

TERMS

1. The Mechanical Building shall not be substantially more than 17 feet wide more or less, 30 feet long more less and 15 feet high more or less;

2. The Mechanical Building roof shall consist of asphalt shingles identical to the roofing used on the Stag Lodge condominiums;

3. The Mechanical Building walls shall be entirely constructed of concrete filled masonry blocks;

4. The Mechanical Building shall not be used in any way to house or store any type of trash, garbage or recyclable materials;

5. It is not the intention of the current board of Stag Lodge to place a dumpster in the

location adjacent to the Mechanical Building.

6. The south and west side of the Mechanical Building facing Double Eagle shall be bermed and filled in with soil to mimic the hillside so that there is as little gap as is practicable between the hillside and the Mechanical Building and so that, in the professional discretion of the landscape architect that prepared the Landscape Plan (defined below), the Mechanical Building is as concealed as is reasonably practicable so as to minimize the adverse visual impact of the Mechanical Building on Double Eagle.

7. The gas pipes and the gas meter required for the radiant heat boiler system shall be situated on the northeast side of the Mechanical Building;

8. To the extent permitted by Questar Gas Company, the gas pipes and the gas meter required for the radiant heat boiler system shall be screened to block the sound emanating from the gas pipes and meter from traveling in the direction of the Double Eagle property line;

9. The round roof flue shall be surrounded by a chimney like structure. In connection with muffling sound generated by the boiler system, Stag Lodge shall apply cellulose insulation to the ceiling of the Mechanical Building to further mitigate sound;

10. Any and all vents and louvered windows on the Mechanical Building shall be situated on the north face of the building facing away from the direction of Double Eagle. No vents, louvers or windows shall be situated on the south or west sides of the Mechanical Building;

11. Any and all exhaust fans operated in conjunction with the boiler system shall be vented on the north or east side of the Mechanical Building, facing away from the direction of Double Eagle;

12. Stag Lodge, at its sole cost and expense, shall remove the concrete pad associated with the originally proposed trash facility wing of the Mechanical Building;

13. Stag Lodge, at its sole cost and expense, shall re-vegetate, landscape and maintain the area adjacent to Double Eagle as shown on the landscape plan attached hereto as Exhibit A (the "Landscape Plan").

14. Double Eagle shall have the right (but not the obligation), at its sole cost and expense, to reasonably enhance the landscaping planted by Stag Lodge, on the Stag Lodge property, so as to increase the natural buffer between Stag Lodge and Double Eagle. In this connection, Stag Lodge shall timely review any written proposal submitted by Double Eagle to enhance the landscaping on the Stag Lodge property and Stag Lodge shall not unreasonably deny or delay approval of additional trees, bushes and appropriate ground cover proposed to be planted, and paid for, by Double Eagle; and

15. All communications, consents, and other notices provided for in this Agreement shall be in writing and shall be effective on the date sent by receipted hand delivery, confirmed facsimile, nationally-recognized, overnight courier, or mailed by registered or certified mail, return receipt requested, postage prepaid, and addressed as follows:

(a) If to Double Eagle, to:

STOEL RIVES LLP
201 South Main Street
Salt Lake City, Utah 84111

Attention: Laura A. Suesser, Esq.
Fax: (801) 578-6999

(b) If to Stag Lodge, to:

TESCH LAW OFFICES
314 Main Street Suite 200
Park City, Utah, 84060
Attention: Shawn Potter, Esq.
Fax: (435) 649-2561

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(b) If any legal action is brought concerning any matter relating to this Agreement, or by reason of any breach of any covenant, condition or agreement referred to in this Agreement, the prevailing party shall be entitled to have and recover from the other party to the action all costs and expenses of suit, including attorneys' fees, and including all such costs and expenses incurred on appeal.

(c) This Agreement may not be altered, waived, amended, or extended except by a written agreement signed by the parties.

(d) This Agreement may be executed by facsimile and in two or more counterparts, each of which will be deemed to be an original, but all of which will together constitute one and the same instrument.

(e) This Agreement shall be binding upon and inure to the benefit of Double Eagle, Stag Lodge and their respective successors and assigns.

(f) The Agreement shall be governed and construed in accordance with the laws of the State of Utah.

(g) The above recitals are incorporated in and made a part hereof by this reference.

Signature page follows

IN WITNESS WHEREOF, Double Eagle and Stag Lodge have executed and delivered this Agreement as of the day and year first above written.

DOUBLE EAGLE AT SILVER LAKE OWNERS ASSOCIATION INC., a Utah nonprofit corporation

By:____________________________
Name: Clay Struve
Title: President

By:____________________________
Name: Willem Spiegel
Title: Vice President

By:____________________________
Name: Anne Feighner
Title: Secretary/Treasurer

STAG LODGE OWNERS ASSOCIATION, INC., a Utah nonprofit corporation

By:____________________________
Name:
Title:

By:____________________________
Name:
Title:

By:____________________________
Name:
Title:

Attn: Laura Saesser

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Name: Willem Spiegel
Title: Vice President

By: ______________________
Name: Anne Feighner
Title: Secretary/Treasurer

STAG LODGE OWNERS ASSOCIATION, INC., a Utah nonprofit corporation

By: ______________________
Name: Robert S Carpenter
Title: President

By: ______________________
Name: Robert Buie
Title: secretary

By: ______________________
Name:
Title:

IN WITNESS WHEREOF, Double Eagle and Stag Lodge have executed and delivered this Agreement as of the day and year first above written.

DOUBLE EAGLE AT SILVER LAKE OWNERS ASSOCIATION INC., a Utah nonprofit corporation

By: ______________________
Name: Clay Stowe
Title: President

By: ______________________
Name: William Spiegel
Title: Vice President

By: ______________________
Name: Anne Feighner
Title: Secretary/Treasurer

STAG LODGE OWNERS ASSOCIATION, INC., a Utah nonprofit corporation

By: ______________________
Name: Robert S Carpenter
Title: PRESIDENT

By: ______________________
Name:
Title:

By: ______________________
Name: christopher Levine
Title: treasurer

City Council Staff Report

Subject:	**DRAFT SHORT RANGE TRANSIT DEVELOPMENT PLAN**
Author:	**Kent Cashel, Deputy Public Works Director**
Department:	**Public Works**
Date:	**August 20, 2007**
Type of Item:	**Informational**

Summary Recommendations:
Review and comment on Draft Short Range Transit Development Plan (SRTDP). Staff will incorporate Council comment in a final Short Term Transit Development Plan and return on October 4th for final adoption of the plan.

A. Background:
In June of 2006 Council authorized staff to contract with LSC Transportation Consultants, Inc. (LSC) to begin preparing a joint Short Term Transit Development Plan (SRTDP) with Summit County. This study, required by the Federal Transit Administration, will provide a financially constrained service, capital, institutional and management plan that will guide transit development for Park City\Summit County Transit over the next 7 years.

The Joint Transit Advisory Board comprised of Park City Councilmen Jim Hier and Roger Harlan, Summit County Commissioner Bob Richer, Park City Deputy Public Works Director, Summit County Public Works Administrator and other Park City Transit Staff has served as the study steering committee.

The steering committee has worked with LSC over the past year to research and develop the attached draft SRTDP. Chapter eleven (attached) contains the details of all recommended service, capital and management elements of the SRTDP. Chapters 1-10 of the SRTDP (not attached) contain several hundred pages of data and analysis that are summarized in Chapter 11. Staff can provide a copy of these chapters upon request.

Staff requests that the Mayor and City Council review and comment on the draft SRTDP. Staff will incorporate Council comment into a final document and return on October 4th requesting adoption of the Short Range Transit Development Plan.

B. Analysis:

Development of the SRTDP followed the sequential steps (tasks) outlined in the table below:

Task	Description
1. Prepare introduction and setting for services.	Kickoff meeting with steering committee, determine data availability and sources, review existing goals and objectives for transit.
2. Prepare description of existing services.	Catalog and document the supply side of public\private transit service within the Park City\Snyderville area.
3. Prepare analysis of transit demand.	Provide a basis for assessing how current service is meeting demand. This process will provide the basis for developing service enhancement determinations.
4. Analyze existing system performance.	To determine how effectively and efficiently current services are provided.
5. Technical Memorandum #1.	Findings of above tasks documented by consultant and reviewed and commented on by steering committee.
6. Develop goals and objectives.	Provide an organizational framework for future improvements to management and operations of transit services.
7. Develop alternatives.	Develop a wide range of service, capital and management alternatives to address issues identified in Technical Memorandum 1. Council was provided an update an provided input on the alternatives to be studied at its November 2nd, 2006 meeting. A public open house was conducted during this step to gather public comment on alternatives to be studied.
8. Review organizational structure.	Analyze the strength and weaknesses of current taxing authorities. Conduct a review of current inter-local agreement to determine appropriate improvements.
9. Prepare 7-Year source and uses statement.	Identify all operating costs and revenue sources to provide the basis for financial feasibility analysis of any recommended management, capital and service alternatives.

Task	Description
10. Feasibility analysis and recommendations.	Provide a comprehensive evaluation of the feasibility of each alternative identified in Task 7 in order to develop a set of recommended actions for the planning period.
11. Technical Memorandum # 2.	Findings of above tasks documented by consultant and reviewed and commented on by steering committee.
12. Prepare draft short range transit development plan.	Recommended management, service and capital alternatives documented in draft plan (Chapter 11).

Staff, unless directed otherwise, plans to follow the schedule for adoption found below (Summit County plans to follow a similar schedule). It is important to note that this schedule is tentative and may change if additional time is required as both the County and City move through this process.

Short Range Transit Development Plan Final Review Schedule

September 20	Present draft plan (Chapter 11) to City Council and public for review and comment. Public hearing held on this date.
October 4th	Present final SRTDP to City Council for adoption.

C. Department Review:

This report has been reviewed by the City Manager, the Office of Capital Management and Budget, the Sustainability Team and Public Works.

Alternatives:

A. **Review and comment on the SRTDP's recommended management, service and capital alternatives :** Council could review and comment on the draft Short Range Transit Development Plan. Staff will incorporate Council input and return on October 4th to request final adoption of the plan. This is Staff's recommendation.

B. **Continue the Item:** Council could defer review and comment of SRTDP to a later date. Staff does not recommend this alternative.

C. Do Nothing:
Council could do nothing on this item. Staff does not recommend this alternative.

Recommendation:
Review and comment on Draft Short Term Transit Development Plan (SRTDP). Staff will incorporate Council comment in a final Short Range Transit Development Plan and return on October 4th for final adoption of the plan.

Chapter 11
Park City/Summit County Short Range Transit Plan

The following Short Range Transit Plan has been developed for Summit County and Park City, based upon the goals of the region, demographic and development trends, the evaluation of alternatives presented in previous chapters, the coordinated elements necessary for an effective public transit services, and legal requirements. This plan is intended to maximize the benefits of public transit service, while remaining within projected financial constraints over the planning period.

The various Service, Capital, and Institutional, Management and Financial elements of the Short Range Transit Plan are presented in three sections below. Together, these plan elements will expand the availability of transit services to the community, provide service to areas not currently served, increase the effectiveness of existing services, provide the community with a viable transportation option to the private automobile, and make the systems more convenient to use and more efficient to operate. Finally, an implementation plan is presented to guide transit improvements over the next seven years. Figure 49 presents a map depicting the service and capital plan elements.

A primary focus of this plan is the improvement of the capital infrastructure, particularly bus operations facility and transit passenger facilities. With rapid growth in transit services over recent years, capital improvements are now needed to support further expansions. The primary focus of City and County staff under this plan will be on these capital improvements. Operating expansions will occur, but at a rate supported by capital improvements.

OPERATING PLAN

Implement Modified Alternative B Fixed Route County Service Plan

The County transit services will be expanded as follows:

- The **Kimball Junction/Pinebrook West route** will be streamlined between Kimball Junction and Park City to improve running times by no longer serving Silver Springs or The Canyons beyond the Canyons Transit Center. This will reduce in-vehicle travel time between Kimball Junction and Park City by roughly 10 minutes. The route will be extended to serve a Park-and-Ride at the entrance to Jeremy Ranch. Three buses will continue to operate a 90-minute round trip route, providing service every 30 minutes along the route.

- One bus will continue to be used to operate the existing **Kimball Express/Highlands Estates East route**, adding one stop at the Canyons Transit Center.

- Two minibuses will operate the **Snyderville Shuttle route** connecting the Factory Outlet Stores and The Canyons via Kimball Junction, Bear Hollow, and Silver Springs. This route will be operated on a half-hourly schedule, providing flexibility to provide back-up service in The Canyons area or to serve new developments in the Kimball Junction area.

- One bus will operate the new **The Canyons Shuttle route**, connecting The Canyons Transit Center with the Grand Summit Lodge, Sundial Lodge, and other nearby residential/lodging

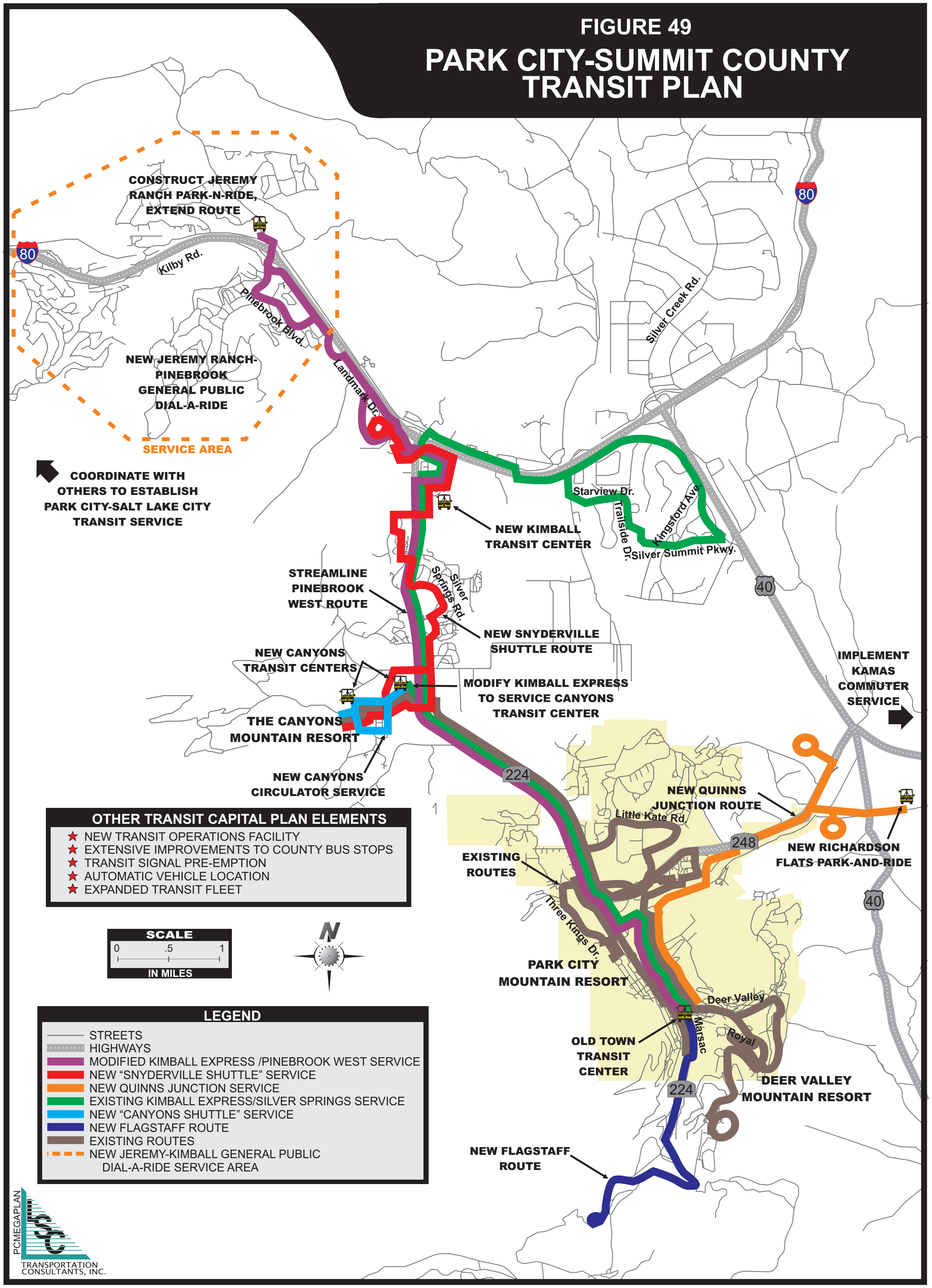
FIGURE 49
PARK CITY-SUMMIT COUNTY TRANSIT PLAN
CONSTRUCT JEREMY RANCH PARK-N-RIDE, EXTEND ROUTE
80
Kilby Rd.
Pinebrook Blvd.
NEW JEREMY RANCH-PINEBROOK GENERAL PUBLIC DIAL-A-RIDE
SERVICE AREA
Landmark Dr.
COORDINATE WITH OTHERS TO ESTABLISH PARK CITY-SALT LAKE CITY TRANSIT SERVICE
Silver Creek Rd.
Starview Dr.
Kingsford Ave.
Trailside Dr.
Silver Summit Pkwy.
NEW KIMBALL TRANSIT CENTER
STREAMLINE PINEBROOK WEST ROUTE
Silver Springs Rd.
NEW SNYDERVILLE SHUTTLE ROUTE
40
NEW CANYONS TRANSIT CENTERS
MODIFY KIMBALL EXPRESS TO SERVICE CANYONS TRANSIT CENTER
IMPLEMENT KAMAS COMMUTER SERVICE
THE CANYONS MOUNTAIN RESORT
NEW CANYONS CIRCULATOR SERVICE
224
NEW QUINNS JUNCTION ROUTE
Little Kate Rd.
248
NEW RICHARDSON FLATS PARK-AND-RIDE
EXISTING ROUTES
Three Kings Dr.
PARK CITY MOUNTAIN RESORT
Deer Valley
Marsac
Royal
OLD TOWN TRANSIT CENTER
DEER VALLEY MOUNTAIN RESORT
NEW FLAGSTAFF ROUTE
OTHER TRANSIT CAPITAL PLAN ELEMENTS
★ NEW TRANSIT OPERATIONS FACILITY
★ EXTENSIVE IMPROVEMENTS TO COUNTY BUS STOPS
★ TRANSIT SIGNAL PRE-EMPTION
★ AUTOMATIC VEHICLE LOCATION
★ EXPANDED TRANSIT FLEET
SCALE
0 .5 1
IN MILES
N
LEGEND
STREETS
HIGHWAYS
MODIFIED KIMBALL EXPRESS /PINEBROOK WEST SERVICE
NEW "SNYDERVILLE SHUTTLE" SERVICE
NEW QUINNS JUNCTION SERVICE
EXISTING KIMBALL EXPRESS/SILVER SPRINGS SERVICE
NEW "CANYONS SHUTTLE" SERVICE
NEW FLAGSTAFF ROUTE
EXISTING ROUTES
NEW JEREMY-KIMBALL GENERAL PUBLIC DIAL-A-RIDE SERVICE AREA
PCMEGAPLAN
LSC
TRANSPORTATION CONSULTANTS, INC.

facilities in the immediate Canyons area. This service will provide four runs per hour, providing direct bus-to-bus connections with all other County service routes at the Transit Center.

- In addition, the existing **The Canyons route** will continue to provide direct service every 20 minutes between Park City and The Canyons in the winter.

As shown in Table 48, these services will be scheduled to provide direct transfers between buses at the Kimball Transit Center, occurring roughly 15 and 45 minutes past the hour. In addition, convenient transfers will be provided at the Canyons Transit Center between northbound buses arriving from Park City and the northbound Snyderville Shuttle bus, as well as between the southbound Snyderville Shuttle bus and southbound departures to Park City.

This service will provide the following benefits:

- Reduced in-vehicle travel time between Kimball Junction and The Canyons/Park City
- Expansion of service area into Bear Hollow, Jeremy Ranch, and The Canyons
- Increased service frequency in the Kimball Junction area and along SR 224.
- Additional flexibility to serve new developments in The Canyons and the Kimball Junction areas

Jeremy Ranch – Pinebrook General Public Dial-A-Ride Service

The Jeremy Ranch, Summit Park, and Pinebrook areas have a development/street patterns that cannot be effectively served by fixed route transit. This area will instead ultimately be served by a General Public Dial-A-Ride service. This service will consist of one van, stationed in the area, that will be available to serve demand-response trips to residences in the Pinebrook, Jeremy Ranch and Summit Park areas (including The Trails, Hidden Cove, Southridge, and Timberline), as shown in Figure 49. Service would also be available to Ecker Hill Middle School, Gorgoza Park, and commercial developments within this area. In addition, passengers making trips to and from the Kimball Junction area will be provided with direct service. Passengers on this service making transit trips beyond Kimball Junction would need to transfer to a fixed route, providing "feeder" service to the Kimball West route. Service will be provided from 7:00 AM to 10:00 PM, every day of the year.

Implementation of this service is a lower priority to the fixed-route service improvements presented above, and will also need to wait until dispatching capacity of the transit program is expanded. Also, service will not be provided that requires travel on sub-standard roads including all unpaved roads.

As this service would also provide ADA service in the area, existing ADA service costs would be eliminated. The greatest benefit of this plan element is the expansion of public transit services to a substantial new service area. This service will also free existing Park City Mobility service to accommodate new demands in other areas. Finally, the service would tend to increase utilization of the other fixed routes.

Implement Kamas Commuter Service

A limited commuter service will be implemented between Kamas and Park City. Two buses will be parked overnight in Kamas, and used to operate two AM runs to Park City and two returning

TABLE 48: Transit Plan County Service Schedule

Based on winter service hours.

PINEBROOK WEST SERVICE

Bus	Old Town TC	Park City Mtn Resort	Canyons TC	Kimball TC	Jeremy Ranch	Kimball TC	Canyons TC	Park City Mtn Resort	Old Town TC
1	--	--	--	7:15 AM	7:30 AM	7:45 AM	7:54 AM	8:03 AM	8:10 AM
2	7:20 AM	7:27 AM	7:36 AM	7:45 AM	8:00 AM	8:15 AM	8:24 AM	8:33 AM	8:40 AM
3	7:50 AM	7:57 AM	8:06 AM	8:15 AM	8:30 AM	8:45 AM	8:54 AM	9:03 AM	9:10 AM
1	8:20 AM	8:27 AM	8:36 AM	8:45 AM	9:00 AM	9:15 AM	9:24 AM	9:33 AM	9:40 AM
2	8:50 AM	8:57 AM	9:06 AM	9:15 AM	9:30 AM	9:45 AM	9:54 AM	10:03 AM	10:10 AM
3	9:20 AM	9:27 AM	9:36 AM	9:45 AM	10:00 AM	10:15 AM	10:24 AM	10:33 AM	10:40 AM
1	9:50 AM	9:57 AM	10:06 AM	10:15 AM	10:30 AM	10:45 AM	10:54 AM	11:03 AM	11:10 AM
2	10:20 AM	10:27 AM	10:36 AM	10:45 AM	11:00 AM	11:15 AM	11:24 AM	11:33 AM	11:40 AM
3	10:50 AM	10:57 AM	11:06 AM	11:15 AM	11:30 AM	11:45 AM	11:54 AM	12:03 PM	12:10 PM
1	11:20 AM	11:27 AM	11:36 AM	11:45 AM	12:00 PM	12:15 PM	12:24 PM	12:33 PM	12:40 PM
2	11:50 AM	11:57 AM	12:06 PM	12:15 PM	12:30 PM	12:45 PM	12:54 PM	1:03 PM	1:10 PM
3	12:20 PM	12:27 PM	12:36 PM	12:45 PM	1:00 PM	1:15 PM	1:24 PM	1:33 PM	1:40 PM
1	12:50 PM	12:57 PM	1:06 PM	1:15 PM	1:30 PM	1:45 PM	1:54 PM	2:03 PM	2:10 PM
2	1:20 PM	1:27 PM	1:36 PM	1:45 PM	2:00 PM	2:15 PM	2:24 PM	2:33 PM	2:40 PM
3	1:50 PM	1:57 PM	2:06 PM	2:15 PM	2:30 PM	2:45 PM	2:54 PM	3:03 PM	3:10 PM
1	2:20 PM	2:27 PM	2:36 PM	2:45 PM	3:00 PM	3:15 PM	3:24 PM	3:33 PM	3:40 PM
2	2:50 PM	2:57 PM	3:06 PM	3:15 PM	3:30 PM	3:45 PM	3:54 PM	4:03 PM	4:10 PM
3	3:20 PM	3:27 PM	3:36 PM	3:45 PM	4:00 PM	4:15 PM	4:24 PM	4:33 PM	4:40 PM
1	3:50 PM	3:57 PM	4:06 PM	4:15 PM	4:30 PM	4:45 PM	4:54 PM	5:03 PM	5:10 PM
2	4:20 PM	4:27 PM	4:36 PM	4:45 PM	5:00 PM	5:15 PM	5:24 PM	5:33 PM	5:40 PM
3	4:50 PM	4:57 PM	5:06 PM	5:15 PM	5:30 PM	5:45 PM	5:54 PM	6:03 PM	6:10 PM
1	5:20 PM	5:27 PM	5:36 PM	5:45 PM	6:00 PM	6:15 PM	6:24 PM	6:33 PM	6:40 PM
2	5:50 PM	5:57 PM	6:06 PM	6:15 PM	6:30 PM	6:45 PM	6:54 PM	7:03 PM	7:10 PM
3	6:20 PM	6:27 PM	6:36 PM	6:45 PM	7:00 PM	7:15 PM	7:24 PM	7:33 PM	7:40 PM
1	6:50 PM	6:57 PM	7:06 PM	7:15 PM	7:30 PM	7:45 PM	7:54 PM	8:03 PM	8:10 PM
2	7:20 PM	7:27 PM	7:36 PM	7:45 PM	8:00 PM	8:15 PM	8:24 PM	8:33 PM	8:40 PM
3	7:50 PM	7:57 PM	8:06 PM	8:15 PM	8:30 PM	8:45 PM	8:54 PM	9:03 PM	9:10 PM
1	8:20 PM	8:27 PM	8:36 PM	8:45 PM	9:00 PM	9:15 PM	9:24 PM	9:33 PM	9:40 PM
2	8:50 PM	8:57 PM	9:06 PM	9:15 PM	9:30 PM	9:45 PM	9:54 PM	10:03 PM	10:10 PM
3	9:20 PM	9:27 PM	9:36 PM	9:45 PM	10:00 PM	10:15 PM	10:24 PM	10:33 PM	10:40 PM
1	9:50 PM	9:57 PM	10:06 PM	10:15 PM	10:30 PM	10:45 PM	10:54 PM	11:03 PM	11:10 PM
2	10:20 PM	10:27 PM	10:36 PM	10:45 PM	--	--	--	--	--

NEW CANYONS SHUTTLE

Departures from Canyons Transit Center at :09, :24, :36, and :54 Past the Hour
First Departure 7:09 AM
Last Departure 10:54 PM

KIMBALL JCT EXPRESS / HIGHLANDS ESTATES EAST

Old Town TC	Canyons TC	Kimball TC	Trailside School	Kimball TC	Canyons TC	Old Town TC
7:00 AM	7:09 AM	7:15 AM	7:30 AM	7:45 AM	7:51 AM	8:00 AM
8:00 AM	8:09 AM	8:15 AM	8:30 AM	8:45 AM	8:51 AM	9:00 AM
9:00 AM	9:09 AM	9:15 AM	9:30 AM	9:45 AM	9:51 AM	10:00 AM
10:00 AM	10:09 AM	10:15 AM	10:30 AM	10:45 AM	10:51 AM	11:00 AM
11:00 AM	11:09 AM	11:15 AM	11:30 AM	11:45 AM	11:51 AM	12:00 PM
12:00 PM	12:09 PM	12:15 PM	12:30 PM	12:45 PM	12:51 PM	1:00 PM
1:00 PM	1:09 PM	1:15 PM	1:30 PM	1:45 PM	1:51 PM	2:00 PM
2:00 PM	2:09 PM	2:15 PM	2:30 PM	2:45 PM	2:51 PM	3:00 PM
3:00 PM	3:09 PM	3:15 PM	3:30 PM	3:45 PM	3:51 PM	4:00 PM
4:00 PM	4:09 PM	4:15 PM	4:30 PM	4:45 PM	4:51 PM	5:00 PM
5:00 PM	5:09 PM	5:15 PM	5:30 PM	5:45 PM	5:51 PM	6:00 PM
6:00 PM	6:09 PM	6:15 PM	6:30 PM	6:45 PM	6:51 PM	7:00 PM
7:00 PM	7:09 PM	7:15 PM	7:30 PM	7:45 PM	7:51 PM	8:00 PM
8:00 PM	8:09 PM	8:15 PM	8:30 PM	8:45 PM	8:51 PM	9:00 PM
9:00 PM	9:09 PM	9:15 PM	9:30 PM	9:45 PM	9:51 PM	10:00 PM

NEW SNYDERVILLE SHUTTLE

Bus	Canyons TC	Kimball TC	Factory Stores	Kimball TC	Canyons TC
1	7:06 AM	7:23 AM	7:30 AM	7:37 AM	7:54 AM
2	7:36 AM	7:53 AM	8:00 AM	8:07 AM	8:24 AM
1	8:06 AM	8:23 AM	8:30 AM	8:37 AM	8:54 AM
2	8:36 AM	8:53 AM	9:00 AM	9:07 AM	9:24 AM
			Then Every Half Hour Until		
1	8:06 PM	8:23 PM	8:30 PM	8:37 PM	8:54 PM
2	8:36 PM	8:53 PM	9:00 PM	9:07 PM	9:24 PM

PM trips. Service will be schedule to provide arrivals in Park City at roughly 6:45 AM and 7:45 AM, and departures from Park City at roughly 4:15 PM and 5:15 PM, seven days a week year round.

At least initially, this service will probably be operated under contract with a private firm. Optimally, drivers living in the Kamas/Oakley area will be used to operate these runs, avoiding the need for “deadhead” runs. Drivers will check in and check out via radio, and be paid for time (including check-in/check-out time) spent operating this service.

A public facility (such as the Search and Rescue Center) will be established as a location for overnight secured bus storage, which can also provide the opportunity for limited mechanical assistance. A parking facility will also be identified (such as a public park) that can service as a limited informal Park-and-Ride location. The primary destination in Park City will be the Old Town Transit Center, providing direct public transit connections to other areas. If warranted by employment patterns, extension of service to a major employer may be considered. As the buses will be available at peak times in the Park City area for other services, no new buses are required for this service.

A fare will be charged, reflecting the relatively long travel time, as follows:

- Base fare of $3.00 per one-way trip for general public, $1.50 for elderly/disabled/youth (5-15), and free for children under 5 traveling with an adult.
- 10-ride punch pass available for $27.00 general public and $13.50 discount, providing a 10 percent discount.
- Monthly passes also provided at $104 for the general public and $52 discount (providing a 20 percent discount for persons commuting 22 days/month).

Note that these fares could be subsidized by an employer or municipality.

Once this service is well established, its effectiveness will be monitored. If warranted, additional runs on this route or establishment of service to Coalville may be considered. The advantage of this service is that additional access would be provided to Coalville, and Kamas employees, which could reduce the demand on the existing parking supply in Summit County. The services would also augment the effort to retain employees, and expand the benefits of public transit services into new areas of Summit County.

Implement Flagstaff Route

In light of both the development of the area as well as the limitations on parking, a peak-season public transit route will be established to the Flagstaff Mountain area (including the Talisker Resort). Plans call for over 800 residential and lodging units in the area (including employee housing units). In winter, service will be provided every 30 minutes between 6:15 AM to 6:15 PM and hourly from 6:15 PM to 10:45 PM. In summer, service will be provided every 30 minutes from 10:00 AM to 5:40 PM. No service will be provided in the off-seasons. Due to grades and winter conditions along SR 224 up Ontario Canyon, two four-wheel drive transit vans (one in operation and one spare) will be required.

This service will provide the benefits of reducing traffic and parking problems in the Old Town area, while providing the convenience of scheduled public transit service to the employees and residents of the Flagstaff area.

Expand Quinns Junction Service

As the Quinns Junction area develops, transit services to the area will be expanded. While the existing General Public Dial-A-Ride service is sufficient to serve the current transit needs of the area, future planned developments (including the medical center, Park City Heights residential development, and the Richardson Flats Park-and-Ride) will warrant fixed-route service. This service should be provided as a new route, rather than extension of an existing route, in order to provide maximum flexibility to address the changing needs of the area. One bus will be operated hourly from 7:15 AM to 10:30 PM, connecting the Old Town Transit Center with the Quinns Junction area via Deer Valley Drive, Bonanza Drive, Prospector Drive, Sidewinder Drive, Comstock Drive and SR 248. Initially, this bus may also have adequate excess operating time to also provide tripper runs between the Old Town Transit Center and the nearby ski resorts.

Use levels of the Richardson Flats Park-and-Ride will depend upon future development agreements limiting on-site parking, as well as special event strategies. As warranted, PCT will contract with private providers to operate additional service to this Park-and-Ride, consisting of two buses on a 40-minute route to provide service every 20 minutes.

The greatest benefit of this service will be the provision of service to new residential, recreational, employment and medical activity centers in the Quinns Junction. Along the way, consistent service will be provided along Bonanza Drive, and the level of service between Old Town and Prospector Square will be increased.

Consider Joint Salt Lake City Service

Public transit services between Summit County and Salt Lake City would benefit the Park City/Summit County area. However, implementation of this service by local governments is a lower priority than other plan elements. Limited local transit funds are more effectively spent on expanding local services, particularly in light of the substantial near-term capital needs of the transit program. While Summit County and Park City staff would consider cooperation with other transit agencies (such as UTA) in the provision of service, initiation of service by local staff is not currently planned.

Service Alternatives Considered and Not Adopted

The following service alternatives were evaluated as part of this study, but are not included in the plan, for the following reasons:

- Silver Creek – Due to the low density of development and distance to this area, service to this area would not be cost-effective. While service could potentially be provided in the future as extension of the Silver Summit route, this would require operation of an additional bus.

- Expansion of Park City Mobility for Seniors in Summit County – This option was also found to not be cost effective, as it would require additional vans to provide long trips over a relatively large area. However, as it would expand services to an element of the community with particular transportation needs, County Commissioners may choose to add this service in the future.

- Bonanza Express service in non-winter season – This need will ultimately be met by the provision of the Quinns Junction route, which will operate along Bonanza Drive. In the short term, this option is not cost effective, as the area is largely served by existing routes.

- North Park Meadows service – This service, which would require operation of an additional bus, was found to not be cost-effective, due in large part to the low density of development and relatively few additional homes that would be served.

- Service to Lower Solamere – Most of this need is addressed by Deer Valley Lodging van service. In addition, much of the area is within a reasonable walk distance of existing service, transit service in some (but not all) time periods would be confusing to passengers, and the service would result in a noise impact on residences.

- General Public Dial-A-Ride throughout Park City – This option was also found to not be cost-effective.

CAPITAL PLAN

Transit Operations Facility

The scope of the PCT operations has grown to a level exceeding the capacity of the existing Iron Horse Drive operations facility. If public transit services in the region are to continue to grow, new maintenance and bus storage space is needed. One option would be to provide underground parking on the existing Ironhorse site, while another would be to establish a facility on a new site, probably in the Quinns Junction or Silver Summit areas. This facility will ultimately provide the following:

- Enclosed storage for 64 transit vehicles
- 8 maintenance work bays
- 4,000 square feet of office space for transit administration and supervision
- Employee and visitor parking
- Fueling and washing facilities

A site of approximately eight acres would be required on a new site.

The key first step in this facility should be land acquisition, which should be a high priority given the increasing real estate values in the area. Depending upon funding availability, the facility can be developed in phases, with a first phase consisting of vehicle storage only. A planning-level cost estimate for this facility, including land costs, is $11 million.

Kimball Transit Center

A crucial plan element to support expansion of the County transit services is the construction of a Kimball Transit Center. This facility is needed to accommodate increased transfers between County transit services, to serve as a Park-and-Ride, to serve local and intercity private transportation services (including a Utah Olympics Park shuttle), and to support the substantial growth in the Kimball area. While a specific site has yet to be established, there are several feasible sites along Newpark Boulevard that could provide convenient transit access and pedestrian connections to nearby activity centers. The sites along the south side of Newpark

Boulevard east of Uinta Way provide the best benefit to the transit program. Depending upon configuration, a site of roughly one acre will be required.

This facility will encompass the following:

- Bays for up to 9 buses plus 2 vans to be on-site at peak times, allowing independent ingress and egress to each bay at all times
- A transit passenger building of approximately 2,500 square feet, providing indoor waiting areas, restrooms, a transit information booth and a driver break room
- Two access points, allowing buses to return in the direction of approach
- Bike storage
- Landscaping, lighting, and outdoor passenger waiting areas
- Approximately 50 Park-and-Ride spaces

This facility will cost on the order of $2.45 million, with land donated for the site.

It is expected that land acquisition, design and construction of this facility will require several years. In the interim, improvements will be made to the existing transfer point along the east side of Highland Drive north of Newpark Boulevard. Two to three additional bus shelters will be provided (depending upon available land) and signage and lighting will be improved. Once the permanent Transit Center is constructed, these shelters can be used elsewhere in the transit route network.

The Canyons Transfer Point and Transit Center

Additional, equally important, new transit facilities will be constructed serving The Canyons area, to allow expansion of transit service to new areas around The Canyons, and also to allow reductions in travel times for transit services along SR 224.

Initially, a location just to the south of the 7-11 is planned as a bus stop and transit transfer point, with the transit center location yet to be determined.

This facility will have the following characteristics:

- Bays for up to 4 transit buses at peak times. While a design allowing independent ingress and egress to each bay at all times would be preferable, this is not a requirement (except for The Canyons Circulator bus bay) as most buses will not be on-site for long periods of time.

- Four bus shelters.

- Bike storage

- Landscaping, lighting, and outdoor passenger waiting areas

- Two access points, providing the opportunity for buses to make U-turns through the site in both directions.

This facility is estimated to require roughly $50,000 in County funds, with land donated for the site.

Over the longer term, a The Canyons Transit / Welcome Center will be constructed within The Canyons core area. This facility will serve both transit functions for public and private services, as well as serving as an orientation center for guests. $350,000 in County funds is allocated toward this project.

Jeremy Ranch Park-and-Ride/Transit Stop

A Park-and-Ride lot and adjacent transit stop will be constructed near the Jeremy Ranch Road/Rasmussen Road intersection. This facility will provide the following:

- Park-and-Ride parking – While the number of spaces will depend upon land availability, 50 spaces are assumed as part of this plan.
- A bus stop with bus shelter, bicycle parking, and lighting.
- An access route that allows a transit bus to approach from the south and depart to the south.

This facility will allow residents of the area to Park-and-Ride as part of a transit or carpool trip, and will also allow drop-off and pick-up activity of transit passengers. A planning-level cost estimate (exclusive of land costs) is $181,200.

Bus Stop Improvement Plan

Bus stop conditions are an important element in the overall quality of a public transit service. As every passenger spends a portion of their trip time at a bus stop, the comfort, attractiveness, safety and sense of security provided at bus stops can be a big element in an individual’s decision to use public transit. While expansion of the County transit routes in recent years has occurred without significant investment in bus stops, under this plan an extensive program of bus stop improvements will be implemented. As shown in Table 45, improvements will be made at a total of 43 stops, including the provision of at least 32 pads, 11 shelters (with benches), and 8 benches. In addition, bus pullouts will be provided at locations where stopping in the travel lane is not appropriate, shoulders and ditches will be reconfigured, short sections of sidewalk connecting bus stops will be constructed, lighting will be improved, and passenger-activated lighted driver signaling devices will be installed at stops where drivers have difficulty discerning whether a passenger is waiting at the stop. In total, a budget of $100,000 per year in the County over five years is identified.

Bus stop improvement needs for the long-established City route stops are substantially less. An annual budget of $25,000 for five years is included in this plan for miscellaneous improvements to existing stops in Park City. In addition, stops serving new developments are assumed to be provided by the developer.

Construct Richardson Flats Park-and-Ride

As part of the Flagstaff Mountain development, the developer will provide a 750-space parking facility in the Richardson Flats area south of SR 224 and east of US 40. Cost estimate for this facility is $500,000, which will be funded by the developer. This funding is for construction of transit amenities (which can be shared with the recreation functions of the site), and does not include the cost of access improvements or parking. The facility will also include passenger shelters and lighting for night use.

Bicycle/Pedestrian Facilities

At one end of their trip or the other, virtually all transit passengers also travel on foot or on bicycle as part of their transit trip. A key element of a successful transit system, therefore, is a convenient system of sidewalks and bikeways serving the transit stops. Park City and Summit County should continue to work with the branches of their respective public works and planning department to review construction plans and scheduling priorities for pedestrian and bicycle improvements to best coordinate with transit passengers' needs. In addition, both Summit County and Park City should continue to procure bicycle racks as part of vehicle purchases, as well as bicycle racks and lockers at bus stops.

Automatic Vehicle Location/Passenger Counting/Passenger Information

Advanced Public Transit System (APTS) technologies are rapidly being implemented throughout the nation, and can provide a range of benefits to the PCT system, including increased service reliability, increased ability to respond to traffic conditions, increased safety/security for passengers and drivers, improved data for planning purposes, and increased convenience for passengers. APTS strategies to be implemented as part of this plan consist of the following:

- **Automatic Vehicle Location** (AVL) systems will be implemented on all transit vehicles. Using Global Positioning System technologies, AVL will allow dispatchers to track in "real time" the location of vehicles, thereby improving connections between routes, reducing service delays, and increasing the effectiveness of tripper bus services to address high passenger loads.

- **Automatic Passenger Count** (APC) technology will track and record the number of persons boarding, deboarding, and on the bus, providing extensive information on how the system is used, and on where tripper services should be provided.

- **Passenger Transit Information Systems** technology will provide the following: (1) real-time information regarding upcoming bus route departures provided on electronic reader boards at the transit centers, (2) real-time information provided on the internet, and (3) automated announcements of major bus stops on the transit buses.

Initial capital costs for these technologies are estimated to equal $628,000 (including installation on vehicles needed for service expansions, as well as spare units). In addition, ongoing maintenance, communications, and software fees are estimated to equal $50,000 per year.

Transit Signal Pre-emption

Given the proliferation of traffic signals along the PCT routes, traffic delays generated by signals are resulting in a substantial and increasing cost to the transit program. A "soft" signal pre-emption program will be implemented under which additional signal "green time" will be provided to buses approaching traffic signals near the end of the green indication. Rather than always providing buses with a green signal, these systems simply extend the length of green time up to a predetermined limit as buses approach the signal. In light of the other substantial capital needs, this program will not be implemented until roughly 2010. In the meantime, signal improvements should be made with equipment and software that makes the signals “priority ready.” Assuming that signal modifications are made as part of fire department or UDOT programs, the costs associated with placing the hardware on the buses is estimated to be $40,000.

New Vehicles

Vehicle purchases will be required for both replacement of aging fleet, as well as for new services. While PCT currently has a relatively low-mileage fleet, a total of nine transit buses and three vans will require replacement over the coming seven years. In addition, vehicles will be required for the Snyderville Shuttle route (2 vans), the Canyons Circulator route (1 bus), the Flagstaff Mountain route (2 4WD vans), the Quinns Junction route (1 bus), expansion of Park City Mobility (1 van) and the Jeremy/Pinebrook General Public Dial-A-Ride (1 van)., along with necessary spare vehicles.

Management Plan

Establish Dispatcher Positions

To date, dispatching of the ADA service has been done by the driver, while dispatching of the fixed-route services has been done by supervisors. The transit program has grown to the point, however, where full-time dispatching is needed to operate an efficient program. Relieving the ADA driver of the dispatching responsibility is also a safety improvement. Establishing dispatcher positions will also make enable general public Dial-A-Ride services at Jeremy Ranch and Quinns Junction to be easier to implement, as well as to better track current use.

Improve Driver Recruitment and Retention

Driver recruitment and retention has become a serious challenge to transit systems around the region, particularly in resort communities. High rates of turnover can reduce customer service, increase the potential for accidents, and increase training and administrative costs. To address this issue, Park City Transit will:

- Establish a recruitment coordinator position, responsible for finding competent employees and ensuring that their needs for housing and transportation are met. Additionally, this position will help address employee complaints and act as a liaison for ensuring the employees are comfortable.

- Ensure that driver pay is comparable to pay at other winter resort transit systems, and is higher than pay for less skilled positions at area resorts.

- Consider providing housing assistance, such as through payment of up-front fees or ongoing housing stipends.

- Work with ski areas to offer a ski pass.

- Consider offering a “finder’s fee” bonus to current employees who are responsible for recruiting additional employees, and offer an end-of-the-season bonus for employees who stayed for the whole season also could be a useful retention strategy.

- Assist with transportation for employees coming to Park City from the Wasatch Front, such as establishing carpools or vanpools.

- Work to expand transit services in the non-winter seasons, thereby reducing the need for seasonal hiring.

Improved Service Monitoring

Implementation of the advanced transit technologies will greatly expand the scope and efficiency of PCT's service data collection process. Once this is in place, it will be used to develop ongoing reports of transit ridership, including the following:

- Annual totals for the entire system and individual service components and routes.

- Seasonal totals for the system and for service components and routes

- Month-by-month ridership results for the entire system, for service components, and for individual routes.

- Hourly passenger counts for individual bus stops (or route segments) by time of day and time of year.

This type of information will enable Park City to better plan for day-to-day vehicle assignments, seasonal service level changes, route and schedule adjustments, and the design, implementation, and testing of targeted marketing efforts. It will also provide transit decision-makers with a better understanding of transit ridership by service and by area.

Improved Marketing

While the current Park City Transit marketing effort is adequate, the following strategies will be implemented to expand public awareness:

- Park City Transit will develop its own interactive website with information about the days and hours of service, applicable fares for potential commuter service, information about service area as well as provide electronic news releases and announcements for marketing events. It would also be useful to provide more detailed information about each stop and the scheduled time of arrival, rather than show unlabeled dots on the service map.

- A "Bus Guide" Promotional Booklet will be developed to highlight the benefits of the transit system. These booklets will include a typical schedule matrix showing each departure from the designated time points used by many transit agencies.

- New marketing pieces will be developed to support new services, such as the Kamas route and The Canyons Circulator service.

- Print advertising will be expanded, including: (1) newspaper display ads that announce the dates when service levels are due to change, (2) transit information that is included in regional magazines distributed to Park City visitors, and (3) display ads in local Park City newspapers reminding residents and visitors of the benefits offered by the transit system.

Goals and Objectives

The following goals, objectives, and performance standards will be used to guide the development of the transit program.

Planning and Management Goal: To evaluate strategies that help management maximize productivity while meeting the transit needs of the community and to develop a transit program that takes into account land development in the service area. In addition, Summit County and Park City will strive to provide services to reduce the use of the private automobile and maximize the use of alternative transportation modes (transit, bicycle, rideshare, etc.) within the respective service areas.

- <u>Planning Standard</u> – The Short-Range Transit Plan shall be updated at a minimum of every five years. This will be a joint effort between Summit County and Park City.

- <u>Service Monitoring Standard</u> – Monitoring reports on the effectiveness and efficiency of transit service will be collected and reviewed monthly. An Annual Report will be produced.

- <u>Land Use Planning Standard</u> – Park City Transit staff will review development proposals within Park City, and the County transit service area with pertinent community development and public works departments to study the effects of development on transit service, and to ensure land development that is compatible with alternative transportation as identified in the Summit County and Park City General Plans.

Service Effectiveness Goal: To maximize the ridership potential of area transit services.

- <u>Fixed-Route Effectiveness Standard</u> – Maintain the following annual productivity levels by route:

  - Park City Local Regular Route Services – 28 one-way passenger-trips per vehicle service hour.

  - Kimball Junction "Express" Route – 20 one-way passenger-trips per vehicle service hour. (It should be noted that service is expected to increase to 30-minute headways by Fiscal Year 2007-08.)

  - Other Kimball Area Routes – 10 one-way passenger-trips per vehicle service hour (if hourly service is maintained).

  - If route productivity figures fall below these standards, staff should conduct route segment analyses to determine what revisions (if any) could be implemented to boost ridership.

- <u>Marketing Standard</u> – Conduct marketing efforts to ensure that all service area residents are aware of area transit services. Conduct targeted marketing efforts for high-potential groups, including visitors, elderly, disabled, students, low-income, and transit-dependent residents.

Service Quality Goal: To provide safe, reliable, and convenient public transit services.

- On-Time Performance Standard – 95 percent of all fixed-route trips should be operated "on-time." On-time is defined as not early and not more than five minutes late.

- Park City Mobility Denial Standard – No pattern of ADA-eligible trip denials (as defined in the Americans with Disabilities Act of 1990) due to capacity constraints. Passengers whose trip request resulted in a denial will be put on a "stand-by list" maintained by the scheduler; all attempts will be made to accommodate that trip should trip cancellations occur. Regardless of whether the trip can be accommodated, the scheduler will discuss the status of the standby request with the passenger at least two hours before the requested trip time. Call backs will occur only during normal office hours. If a denial can be accommodated within the two-hour window by adding capacity, operating staff should do so in the smallest increment possible (no more than a two hour block).

- Passenger Amenity Standard – Shelter should be considered at all bus stops serving 30 or more passenger boardings per day. Seating should be considered at all bus stops serving 15 or more passenger boardings per day. Benches and shelters will only be installed on existing UDOT, Park City or Summit County right-of-way, except where written confirmation from the property owner can be obtained to install a bench or shelter on private property. On an annual basis, the Deputy Public Works Director will identify potential sites and prepare an installation priority list.

After review of the priority list by other public works staff, the Deputy Public Works Director will contact adjacent property owners by telephone (with follow-up correspondence) to notify them of intentions to install a passenger amenity. Adjacent property owners include all owners of parcels within a 50-foot radius of placement of the bus stop sign. If an adjacent property owner protests installation at the site, Park City Transit will not immediately install it until a protest proceeding is completed. However, if passenger boardings at that bus stop exceed 20 passengers per day for a bench or 60 passengers per day for a shelter, Park City Transit will begin proceedings to install the amenity while the protest is being processed.

The protest proceedings will begin with a written notice to adjacent property owners (return-receipt delivery) explaining Park City Transit's intent to install the passenger amenity, with a copy to either the Park City Mayor or Summit County Chief Administrative Official (as appropriate). This notice will detail the action being taken, projected milestones, and protest procedures available to the complainant.

- Passenger Load Standard – For passenger safety and comfort, vehicles should be sized and the transit service operated to require standees on no more than 20 percent of the runs for any route, and to avoid any recurring loads of more than 150 percent of the seated capacity.

- Accident Standard – Maintain a minimum of 50,000 miles traveled between preventable collision accidents, and 25,000 miles between all types of non-collision preventable accidents (i.e., employee injuries).

- Maintenance Standard – Maintain a minimum of 20,000 miles between road calls. Road calls are defined as any time passenger service is interrupted more than five minutes due to a mechanical failure (except for flat tires).

- Vehicle Cleanliness Standard – The exterior of each vehicle used in service will be washed daily (except during water emergencies), and the interior will be swept daily and detailed at least weekly. Vehicle detailing includes mopping the floor, washing the windows, and removing any minor stains that may have accumulated on the passenger seats. A vehicle that experiences a major stain will be removed from service as soon as possible and cleaned/repaired before re-entering service.

- Service Frequency Standard – Provide regularly-scheduled service with a maximum headway of 60 minutes. Specifically, Summit County and Park City will strive to attain the following service frequency standards (in minutes):

Service Corridor	***Winter***	***Non-Winter***
Prospector Square/Deer Valley	20	20
Park Meadows/Deer Valley	20	20
Thaynes Canyon/Deer Valley	20	20
Silver Lake/Deer Valley	30	30
Bonanza Express	20	N/A
Kimball Junction/Pinebrook-West	30	30
Kimball Junction/Highlands Estates	60	60
Kimball Express	30	30
The Canyons	20	N/A

- Service Area Standard – Maximize the area provided with transit service while maintaining minimum service efficiency standards. Summit County and Park City will strive to provide service within one-fourth mile of all major employment, medical, shopping, and institutional centers, and of all residential areas with four or more dwellings per acre. Major employment centers are defined as an industrial or commercial zone that employs 200 or more non-agricultural, non-construction employees.

- Service Quality Standard – Increase service levels where warranted and financially feasible to maintain the existing service quality. Below is a summary of pertinent service quality objective.

Seasonal Visitor Services

- Offer direct day-time bus service connecting major hotels and condominium centers with Park City and Deer Valley ski bases without requiring a transfer between buses.

- Offer direct evening bus service connecting major hotels and condominium centers with Old Town without requiring a transfer between buses.

- Offer convenient bus links to restaurants and visitor attractions in Silver Lake and the Kimball Area.

- Increase the frequency of service to lodging establishments and ski areas on routes when extra “tripper” sections are called for on more than 65 percent of daily runs.

- Offer direct “front door” service at major hotel complexes in the service area where feasible. Work with hotel owners and City/County transportation officials to develop convenient bus stops where “front door” service is not safe or practical.

- Minimize delays during the winter season at the Old Town Transit Center for buses traveling between the Park City Mountain Resort, the Deer Valley Resort, and The Canyons Resort.

Tourism Promotion and Visitor Transportation

- Increase the percentage of visitors who travel between the Salt Lake International Airport and Park City/Kimball Area without an automobile.

- Develop a marketing program to enable travel agents to sell car-free visitor packages and to increase public awareness of car-free travel options to and within the study area.

- Develop joint marketing agreements involving Park City Transit, private airport shuttle services, and one or more Park City-based car rental agencies.

- Add vehicle capacity to regular Park City and Kimball Area transit routes as needed to accommodate increased demand resulting from travel agency marketing and sales efforts.

Regional Employee Transportation

- Provide transportation services necessary to help provide an adequate supply of workers for area employers.

- Increase the supply of available parking for visitors by minimizing the use of local in-town parking spaces by employees.

- Insure that commuter services provide area workers with direct and convenient access to employment sites.

- Work with major employers to expand existing employee transportation programs.

• Vehicle Accessibility Standard – Maintain a fully accessible transit fleet (as defined by the Americans with Disabilities Act of 1990).

• Vehicle Spare Ratio Standard – Maintain sufficient fleet spare ratios to ensure adequate capacity for regularly-scheduled and tripper services. At a minimum, a 20 percent spare ratio should be maintained for each type of vehicle in each respective service category.

• Cost and Revenue Standards – Limit operating cost increases for the visitor transit program to the rate of increase in transit-dedicated funding, including tax and license revenues, unless a significant shift occurs in the percentage of visitors who utilize the bus system.

• Fare Standard – Maintain free fixed-route service (excepting commuter service).

FINANCIAL PLAN

Modify City/County Agreement

Transit services provided to Summit County by Park City are currently governed by an "Inter-local Transportation Agreement" executed on February 1st, 2006. While the County pays an equitable share of the marginal costs associated with provision of transit service in the unincorporated county under this agreement, overhead costs – including transit management above the supervisor level, administrative costs, and transit facility operations costs – are currently wholly the responsibility of the City. Given the growth in the now-well-established County transit program, and planned continued growth, it is now appropriate to revise the agreement to shift an equitable portion of the overhead costs to the County.

Under this plan, Park City and Summit County will share in all operating costs, including those overhead costs (with internal administrative charges) not allocated under the previous cost model, for their respective portions of fixed-route bus service. The SR 224/Holiday Ranch Loop Rd. traffic signal will be used as the point where benefits and costs are determined: the portion of bus routes south of this signal and routes operating entirely within Park City limits shall be paid for by the City while the portion of bus routes north of this signal or routes that are operated entirely outside of Park City limits shall be paid for by the County. Exceptions to this allocation formula are the seasonal routes that serve a specific seasonal user group and inter-city commuter bus service. Seasonal bus routes operated for a specific user group, such as The Canyons bus route operated during the ski season, shall be paid for entirely by the party requesting such service. The price formula for inter-city bus routes shall be determined at the time such service is initiated.

Allocation of capital costs will reflect the following:

- Existing shared asset will be valued, with the method of recording ownership rights to be determined.
- Maintenance and operations capital costs will be allocated based upon the ratio of peak vehicles in service.
- The County will contribute additional capital funds until the required ratio is achieved.
- Maintenance/operations facility expansion costs will be allocated based upon the forecast ratio of peak vehicles in service at buildout of the program.
- Fleet expansions will include a 20 percent spare ratio, rounded to the nearest bus.
- ADA vehicles, support vehicles, bus-related capital improvements (such as AVL) and maintenance vehicles will be allocated based upon the ratio of peak vehicles in service.
- Funding for passenger amenities (shelters, benches, transit centers) will be the responsibility of the jurisdiction in which each facility is located.
- Allocation of federal funding will be jointly determined as part of the STIP process.

Investigate Transit Funding Through a Park City Transportation Impact Fee

The Utah *Impact Fee Act* (Utah State Code Title 11, Chapter 26, Sections 1-5) provides local governments with the authority to impose impact fees that can fund a wide range of capital improvements, including transit capital improvements. While Summit County has established a transportation impact fee program for the Western Snyderville Basin (providing funding towards the transit maintenance facility, the Kimball Transit Center, and bus stop improvements), at present Park City does not have a transportation impact fee program. This potential funding source will be investigated by the City as a potential source of capital funding for transit as well as other programs.

Lobby for Congressional FTA Section 5309 Earmarks

FTA Section 5309 grants are split into three categories: New Starts, Fixed Guideway Modernization, and Buses and Bus Facilities. These funds were formerly apportioned directly by the FTA; however, Congress has for the last several years earmarked these funds directly, and there is no indication that this practice will change. This study assumes Summit County and Park City will seek and obtain a total of $5.7 million in FTA Section 5309 Bus and Bus Facilities funds to help fund a new passenger facility in Kimball Junction and the new Transit Operations Center. Summit County and Park City officials should coordinate their lobbying efforts to ensure a unified and concise message.

Provide Transit Services through New and Existing Local, State, and Federal Funding

Existing and new funding programs are relied upon over the Short Range Transit Plan period to fund ongoing operating costs. The financial impacts on operating costs of the recommended Service Plan were developed based upon the current cost model, as shown in Table 49; the resulting costs are presented in Table 50. Note that as Table 49 reflects the new cost allocation procedure discussed above, as well as updated financial data, it differs from the cost model used in previous sections of this document.

<u>Summit County Transit Services</u>

The following methodology was utilized in developing the Financial Plan for Summit County:

- First, forecasts of annual operating and administrative costs were developed, as presented in Table 50 for 2007 through 2013. “Base case” operating cost forecasts were estimated, assuming a 3 percent annual inflation rate of current costs in the absence of any change in service levels. Next, marginal operating cost estimates were identified for each Service Plan element, based upon the analyses presented in previous sections of this document, and the cost model shown in Table 49. Half of the Kamas Commuter costs are allocated to the County, and the remaining half to the City. Operating costs over the seven-year period will total approximately $16.9 million with the service modifications, which is a 41 percent increase over the base case total of $12.0 million.

- Next, Summit County ridership was estimated for 2004 through 2010, as presented in Table 51. The “base case” ridership reflects expected ridership assuming no changes in service or implementation of fares, and is based upon the forecasts presented in Chapter 8 above. This ridership is assumed to increase at 3.5 percent per year, reflecting expected population growth. In addition, the ridership potential is factored downward to reflect that full transit ridership of new services is typically not achieved until the third year of service. A reduction of 35 percent in the first year and 10 percent in the second year is assumed, except for commute service (which is easier to market to the potential ridership) where factors of 20 percent and 5 percent are assumed. The ridership impact of each Service Plan element is then identified and summed. Consistent with the cost allocation, half of the Kamas

Commuter ridership is allocated to the County, and half to the City. In total, implementing all Service Plan elements is forecast to increase system-wide ridership from a 2013 base case figure of 706,400 one-way passenger-trips per year to a 2013 total with the service improvements of 779,200 one-way passenger-trips – a 10.3 percent increase in ridership.

- The next element necessary in the development of the Financial Plan is estimation of the capital costs for vehicles, passenger amenities, passenger facility improvements, and operating equipment, as presented in Table 52 for each year of the Short Range Transit Plan period. Service expansion will require three additional buses plus two mini-buses. An additional mini-bus and half of a transit bus (shared with the City) are also included to maintain an adequate spare vehicle ratio. All revenue vehicles will be diesel-powered. In addition, the Capital Plan assumes implementation of the following:

  - A Jeremy Ranch Park-and-Ride in 2007-08.

  - Passenger facility improvements in The Canyons in 2007-8 and in 2013-14.

TABLE 49: FY 2008-09 Cost Allocation Model

Item	(A) Total	(B) Service Hrs	(C) Service Miles	(D) Per Vehicle	(E) Administrative Costs
	Total Actual Cost during FY 2006-2007				
Driver's Salaries & Benefits	$2,090,285	$2,090,285			
Supervisor's Salaries & Benefits	$245,613	$245,613			
Manager's Salaries	$126,714				$126,714
Admin.Charge (Gen. Fund)	$484,730				$484,730
Subscriptions	$325				$325
Memberships	$450				$450
Public Notices	$4,190				$4,190
Meetings, Conf., Travel	$27,593				$27,593
Recruitment/Training	$31,128				$31,128
Department Supplies	$50,367				$50,367
Office Supplies	$2,461				$2,461
Postage	$622				$622
Uniforms	$11,155	$11,155			
Building Maintenance	$15,928				$15,928
Printing	$21,221				$21,221
Photocopying	$82				$82
Electricity	$13,309				$13,309
Natural Gas	$4,854				$4,854
Telephone	$1,931				$1,931
Cellular Phone	$6,876				$6,876
Computer	$0				$0
Professional Services	$3,233				$3,233
Consulting Services	$121,753				$121,753
Vehicles and Equipment	$9,491				$9,491
Street Signs	$20,681				$20,681
Vehicle - Fuel	$589,000		$589,000		
Vehicle - Parts and Main. & Washing	$720,000		$720,000		
Vehicle Insurance	$100,000			$100,000	
Total Expenditures	**$4,703,992**	**$2,347,053**	**$1,309,000**	**$100,000**	**$947,939**
Unit Quantities		**64,245**	**1,014,607**	**27**	**E/(B+C+D)**
Cost Per Unit		**$36.53**	**$1.29**	**$3,703.70**	**25.24%**

Source: Park City Transit

TABLE 50: Summit County / Park City Transit Plan - Estimated Operating Cost

All Figures in Thousands, Assuming an Annual Inflation Rate of 3 Percent

Project Description	Projected FY07-08	Projected FY08-09	Projected FY09-10	Projected FY10-11	Projected FY11-12	Projected FY12-13	Projected FY13-14	**7-Year Total**
Summit Co. Base Case Operating Cost								
Marginal Operating Costs	$1,245.8	$1,283.2	$1,321.7	$1,361.4	$1,402.3	$1,444.3	$1,487.7	$9,546.5
Allocated Administrative Costs	$314.4	$323.9	$333.6	$343.6	$353.9	$364.6	$375.5	$2,409.5
Total	$1,560.3	$1,607.1	$1,655.3	$1,705.0	$1,756.2	$1,808.9	$1,863.2	$11,956.0
Summit County Service Plan Elements (Marginal Operating Costs)								
Snyderville Shuttle (Half-Hourly Headway) (1)	$0.0	$0.0	$0.0	$554.3	$570.9	$588.0	$605.6	$2,318.8
Canyons Shuttle	$101.2	$279.1	$287.5	$296.1	$305.0	$314.2	$323.6	$1,906.8
Kamas Commuter Service (2)	$0.0	$33.2	$34.2	$35.3	$36.3	$37.4	$38.5	$215.1
Jeremy Ranch General Public Dial-A-Ride (1)	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$344.4	$344.4
Advanced Transit Technology Operating Costs	$0.0	$0.0	$20.0	$24.3	$25.0	$25.7	$28.4	$123.4
Dispatcher Positions (2)	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
Recruitment / Training Supervisor Position (3)	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
Marketing Expansion (2)	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
Subtotal Summit Co. Transit Service Plan Elements	*$101.2*	*$312.4*	*$341.8*	*$909.9*	*$937.2*	*$965.3*	*$1,340.6*	*$4,908.5*
Total Summit Co. Transit Operating Cost	**$1,661.5**	***$1,919.5***	***$1,997.1***	***$2,614.9***	***$2,693.4***	***$2,774.2***	***$3,203.8***	***$16,864.5***
Park City Transit Base Case Operating Cost								
Marginal Operating Costs	$2,510.2	$2,585.5	$2,663.0	$2,742.9	$2,825.2	$2,910.0	$2,997.3	$19,234.0
Allocated Administrative Costs	$633.6	$652.6	$672.1	$692.3	$713.1	$734.5	$756.5	$4,854.7
Total	*$3,143.7*	*$3,238.0*	*$3,335.2*	*$3,435.2*	*$3,538.3*	*$3,644.4*	*$3,753.8*	*$24,088.6*
Park City Transit Service Plan Elements (Marginal Operating Costs)								
Flagstaff Mtn Route	$0.0	$0.0	$190.5	$196.2	$202.1	$208.2	$214.4	$1,011.5
Quinns Junction Route (Including Park and Ride)	$0.0	$298.6	$307.5	$316.8	$326.3	$336.0	$346.1	$1,931.3
Kamas Commuter Service (1)	$0.0	$33.2	$34.2	$35.3	$36.3	$37.4	$38.5	$215.1
Advanced Transit Technology Operating Costs	$0.0	$0.0	$33.0	$30.4	$31.3	$32.2	$31.3	$158.2
Dispatcher Positions	$0.0	$0.0	$0.0	$0.0	$145.5	$149.9	$154.4	$449.8
Recruitment / Training Supervisor Position	$59.2	$61.0	$62.8	$64.7	$66.6	$68.6	$70.7	$453.6
Marketing Expansion	$20.0	$20.6	$21.2	$21.9	$22.5	$23.2	$23.9	$153.2
Subtotal Park City Transit Service Plan Elements	*$79.2*	*$413.4*	*$649.3*	*$665.2*	*$830.7*	*$855.6*	*$879.4*	*$4,372.7*
Total Park City Transit Operating Cost (2)	**$3,222.9**	***$3,651.4***	***$3,984.5***	***$4,100.4***	***$4,369.0***	***$4,500.0***	***$4,633.1***	***$28,461.3***
Combined Base Case Operating Cost	**$4,704.0**	***$4,845.1***	***$4,990.5***	***$5,140.2***	***$5,294.5***	***$5,453.3***	***$5,617.0***	***$36,044.6***
Combined Service Plan Elements	**$180.4**	***$725.8***	***$991.1***	***$1,575.1***	***$1,767.9***	***$1,820.9***	***$2,220.0***	***$9,281.2***
Total Operating Cost (1)	**$4,884.4**	***$5,570.9***	***$5,981.6***	***$6,715.3***	***$7,062.4***	***$7,274.3***	***$7,837.0***	***$45,325.8***

Note 1: Funding would need to be finalized before implementation.

Note 2: Assuming a 50%/50% split of costs between the City and the County. Actual cost sharing will be negotiated when service is implemented.

Note 3: County funding for these plan elements provided through allocated administrative cost factor.

Source: LSC Transportation Consultants, Inc.

TABLE 51: Summit County / Park City Transit Plan - Estimated Ridership

All Figures in Thousands

Project Description	Projected FY07-08	Projected FY08-09	Projected FY09-10	Projected FY10-11	Projected FY11-12	Projected FY12-13	Projected FY13-14	**7-Year Total**
Summit Co. Transit Base Case Ridership	574.2	594.4	615.3	636.9	659.3	682.4	706.4	**4,468.9**
Summit Co. Transit Service Plan Elements								
County Route Improvements (Including 2 New Shuttles)	0.0	0.0	0.0	39.3	55.5	63.8	66.0	**224.5**
Kamas Commuter Service (2)	0.0	2.5	3.1	3.3	3.4	3.6	3.7	**19.6**
Jeremy Ranch General Public Dial-A-Ride (1)	0.0	0.0	0.0	0.0	0.0	0.0	3.1	**3.1**
Subtotal Summit Co. Transit Service Plan Elements	*0.0*	*2.5*	*3.1*	*42.6*	*58.9*	*67.3*	*72.8*	***247.2***
Net Summit Co. Transit Ridership	**574.2**	**596.9**	**618.4**	**679.5**	**718.2**	**749.7**	**779.2**	**4,716.1**
Park City Transit Base Case Ridership	*1,366.2*	*1,407.2*	*1,449.4*	*1,492.9*	*1,537.7*	*1,583.8*	*1,631.3*	***10,468.5***
Park City Transit Service Plan Elements								
Flagstaff Mtn Route	0.0	0.0	12.0	16.9	19.4	19.9	20.5	**88.8**
Kamas Commuter Service (2)	0.0	2.5	3.1	3.3	3.4	3.6	3.7	**19.6**
Quinns Junction Route	0.0	16.2	22.7	26.0	26.8	27.6	28.4	**147.7**
Subtotal Park City Transit Service Plan Elements	*0.0*	*16.2*	*34.8*	*42.9*	*46.1*	*47.5*	*49.0*	***236.5***
Net Park City Transit Ridership	**1,366.2**	**1,423.4**	**1,484.2**	**1,535.8**	**1,583.8**	**1,631.3**	**1,680.3**	**10,705.0**
Combined Base Case Ridership	**1,940.4**	**2,001.6**	**2,064.7**	**2,129.8**	**2,197.0**	**2,266.2**	**2,337.7**	**14,937.4**
Combined Service Plan Elements	**0.0**	**18.7**	**37.8**	**85.5**	**105.0**	**114.9**	**121.8**	**483.7**
Net Ridership	**1,940.4**	**2,020.2**	**2,102.5**	**2,215.3**	**2,302.0**	**2,381.1**	**2,459.5**	**15,421.1**

Note 1: Allocated 50% County / 50% City.

Source: LSC Transportation Consultants, Inc.

TABLE 52: Summit County / Park City Transit Capital Plan

All Figures in Thousands

Project Description	Projected FY07-08	Projected FY08-09	Projected FY09-10	Projected FY10-11	Projected FY11-12	Projected FY12-13	Projected FY13-14	7-Year Total
Transit Buses [1]								
Number: Replacement	0	4	0	0	3	0	4	**11.0**
Number: County Expansion	0	0	0	2.5	0	0	0	**2.5**
Number: City Expansion	0	0	0	2.5	0	0	0	**2.5**
Number: Total Expansion	0	0	0	5	0	0	0	**5.0**
Number: Total	0	4	0	5	3	0	4	**16.0**
Total Cost	$0.0	$1,236.0	$0.0	$1,639.1	$1,013.0	$0.0	$1,432.9	**$5,321.0**
Transit Minibuses [2]								
Number: Replacement	3	0	0	0	0	0	3	**6.0**
Number: County Expansion	0	0	0	3	0	0	1	**4.0**
Number: City Expansion	0	2	1	0	0	0	0	**3.0**
Number: Total Expansion	0	2	1	3	0	0	1	**7.0**
Number: Total	3	4	2	6	0	0	5	**20.0**
Total Cost	$260.6	$357.9	$184.3	$569.6	$0.0	$0.0	$518.6	**$1,891.0**
Non-Revenue Vehicles	$25.0	$0.0	$0.0	$30.0	$30.0	$0.0	$0.0	**$85.0**
Transit Operations & Maintenance Facility [3]	$0.0	$1,000.0	$5,000.0	$0.0	$0.0	$5,000.0	$0.0	**$11,000.0**
Kimball Junction Transit Center / Park-and-Ride	$0.0	$0.0	$0.0	$250.0	$0.0	$2,200.0	$0.0	**$2,450.0**
The Canyons Passenger Facility	$50.0	$0.0	$0.0	$0.0	$0.0	$0.0	$350.0	**$400.0**
Jeremy Ranch Park-N-Ride	$181.2	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	**$181.2**
Richardson Flats Park-and-Ride				Funded Directly by Developer				**$0.0**
Advanced Public Transp. System Technologies	$0.0	$638.0	$0.0	$0.0	$0.0	$0.0	$0.0	**$638.0**
Transit Signal Priority	$0.0	$0.0	$0.0	$43.7	$0.0	$0.0	$0.0	**$43.7**
Summit Co. Bus Stop Shelters/Improvements [4]	$100.0	$103.0	$106.1	$54.6	$56.3	$0.0	$0.0	**$420.0**
Park City Bus Stop Shelters/Improvements [4]	$25.0	$25.8	$26.5	$27.3	$28.1	$0.0	$0.0	**$132.7**
Total Summit Co. / Park City Capital Costs	***$641.8***	***$3,360.7***	***$5,316.9***	***$2,614.3***	***$1,127.4***	***$7,200.0***	***$2,301.5***	**$22,562.6**
County Capital Costs	$337.1	$490.9	$1,290.3	$1,332.7	$63.4	$3,384.2	$436.9	**$7,335.5**
City Capital Costs	$304.7	$2,869.8	$4,026.6	$1,281.6	$1,064.0	$3,815.8	$1,864.6	**$15,227.1**

Note 1: This analysis assumes that diesel-powered 35-foot low-floor buses cost $300,000 per unit in 2007 dollars (3.0 percent annual inflation assumed). Includes additional spare vehicle shared between City and County programs in FY 10-11.

Note 2: This analysis assumes that 12- to 15-passenger replacement buses cost $86,870 per unit for 2WD in 2007 dollars (3.0 percent annual inflation assumed). Includes shared additional spare vehicle in FY 10-11.

Note 3: These figures are planning-level cost estimates only. Costs and allocations will be determined more accurately as site and program are finalized.

Note 4: Bus stop improvements include bus stop benches, shelters, site improvements and bus stop signs.

Source: LSC Transportation Consultants, Inc.

- Initial work on a Kimball Transit Center (with Park-and-Ride) in 2010-11 with completion in 2012-13.

- A bus stop improvement program in 2007-08 through 2011-12.

- Advanced Public Transportation System technologies in 2008-09 and transit signal priority program in 2010-11. County costs are allocated based on proportion of peak buses in operation.

- Participation in a joint Transit Operations Center with land acquisition and initial lot construction in 2008-09 and building construction in two phases in 2009-10 and 2012-13. These costs are allocated to the County based on the proportion of peak buses used in County service after implementation of this plan.

County capital costs over the seven-year period will total approximately $7,335,500.

- The results of Tables 50 through 52 were used to develop the Financial Plan, as presented for each of the seven years of the Short Range Transit Plan period in Table 53. This Financial Plan incorporates the following operating financial assumptions:

  - Implementation of the recent changes to the cost sharing procedures between Summit County and Park City.

  - Revenues generated by the Snyderville Basin one-fourth percent sales tax, the fee assessments generated by the Kimball Area Special Services District, and The Canyons assessment are forecasts provided by County staff.

  - Summit County will continue to contribute $50,000 annually to assist in funding Summit County transit services (factored up 3.0 percent annually). No funds from the Transient Occupancy Tax are assumed to be included.

  - Total forecast FTA 5311 funds received for the regional transit program are allocated to the County transit program based on the funding agreement.

As shown, the total operating revenues are estimated to equal $2.2 million in 2007, rising to $3.1 million in 2013. Subtracted from the annual operating costs, a net positive balance of $222,900 is provided in 2007-08. As service improvement are implement this positive operating balance declines, falling to a deficit condition in FY 2010-11 (with implementation of the Snyderville Shuttle), and reaching an annual operating deficit of $477,100 by the last year of the plan period.

The County capital financial plan is shown in the bottom portion of Table 52, and is based on the following:

  - The Canyons assessment is assumed to provide a total of $265,000 towards development of passenger facility improvements in The Canyons.

  - The Western Snyderville Basin Traffic Impact Fee is assumed to provide a total of $406,900, with half allocated to the Kimball Transit Center project and the other half allocated to the Transit Operations Center.

TABLE 53: Summit County Transit Financial Plan
All Figures in Thousands

Project Description	Projected FY07-08	Projected FY08-09	Projected FY09-10	Projected FY10-11	Projected FY11-12	Projected FY12-13	Projected FY13-14	7-Year Total
OPERATING PLAN								
Base Case Costs (Including Allocated Administrative Costs)	$1,560.3	$1,607.1	$1,655.3	$1,705.0	$1,756.2	$1,808.9	$1,863.2	**$11,956.0**
Service Plan Elements [1]								
Marginal Operating Costs	$101.2	$312.4	$341.8	$909.9	$937.2	$965.3	$1,340.6	***$4,908.5***
Allocated Administrative Costs	$25.5	$78.8	$86.3	$229.7	$236.6	$243.7	$338.4	***$1,238.9***
Total Costs	*$1,687.0*	*$1,998.3*	*$2,083.4*	*$2,844.6*	*$2,930.0*	*$3,017.9*	*$3,542.2*	***$18,103.4***
Operating Revenues								
Snyderville Basin 1/4 Percent Sales & Use Tax [2]	$1,432.0	$1,503.6	$1,578.8	$1,657.7	$1,740.6	$1,827.6	$1,919.0	**$11,659.4**
Kamas Commuter Service Passenger Fares	$0.0	$7.5	$9.2	$10.0	$10.3	$10.7	$11.1	**$58.7**
The Canyons Assessment	$137.0	$125.0	$131.0	$137.0	$145.0	$155.0	$165.0	**$995.0**
SSD Parcel Assessment	$95.0	$102.0	$109.0	$116.0	$122.0	$128.0	$135.0	**$807.0**
Transient Room Tax	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	**$0.0**
Summit County Contribution	$50.0	$51.5	$53.0	$54.6	$56.3	$58.0	$59.7	**$383.1**
Donations	$6.7	$7.1	$7.1	$8.8	$8.8	$9.1	$8.2	**$55.9**
Bus Advertising	$10.6	$11.3	$11.3	$13.8	$14.0	$14.4	$13.0	**$88.3**
FTA Section 5311 Operating Funds	$500.8	$531.0	$530.9	$652.4	$658.6	$678.3	$754.1	**$4,306.1**
Total	*$2,232.2*	*$2,339.0*	*$2,430.3*	*$2,650.3*	*$2,755.6*	*$2,881.1*	*$3,065.1*	***$18,353.5***
Balance	***$545.1***	***$340.6***	***$346.9***	***($194.3)***	***($174.4)***	***($136.8)***	***($477.1)***	***$250.1***
CAPITAL PLAN								
Capital Costs (From Table 52)	$337.1	$490.9	$1,290.3	$1,332.7	$63.4	$3,384.2	$436.9	**$7,335.5**
Capital Revenues								
Beginning Fund Balance	$500.0	$222.9	($8.3)	($565.1)	($1,550.0)	($1,588.4)	($3,199.1)	
Capital Reserve Funds	$277.1	$231.1	$556.8	$984.9	$38.4	$1,610.7	$86.9	**$3,786.0**
The Canyons Assessment	$60.0	$60.0	$60.0	$60.0	$25.0	$0.0	$0.0	**$265.0**
Developer Contributions (for Canyons Transit Center)	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$350.0	**$350.0**
Western Snyderville Basin Traffic Impact Fee	$0.0	$81.4	$81.4	$162.8	$0.0	$81.4	$0.0	**$406.9**
FTA 5309	$0.0	$118.4	$592.1	$125.0	$0.0	$1,692.1	$0.0	**$2,527.6**
Total	*$337.1*	*$490.9*	*$1,290.3*	*$1,332.7*	*$63.4*	*$3,384.2*	*$436.9*	***$7,335.5***
Ending Fund Balance [3]	**$222.9**	**($8.3)**	**($565.1)**	**($1,550.0)**	**($1,588.4)**	**($3,199.1)**	**($3,286.0)**	

Note 1: Includes allocated administrative cost factor.

Note 2: At 5 percent annual growth rate, per County direction.

Note 3: Funding will need to be identified before implementation of major capital elements, such as bonding or expanded sales tax sources.

Source: LSC Transportation Consultants, Inc.

- FTA 5309 funds allocated towards County responsibilities are calculated as 50 percent of the annual County costs associated with the Kimball Transit Center (a 100% County responsibility) and with the Transit Operations and Maintenance Facility (a 24 percent County responsibility, based upon the proportion of vehicles in service). As shown in Table 53, below, this 50 percent figure is calculated as the highest proportion of Federal funding that maintains a positive fund balance.

As indicated, the existing capital reserve fund of $500,000 is exhausted by the second year of the plan period, and a net capital deficit of $3.3 million is generated by FY 2013-14.

It is clear from this financial analysis that expanded or new sources of funding will be required for both operating and capital programs, in order to fully realize the County transit plan. Two strategies merit particular consideration:

- One option would be to bond for long-term capital needs. Rather than the more short-term capital needs for transit vehicles and shelters, much of the County transit capital program (totaling roughly $5.6 million over the plan period) consists of transit passenger centers and the County's share of costs for a Transit Operations and Maintenance Facility. Bonding is a common and fiscally prudent means of funding these types of capital items that will last several decades or more.

- The Snyderville Basin quarter-cent sales tax could be expanded, perhaps to half-cent. While the current sales tax (along with other sources developed over the last few years) have been critical in implementing the County's successful transit system, this plan analysis shows that the limits of the transit program that can be supported by the existing sources has been reached. Even an increase from 0.25 cent to 0.35 cent would be sufficient to fully fund the operating and capital program for the County transit expansion.

Specific funding levels required from new funding sources will need to be determined by the funding partners.

<u>Park City Transit Services</u>

Similar to the discussion regarding development of the Financial Plan for Summit County, the following methodology was utilized in developing the Financial Plan for Park City:

- First, forecasts of annual operating and administrative costs were developed for Park City Transit services, as presented in Table 50, using the same forecasting assumptions described above. Operating and administrative costs over the seven-year period will total approximately $28.5 million with the service modifications, which is an 18 percent increase from the base case total of $24.1 million.

- Next, ridership on Park City Transit services was estimated for Fiscal Year 2004-05 through Fiscal Year 2010-11, as presented in Table 51. The "base case" ridership reflects expected ridership assuming no changes in service, and is based upon the forecasts presented in Chapter 8 above. The ridership impact of each Service Plan element is then identified and summed (adjusted for the growth factor associated with new services). In total, implementing all Service Plan elements is forecast to increase system-wide ridership from a

Fiscal Year 2013-14 base case figure of 1,631,300 one-way passenger-trips per year to a Fiscal Year 2010-11 total with the service improvements of 1,680,300 one-way passenger-trips – a 3 percent increase in ridership.

- The next element necessary in the development of the Financial Plan is estimation of the capital costs for vehicles, passenger amenities, passenger facility improvements and operating equipment, as shown in Table 52 for each year of the Short Range Transit Plan period. Expected replacement and expansion vehicle needs over the seven-year period include one expansion Park City bus, 9 replacement buses, 2.5 expansion buses (with one additional spare vehicle shared with the County), and 3 replacement mini-buses. All revenue vehicles will be diesel-powered. In addition, 3 non-revenue vehicles will be replaced during the plan period. Finally, the Capital Plan assumes the following implementation of other City transit capital items:

  - Advanced Public Transportation System technologies in Fiscal Year 2008-09
  - Construction of the Richardson Flats Park-and-Ride in FY 2009-10
  - Land acquisition and development of an initial parking lot for the Transit Operations Center in FY 2008-09 and building construction in two phases in 2009-10 and 2012-13.
  - Transit signal priority program in FY 2010-11.
  - Ongoing bus stop improvements.

  Park City Transit's capital costs over the seven-year period will total approximately $15.2 million.

  The results of Tables 50 through 52 were used to develop the Financial Plan, as presented for each of the seven years of the Short Range Transit Plan period in Table 54, and incorporating the following revenue sources:

  - County funding for allocated overhead costs, as discussed above.
  - Transit sales tax revenues, resort tax revenues, business license fees, and night rental license fees, increasing at 3 percent per year from current levels.
  - Fare revenue and bus advertising revenues, assumed to increase at 3 percent per year.

  Total operating revenues are forecast to increase from a FY 2007-08 level of $3.5 million to a FY 2013-14 level of $4.9 million. Subtracting operating costs, this yields a net positive operating surplus for each plan year except for FY 2009-10. As there is a net operating surplus of $583,000 over the plan period, however, this one-year shortfall can be addressed in the year-to-year budgeting process, and sufficient operating revenues are available to support the transit plan.

- The City transit capital financial plan is shown in the bottom portion of Table 53. Capital funding sources are assumed to consist of the following:

- FTA Section 5311 funding, allocated between the City and County programs based on the funding agreement.

FTA Section 5309 funds are allocated to funding 50 percent of the City's share (76 percent) of costs associated with the Transit Operations and Maintenance Facility.

- Real estate transfer fees, assumed to equal $500,000 per year in FY 2007-08, increasing with inflation.

Capital reserve funds are used to make up any shortfall in capital funding, including the cost of ongoing bus stop improvements in the City.

Under this plan the City transit capital reserve fund will end up with a 2013 ending positive fund balance of $459,500. A positive fund balance is also maintained in the FTA 5309 fund, with an ending fund balance of $1.5 million. It should be noted that a substantial bus replacement program will be required just after the end of this plan period, with a total of 15 vehicles requiring replacement in the following three years. A strong positive fund balance will help to address this need.

TABLE 54: Park City Transit Financial Plan
All Figures in Thousands

Project Description	Projected FY07-08	Projected FY08-09	Projected FY09-10	Projected FY10-11	Projected FY11-12	Projected FY12-13	Projected FY13-14	7-Year Total
OPERATING PLAN								
Base Case Costs (Includes Allocated Administrative Costs)	$3,143.7	$3,238.0	$3,335.2	$3,435.2	$3,538.3	$3,644.4	$3,753.8	**$24,088.6**
Service Plan Elements	$79.2	$413.4	$649.3	$665.2	$830.7	$855.6	$879.4	**$4,372.7**
Total Costs	*$3,222.9*	*$3,651.4*	*$3,984.5*	*$4,100.4*	*$4,369.0*	*$4,500.0*	*$4,633.1*	***$28,461.3***
Operating Revenues								
Transit Sales Tax	$1,450.0	$1,545.9	$1,648.2	$1,757.2	$1,873.5	$1,997.4	$2,129.6	**$12,401.7**
Resort Tax	$1,241.2	$1,278.4	$1,316.7	$1,356.2	$1,396.9	$1,438.8	$1,482.0	**$9,510.3**
Business Licenses	$607.7	$625.9	$644.7	$664.1	$684.0	$704.5	$725.6	**$4,656.5**
Night Rental License Fee	$123.6	$127.3	$131.1	$135.1	$139.1	$143.3	$147.6	**$947.1**
Donations	$12.8	$13.0	$13.6	$12.6	$13.2	$13.6	$10.8	**$89.7**
Kamas Commuter Service Passenger Fares	$0.0	$7.5	$9.2	$10.0	$10.3	$10.7	$11.1	**$58.7**
Bus Advertising	$20.3	$20.6	$21.5	$19.9	$20.8	$21.4	$17.0	**$141.6**
County Funding for Administrative Costs	$25.5	$78.8	$86.3	$229.7	$236.6	$243.7	$338.4	**$1,238.9**
Total	*$3,481.1*	*$3,697.4*	*$3,871.3*	*$4,184.8*	*$4,374.4*	*$4,573.4*	*$4,862.0*	***$29,044.4***
Balance	***$258.2***	***$46.0***	***($113.2)***	***$84.4***	***$5.4***	***$73.4***	***$228.9***	***$583.0***
CAPITAL PLAN								
Capital Costs (From Table 52)	$304.7	$2,869.8	$4,026.6	$1,281.6	$1,064.0	$3,815.8	$1,864.6	**$15,227.1**
Capital Revenues								
Capital Reserve Funds	($570.3)	$1,575.6	$1,179.0	$232.8	($103.4)	$600.6	$322.5	**$3,236.6**
Real Estate Transfer Fee	$500.0	$515.0	$530.5	$546.4	$562.8	$579.6	$597.0	**$3,831.2**
FTA Section 5309	$0.0	$381.6	$1,907.9	$0.0	$0.0	$1,907.9	$0.0	**$4,197.4**
FTA Section 5311 (2)	$375.0	$397.6	$409.2	$502.5	$604.7	$727.7	$945.1	**$3,961.8**
Total	*$304.7*	*$2,869.8*	*$4,026.6*	*$1,281.6*	*$1,064.0*	*$3,815.8*	*$1,864.6*	***$15,227.1***
Balance	***$0.0***	***$0.0***	***$0.0***	***$0.0***	***$0.0***	***$0.0***	***$0.0***	
CAPITAL RESERVE FUND BALANCE								
Beginning Fund Balance	$3,000.0	$3,828.5	$2,298.9	$1,119.9	$971.5	$1,080.4	$553.2	
Transfers from Operating Surplus	$258.2	$46.0	$0.0	$84.4	$5.4	$73.4	$228.9	
Capital Expenses	($570.3)	$1,575.6	$1,179.0	$232.8	($103.4)	$600.6	$322.5	
Ending Fund Balance	$3,828.5	$2,298.9	$1,119.9	$971.5	$1,080.4	$553.2	$459.5	
5309 FUND BALANCE								
Beginning Fund Balance	$2,500.0	$3,250.0	$3,522.5	$1,818.2	$2,512.7	$3,356.9	$626.3	
Average Annual Revenues	$750.0	$772.5	$795.7	$819.5	$844.1	$869.5	$895.5	**$5,746.8**
Expenditure -- Maintenance/Operations Facility (3)	$0.0	$500.0	$2,500.0	$0.0	$0.0	$2,500.0	$0.0	**$5,500.0**
Expenditure -- Kimball Transit Center (3)	$0.0	$0.0	$0.0	$125.0	$0.0	$1,100.0	$0.0	**$1,225.0**
Ending Fund Balance	$3,250.0	$3,522.5	$1,818.2	$2,512.7	$3,356.9	$626.3	$1,521.8	

Note 1: Includes interfund transfers, capital contributions, and debt service.
Note 2: Projections based on currend UDOT formulas, which may change in the future.
Note 3: At 50 percent funding, to provide positive fund balance.
Source: LSC Transportation Consultants, Inc.

City Council
Staff Report

Author:	**Brooks T. Robinson**
Subject:	**Subdivision No. 1 Millsite Reservation – aka King Ridge Estates**
Date:	**September 20, 2007**
Type of Item:	**Administrative – Plat Amendment**

PARK CITY 1884
PLANNING DEPARTMENT

Summary Recommendations

Staff recommends the City Council hold a public hearing and discuss the negative recommendation forwarded by the Planning Commission for the Subdivision No. 1 Millsite Reservation plat amendment. Staff has provided findings of fact and conclusions of law for consideration of denial of the plat amendment.

Topic

Applicant:	Silver King Resources, LLC
Location:	255 Ridge Avenue
Zoning:	Historic Residential Low Density (HRL)
Adjacent Land Uses:	Residential
Reason for Review:	Plat amendments require Planning Commission review and City Council approval

Background

On October 3, 2006, the City received a completed application for Subdivision No. 1 Millsite Reservation plat amendment. The property is located at 255 Ridge Avenue (north of the switchback) in the Historic Residential Low Density (HRL) zoning district. The proposed plat combines lots 35-40 and 66-71, portions of lots 33 and 34 Block 75 of the Millsite Reservation to Park City, and the vacated half of Anchor Avenue adjacent to these lots into three lots of record and a parcel dedicated to Park City.

The three lots will be 5,902 square feet, 5,898 square feet and 7,208 square feet in size. The dedicated parcel will be 2,110 square feet. Existing Ridge Avenue crosses the property and will be dedicated to the City in the parcel as Parcel A. Ridge Avenue is a substandard street that generally does not exist within its platted right of way.

The applicant wishes to combine the lots into three lots of record in order to construct three single family homes. A Steep Slope Conditional Use Permit and Historic District Design Review will be required for each of the proposed homes.

Staff worked with the applicant for several months in order to better understand the challenges of the property and the utility layout. A geotechnical report was submitted and conceptual utility plan was approved by the City Engineer prior to scheduling the item with the Planning Commission. The general lot layout did not change.

The Planning Commission opened the public hearing on February 14, 2007, March 14, April 25, July 11 and July 25. A site visit was held on February 28 to better understand the constraints and issues related to the site. The staff reports and minutes for the February 14, March 14, April 25, and July 25, 2007 meetings are attached. On July 11, the members of the Commission present Continued the item as Commissioner Wintzer was not present and he had specific questions that were raised at the April 25th hearing. On July 25, the Commission voted to forward a negative recommendation to the City Council by a 4-1 vote and directed staff to prepare specific findings consistent with Commission comments. Those findings were reviewed and further amended by the Planning Commission and forwarded to the City Council on September 12, 2007:

Findings of Fact:
1. The property is located at 255 Ridge Avenue.
2. The zoning is Historic Residential Low density (HRL).
3. The proposed plat combines lots 35-40 and 66-71, portions of lots 33 and 34 Block 75 of the Millsite Reservation to Park City, and the vacated half of Anchor Avenue adjacent to these lots into three lots of record and a parcel dedicated to Park City.
4. The three lots are proposed to be 5,902 square feet, 5,898 square feet, and 7,208 square feet in area. The parcel is proposed to be 2,110 square feet in area.
5. Building footprints for the proposed lots are 2,118 square feet, 2,117 square feet and 2,404 square feet, based on proposed lot sizes.
6. Houses with footprints proposed would not contribute to the character and scale of the Historic District.
7. Houses with footprints proposed would not preserve the historic residential development in Park City.
8. The Park City General Plan encourages new developments to be “modest in scale and utilize historic and natural building materials. New Structures should blend into the landscape.”
9. The proposed footprints are not modest in scale and the retaining wall and driveway would not be consistent with or compatible with the goals and objectives of the General Plan.
10. Existing Ridge Avenue crosses the property. Ridge Avenue is a substandard street that generally does not exist within its platted right of way.
11. Ridge Avenue is less than 12 feet wide in places and does not allow the safe passing of vehicles.
12. Increasing the current number of homes with direct access to Ridge Avenue may increase vehicular conflicts.
13. The project area has slopes greater than 30%.
14. The site is visually sensitive from areas of King Road, Sampson Ave, Hillside Ave, Sandridge Ave, and Prospect St.
15. A Conditional Use Permit for construction of a driveway in a platted, unbuilt City right of way (Ridge Ave) was heard by the Planning Commission on July 25, 2007.
16. The proposed driveway would require significant retaining walls to meet a maximum road grade of 10%.

17. The maximum height on the two-tier retaining wall system is 11 feet above existing grade.
18. Houses on King Road to the west are below the bottom of the proposed retaining walls and may be adversely affected by loss of light and from snow shedding from the driveway.
19. No retaining walls of the length and height of the proposed wall are in the immediate vicinity of the proposed project and are not compatible with the purpose statements of the HRL zoning district.
20. The size and bulk of the proposed retaining wall is out of scale with the houses to the west and too high at the north end of the proposed project and are not compatible with the purpose statements of the HRL zoning district.
21. The lot arrangement does not reflect the topographic challenges of the site as required by LMC 15-7.3-3(A).

Conclusions of Law:

1. There is not good cause for this plat amendment as the three lots would have footprints out of scale with the historic residential development of Park City.
2. The plat amendment is not consistent with the Park City Land Management Code and applicable State law regarding subdivisions.
3. Neither the public nor any person will be materially injured by the proposed plat amendment.
4. Approval of the plat amendment adversely affects the health, safety and welfare of the citizens of Park City.

Alternatives

1. The City Council may deny the plat amendment; or
2. The City Council may amend the Findings of Facts and Conclusions of Law to either deny or approve the plat amendment; or
3. The City Council may continue the item with direction to staff for additional analysis and /or information; or
4. The City Council may remand the item back to the Planning Commission with direction for discussion on specific issues and/or Findings.

Exhibits – See separate meeting packet and/or www.parkcity.org

Exhibit A – Minutes from Planning Commission meetings (in chronological order)
Exhibit B – Staff Reports from Planning Commission meetings (in chronological order)
Exhibit C – Correspondence from applicant's attorney
Exhibit D – Applicant's Exhibits including a Powerpoint Presentation