

**PARK CITY COUNCIL MEETING
SUMMIT COUNTY, UTAH
SEPTEMBER 19, 1996**

PUBLIC NOTICE IS HEREBY GIVEN that the City Council of Park City, Utah will hold its regularly scheduled meeting at the Marsac Municipal Building, 445 Marsac Avenue, Park City, Utah for the purposes and at the times as described below on Thursday, September 19, 1996.

A G E N D A

Closed Session

2:45 p.m. Personnel matter

Work Session

3:00 p.m. Council questions and comments
3:15 p.m. Olympic update
4:15 p.m. Parking update
5:45 p.m. Regular meeting questions/comments

Regular Meeting - To be held in work session room

6:00 p.m.

I ROLL CALL

II PUBLIC INPUT

Parking plan

III COMMUNICATIONS FROM COUNCIL AND STAFF

1. Upgraded bond rating
2. Construction update
3. Flagstaff annexation

IV WORK SESSION NOTES AND MINUTES OF MEETING OF SEPTEMBER 5, 1996

V CONSENT AGENDA

Ordinance approving a condominium plat for the 587 Deer Valley Loop Condominiums located at 587 Deer Valley Loop, Park City, Utah

VI OLD BUSINESS

Conclusions of law and findings of fact for Zions Bank appeal of Planning Commission denial of June 12, 1996 to amend the Snow Creek Crossing MPD and MPD/CUP application for Zions Bank/Visitors Center located at SR248 and SR224 - P. C. Development

VII ADJOURNMENT

Posted: 9/16/96

Note: It should be noted that the entries under Public Input and Communications from Council and Staff occurred at the meeting and were not posted. They appear here on the agenda for reference purposes.

**PARK CITY WORK SESSION NOTES
SUMMIT COUNTY, UTAH
SEPTEMBER 19, 1996**

Present: Mayor Brad Olch; Council members Hugh Daniels, Roger Harlan, Shauna Kerr, Chuck Klingenstein, and Paul Sincok

Toby Ross, City Manager; Jodi Hoffman, City Attorney; Rick Lewis, Community Development Director; Tommy Youngblood, Enforcement Officer; Myles Rademan, Public Affairs Director; Frank Bell, Chief of Police; Hope Bleecker, Transportation Director

Greg Schirf, Wasatch Brewpub; George Hull, Parks and Recreation Board Chairman; Ron Holmes, Wilbur Smith & Associates

1. **Wasatch Brewpub street light banners.** Roger Harlan explained that Mr. Schirf contacted him as he would like to install 10th anniversary banners for the Wasatch Brewpub in October on Main Street and received approval by a Leisure Services employee. In the application process, the Community Development Department pointed out that only non-profits are allowed to apply, although Deer Valley has hung banners for its anniversaries. In consideration of this, Mr. Harlan felt that the Wasatch Brewpub banners should be allowed. Mr. Schirf added that he contacted the Parks Department three months ago to schedule the banner and pursued getting bids. With regard to the Alcoholic Beverage Commission regulations, Mr. Schirf stated that the Chairman indicated that it would be fine with the Commission if the Council supported it. Rick Lewis explained that the Deer Valley 10th and 15th year anniversary banners were probably hung through arrangements with the Parks Department because there are no records of permits. Shauna Kerr recalled that the banner ordinance was amended over the years and the first banner may have been allowed under the ordinance as written at the time, and the second allowed as a matter of tradition. Chuck Klingenstein pointed out the importance of being consistent with the City's ordinances; either amend them or live with them, and discussed the City Council's position on the Cow appeal last summer. Mr. Harlan felt that the cow situation is different than this banner request and Deer Valley set a precedent by being allowed to display banners. Mr. Sincok supported the banner request. Ms. Kerr felt that Mr. Schirf and the Parks Department relied on the fact that the Deer Valley banners were allowed. She suggested that this request be approved and that the ordinance be clarified for the future. She didn't believe that many business have showed an interest to date and this banner is more of a celebration than advertisement. Hugh Daniels felt that this is a celebration as well and supported looking into an amendment to the Sign Code to provide for anniversary banners for a short period of time. City Attorney Hoffman advised that if this is truly a community celebration, there is a provision in the ordinance allowing this if the Council so desires to directs staff. Mr. Sincok felt that the non-commercial language should be reviewed. Council agreed that the Wasatch banners should be hung.

2. **Council questions and comments.** Mr. Harlan continued that the Parks and Recreation Board discussed the RFP for the recreational facility. George Hull of the Parks and Recreation Board relayed that Mr. Sincok reported at the meeting that the RFP should move

forward without the involvement of the Board because of time constraints. This was a strong concern of the Board as it felt that it should review this as a matter of process. The Mayor explained that last week the Council conditioned the RFP with a 30 day time period. He now understands that the Board needs more time and doesn't have a problem providing that. Mr. Hull estimated that 60 days would provide staff enough time to prepare a RFP and for the Board to discuss it. Mr. Hull explained that the second issue is comprehensive recreation facilities planning. He hoped that Council would direct staff to generate an RFP in a broad sense without specifying particular facilities. He felt that skating rinks, bowling alleys, climbing walls, etc. don't stand as well alone and that a comprehensive approach is very important. The Mayor added that this was an effort to put skating at the forefront and it wasn't intentional to take the Board out of the loop. Chuck Klingenstein pointed out the work that the Board had done on the many features of a facilities plan and Council decided to add the skating rink last week. He stressed that there are many community needs for recreation that are county-wide. Mr. Sincock stated that he attended the meeting to enlist the support of the Board to prepare the RFP so that it includes more than the ice skating rink. Mr. Hull reiterated the merits of drafting a broad RFP and having the Parks and Recreation Board involved.

At the Restaurant Association meeting, Mr. Sincock heard complaints about the roofing contractor taking up parking area behind the Galleria and the portable toilet at Burgie's door. Hugh Daniels relayed that Eric DeHaan was informed and solved some of the problems. Mr. Sincock disclosed that he was contacted by Charlie Sturgis of White Pine Touring concerned about the impacts of the golf course hotel construction and will encourage him to meet with the Parks and Recreation Board. Chuck Klingenstein indicated that he was contacted by Marianne Cone who would like to schedule Wilson Martin on the agenda to discuss heritage tourism. Mr. Klingenstein discussed the variety of Sign Code infractions throughout town. Tommy Youngblood responded that he took care of Wasatch Rental crane sign and advertising on umbrellas was discussed. Shauna Kerr supported scheduling the Heritage Tour presentation on work session. Hugh Daniels pointed out that the fence is falling down at the Ivers property. The Council felt that scheduling community meetings should be determined at its next retreat. October 29 was set as the date for the interagency dinner meeting.

3. Olympic update. Through illustration of slides from the Atlanta Olympics, Myles Rademan pointed out that Atlanta didn't successfully relay the Old South image it intended. He felt that the event was largely over-commercialized. He stressed the amount of space needed for logistics and security. The city of Columbus, which was another venue, was less impacted and less commercial. Mr. Rademan emphasized that patrons will tolerate inconvenience but not incompetence. In many slides of arenas, the seats for the Olympic families were empty which created a negative image. Chief Frank Bell, who was in Atlanta for the duration plus, displayed several slides of his experiences. He discussed the trailer housing for 275 law enforcement officers which was located five miles from downtown. The housing facility contained a laundry and dining hall and there was a significant effort to recycle. He discussed the activities at Olympic Park, the

importance of emergency access, especially with the bomb incident. There was a huge problem with cellular phones because of overloading. Chief Bell felt that organizers did a good job with moving crowds and stressed that the volunteers were the backbone of that effort. He explained the operations at the athletes village at Georgia Tech, the enormous number of tents and trailers required for an event like the Olympics, satellite parking and the transportation center.

Myles Rademan advised Council that after the trip to Europe, there will be a debriefing and a community meeting held on October 15. He urged Council to formulate principles regarding the Olympics; Paul Sincock encouraged transportation principles. Mr. Rademan suggested a day retreat on these issues. He distributed a memo and discussed the "rules of the road", dress code, and expense policy for the Europe excursion. Mr. Rademan explained the protocol and the importance of following the Mayor's lead. Because this will be a whirlwind trip, he suggested that people take notes, although he will be photographing the trip. Mr. Rademan reported that he and the Mayor will be purchasing gifts for hosts and IOC members. The Mayor explained that the primary gift will be prints, but since many IOC members have already received prints, some type of photographic book may be given, or Olympic sweatshirts and ties. Ms. Kerr stated that purchasing gifts with taxpayers money raises her level of discomfort. She continued that buying the Olympics through the IOC membership has always offended her and spending taxpayers money for gifts for the IOC is ridiculous. The Mayor explained that the majority of the people they will be dealing with are not involved with the IOC, but are municipal officials. They are giving up their Sundays or vacation days to spend with the delegation and the Mayor indicated that it is uncomfortable not to reciprocate when gifts are given. He stressed that the Europeans and French treat guests much better than Americans. Ms. Kerr felt that giving is probably the right thing to do, but not with taxpayers' money; gifts should be sponsored or personally paid for. In response to a question from Mrs. Powell in the audience who asked what types of gifts the Mayor has received over the years, Mr. Olch responded that they ranged from scarfs, books, ties, sweatshirts, sweaters, alcohol, and knives.

4. Parking update. Hope Bleecker introduced Ron Holmes of Wilbur Smith & Associates who authored the transportation study. She explained that Wilbur Smith began the study in May 1995 and the parameters were to determine a rough analysis of parking demands for the downtown area. This is the most comprehensive traffic analysis that Park City has conducted and since May 1996, the report has been presented to the Main Street businesses. Ms. Bleecker discussed a meeting held last night with the Restaurant Association and felt that public input is integral to the issues. Wilbur Smith looked at the number of cars parked on the street from day to day, seasonal impacts, and a substantial analysis of transit and land use was conducted. The study area is bordered by Hillside Avenue, Park Avenue, Marsac Avenue and the Town Lift Project.

Ron Holmes reported that all of the parking spaces in the area and the type of space, i.e., time limits, residential, angle, etc. were inventoried. In addition, measurements were taken and a utilization study was conducted, i.e., duration, turn-over rate, occupancy. This data was collected in the summer and the winter and it was found that Main Street is utilized almost 100% and the

average duration for parking is about an hour and a half which is good. Conversely, at the Gateway Project Garage, people are parking for about four hours with a turn-over rate of about 25%. On the whole, 70% of the people park for two hours or less. In response to a question from Shauna Kerr, Ms. Bleecker responded that the all-day parkers are concentrated in the China Bridge Parking Structure and the Gateway Garage. She added that they also looked at circulation problems with regard to deliveries and Wilbur Smith has identified ten minute parking areas that may be appropriate. She discussed the success of the ten minute parking in front of the Post Office and showed a slide of Woodside Avenue which illustrated the shortage of residential parking in Old Town. Ms. Bleecker pointed out that when short-term parking is enforced, it will encourage people to park in the residential streets in Old Town so enforcement needs to be City-wide. She emphasized that when additional enforcement is implemented, it is important to have a public relations plan and this is occurring.

She pointed out that the downside of valet parking was waiting ten to fifteen minutes to pick up your car, but it provided a massive amount of parking in a very small space. It also proved that people are willing to pay for parking. Ron Holmes discussed valet parking through graphs. The turn-over rate for valet parking was about 30% and about 200 vehicles can be parked in a four hour period. More cars can be parked with a valet service and by the third week, over 400 cars were parked in an area that would normally accommodate 220. Ms. Bleecker reported that the restaurants have established a board to recommend how the valet service should work. Concerns over employee parking in the area were discussed. Mr. Holmes pointed out that during the ski season, there isn't much difference between parking and traffic patterns on a weekday or weekend; it picks up at about 11 a.m. and remains constant until about 10 p.m. Delivery vehicles on Main Street after 11 a.m. cause a problem and should be restricted before that time. He suggested restriping the Heber Avenue and Main Street intersection and the intersection on Deer Valley Drive.

Mr. Holmes explained that the parking supply a year ago was 1,700 spaces in the District, of which about 200 are residential, about 30% or 522 are 24 hour, another 15% to 20% are four hour, and a much higher percentage of spaces is limited parking. The demand on a peak day in March is about 2,600 parking spaces. This was calculated by collecting information on every land use in the Main Street core area and square footages, applying factors that were developed by transportation engineers, the Urban Land Institute, as well as other sources. This was done to also determine shared parking opportunities. Offices require more parking in the day and less in the evening, and the reverse for restaurants. People using the transit system or walking were taken into consideration. The study showed that on average for every 1,000 square of restaurant space, 15.89 parking spaces are required. Ms. Bleecker explained that there is about a 900 space deficit during peak months.

Ms. Bleecker discussed the high ridership of the transit system but that there will be recommendations for improvements. She pointed out that the Prospector bus departing the Ski Area is overloaded and there are other demands created by the bed base and affordable housing in the

Prospector area. She pointed out that the summer ridership is also productive. The Transportation Director stated that the system carried almost one million riders this year and it is a goal this year to create a million rider club. Through display of a graph, Ms. Bleecker illustrated the peak 4 p.m. time and felt that the 6 p.m. to 7 p.m. ridership would increase if there were additional peak hour buses. She explained that there is a very healthy interline system in place now but it would be beneficial to develop split shifts to accommodate more direct trip routing. She pointed out that the Silver Lake service is still being studied and described the proposed peak hour service for Prospector which would service Olympia Park Hotel, Prospector Inn and other demand areas. Number counts have not been estimated yet; it would be anticipated that after 5 p.m. this route would not go to the Park City Ski Area, but would go directly to Main Street. She referred to a one to three year plan detailed in packet material.

Phase I - Short-Term Recommendations (1-3 Years):

- Continuation of valet parking during winter seasons in '96, '97 and '98.
- Twelve month parking enforcement; winter '96, continuing indefinitely.
- Increased evening transit service; winter season '96 with seasonal modifications and expansions as needed. Increase hotel frequencies to ten minute service.
- Paid parking including development of a permit system, pay and display meters for Main Street, honor boxes in the garage and Swede Alley, winter '97 continuing indefinitely.

Phase II - Near-Term Recommendations (3-8 Years):

- Pave Sandridge Lot.
- Construct fifth level to China Bridge.
- Construct Phase I parking structure north of China Bridge Garage (379 spaces).
- Begin remote lot use with associated transit.

Phase III - Long-Term Recommendations (8-10 Years):

- Additional remote lot development and associated transit service.
- Construct Phase II of parking structure north of China Bridge (200 spaces).

The Transportation Director encouraged Council to not entertain paid parking this year but consider it for next winter. Ms. Bleecker noted that there has been support from merchants for paid parking. The Mayor suggested moving paving the Sandridge Lot from Phase II to Phase I. She discussed the vacant parcels on Main Street that will eventually be developed and create demands. Ms. Bleecker relayed that an increased transit strategy has not been specifically formulated and it could involve privatization and significant staff increases.

She indicated that staff has received a proposal for the fifth level of the China Bridge Garage which was built in 1986 and designed for a building on the pad, not another floor of parking. If Council supports this recommendation, an engineering study would have to be conducted to analyze building another parking level. With regard to paving the Sandridge lot, Ms. Bleecker stated that residents have expressed that they would like this area to be a park and there may be some resistance. She pointed out that there are stairs to Main Street there, which makes the lot effective for parking. Ms. Bleecker discussed the proposed expansion of the China Bridge Parking Structure into Swede Alley and Mr. Holmes explained the ramping system and circulation plan. Construction is estimated at \$13,000 per space. Ms. Bleecker discussed another site for a garage, which was suggested at the Restaurant Association's meeting last night. The property is the lot at the intersection of Deer Valley Drive, Heber Avenue, and Marsac Avenue. Mr. Holmes explained that the cost of developing a surface lot is about \$2,600 per space, not including the cost of the land. The cost of an above-ground structure averages \$14,000 per space and underground is about \$29,000 per space. As the land costs escalate, so does the cost of the parking and up to \$50 per square foot, it is probably prudent to build a surface lot. Above \$50 per square foot, other scenarios should be considered, i.e., five-level garage. The underground garage option assumes that there are no land costs, because development can occur above the parking. Paul Sincock noted that even if the City built the parking improvements outlined in the report, there would still be a shortfall. The Mayor pointed out that the improvements would attract 900 additional cars. Shauna Kerr mentioned that the sewer site could be used as satellite parking and Ms. Bleecker added that it is located on the bus line. Employee satellite parking was discussed. She explained that the Historic District Commission may not be supportive of an extension of a parking structure in Swede Alley. The Mayor pointed out the severe circulation problem this structure would prompt. Mr. Holmes suggested an access from the structure to Marsac Avenue. Ms. Bleecker explained that there needs to be an incentive if satellite lots are successful and significant signage to direct people. She continued that another site for a satellite lot is off of SR224 which would work well for commuters from Salt Lake. However, since this area is the entry corridor and the Council has gone to great lengths to preserve this open space, and based on the difficulty of getting a vehicle onto the highway, she is not recommending this site. Paul Sincock recalled that parking on the east side was a part of the master plan. The Mayor pointed out that it may have been designated parking for recreational uses but not for satellite parking. Shauna Kerr stated that the school lots were not identified; they are located on SR248 which is convenient for shuttling and the lots are lit at night. Ms. Bleecker agreed that this option should be explored.

Paul Sincock expressed his concern that the phasing is too long, especially in consideration of the Olympics. He felt that there were omissions in the report and instead of criticizing it, he distributed his own alternative report. He suggested that the short term plan be two years, tighten the time limits to one and two hours in commercial and two to four in residential, and additional signage would be required. He felt that an escalating parking ticket fee strategy would be effective. He suggested that parking permits initially be free but eventually charge for them. There would be commercial and residential permit zones. Mr. Sincock added that there could be

construction permits in the downtown area. He felt that valet parking requires support of the restaurants and merchants and would like to see a 50% cost recovery through the sale of validation coupons as he didn't think it fair that public funds be used to benefit a small number of restaurants on Main Street who compete with businesses in other areas. If there isn't active participation this year, he wouldn't favor valet parking. Mr. Sincock described another option of letting the restaurants and merchants operate the valet parking completely and felt this is the best alternative. He suggested initiating detailed plans for the transition from a resort to a municipal bus system and evaluate the impacts. Mr. Sincock added that the paid system should be implemented by 1997-98 and should be comprehensive. He felt that employees that will be displaced by paid parking were not addressed by employee parking and shuttle systems. Mr. Sincock recommended that next year a one day CommunityVision session be conducted between the City, County, staff, UDOT, School Board, planning commissions, and citizens to brain storm long term and short term transportation alternatives. He referred to the POMA presentation months ago and noted that Main Street may be closed to cars and equipped with a rail system of some sort. He reiterated that the timing needs to be tightened.

Roger Harlan expressed his concern of not knowing the impacts of paid parking for a couple of years. He recommended finding the technology to remove cars that are in violation of the parking regulations and that there is strict enforcement. Shauna Kerr repeated her comments with regard to satellite parking at the school lots and agreed with the Mayor that the Sandridge lot should be paved sooner. This would provide employee parking; the Mayor added that this could be landscaped and bermed for the neighbors. Ms. Kerr supported the report and indicated that she would like to move forward with the recommendations. Hugh Daniels felt that enhancements to the Sandridge lot are important for the residents. He expressed concern about a fifth floor on the China Bridge structure and agreed that the time frame needs to be shortened to a certain extent. Mr. Daniels stressed that the City will never build its way out of the parking shortage. He felt that the permit system is integral to paid parking, and the legislation is already in place. There is good support from the merchants for paid parking. With regard to funding parking structure improvements, Mr. Daniels emphasized that it is expensive and Council has other priorities like purchasing open space, not increasing taxes, etc. Also, he questioned if it should be paid for by the general populous or the business community and emphasized that these are general policy issues that need to be in place before the plan goes into effect. Mr. Daniels is ready to move ahead on the short term recommendations. Roger Harlan added that he would like to see management and enforcement strategies implemented before funding parking structures, as there are many City needs. Chuck Klingenstein agreed that all other measures should be explored although some money should be set aside for planning a structure. He discussed an idea that Ms. Kerr had but did not express. Her suggestion is to valet park employees. Mr. Klingenstein emphasized the importance of knowing the number of employee parking spaces as it is a crucial element. Ms. Kerr explained that valet parking for employees could be provided at a satellite lot so that the cars are out of the way as there isn't the same Main Street patron turn-over rate. Mr. Klingenstein felt that the periphery parking situation should be tied in with transit sooner. He didn't support funding parking structure improvements,

until other options are explored and implemented, and felt a parking structure would create more gridlock downtown. The Mayor agreed that some features of the report could be accelerated. He had concerns about the impacts of adding a floor to the China Bridge Garage or building a new Swede Alley garage from an historic preservation perspective. He recalled that when the Fields Corporation wanted to build a floor and a half on the structure, that the community was quite vocal in its opposition. Mr. Olch could support a project at the intersection of Marsac Avenue, Heber Avenue and Deer Valley Drive as he felt that the circulation would work better. He added that building another level on the China Bridge Parking Structure to the Marsac Building may worsen traffic on Marsac Avenue. The Mayor felt that there are companies that would be interested and effective in operating the entire parking plan. He commended Ms. Bleecker on her efforts and presentation.

Ms. Bleecker briefly commented on the meeting held last night with the merchants. It was her impression that the public is willing to pay for parking. There were comments about the bus service shutting down in the shoulder months and a municipal bus service. There were also comments about the impacts of construction activity in the downtown area on parking. There was support for additional parking supply and extension of bus service to accommodate employees.

Prepared by Janet M. Scott

**PARK CITY COUNCIL MEETING
SUMMIT COUNTY, UTAH
SEPTEMBER 19, 1996**

I ROLL CALL

Mayor Brad Olch called the regular meeting of the City Council to order at approximately 6 p.m. at the Marsac Municipal Building on Thursday, September 19, 1996. Members in attendance were Brad Olch, Hugh Daniels, Roger Harlan, Shauna Kerr, Chuck Klingenstein, and Paul Sincock. Staff present were Toby Ross, City Manager; Rick Lewis, Community Development Director; and Jodi Hoffman, City Attorney.

II PUBLIC INPUT

The Mayor invited the public to comment on any business not scheduled on the agenda.

Parking Plan - Bruce Margolias, Main Street business and property owner, stated that he is delighted that the Council is taking a serious look at parking and would like to advance the schedule to deal with it more rapidly. He reminded Council that the parking lots around the Marsac Building should be considered and that the Council members and the staff should be treated in the same manner as Main Street businesses and their employees.

III COMMUNICATIONS FROM COUNCIL AND STAFF

1. Upgraded bond rating - Tom Bakaly distributed a rating analysis by Moody in connection with the bond issue. The upgrade in the City's rating was based on the City's proximity to Salt Lake, the Olympics, financial management of the City, and consistent growth. Lease bonds of the MBA are traditionally rated one notch below the general obligation debt, because the Council has the discretion to appropriate the funds needed for the debt service. Before this latest issue the City was BAA, which has been upgraded to an A; the general obligation debt was A and has been upgraded to an A1. Staff is waiting for Standard & Poors' rating. This rating relates to ten basis points which on an \$8 million issue would translate to \$8,000 a year and over 15 years totals \$120,000.

2. Construction update. - Eric DeHaan reported on the roofing project at the Galleria Building. He added that the new pool drain line at the Prospector Inn will require the closure of Gold Dust Lane Wednesday and Thursday to accommodate the installation of a 16' sewer connection.

3. Flagstaff annexation - Ms. Kerr reported that she has received several calls about Flagstaff criticizing the Council for a lack of leadership and direction in dealing with the Planning Commission. She informed callers that this is a conscious effort on the part of the Council because of the process of reviewing the findings of the Planning Commission. There is a perception by the public that because the Council has not made public statements that Council members are not concerned. The Mayor also pointed out that the Council has agreed not to look at annexations until the General Plan is completed and Flagstaff should not be treated differently. Ms. Kerr wanted to make sure that her comments were on the record. Paul Sincock reported that he has received calls

on Flagstaff as well. Chuck Klingenstein added that he has received calls and assured constituents of his commitment to growth control. Rick Lewis stated that he pulled Flagstaff off of the Planning Commission calendar about 30 days ago in consideration of the General Plan recommendations.

IV WORK SESSION NOTES AND MINUTES OF MEETING OF SEPTEMBER 5, 1996

Ms. Kerr pointed out a typographical error on Page 4, "I move approval as corrected". Paul Sincock seconded. Motion carried unanimously.

V CONSENT AGENDA

Ordinance approving a condominium plat for the 587 Deer Valley Loop Condominiums located at 587 Deer Valley Loop, Park City, Utah - See attached staff report. Rick Lewis explained that this is a request to condominiumize duplex. The Planning Commission and staff recommend approval; there has been no public input. Chuck Klingenstein disclosed that he had a business relationship with Mr. Mahon several years ago, but didn't believe that he has a conflict of interest. The Mayor requested a motion to approve. Chuck Klingenstein, "I so move". Shauna Kerr seconded. Motion carried unanimously.

VI OLD BUSINESS

Conclusions of law and findings of fact for Zions Bank appeal of Planning Commission denial of June 12, 1996 to amend the Snow Creek Crossing MPD and MPD/CUP application for Zions Bank/Visitors Center located at SR248 and SR224 - P. C. Development - Roger Harlan suggested that No. 8 under Findings of Fact be restated in light of the trees that were altered. Jodi Hoffman reported that staff has met with the applicants who have committed to a revegetation plan for the site to the City's satisfaction. Ms. Hoffman indicated that there is a footnote regarding No. 8 which indicates that the statement reflects the situation as of August 15, 1996. Anything occurring after that date is not included in the findings. Ms. Hoffman pointed out a typographical error in Finding No. 4 and restated Finding No. 5 to reflect that regardless of the location of the access, there is going to be increased traffic and conflict at the intersection. Paul Sincock asked if the Conclusions of Law have any affect on a new application. The City Attorney explained that they are written to memorialize the Council's decision on that application and to affirm the Planning Commission's decision. They are extremely relevant should the applicant appeal the Council's action to the District Court as the Court will accept these as fact. A new application is reviewed on its own merits. Shauna Kerr suggested the word "development" to replace the word "program" in Finding No. 16. Ms. Hoffman clarified that she will specify subsections in Section 10.9 of the Land Management Code in Conclusion No. 1 as it relates to this project. The Mayor requested a motion to approve with the corrections discussed. Chuck Klingenstein, "I so move, with the changes outlined by Jodi as so noted". Hugh Daniels seconded. Motion carried unanimously.

VII ADJOURNMENT

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

MEMORANDUM OF CLOSED SESSION

The City Council met in closed session at approximately 2:45 p.m. Members in attendance were Mayor Brad Olch, Hugh Daniels, Roger Harlan, Shauna Kerr, Chuck Klingenstein, and Paul Sincock. Staff present were Toby Ross, City Manager; Mark Harrington, Assistant City Attorney; Jan Scott, Deputy City Recorder; and Jodi Hoffman, City Attorney. Shauna Kerr, "I move to close the meeting to discuss personnel and property acquisition". Hugh Daniels seconded. Motion carried unanimously.

The meeting opened at approximately 3 p.m.

* * * * *

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

Prepared by Janet M. Scott

Janet M. Scott, Deputy City Recorder

STATE OF UTAH)
 ss.
COUNTY OF SUMMIT)

**CERTIFICATE OF CLOSED SESSION
CITY COUNCIL OF PARK CITY, UTAH**

As presiding officer of the City Council of Park City, Utah, I hereby certify that the closed session meeting held by the City Council on September 19, 1996, was held pursuant to Section 52-4-5(1)(a)(I) to discuss the character, professional competence, or physical or mental health of an individual.

DATED this 19th day of September, 1996.

Mayor Bradley A. Olch

Subscribed and sworn before me this 19th day of September, 1996.

Janet M. Scott, Notary Public

PARK CITY MUNICIPAL CORPORATION

MEMORANDUM

TO: Mayor & City Council
FROM: Myles C. Rademan, Director of Public Affairs
DATE: September 15, 1996
RE: Debriefing the Atlanta Olympic Experience

Background

A number of Council and staff attended portions of the Centennial Summer Olympic Games in Atlanta to glean first hand experience about the realities of being an Olympic venue. In order to share our experiences with the community we initially debriefed in a meeting in August so that our experiences and our perceptions would still be fresh and now we are presenting our impressions and the lessons we think will apply to Park City to the City Council in work session.

What we learned and what we expect to learn as we tour Olympic venues in Lillehammer and in the Albertville region should help us forge a coherent strategy for both negotiating with the Salt Lake Olympic Organizing Committee and for preparing Park City to play a constructive and central role in hosting the 2002 Winter Games.

Those who attended the Atlanta Centennial Summer Games included Frank Bell, who organized most of the activities for those who attended, and Brad Olch, Roger Harlan, Paul Sincock (who attended as a guest of Delta Airlines), Toby Ross, Lloyd Evans, Bob Stephens, Myles Rademan, Sherman Farnsworth and Rick Ryan.

Attached to this cover memo are the notes of our initial debriefing in August. In addition to the Council and staff that visited Atlanta, this initial debriefing meeting was attended by Tom Welsh and Gordon Crabtree from SLOC, and Gordon Strachan, Grethe Peterson and Joan Calder from the SLOC Board of Directors. Councilmembers Chuck Klingenstein and Shauna Kerr also attended.

In addition to the debriefing meeting notes, you will also find memos and notes from Frank Bell and Myles Rademan concerning their impressions and recommendations after having visited Atlanta.

Requested Action

There is no specific action requested at this time. This debriefing meeting is intended as background for the Council. Following the Council's study mission to Scandinavia and Europe, another internal debriefing meeting is scheduled for Friday, October 11, at 12:00 noon. This will be followed on the evening of October 15 by a community-wide debriefing cosponsored by the Summit County Citizens Olympic Committee, the Park City Chamber/Bureau and the Park City Municipal Corporation to explain what we learned in Scandinavia, Europe and Atlanta.

I recommend that at the work session meeting on September 19 we not only discuss our Atlanta impressions but also formulate questions for our Scandinavian/European study mission.

PARK CITY MUNICIPAL CORPORATION



TO: Olympic Debriefing Participants
FROM: Myles C. Rademan, Director of Public Affairs
DATE: August 26, 1996
RE: Debriefing Questions - 8/28/96

Please consider the following discussion questions as we debrief our experiences at the Centennial Summer Olympic Games in Atlanta. The notes from this session will help us prepare to brief the City Council and community on September 19 at the Council's work session:

- **What facets of Atlanta's organizing efforts both positive and negative were most apparent to you as a visitor?**
- **What did you see in Atlanta that is immediately transferrable to Park City's efforts?**
- **Did you learn about any special arrangements between the organizing committee and the local communities hosting events? Were any of these contractual in nature?**
- **Did you meet or can you identify any key resource people we might call for advice or a site visit in the future?**
- **What advice can you offer decision makers and the Park City community?**
- **How can we better organize and educate the community to understand the realities of hosting an Olympics?**
- **Do we need a statement of principles to guide our Olympic planning?**
- **Are there any other issues or impressions you can offer?**

OLYMPIC DEBRIEFING NOTES

AUGUST 28, 1996

MYLES: Welcome; introduction; agenda--invitation to discuss impressions and knowledge gained from those who went to Atlanta.

FRANK BELL, POLICE CHIEF:

- Very impressed with the positive energy that the Olympics brings to a city/state
- First concern was the relationship between venue cities/government and the Olympic Organizing Committee

Prior to the Olympics many outlying venues experienced meeting overdose, therefore, they began to pick and choose those meetings that they attended. This left some out of the planning process, i.e. Savannah
- Another concern was commercialism. Many things sold or advertised would have been illegal to sell/advertise in Utah, let alone Park City.
- There was a separate distinction between public responsibility and the Atlanta Olympic Organizing Committee's responsibility. Public perhaps was late getting involved...
- Another issue to address is the impact the Olympics has on City offered services. Problems aside from the dramatic increase in demand of services include the additional employees to provide such services and the money to pay for these employees and services, etc...
- The role that military support played was enormous--watching/guarding 24 hours/day, 7 days/week at command sites, management sites, and all venue sites...
- Arrangements between organizing committee and venue cities
- Capital improvements, developments for post-Olympics --legacy brought to community by having Olympics
- Unavoidable costs of doing business
- What aid can the federal government provide and what can the Olympic committee provide?
- The truth is that we are spending taxpayer money for the Olympics

ROGER HARLAN, CITY COUNCIL:

- Parking issue -- movement from parking to actual venue site
- Public relations issue -- City personnel treatment and association with public
- Budgetary questions
- Social hosting -- where in Park City? Main Street? What impact will that have on City streets?
- What permanent impacts will be left after Olympics are gone? How can they be made more positive than negative?
- Question for Tom Welch: Compare L.A. & Atlanta to see reasons for success, problems, mistakes? How do we learn from these?

BRAD OLCH, MAYOR:

- Impressed by Atlanta's hospitality, example of "mistakes" on fire hydrants... "wonderful people."
- Although there are many concerns, concerns are manageable.
- Citizen "buy-in" necessary for success.

PAUL SINCOCK, CITY COUNCIL:

- Impressed by the immense impact that Corporate Sponsors have -- privileges, special seating, hospitality rooms, etc.
- Also impressed by the immense technical services used
- Questions whether Corporate Sponsors tend to "push" public out, how could this be negotiated? Perhaps have sponsors turn in unused tickets, etc.
- Poor media facilities at Atlanta games
- Volunteers didn't know where to direct public
- Gathering place? --Main Street?
- Bus drivers in Atlanta had had no training and didn't know where they were going. This brings up concerns about buses with ability to climb Parley's canyon and drivers with the ability to drive in the snow.

- Olympic committee decisions impact on community
- Transportation issues

TOBY ROSS, CITY MANAGER:

- Big concern was the use of public spaces that are adjacent to venues. Most people only attend one event, why not make that event a complete experience by offering a range of services and experiences instead of a bus-in, bus-out experience.
- Integrating community and events
- Coordination between agencies
- Commented that the National Guard that was brought to Atlanta was made up of people from all over the country. There was no relationship between what their knowledge was and the job that they were to do.
- Although security is very necessary, it can get in the way of EXPERIENCE.
- Amazed at the level of tolerance the people of Atlanta had.
- Public relations standpoint --communication of the availability of tickets, etc.

RICK RYAN, POLICE SERGEANT:

- Interested in tent cities - logistics
- Protocol services
- Weather--how to deal with it, how to have employees work in it, and yet provide security for the public

LLOYD EVANS, DEPUTY POLICE CHIEF:

- Explained difference between Olympic security and Public safety -- big difference, how do you handle those differences?

SHERMAN FARNSWORTH, POLICE SERGEANT:

- Atlanta Olympic organizing committee's poor relationship with Law enforcement

- Entrance and access into Park City by residents, what/where/when would events/city be sealed off? How to make it possible to allow residents to come and go as much as possible?
- An important issue is the EDUCATION to the public, make sure that they are informed. Get the public involved.
- Weather is also an issue -- networks for crisis situations, etc.

MYLES RADEMAN:

- Inflated expectations of the public, especially residents'
- Suffering business relations with too much security
- Take care of the Press
- Question as to whether the ski resorts will even be open that particular season?
- Corporate sponsors -- open seating that can be made available to the public
- Ticket availability
- Contingency with corporate sponsors -- community image, muddled image?

TOM WELCH, OLYMPIC ORGANIZING COMMITTEE:

- The big question should be "Why are we doing this?" Most people want to know "how will it benefit me?" or "I need this or that"... If we don't lay out our priorities we could get LOST.
- Commercialism -- "tent city"; poor relations with the city -- money/image
- "What do we want the world to see?" Our city should measure up to the athletic measurements.
- There doesn't seem to be a margin of forgiveness between Olympic committee and the City/State governments
- Achievement will take the very best coordination and commitment among all parties
- Dollars will be very tough, but first you have to look at your resources. This is "America's games", not just our games. You have to look at the Federal money available--identify that early. Try to be very open, especially with financial availabilities

- Develop atmosphere and relationship for games rather than what's in it for me...
- Success will depend on how the world looks at it
- There are many differences between summer vs. winter Olympics
- Partners in Olympic process
- Battle between law enforcement agencies -- "command center"-- who's in charge?
When?
- Answer to Roger Harlan's Question: A few reasons that L.A. was successful was that they used already existing infrastructure, expectations were lower, etc.
- AT THE END OF THE DAY...

GORDON CRABTREE, CFO, OLYMPIC ORGANIZING COMMITTEE:

- It was a good experience for us to go to Atlanta and "catch the vision"
- If you just focus on the finances, you will lose the spirit of the games.

GRETHE PETERSON:

- Meetings and discussions are important
- People could open their homes to the Press?
- "Unify Utah"

JOAN CALDER:

- Opportunities for communities?

SHAUNA KERR, CITY COUNCIL:

- Questions for Tom Welch: Any way to address any transportation issues now?
Transportation for City residents? Tom's Answer: They have hired someone who has begun to work on it...

26 August 1996

MEMORANDUM

TO: All Concerned

FROM: F.M. Bell
Chief of Police

SUBJECT: Some thoughts for debriefing, Wednesday, August 26th - City Staff

OBSERVATIONS

1. There was a substantial difference in the games conducted in Atlanta and those conducted in outlying venues. Security was somewhat less burdensome, local jurisdictions seemed to have more control over how venues were managed, marketing and commercialism was reduced, and the atmosphere was generally more "informal".
2. Relationships between ACOG and local jurisdictions were almost unanimously poor. Local officials cited ACOG arrogance, inflexibility, and failure to keep promises or negotiate in good faith as continual problems both before and during the games.
3. There is an inherent conflict in objectives between the for-profit, private sector organizing committee, and governmental entities. This conflict manifested itself in such areas as sponsorship marketing, contracting for services, public health\ safety, and venue management.
4. The distinction between public responsibility and private responsibility in the minds of the organizing committee lies at the venue fence line. What occurs inside the fence is the responsibility of the organizing committee, what occurs outside is the responsibility of someone else (government). This black and white approach to problems solving was frequently at the root of conflict in venue management and financing.
5. The last six months of Olympic planning were an exercise in crisis management in both the private and public sectors. There were many last minute conflicts, construction schedules were tardy, and personnel were not in place to manage functions. The National Institute of Justice researches assigned to the games viewed the as a classic example of 80% of the work being done in 20% of the allotted time.
6. There was also a lack of interagency governmental cooperation until the last minute. Many turf issues in Georgia politics prevented smooth interlocal negotiations and agreements. We observed many instances of the "third finger" management style.
7. Some committees became too large and thus unmanageable (OSSG for example).

8. There were problems with no shows in volunteer ranks and low paid hourly positions (security guards and food service people). Some venues reported 50 to 70% no show rate. This problem persisted throughout the games and left gaps in on site security and public services.
9. Satellite parking and transportations worked fairly well and were frequently utilized. Problems included lack of buses, lack of training for drivers, and breakdowns of equipment. Many venues (Conyers, Gainesville, Ocoee, Stone Mountain) required from 2 to 3 ½ hours to load or unload which was often a problem on hot days. Venues such as stadiums which were constructed with access and egress in mind fared better.
10. There is a large amount of "stuff" that goes with each venue - tents, trailers, vending stations, grandstands and scaffolds, equipment camps, fencing, and the like requiring much space and maintenance. For example, the present surface parking lots at our ski resorts would be hard pressed to hold all the "stuff".
11. Most government entities who contracted with ACOG for services reported difficulty in getting paid. All said "Get money up front" as organizing committee dissolves after the games and collection could be difficult. Gainesville and Conyers reported that they threatened removal of services before payments came through.
12. Accommodating the media was often difficult, i.e. numbers and access control.
13. Media reports of traffic and access impacts adversely affected businesses in Atlanta. Many businesses outside the Olympic Ring reported slower than normal business.
14. Atlanta underestimated or never contemplated how Olympic crowd would be different than normal state of convention and visitor business. Normal business trends were interrupted.
15. Atlanta had huge problems with vendors who were licensed by the city and set up shops on city streets. Many felt deceived by high license fees and poor pedestrian traffic plan. Others did very well. This was a major political problems for the Mayor and Council.
16. Weather was a problem on some days - heat and humidity had a toll on crowds, and lightning occasionally necessitated evacuations of grandstands and cessation of events at outdoor venues. Conyers, Gainesville, Savannah, and Stone Mountain had the greatest problems.
17. General mood on the street and in the crowds was very upbeat. For example no one anticipated the popularity of Centennial Park. Most folks (except the media) took delays and crowded conditions in stride. There was good pre-event publicity about street closures except on days when the marathons were held. Most locals seemed to have a "battle plan" which may have contributed to unusual business patterns in areas away from the games.
18. There was a general warning from the outlying venues not to worry much about what goes on in the host city. Their problems are different. Conversely, the host city often ignores the needs of outlying venues.

THINGS WE MIGHT WANT TO WORK ON LOCALLY

1. Promote better relationships with Salt Lake Organizing Committee
2. Dispel idea that organizing committee is only responsible for inside the fence - establish better partnership around perceived areas of responsibility.
3. Recognize the necessity and importance of pedestrian access areas and corridors/ keep cars and pedestrians apart.
4. Does our event ordinance meet our needs in anticipation of Olympics and test events?
5. Does our business license ordinance and sign code adequately address issues of commercialism seen in Atlanta?
6. What do we need to do to protect our Park City logo?
7. Local hotels, restaurants, and meeting places may be booked for extended periods of time for private functions or groups. How will this affect our visitor base?
8. Will we also be the "overflow" for Salt Lake? If not, who will, Provo? Ogden?
9. We need to identify labor sources from out of the community to meet the needs of additional city services. Many of our normal sources of temporary labor will be tied up in their own communities. This could be a problem in private sector guest services as well.
10. We need to identify housing for extra workers.
11. We need to be careful not to scare people away before or after the games.
12. What should we do about film festival? While not coinciding with competition dates, we will certainly have other priorities when the 2002 festival comes around.
13. We need to identify spaces for operations and staging. In Georgia, schools were frequently used. What will the status of schools be during the games here? Suggest locking up Miners Hospital, Carl Winters, and other such buildings early for anticipated public uses during games.
14. We may have "Ron Ivie" problems with many of the temporary structures associated with games. What will be our space and occupancy needs and requirements? This was a frequent problem in various Georgia venues.
15. We need to hang on to equipment/vehicles which we may need for the games. Some things are tough to come by as demand increases.

16. Is there a way where we can get local residents who volunteer to work the games assigned to our venues? Should improve our show - up rate, and provide better service to visitors.

17. As Salt Lake begins to staff venues with managers, is there a way to identify local talent? It might be easier to work with people we know. Build relationships/reduce conflict. Ocoee and Stone Mountain venues had public and private managers who already knew each other which seemed to make for smoother sailing.

18. Price gouging was a problem in Atlanta. It was precipitated by ACOG's high prices for concessions, but was rampant nearly everywhere heavily impacted by the games. Do we want to try and regulate or should this be market driven - could be a black eye for the community.

19. Much of what is built for the games comes out afterwards. Is there a public legacy we could identify (i.e. a transportation center) which the Olympics could help us achieve? What will remain at the resorts?

20. There were various public private partnerships involved in Olympic planning and construction. For example, Columbus '96, Hall County 96, TODA (Tennessee - Ocoee Development Authority). Is that something we want to research in depth?

21. As Atlanta needed to worry about keeping people cool, what can we do to help keep people warm?

22. Be careful what we volunteer to do - we might get it. Let organizing committee solve its own problems.

23. Be careful not to compete with Salt Lake - we will have plenty to do, we ought to concentrate on what we do best which is host people in a quality environment.

PARK CITY MUNICIPAL CORPORATION

TO: City Council & Interested Staff
FROM: Myles C. Rademan, Director of Public Affairs
DATE: August 26, 1996
RE: Olympic Planning in the Wake of Atlanta

After visiting and experiencing the Centennial Olympics in Atlanta for five days (8/24 - 8/28) I offer the following observations:

As a spectator I thought the color, excitement and international flavor of the Centennial Games was overwhelmingly positive. Virtually everyone I spoke with, both officially and unofficially on the street, was very proud of what was being accomplished in their community.

The people of Atlanta and other communities in Georgia we visited exhibited the very finest in 'Southern hospitality'. They were 'intentionally hospitable' and it made me as a visitor feel exceedingly welcomed.

We were repeatedly cautioned by local officials who had negotiated with the Atlanta Olympic Organizing Committee (ACOG) on behalf of their communities about the importance of

- being very specific about your community's position and needs
- starting very early to negotiate and being up front in setting forth your position and involving local decision-makers and
- memorializing all negotiations in writing concerning the City's positions on all issues of local concern with the Organizing Committee. This includes reimbursement policies, participation policies, marketing, etc.

Apparently many promises were made by ACOG that were not kept. We were admonished to 'play hardball early on' with the Salt Lake City Olympic Organizing Committee.

Perhaps the most telling impression I came away with is that people can and will tolerate a fair amount of inconvenience as long as they do not consider it a product of incompetence. If people understand that a plan is in place, that someone is in charge, and that the best possible job is being done under trying circumstances they will cooperate. They will however turn surly if they feel the inconvenience is the result of incompetence. It is therefore imperative that good organization on the local level become a cornerstone of the 2002 Winter Olympic Games.

DIRECTION

I recommend that the City Council and appropriate staff meet in the very near future in a retreat setting to address

- what role Park City can/ should/ will play in staging the Olympics
- what leverage the City has, or can create, to effectuate its goals
- who the City should be meeting with on a regular basis to insure a proper flow of information
- the City should draft a set of principles and guidelines to guide our involvement and negotiations

DRAFT PRINCIPLES

- Park City expects to and will participate as a full partner in both the Olympics and its planning, especially for those events proposed to be held in this area. The Olympics will not 'happen' to Park City, we will help stage a very successful games. The Olympics are not an event to endure, but an international celebration that we wish to participate in. In order to accomplish this local decision makers must become as familiar as possible with all aspects of hosting an Olympics.
- Local costs to help host the Olympics will be mitigated to the fullest extent possible. This might necessitate the City commercializing certain activities to recoup costs not reimbursed by the Organizing Committee.
- Park City's posture should however be largely non-commercial as an antidote to the rampant commercialization that has overrun the modern games. Our community should stress meaningful and intangible Olympic values like peace,

international hospitality, understanding, environmental awareness, small town cohesion, friendliness, culture, alpine beauty and humanitarianism. There are many ways to accomplish this like

- using Main Street as an international peoples' gathering place, by closing the street and creating gathering spots with entertainment, food, information, and places that both locals and guest can exchange gifts and information
- participating in the charitable aspects of helping children in war torn countries (like the former Yugoslavia) that once hosted an Olympics
- enhancing the City's aesthetic appeal by providing decorations, signage, public seating, comfortable mass transit staging areas, etc.
- create cultural exchanges by encouraging local 'homestays' by the families of Olympic athletes
- Insuring that events are effectively staged to minimize disruptions
- Involve the community and especially local groups in the planning and implementation of various aspects of hosting the Olympics
- Draft a 'Code of Ethics' that local citizens and businesses can ascribe to that sets forth how we would wish to be treated if we were visiting an Olympics and how we will treat our guests

Add Others That You Can Think Of....

PARK CITY OLYMPIC PLANNING ACTIVITIES

Wednesday, August 28

12:00 - 2:30 PM

Internal City Debriefing on Atlanta Experience
Council Work Session Room

Thursday, September 19

5:00 - 6:00 PM

Presentation to City Council on Atlanta Experience
Discussion of Directions for Park City
Council Work Session Room

PUBLIC INVITED

Friday, September 27 - Sunday, October 6

Study Mission to Olympic Venues in Scandinavia/Europe

Thursday, October 10

4:00 PM

Presentation and Input Session by the Salt Lake Olympic
Organizing Committee on Image for the Olympic Games
Council Work Session Room

PUBLIC INVITED

Friday, October 11

12:00 - 2:30 PM

Debriefing of Participants on Study Mission Trip
Council Work Session Room

Tuesday, October 15

7:00 PM

Location to be Announced

Presentation to the Community on Atlanta and
Scandinavian/European Study Mission

Sponsored by Summit County Citizens Olympic Committee, Park
City Chamber/Bureau & Park City Municipal Corporation

PUBLIC INVITED

CONTACT: Myles C. Rademan 645-5017



COUNCIL AGENDA REPORT

DATE: September 19, 1996
DEPARTMENT: Public Works
AUTHOR: Hope E. Bleecker, Transportation Director
TITLE: Parking Improvements to the Main Street Core
TYPE OF ITEM: Informational

Hope 9/13/96

SUMMARY RECOMMENDATIONS: Review recommendations presented in the Park City Historic Main Street Core Transportation and Parking Analysis. Set public hearing date of October 17 to receive comment on comprehensive recommendations. Advise staff if additional follow-up action is necessary.

DESCRIPTION:

A. Topic. Main Street Parking Plan Recommendations

B. Background. Wilbur Smith Associates was commissioned in August '95 to prepare a parking and transportation study of the Historic Main Street Core. The area examined was bounded by Park Avenue on the west, Marsac Avenue on the east, the Town Lift on the north (9th Street), and Hillside Avenue on the south. The effort commissioned was considerably more comprehensive than previous attempts to analyze transportation and parking issues. Its primary purpose was to identify parking needs in the downtown core and to develop alternatives and strategies for implementing a 10-year transportation program.

Study Objectives:

Three main objectives were established by staff before the project began.

- To identify parking and circulation improvements or related alternative concepts for early implementation during the 95/96 ski season;
- To provide general recommendations for improvement of parking and circulation conditions in the study area;
- To provide a framework for development of a 10-year transportation plan focusing on automobile management in the study area.

Data Collection:

Data collected from the study area included an inventory of both public and private parking spaces, land use (including developments under construction), city zoning code and policies, traffic volumes (including turning movement counts at selected intersections), accident data for the prior three years, flood plain data, and deliveries to businesses in the area. Transit service to and from the downtown core was also investigated. Intersection analysis occurred at significant locations. The analyses led to determining Main Street's seasonal parking shortages and consideration over whether additional parking in the downtown area was needed. This determination of need was based not only on the data collected, but also on a significant amount of field observation during peak hours, and conversations with citizens who attended public hearings. Significant judgements were made following analysis of the land use data furnished by the Department of Administrative Services and the consultant's field survey of property uses throughout the core. Council is encouraged to consult the final report on file at the Council work desk for specific details of the analysis.

The constraint of the street network coupled with the limited number of sites available for construction had an effect on the resulting program of mitigative measures which Wilbur Smith Associates delivered to staff.

C. Analysis.

Present Conditions: The highlights of the Wilbur Smith findings are summarized as follows:

- ***Parking Deficit-*** The report describes the summer conditions as "in balance with a slight off-peak surplus". Winter conditions have a peak period deficit of 300 spaces for average daytime use and as much as a 900-space deficit during peak season evening hours. The numbers are based on observance of evening traffic and parking conditions and The Urban Land Use Institute recommendations for shared parking conditions similar to those found throughout the study area. Parking deficit is best defined as "latent demand" for travel to Main Street, i.e. the number of auto users who would find it more convenient to drive to Main Street and have either used other travel modes to get into the Historic District or have foregone the trip entirely.
- ***Significant Generators-*** The most significant generators of parking are restaurants. This is particularly true during weekday and weekend evenings during the peak season, the periods during which the 900-space deficits are experienced.
- ***Too Many Long Term Spaces-*** Over one half of all parking spaces allow parking for four hours or more. The need for long-term parking is only one half of the current supply.
- ***Patrons Prefer to Drive and Park Near their Destinations-*** Locations with high proximity are extremely well utilized. (The fourth level of China Bridge and the upper lots adjacent to City Hall are not well utilized.) Many patrons park in illegal locations close to their destinations instead of parking in legal spots in remote locations.
- ***Time Limit Abuse-*** While not overwhelming, abuse of parking time limits still exists in some of the more convenient locations. One third of all violations observed were committed by those who chose to park an entire day on Main Street even though parking is limited to two hours. Enforcement efforts are currently limited and need to be increased.

Options and Alternatives:

Wilbur Smith proposed a comprehensive plan for mitigating circulation and parking issues over a 10-year period. The plan includes paid parking, increased transit and remote parking lots and construction within the core area. There are many reasons for building additional parking on Main Street. The two most significant ones are: 1) The present demand significantly exceeds the supply and 2) land use trends on Main Street warrant construction of more parking. Wilbur Smith recommends two less costly options in Phase II which will act primarily as additional employee lots. A larger structure which would act as an extension of the China Bridge garage is recommended as part of Phase II.

Phase I recommendations encompass a 3-year period and include increased evening transit, continuation of attended parking, paid parking, and increased enforcement. Staff and the consultant propose Phase II (3 to 8-year period) and Phase III (8 to 10-year period) strategies which include the identification and/or construction of additional parking supplies within and outside of the Main Street core.

Development of Phase II & III targeted several options listed below. The highlighted projects represent the most cost effective solutions for 3 to 10-year phasing.

Construction within the Main Street core:

Construction within the Main Street core is recommended because of necessity for additional auto access to the core based on land use and demand.

- ***Adding a Fifth Level to the China Bridge Garage
(Net gain of 77 spaces; net cost of \$770,000)***

Given the relatively low cost of construction, the addition of a fifth level is an option that warrants consideration by Park City as part of the overall solution in the Historic District. It would function extremely well if accompanied by paid parking throughout Main Street. The estimated cost to add the level, including design work, is \$10,000 per space, or \$770,000 total. The design process would include studies to connect the fourth and fifth levels to Swede Alley in order to avoid excess traffic generation at State Route 224 and Deer Valley Drive. The fifth level presents a potential visual impediment to residents on Marsac Avenue near the parking garage and City Hall. It is expected that the neighborhood will follow this proposal closely and will pose opposition to it.

- ***Structure on Swede Alley North of China Bridge Garage
(Total net gain of 494 spaces; Total net cost of \$9,671,000)***

A major decision in considering this site is the close proximity to high demand areas, as well as the fact that certain variations of the design could serve to connect all levels of the China Bridge garage. Given the excellent attributes of the site, two functional layouts were developed which will be discussed during the presentation. It is anticipated there will be recommendations from the Historic District Commission for significantly less mass and reduced scale, the result of which will be less parking than what has been identified by the consultant. The program includes addition of 379 spaces in Phase II, which would amount to a gain of slightly more than 330 spaces. The net cost to build the first phase of the structure would be approximately \$5.9M

- ***Paving the Sandridge Lot***
(Net gain of 50 spaces; net cost of \$300,000)

This site has great potential as an overflow or employee lot (with shuttle service or a constructed access down to Main Street). If this lot is chosen for development, several elements should be considered, including a light-tight fence or special berming to satisfy code requirements. Attention should be given to overall landscaping so that the structure blends in well with future residential development along Marsac Avenue. The neighborhood has expressed interest in developing a small park adjacent to the site, thus it is expected that residents will follow the proposal closely.

- ***New Parking Structure near the Brew Pub***

This site is one of the two most popular lots in the Historic Main Street core. Preliminary garage designs were previously prepared for it, but plans for construction were never implemented. Because of the small and irregular shape of the existing lot, it is difficult to achieve an efficient and functional layout of parking and access. This characteristic tends to make the cost of construction per space very high. In addition, soils at the site were determined to be poor, which complicated the foundation design and contributed to a high cost. The landscaping which exists around the perimeter areas would be lost if a new parking structure were built in that location. The practical limit in height for a structure on this site would be three levels. The gain in parking spaces would be minimal. Coupled with high construction costs per space and relatively poor soil conditions, this site is not recommended for a parking structure.

- ***Structure North of City Hall***

Land available north of City Hall has possibilities for additional parking. In general, the property lends itself to terraced parking leading up to City Hall. It could be developed as a combination of surface lots and a parking structure. Views from the area may make it desirable for potential development of the property as a joint commercial/parking facility, especially for restaurant operation. Whereas the area has possibilities for construction, the net increase in parking supply compared to the cost to build it is assumed to be negligible. The property's location from Swede Alley is less desirable than areas closer to the street level, which lessens its effectiveness from the perspective of Main Street merchants and restaurants. Additionally, the hill is one of the entry statements to the Main Street core, and has potential as a landscaped park to remedy the loss of green space below the Marsac building. Therefore, it may warrant minimal consideration as a site for additional parking supply in the Main Street core.

Construction and Targeting of Remote Parking & Transit Use

A potential remedy to solving parking shortages in the Main Street core is to provide remote park-and-ride facilities with transit service to Main Street. While such a solution appears to have considerable merit on the surface, successful implementation of remote lot programs must be carefully orchestrated with other measures. In general, the following elements must be present:

- 1) **Parking in the Historic District must remain in constant short supply.**
- 2) **Expensive parking charges must be in place in the Historic District in order to detour patrons to remote facilities.**
- 3) **Transit headways must be short and service should be express.**
- 4) **The remote lot should be adjacent to a major corridor and well-advertised.**

Several potential sites were investigated. Recommended alternatives are highlighted.

- ***Park City Ski Area Parking Facilities***
The planned expansion of the Park City Ski Area will add a 2,700 space parking facility, making this a prime candidate for a park-and-ride location. Although this site may have limited daytime availability during the winter ski season, the site has excellent potential for use during the evening hours. Shared parking arrangements would have to be made with the Park City Ski Area. In addition, frequent transit service to this location, coupled with electronic signage, could entice many visitors into not venturing downtown with their car, and relying jointly on transit in addition to their auto. This site is highly recommended for consideration.
- ***Sewer Plant Site next to the Addison Hotel (60-80 spaces)***
The lot located east of the Radisson Hotel has potential for multiple uses. The lot is on the transit route and is owned by the City. It has fair potential for parking, and could be a popular choice among motorists if it does not become the skating park area.
- ***Underground Construction for the Golf Course and Island Outpost Development***
Wilbur Smith investigated the feasibility and cost of a 100-car structure at the Island Outpost development and the golf course site. If the garage is not used as display or meeting space in the winter time, it is feasible to anticipate that this area could serve as future remote parking in the winter. However, it is likely that possibility will not become available.
- ***Northeast of Treasure Mountain Middle School***
This site is near the proposed Park Meadows Connector and has moderate potential for a park-and-ride site.
- ***Osguthorpe Farm***
On State Route 224 north of Park City, there is potential for locating satellite parking on the east side of the highway where the feed silo and farm sheds were removed. It is not recommended for further evaluation because the visibility is too high. It is also small in size and a great distance from existing transit service. It would be difficult to establish a transit stop at that area.

Summary of Consultant Recommendations:

The consultant recommendations have been specified in the following order for implementation over a 10-year period:

- | | |
|----------------|---|
| Phase I | Short-Term Recommendations (1-3 years): <ul style="list-style-type: none">• Continuation of valet parking during winter seasons in '96, '97, & '98.• 12-month parking enforcement; winter '96, continuing indefinitely.• Increased evening transit service; winter season '96 with seasonal modifications and expansions as needed. Increase hotel frequencies to 10 minute service.• Paid parking including development of a permit system, pay and display meters for Main Street, honor boxes in the garage and Swede Alley, winter '97 continuing indefinitely. |
|----------------|---|

Phase II Near-Term Recommendations (3-8 years):

Specific schedules will be arranged based on Council recommendations.

- Pave Sandridge Lot.
- Construct Fifth Level to China Bridge.
- Construct Phase I Parking Structure North of China Bridge Garage (379 spaces).
- Begin Remote Lot Use with Associated Transit.

Phase III Long-Term Recommendations (8-10 years):

Specific schedules will be arranged based on Council recommendations.

- Additional Remote Lot Development and Associated Transit Service.
- Construct Phase II of Parking Structure North of China Bridge (200 spaces).
(If approved by the HDC)

Financing Strategy:

Cost estimates for the Wilbur Smith recommendations were provided to the Finance Department. A draft financing plan which outlines phasing costs was adopted as shown on the next page. Short-term operating improvements (additional enforcement, valet parking, and additional evening transit) were all included in the Transportation Fund budget by the City Council as part of the FY 96-97 budget. These operating (or ongoing expenditures) will be funded on a continuous basis by the Transportation Fund. Though the consultant estimated an annualized revenue income from paid parking and enforcement of \$1,000,000 per year, staff has not endorsed these revenue projections due to their uncertain nature. It is assumed that paid parking will generate enough revenue to sustain the operating costs of increased staff, some transit expansions, parking facility maintenance, and enforcement operations. Near and long-term strategies specified on the Finance Department report include major capital projects only. No operating estimates have been specified for those phases.

- ***Cash on Hand***

There is currently \$744,221 in the CIP budget that can be used for parking projects. The financing plan on the next page identifies sources which could be dedicated to projects such as pay parking equipment (\$250,000 in Phase I), and the Sandridge lot (\$300,000 in Phase II). This would leave approximately \$195,000 in existing on hand revenues which could be used for projects such as design work for the garages.

- ***Anticipated Capital Costs***

Financing improvements to the China Bridge garage and building a new structure would best be accomplished through bonding. Projects targeted for implementation would need an annual appropriation to pay for the debt service. The financial plan shows ongoing yearly capital costs associated with three phases of parking program development. As evidenced by the accumulation of debt shown at the bottom of the attached sheet, proposed projects exceed capital currently on hand.

- ***Sources of Revenue***

As stated above, the exact amount of annual paid parking revenue income is unknown at this point. The revenue would be dedicated to operating costs of the total program. If there were remaining dollars available, the income could be pledged to supplement the debt or invested in improvements at the Council's discretion. If a bond issue were to proceed, the City would be obligated to identify and pledge sources other than pay parking revenue. One funding possibility

Parking Projects Sources and Uses
July 12, 1996

1) SHORT TERM IMPROVEMENTS

Possible Short Term Funding Sources:	CIP	Operating	Total
Parking & Traffic: Main & Swede Alley Capital Project	650,000		650,000
In-Lieu Parking Revenue	94,221		94,221
Continuation of Valet Parking - Transportation Fund		40,000	40,000
Additional Parking Enforcement - Transportation Fund		150,000	150,000
Additional Evening Transit - Transportation Fund		30,000	30,000
Total Possible Short Term Funding Sources:	744,221	220,000	964,221
Possible Short Term Funding Uses:			
Pay Parking System Equipment	250,000		250,000
Continuation of Valet Parking		40,000	40,000
Additional Parking Enforcement		150,000	150,000
Additional Evening Transit		30,000	30,000
Total Possible Short Term Funding Uses:	250,000	220,000	470,000
Difference/Carry-Forward Sources vs Uses	494,221	0	494,221

2) NEAR TERM STRATEGIES

Possible Near Term Funding Sources:	CIP	Operating	Total
Carry-Forward from Short Term Improvements	494,221	0	494,221
Paid Parking			
General Fund			
Additional Parking Enforcement Revenue			
Parking Improvement District			
Restaurant Tax			
Total Possible Near Term Funding Sources:	494,221	0	494,221
Possible Near Term Funding Uses:			
Pave Sandridge Lot	300,000		300,000
China Bridge 5th Level (Debt Service - 20 years)		78,445	78,445
Phase I Construction of Parking Structure (Debt Service - 20 years)		516,975	516,975
Total Possible Near Term Funding Uses:	300,000	595,420	895,420
Difference/Carry-Forward Sources vs Uses	194,221	(595,420)	(401,199)

3) LONG TERM STRATEGIES

Possible Long Term Funding Sources:	CIP	Operating	Total
Carry-Forward from Short Term Improvements	194,221	(595,420)	(401,199)
Paid Parking			
General Fund			
Additional Parking Enforcement Revenue			
Parking Improvement District			
Restaurant Tax			
Total Possible Long Term Funding Sources:	194,221	(595,420)	(401,199)
Possible Long Term Funding Uses:			
China Bridge 5th Level (Debt Service - 20 years)	0	78,445	78,445
Phase I Construction of Parking Structure (Debt Service - 20 years)	0	516,975	516,975
Phase II Construction of Parking Structure (Debt Service - 20 years)	0	326,153	326,153
Total Possible Long Term Funding Uses:	0	921,573	921,573
Difference/Carry-Forward Sources vs Uses	194,221	(1,516,993)	(1,322,772)

could be a public-private partnership in which the initial capital cost of one or several of the projects would be absorbed by a private company in exchange for an extended lease of spaces. Staff is currently exploring this alternative on a preliminary basis with possible providers. Other sources could include the general fund, establishment of a parking improvement district, or a restaurant tax.

Summary of Public Review:

Two advertised meetings were held and public comment was received in October '95 during the beginning stages of development. When the consultant's recommendations were received in May '96, community organizations were informed of the plan through a series of stakeholder meetings. There are still two meetings arranged which have not yet been conducted. Because the meetings to date have not included residents of the area who may be affected by the plan, a public hearing is recommended.

- ***The Main Street Merchants Association:*** (8am, July 9 & August 13, Kimball Art Center)
No formal written position has been rendered by this association with respect to the general concept. However, the merchants verbally support paid parking, valet service, increased transit, and believe garage construction should occur immediately. They have actively followed the progress of the parking plan and have suggested several operational ideas that we intend to implement throughout the course of Phase I.
- **The Lodging Association Board** (3pm, July 17, Radisson Hotel)
The board members specified that increased transit should be a key focus in accordance with paid parking and made several helpful suggestions concerning signage and user-friendliness of the transit system. They wish to be active in the overall marketing of the program. They are interested in the Council decision and are expected to remain involved in the process.
- **The Lodging Association** (12pm, September 4, The Homestead in Midway)
The Lodging Association supports additional transit service and all enhancements to the bus system. They are interested in keeping informed on capital and operating aspects of the program. Overall, they neither endorsed nor raised objection to the program.
- **The Chamber Board** (4pm, July 16, at the Utah Winter Sports Park)
The Chamber Board was generally pleased to be informed on the process. No official position was rendered with respect to support or opposition to the program.
- **The Main Street Restaurants** (11 am, July 15, Kimball Art Center)
All Main Street restaurants were notified of a meeting two weeks in advance. Only five restaurants were represented. The issue of development on lower Main Street affecting parking demand was discussed. Representatives were concerned that availability of additional shopping and dining on lower Main Street is affecting the parking demand. They support immediate construction to remedy the parking deficit. The results of last year's valet program were provided and representatives were promised they would be kept up to speed on happenings for this year. They were also asked to participate in the design of the valet service for this December.
- **Advertised Public Meeting** (5:30 pm, September 18, The Yarrow Hotel)
- **The Park City Restaurant Association** (9am, September 18, Wasatch Brew Pub)

Temporary Zoning Ordinance:

Revisions to the TZO should be established following direction from the Council on the Main Street Parking program. Staff recommends some form of Council action on proposed parking improvements no later than the end of October so that if changes to the parking code are necessary, they can occur in a Planning Commission work session on November 6 and a Planning Commission public hearing November 20. Final resolution on the ordinance should be achieved by January 18.

D. Department Review.

The Main Street parking study, as well as this staff report have been reviewed by the City Manager, the Planning Director and staff, the Public Affairs Director, the Finance Director, and the Director of Public Works.

RECOMMENDED ALTERNATIVES:

No action is expected at today's work session. Council should be advised that authorization to enter into a contract for enforcement will appear on the September 26 agenda. Action will be expected on that date in order for the program to proceed this winter. Staff recommends Council consideration of the alternatives listed below following this work session.

- A) **Accept proposed Phase I strategies. Pursuant to an official public hearing, endorse the overall plan and direct staff to design a schedule of improvements and a funding strategy. The schedule would include implementation of the 10-year program, including preliminary design on the China Bridge garage, Sandridge, the Swede Alley structure, and design of remote lots with associated transit.**

Staff acknowledges this alternative as the most prudent course of action given the existing conditions. This program allows for implementation of preliminary mitigative measures which would be analyzed seasonally to ensure construction feasibility. Council should be cautioned that residents may oppose construction within the area, and that whereas the business community generally endorses increased enforcement and parking charges, residents may oppose the proposal.

- B) **Accept proposed Phase I strategies. Reprioritize and investigate other strategies for mitigation of parking issues.**

These strategies could include construction on other sites. Selection of this alternative may require additional planning and consultant fees. Main Street businesses interpret endorsement of this alternative as a delay in resolution of the problem.

- C) **Do Nothing.**

Staff does not recommend this approach. Main Street businesses will render substantial opposition if this alternative is chosen.

SIGNIFICANT IMPACTS:

The significant impacts of implementing the Wilbur Smith plan (or modifications to it) will result in a significant investment in the financing of capital and operating projects. Phase I impacts include enforcement and paid parking, which will have positive effects on circulation and space availability. Adverse impacts will be experienced by motorists who have been able to access the downtown area without the consequences of parking meters or hassles related to parking tickets. Additional staff will be required to accommodate a parking program. Construction will pose environmental impacts which include disruption of traffic conditions and possible loss of parking for 1-2 years. Long-term positive impacts will result from additional parking supplies coupled with overall marketing and management of the program. These benefits include improvement of traffic circulation

and better management of the automobile. Other impacts specific to individual plan elements should be reviewed in the Wilbur Smith proposal.

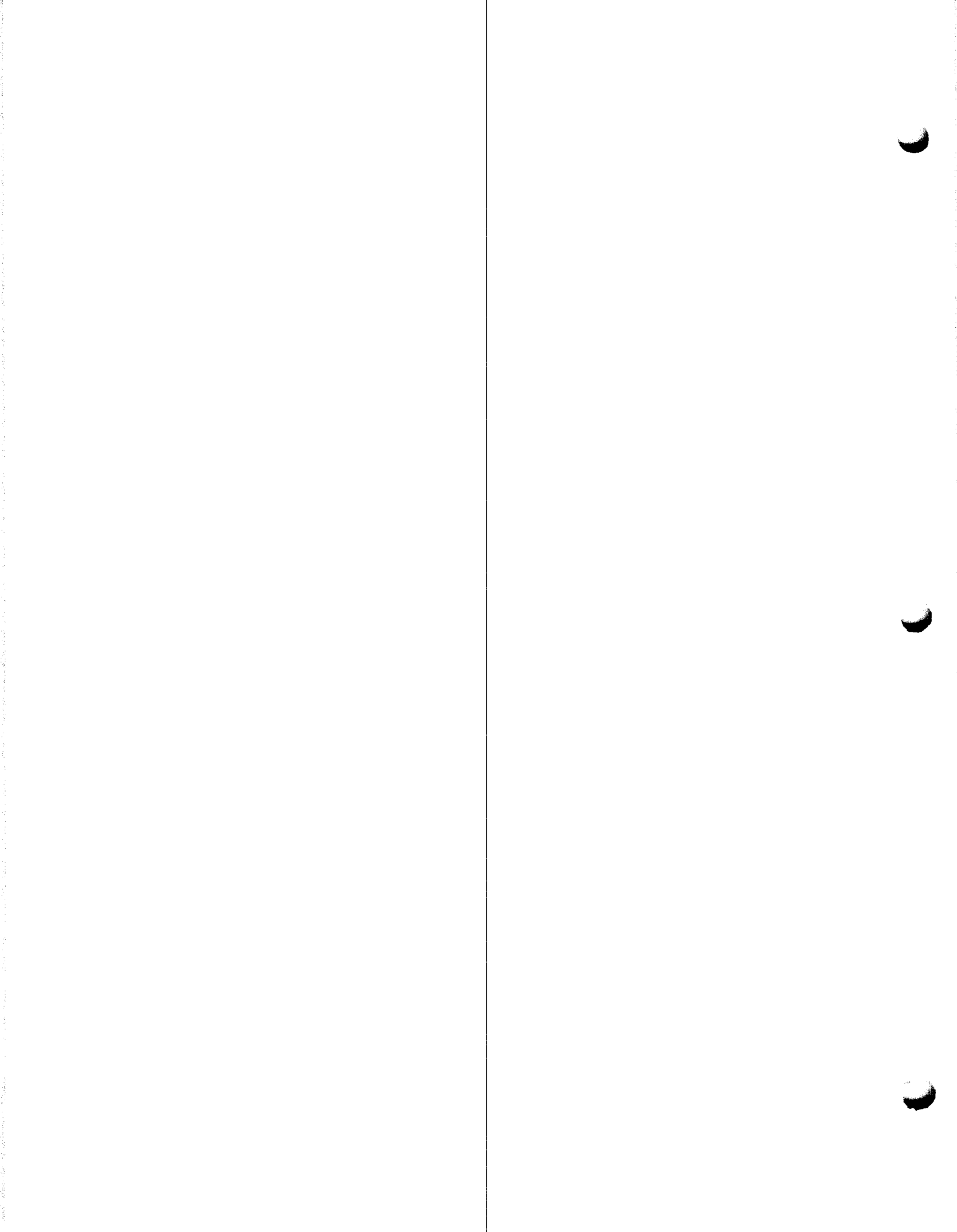
CONSEQUENCES OF NOT TAKING THE RECOMMENDED ACTION:

If a public hearing is not scheduled, and if Council does not provide further direction to staff regarding a recommended course of action, there will be significant opposition from the business community. Additional consequences would be a delay in improving the parking shortages, continued poor circulation, and persistence of other traffic issues.

RECOMMENDATION:

Review The Park City Historic Main Street Core Transportation and Parking Analysis. Specify a date of advertised public hearing on the plan and provide initial comments and further direction to staff regarding a recommended course of action. Pursuant to receiving comments from the public, advise staff on a recommended action according to alternatives specified above.

Revised Transportation Action Schedule. 9/13/96											
Project	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr			
Parking Recommendations	18 Public Meeting 19 Council Work Session	17 Public Hearing 31 Action									
Parking TZO			6 Planning Commission Worksession 20 Planning Commission Public Hearing		18 Ordinance Expires						
Valet Parking	9 Negotiated Procurement Requests	9 Contractor Selection 24 Contract Approval		6 Contract Start Date				27 Contract End			
Enforcement	4-18 Contractor Selection 26 Approval	25 Parking Operations Officer	15 Contract Start Date								
Transit		2 Public Review Winter Program 17 Winter Transit Program Work Session	15 Winter Service Begins New Map Completed Public Information Campaign Begins	9-15 Try Transit Week				30 Winter Service Ends			





CITY COUNCIL STAFF REPORT

DATE: September 12, 1996
(September 19, 1996 Meeting)
DEPARTMENT: Planning Department
AUTHOR: Patrick J. Putt
TITLE: Condominium Plat at 587 Deer Valley Loop
TYPE OF ITEM: Legislative

SUMMARY RECOMMENDATIONS: Adopt an ordinance approving a condominium plat for a duplex located at 587 Deer Valley Loop.

DESCRIPTION:

A. Topic

PROJECT STATISTICS

Project Name: 587 Deer Valley Loop Condominiums
Applicant: Mahon Construction
Location: 587 Deer Valley Loop
Proposal: Condominium Plat
Zoning: RM District
Adjacent Land Uses: Residential
Project Planer: Patrick J. Putt
Recommendation: Approve with conditions

B. Background

The applicant owns a parcel on the downhill side (*east side*) of Deer Valley Loop. The property is located above the Pearl West (*formerly Sucher*) Subdivision. A recently completed duplex (*3405 square feet per unit*) occupies the site. The applicant is applying

to condominiumize the duplex which will enable the property owner to sell the units separately.

C. Analysis

The condominium conversion is straightforward and the staff has no outstanding concerns about the request. No external changes to the structure are proposed. The recently completed duplex complies with all required Land Management Code building setbacks.

D. Planning Commission Action

The Planning Commission reviewed this application at the August 28, 1996 meeting and forwarded a positive recommendation to the City Council to approve the proposed condominium plat.

E. Department Review

The Community Development Department and City Attorney's Office have reviewed this application.

ALTERNATIVES:

- A. Approve the proposed condominium plat thereby allowing individual ownership of each unit (*Recommended Alternative*).
- B. Deny the condominium plat and retain the current form of ownership.
- C. Continue the item and request additional evaluation from the staff.

SIGNIFICANT IMPACTS:

The proposal results in individual ownership of each unit. Approval of this application will not result in any significant impacts to the neighborhood.

CONSEQUENCES OF NOT TAKING THE RECOMMENDED ACTION:

If the Commission denies the condominium plat as proposed, the property will remain under single ownership.

PUBLIC INPUT: The property was posted and legal notice sent to all property owners within 300. As of the date of this report, no public input has been received in opposition of the proposal.

RECOMMENDATION:

The Staff recommends approval of the proposed condominium plat located at 587 Deer Valley Drive based upon the following:

Findings of Fact:

1. The proposed condominium plat will allow the applicant to separately sell the individual units in the duplex located at 587 Deer Valley Loop.
2. The proposal is consistent with both the Park City Land Management Code requirements for the RM District and Comprehensive Plan.
3. The property was posted and legal notice published according to requirements of the Land Management Code. Proper notice was sent to all property owners within 300' of the property in question.

Conclusions of Law:

1. There is good cause for the amendment as there will be no external changes.
2. Neither the public nor any person will be materially injured by the proposed plat amendment.

Conditions of Approval:

1. City Attorney and City Engineer review and approval of the final plat and CC&R's for compliance with the Land Management Code and conditions of approval is a condition precedent to plat recordation.
2. All Standard Project Conditions shall apply.
- 3.. Approval of the condominium plat shall expire in one year from the approval date if the condominium plat is not recorded.

EXHIBITS:

Exhibit A - Proposed Condominium Plat
Exhibit B - Location Map

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Ordinance No. 96-

**AN ORDINANCE APPROVING A
CONDOMINIUM PLAT FOR THE 587 DEER VALLEY LOOP CONDOMINIUMS
LOCATED AT 587 DEER VALLEY LOOP, PARK CITY, UTAH**

WHEREAS, the owners of the property located 587 Deer Valley Loop have petitioned the City Council for approval of a condominium plat for a condominium conversion of an existing duplex to be known as the 587 Deer Valley Loop Condominiums; and

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

WHEREAS, the proposed condominium plat will allow the applicant to separately sell the individual units in the duplex located at 587 Deer Valley Loop;

WHEREAS, the proposal is consistent with both the Park City Land Management Code requirements for the RM District and Comprehensive Plan;

WHEREAS, the property was posted and legal notice published according to the requirements of the Land Management Code and proper notice was sent to all property owners within 300 feet of the property in question;

WHEREAS, the City Council held a public hearing on August 28, 1996 to receive input on the proposed condominium plat; and

WHEREAS, it is in the best interest of Park City, Utah to approve the condominium plat, known as the 587 Deer Valley Loop Condominiums;

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

SECTION 1. CONCLUSIONS OF LAW. The City Council hereby concludes that there is good cause for the above-mentioned condominium plat and that neither the public nor any person will be materially injured by the proposed condominium plat.

SECTION 2. PLAT APPROVAL. The condominium plat, known as the 587 Deer Valley Loop Condominiums, Park City, Utah, is approved as shown on the attached Exhibit A with the following conditions:

1. City Attorney and City Engineer review and approval of the final plat and CC&R's for compliance with the Land Management Code and conditions of approval is a condition precedent to plat recordation.
2. All Standard Project Conditions shall apply.

3. Approval of the condominium plat shall expire in one year from the approval date if the condominium plat is not recorded.

SECTION 3. EFFECTIVE DATE. This Ordinance shall take effect upon adoption.

PASSED AND ADOPTED this 19th day of September, 1996

PARK CITY MUNICIPAL CORPORATION

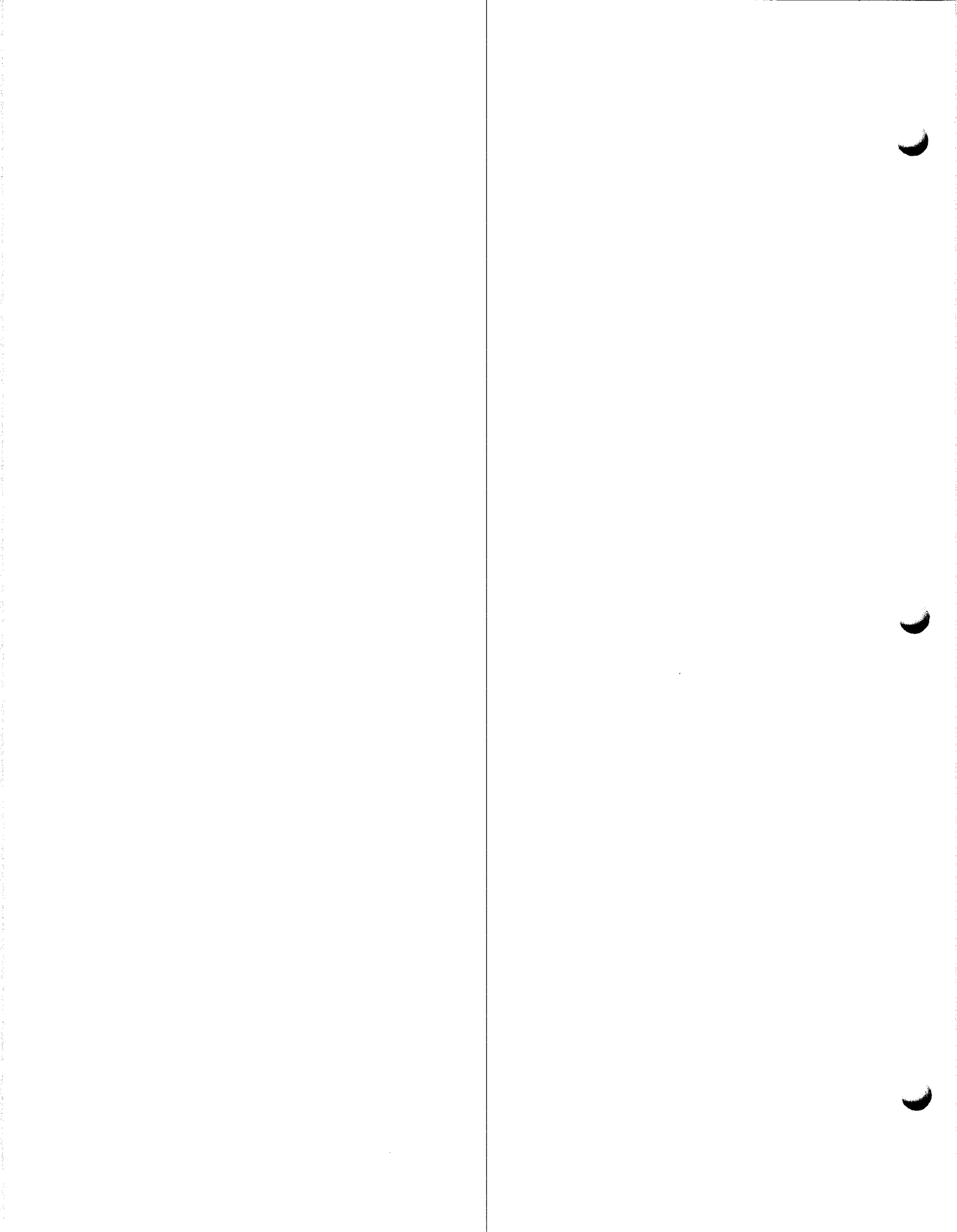
Mayor Bradley A. Olch

Attest:

Janet M. Scott, Deputy City Recorder

Approved as to form:

Mark D. Harrington, Assistant City Attorney





CITY COUNCIL REPORT

DATE: September 13, 1996
(September 19, 1996, 1996 Meeting)

DEPARTMENT: Planning Department

AUTHOR: Patrick Putt

TITLE: A Request to Amend the Snow Creek Crossing MPD
and MPD/CUP Application For Zions Bank/Visitor's
Center

TYPE OF ITEM: Legislative

Attached for Council's review is a copy of the draft Findings of Fact and Conclusions of Law for the denial of the Snow Creek Crossing MPD revision and the MPD/CUP application for the Zions Bank/visitor's center project. Staff requests that the Council review and make modifications, as necessary, prior to taking final action on this matter.

**BEFORE THE CITY COUNCIL OF THE PARK CITY MUNICIPAL
CORPORATION**

PARK CITY DEVELOPMENT, SNOW CREEK CROSSING, APPELLANTS	) FINDINGS, CONCLUSIONS AND) FINAL ORDER UPHOLDING) PLANNING COMMISSION'S) DENIAL OF AN MPD AMENDMENT) TO ALLOW A CUP FOR A BANK/) CONVENTION CENTER, ACCESS PARK CITY PLANNING COMMISSION) AND PARKING WITHIN PLATTED) OPEN SPACE AND FPZ
v.	

This matter, having come on regularly for hearing on appeal before the City Council, with appellants appearing *pro se*, and with the City Council advised by the Office of the City Attorney; and having reviewed the files and records herein, supplemented by:

1. Appellant's Statement of Appeal dated June 24, 1996 with exhibits
2. Planning Staff's August 9, 1996 City Council Report with attachments
3. Appellant's exhibits distributed on August 15, 1996.

and having taken testimony of appellant, witnesses, and staff on August 15, 1996 and having been fully advised in the premises, the City Council confirms the Planning Commission's Findings of Fact and Conclusions of Law and, based on the evidence and arguments presented, enters the following Findings of Fact, Conclusions of Law and Final Order upholding the Planning Commission's Denial of Applicant's request to amend the Snow

Creek Crossing MPD to issue a CUP for a bank/visitor's center, access and associated parking with a platted open space parcel and the Highway 224/248 Frontage Protection Zone:

FINDINGS OF FACT:

1. The proposed bank with drive-through facilities, visitor's center, and MPD revision is located in a highly visible location within and adjacent to Park City's highway Frontage Protection Zone.
2. *The Land Management Code, Section 2: Definitions*: defines a structure as: anything constructed, the use of which requires fixed location on the ground, or attached to something having a fixed location upon the ground and which imposes an impervious structure on or above the ground; definition includes "building." All structures must maintain the minimum setbacks for the district in which they are located, both above and below ground.

The proposed bank with drive-through facilities, visitor's center, and MPD revision includes parking and vehicular driveways, i.e. impervious surface area on the ground, within 30 feet of the SR224/SR248 right-of-way.

3. Parcel D of the Snow Creek Crossing MPD and subdivision is platted as "non-buildable," with the exception of landscaping, trails and utilities. The proposed bank with drive-through facilities, visitor's center, and MPD revision includes a portion of the bank, drive-through facilities, parking and circulation on Parcel D. The proposed development on Parcel D will result in the loss of open space, existing vegetation, and buffer areas. The applicant has not proposed to replace the loss of open space with other land.
4. The proposed bank with drive-through facilities, visitor's center, and MPD revision, creates a new vehicular inter-connection between Snow Creek Drive and SR 224 and SR248. The new inter-connection between Snow Creek Drive and SR224/SR248 will add vehicular turning movements at or near the SR224/SR248 intersection.
5. The existing two driveway access points on SR224 and SR 248 would remain open as part of the proposed bank with drive-through facilities and MPD revision, but their use will increase with traffic associated with the bank, visitor's center, and other Snow Creek Crossing patrons. The proposed bank with drive-through facilities and MPD revision will not prevent traffic from Snow Creek Crossing venues, nor will it prevent motorists from attempting left-hand turning movements which cause traffic conflicts into or out of the project.

6. The proposed bank with drive-through facilities, visitor's center, and MPD revision includes parking off-site in the UDOT right-of-way. The Applicant presented the Council with evidence of a lease for UDOT right of way. Evidence of the lease was not available to the Planning Commission. That lease is terminable upon 60 days' notice.
7. The proposed bank and visitor's center building height is 42 feet.
8. The proposed structure would result in the loss of irreplaceable, platted open space buffer, graced by significant, mature willows, aspens and underbrush, all of which provide wildlife habitat and visual screening of Snow Creek Crossing from the Highway 224/248 intersection.¹ The applicant offered no meaningful mitigation for the loss of open space.
9. The applicant submitted incomplete application materials for the proposed bank with drive-through facilities, visitor's center, and MPD revision on May 24, 1995.
10. The applicant's project application was completed on December 11, 1995. Planning Commission work sessions were conducted on the applicant's project on August 30, 1995 and March 27, 1996.
11. Planning Commission public hearings on the proposed bank with drive-through facilities, visitor's center, and MPD revision were properly noticed and were held on March 27, 1996 and June 12, 1996.
12. The applicant timely filed an appeal of the Planning Commission's denial.
13. By agreement of the applicant, Council timely heard oral argument on this appeal on August 15, 1996.
14. The applicant's statement of appeal focused primarily on the merits of a revised site plan that, by applicant's request, did not receive Planning Commission review, was not properly before the City Council, and therefore was not a focus of Council consideration on appeal.
15. Assistant City Attorney Mark Harrington provided convincing evidence, based on his personal experience that any difference in language on plat note 8 of the Snow Creek

¹ As of August 15, 1996, the date of the Council's oral decision.

Crossing plat with plat note 1 relating to other open space parcels within the MPD was an accommodation to the applicant's desire to seek discretionary approval of this plan and did not, and was not intended to, suggest that the Planning Commission did not consider Parcel D as valuable, undisturbed open space.

16. The proposed plan is too much program for the site. It will create adverse impacts on the surrounding area as a result of the loss of currently platted "non-buildable" open space, loss of significant, irreplaceable, vegetative buffers for screening the Snow Creek Crossing shopping center from the highway, will create potentially hazardous traffic circulation, and development within the Frontage Protection Zone.

CONCLUSIONS OF LAW

1. The proposed bank with drive-through facilities, visitor's center, and MPD revision does not comply with the Land Management Code, Section 10.9: Master Planned Developments-General Criteria For Review.
2. The proposed bank with drive-through facilities, visitor's center, and MPD revision does not comply with all requirements of the *Land Management Code Section 7.6.4. Section 7.6.4: Residential Development-Medium Density (RDM)- Building Height*, permits a maximum building height of 33 feet above natural grade for structures with pitched roofs. The proposed building height of 42 feet does not comply with Section 7.6.4: (RDM Zone) Building Height.
3. The proposed bank with drive-through facilities, visitor's center, and MPD revision does not comply with all requirements of the *Land Management Code, Section 8.8(a) : Frontage Protection, Limited Access To Highways*. Land Management Code Section 8.8(a) requires developers, "to the extent possible, to minimize access points and driveways to highways". It further provides that, "access shall be from existing City streets that join with the highway rather than direct highway access". The proposed plan fails to minimize access points to driveways and does not provide for primary access from Snow Creek Drive.
4. The proposed bank with drive-through facilities, visitor's center, and MPD revision does not comply with all requirements of the *Land Management Code Section 8.8(c): Frontage Protection, Limited Access To Highways*. Land Management Code Section 8.8(c) specifies that no structures be erected within the Frontage Protection Zone within 30 feet of the nearest highway right-of-way in order to preserve view corridors, buffer

areas, and allow for possible future improvements of the highway. Much of the proposed plan is within the Frontage Protection Zone.

5. The proposed bank with drive-through facilities, visitor's center, and MPD revision does not comply with the requirements of the *Land Management Code 13.1: Off-Street Parking*. Section 13.1: Off-Street Parking specifies that required parking must be provided on the same lot as the main building. Much of the proposed parking lies off-site, within UDOT right of way. The Planning Commission did not err in considering UDOT right of way as "off-site" because the applicant failed to present the Commission with any evidence of ownership. The applicant's newly-proposed lease is insufficient evidence of ownership to constitute "on-site" parking because the area in question can revert to UDOT at any time, upon 60 days' notice.
6. The Planning Commission's conclusion that the project plan is not compatible with surrounding structures in use, scale, mass, and circulation was not challenged nor controverted in any way.
7. The use is inconsistent with the Comprehensive Plan because it fails to comply with the Land Management Code provisions which establish the Frontage Protection Zone.
8. All adverse impacts have not been mitigated through careful planning.
9. The Planning Commission correctly denied the proposed amendments to the Snow Creek MPD.

FINAL ORDER

It is hereby ordered that the Planning Commission's denial of Applicant's proposal is hereby affirmed. This final decision of Park City Municipal Corporation takes effect immediately.

Dated this 18th day of September, 1996.

PARK CITY MUNICIPAL CORPORATION

BRADLEY A. OLCH, MAYOR