PARK CITY COUNCIL MEETING
SUMMIT COUNTY, UTAH,
June 12, 2014

PUBLIC NOTICE IS HEREBY GIVEN that the City Council of Park City, Utah will hold its regularly scheduled meeting at the Marsac Municipal Building, City Council Chambers, 445 Marsac Avenue, Park City, Utah for the purposes and at the times as described below on Thursday, June 12, 2014.

Closed Session
1:30pm Property, Personnel and Litigation

Study Session
3:00pm Bonanza Park Public Infrastructure Funding
4:00pm Wildfire Awareness Discussion
4:45pm Break

Work Session
4:50pm Council Questions and Comments and Manager's Report
5:00pm Budget Discussions- Finalize Outstanding Budget Issues
5:50pm Break

Regular Meeting
6:00 pm

I. ROLL CALL

II. COMMUNICATIONS AND DISCLOSURES FROM COUNCIL AND STAFF

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

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

1. Consideration of a Construction Contract in the Amount of $ 861,303.00 with Lyndon Jones Construction, Inc. for the Royal Street Retaining Wall Project

V. CONSIDERATION OF MINUTES FROM MAY 29, 2014 CITY COUNCIL MEETING

VI. CONSIDERATION OF APPOINTMENTS TO THE LIBRARY BOARD

Consideration of the following appointments to the Park City Library Board: John Fry, Margie Schloesser and Chris Cherniak for a three-year term, Abby McNulty for a two-year term and the reappointment of Suzette Robarge for a one-year term all beginning July 2014. PG 83

VII. NEW BUSINESS

1. Consideration of a Road Respect Resolution PG 87

2. Consideration of a Resolution Celebrating the 50th Anniversary of the Park City Golf Course PG 88

3. Consideration of an Ordinance adopting the Revised Budget for Fiscal Year 2013-2014 and the Proposed Budget for Fiscal Year 2014-2015 for Park City Municipal Corporation and its related agencies PG 51
   - (a) Public hearing
   - (b) Action

4. Professional Services Agreement for Transit Expansion Study to Western Summit County and Wasatch County. 91

PARK CITY COUNCIL REDEVELOPMENT AGENCY
SUMMIT COUNTY, UTAH
June 12, 2014

I. ROLL CALL

II. CONSIDERATION OF MINUTES FROM JUNE 5, 2014 RDA MEETING

III. NEW BUSINESS

1. Consideration of an Ordinance adopting the Revised Budget for Fiscal Year 2013-2014 and the Proposed Budget for Fiscal Year 2014-2015 for Park City Redevelopment Agency PG 65
   - (a) Public hearing
   - (b) Action

IV. ADJOURNMENT INTO MUNICIPAL BUILDING AUTHORITY MEETING

PARK CITY MUNICIPAL BUILDING AUTHORITY AGENCY
SUMMIT COUNTY, UTAH
June 12, 2014

I. ROLL CALL

II. NEW BUSINESS

1. Consideration of an Ordinance adopting the Revised Budget for Fiscal Year 2013-2014 and the Proposed Budget for Fiscal Year 2014-2015 for Park City Municipal Building Authority PG 67
   - (a) Public hearing
   - (b) Action

III. ADJOURNMENT

A majority of City Council members may meet socially after the meeting. If so, the location will be announced by the Mayor. City business will not be conducted. Pursuant to the Americans with Disabilities Act, individuals needing special accommodations during the meeting should notify the City Recorder at 435-615-5007 at least 24 hours prior to the meeting. Wireless internet service is available in the Marsac Building on Wednesdays and Thursdays from 4 p.m. to 9 p.m. Posted: 06/09/2014 See: www.parkcity.org

City Council Study Session

Subject: Bonanza Park – Paying for Transportation Infrastructure
Author: Thomas Eddington, Planning Director
Date: June 12, 2014
Type of Item: Study Session

Background

The planning for Bonanza Park began in the summer of 2010 when the Planning Department prepared an initial concept plan for the area and outlined the benefits of form-based code as a methodology to achieve the community goals for this 99-acre district. The 2009 Community Visioning had been completed and served as the background for the initial concepts outlined for this district. From the Community Visioning we heard loudly and clearly what Parkites thought; the following are a few of those quotes that seem particularly applicable to Bonanza Park:

What would make you leave?

- *"When the gaps between the 'haves' and the 'have-nots' gets too big to be comfortable"*
- *"I already had to leave. After 37 years, I couldn't afford it anymore. Now I commute"*
- *"If we become too snooty and exclusive or opulent and ostentatious. Like Aspen or Vail"*
- *"If we lose our heart & soul…or our dorkiness…if we stop feeling like a community"*
- *"If we don't put our money where our mouth is-if we don't stand up for what we believe in"*
- *"When I can no longer afford to live here – it will be sad, but then I'd have to leave"*

When were you proud of Park City?

- *"When we make the tough calls and sacrifices required to preserve Park City's natural beauty and open space"*

When have you been disappointed in Park City?

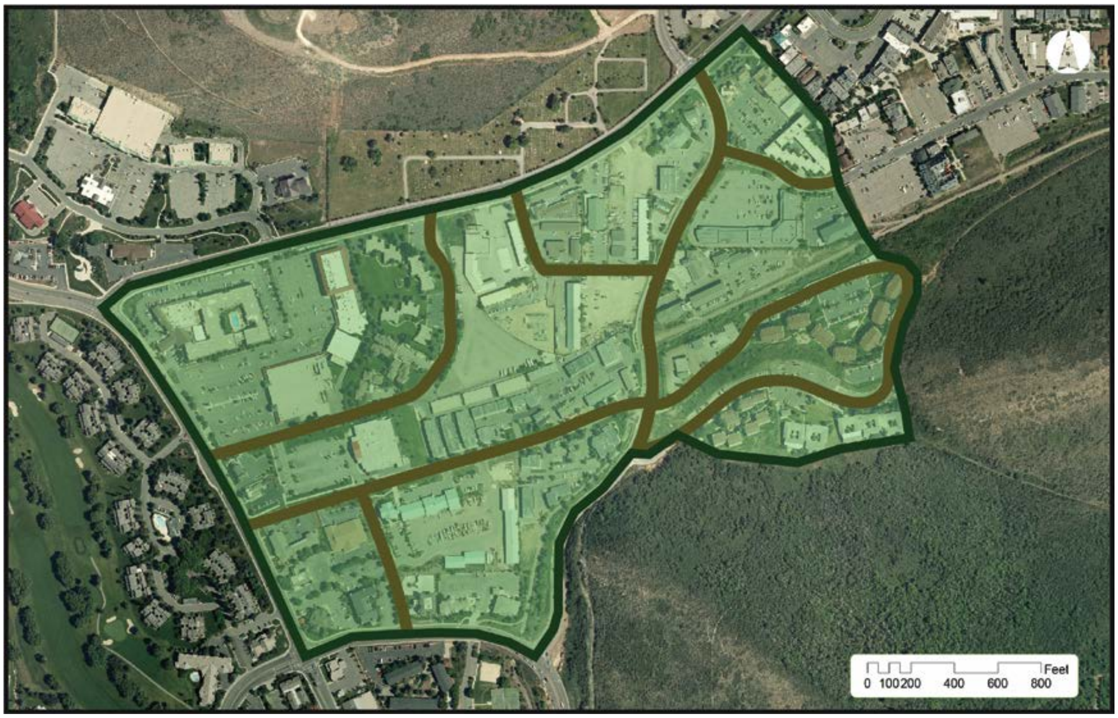
- *"We say we're diverse. But we're not"*
- *We're only green until it's inconvenient – until it hits the pocketbook"*

What do you hope Park City will be like in 20 years?

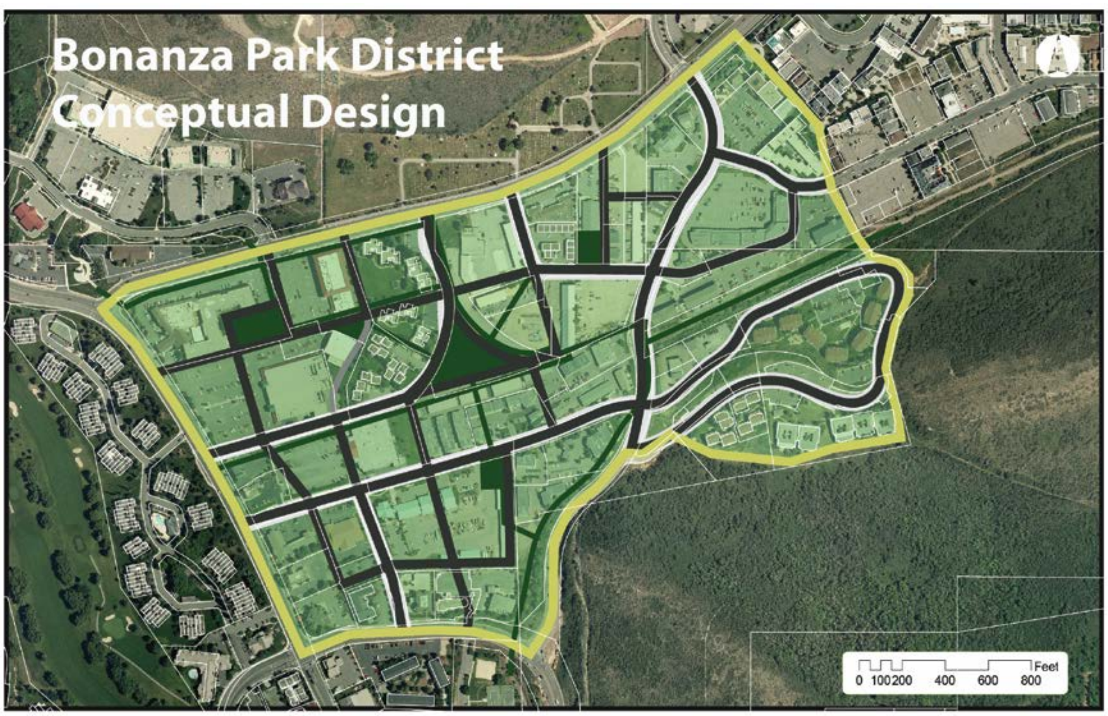
- *"I hope many different people can afford to live and work in Park City. I hope we are diverse – it's a big part of what makes us different from other towns – like Vail or Aspen"*
- *"I hope my kids can afford to stay here and be a part of this community"*
- *"I hope the City and Chamber will continue to keep front and center the balance between being a resort town and what the residents need and want"*
- *"I hope that we continue to set an example for what's possible – that we're sustainable, innovative, a strong and diverse community"*
- *"I hope Park City is one of the ten best cities to live in, the ten greenest cities, and the ten most sustainable cities"*

Based upon this input, and many others, the first draft of the Bonanza Park Area Plan was completed in January 2012. That document recommended the use of form-based code, additional incentivized density in the form of height – up to a partial 4th and partial 5th story, public- private partnerships, an inclusive community that accommodated affordable-, middle-, and upper-income opportunities…all built around a transportation grid that incorporated complete streets for vehicles, cyclists, and pedestrians.

The existing transportation network:



The proposed transportation network (with parcel lines and white underlay noting existing streets):



Analysis

Park City's current approach to zoning is based upon Euclidean Zoning (or use-based zoning) that was the result of a Supreme Court decision in 1926 where the court ruled in favor of the Village of Euclid, Ohio vs.

Ambler Realty Company and noted that Euclid had the right to create a zoning map that segregated land uses as a way to shape the development of that city. While this may be considered an outdated way of planning based upon current planning theory, it has served as a link to the present time where more advanced zoning opportunities exist in the form of performance zoning, incentivized zoning, form-based code, etc.

But even before the implementation of a zoning ordinance, the real opportunity for a City to create its form, its structure, its connectivity pattern is via its proposed transportation framework. Park City's initial transportation network was created when the City was historically surveyed and platted in a grid network in what is now Old Town. That initial decision created the framework, the skeleton, for the neighborhood that Old Town has become. Had that initial decision been different, curvilinear roads moving through the mountains (e.g. more suburban, topographical, or car-oriented), the function and ambiance of the neighborhood would be very different.

From a pure transportation and redevelopment planning perspective, a general rule of thumb indicates that approximately 20%-30% of a community's built-out land area is committed to streets and sidewalks; typically, the higher the number, the more connected or easily accessible the community. These streets and sidewalks are the public domain – they are the openings in the built fabric that allow users to move within and through the community. These streets allow for the freedom of movement given that these areas would be designated public rights-of-way.

The lack of connectivity in Bonanza Park is easily illustrated by noting that only 18% of the District is dedicated to internal street and sidewalk network. The proposed plan on the other hand recommends a grid pattern that dedicates approximately 28% to the public realm in the form of streets and sidewalks.

In addition to providing accessibility for vehicles, bikes, and pedestrians, these streets also provide view sheds "through" the district as well as providing functional space for people to share as they move through the District. Plazas, pocket parks, outdoor dining, and forecourts located adjacent to these sidewalks are intended to create a human eddy where people may gather and socialize. Streets and sidewalks serve as vastly improved "open space" specifically when compared to code-required setbacks for buildings on private property where "space devoid of a building" exists, but not necessarily a usable space or even a space that the public is invited into.

Infrastructure as the Framework for Neighborhood Creation in Park City

Park City has previously utilized infrastructure projects as a basis for managing growth and the pressures associated with such. The China Bridge Parking Garage (Phase I) was completed about 1985 at a cost of ±2mn to the City – this structure contained 343 spaces. Phase II was completed in 2006 at a cost of $6.5mn and added 282 spaces; the bond to support this debt is being paid out of the Main Street Redevelopment Area. The City's ongoing Main Street sidewalk and infrastructure improvements, at a cost of ±$15mn, are being paid primarily from the Resort City Sales Tax funds.

These projects are examples of projects that the public sector is best suited to address. The parking issue on Main Street would be severely compromised without the China Bridge structure which can hold 625 cars. The construction of the garage by the City is a clear sign that the City recognized the need for additional parking within this District and wanted to ensure control of the issue for future generations. The infrastructure improvements along Main Street (e.g. sidewalks and plazas) have been a collaborative process between the City and the Historic Park City Alliance business association to redo aging infrastructure in a manner that is in accordance with the desires of the business owners, the necessary safety requirements of Public Works and Engineering, and the requirements of the City's Historic District Design Guidelines. These infrastructure improvements have established both long term land use commitments in the form of a new garage structure as well as a demonstrated the City's commitment to maintaining the historic integrity of the Main Street district through thoughtful design.

Right-of-Way and Utility Infrastructure Specific to Bonanza Park

There were two scenarios developed within the 2011 Traffic and Transportation Master Plan that related to Bonanza Park. Both of the scenarios noted that Bonanza Park could be a likely location for a transportation hub in the future. In addition, both scenarios noted the need to monitor SR224 and Bonanza Drive/SR248 as out-load valves for skier traffic from Deer Valley and Park City Mountain Resort. The current plan has taken aspects of each of these two concepts into account understanding that the existing out-load for skier traffic will continue to move around the Bonanza Park district.

In 2012, Park City hired InterPlan and Parsons Brinckerhoff (Exhibit A) to complete an analysis of the proposed Area Plan for Bonanza Park to illustrate how the proposed traffic grid would function given the increased development envisioned for the District. In addition, the consultants were asked to prepare an estimate for the construction of the newly proposed rights-of-way. In summary, the consultants noted that the use of form based code, in conjunction with the connected street network, provided for a slight reduction in vehicle trip generation when compared to allowing the District to build out under current General Commercial (GC) zoning standards. This analysis assumed the worst-case scenario, or complete build out of Bonanza Park – a scenario not likely to be realized within a 50 year period. It also assumed 5.2 million SF build out using the GC zoning standards vs. 6 million SF using the form based code build out. The study noted the real opportunities for a walkable/bikable/transit neighborhood were gained as a result of the proposed street grid.

The consultants estimated the cost of the new rights-of-way (and repair to existing ROW) would be approximately $8.5mn (this included $400,000 for the separated bike/ped paths). Staff would recommend looking at the cost for Bonanza Park infrastructure improvements in terms of a range given the recent 15% - 20% increases for construction costs and unknown geotechnical/engineering challenges – $8.5mn - $12mn. This estimate does not include property acquisition but rather assumes the property owners would contribute the land for such infrastructure improvements.

The summary of the consultants' report is below:

> ***Summary of Results***
>
> *A central question of the traffic analysis of the Form Based Code is whether the transportation system network "works." In a typical traffic analysis prepared for UDOT, new development traffic is analyzed and the roadway system is proposed to be sized so that traffic flow is not impeded by the new development. In Bonanza Park, the roadway system is being planned concurrent with planning for re-development and establishing the form based code, which will permit this re-development. The ultimate success of the roadway system is based on its ability to complement Park City's goals for the development of a balanced transportation system that fosters active transportation and transit use and views the private automobile as one of many modes, but not the dominant mode of travel.*
>
> *The success of the Park City transportation system cannot be defined solely by a static "level of service" or a predefined level of infrastructure. An active balance must exist between single occupancy vehicle use, mass transit, walking and bicycling. As shown in the Trip Generation section of this analysis, the use of form based code as a land development regulating tool will foster the land uses and types of development that will result in greater internal walk trips, more transit trips, and lower automobile trips as compared to the entitled land uses under a conventional zoning code. However, given the potential magnitude of 4 to 5 million square feet of development in Bonanza Park, it is difficult and perhaps not desirable to define a transportation system that works in the long term without an understanding of how it might work under economically constrained phases.*
>
> *In addition to the form based code, Park City should recognize four types of incentives or controls that the City can influence to ensure that the transportation system continually strikes the proper balance. These incentives and controls have been defined in other parts of this analysis but are*

summarized in this section to clearly define what the City can do to ensure that the transportation system works. The following briefly describes each policy control/incentive that Park City must actively initiate to ensure the success of the transportation system.

1. Access Management on Boundary Roads to Bonanza Park
In many ways, the goals of UDOT to promote unimpeded travel on Kearns Boulevard (SR-248) and Park Avenue (SR-224) differ from those of Park City to allow for some traffic congestion as a lever to promote transit and active transportation. However, limiting driveways for developments fronting these boundary roads will not only improve traffic flow, but it will foster the types of development that can be successful with walk and motor vehicle access from all sides as opposed to only motor vehicle access to and from the outside. This will require the countervailing joint efforts of property owners and the City to develop internal cross-access and other means to complement external limitations of access. The access management section is described in section 4 of this analysis.

2. Internal Street Connectivity
The street layout plan, as discussed in section 5, provides an internal skeleton of walkable streets that have also been designed to allow for safe and efficient traffic flow. Numerous studies have shown that the propensity to walk as a travel mode increases as the density of internal streets and intersections increases. The development plan for Bonanza Park has added internal streets to ensure that back access is promoted. This secondary access is vital to allowing for shared use parking and reducing the access burden on the boundary roadways. It may be desirable for Park City Municipal Corporation to construct internal streets in advance of development to ensure that shared use parking is achieved and walk access is promoted.

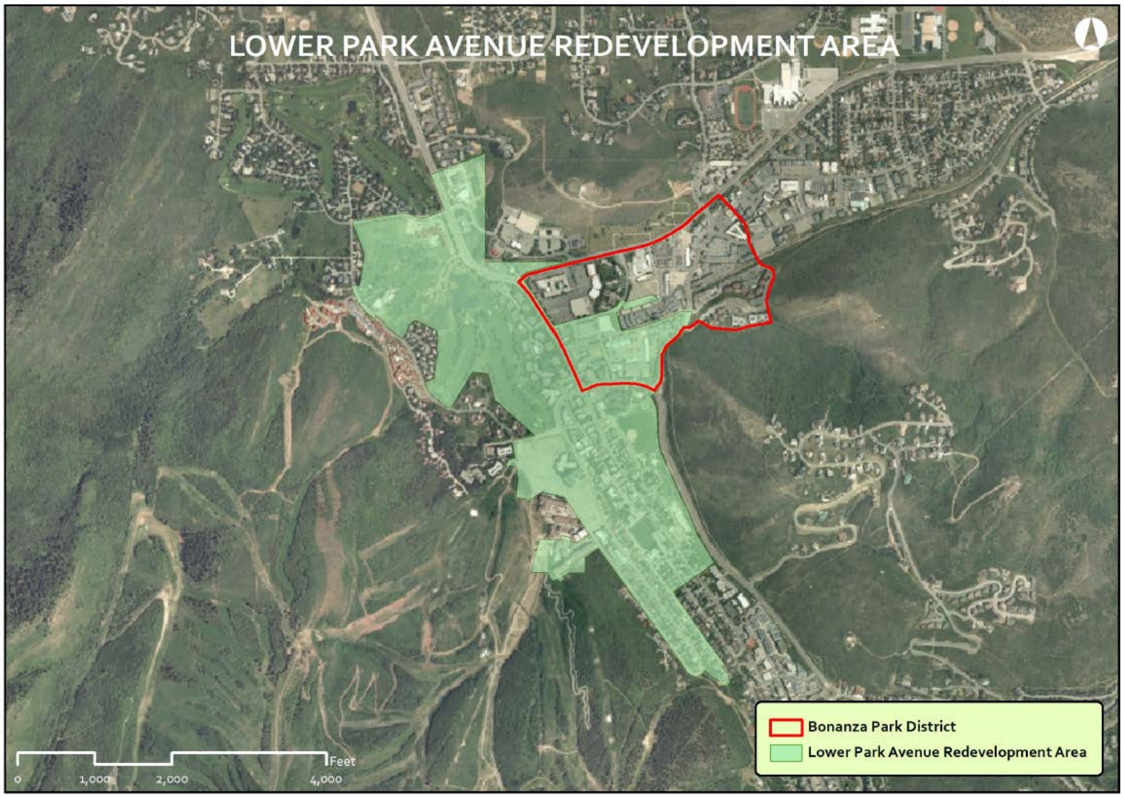
3. Parking Management
Bonanza Park will never reach its development potential if parking for each land use is required on-site. The form based code begins to entitle land uses that can attract walk based travel by design. Walking from one use to the next will require that parking must be shared across multiple land uses so that residents and employees of the area park once and walk (or bike) to multiple trip destinations. Shared use parking must be promoted to initiate development that will result in a 24/7 pedestrian environment in Bonanza Park and in ensuring that Bonanza Park reaches its overall goal of becoming a mixed-use area where residents and employees share in a sense of community. There are multiple strategies that can be employed including shared parking, centralized parking and parking maximums rather than minimums.

4. Internal and External Transit Systems
Section 3 begins to define the concept and the end goal for a mass transit system in Bonanza Park. This analysis is not meant to define a direction or priority of transit expansion to and from (and within) Bonanza Park but is meant to offer transit as a potential policy incentive that Park City can offer to affect the balance of transportation.

Together, these four policy levers should be implemented by Park City to achieve a successful transportation system in concert with the overall form based code in order for the internal street/pedestrian/future transit network to accommodate the level of density proposed under the form-based code initiative.

Budgeting for the Proposed Right-of-Way Infrastructure

The intent of this study session is to determine Council’s commitment to fund the infrastructure that will shape the future of Bonanza Park; however the potential funding opportunities should be acknowledged. One of the potential funding sources is the Lower Park Avenue Redevelopment Area (LPRDA). There is significant bonding capacity based on the property tax increment currently generated within this RDA. The challenge with the LPRDA is that it does not include the entire Bonanza Park district; however rights-of-way that connect areas outside of the RDA to areas within the RDA could likely be financed. In addition, affordable/middle income housing projects could be initiated by the City outside of the RDA.



The City allocated $1.5 mn in FY 2013 towards the Bonanza Park Area and the potential Rocky Mountain Power substation mitigation issue. The amount allocated was reduced to $1.3 million in the adopted FY 2015 Capital Improvement Plan. City Council could designate these funds for infrastructure in the Bonanza Park Area.

In FY 2013, the City secured an additional funding source with the Additional Resort Communities Sales and Use Tax (ARST). The ARST will generate approximately $3.2 million in FY 2014. The full amount of the anticipated revenue was designated to be received in the City's Capital Improvement Fund. The ARST funds are ongoing; however, the funds have been allocated by Council in cash and debt payments over the next 15 years towards Open space acquisitions, Old Town Street Improvements (OTIS), Storm Water Improvements and the Main Street and Downtown Projects. In FY2014 City Council allocated ARST funds towards the Deer Valley Drive phase II project. The majority of the ARST funds have been allocated for the next 15 years; Council could potentially reallocate a portion of these funds towards infrastructure in Bonanza Park. This funding would likely be in the form of sales revenue bonds.

While it is anticipated that Phase I of the Bonanza Park district could begin as early as 2015, the plan for this area anticipates a 50 year build out.

Other funding options such as a Community Development Area (CDA) or Special Assessment Area may potentially exist as a funding source for specific infrastructure need within the Bonanza Park area. These funding instruments are typically project specific and require the buy in (or vote) of property owners or partnering taxing entities.

Discussion Points

Based upon the June 13th Joint Council/Planning Commission session and this study session today, staff requests discussion on the following points:

- Does Council support staff's recommendation to fund the infrastructure (rights-of-way and utility) costs for the street grid in Bonanza Park? Does Council support paying for 100% of these costs?

Or does Council wish to pursue a public – private partnership at a lower percent public contribution for the road/utility infrastructure costs?

- Is Council prepared to begin Phase I construction as early as Spring 2015?
- Does Council have a preferred funding source they would like staff to begin exploring and then return for a follow-up session to discuss in more detail?

Department Review

This study session report was reviewed by the Public Works, Budget, Sustainability, Legal, Engineering, and Executive Departments.

Next Steps

The next steps include:

- Completion of the revised concept plan as the template for the form based code
- Amend the draft Area Plan
- Finalize the form based code character zones and regulating plan
- Finalize the Bonanza Park Area Plan
- Prepare to finance Phase I infrastructure improvements as early as Spring 2015

Staff will coordinate the next joint City Council/Planning Commission meeting in August or September to review the proposed methodologies to address affordable housing and open space/view corridors for the BOPA district and demonstrate the impact this could have on the heights of buildings.

Exhibits

Exhibit A – InterPlan/Parsons Brinckerhoff Transportation Analysis (October 2012)
Exhibit B – 2011 Traffic and Transportation Plan (applicable excerpts for BOPA)

Technical Memorandum
Traffic Analysis for Bonanza Park Form Based Code
Prepared by PB and InterPlan for Gateway Planning Group
October 2012

Introduction

This memorandum is provided as a supplement to the form based code language and material developed for Park City Municipal Corporation (PCMC). It is intended to explain and summarize the traffic analysis work done in concert with the form based code research and development of Gateway Planning. This traffic analysis memo incorporates the work of both InterPlan and Parsons Brinkerhoff to provide a transportation framework for the successful implementation of the Bonanza Park Form-Based Code Initiative.

I. Trip Generation Analysis

One of the overall goals of this traffic memorandum is to provide information related to changes in travel behavior and trip generation based on the use of form based code in the Bonanza Park development. InterPlan performed trip generation analysis based on land uses supplied by PCMC staff for existing conditions, build-out under the existing zoning, and build-out under form based code. Various assumptions were made by Park City staff in defining the build-out land uses that are not documented in this analysis. It is important to note that the total number of square feet under build-out conditions (under existing zoning without form based code) is approximately 5.2 million SF and under form based code is approximately 6 million SF.

A. Trip Generation

Table 1 shows trip generation, combined for all land uses, for existing, build out of existing zoning, and form based code. The number of trips (“Raw Vehicle Trips”) are calculated based on industry-standard ITE trip generation rates. It is important to remember that there are different numbers of total developed square feet as discussed above (5.2 million for build out, 6 million for form based code).

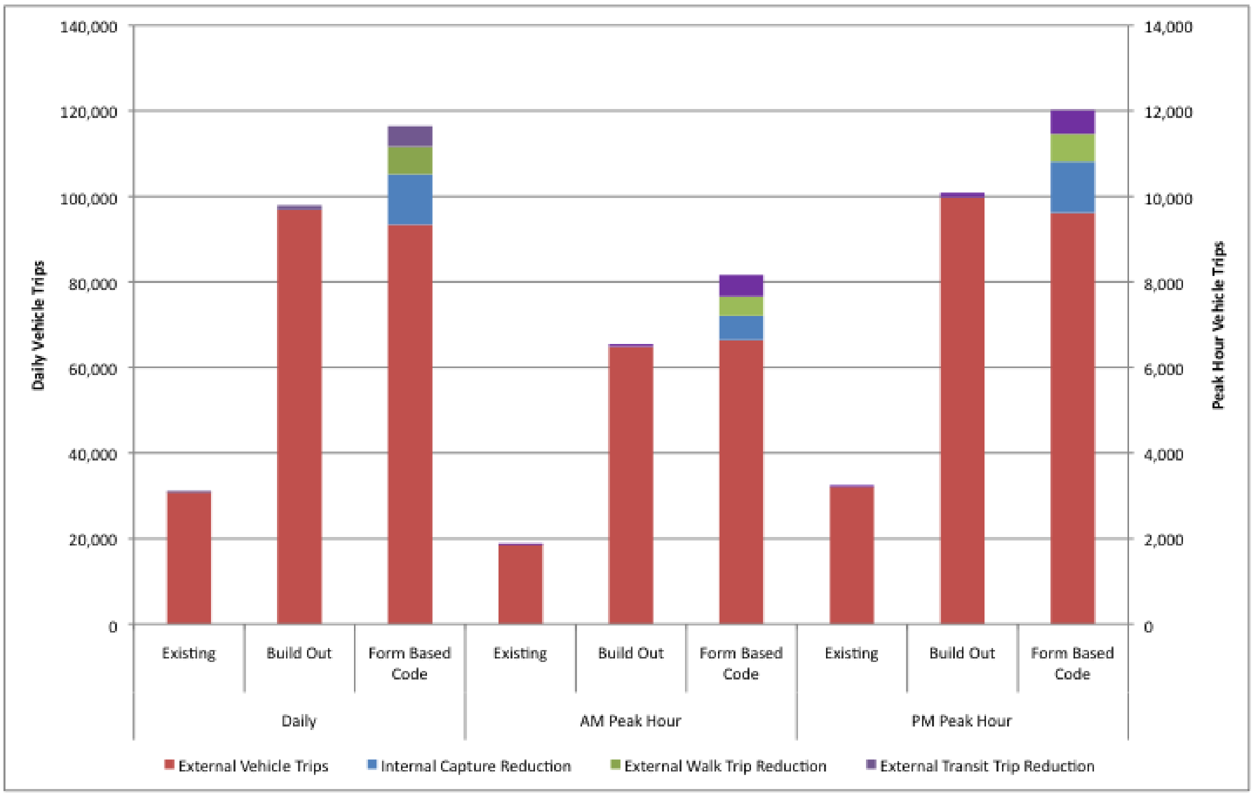
B. Vehicle Trip Reductions

These total vehicle trips are then reduced based on factors such as those that take transit to the area, those that bike or walk to the area, those that drive into the development but park once and do not make additional car trips within the development (internal capture). The reductions shown in Table 1 are all based on the Environmental Protection Agency’s Mixed-use Trip Generation Model which accounts for different types of development based on density of land uses and the number of road intersections, among others. Form based code typically allows for more density and more intersections, which in turn results in more vehicle trip reductions for active transportation, transit, etc.

Table 1: Vehicle Trip Estimates

	Daily			AM Peak Hour			PM Peak Hour		
	Existing	Build Out	Form Based Code	Existing	Build Out	Form Based Code	Existing	Build Out	Form Based Code
Raw Vehicle Trips	30,857	96,875	116,433	1,872	6,490	8,167	3,213	9,980	12,016
External Vehicle Trips	30,559	95,880	93,391	1,857	6,429	6,643	3,182	9,875	9,614
Internal Capture	0	0	11,761	0	0	566	0	0	1,196
External Walk/Bike	0	0	6,481	0	0	450	0	0	649
External Transit	298	995	4,800	15	61	508	31	105	557

Source: ITE Trip Generation Manual, 8th Editition. EPA MIXED USE TRIP GENERATION MODEL v 4.0
Actual trips may vary based on the specific land use mix of the area.



C. Future Development Traffic Approval

To the extent possible, the methodology used in this trip generation analysis lays the foundation for future traffic analyses generated by individual developments as part of a future development approval process. However, without specific details of the final land uses, it is impossible to quantify the overall traffic circulation demand for the development. Park City should consider requiring that traffic studies be required as future development is proposed even with this traffic analysis.

A corridor agreement with UDOT on SR-248 (Kearns Boulevard) indicates that a future traffic signal will be located at Homestake Road. This will be the primary access to the Bonanza Park area for traffic on Kearns Boulevard.

An ongoing corridor study for SR-224 (Park Ave) suggests that there will be a future signal at the Homestake Road intersection and that Lame Dog will be realigned to make this a full, four-legged intersection (see graphic on page 7).

2. Phasing

The phasing of improvements, and more specifically, the order in which streets are built, will depend largely on individual properties and the timing of their development. City staff provided general information related to the possible sequencing of redevelopment over the next few years. It should be stressed that this information is speculation and relevant for only the next 10 years, approximately.

A. Possible Order of Development

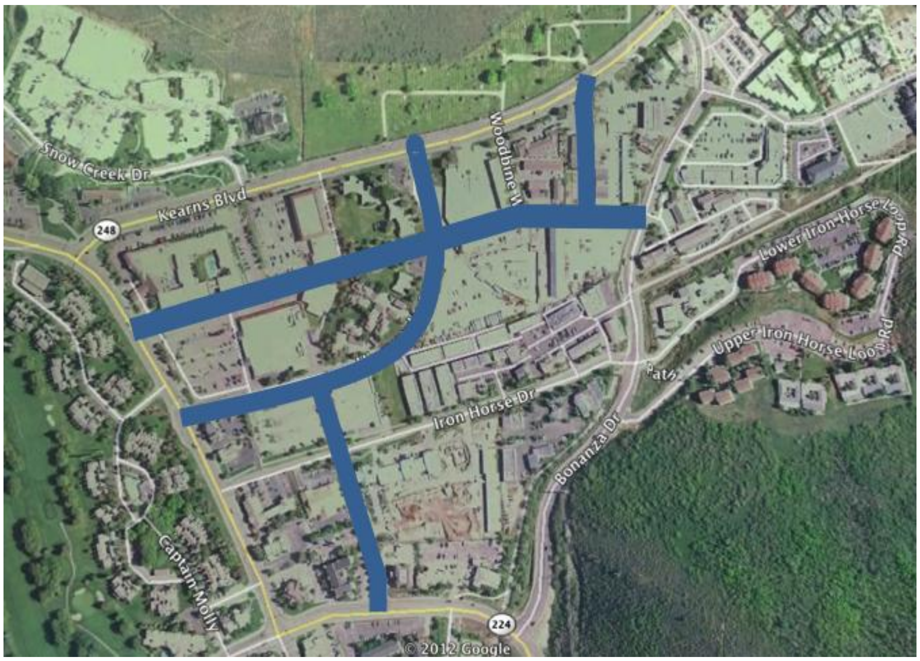
The City believes that redevelopment along Kearns Boulevard (SR-248) is likely to occur first, possibly starting with properties between Homestake Road and Bonanza Drive then occurring further to the west between Homestake Road and the Park Avenue intersection.

B. Key Transportation Routes

The key part of the Bonanza Park's traffic network will be connections to the surrounding network which will provide primary access to the area. These include Kearns Boulevard, Park Avenue, and Bonanza Drive. To minimize traffic impacts on Park City's street system, connectivity through the development will be extremely important. Given speculation that redevelopment will likely occur first at locations along Kearns Boulevard, an east-west connection between Park Avenue and Bonanza Drive will be important in offering an alternative route within the development.

As redevelopment continues, providing additional connections that link perimeters both north/south and east/west will be important. The current configuration (illustrated below) is not conducive to moving traffic through the area under the current General Commercial build-out scenario. The existing lack of a street network concentrates ingress and egress at only a few locations generating traffic congestion and minimizing alternative travel routes.

It may be desirable for Park City to build the proposed street network (grid pattern) connections in advance of redevelopment, on a case by case basis, in order to achieve the transportation benefits of increased walk trips and reduced auto trips from the form based code as well as implement other policies (via the new code) such as shared use parking. A map of priority connections is shown here. This network is based on providing access to property likely to develop first (along Kearns Boulevard) and providing two (2) access points on each of the state routes and one to Deer Valley Drive to the south and Bonanza Drive to the east.



3. Transit Center

The concept for the Bonanza Park redevelopment is one of multiple uses connected by a network of walkable streets and trails and of high use of multi-modal transportation, including bicycles and public transit. PCMC sees the Bonanza Park area offering transit service similar to that of the existing service at Park City Mountain Resort and/or the Main Street Transit Center where several routes serve the destination and trip transfers are easily accommodated. As development begins to redefine the Bonanza Park area, the opportunity to locate a transit center within the district should be explored. Even at 50 percent of estimated build-out of millions of square feet with form based code, there will be 2 to 3 million square feet of development – creating demand for increased public transit to be located within the district. Accordingly, conceptualizing now a properly designed and expandable transit center should be undertaken. It should be noted that this strategy implicates potential future investment needs associated with such a facility.

A. Transit Market

The Bonanza Park redevelopment offers a rich market for transit ridership, offering shopping, restaurant, and residential land uses. Providing transit connections to employment and recreational bases such as PCMR and Deer Valley furthers the desire to minimize the number of vehicle trips typically associated with this kind of development.

B. Aerial Transit (Gondola) Service

Discussion of a gondola or other aerial transit service connecting major trip generators in Park City such as PCMR, Deer Valley, and Downtown have been going on for several years. While the traffic analysis of this study did not specifically incorporate a gondola or similar types of aerial mass transit, there are several factors that should be considered in future PCMC deliberations on this issue.

There are many proponents of gondolas and other types of cable transit service and they are being used successfully as public transit facilities in other parts of the world, although examples in the United States are few. Breckenridge, Colorado built a gondola in 2007 called the BreckConnect that has been cited as reducing traffic volumes on specific roads in the town of Breckenridge. The base station for this facility is located adjacent to the town's main transit center as well as two large surface parking lots. The base facility, not including parking, encompasses just over 1 acre of land.

The Sandia Peak Tramway in Albuquerque, New Mexico was built in 1968 and provides access to both winter and summer recreation. The base area for this tram, including parking, is about 4.25 acres and also includes shared development with restaurants and shopping. As a comparison, the property owned by public works is approximately 5.25 acres, shown in yellow below.

With respect to a gondola connection to Bonanza Park, Park City's concern lies in becoming a parking lot for day skiers at PCMR and/or Deer Valley, depending on the configuration of the facility. Future analysis should examine whether this would be a cost-effective mode of transportation and an overall benefit to the city by easily transporting skiers and other visitors between major destinations such as PCMR and Bonanza Park without contributing to traffic congestion on Park City streets. Any analysis of an aerial transit facility in Bonanza Park should consider strategies for capturing traffic before they reach the Bonanza Park area in addition to considering a distribution of vehicles to parking facilities at Deer Valley and PCMR or considering express bus service opportunities from Bonanza Park to the ski resorts

4. Driveway, Access, and Traffic Signal Spacing

As state highways, both SR-224 (Park Avenue) and SR-248 (Kearns Boulevard) are categorized by UDOT under a spectrum of access management categories. The details of each access management category vary depending on a variety of factors such as if the category of road is intended to provide higher speeds and greater mobility, or commercial access, residential access, etc. The segments of these highways that are adjacent to the Bonanza Park Development both fall under UDOT's access management category 7 (C-R) – Community-Rural Importance. UDOT describes this category as appropriate for highways that accommodate moderate to low speeds, moderate traffic volume, and a balance between through traffic and direct access. "These facilities move both regional and local rural traffic but with emphasis on local movements such as those common on small city Main streets."

A. UDOT Access Spacing Standards

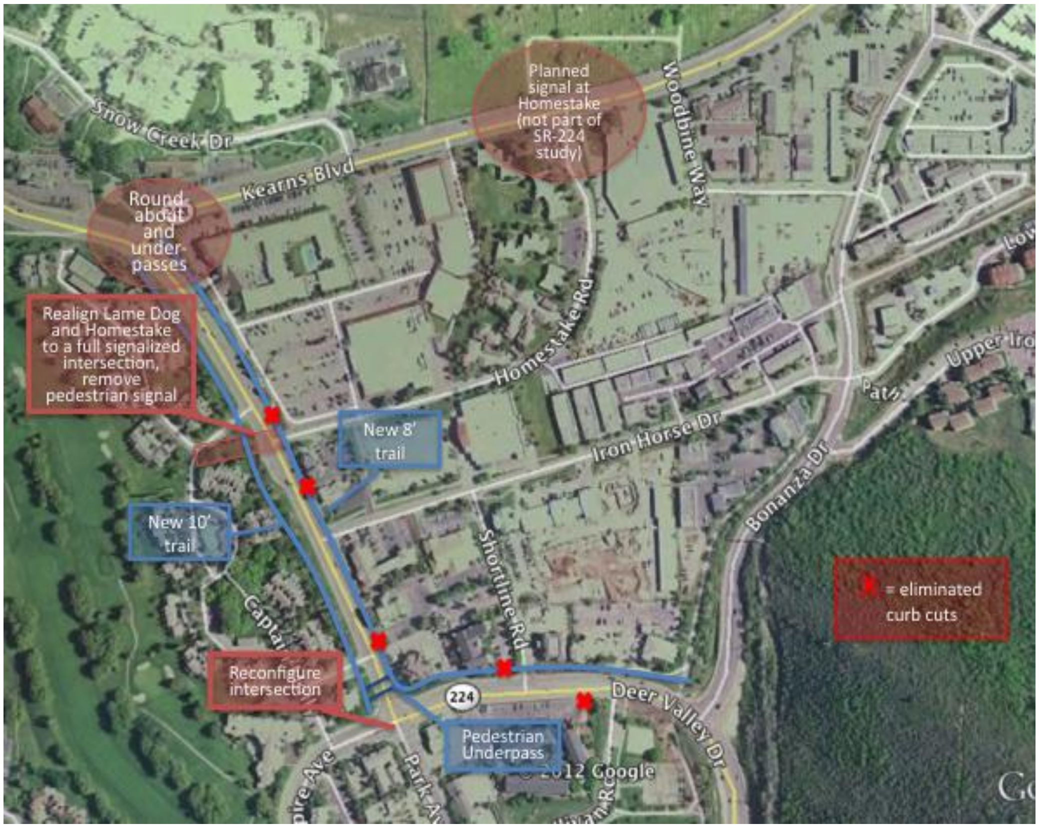
Access spacing standards for Category 7 roads is:

- Minimum signal spacing 1320 feet
- Minimum street spacing 300 feet
- Minimum access spacing 150 feet

Currently, the only signals that do not meet minimum signal spacing standards are the signals at Park Ave/Empire Ave/Deer Valley Drive and at Deer Valley Drive/Bonanza Drive. The distance between these signals is approximately 970 feet. Streets that do not meet the minimum spacing are Shortline Road and Sullivan Road on Deer Valley Drive which are about 280 feet apart and Sullivan Road and Bonanza Drive which are spaced approximately 240 feet apart. There are several accesses on both Park Ave and Kearns Boulevard that do not meet minimum spacing requirements. The SR-224 (Park Ave) corridor study that is currently in progress recommends closing some driveways that will make others in the corridor compliant with the spacing standard. But those proposed closures would not affect the proposed new BoPa street network.

B. SR-224 corridor study

Intersections on the Bonanza Park property with SR-224 will be coordinated with the SR-224 corridor study. The recommended improvements from the SR-224 Corridor Study are shown below. The Bonanza Park Area Plan should be updated to reflect elimination of curb cuts as shown in the SR-224 corridor study. Otherwise, the proposed connections mirror each plan. The 8' wide trail and the roundabout with under passes shown on the SR-224 corridor study should also be added to the Bonanza Park Area Plan.



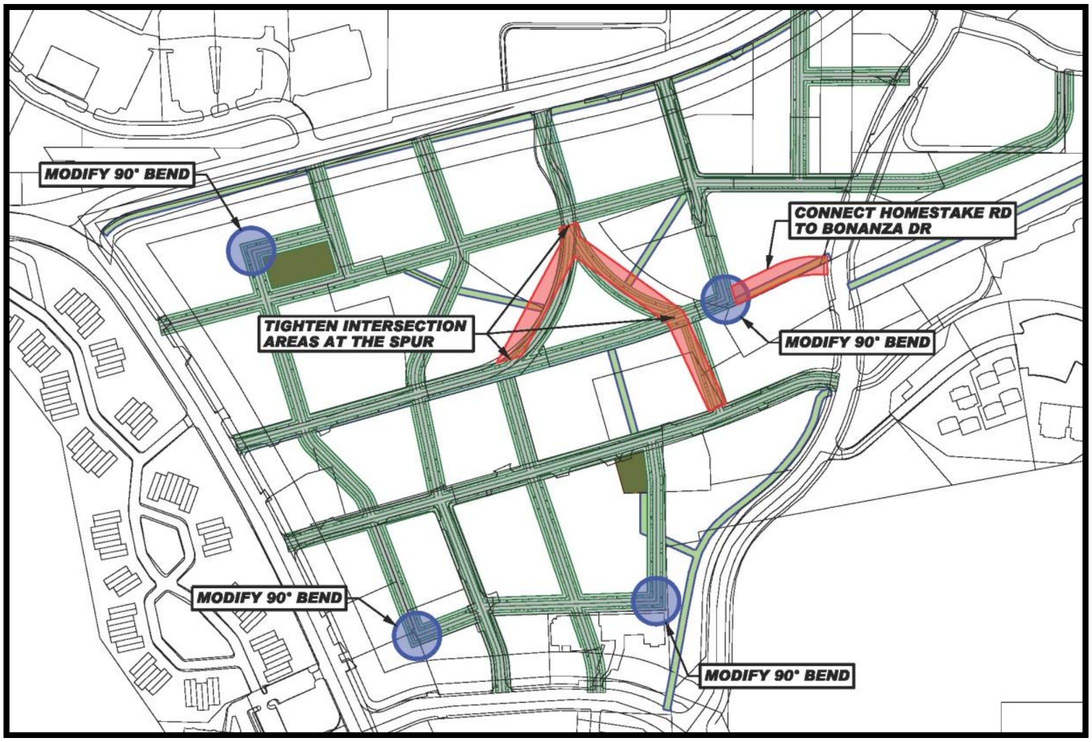
C. UDOT's Access Management Permitting Process

UDOT requires that new developments or modified land uses within existing developments acquire permits to access the state highway system. Both SR-224 and SR-248 are state highways. The Bonanza Park Plan recommending the form based code would require access to these routes via public streets, as noted in the land use and street plans. These public streets generally meet UDOT's access requirements. However, in the case of phased development, it is possible that the placement of public streets may not meet the access separation requirement from an adjacent driveway. Park City Municipal Corporation will work with UDOT to demonstrate that the plan will require phasing and that future phases will eliminate private driveways. Based on the preliminary street network identified by PCMC, there are three (3) locations on state highways that the minimum street spacing of 300 feet is not met. Those locations are shown on the map below. It is worth noting that one (1) of the three (3) locations currently exists as a right-of-way (Shortline Drive), and the other two (2) exist as driveways.

In the case where developments seek a private driveway on the state highway system, landowners must work directly with UDOT and follow Administrative Rule R930-6, *Accommodation of Utilities and the Control and Protection of State Highway Rights of Way.* Private driveways are generally inconsistent with the land use plan developed by Park City but may be granted through permission from UDOT provided the driveways can be shown to represent an improvement in traffic operations and/or safety. In the case of land development fronting Park Avenue (SR-224), access permits must follow UDOT's Access Management standards of Category 7, Community Rural. These standards require 1320 foot traffic signal spacing, 300 foot street spacing, and 150 minor access spacing as described above. On Kearns Boulevard (SR-248), UDOT's access categories are superseded by a corridor agreement between UDOT and Park City and Park City should be contacted directly. It is the goal of Park City to amend the Kearns Boulevard corridor agreement and to create a Park Avenue corridor agreement consistent with the Bonanza Park plan.

5. Street Layout Modifications

The consultant team worked with Park City Staff to refine the street network defined in the January 2012 Draft Bonanza Park Neighborhood Plan. The network was modified to enhance connectivity for vehicles, bicyclists, and pedestrians while considering the constraints of existing infrastructure and parcel boundaries that will influence the phasing for future development and therefore influence the viability of retrofitting the transportation network. The following figure was provided by Park City Staff on August 27, 2012 and represents the internal street network evaluated as part of the traffic analysis for this project. The figure also illustrates some additional modifications recommended to enhance the system effectiveness of this network for vehicles, bicyclists, and pedestrians. These recommended modifications are described below.

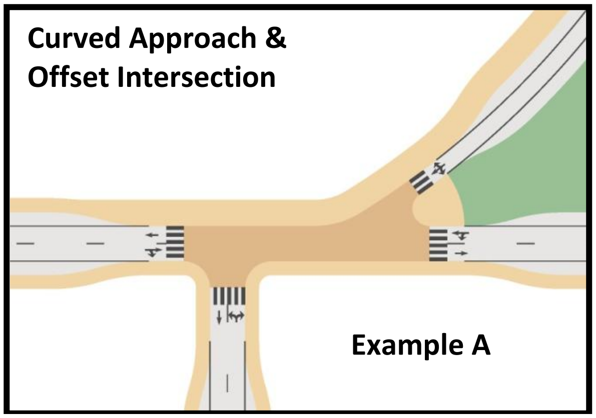


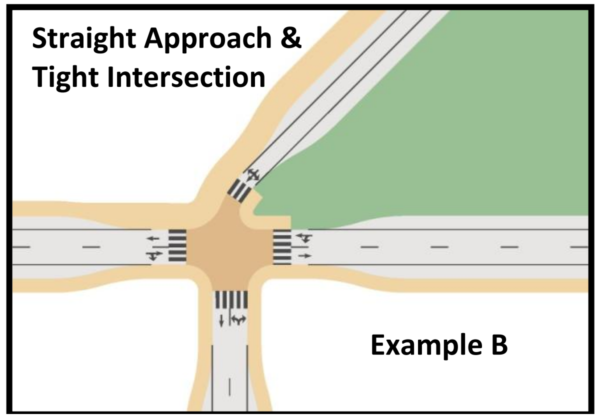
A. Tighten Intersection Areas at the Spur

The traffic operations recommended for the Spur would allow only one-way movements for the north-south (diagonal) streets of the Spur and two-way movements for the east-west street of the Spur (Homestake Road). The curved alignments for the diagonal streets were defined to follow the geometry of the previous railroad line and do not work well for urban intersections. This curved alignment is not good engineering practice because it creates skewed intersection angles that increase the intersection footprint and make it difficult for drivers to turn and see vehicles and pedestrians. The larger footprint may also increase the distances required for pedestrians to cross the intersection.

The Spur intersections and corresponding streets should be modified to tighten the intersection footprint. This can be achieved by straightening the diagonal streets and thereby reducing the skew at these intersections. The diagonal and opposing streets could also be modified (shifted) to minimize intersection offsets and thereby tighten corresponding intersection footprints. The street that connects Iron Horse Drive to the eastern diagonal street should be modified to intersect Homestake Road so that it aligns with the eastern diagonal street. The street that connects Iron Horse Drive to the west diagonal street is constrained by the existing storage units and expected phasing for the neighborhood. If shifting this western street is not viable, the western diagonal street should be shifted to align with its opposing street.

The figures below illustrate how one of the approaches could be modified to tighten the intersection footprint. Example A represents an intersection with the proposed curved and offset diagonal approach and Example B represents a modified and tighter intersection design.





B. Modify 90-Degree Bends

The modified street network shown above includes multiple 90-degree angles that are typical for intersections but do not work well for street segments. There are many options to rectify these tight 90-degree angles including a modification of the street network to avoid these tight angles. However, considering the various constraints that led to the proposed street network, the preferred treatment would be to add street "legs" to form three- or four-leg intersections. These additional "legs" could be private alleys or access streets. If adding "legs" is not feasible, the radius of curvature for these 90-degree bends should be increased to accommodate speeds of at least 15 to 20 miles per hour.

C. Connect Homestake Road to Bonanza Drive

Although connecting Homestake Road to Bonanza Drive would need to accommodate some grade differentials, existing contours indicate that such design would be feasible. This modification would enhance the connectivity of the system, however, if pursued, this connection must ensure that adequate intersection sight distance is provided at Bonanza Drive. Also, the proposed bicycle routes would need to be modified to eliminate the "double route" along Homestake Road to the east of the Spur (provide bike lane only along the south side of Homestake Road). For all locations, bike lanes should be kept away from gutter pans. To maximize street right-of-way, final design should consider using curbs without gutters to separate bike lanes from sidewalks.

6. Street Standard Cross-sections

With the Traffic & Transportation Master Plan adopted in 2009, Park City also revised the standard street cross-sections for city streets. Cross-sections that have been identified for the Bonanza Park area differ from the City's adopted standards. The table below provides a comparison between Master Plan cross-sections (in black) and BoPa cross-sections (in green). Facility types are shown in order of right-of-way width.

	Right-of-way Width	Amenities	Example
Local, non-Old Town	32 feet	Sidewalk Flex space (parking, bike lane)	Evening Star Drive, Doc Holliday
Local, Old Town	27-28 feet	Flex space (parking, bike lane) Sidewalk OR wider pavement	Woodside, Norfolk
Minor Residential Collector	43 feet	Flex space (parking, bike lane) Sidewalk	Meadows Drive, Three Kings Drive, Sidewinder Drive
BoPa Interior Block with Cycle Track – rounded edges of spur	52 feet	One lane of travel, one way Parking, both sides Sidewalk, one 15’ Two-way bicycle track, with 3’ buffer	
BoPa Interior Blocks	52 feet	One travel lane each direction Parking, both sides Sidewalks	
BoPa Interior Block with Cycle Track – one side parking	55 feet	One lane of travel each direction Parking, one side Sidewalk, two 8’ Two-way bicycle track, with 3’ buffer	
BoPa Interior Block with Cycle Track – straight edge of spur	55 feet	One lane of travel each direction Parking, both sides Sidewalk, one 8’ Two-way bicycle track, with 3’ buffer	
Major Residential Collector	62 feet	Flex space (parking, bike lane) Bus pull outs Sidewalks	Lucky John Drive, Little Kate Road, Lower Park Avenue
BoPa Interior Block with Cycle Track	63 feet	One lane of travel each direction Parking, both sides Sidewalk, two 8’ Two-way bicycle track, with 3’ buffer	
Commercial Collector	67 feet	Sidewalks Flex space (parking, bike lanes)	Bonanza Drive, Main Street, Snow Creek Drive

		Bus pull outs	
Non-UDOT Arterial	89 feet	Center turn lanes Multi-use paths both sides Two travel lanes Shoulders Park strips	Future Marsac
UDOT Arterial	117 feet	Center turn lanes Multi-use paths both sides Four travel lanes Shoulders Park strips	Kearns Boulevard (SR-248) Park Avenue/Deer Valley Drive/Marsac (SR-224)

While the BoPa cross-sections do differ slightly from those adopted as part of the Master Transportation Plan, they do share the intent of MTP cross-sections in that they provide narrow street widths with street amenities that accommodate all travelers, whether on foot, bicycle, or bus.

7. Rough Street System Cost Estimate

Using the typical sections and the GIS/CAD file for the proposed Bonanza Park Neighborhood network provided, the consultant team developed a spreadsheet to estimate the construction cost for the proposed street and trail networks and to estimate approximate cost per linear-feet estimates for each of the proposed typical sections. The resulting cost estimate is $8.5 million including $8.1 million for the street network and $0.4 million for the trails system (not including right-of-way acquisition costs). The following table summarizes the cost for each of the typical sections. Costs are reported separately for existing and new streets. Existing streets are those with existing infrastructure and reflect lower costs anticipated to retrofit existing infrastructure. Additional cost estimate calculation and assumption details are provided in the "BoPa Rough Street Cost Estimate" spreadsheet prepared as part of the cost analysis for the proposed Bonanza Park Neighborhood street system.

Typical Section DESCRIPTION	ROW Width (ft)	Cost (Exist) ($/LF)	Cost (New) ($/LF)	Travel Lane Width (ft)	Bike Lane Width (ft)	Parking Width (ft)	Walk Width (ft)
Interior Block No Cycle Track	52	$ 270	$ 460	10	-	8	8
Interior Block with Cycle Track - Along Rounded Edge of Spur	52	$ 270	$ 470	10	11	8	15
Interior Block with Cycle Track - Along Straight Edge of Spur	55	$ 280	$ 510	10	11	8	8

Interior Block with Cycle Track - Roads with Cycle Track and Two Sides of Floating Parking Lane	63	$ 310	$ 540	10	11	8	8

Summary of Results

A central question of the traffic analysis of the Form Based Code is whether the transportation system network "works." In a typical traffic analysis prepared for UDOT, new development traffic is analyzed and the roadway system is proposed to be sized so that traffic flow is not impeded by the new development. In Bonanza Park, the roadway system is being planned concurrent with planning for re-development and establishing the form based code, which will permit this re-development. The ultimate success of the roadway system is based on its ability to complement Park City's goals for the development of a balanced transportation system that fosters active transportation and transit use and views the private automobile as one of many modes, but not the dominant mode of travel.

The success of the Park City transportation system cannot be defined solely by a static "level of service" or a predefined level of infrastructure. An active balance must exist between single occupancy vehicle use, mass transit, walking and bicycling. As shown in the Trip Generation section of this analysis, the use of form based code as a land development regulating tool will foster the land uses and types of development that will result in greater internal walk trips, more transit trips, and lower automobile trips as compared to the entitled land uses under a conventional zoning code. However, given the potential magnitude of 4 to 5 million square feet of development in Bonanza Park, it is difficult and perhaps not desirable to define a transportation system that works in the long term without an understanding of how it might work under economically constrained phases.

In addition to the form based code, Park City should recognize four types of incentives or controls that the City can influence to ensure that the transportation system continually strikes the proper balance. These incentives and controls have been defined in other parts of this analysis but are summarized in this section to clearly define what the City can do to ensure that the transportation system works. The following briefly describes each policy control/incentive that Park City must actively initiate to ensure the success of the transportation system.

1. Access Management on Boundary Roads to Bonanza Park

In many ways, the goals of UDOT to promote unimpeded travel on Kearns Boulevard (SR-248) and Park Avenue (SR-224) differ from those of Park City to allow for some traffic congestion as a lever to promote transit and active transportation. However, limiting driveways for developments fronting these boundary roads will not only improve traffic flow, but it will foster the types of development that can be successful with walk and motor vehicle access from all sides as opposed to only motor vehicle access to and from the outside. This will require the countervailing joint efforts of property owners and the City to develop internal cross-access and other means to complement external limitations of access. The access management section is described in section 4 of this analysis.

2. Internal Street Connectivity

The street layout plan, as discussed in section 5, provides an internal skeleton of walkable streets that have also been designed to allow for safe and efficient traffic flow. Numerous studies have shown that the propensity to walk as a travel mode increases as the density of internal streets and intersections increases. The development plan for Bonanza Park has added internal streets to ensure that back access is promoted. This secondary access is vital to allowing for shared use parking and reducing the access burden on the boundary roadways. It may be desirable for Park City Municipal Corporation to construct internal streets in advance of development to ensure that shared use parking is achieved and walk access is promoted.

3. Parking Management

Bonanza Park will never reach its development potential if parking for each land use is required on-site. The form based code begins to entitle land uses that can attract walk based travel by design. Walking from one use to the next will require that parking must be shared across multiple land uses so that residents and employees of the area park once and walk (or bike) to multiple trip destinations. Shared use parking must be promoted to initiate development that will result in a 24/7 pedestrian environment in Bonanza Park and in ensuring that Bonanza Park reaches its overall goal of becoming a mixed-use area where residents and employees share in a sense of community. There are multiple strategies that can be employed including shared parking, centralized parking and parking maximums rather than minimums.

4. Internal and External Transit Systems

Section 3 begins to define the concept and the end goal for a mass transit system in Bonanza Park. This analysis is not meant to define a direction or priority of transit expansion to and from (and within) Bonanza Park but is meant to offer transit as a potential policy incentive that Park City can offer to affect the balance of transportation.

Together, these four policy levers should be implemented by Park City to achieve a successful transportation system in concert with the overall form based code in order for the internal street/pedestrian/future transit network to accommodate the level of density proposed under the form-based code initiative

Bonanza Park Redevelopment – Concept #1

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

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

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

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

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

Bonanza Park Redevelopment – Concept #2

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

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

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

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

City Council
Staff Report

Author:	**Hugh Daniels, CEM**
	Emergency Manager
Subject:	**Wildfire Park City 2014**
Date:	**June 12, 2014**
Type of Item:	**Study Session**

Executive Department
Emergency Management Program

Summary:
Discuss with Council the Wildfire prediction for 2014, the risks of being within the Wildland Urban Interface (WUI) and related issues of preparedness and mitigation.

Topic/Description:
Staff will present to Council the Wildfire Forecast for 2014 and discuss community outreach, mitigation measures for city structures and Round Valley, Community Wildfire Protection Plan (CWPP) progress, proposed changes to the Utah Division of Forestry, Fire and State Lands (FFSL) Wildland Fire Policy, potential adoption of the ICC WUI Code and the economic consequences of a major fire in the greater Park City area.

Background:
Virtually all of Summit County is considered Wildland Urban Interface (WUI). WUI is more a set of conditions than actual place. According to the National Fire Protection Association, conditions include (but are not limited to): the amount, type, and distribution of vegetation; the flammability of the structures (homes, businesses, outbuildings, decks, fences) in the area, and their proximity to fire-prone vegetation and to other combustible structures; weather patterns and general climate conditions; topography; hydrology; average lot size; and road construction.

In a wildland fire, also referred to as forest fires, brush fires, or rangeland fires, the majority of structure losses are caused by embers, which can travel a mile or further. That puts all of Park City and the surrounding area at risk. While traditionally “wildland fire season” was roughly May-October, it now is a year-round possibility even in Summit County, even in the winter.

Park City has been lucky with wildfire, but luck is a poor method of prevention and mitigation. Most recently we have had the 6 acre Aerie fire in August of 2010, the 3 acre I-40/248 fire in September of 2012 (both within the city limits) and then within a few miles the Fox Bay fire in August of 2012 and the Rockport fire in August of 2013.

Park City in conjunction with Summit County and the Park City Fire District (PCFD) completed the regional Park City Community Wildfire Protection Plan (CWPP) in 2013, which was adopted by the City Council in June of 2013 by Resolution. The

CWPP calls for community outreach, mitigation and protection through the development of defensible space, along with a number of other local and regional goals.

It is incumbent on the community as a whole, with the City, County and Fire District leading the way, to protect our community from wildfire, while still honoring our heritage and mountain environment.

Discussion:

Wildfire Forecast for 2014 – The initial forecast for the Eastern Great Basin by the National Interagency Fire Center (NIFC) is for a "normal" fire season. 2013 was also a "normal" year and a "normal" year in Utah can produce over 400 fires statewide. As of April 30, 2014 there had been 66 fires in Utah, the majority of which were human caused. The forecast for the Eastern Great Basin is Attachment A. For the complete forecast please see the most recent NIFC Predictive Services Fire Potential Outlook at: http://www.predictiveservices.nifc.gov/outlooks/monthly_seasonal_outlook.pdf

Community Outreach – The City, in collaboration with the Park City Fire District, annually develops and implements a wildfire prevention campaign. The theme of this year's campaign is *"Don't Get Me Started"* and the outreach plan is under development. Examples of outreach include PSAs and interviews on KPCW, print and digital ads in the Park Record, print ads in the Summit County News and the Park Record Summer Guide. We also do a broadcast media outreach - last year KSL ran a spot on Hugh Daniels and Kurt Simister following our fireworks ban.

Annually the City distributes an emergency management newsletter to 84060/68. Last year the focus was on wildfire safety at home. The prior year it was on emergency preparedness. Additionally in 2012 we prepared a "no fireworks" mailer that was sent county-wide with consent from Summit County. Park City Municipal, Park City Fire District, SC Health Department and SC Public Affairs maintain the www.summitwildfires.org site as the clearinghouse for wildfire information in Summit County.

In collaboration with the Summit County Health Department and Park City Fire District we also post fire warning and fireworks ban posters throughout the region.

Mitigation Measures for Round Valley –Round Valley consists of approximately 2100 acres of recreational open space and approximately 30 miles of high use public trails. The area is bordered to the south by the Park Meadows subdivision, IHC Medical Center, Quinn's Recreation Complex, USSA, NAC, to the north by Highland Estates, to the west by Old Ranch Road, Swaner and the east by US 40 representing a significant assessed valuation. The flora and fauna make-up of the area is an identical representation of the recent Rockport and Fox Bay fire landscape.

Additionally, the area has experienced two small brush fires over the past several years, which were quickly contained. Research by PCFD and FFSL show significant fuel loads and prevailing winds could cause a quickly moving wildfire along with major smoke impacts to the community in Round Valley. With that in mind, staff has identified two or three existing jeep roads that bisect Round Valley as possible fire breaks, consistent with wildland fire mitigation efforts, whose attributes represent a perfect opportunity for a possible Pre-Disaster Mitigation Grant (PDMG), which the City, County and Fire District are preparing. Furthermore, the breaks can be utilized as soft surface multi-use trails throughout the year. Trails can be improved for recreational use, similar to existing configurations, while the sides are replanted with fire resistant plants.

See Attachment B for a map of potential trials that can double as fire breaks.

Goals Under the Community Wildfire Protection Plan (CWPP) – The Park City Fire Service District is the lead agency for the Park City CWPP. The community prescription includes the goals of the plan, identifies specific actions needed to complete the goals of the wildfire plan and identifies responsible parties, resources and priorities.

The Goals of our Plan address the following:

- Fuel Reduction
- Facilities and Equipment
- Education
- Emergency Response Plan
- Regulative Issues
- Evaluation and Maintenance.

Goal A: Community will decrease fuels within the community to reduce wildfire impact in and around the community.

Goal B: Community will work with county, state and federal fire officials to decrease fuels on adjacent public lands to reduce wildfire intensity and impact in and around the community.

Goal C: Community will evaluate, upgrade and maintain community wildfire preparation and response facilities and equipment.

Goal D: Community will develop and implement a comprehensive emergency response plan.

Goal E: Community will actively address identified regulative issues impacting community wildfire prevention and response needs.

Goal F: Community education about wildfire risk, preparation and response.

<u>Proposed changes to the Utah Division of Forestry, Fire and State Lands (FFSL) Wildland Fire Policy</u> – Incident Command of a wildfire in Utah falls under UT FFSL regardless of where it is located, i.e. private property, city, county or state. Under current legislation, counties may participate in a wildfire insurance fund and/or cost sharing with the state after certain benchmarks are met. Cities are not able to participate in the same cost sharing options. The new Director of FFSL, Brian Cottam, is working with Senator Vickers to look at a change in that policy where the state would pick up all suppression costs in return for local jurisdictions prevention, preparedness and mitigation efforts.

The devil is, of course, in the details and this is potentially a multi-year project at the state level. For Park City, who is already working on prevention, preparedness and mitigation, it is a perfect fit with a potentially large reduction in risk for suppression costs. Some suppression cost examples include, the Whisky fire just east of Daniels Summit $850,000, the Fox Bay fire near Mayflower $230,000 and the Rockport fire at $1,800,000.

See Attachment C, the recent memo to Senator Vickers from Director Cottam.

<u>Adoption of the Wildland-Urban Interface (WUI)</u> Code – Population growth and the expanding urban development into traditionally nonurban areas have increasingly brought humans into contact with wildfires. Between 1985 and 1994, wildfires destroyed more than 9,000 homes in the US. Generally, these homes were located in areas "where structures and other humans development meet or intermingle with undeveloped wildlands or vegetative fuels," which is known as the wildland-urban interface. The International Wildland Urban Interface Code (IWUIC) is a model code that is intended to be used and adopted along with the international codes as a supplemental document. The unrestricted use of property in WUI areas is a potential threat to life and property from fire and results in erosion.

The wildland urban interface group will look at adopting the WUI Code in late fall to early winter. The group will be composed of the two fire districts Park City and Wasatch Fire, Fire Marshal, Deputy Fire Marshal and the CBO/Fire Code Official. This group will determine what part of the WUI Code we will adopt and if there are any needed amendments, while keeping it simple to understand, plus how to enforce it without adding additional staff. We also will be doing significant outreach to the community and home builders association.

<u>Economic consequences of a major fire in the greater Park City area</u> – A major event in Park city would come with the obvious costs of property loss, suppression costs and loss of tax revenues. The multi-seasonal effect on visitation and the trickledown effect to all areas of the local, regional and state economy could be significant. Summer business is becoming a larger piece of the economic picture in PC and in turn, will have a larger impact than previously on the economy. The impacts will be felt in the areas of lodging, dining, and outdoor activities. In fact, we did experience cancellations during the time of and immediately following the Rockport fire.

Usually the impact of a wildfire is made worse than it really is, due to sensationalized media coverage. In fact, matters can be made worse by inaccurate statements. During the 2002 Hayman fires on the southern front range of Colorado, Governor Bill Owens described the scene as "a nuclear winter" and stated that "all of Colorado is on fire”. Those statements were picked up nationally and had negative impacts for communities hundreds of miles away. We are still getting inquiries today, almost a year later about the "Rockport fire in Park City” and the amount of damage it may have done.

While the economic impacts can be significant, they are typically short lived (a few months) unless there is damage to important view sheds, or physical structures related to the visitation experience. Typically, visitation is not impacted in the long term unless the disaster is responsible for major changes in the product or how it is consumed. An example is if a wildfire dramatically affected our trail system, or ski product, then that could have a longer effect, until the physical features are restored.

The recent Oak Creek fire near Sedona caused significant hotel cancellations and a 30% decrease in restaurant and retail sales. The potential for flooding and debris flows are now a major concern for that community.

Report Contributors: The following individuals participated in the preparation of this report; Bryce Boyer, Phyllis Robinson, Chad Root, Heinrich Deters, Scott Adams and Bill Malone.

Department Review:
The City Manager and Legal Department have reviewed this report.

Recommendations:
Informational and discussion only

Attachments:

Attachment A - Eastern Great Basin Wildland Fire Potential Outlook

Attachment B – Possible Round Valley Trails for Mitigation

Attachment C - Utah FFSL Memorandum on Comprehensive Statewide Wildland Fire Policy

National Significant Wildland Fire Potential Outlook

Predictive Services

National Interagency Fire Center

Issued: June 1, 2014

Fuel Conditions

In the Eastern Basin, the lack of precipitation across the southwest portion of the Area has resulted in a limited grass crop, however, the above normal grass crop in southwest and south-central Idaho provide a heavier and more continuous fuel bed.
Across the Southwest fuel conditions are very different east and west of the Great Divide. East of the divide good precipitation late last year provided a continuous fuel bed. However, these conditions have been mitigated somewhat by continuous moisture surges that have increased fuel moistures. West of the divide fuels have not received significant precipitation so they are generally less continuous, but much drier due to extended periods of drought.

Fire Season Timing

In the Great Basin typically starts to see fire potential increase in May starting over southern Nevada and Utah and gradually spreads north through July and August. Dry and breezy conditions will dominate much of June and allow fuels to cure. Therefore the fire season will likely be on time in much of the lower elevations, but begin slightly earlier in the mid-higher elevations due to lack of snowpack, and lack of spring precipitation.

Geographic Area Forecasts

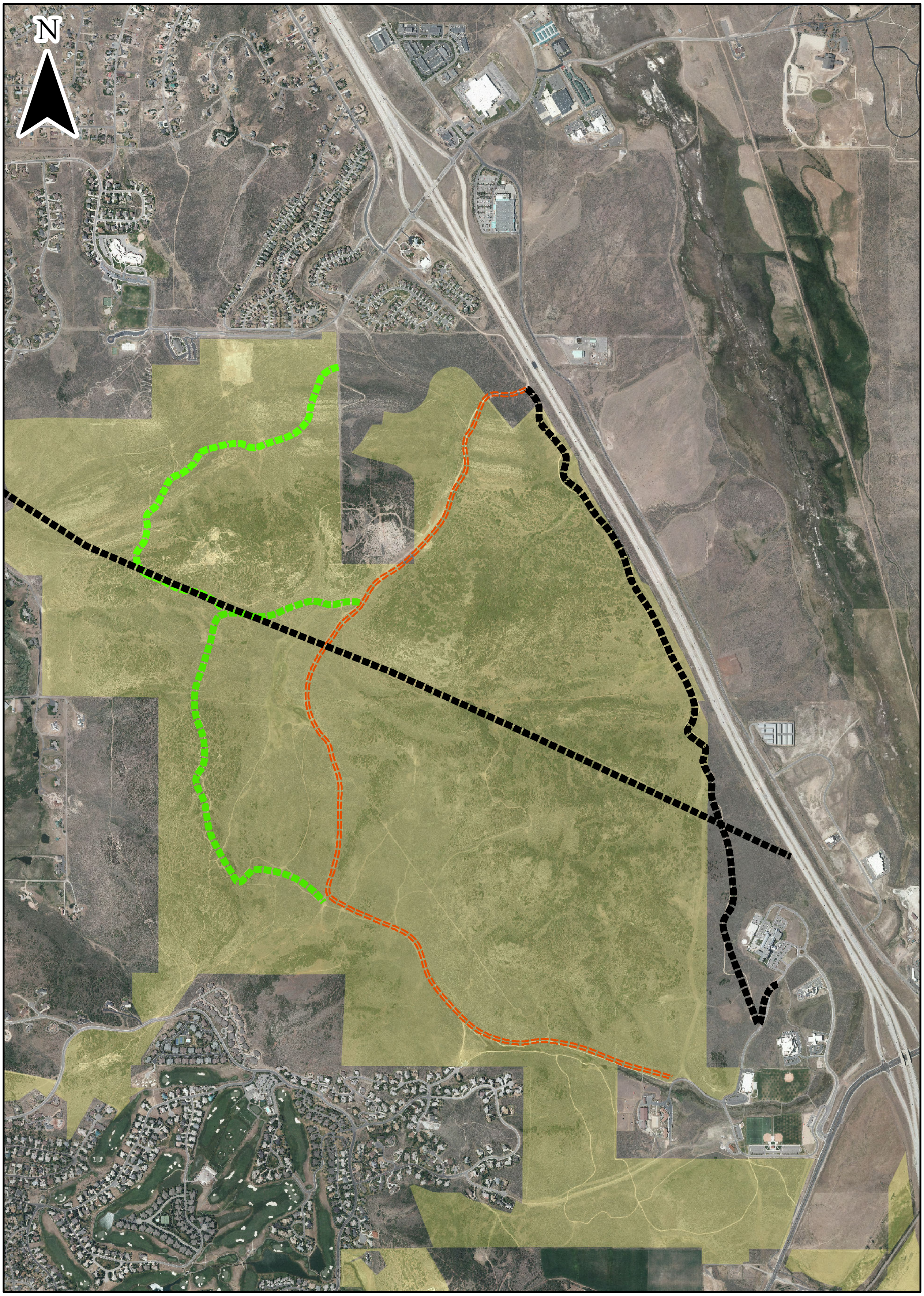
Eastern Great Basin: Normal significant wildland fire potential is expected across most of the area in June. Above normal significant fire potential is expected across southwestern and central Idaho in July through September. Below normal significant wildland fire potential conditions are expected for extreme eastern Idaho and western Wyoming.

Late spring brought much-needed precipitation at just the right time to green up the brush fuels and produce a healthy grass crop across Idaho and northern Utah. Small areas in central Idaho, far southwestern Utah, and the Arizona Strip remained very dry, limiting fuel growth. A different scenario exists in western Wyoming and the far eastern fringe of Idaho where snow water equivalent is still very high and should delay the onset of fire season there.

Despite recent precipitation, much of the area remains in moderate to severe drought with extreme conditions developing in south central Idaho.

June will likely see normal to above normal temperatures over much of the region, with above normal precipitation that may continue through July and August. This should moderate the underlying drought conditions. The exception may be across the mid to high elevations of southwestern Utah where shrubs and heavy fuels are very dry and could see advanced fire behavior and spread during a hot, dry and windy period. By early September large

Round Valley- Possible Fire Breaks



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State of Utah
DEPARTMENT OF NATURAL RESOURCES
MICHAEL R. STYLER
Executive Director
Division of Forestry, Fire and State Lands
BRIAN L. COTTAM
Division Director / State Forester

GARY R. HERBERT
Governor
SPENCER J. COX
Lieutenant Governor

MEMORANDUM

TO: **Senator Evan Vickers**

FROM: **Brian Cottam**

DATE: **17 February 2014**

SUBJECT: **"short list" for Comprehensive Statewide Wildland Fire Policy**

Senator Vickers,

Below is the first draft "short list" from FFSL fire staff of possible criteria for local government (municipal & county) in exchange for the State assuming suppression costs of wildland fire.

Key components of a comprehensive wildland fire prevention, preparedness and suppression policy:

- ✓ Trained and Certified Wildland Firefighters within local fire departments
  - FFSL already provides local firefighter training and certification, and can continue to do so.
- ✓ Equipment Standards to meet National Wildfire Coordinating Group (NWCG) "Operating Principles and Guidelines"
  - FFSL already provides equipment and/or grants to obtain equipment as well as assists local fire departments meet and maintain NWCG standards, and can continue to do so
- ✓ Cooperative Agreement with FFSL, which must include a "built-in" incentive for local government and fire departments to continue to provide initial attack on wildland fire within their jurisdiction
  - This would be similar to the existing "County Agreements" and initial attack commitments.
- ✓ Community Wildfire Protection Plan (CWPP), adopted and regularly updated
  - FFSL already assists communities with CWPP planning, and can continue to do so.
- ✓ Wildland Urban Interface (WUI) Ordinance, including both land use and building code, enacted *and* enforced
  - Draft model WUI code can be provided by FFSL—drawing from current state code as well as using best practices from other states—and could be included in comprehensive legislation.
- ✓ Tax Incentive for Property Owners for hazardous fuels mitigation
  - Representative Briscoe has already been working on draft legislation.

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UTAH DNR FORESTRY

City Council
Manager's Report

PUBLIC WORKS

Authors: Blake Fonnesbeck, Operations Manager
Subject: Old Town Cobra Head Street Lights
Date: June 12, 2014
Type of Item: Informational

During the May 29, 2014 public comment portion of City Council meeting a resident that lives on Woodside Avenue complained about a cobra head street light that he could see outside his window. He felt that it was too bright and did not need to be there. They mentioned that it did not seem to be compliant with "Dark Skies".

Most of the cobra head street lights in Old Town are owned by Rocky Mountain Power. These lights are installed on poles owned by Rocky Mountain Power. The agreement the City has with Rocky Mountain Power is that they own the light and maintain it and the City pays the power bill. If we wanted to change the lights then Rocky Mountain Power would remove them and we would have to install our own lights and new poles at the City's cost, as Rocky Mountain Power does not allow City crews to maintain a fixture on their poles.

Last fall we had a different resident request to remove a street light of this same type from a pole along Daly Avenue. This request went to a Phase I review with the Neighborhood Traffic Management Program (NTMP) committee. I include the committee's response below:

Mr. Gadek,

This message serves as an official response to your Neighborhood Traffic Management Program (NTMP) request to remove the street light at approximately 297 Daly Avenue.

Your request was reviewed by the city's NTMP committee who unanimously concluded that there is a lack of evidence to warrant removal of the street light. The NTMP committee is reluctant to take action regarding requests from single residents; however, if it is deemed that your neighborhood has a common desire to remove the light, then your request can move forward.

In order to move forward with your request you may obtain a petition from no less than five (5) neighboring residences who share your desire to have the street light removed. Upon receipt of this request, the city will determine if we can remove the street light without compromising the safety of the pedestrians, traffic and emergency responders who utilize Daly Avenue.

Kind Regards,

As you can see in the NTMP response these street lights are in the public right of way and serve many different purposes, including public safety. Where the particular resident on Woodside Ave. may think that he does not want or need the light, the neighbor next door may object to its removal. If the City Council is interested in replacing these lights, staff would recommend a much larger discussion as to what level of light is needed in the public right of way in Old Town, as well as what lights would be the most energy efficient. Staff would then need to work with Rocky Mountain Power to either replace the current heads (most likely at the City's expense) or remove the current fixtures and install new poles and fixtures.

The resident on Woodside Ave. also referenced "Dark Skies". I have talked with Matt Abbott and he forwarded to me the City Council Staff Report for the July 26, 2012 City Council discussion as well as the Council Minutes. Those files are attached for additional information.

Where Council has already identified a number of critical priorities for this year, staff will plan to move forward by discussing the Neighborhood Traffic Mitigation Program with the Woodside resident who spoke at City Council, as this process can help determine if there are additional residents who share concern about the street light. If Council wishes to undertake a comprehensive lighting evaluation for Old Town or for the City, staff can return at a later date in work session with a discussion of this type of project, possible timing and associated costs.

City Council
Study Session

Subject: Study Session – Dark Skies Ordinance
Author: Tyler Poulson and Katie Cattan
Department: Sustainability and Planning
Date: July 26, 2012

Background:
PCMC has an existing light pollution ordinance as part of its Land Management Code (LMC). The ordinance generally requires lighting to be down directed and shielded on new residential and commercial construction and remodels. This Dark Skies-friendly ordinance intends to provide for safe and energy efficient lighting, while also protecting the night sky from light pollution. Detailed information on the ordinance is available in Title 15 Chapter 5 of the LMC on outdoor lighting (Exhibit A).

Previous Council Direction:
City Council previously discussed Dark Skies and light pollution during the 2011 Council Visioning session. This discussion was preceded by feedback from a community member on the importance of Dark Skies and a visit to Park City from the Technical Director of the International Dark-Skies Association. The following three options were presented for Council consideration:

Option 1: Direct staff to internally investigate regulations which would require dark skies lighting for all existing residential and commercial properties. Currently, the lighting regulations are only in force for new construction or a remodel. This investigation, and the potential code enforcement activities, would require significant staff time.

Option 2: Direct staff to hire a lighting consultant to review the current LMC and provide recommendations on how to make the City's code more dark skies friendly.

Option 3: Direct staff to bring Council a proposal for a comprehensive lighting plan for all outdoor municipal lighting. Currently, some of the City's external lighting fixtures are dark skies friendly and some are not. Inconsistency among outdoor lighting fixtures also means that Building Maintenance must stock a large variety of bulbs and ballasts. One challenge is that strictly Darks Skies lighting is not always compliant with other regulations, such as the Illuminating Engineering Society (IES) standard.

Staff noted to Council that changes to the LMC which result in outlawing certain light fixtures could have a significant impact on some businesses, Home Owner Associations, and residents. Reductions in energy consumption may be more than offset by upfront costs of new lighting fixtures and bulbs in some circumstances. Additionally, significant staff time would be required for revising the code and proactive code enforcement. Should Council determine an ordinance such as proposed in Option 1 is necessary, staff would recommend a phase-in period of at least one year.

Hiring a consultant to conduct a lighting review of our LMC or to develop a comprehensive municipal lighting plan would cost money that is unbudgeted. Pursuing any of the proposed options will require staff time from certain departments such as Planning, Building, Sustainability, and Building Maintenance.

During Visioning 2011, City Council opted to take no new action on Dark Skies at the community level based on the information and options presented. There was interest in reviewing consistent dark skies implementation for municipal lighting. Staff has continued to enforce the existing Dark Skies-related code of the LMC on new construction and major remodels. Code enforcement responds to ordinance violations on an as-reported basis.

Analysis and Updates:
There are myriad motivations for addressing Dark Skies as part of City code. Three primary factors are often cited for implementing Dark Skies:

- *Human and Animal Health*: Lighting can lead to disruption of circadian rhythms in humans and animals which leads to other health impacts. Light pollution also impacts animal navigation. When properly done, outdoor lighting can be a crime deterrent, but poorly executed outdoor lighting can have the opposite effect.

- *Energy Efficiency*: Directing light where it is needed most (e.g., on walkways and roads) ensures that minimal energy is wasted and light is not lost to the night sky.

- *Obtrusive Lighting*: Preventing light pollution leads to less glare and brightness directed towards neighboring properties. Brightness of outdoor lighting can impact living conditions and lead to resident complaints.

As part of the General Plan updates, Planning staff has taken a second look at the existing outdoor lighting ordinance and compared it to model Dark Skies ordinances. Overall, the current outdoor lighting ordinance is very effective in protecting citizens and wildlife from the impacts of obtrusive lighting. The current ordinance does not include a multitude of exceptions often allowed by special permit with model dark sky ordinances. Model ordinances are typically one size fits all from a Manhattan to a small city like Park City. Therefore each community must analyze which exceptions are acceptable within their community, while also being reflective of their core values, dominant land uses, safety, and priorities regarding light pollution and viewing the night sky.

The Model Lighting Ordinance produced by International Dark-Sky Association and the Illuminating Engineering Society list the following exceptions allowed by special permit: sports facilities; construction lighting; lighting for industrial sites having special requirements; parking structures; urban parks; ornamental and architectural lighting of bridges, public monuments, statuary and public buildings; themes and amusement parks; and correctional facilities.

Below are some specific lighting circumstances that are currently allowed (yet conditioned) within the outdoor lighting language of the LMC:

1. Historic District Lighting (15-5-5 (a)): Under current City code, light fixtures in the historic district which replicate a historic fixture can be installed without partial shields when approval is received from the Planning Director.

2. Seasonal Display of Lighting (15-5-13): Seasonal display of lighting is allowed, with certain restrictions.

3. Recreation Lighting (15.5.11): The code allows, with compliance of specific conditions, for certain types of recreation lighting. Details are available in section 15.5.11 of Exhibit B.

During Study Session, Council may wish to discuss past elements of Dark Skies presented during Visioning 2011 or any of the above prescriptive uses. Council may also wish to discuss potential new prescriptive uses such as uplighting for public art. A current list of public art installations is included as Exhibit B.

Department Review:
Sustainability, Planning, Legal, and City Manager reviewed this report and their feedback was incorporated.

Exhibits:
Exhibit A - Title15 LMC, Chapter 5: Outdoor Lighting Info
Exhibit B - Public Art Installations within PCMC Limits

Exhibit A - Title15 LMC, Chapter 5: Outdoor Lighting Info

(I) **LIGHTING**.

(1) **PURPOSE**. The functional objectives in providing exterior Area lighting are to illuminate Areas necessary for safe, comfortable and energy efficient Use. The number of fixtures shall be limited to provide for safe entry and egress and for sign and Business identification. Illumination of new Building features for architectural enhancement is prohibited. Historic Structures may be illuminated under the terms prescribed in this Code.
With the exception of Americans with Disabilities Act lighting requirements, the minimum lighting standards generally applied and recommended by the Illuminating Engineering Society of North America (IES), are observed by this Code.

(2) **CONFORMANCE WITH APPLICABLE CODES**. All outdoor electrically powered illuminating devices shall be installed in conformance with the provisions of this Code, the International Building Code, the Electrical Code, and the Sign Code under the appropriate permit and inspection. When discrepancies in these Codes exist, the most restrictive shall apply.

(3) **APPROVED MATERIALS AND METHODS OF CONSTRUCTION OR INSTALLATION/OPERATION**. The provisions of this Code are not intended to prevent the Use of any design, material or method of installation or operation not specifically prescribed by this Code, provided any such alternate has been approved. The Chief Building Official may approve any such proposed alternate providing he/she finds that:

(a) The alternative provides approximate equivalence to the applicable specific requirement of this Code;

(b) The alternative is otherwise satisfactory and complies with the intent of this Code; or

(c) The alternate has been designed or approved by a registered professional engineer and the content and function promotes the intent of this Code.

(4) **SUBMISSION OF PLANS AND EVIDENCE OF COMPLIANCE WITH CODE**.

(a) The Applicant for any permit required by any provisions of the laws of this jurisdiction in connection with proposed work involving outdoor lighting fixtures shall submit, as part of the Application for permit, evidence that the proposed lighting fixtures and Light Source will comply with this Code. The submission shall contain the following:

> (i) Plans indicating the location on the premises, and the type of illumination devices, fixtures, lamps, supports, reflectors, and installation and electrical details;
> (ii) Description of illuminating devices, fixtures, lamps, supports, reflectors, and other devices. The description may include, but is not limited to, catalog cuts by manufacturers, and drawings, including section where required;
> (iii) Photometric data, such as that furnished by manufacturers or similar showing the angle of the cut off or light emission. A point by point light plan may also be required to determine the adequacy of lighting over the entire Site.
> Additional information may be required elsewhere in the laws of this jurisdiction upon Application for the required permit.

(b) **Lamp or Fixture Substitution**. On commercial Structures if any outdoor light fixture or the type of Light Source therein is proposed to be changed after the permit has been issued, a change request must be submitted to the Planning Department for approval. Adequate information to assure compliance with this Code must be provided and the request must be received prior to substitution.

(5) **SHIELDING**. All non-exempt outdoor lighting fixtures shall have shielding as required by Table 1 of this Chapter below.

(a) **Historic District Shielding and Fixture Exemption**. Fixtures in the HR-L, HR-1, HR-2, HCB, HRM, and HRC Zoning Districts that replicate a Historic fixture shall be permitted to be installed without partial shields with the approval of the Planning Director. All fixtures shall be filtered and refractors that direct the light downward shall be installed if the bulb is exposed.

Historic fixtures that are fifty (50) years or older and contribute to the architectural and cultural character of the Historic District, are exempt from these requirements.

Architectural features on Historic Structures may be illuminated with fully shielded fixtures.

(6) **WATTAGE/FIXTURE AND LIGHT SOURCE REQUIREMENTS**. Wattage, fixture and Light Source requirements as outlined in the following Table 1 apply to all zones throughout the City:

Table 1

Light Source	**Fully Shielded**	**Partially Shielded**	**Watts (Maximum Per Fixture)**
High Pressure Sodium 1		X	50
Low Pressure Sodium		X	55
Metal Halide 2	X		1,500
Low Voltage/ Halogen 3		X	50
Compact Fluorescent		X	75

Other Sources: As approved by the Planning Director
Note: "x" indicates the required standard.
1 This is the standard Light Source for Park City and Summit County unless otherwise noted in a specific section. Fully shielded fixtures are preferred but not required with this Light Source. Other sources are only permitted as noted. Residential porch lights and exterior garage and post lights may utilize incandescent bulbs, provided that the bulbs are Shielded. Lighting for signs may use halogen bulbs, provided that they are Shielded and directed at the sign face. Wattages outlined are the maximum and can be decreased under the Building Permit review process depending on the number and location of the fixture on each project. In no case shall the levels be reduced to levels below the Illuminating Engineering Society (IES) minimum standards.

2 Metal Halide sources shall be permitted only for recreational sport field or ski Area Uses and installed only in one hundred percent (100%) fully enclosed Luminaries. Metal Halide lights shall also be filtered.

3 Low voltage/halogen sources are permitted in landscaping lighting only.

(7) **GAS STATION CANOPIES**. Gas station canopies may not exceed an average horizontal luminance level of eight (8) Foot Candles across the Site and the maximum point levels should not exceed fifteen (15) Foot Candles within the Area directly underneath the canopy.

(8) **AREA LIGHTING - BUILDING CANOPY AND SOFFIT, WALL MOUNTED**. Area, stand alone or wall mounted fixtures shall not be mounted above eighteen feet (18') as measured from the top of the fixture to the adjacent Grade or horizontal plane being lit by the fixture. The horizontal luminance level along the sidewalk or Building Facade shall not exceed one (1) Horizontal Foot Candle with a uniformity ratio of 4:1.

(9) **CONSTRUCTION SITES**. All commercial construction Sites shall submit a lighting plan as part of the Construction Mitigation Plan for the project prior to Building Permit issuance. Criteria for review shall include duration, number, location, height, Light Source, and hours of operation.

(10) **LANDSCAPE LIGHTING**. The primary function of landscape lighting is to provide illumination for pathways, steps, and entrances to Buildings.

(a) **Pathway Lighting**. Two types of lights can be selected: Three foot (3') bollards with louvers and ten foot (10') pole mounted, down directed Luminaries. Bollard lights shall be low voltage. The intent of pathway lights is to provide pools of light to help direct pedestrians along the path, not to fully illuminate the path. Steps and path intersections should be illuminated for safety. The maximum Foot Candle permitted on the ground is one (1) Horizontal Foot Candle or less.

(b) **Highlighting, Backlighting**. Only low voltage systems are permitted. Lights must be partially shielded and light must not be directly off the Property. A maximum Foot Candle permitted at ten feet (10') is 0.6 Horizontal Foot Candles from the Light Source. Up-lighting is prohibited.

(c) **Moonlighting**. Low voltage systems may be placed in trees or on Buildings to give the effect of moonlight. Lights must be down-directed and partially shielded. A maximum Foot Candle permitted at ten feet (10') is 0.25 Horizontal Foot Candle from the Light Source. Up-lighting is prohibited.

(11) **RECREATIONAL LIGHTING**. Because of their unique requirements for nighttime visibility and their limited hours of operation, baseball diamonds, playing fields, tennis courts and ski area runs may Use the Light Source permitted under Table 1 above with the following conditions and exceptions:

(a) The height of outdoor recreational posts shall not exceed seventy feet (70') above Natural Grade. The average Horizontal Foot Candle shall not exceed 3.6 across the Area boundary with a uniformity ratio of 4:1. Ski area lighting may require higher illumination levels in some instances. Those levels shall be reviewed and approved by the Planning Commission under the Conditional Use process outlined in the LMC.

(b) All fixtures used for event lighting shall be fully shielded as defined in Section (4) herein, or be designed or provided with sharp, cutoff capability, so as to minimize up-light, spill light and glare.

(c) Recreational lighting shall be turned off within thirty (30) minutes of the completion of the last game, practice, or event. In general, recreational lighting shall be turned off after 11:00 p.m., unless an exception is granted by the Planning Director for a specific event or as approved as part of a Master Festival license.

(12) **RESIDENTIAL LIGHTING**.

(a) All exterior lights on porches, garage doors or entryways shall be shielded to prevent glare onto adjacent Property or public right of ways and light trespass in to the night sky. Lights shall be directed at walkways or entries and shall not be directed into the night sky.

(b) Compact fluorescent fixtures are the recommended Light Source. High pressure sodium and incandescent bulbs may be permitted, provided the wattage is low and the light is Shielded and down-directed.

(c) Bare bulb light fixtures such as flood or spotlights are not permitted.

(d) Lighting exterior Building features for architectural interest is prohibited.

(e) Security lighting shall be fully shielded and shall be set on a timer or motion detector. Infrared sensor spotlights are the recommended light type for security.

(f) Private sport court facilities shall Use fully shielded fixtures and shall not Use the lights past 11 p.m.

(13) **SEASONAL DISPLAY OF LIGHTS**. Seasonal restrictions apply to the HCB, GC, LI and HRC zones. Residential Uses in the HR-1, HR-2, E, HRL, SF, RM, R-1, RDM, and RD zones are exempt from these requirements. Winter seasonal displays are permitted from the first of November to the 31st of March.

Displays should be turned off at midnight. Any color of lights may be used; however, the lights shall not be used to create advertising messages or signs. Spelling out the name of a Business is prohibited.

(14) **OUTDOOR DISPLAY LOTS**. Any Light Source permitted by this Code may be used for lighting of outdoor display Lots such as, but not limited to, automobile sales or rental, recreational vehicle sales, Building material sales, and seasonal goods, provided all the following conditions are met:

(a) All fixtures shall be Fully Shielded as defined in LMC Chapter 15-15.

(b) The maximum horizontal illumination across the Site shall not exceed an average Foot Candle of two (2) across the Site with a uniformity ratio of 4:1.

(c) Display lighting shall be turned off within thirty (30) minutes of closing of the Business. Lighting used after 11 p.m. shall be security lighting. Security lighting shall be required to be motion sensitive not permanently illuminated. Infrared sensor security lights are the only type of security light permitted.

(15) **PROHIBITIONS**. The following light fixtures and Light Sources are prohibited: mercury vapor lamps, laser Light Sources, unshielded floodlights or spotlights, metal halide, except for recreational Uses, see Section (10), and searchlights.

(16) **OTHER EXEMPTIONS**.

(a) **Nonconformance**. All other outdoor light fixtures lawfully installed prior to and operable on the effective date of the ordinance codified in this Chapter, including City owned or leased Street lights, are exempt from all requirements of this Code. On commercial projects, all such fixtures shall be brought into compliance with this Code upon any Application for any exterior

Building Permit. On residential Structures, only new exterior fixtures on remodels or new additions must comply with this ordinance.

(b) **Fossil Fuel Light**. All outdoor light fixtures producing light directly by the combustion of natural gas or other fossil fuels are exempt from the requirements of this Code.

(17) **TEMPORARY EXEMPTION**.

(a) **Requests**. Any Person may submit a written request to the Planning Director for a temporary exemption. A temporary exemption request shall contain the following information:

(i) Specific exemption or exemption request;
(ii) Type and Use of outdoor light fixtures involved;
(iii) Duration of time for requested exemption;
(iv) Total wattage;
(v) Proposed location on Site;
(vi) Description of event or reason for need of exemption; and
(vii) Other data as deemed necessary to adequately review and made a determination on the request.

(b) **Approval; Duration**. The Planning Department shall have ten (10) Business days from the date of a complete submission of the temporary request to act, in writing, on the request. The Planning Department shall approve the request if it finds that the exemption is necessary for public safety, security or other public necessity and the exemption does not materially subvert the purpose of this Chapter.

If approved, the exemption shall be valid for not more than thirty (30) days from the date of approval. The approval shall be renewable by the Planning Director upon consideration of all the circumstances and provided a finding of public safety or necessity is made, and no intent to circumvent the intent of this Chapter is present. Each such renewed exemption shall be valid for not more than thirty (30) days.

(c) **Denial/Appeal**. If the request for a temporary exemption is denied, the Person making the request, in writing, may appeal the decision to the Planning Commission within ten (10) days of the denial as provided for in LMC Chapter 15-1.

Additional information regarding Title 15, Chapter 5 of the LMC is available at: http://www.parkcity.org/Modules/ShowDocument.aspx?documentid=211

Exhibit B – Public Art Installations within PCMC Limits

Will be included in final document as PDF attachment

PARK CITY COUNCIL STUDY SESSION MINUTES
SUMMIT COUNTY, UTAH
JULY 26, 2012

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

Tom Bakaly, City Manager; Mark Harrington, City Attorney; Tyler Poulson, Sustainability Manager; Thomas Eddington, Planning Manager; and Katie Cattan, Planner

Dark Sky Ordinance – Tyler Poulson explained that this topic was originally brought to Council during the 2011 Visioning Session where alternatives to the existing ordinance for outdoor lighting were presented. One option was applying the current outdoor lighting regulations to existing lighting. Currently, the regulations only apply to new construction and remodels and the LMC specifies that residential lighting needs to be down-directed and shielded and commercial lighting needs to be shielded and meet other provisions. The current code for new construction and remodels is essentially considered *dark skies friendly*. Prior to Visioning, the City was visited by Pete Strausser who is the technical director of the International Dark Skies Association. He ascertained that Park City is doing pretty well from a *dark skies* perspective.

Mr. Poulson stated that most recently, staff has reviewed the model lighting ordinance on the IDSA webpage and compared it to the City's LMC and one major difference is that the IDSA's lighting ordinance is based on different zones in terms of applying regulations were Park City's is more broad-based. There were not many other disconnects.

He pointed out that there are some exceptions to the lighting ordinance including the Historic District, seasonal display, and recreation. There is interest in discussing adding public art as an exemption.

Mayor Williams asked for clarity that some options might not be compliant with the Illuminating Engineering Society's standards. Mr. Poulson relayed that the statement was in an original paper for Visioning which he doesn't recall drafting, but the existing Code addresses lighting standards generally applied and recommended by the IES.

Dana Williams felt there is inconsistency in our lighting and some City lighting does not comply with our own ordinance. There are issues with park projects. There should be consensus among members about City compliance and about addressing non-compliant areas of town. Thomas Eddington explained that some communities implement amortization or sunset ordinances as a way to resolve the issue in two to three years. Katie Cattan added that they also set separate regulations for residential and commercial so that commercial has to be compliant but residential is allowed to continue until a remodel, for instance. This is based on the level of lighting impacts of a commercial structure.

Liza Simpson referred to the Johnson Controls audit where some lighting was identified as inefficient but it was going to cost the City more to change out the lighting than the amount of money saved in switching to more efficient fixtures. A decision was made to make upgrades as lighting needed to be replaced. She supported a sunset clause for the public and the Mayor felt that it would only mean replacing a few fixtures per residence for the general public.

Andy Beerman relayed that he took a walk around Old Town and felt the City is the biggest culprit and it would be inappropriate to ask residents or businesses to come into compliance until the City is willing to do so. The Mayor again asked if City lighting should come into compliance and Mr. Beerman believed that the City needs to lead by example. However, there should be an analysis of the cost of retro-fitting fixtures. The Mayor pointed out two lights standards located by KPCW that are capped and probably compliant and another one at the Marsac Building stairs that is non-compliant. Tom Bakaly emphasized that retrofitting is the policy question.

For the benefit of Mr. Butwinski, Mr. Eddington explained that bollards are the low lights that prevent cars from going onto pedestrian plazas. Alex Butwinski continued that the discussion was triggered by the uproar over up-lighting the Marsac Building tree sculpture. Down-lighting is allowed and he referred to the exemptions in the ordinance and proposed that technically the sculpture could be lit seasonally. Ms. Cattan explained that seasonal lighting is more like Christmas lights. Cindy Matsumoto believed that the issue was not prompted by the tree sculpture. Alex Butwinski felt that there must be a way to measure candle power at certain heights and felt that low landscape lighting should be accommodated. Mr. Eddington stated that lighting standards can be based on foot candles, height or distance from source.

Mr. Butwinski pointed out that the night sky ordinance is totally corrupted because of reflected light. The City can go through a lot of effort to down-shield lighting when the problem is the reflection of light going upward which is ignored in the Code. The up-lighting of landscaping would be lost in the reflected light. He asked what other members thought and suggested looking at the exemptions granted that benefit the City like lighting fields. He felt that the Council is not interested in art but the Mayor felt his statement is a leap. Mr. Butwinski again pointed out the high candle power at Quinns. Dana Williams did not feel he was accurate about the reflection of light off of the fields and he felt that Mr. Butwinski is taking lighting art too personally. Mr. Butwinski emphasized that his proposal applies in general to landscape lighting.

Andy Beerman suggested that lighting public art could be addressed specifically where it would only be on a few hours at night and at a certain level. Mayor Williams felt that lighting should be down-lit. Dick Peek believed that the City should come into compliance with the Code and adjust the Code for lighting art. Thomas Eddington explained that the sport lights are in compliance and meet the eight foot candles requirement at the property lines. The lights are shielded so the light source is not visible at a 90° angle and they are in compliance. He suggested a compromise where there are exceptions for art, flagpoles, certain landscaping and architectural features. He also suggested putting parking lot lighting on a timer which would make a significant difference.

Cindy Matsumoto agreed with Mr. Beerman that before citizens are asked to change out lighting that the City fix our issues. She stated that the lighting for the soccer fields is very bright and impacts some residences. Tom Bakaly felt that the approach is better described as holding the City to a higher standard because City lighting is in compliance with the current ordinance. The City held itself to a higher standard regarding art because an exception was not pursued. He felt holding the City to a higher standard is the question and/or holding everyone to a higher standard.

Liza Simpson asked if members are philosophically in favor of working toward doing the best we can and if we are, setting a sunset clause for the City and then setting one for the rest of the community. It would be nice to have a long and short term plan. Dana Williams pointed out that the IES model dark skies ordinance has exceptions allowed by special permit. Katie Cattan explained that for each exception in the model ordinance, there are lumen standards.

Mayor Williams referred to the information produced by Johnson Controls and felt that it may be used to reach our potential. Cindy Matsumoto believed that the current Code provides an exemption for public art and the bigger issue is lighting fields and impacting people's lives.

Alex Butwinski suggested that there should be an exception for lighting public art and each application should be reviewed individually. He agreed with Ms. Matsumoto on the bigger issue of lighting fields and Ms. Simpson on a sunset clause to bring the City into compliance. However he recalled that the retrofit for fully shielded lights at the soccer fields was $200,000 and became a budgetary issue. The Code could be amended to fix some things.

Dick Peek suggested that a special permit be obtained through an administrative conditional use permit process which could include public art and architectural features. Andy Beerman felt that if the City pursues a sunset clause, new efficient technologies should be explored. Tyler Poulson agreed and added that with regard to energy consumption, staff looked at replacing Main Street's high pressure sodium lights with LEDs but staff learned that they didn't deliver great energy savings relative to the existing lighting. The payback was over 100 years. He acknowledged his limited experience with outdoor lighting, lumens, and lighting technologies but relayed that new fixtures are very expensive. In order to determine the cost, the City would need to hire a professional and it is not unrealistic to estimate a comprehensive retrofit project at millions of dollars. Ms. Cattan added that another cost to consider is managing a sunset program for residential which will require a lot of manpower to monitor.

Mayor Williams stated that he doesn't really know how much of an issue it is. He felt that all members philosophically buy-in but he doesn't know how big of a problem it really is. Mr. Eddington advised that there are specialists who can come in and assess the City which may be a place to start. Andy Beerman felt the Mayor brings up a good point which is *environmental triage*. In consideration of issues like carbon footprint, water conservation, and air quality, night sky falls at the bottom of the list for him. He suggested that as a group; decide sustainability priorities and dark sky might not be worth investing millions. Mr. Poulson clarified that another way of assessing the problem is how often this is brought up or how many complaints are received on the topic by community members. He stated that since Visioning 2011, this subject has not been brought up until now.

Liza Simpson discussed receiving complaints from Old Town residents on seasonal lighting not being turned off by midnight. Mr. Bakaly felt this sounds like an order of magnitude, where members are interested in looking at the bigger or seasonal lights and up-lighting art. This is a change in policy as Council directed staff not to proceed on a variance for up-lighting art. He suggested returning in a work session to get clearer direction. Diane Foster relayed that holding the City to a higher standard would mean changing out the historic light standards on Main Street. Thomas Eddington explained that those historic lights are currently exempted.

Mayor Williams emphasized that our level of compliance with dark skies is unknown and suggested that a consultant be hired to identify issues. Ms. Simpson felt this would be worthwhile if it isn't too expensive. She agreed with Mr. Beerman's comments and suggested talking with our supermarkets about lighting lots. Mayor Williams pointed out that the reason for this discussion was not over up-lighting art but goes back to installing the Olympic way-finding tower. Tom Bakaly suggested that staff explore the issues and consulting work. Dick Peek referred to his conditional use permit idea for exceptions.

Mark Harrington pointed out that the community agrees upon the ethic that the the City wants to preserve dark skies as much as possible, but the stakeholders have not been engaged across the board in a collaborative process to accomplish this. He pointed out competing interests including public safety, business promotion, field activities, night skiing, etc. and suggested appointing a task force comprised of stakeholders charged with reducing their own night light pollution which may result in amendments to our ordinance. He didn't recommend hiring a consultant but rather engaging the big users. The inconsistency of turning off the Pay Day ski run lights was discussed. Katie Cattan stated that the ordinance includes a provision that the ski lights be turned off at a certain time but it hasn't been enforced.

Prepared by Janet M. Scott, City Recorder

City Council Staff Report

Subject: Final FY 2014 Adjusted, FY 2015 Budget, and FY 2016 Plan
Author: Jed Briggs and Nate Rockwood
Department: Budget, Debt, & Grants
Date: June 12, 2014
Type of Item: Legislative

Summary Recommendations:
Hold a public hearing on the Adoption of the Final Budget. Adopt the FY 2014 Adjusted Budget and the FY 2015 Budget by ordinance.

Topic/Description:
FY 2014 Adjusted Budget and FY 2015 Budget; Recommendations for revisions to the Policies and Objectives in the Budget Document.

Background:
The City usually begins the budget process in January/February with the City Council identifying objectives for the next year during the Council Retreat. This year Council reaffirmed their goals, priorities, and desired outcomes. Council also reviewed the Budgeting for Outcomes (BFO) Program scoring criteria and weights and the 10-year revenue and expenditure projections (FIAR presentation), which showed the possibility of expenditures outpacing revenues in the future. Varying funding mechanisms were discussed for bolstering revenues, but no direction was given at that time. The forecasted 4.5% annual increase in the General Fund for expenditures was also mentioned, some discussion thereof occurred, however no direction to deviate from that policy was given.

The high-level timeline for the strategic planning and budget process was provided to City Council during their annual retreat and is as follows:

ID	Task Name	Start/Ongoing	Finish	Duration
1	Council Retreat	1/30/2014	2/3/2014	3d
2	Results Team deliberation	2/17/2014	3/31/2014	31d
3	Quarterly Goal Update (Q3.FY14)	4/1/2014	4/15/2014	11d
4	Council Budget Hearings	5/8/2014	6/12/2014	26d
5	Quarterly Goal Update (Q4.FY14)	7/1/2014	7/15/2014	11d
6	Business Plan FY14 Update	7/1/2014	9/1/2014	45d
7	Biennial Plan FY15 & 16 Revision	7/1/2014	9/1/2014	45d
8	Quarterly Goal Update (Q1.FY15)	10/1/2014	10/15/2014	11d
9	BFO Departmental Submission	11/24/2014	12/19/2014	20d
10	Biennial Plan FY15-16 Off-year Update	12/16/2014	1/15/2015	23d
11	Quarterly Goal Update (Q2.FY15)	1/1/2015	1/15/2015	11d

The timelines and process for the budget hearings is detailed below:

April 17 –Staff previewed some high-level major operating budget items:, Affordable Care Act (ACA)—Employer Shared Responsibility Provisions, Pay Plan, Health Insurance, Utah Retirement Systems (URS), Blue Ribbon Commission Pay Recommendation, and 4.5% increase in the General Fund.

May 5 - Staff delivered the City Manager's Recommended Budget (Tentative or Proposed Budget) to City Council. Public hearings are currently scheduled for May 15, 29, June 5, and 12. Discussion/action is slated for these dates as follows, barring changes as needed.

May 8 – Staff presented the Tentative Budget, Budget Overview & Timeline, Update of Financial Impact Assessment Report (FIAR), and Benefits (pay plan, URS-Retirement, Health Insurance).

May 15 – Staff presented the Special Service Contract recommendation and CIP Budget. Council directed Staff to return with PC Solar Array carbon impact information.

On May 29 staff presented Council with the recommended changes for the FY 14 Budget. Members of the Results Team presented on significant budget changes for each of the four Council Goals. Staff presented Fee Schedule changes. Council requested information on Cost Recovery for the opening and closing of graves at the cemetery. A clarification was also requested on how close the MARC and golf course are to capacity as well as clarification on how this influences the rates set by these facilities. A comparison between the PC golf course's rates and the rates at other courses was also requested. Council adopted the Tentative or City Manager recommended budget for FY14 and FY15.

June 5 – Staff presented the City Fee Resolution, Council Compensation, Historic Preservation Grants, Outstanding Budget Issues and CEMP update. Council adopted the City Fee Resolution, Council Compensation Resolution, and the CEMP Resolution.

June 12 – Presentation & Adoption of Final Budget (if no property tax increase), Adoption of Provisional Budget (if property tax will be increased).

Analysis:

Final Adoption of the Budget

Attached to this staff report is an ordinance adopting a Revised Budget for FY 2014 and a Budget for FY 2015 for Park City Municipal Corporation. The budget ordinances for the Municipal Building Authority (MBA) and the Redevelopment Agency (RDA) are also included. State statute requires that annual budgets be adopted by June 22. Council should hold a public hearing for each entity and adopt their respective budgets on June 12.

Expenditure Summary by Major Object - All Funds

	FY 2011	FY 2012	FY 2013	FY 2014 Ori Bud	FY 2014 Adj Bud	FY 2015 Budget	FY 2016 Plan
Personnel	21,002,701	22,750,251	23,724,613	26,613,165	26,565,613	27,984,789	29,016,004
Materials, Supplies & Services	12,194,207	13,330,837	14,135,698	13,587,399	14,524,907	14,894,569	14,973,448
Capital Outlay	32,453,266	29,823,669	15,277,156	44,388,144	91,890,680	36,699,481	19,275,315
Debt Service	13,212,086	10,399,905	10,562,058	10,638,677	13,100,177	10,812,058	10,638,597
Contingency	21,850	3,946		321,000	321,000	346,000	371,000
Actual Budget	**$78,884,110**	**$76,308,608**	**$63,699,525**	**$95,548,385**	**$146,402,377**	**$90,736,897**	**$74,274,364**
Budget Excluding Capital	**$46,430,844**	**$46,484,939**	**$48,422,369**	**$51,160,241**	**$54,511,697**	**$54,037,416**	**$54,999,049**
Interfund Transfers	9,898,612	9,177,643	7,667,140	7,204,457	13,929,137	9,097,113	9,168,425
Ending Balance	68,377,411	71,208,563	70,184,139	25,205,012	29,889,515	33,414,279	34,876,081
Subtotal	**$78,276,023**	**$80,386,206**	**$77,851,279**	**$32,409,469**	**$43,818,652**	**$42,511,392**	**$44,044,506**
Grand Total	**$157,160,133**	**$156,694,814**	**$141,550,804**	**$127,957,854**	**$190,221,029**	**$133,248,289**	**$118,318,870**

Changes to the FY 14 Adjusted Budget

For FY 2014 some revenues budgets were adjusted to more closely reflect actuals. Revenue adjustments include increases to General Fund and Transit Sales Tax, Planning Application Fee, Plan Check Fee and other Building and Planning fees.

The Final Budget has been adjusted to account for police operating grant funds received in the amount of $25,736. Revenue and expenditure lines have been adjusted accordingly.

The Transit and Transportation Fund federal grant revenue budget was increased to $2.5 million to match actuals.

On May 29, the Water Manager presented the recommended capital improvement plan for water and a recommended 12% water user-fee increase. These recommendations are derived from the Long-range Water Financial Model. Changes to water capital budgets, revenues and bonding have been included in the Final Budget for FY 2014.

The Housing Allowance for the Legal department was increased by $5,650 to cover housing allowances which have been distributed since the beginning of the fiscal year.

The Lower Park RDA operating budget has been adjusted to $24,801 and the Main St. RDA operating budget has been adjusted to $1,349. These adjustments have been made in order to accurately reflect what was actually spent in the RDA operating budgets for FY14.

The Building Maintenance department has had its FY14 budget adjusted up by $28,004 in order to stay within budget for a number of line items including the electrical alarms, contract services, cleaning, and maintenance.

The Fleet Budget for FY14 has been reduced by approximately $318K from the FY14 Original budget. The adjustment was put into place to better reflect actual expenses.

Several IFTs from the Debt Service Fund to other funds are changing based off of bond payments.

Fund 21, the Police Special Revenue Fund for Tobacco Compliance, increased by $500 and now has a fund balance of $29,144. Fund 22, the Police Special Revenue Fund for Drug Confiscations decreased in fund balance to $17,258.

The Leadership Budget has been adjusted up by $20,000. $10,000 is an adjustment to the salary for the Public Affairs Specialist, and $10,000 for an increase in materials and supplies, based off of actual expenditures.

<u>Additional Changes to the FY 15 Budget</u>

The following list details the changes made between the tentative budget and the final budget. These changes were made either to satisfy statutory, technical, and accounting requirements or at the direction of the Council.

$35k increase to the Planning Department in contract services to pay for long-range planning and historic preservation projects: Form Based Code consulting, update Historic Guidelines, BOPA and LOPA printing costs, etc.

$18k increase to the Building Department to pay for new vehicle due addition of FTR Senior Building Inspector and Business License Inspector/Code Enforcement Officer.

Three citywide personnel items were increased to their current budget amounts in order to correct a line items have been restored to their intended amounts. Incentive pay has been increased by $20,538, Holiday pay has been increased by $1,670, and Overtime has been increased by $29,984.

On May 29, the Water Manager presented the recommended capital improvement plan for water and a recommended 12% water user-fee increase. These recommendations are derived from the Long-range Water Financial Model. Changes to water capital budgets, revenues and anticipated bonding have been included in the Final Budget for FY 2015 & FY 2015 and the 5-Year Capital Improvement Plan (CIP).

Per Council direction, staff has included funding in the amount of $426,800 for the Solar Instillation at the MARC. The FY 2015 sales tax transfer from the general fund has been adjusted by $426,800 to account for the project. This transfer will allow funding for the project to come from the FY 2014 sales tax revenues in excess of budget and any potential budget savings. All General Fund revenue or budget savings in excess of $426,800 will be retained in the General Fund Fund Balance.

The Golf budget has been increased by $10,864. The Community Engagement Specialist position was not allocated. It has now been allocated and the cost of that position in the Golf budget is $10,684.

The IFTs to the Self-Insurance Fund will be increasing in FY15 due to an increase in insurance premiums; insurance premiums increased by approximately 115K in FY14. As a result there will be an increase in IFTs to the following funds in the following amounts:

- General Fund: $69,897 increase
- Golf Fund: $935 increase
- Transit Fund: $25,766 increase
- Water Fund: $16,631 increase

The budget for the Self-Insurance and Workers Compensation departments were also reorganized to better reflect the changes in cost; the reorganization was zero sum. Self-Insurance: General Liability line has been decreased by $30K, Legal Services has been decreased by $39K, and the Insurance Premiums line item has been increased by $69K. Workers Comp: Insurance Premiums has been increased by $25K and WC Claim Reim. has been decreased by $25K.

The Fleet Budget for FY15 was adjusted down by approximately $318K in order to more accurately reflect expenditures. The reduction comes mainly in Fuel, and the Fuel IFTs have also been adjusted downward as a result.

IFTs from the Debt Service Fund to other funds are changing based off of bond payments.

For FY15 the operating account for the Lower Park RDA in the General Fund will no longer be receiving a $100K IFT from the Lower Park RDA. Instead we will be using a Special Revenue Fund for Lower Park RDA operations.

Budget target amounts of $30,000 - Main Street RDA and $50,000 - Lower Park Ave. RDA for Historic Preservation Grants have been included in FY 2015. These amounts are in addition to the $47,000 available in the General Fund.

The Intergovernmental & Environment budget is being adjusted upward by $10,000. This is an adjustment for the salary of the Public Affairs Specialist in the Leadership program, which was formerly in the Leadership department.

Changes to the Policies and Objectives in Budget Document

The following change to budget policies is recommended:

Per Senate Bill 158 from the 2013 General Session, the maximum allowable fund balance in the General fund was increased from 18% to 25%. This change will be made in the Final Budget Vol. I, Policies and Objectives, Chapter VI – Reserves, Section A, part 1.

Alternatives:

A. Approve:

1. Staff recommends that Council hold a public hearing regarding the final budget, adopt the FY 2013 Revised Budget and FY 2014 Budget by ordinance.
2. The recommendations and revisions to the Policies and Objectives of the Budget Document will go into effect July 1st upon Council approval for all employees (unless otherwise specified in the manual).

B. Deny:

State statute requires at least one public hearing before the adoption of a final budget on or before June 22. If Council decides to forgo a public adoption of the budget at this time, the City would be in violation of State statute, unless a special meeting was held prior to June 22. The recommendations and revisions for the Policies and Objectives of the Budget Document will not go into effect and may result in noncompliance with federal and/or state regulations, which will diminish the City's ability to provide direction and/or enforce policies and procedures.

C. Modify:

Council may direct that changes be made to the final budget and adopt the budget ordinances with changes as noted. Council could also give staff direction to modify Policies and Objectives.

D. Continue the Item:

This has the same effect as Alternative B.

E. Do Nothing:

This also has the same effect as Alternative B.

Significant Impacts:

This would satisfy the requirements of state statute to adopt a final budget on or before June 22. If Policies and Objectives are not adopted, the recommendations and revisions will not go into effect and may result in noncompliance with federal and/or state regulations, which will diminish the City's ability to provide direction and/or enforce employee policies and procedures.

Consequences of not taking the recommended action:

If Council decides to forgo a public adoption of the budget at this time, the City would be in violation of State statute, unless a special meeting was held prior to June 22. The recommendations and revisions will not go into effect and may result in noncompliance with federal and/or state regulations, which will diminish the City's ability to provide direction and/or enforce employee policies and procedures.

Recommendation:

Hold a public hearing on the Adoption of the Final Budget. Adopt the FY 2014 Adjusted Budget and the FY 2015 Budget by ordinance. Approve recommendations and revisions to the Policies and Objectives of the Budget Document for Park City Municipal Corporation.

Attachments:

A – Budget Summaries

B – Ordinance Adopting a Final Budget for Park City Municipal Corporation

C – Ordinance Adopting a Budget for the Park City RDA
D– Ordinance Adopting a Budget for the Park City MBA

Attachment A Budget Summaries

Expenditure Summary by Fund and Major Object (FY 2014 Adjusted Budget)

Description	Personnel FY 2014	Mat, Supplies, Services FY 2014	Capital FY 2014	Debt Service FY 2014	Contingency FY 2014	Sub - Total FY 2014	Interfund Transfer FY 2014	Ending Balance FY 2014	Total FY 2014
Park City Municipal Corporation									
011 GENERAL FUND	$16,940,974	$5,957,982	$394,742	$0	$221,000	$23,514,698	$2,143,024	$9,906,951	$35,564,673
012 QUINNS RECREATION COMPLEX	$670,447	$466,190	$8,000	$0	$0	$1,144,637	$100	$-3,340,775	$-2,196,038
021 POLICE SPECIAL REVENUE FUND	$0	$0	$29,144	$0	$0	$29,144	$0	$0	$29,144
022 CRIMINAL FORFEITURE RESTRICTED ACCOUNT	$0	$0	$17,258	$0	$0	$17,258	$0	$10,678	$27,936
031 CAPITAL IMPROVEMENT FUND	$0	$0	$0	$0	$0	$0	$134,366	$2,554,602	$2,688,968
038 EQUIPMENT REPLACEMENT CIP	$0	$0	$0	$0	$0	$0	$0	$359,663	$359,663
051 WATER FUND	$2,184,188	$2,818,331	$43,000	$4,368,151	$100,000	$9,513,670	$752,846	$6,402,249	$16,668,765
055 GOLF COURSE FUND	$729,396	$453,642	$1,005	$36,080	$0	$1,220,123	$121,931	$926,234	$2,268,288
057 TRANSPORTATION & PARKING FUND	$5,377,559	$894,291	$74,179	$0	$0	$6,346,029	$2,340,185	$6,803,514	$15,489,728
062 FLEET SERVICES FUND	$663,050	$1,937,240	$10,000	$0	$0	$2,610,290	$0	$840,004	$3,450,294
064 SELF INSURANCE FUND	$0	$888,300	$0	$0	$0	$888,300	$0	$1,089,514	$1,977,814
070 SALES TAX REV BOND - DEBT SVS FUND	$0	$0	$0	$1,563,113	$0	$1,563,113	$0	$1,159,267	$2,722,380
071 DEBT SERVICE FUND	$0	$123,931	$0	$7,132,833	$0	$7,256,764	$7,164,160	$400,651	$14,821,575
Total Park City Municipal Corporation	**$26,565,613**	**$13,539,907**	**$577,328**	**$13,100,177**	**$321,000**	**$54,104,025**	**$12,656,612**	**$27,112,552**	**$93,873,190**
Park City Redevelopment Agency									
023 LOWER PARK AVE RDA SPECIAL REVENUE FUND	$0	$0	$0	$0	$0	$0	$0	$0	$0
033 REDEVELOPMENT AGENCY-LOWER PRK	$0	$580,000	$0	$0	$0	$580,000	$351,176	$1,374,200	$2,305,376
034 REDEVELOPMENT AGENCY-MAIN ST	$0	$405,000	$0	$0	$0	$405,000	$921,349	$944,306	$2,270,655
Total Park City Redevelopment Agency	**$0**	**$985,000**	**$0**	**$0**	**$0**	**$985,000**	**$1,272,525**	**$2,318,506**	**$4,576,031**
Municipal Building Authority									
035 BUILDING AUTHORITY	$0	$0	$0	$0	$0	$0	$0	$458,457	$458,457
Total Municipal Building Authority	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$458,457**	**$458,457**
TOTAL	**$26,565,614**	**$14,524,907**	**$577,328**	**$13,100,177**	**$321,000**	**$55,089,026**	**$13,929,137**	**$29,889,515**	**$98,907,677**

Expenditure Summary by Fund and Major Object (FY 2015 Budget)

Description	Personnel FY 2015	Mat, Supplies, Services FY 2015	Capital FY 2015	Debt Service FY 2015	Contingency FY 2015	Sub - Total FY 2015	Interfund Transfer FY 2015	Ending Balance FY 2015	Total FY 2015
Park City Municipal Corporation									
011 GENERAL FUND	$17,889,361	$6,064,977	$373,511	$0	$246,000	$24,573,849	$2,231,921	$9,697,361	$36,503,131
012 QUINNS RECREATION COMPLEX	$725,387	$368,843	$6,000	$0	$0	$1,100,230	$1,200	$-3,711,705	$-2,610,275
021 POLICE SPECIAL REVENUE FUND	$0	$0	$0	$0	$0	$0	$0	$0	$0
022 CRIMINAL FORFEITURE RESTRICTED ACCOUNT	$0	$0	$0	$0	$0	$0	$0	$10,678	$10,678
031 CAPITAL IMPROVEMENT FUND	$0	$0	$0	$0	$0	$0	$134,366	$2,048,118	$2,182,484
038 EQUIPMENT REPLACEMENT CIP	$0	$0	$0	$0	$0	$0	$0	$344,663	$344,663
051 WATER FUND	$2,296,627	$3,180,342	$43,000	$4,373,851	$100,000	$9,993,820	$809,898	$9,405,431	$20,209,149
055 GOLF COURSE FUND	$739,008	$498,529	$2,005	$36,081	$0	$1,275,623	$127,458	$971,293	$2,374,374
057 TRANSPORTATION & PARKING FUND	$5,549,899	$888,038	$17,216	$0	$0	$6,455,153	$2,425,332	$6,933,915	$15,814,400
062 FLEET SERVICES FUND	$762,296	$1,937,240	$10,000	$0	$0	$2,709,536	$0	$711,268	$3,420,804
064 SELF INSURANCE FUND	$0	$921,300	$0	$0	$0	$921,300	$0	$835,441	$1,756,741
070 SALES TAX REV BOND - DEBT SVS FUND	$0	$0	$0	$1,569,613	$0	$1,569,613	$0	$1,151,205	$2,720,818
071 DEBT SERVICE FUND	$0	$0	$0	$4,832,513	$0	$4,832,513	$0	$389,005	$5,221,518
Total Park City Municipal Corporation	**$27,962,577**	**$13,859,269**	**$451,732**	**$10,812,058**	**$346,000**	**$53,431,636**	**$5,730,175**	**$28,786,673**	**$87,948,484**
Park City Redevelopment Agency									
023 LOWER PARK AVE RDA SPECIAL REVENUE FUND	$22,212	$50,300	$0	$0	$0	$72,512	$2,090,000	$29,488	$2,192,000
033 REDEVELOPMENT AGENCY-LOWER PRK	$0	$580,000	$0	$0	$0	$580,000	$326,938	$3,386,988	$4,293,926
034 REDEVELOPMENT AGENCY-MAIN ST	$0	$405,000	$0	$0	$0	$405,000	$950,000	$749,673	$2,104,673
Total Park City Redevelopment Agency	**$22,212**	**$1,035,300**	**$0**	**$0**	**$0**	**$1,057,512**	**$3,366,938**	**$4,166,149**	**$8,590,599**
Municipal Building Authority									
035 BUILDING AUTHORITY	$0	$0	$0	$0	$0	$0	$0	$461,457	$461,457
Total Municipal Building Authority	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$461,457**	**$461,457**
TOTAL	**$27,984,789**	**$14,894,569**	**$451,732**	**$10,812,058**	**$346,000**	**$54,489,149**	**$9,097,113**	**$33,414,279**	**$97,000,541**

Expenditure Summary by Fund and Major Object (FY 2016 Budget)

Description	Personnel FY 2016	Mat, Supplies, Services FY 2016	Capital FY 2016	Debt Service FY 2016	Contingency FY 2016	Sub - Total FY 2016	Interfund Transfer FY 2016	Ending Balance FY 2016	Total FY 2016
Park City Municipal Corporation									
011 GENERAL FUND	$18,566,760	$6,053,291	$370,864	$0	$271,000	$25,261,915	$2,306,171	$10,442,745	$38,010,831
012 QUINNS RECREATION COMPLEX	$750,633	$378,843	$6,000	$0	$0	$1,135,476	$1,200	$-4,112,881	$-2,976,205
021 POLICE SPECIAL REVENUE FUND	$0	$0	$0	$0	$0	$0	$0	$0	$0
022 CRIMINAL FORFEITURE RESTRICTED ACCOUNT	$0	$0	$0	$0	$0	$0	$0	$10,678	$10,678
031 CAPITAL IMPROVEMENT FUND	$0	$0	$0	$0	$0	$0	$134,366	$618,304	$752,670
038 EQUIPMENT REPLACEMENT CIP	$0	$0	$0	$0	$0	$0	$0	$329,663	$329,663
051 WATER FUND	$2,378,824	$3,260,907	$43,000	$4,368,151	$100,000	$10,150,882	$809,898	$12,942,246	$23,903,026
055 GOLF COURSE FUND	$748,791	$498,529	$2,005	$36,000	$0	$1,285,325	$127,458	$1,051,977	$2,464,760
057 TRANSPORTATION & PARKING FUND	$5,755,821	$888,038	$17,216	$0	$0	$6,661,075	$2,425,332	$7,649,719	$16,736,126
062 FLEET SERVICES FUND	$792,092	$1,937,240	$10,000	$0	$0	$2,739,332	$0	$552,736	$3,292,068
064 SELF INSURANCE FUND	$0	$921,300	$0	$0	$0	$921,300	$0	$581,368	$1,502,668
070 SALES TAX REV BOND - DEBT SVS FUND	$0	$0	$0	$1,563,113	$0	$1,563,113	$0	$1,156,455	$2,719,568
071 DEBT SERVICE FUND	$0	$0	$0	$4,671,333	$0	$4,671,333	$0	$159,754	$4,831,087
Total Park City Municipal Corporation	**$28,992,922**	**$13,938,148**	**$449,085**	**$10,638,597**	**$371,000**	**$54,389,752**	**$5,804,425**	**$31,382,764**	**$91,576,942**
Park City Redevelopment Agency									
023 LOWER PARK AVE RDA SPECIAL REVENUE FUND	$23,082	$50,300	$0	$0	$0	$73,382	$2,090,000	$58,106	$2,221,488
033 REDEVELOPMENT AGENCY-LOWER PRK	$0	$580,000	$0	$0	$0	$580,000	$324,000	$2,427,714	$3,331,714
034 REDEVELOPMENT AGENCY-MAIN ST	$0	$405,000	$0	$0	$0	$405,000	$950,000	$546,040	$1,901,040
Total Park City Redevelopment Agency	**$23,082**	**$1,035,300**	**$0**	**$0**	**$0**	**$1,058,382**	**$3,364,000**	**$3,031,860**	**$7,454,242**
Municipal Building Authority									
035 BUILDING AUTHORITY	$0	$0	$0	$0	$0	$0	$0	$461,457	$461,457
Total Municipal Building Authority	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$461,457**	**$461,457**
TOTAL	**$29,016,004**	**$14,973,448**	**$449,085**	**$10,638,597**	**$371,000**	**$55,448,135**	**$9,168,425**	**$34,876,081**	**$99,492,641**

Revenue	Actual FY 2011	Actual FY 2012	Actual FY 2013	Original FY 2014	Adjusted FY 2014	% Total FY 2014	Original FY 2015	% Total FY 2015	Original FY 2016	% Total FY 2016
RESOURCES										
Property Taxes	$17,043,800	$18,320,525	$18,191,179	$17,871,989	$18,734,714	14%	$18,277,987	14%	$18,111,919	15%
Sales Tax	$12,492,244	$13,366,791	$14,039,372	$17,198,451	$17,254,167	13%	$17,197,802	13%	$17,738,755	15%
Franchise Tax	$2,906,981	$2,816,071	$3,037,408	$3,136,000	$3,141,000	2%	$3,277,000	2%	$3,414,000	3%
Licenses	$1,284,053	$1,280,901	$1,343,027	$1,009,000	$1,337,000	1%	$1,363,215	1%	$1,372,699	1%
Planning Building & Engineering Fees	$1,464,715	$1,427,160	$1,932,448	$2,136,000	$3,439,000	2%	$3,011,000	2%	$3,015,000	3%
Other Fees	$17,707	$45,190	$40,293	$37,000	$47,000	0%	$42,000	0%	$43,000	0%
Federal Revenue	$5,818,357	$7,656,860	$1,287,283	$2,131,200	$4,514,200	2%	$3,310,000	2%	$2,060,000	2%
State Revenue	$452,018	$426,105	$668,747	$3,389,000	$3,383,597	3%	$372,000	0%	$372,000	0%
County/SP District Revenue	$138,214	$107,855	$790,534	$60,000	$348,000	0%	$60,000	0%	$60,000	0%
Water Charges for Services	$8,416,666	$9,915,490	$12,199,081	$11,862,500	$14,607,884	9%	$15,302,155	11%	$15,945,141	13%
Transit Charges for Services	$1,729,833	$1,918,588	$2,243,874	$2,090,000	$1,969,000	2%	$2,440,701	2%	$2,556,039	2%
Cemetery Charges for Services	$20,516	$19,196	$24,777	$22,000	$26,000	0%	$26,000	0%	$27,000	0%
Recreation	$1,916,305	$2,694,849	$3,020,781	$3,158,999	$3,071,000	2%	$3,234,850	2%	$3,344,596	3%
Ice	$583,221	$682,028	$648,177	$886,000	$700,000	1%	$720,500	1%	$725,500	1%
Other Service Revenue	$94,798	$79,857	$75,927	$101,000	$91,000	0%	$92,000	0%	$91,000	0%
Library Fines & Fees	$22,408	$19,661	$19,079	$22,000	$21,000	0%	$21,000	0%	$21,000	0%
Fines & Forfeitures	$708,529	$621,446	$757,842	$678,200	$749,200	1%	$679,200	1%	$679,200	1%
Misc. Revenues	$3,462,074	$3,891,592	$1,635,205	$4,455,746	$2,849,948	3%	$3,942,253	3%	$1,193,856	1%
Interfund Transactions (Admin)	$5,740,080	$5,138,802	$4,506,999	$4,893,717	$4,454,237	4%	$4,675,808	4%	$4,679,058	4%
Interfund Transactions (CIP/Debt)	$4,158,532	$4,038,841	$3,160,141	$2,310,741	$9,474,901	2%	$4,421,304	3%	$4,489,366	4%
Special Revenues & Resources	$750,993	$1,694,513	$720,067	$238,912	$430,500	0%	$392,000	0%	$392,000	0%
Bond Proceeds	$2,158,592	$244,982		$11,650,000	$29,393,543	9%	$20,500,000	15%	$4,400,000	4%

Change in Fund Balance

Fund	Actuals FY 2011	Actuals FY 2012	Actuals FY 2013	Adjusted FY 2014	Budget FY 2014	Increase (red) FY 2014	% Inc (red) FY 2014	Budget FY 2015	Increase (red) FY 2015	% Inc (red) FY 2015	Budget FY 2016	Increase (red) FY 2016
Park City Municipal Corporation												
011 GENERAL FUND	$6,320,932	$6,447,817	$8,367,681	$9,906,951	$7,126,464	$1,539,270	18%	$9,697,361	$-209,590	-2%	$10,442,745	$745,384
012 QUINNS RECREATION COMPLEX	$(2,187,227)	$(2,510,554)	$(2,919,038)	$-3,340,775	$(2,995,165)	$-421,737	14%	$(3,711,705)	$-370,930	11%	$(4,112,881)	$-401,176
021 POLICE SPECIAL REVENUE FUND	$27,082	$27,532	$28,644	$0	$0	$-28,644	-100%	$0	$0		$0	$0
022 CRIMINAL FORFEITURE RESTRICTED ACCOUNT	$4,176	$8,985	$19,133	$10,678	$0	$-8,455	-44%	$10,678			$10,678	
031 CAPITAL IMPROVEMENT FUND	$26,823,812	$19,876,401	$18,771,186	$2,554,602	$3,247,959	$-16,216,584	-86%	$2,048,118	$-506,484	-20%	$618,304	$-1,429,814
038 EQUIPMENT REPLACEMENT CIP	$1,267,319	$1,244,133	$1,586,254	$359,663	$208,076	$-1,226,591	-77%	$344,663	$-15,000	-4%	$329,663	$-15,000
051 WATER FUND	$6,663,470	$11,863,021	$9,860,717	$6,402,249	$4,375,265	$-3,458,468	-35%	$9,405,431	$3,003,182	47%	$12,942,246	$3,536,815
055 GOLF COURSE FUND	$1,165,727	$850,677	$927,168	$926,234	$714,443	$-934	0%	$971,293	$45,059	5%	$1,051,977	$80,684
057 TRANSPORTATION & PARKING FUND	$13,703,979	$17,656,077	$18,038,096	$6,803,514	$7,873,331	$-11,234,582	-62%	$6,933,915	$130,401	2%	$7,649,719	$715,804
062 FLEET SERVICES FUND	$409,894	$521,502	$874,294	$840,004	$510,626	$-34,290	-4%	$711,268	$-128,736	-15%	$552,736	$-158,532
064 SELF INSURANCE FUND	$1,867,103	$1,848,254	$1,423,816	$1,089,514	$879,652	$-334,302	-23%	$835,441	$-254,073	-23%	$581,368	$-254,073
070 SALES TAX REV BOND - DEBT SVS FUND	$1,881,265	$1,958,852	$1,160,392	$1,159,267	$1,159,602	$-1,125	0%	$1,151,205	$-8,062	-1%	$1,156,455	$5,250
071 DEBT SERVICE FUND	$408,246	$412,312	$407,093	$400,651	$358,544	$-6,442	-2%	$389,005	$-11,646	-3%	$159,754	$-229,251
Total Park City Municipal Corporation	**$58,355,778**	**$60,205,009**	**$58,545,436**	**$27,112,552**	**$23,458,797**	**$-31,432,884**	**-402%**	**$28,786,673**	**$1,674,121**	**-4%**	**$31,382,764**	**$2,596,091**
Park City Redevelopment Agency												
023 LOWER PARK AVE RDA SPECIAL REVENUE FUND	$0	$0	$0	$0	$0	$0		$29,488	$29,488		$58,106	$28,618
033 REDEVELOPMENT AGENCY-LOWER PRK	$7,823,811	$9,084,417	$9,877,290	$1,374,200	$631,085	$-8,503,090	-86%	$3,386,988	$2,012,788	146%	$2,427,714	$-959,274
034 REDEVELOPMENT AGENCY-MAIN ST	$1,679,751	$1,397,569	$1,237,956	$944,306	$837,043	$-293,650	-24%	$749,673	$-194,633	-21%	$546,040	$-203,633
Total Park City Redevelopment Agency	**$9,503,562**	**$10,481,986**	**$11,115,246**	**$2,318,506**	**$1,468,128**	**$-8,796,740**	**-110%**	**$4,166,149**	**$1,847,643**	**126%**	**$3,031,860**	**$-1,134,289**
Municipal Building Authority												
035 BUILDING AUTHORITY	$518,071	$521,568	$523,457	$458,457	$278,087	$-65,000	-12%	$461,457	$3,000	1%	$461,457	
Total Municipal Building Authority	**$518,071**	**$521,568**	**$523,457**	**$458,457**	**$278,087**	**$-65,000**	**-12%**	**$461,457**	**$3,000**	**1%**	**$461,457**	

Attachment B

Ordinance No.

ORDINANCE ADOPTING A REVISED BUDGET FOR FY 2014 AND A BUDGET FOR FY 2015 FOR PARK CITY MUNICIPAL CORPORATION AND ITS RELATED AGENCIES.

WHEREAS, the Utah State law requires that city budgets be adopted by ordinance: and;

WHEREAS, a public hearing was held on May 15, May 29, June 5, 2014, and one more scheduled for June 12, 2014 at the City Council's regularly scheduled meetings, complying with State law;

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

SECTION 1. REVISED BUDGET ADOPTED. The budget as outlined in the City Manager's Recommended Budget presented on May 8, 2014 and with changes as summarized in the Attachments to this ordinance is hereby adopted as the Revised FY 2014 Operating Budget for Park City Municipal Corporation and its related agencies.

SECTION 2. BUDGET ADOPTED. The budget as outlined in the City Manager's Recommended budget presented on May 8, 2014 and with changes as summarized in the Attachments to this ordinance is hereby adopted as the budget for FY 2015 for Park City Municipal Corporation and its related agencies.

SECTION 3. CERTIFIED PROPERTY TAX RATE. The City's Budget Officer is authorized to compute and file the City's Certified Property Tax rate for FY 2015 at a "no tax increase rate". This ordinance hereby adopts the Certified Property Tax rate for FY 2015. The Budget Officer is also authorized to compute the City's Certified Property Tax rate for the issuance of General Obligation Bonds as approved by voters in November of 2001, 2002, 2006, and 2007.

SECTION 4. EFFECTIVE DATE. This Ordinance shall take effect June 12, 2014 for the FY 2014 revised budget and July 1, 2014 for the FY 2015 budget.

PASSED AND ADOPTED this 12th day of June, 2014.

PARK CITY MUNICIPAL CORPORATION

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Mayor Jack Thomas

Attest:

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Marci Heil, City Recorder

Approved as to form:

____
Mark D. Harrington, City Attorney

Attachment C

Ordinance No.______________

ORDINANCE ADOPTING THE FISCAL YEAR 2014 REVISED BUDGET AND THE FISCAL YEAR 2015 BUDGET FOR PARK CITY REDEVELOPMENT AGENCY

WHEREAS, Utah State law requires that city budgets be adopted by Ordinance; and

WHEREAS, a public hearing was held on May 15, May 29, June 5, 2014, and one more scheduled for June 12, 2014 at the City Council's regularly scheduled meetings, complying with State law;

NOW, THEREFORE BE IT RESOLVED by the Redevelopment Agency of Park City, Utah that:

SECTION 1. BUDGET ADOPTED. The following revised budget is hereby adopted as the Fiscal Year 2014 Redevelopment Agency Revised Budget for Park City, Utah.

	Main Street	Park Avenue
Main Street DSF	$0	$0
Main Street CIP Fund	$223,301	$0
Lower Park Ave DSF	$0	$0
Lower Park Ave CIP Fund	$0	$9,789,914
Subtotal:	$223,301	$9,789,914
LESS:		
Interfund Transactions	$921,349	$351,176
Special Revenues	($5,000)	($26,000)
Beginning balance	($1,237,956)	($9,877,290)
Subtotal:	($321,607)	($9,552,114)
NET RDA TAX INCREMENT	($98,306)	$237,800

SECTION 2. BUDGET ADOPTED. The following budget is hereby adopted as the Fiscal Year 2015 Redevelopment Agency Budget for Park City, Utah.

	Main Street	Park Avenue
Main Street DSF	$0	$0
Main Street CIP Fund	$90,633	$0
Lower Park Ave DSF	$0	$0
Lower Park Ave CIP Fund	$0	$10,920,274
Subtotal:	$90,633	$10,920,274
LESS:		
Interfund Transactions	$950,000	$326,938
Special Revenues	$0	$0
Beginning balance	($944,306)	($1,374,200)
Subtotal:	$5,694	($1,047,262)
NET RDA TAX INCREMENT	$96,327	$9,873,012

SECTION 3. EFFECTIVE DATE. The Ordinance for the revised budget shall take effect on June 12, 2014 and the Ordinance for the budget shall take effect on July 1, 2014.

PASSED AND ADOPTED the 12th day of June, 2014.

PARK CITY REDEVELOPMENT AGENCY

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Chairman Jack Thomas

Attest:

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Marci Heil, Deputy Secretary

Approved as to form:

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Mark D. Harrington, City Attorney

Attachment D

Ordinance No.______________

ORDINANCE ADOPTING THE PARK CITY MUNICIPAL BUILDING AUTHORITY REVISED BUDGET FOR FISCAL YEAR 2014 AND THE BUDGET FOR FISCAL YEAR 2015

WHEREAS, Utah State law requires that city budgets be adopted by Ordinance; and

WHEREAS, a public hearing was held on May 15, May 29, June 5, 2014, and one more scheduled for June 12, 2014 at the City Council's regularly scheduled meetings, complying with State law;

NOW, THEREFORE, BE IT RESOLVED by the Municipal Building Authority of Park City, Utah that:

SECTION 1. BUDGET ADOPTED. The following revised budget is hereby adopted as the Fiscal Year 2014 Municipal Building Authority Revised Budget for Park City, Utah:

Debt Service Fund		$0
Capital Improvement Program		$68,000
	Subtotal:	$68,000
LESS:		
Ending Balance		($523,457)
	Subtotal:	($523,457)
TOTAL MBA BUDGET		($455,457)

SECTION 2. BUDGET ADOPTED. The following budget is hereby adopted as the Fiscal Year 2015 Municipal Building Authority Budget for Park City, Utah:

Debt Service Fund	$0
Capital Improvement Program	$0
Subtotal:	$0
LESS:	
Ending Balance	($458,457)
Subtotal:	($458,457)
TOTAL MBA BUDGET	($458,457)

SECTION 3. EFFECTIVE DATE. The Ordinance for the revised budget shall take effect on June 12, 2014, the Ordinance for the budget shall take effect on July 1, 2014.

PASSED AND ADOPTED this 12th day of June, 2014.

PARK CITY MUNICIPAL BUILDING AUTHORITY

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Chairman Jack Thomas

Attest:

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Marci Heil, Deputy Secretary

Approved as to form:

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Mark D. Harrington, City Attorney

City Council
Staff Report

Subject:	**Construction Agreement for Royal Street Retaining Wall Project**
Author:	**Matthew Cassel, Engineering**
Date:	**June 12, 2014**
Type of Item:	**Administrative**

Summary Recommendations:
Staff recommends City Council authorize the City Manager to execute a construction agreement for the Royal Street Retaining Wall Project with Lyndon Jones Construction, Inc. in a form approved by the City Attorney and for the amount of **$861,303.00.**

Description:
This contract with Lyndon Jones Construction, Inc. is for the final repairs for the Royal Street Retaining Wall Project as designed by Stanley Consultants. The Council has approved funding for this project in Capital Project cp0278 (Royal Street) which contains $750,000 for FY 2014 and an additional $750,000 for FY 2015.

Background:
Royal Street is a Major Collector for Park City and provides service to the upper Deer Valley Area. In the spring/summer of 2011, Park City had a higher than normal spring run-off. This higher than normal run-off caused a section of Royal Street to slide and fail. After a geotechnical investigation and study took place on the slide area, a temporary retaining structure was constructed in the fall of 2011. This temporary wall is located on the downhill edge of the road between the road and existing gabion basket retaining wall. Additionally, there is another existing wood retaining wall located just uphill from the Deer Valley Drive/Royal Street intersection that will be replaced and a small drainage area further uphill from Deer Valley Drive intersection that will be addressed.

Proposed improvements consist of the removal of an existing gabion basket retaining wall and the installation of soil nail supported soldier pile and lagging retaining wall, replacement of an existing wood retaining wall and improvements to a small drainage area. Coordination with dry utility companies, traffic/regulatory signage and Public Involvement will all be part of this project.

Analysis:
Stanley Consultants (project designer) and staff advertised to obtain competitive bids for the Royal Street Retaining Wall Project. The project was advertised in the Park Record and the Salt Lake Tribune. Bids were received on May 29th, 2014 and only one bid was received.

COMPANY	BID AMOUNT
Lyndon Jones	**$861,303.00**

The one bid submitted was reviewed and determined to be compliant with the terms of the Contract Documents. The consultant engineer's estimate for the project was $775,926. The bid is only 11% over the estimate but within the project budget as outlined below.

It is not uncommon to receive only one bid especially this late in the bidding season. The prime bidding season is usually from January until March where contractors are more competitive as they try to fill their workloads for the upcoming summer.

If Council is concerned with receiving one bid, you could direct staff to re-bid the project. Staff, though does not recommend this action for numerous reasons;

- More bidders may bid on the project, but everyone now knows Lyndon Jones bid. If the project is re-bid, it will not be competitive as other bidders will highly likely manipulate their bid numbers based on Lyndon Jones submitted bid,
- Staff's past experience has seen almost all re-bid projects increase in costs,
- When the bid is over budget, it is possible to remove some of the project scope to reduce the overall cost. In the past, staff has seen a large number of projects re-bid with a reduced scope, end up with higher bids,
- From the two previous bullets, staff is trying to stress that by re-bidding the project will not guarantee that more bidders will bid on the project and that there is no guarantee that the project cost will be reduced.

Project Budget – The project budget and current and future anticipated expenditures to date is shown below;

Project Budget	$1,500,000
LESS:	
Consultant Design & Construction Management Contract	$ 206,132
Construction Bid (Lyndon Jones)	$ 861,303
10% Contingency for Possible Change Orders	$ 86,130
Project Budget Remaining	$ 346,435

Operation and Maintenance impact caused by this project - this project is the replacement/repair of existing infrastructure and thus will not increase Public Works operation and maintenance demand.

Department Review:

This report has been reviewed by Public Works, Legal, Budget and the City Manager's office. All issues have been resolved.

Alternatives:

A. Approve the Request:
This is the staff's recommendation.

B. Deny the Request:
If this request is denied, a final and permanent retaining wall for Royal Street cannot be constructed. The retaining wall installed a few years ago was only temporary and was only designed to be functional for a few years. Council does have the option to direct staff to re-bid the project.

C. Continue the Item:
If the Council needs more information the item can be continued, but this could possibly impact the contractor's ability to complete the construction this season.

D. Do Nothing:
This option would make it difficult to complete the construction in a timely manner.

Significant Impacts:

	World Class Multi-Seasonal Resort Destination (Economic Impact)	Preserving & Enhancing the Natural Environment (Environmental Impact)	An Inclusive Community of Diverse Economic & Cultural Opportunities (Social Equity Impact)	Responsive, Cutting-Edge & Effective Government
Which Desired Outcomes might the Recommended Action Impact?	+ Accessible and world-class recreational facilities, parks and programs + Accessibility during peak seasonal times			+ Well-maintained assets and infrastructure
Assessment of Overall Impact on Council Priority *(Quality of Life Impact)*	Very Positive ⬆	Neutral ⇔	Neutral ⇔	Positive ⇧
Comments:				

The construction of the retaining wall will have impacts to travelers, residents and businesses. Staff has been working with Deer Valley Resort and the surrounding neighborhoods this winter to be prepared for the impacts created by the construction next summer. Additionally, restrictions have been included in the contract requiring the contractor to keep the road open at nights, during weekends and during special events. Construction will start right after the July 4th holiday and is anticipated to be completed by October 15 of this year.

Consequences of not taking the recommended action:
The final and permanent retaining wall for Royal Street could not be started. The retaining wall installed a few years ago, was only temporary and was only designed to be functional for approximately five (5) years. This work will add an additional 20 years to the life of the retaining wall.

Recommendation:
Staff recommends City Council authorize the City Manager to execute a construction agreement for the Royal Street Retaining Wall Project with Lyndon Jones Construction, Inc. in a form approved by the City Attorney and for the amount of **$861,303.00.**

Exhibits – Stanley Consultant's Award Letter of Recommendation
Royal Street Bid Tabulation

					Bidder 1		Bidder 2		Bidder 3		Bidder 4		Bidder 5	
					Lydon Jones									
ITEM #	ITEM	QUANTITY UNIT	Eng Est (Unit)	Eng Est (Cost)	UNIT COST	COST	UNIT COST	COST	UNIT COST	COST	UNIT COST	COST	UNIT COST	COST
A1	Mobilization/Demobilization	1 Lump Sum	$95,000.00	$95,000.00	$77,000.00	$77,000.00		$0.00		$0.00		$0.00		$0.00
A2	Traffic Control	1 Lump Sum	$51,000.00	$51,000.00	$52,000.00	$52,000.00		$0.00		$0.00		$0.00		$0.00
A3	Remove Existing Catch Basin	1 Each	$800.00	$800.00	$600.00	$600.00		$0.00		$0.00		$0.00		$0.00
A4	Remove Existing 24" Corrugated Metal Pipe	48 LF	$25.00	$1,200.00	$12.00	$576.00		$0.00		$0.00		$0.00		$0.00
A5	Install 24" Reinforced Concrete Pipe	48 LF	$122.00	$5,856.00	$210.00	$10,080.00		$0.00		$0.00		$0.00		$0.00
A6	Install Clean-Out	1 Each	$2,200.00	$2,200.00	$4,200.00	$4,200.00		$0.00		$0.00		$0.00		$0.00
A7	Install 24" Culvert End Section	1 Each	$1,000.00	$1,000.00	$700.00	$700.00		$0.00		$0.00		$0.00		$0.00
A8	Rockery Wall	600 LF	$240.00	$144,000.00	$158.65	$95,190.00		$0.00		$0.00		$0.00		$0.00
A9	Riprap	211 SF	$10.00	$2,110.00	$12.00	$2,532.00		$0.00		$0.00		$0.00		$0.00
A10	2 Foot Boulders	6 Each	$150.00	$900.00	$125.00	$750.00		$0.00		$0.00		$0.00		$0.00
A11	Silt Fence	700 LF	$6.00	$4,200.00	$13.00	$9,100.00		$0.00		$0.00		$0.00		$0.00
A12	12 Inch Fiber Rolls	30 LF	$6.00	$180.00	$70.00	$2,100.00		$0.00		$0.00		$0.00		$0.00
A13	Landscape Restoration/Seeding	1 LS	$30,000.00	$30,000.00	$13,500.00	$13,500.00		$0.00		$0.00		$0.00		$0.00
A14	Utility Test Hole	2 Each	$600.00	$1,200.00	$600.00	$1,200.00		$0.00		$0.00		$0.00		$0.00
A15	Utility Test Hole Pavement Patch	2 Each	$500.00	$1,000.00	$600.00	$1,200.00		$0.00		$0.00		$0.00		$0.00
A16	Asphalt Slurry Seal Coat	2200 SY	$2.00	$4,400.00	$4.20	$9,240.00		$0.00		$0.00		$0.00		$0.00
A17	Pavement Marking Paint, 4 inch double yellow	700 LF	$3.00	$2,100.00	$1.50	$1,050.00		$0.00		$0.00		$0.00		$0.00
A18	Anchor Verification Testing	1 LS	$3,000.00	$3,000.00	$5,500.00	$5,500.00		$0.00		$0.00		$0.00		$0.00
A19	Soldier Pile Wall Excavation	1 LS	$65,000.00	$65,000.00	$118,500.00	$118,500.00		$0.00		$0.00		$0.00		$0.00
A20	Soldier Pile Anchor Assembly	47 Each	$3,700.00	$173,900.00	$3,500.00	$164,500.00		$0.00		$0.00		$0.00		$0.00
A21	Soldier Pile	26 Each	$2,400.00	$62,400.00	$5,400.00	$140,400.00		$0.00		$0.00		$0.00		$0.00
A22	Wood Lagging	6100 SF	$14.00	$85,400.00	$18.85	$114,985.00		$0.00		$0.00		$0.00		$0.00
A23	Existing Street Restoration	2040 SY	$12.00	$24,480.00	$12.50	$25,500.00		$0.00		$0.00		$0.00		$0.00
A24	Remove and Replace Guardrail	150 LF	$80.00	$12,000.00	$42.00	$6,300.00		$0.00		$0.00		$0.00		$0.00
A25	Adjust Manhole to Grade	2 Each	$800.00	$1,600.00	$1,350.00	$2,700.00		$0.00		$0.00		$0.00		$0.00
A26	Adjust Valve Box to Grade	2 Each	$500.00	$1,000.00	$950.00	$1,900.00		$0.00		$0.00		$0.00		$0.00
	Total Bid Schedule A (In Figures)			**$775,926.00**		**$861,303.00**		**$0.00**		**$0.00**		**$0.00**		**$0.00**
						$6,300.00								
						6300								

PARK CITY COUNCIL MEETING MINUTES- DRAFT
SUMMIT COUNTY, UTAH,
May 29, 2014

Work Session
Council Questions and Comments and Manager's Report

Council member Henney participated in the bus rodeo and had a great time driving a bus. Had the pleasure of calling the Park City Police Department regarding a roof top party across from his condo which they responded to very quickly. Attended COSAC and Planning Commission which were uneventful. Shared an email from Planning Commissioner Steve Joyce sent out regarding the local use of shared bicycles. Would like to see bike racks added to the City plans/projects. Beerman would like to see Master Plan developments to include bike racks in their projects. Council agreed that they would like to see this back as a work session item. Also got clarity from Brooke Moss regarding the pay plan in regards to the lower pay positions stating that most are part-time and seasonal.

Council member Simpson attended the Library Open house stating it was a great event. Stated there will be a memorial service for Lou Hudson on Saturday, May 31st at 5:00pm. Reminded Council of the upcoming BBQ and Bluegrass Event at McPolin Farm on June 28th.

Council member Peek attended the Historic Preservation meeting stating they discussed coming to Council to ask for an increase in the grant funding. Also commented on the Construction on Main stating it looks great.

Council member Matsumoto stated that the Historical Society is having a Home Tour on Saturday June 14th and invited the Council to participate.

Council member Beerman thanked Henney for covering COSAC while he was on vacation.

Mayor Thomas attended a Utah Growth Quality Commission meeting and the Library Open House. Also participated in the Bus Rodeo and was able to drive a large bus and hit every barrier.

Craig Sanchez spoke to the Manager's report regarding Main Street Construction. He thanked Spencer Lace, IT, for helping set up the Arc GIS Construction Map. Sanchez then detailed the items on the map that are available. Matsumoto inquired why the Silver Queen is delayed again. Chad Root, Chief Building Official, stated that they are within the limits of the State Construction code.
.
Budget: Operating Expenditures, Fee Changes and Solar at the MARC discussion

Jed Briggs, Budget Operations Manager and Korey Kersavage, Budget department, along with the results team presented the budget changes related to Operating Expenditures, Fee Changes. Clint McAffee, Water Manager, stated that the Water Department is asking for a substantial water increase of $363,000. He explained that 70% of the increase is electricity and the other 30% is going to be used to offset the water pumping from having the Judge Tunnel offline. Council member Matsumoto inquired about an elevation surcharge. McAffee stated that they would bring the water rate changes back to Council at a later date. Council member Peek inquired if once the Judge tunnel is back online would they still need the elevation surcharge. McAffee stated that they would still need to charge the elevation surcharge. Council member Simpson reiterated that the Council has not yet decided on a surcharge and will hold another meeting regarding the water fees.

Matt Abbott, Sustainability, stated the Intergovernmental & Environmental programs are asking for an increase of $50,000 for legal and consulting fees.

Clint Daley, Parks Manager, stated the Parks department is looking to upgrade 9 positions to full-time, regular; Transit is adding health care to 14 full-time employees. Recreation has an increase to part-time employees as well as a restructure in Golf and the addition of the beverage cart. Council member Beerman inquired about the 3.5 decrease in transit. Briggs stated that it is only a decrease in the part-time budget not in actual personnel.

Michelle Downard spoke to the Budget, Planning and Engineering requests regarding personnel to help with the demand. Council member Beerman inquired about the demand of the Park City Heights plan and how the fees will offset the man hours. Mayor Thomas inquired how the increase of building permits break down. Downard stated that remodels and additions have been steady over the years. The new increase is related to new construction in both residential and commercial.

Captain Phil Kirk, Police Department, stated that prior to the budget discussions the police department conducted an evaluation and found defaults in the part-time victim advocacy program, internal investigations and the evidence locker. They took current positions and have rolled a few positions together and have increased the victim advocate position to full time. There also has been some turn over in the dispatch position and they felt strongly about adding an additional step in pay to keep the long term employees.

Rebecca Gillis, Finance, spoke to the increase in the Lead Management programming, Community Affairs and adding positions to Building Maintenance & Fleet. Also stated the election budget will have a $13,000 decrease due to it not being an election year. Council member Beerman inquired if the website upgrade would allow better searching capabilities. Scott Robertson, IT Manager, stated that they will be doing a clean-up. Council member Simpson inquired if staff has looked into the effects the election year will have regarding same-day voter registration.

McAffee spoke to water fees and the CIP increases to include tunnel maintenance & emergency power and pipeline replacement. Staff is recommending a 12% increase in water rates this fiscal year. McAffee stated that this is good news stating that last year it was looking like we would need an 18% increase this year and mid-level increases for years to come. So this number is coming in at a great rate and will keep the costs low in the future. Council member Matsumoto inquired if McAffee could update the chart showing how Park City compares to other cities. Council member Beerman inquired what we learned from the pigging and ice pigging. McAffee stated that it is in the analytical state now and we are waiting for the results. McAffee stated that staff is currently in the process of updating impact fees. Once completed staff will look at outlining fees and the increase of cost to higher water users with the idea to incentivize conservation. Staffs plan is to bring this information back to Council in the late Summer/early Fall for implantation in Spring 2015.

Kersavage stated that there are a number of departments that are requesting fee changes including Recreation, Tennis, Golf, Cemetery and Ice Facility fees. Council had some questions regarding the fees and staff stated they would bring back more information to the next Council meeting.

Abbott spoke to the solar at the MARC piece of the budget that was requested by Council member Beerman. Abbott showed a graph of our current carbon footprint. The MARC is still the #1 Natural Gas user and #1 Electricity user. With a 732 Solar Panel addition would most likely cost $426,800 and would have an annual savings of $18,721. Abbott stated that this is a big project and is highly visible and would keep Park City on the map.

Council member Simpson thanked Abbott for the great staff report. She requested to see the usage broke down by hour due to the fact that the MARC is also the one building that is used the most for a longer period of time compared to other City buildings.

Council member Beerman also thanked Abbott for the great staff report.

Council member Matsumoto inquired if the problem with the HVAC had been resolved.

Abbott stated that Johnson Controls has looked at the building and stated that there is a problem with the system and they are working to identify the problem.

Council member Peek inquired about the show shedding of the roof with the addition of solar panels. Abbott stated the building was designed with the potential of adding solar in mind but he would double-check the setbacks.

Council member Henney inquired if there is a connection with the solar panels and the HVAC building performance. Abbott stated that they are a separate issue.

Council member Simpson inquired if we move forward how we would fund it. She remembered Council member Beerman suggesting using the surplus funds. She stated that she would be in favor of that option. Council member Henney stated he would also be in favor of that option. Council member Matsumoto would prefer to see if we have the surplus and then look at this project. Council member Peek feels that this is getting into bonding territory with the cost of this project. Mayor Thomas stated that he has a problem with the unbalance of the energy system and with the life expectancy of the panels outlasting the building. Council member Beerman reminded the Council to think back to the Council goals and budget plans regarding reducing the carbon footprint. He stated that they need to look at the return on investment for community. Rockwood stated the March sales tax numbers are in quite higher than expected, he then discussed the process of using this surplus.

City Manager Foster clarified that Council would like to fund the solar project as well as move the reserve closer to the 25% reserve fund.

Mayor Thomas inquired if the building was designed to LEED standards. Foster stated that the building was designed to have solar added and was built to LEED standards.

Council member Peek clarified that the MARC is to be used as an emergency shelter in case of an emergency and inquired about storage capacity. Abbott concurred it is an emergency shelter and staff could evaluate the storage capacity.

Electric Bike Discussion
Heinrich Deters introduced Julie Bjornsted, Fehr and Peers. Deters stated that this is a new technology and cutting edge as well as preserving the natural environment. Deters inquired if Council was in favor of updating the Municipal code, providing proposed restriction and the level of creating a pilot program. Deters touched on the history of the electric bike and the Segway. Deters stated that with every new change comes the fear of the unknown as to how this would translate to our trails and back country as well as safety. Staff also reached out to local stakeholders with Mountain Trails, Summit Lands and multiple resorts and stated that the overall feeling was positive. Deters suggested language for the update to the code in regards to allowed on hard surface multi use paths 8 feet wide with a max speed of 20 mph and max watts of 750 and a valid driver's license. As well as the prohibitions keeping them off back country trails and not to be used on sidewalks.

Council member Beerman stated that the City needs to be careful with prohibitions that are difficult to regulate.

Deters spoke to the Segway recommendations allowing for use for the mobility impaired and would prohibit use on sidewalks and back country. Then outlined the pilot program.

Julie Bjornsted, Fehr & Peers, stated she spoke with Bolder, Colorado's Transportation Manager discussing the pilot program that began this year.

Mayor Thomas opened the meeting for public comment.

Yon Brussel stated he is working with a manufacturer to bring electric bicycles to Park City. He stated that the bikes that he bringing in would max speed at 20 mph and be a great commuter bike or offer an electrically assisted bike ride. Offered to demo his bike to help give the Council an idea of the possibilities.

Kate Sattlemeyer, Summit Land Conservancy- stated that she feels opening up the trail by McPolin Barn would go against the conservation values of the conservation easement that is currently in place.

Charlie Sturgis stated that he purchased an e-bike last year and found it to be a great deal of fun and would like to see people get out on the trails and not in their cars. He stated that with any toy you can find irresponsible users.

Lynn Ware Peek, resident, stated that every time she is on Poison creek trail she is so grateful that the city is widening that trail. Stated that there is a YouTube video featuring the owner of E-bikes Salt Lake that would show the negative side of this issue.

Council member Simpson stated that she feels a pilot program would be a great idea. Council concurred. Staff will come back with specific language.

Regular Meeting

6:00 pm

I. ROLL CALL- Mayor Jack Thomas called the regular meeting of the City Council to order at approximately 6 p.m. at the Marsac Municipal Building on Thursday, May 29, 2014. Members in attendance were Jack Thomas, Andy Beerman, Dick Peek, Liza Simpson, Tim Henney and Cindy Matsumoto. Staff member present were Diane Foster, City Manager; Tom Daley, Deputy City Attorney; Matt Dias, Assistant City Manager; Jed Briggs, Budget Operations Manager; Blake Fonnesbeck, Public Works Director; Matt Abbott, Sustainability; Kirsten Whetstone, Planner; Heinrich Deters, Trails and Open Space; Tommy Youngblood, Special Events; Marci Heil, City Recorder

II. COMMUNICATIONS AND DISCLOSURES FROM COUNCIL AND STAFF

There were no communications or disclosures from Council or Staff.

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

Gary Bush, member of the HPB, encouraged the Council to fund the Historic Grants to the best of their ability. Council member Matsumoto stated that she spoke to Rockwood about the HPB grant funds. Briggs spoke to the item stating that there is $47,000 in the General Fund annually as well as monies in the Lower Park Ave RDA and Main Street RDA. Foster stated that staff will bring this item back to outline how those funds are accessed.

Paul Beasom, Old Town Resident, spoke to the overhead lighting in Old Town and would like to find out about a night sky ordinance.

IV. RESIGNATION AND APPOINTMENTS

1. Consideration of Richard J Miller's resignation from Board of Adjustments.

Mayor Thomas thanked Miller for his service.

2. Consideration of appointment of Travis McGhee to fill the existing term vacated by Richard J Miller expiring June 2017 and David Robinson appoint as an alternate for the Board of Adjustments filling the existing term vacated by Travis McGhee expiring June 2017.

Council member Matsumoto moved to accept Richard Miller's resignation and Travis McGhee and David Robinson's appointment to the Park City Board of Adjustments.
Council member Simpson seconded
Approved unanimously

V. CONSIDERATION OF MINUTES FROM THE JOINT COUNCIL/PLANNING COMMISSION MEETING FROM MAY 13, 2014 AND THE CITY COUNICL MEETING FROM MAY 15, 2014

Council member Simpson moved to approve the Minutes from the Joint Council/Planning Commission Meeting from May 13, 2014 and the City Council Meeting From May 15, 2014

Council Beerman seconded
Approved unanimously

VI. CONSENT AGENDA (Items that have previously been discussed or are perceived as routine and may be approved by one motion. Listed items do not imply a predisposition for approval and may be removed by motion and discussed and acted upon)

1. Consideration of approval of the following paving contracts with Kilgore Contracting for milling, pavement overlays, utility adjustments, and seal coat bike paths in the amount of $540,924.28, Intermountain Slurry Seal, for slurry seals in the amount of $56,192.57 and Ridge Rock, for crack seal in the amount of $79,035.00

Council member Simpson moved to approve the following paving contracts with Kilgore Contracting for milling, pavement overlays, utility adjustments, and seal coat bike paths in the amount of $540,924.28, Intermountain Slurry Seal, for slurry seals in the amount of $56,192.57 and Ridge Rock, for crack seal in the amount of $79,035.00
Council member Peek seconded
Approved unanimously

Mayor Thomas went back to the work session items.

Waste Container Ordinance & Old Town Curbside Recycling Discussion
Matt Abbott discussed the history of the proposed ordinance regarding waste containers. They were not perused due to the following issues: container identification, contamination, and container confusion. Abbott stated that Curb It Recycling is no longer servicing Old Town. Jake Deberg, Republic Services, spoke to the issue stating that his company is taking over on June 12th. He explained the contamination tag process stating that it is an education program. Abbott addressed the potential solutions with outreach and education and well as bin labeling. Council member Simpson stated that she feels that we are blaming the visitors when we should not be. It could be bins not being labeled and located. Council member Henney stated that the first step is to tie the bin to the residency. Council member Beerman echoed Simpson and Henney's comments and feels that the first step is labeling. With the issue of code enforcement addition Council needs to look at mandatory recycling. Council member Matsumoto also felt bin labeling is the first step as well as looking at the size of the bins in Old Town so is would be easier to store on the properties. Foster stated that Republic has run a large outreach program letting them know there are two sizes of bins. Council member Henney feels that these are side issues to the main issue regarding an ordinance to keep the bins off the curb. Council member Beerman feels that this is a good time with Republic taking over that it would be a great time to look into an ordinance, mandatory recycling etc. Council member Matsumoto encouraged being mindful about all the properties in Old Town that may be difficult to store a bin against the house or may have stairs to negotiate.

Foster stated that she heard that Council would like staff to bring back a model ordinance and also look at labeling as well as discussing mandatory recycling at the Joint County Council meeting.

Jared Scott, Summit County Waste Superintendent, stated that the County's big goal is to code the can to tie it to the property as well as labeling the cans.

Council member Simpson inquired about the City managed recycling program. Could Park City contract with Republic or another hauler to provide an elevated level of service?

Council member Beerman inquired about adding a green waste piece. Scott stated that as the County's master plan unfolds it will incorporate green waste.

Council member Simpson felt that if the County has a plan and is discussing this at the next joint meeting then should be wait on the model ordinance.

Mayor opened the floor to public comment

Paul Beasom, Old Town Resident, stated he cannot believe that there is not an ordinance and feels that it is a safety issue. He spoke to the size of bins and feels that the smaller bins are very useful. He feels that there are a lot of problems the Council needs to look in to.

Stanford Melville, Old Town Resident, stated he shares a lot of the comments that have been made. He feels that the residents are well trained and feels that the problem lies with the nightly rental properties and the responsibility should be put on the property manager. He too is surprised that there is not an ordinance requiring removing the can from the street within 24 hours. Feels labeling the cans is essential.

Renewable Energy Fee Waiver Report
The Council agreed to the renewable energy fee waiver.

VII. OLD BUSINESS

1. Consideration of a remand to Planning Commission of the application for Ridge Overlook Subdivision- a request for a plat amendment to combine nine (9) full lots and twenty-one (21) partial lots into six (6) lots of record located at 200 Ridge Avenue.

Planner Whetstone, Ron Spratling, Applicant and Jason Gyllenskog, Applicant's Representative, spoke to the item stating that in September the Planning Commission forwarded a negative recommendation. Whetstone stated that the applicant has kept this application alive during staff changes and ordinance changes. At this point staff is stating that the item be remanded back to the Planning Commission for further review. Whetstone stated that Council also has the opportunity to review the item and make a decision; if that is the choice then staff would ask for a continuation to bring more information back to Council. Spratling stated that originally they were approved for a 3 lot plat and the City was updating the LMC and wanted more density so they came back with 6 lots and were denied. They are looking at widening the road that is substandard and helping the city. They are anxious for approval and have worked well with staff. They would not like the item remanded and ask Council to continue the item for further review. Gyllenskog stated that they disputed many of the findings of facts that were brought forth by the Planning Commission and do not feel they were treated properly.

Mayor opened the public hearing. There were no comments. Mayor Thomas closed the public hearing.

Council member Simpson inquired of Whetstone when she would have heard this item. Whetstone discussed the timeline of the project. Simpson then stated that she is in favor of sending this back to the Planning Commission.

Council member Henney stated he felt that it is the Planning Commission's expertise to review this item.

Council member's Peek, Matsumoto and Beerman concurred with the decision to remand back to the Planning Commission.

Council member Simpson moved to remand the application for Ridge Overlook Subdivision- a request for a plat amendment to combine nine (9) full lots and twenty-one (21) partial lots into six (6) lots of record located at 200 Ridge Avenue to the Planning Commission.
Council member Henney
Approved unanimously

VIII. NEW BUSINESS

1. Consideration of an Ordinance adopting the Tentative Revised Budget for Fiscal Year 2014-2015 and the Proposed Budget for Fiscal Year 2015-2016 for Park City Municipal Corporation and its related agencies

Briggs stated that per state code the City is required to adopt a tentative budget two weeks prior to the adoption of the final budget.

Mayor opened the public hearing. There were no comments. Mayor Thomas closed the public hearing.

Council member Simpson moved to adopt an Ordinance adopting the Tentative Revised Budget for Fiscal Year 2014-2015 and the Proposed Budget for Fiscal Year 2015-2016 for Park City Municipal Corporation and its related agencies
Council member Beerman seconded
Approved unanimously

2. Consideration of the Park Silly Sunday Market Supplemental Plan

Tommy Youngblood and Michelle McDonald presented the supplemental plan for Silly Market. Youngblood stated that staff has been very specific with the measures of success regarding parking and coordinating the working group.

Mayor opened the public hearing. There were no comments. Mayor Thomas closed the public hearing.

Council member Beerman moved to approve the Park Silly Sunday Market Supplemental Plan
Council member Simpson seconded
Approved unanimously

IX. ADJOURNMENT

Council member Simpson moved to adjourn the meeting
Council member Matsumoto seconded
Approved unanimously

MEMORANDUM OF CLOSED SESSION

The City Council met in a closed session at approximately 2:00 p.m. Members in attendance were Mayor Jack Thomas, Andy Beerman, Liza Simpson, Dick Peek, Cindy Matsumoto and Tim Henney. Staff members present were Diane Foster, City Manager; Matt Dias, Assistant City Manager; Tom Daley, Deputy City Attorney; Heinrich Deters, Trails and Open Space; Jessica Moran, Recreation. **Council member Simpson moved to close the meeting to discuss Property, Litigation, and Personnel. Council member Beerman seconded. Motion carried.**

Council member Simpson moved to open the closed session. Council member Matsumoto seconded. Motion carried.

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

Prepared by Marci S. Heil, City Recorder.

Marci S. Heil, City Recorder

PARK CITY SUMMIT COUNTY UTAH
CORPORATE
Seal
MARCH 1, 1884

City Council
Staff Report

Author:	**Adriane Juarez, Library Director**
Subject:	**Library Board Appointments**
Date:	**May 5, 2014**
Type of Item:	**Administrative**

LIBRARY

Summary Recommendations:
Appointment of John Fry, Margie Schloesser, and Chris Cherniak to the Park City Library Board for three-year terms beginning July 2014. Appointment of Abby McNulty for a two-year term appointment beginning July 2014. Suzette Robarge reappointment to serve on the Library Board for a one year term beginning July 2014.

Description:

A. Topic:
Library Board Vacancies

B. Background:
Park City Municipal Code and Utah State Code require municipal library board appointments to be made effective July 1 each year. The Library Board must have five members and may have as many as nine. All vacancies must be filled by Park City residents.
Currently, the Park City Library Board has seven board members. Three of the current board members terms expire on June 30, 2014. Four board members will continue on the board this year, with two board members having terms that expire in 2015 and two board members having terms that expire in 2016. The Library Board is recommending the addition of five appointments to bring the Library Board to nine members.
In accordance with City policy, ads for the Library Board vacancies ran in the Park Record and were aired on KPCW. Applications for Board positions were available at the Library and on the City & Library web sites.
A total of five applications were received.

C. Analysis:
A subcommittee of the Library Board interviewed the candidates and the full Park City Library Board is recommending a total of five appointments to the Library Board this year that includes the addition of four new members, and one reappointment of Suzette Robarge. The attached letter (Attachment A) from the Library Board Interview Committee Chair, Marlene Ligare O'Hara, describes the qualifications of the following candidates: John Fry, Abby McNulty, Margie Schloesser, Chris Cherniak and Suzette Robarge. Adding these candidates will bring the total of voting board members to nine, as allowed in Library Board bylaws.

D. Department Review:
City Manager, Legal Department, and Recreation Library Team.

E. Summary Of Library Board Terms Served by Proposed Appointees

Library Board Members	Appointed	Term	Expiration Date
Suzette Robarge	7/2010 7/2011 7/2014	1 yr 3 yr 1 yr	7/2011 7/2014 7/2015
Alison Butz	7/2012	3 yr	7/2015
Jerry Brewer	7/2012	3 yr	7/2015
Faye Malnar	7/2012 7/2013	1 yr 3 yr	7/2013 7/2016
Bobbie Pyron	7/2002 7/2005 7/2009 7/2012 7/2013	3 yr 3 yr 3 yr 1 yr 3 yr	7/2005 7/2008 7/2012 7/2013 7/2016
John Fry	7/2014	3 yr	7/2017
Abby McNulty	7/2014	2 yr	7/2015
Chris Cherniak	7/2006 7/2014	3 yr 3 yr	7/2009 7/2017
Margie Schloesser	7/2014	3 yr	7/2014

Alternatives:

A. Approve the Request:

Make the appointments to ensure a fully staffed and legally constituted Library Board.

B. Deny the Request:

Make alternative appointments or reopen the recruitment process.

C. Continue the Item:
Utah Code requires municipal library board appointments to be made effective by July 1 each year.

D. Do Nothing:
Not an option. Code requirements stipulate timely appointments.

Significant Impacts:
A full Park City Library Board, which includes nine voting members, will create a strong advisory-body to move the library forward into a newly renovated building.

Consequences of not taking the recommended action:
Library will not have a functioning board by the Utah Code deadline of July 1.

Recommendation:
Appoint of John Fry, Abby McNulty, Margie Schloesser, Chris Cherniak and Suzette Robarge to serve on the Library Board.

Attachment A

June 15, 2014

Honorable Mayor and City Council,

After conducting interviews of the five candidates who applied, we propose adding all of the following individuals to the Park City Library Board.

John Fry: John is an active member of Park City Toastmasters and will serve as Education VP next year. He is also a member of the Chamber of Commerce. He believes in libraries as cornerstones of a strong community, which are more important than ever for people of all ages.

Abby McNulty: Abby is the Executive Director of the Park City Education Foundation and has a lot of involvement in the community, including experience working with non-profits. She believes the library is in a unique position to support members of our community in a way no other organization can.

Margie Schloesser: Margie has lived in Park City for 14 years and brings a great deal of community involvement. She volunteers for the Sundance Film Festival, is a Homeroom parent and co-founder of the Academic League at Ecker Hill Middle School. She has been a volunteer for the Park City Friends of the Library and is an avid reader and supporter of all libraries.

Chris Cherniak: Chris is the business owner of Cherniak Environmental Consulting, a radio show co-host for “This Green Earth” on KPCW, a PC Caps mentor getting students involved in water and energy projects, and a past member of the Park City Library Board from 2006-2009. He has stated that libraries are the foundation of great communities, with which he wants to foster and strengthen his relationship.

Suzette Robarge: Suzette currently serves on the Park City Library Board and is applying for another term. In doing so, she will be involved in reviving the Library Foundation in support of library activities. She is interested in continuing to provide expanded and varied relevant library materials and services to the community and assuring that the library reflects best practices as usage patterns change.

We appreciate your consideration of these applicants to the Park City Library Board. Please contact either Adriane Herrick Juarez or me if you have any questions.

Sincerely,

Marlene Ligare O'Hara
2014 Library Board Selection Sub-Committee, Chair
(435-640-0114)

Resolution No. -14

RESOLUTION RECOGNIZING THE 'ROAD RESPECT' CYCLING AWARENESS PROJECT

WHEREAS, Park City advocates for the improvement of pedestrian and bicycling opportunities and promoting the importance of health, safety, recreation and equitable transportation options; and

WHEREAS, Park City is committed to promoting and providing for bicycle infrastructure projects through local and regional planning efforts such as the SR-224 and SR-248 corridor studies, safe routes to school initiatives and annual roadway resurfacing projects; and

WHEREAS, Park City recognizes the efforts of Utah Department of Transportation and Utah Highway Patrol for creating an annual statewide road cycling education and awareness program ***Road Respect***, and

WHEREAS, Park City agrees that road respect is a 'two-way street' defined by the efforts of both cyclists and drivers working collectively for safety.

NOW, THEREFORE, BE IT RESOLVED that the Mayor and City Council commends and expresses its unequivocal support for the educational efforts and regional collaboration set forth in the ***Road Respect*** project.

PASSED, ADOPTED this 12th day of June, 2014

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PARK CITY MUNICIPAL CORPORATION

Mayor Jack Thomas

Attest:

Marci S. Heil, City Recorder

City Council
Staff Report

Subject: **Resolution celebrating the 50th Anniversary of the Park City Golf Course**
Author: **Denise Carey, Recreation Coordinator**
Department: **Golf Course**
Date: **June 12, 2014**
Type of Item: **Administrative**

Summary Recommendations:
Adopt a Resolution celebrating the 50th Anniversary of the Park City Golf Course

Topic/Description:
The Resolution is intended to share Park City's rich history and to bring attention to this important milestone. In retrospect, the City's acquisition of the golf course was one of the first demonstrations of many to follow of the community's commitment to the importance of preserving recreational open space.

The public is invited to participate in activities planned for the celebration on Friday, June 20, 2014. Attractions include golf club demos from 2:00-5:00 p.m. on the driving range, a putting contest throughout the day with proceeds going to our Jr. programs and a celebration at 4:00 p.m. In addition to golf equipment vendors, some of the former golf pros will be attending to ensure a fun nostalgic community gathering.

Department Review:
The Resolution has been reviewed and recommended for approval by the Golf Pro, City Attorney and City Manager.

Alternatives:

- **A. Approve:** This is the recommended action.
- **A. Deny:** Denial is not recommended.
- **C. Modify:** The Resolution could be modified by City Council.
- **D. Continue the Item:** Council has the discretion to continue action.
- **E. Do Nothing:** This is not recommended.

Funding Source:
Costs for the celebration are projected to be minimal and will be covered in the Golf Course Enterprise Fund.

Consequences of not taking recommended action:
None.

Recommendation:
Adopt a Resolution celebrating the 50th Anniversary of the Park City Golf Course.

RESOLUTION CELEBRATING THE 50TH ANNIVERSARY OF THE PARK CITY GOLF COURSE
JUNE 20, 2014

WHEREAS, the original Treasure Mountain's Golf Course was part of a vision of United Park City Mines in the early 1960s as part of the development of a state-of-the-art recreation center and gondola at the base of the ski resort at a cost of approximately $1.8 million supported with both public and private financing; and

WHEREAS, talented Golf Professional Ralph Emery and Golf Course Architect Bill Neff were recruited to design the course and oversee the construction of the sporting 6,200 acre nine-hole course in Spring 1963; and

WHEREAS, the Thaynes Canyon farm soil was so rich that none had to be purchased and hauled to the site. The $120,000 construction project included providing a pro shop at the gondola terminal, building elevated greens and two lakes, planting tons of grass seed, and transplanting more than 1,000 small trees from Treasure Mountain; and

WHEREAS, the new nine-hole Treasure Mountain Golf Course opened Saturday, June 20, 1964 and the remaining nine holes were completed in 1973. In 1975, UPCM sold the ski resort and golf course to Greater Park City Corporation who put the Park City Golf Course up for sale in 1979; and

WHEREAS, because of the potential that the course could become private and in preserving the best interests of the citizens of Park City, city officials worked diligently to fund the $1 million acquisition and successfully obtained a $500,000 matching grant from the Bureau of Outdoor Recreation; and

WHEREAS, in April 1980, Chairman Nick Badami of GPCC presented the deed to the property to Mayor Jack Green which was one of the first demonstrations of many to follow of the community's commitment to the importance of preserving recreational open space; and

WHEREAS, it is important to recognize the efforts over the past 50 years of Golf Pro Ralph Emery, Golf Pro Doug Vilven, Golf Pro Greg Cunningham, Golf Manager Craig Sanchez and current Golf Pro Vaughn Robinson who have transformed and continue to protect the quality experience our municipal course provides to players and its reputation as an extraordinary golf facility;

NOW, THEREFORE BE IT RESOLVED that the Mayor and City Council officially recognize this important milestone and encourage the citizenry to reflect on Park City's rich history and celebrate the 50th Anniversary of the Park City Golf Course on Friday, June 20, 2014 by participating in the fun activities planned at the course for this special day.

PASSED AND ADOPTED this ___ day of _____ 2014.

PARK CITY MUNICIPAL CORPORATION

____
Mayor Jack Thomas

ATTEST:

____
Marci Heil, City Recorder

APPROVED AS TO FORM:

____
Mark D. Harrington, City Attorney

City Council
Staff Report

Subject:	**Professional Services Contract for Transit Expansion Plan**
Author:	**Brooks T. Robinson, Senior Transportation Planner**
Department:	**Public Works**
Date:	**June 12, 2014**
Type of Item:	**Administrative**

Summary Recommendations:
The Council should consider authorizing the City Manager to sign the attached Service Provider/Professional Services Agreement with LSC Transportation Consultants, Inc. for professional services to study Transit Service feasibility to western Summit County (Kamas) and Wasatch County (Heber) as anticipated in the 2011 Park City Short Range Transit Development Plan in an amount not to exceed $39,000 in a form to be approved by the City Attorney.

Topic/Description:
Park City is requesting a study anticipated in the 2011 Short Range Transit Development Plan (SRTDP) to examine the feasibility of expanding Transit service to western Summit County and Wasatch County. The 2011 SRTDP is a requirement by the Federal Transit Administration as a prerequisite to applying for and receiving federal funds. The Plan is the guideline for future decisions regarding transit operations, locations, services and budget. Transit Development Plans are used as a basis for operations, capital improvements, management, and financial decisions, particularly with expansion into unincorporated western Summit County. The proposed study will also provide updated demographics and financial models for possible connections to other areas of the Wasatch Back, including Wasatch County and the South Summit County areas.

Background:
Park City Transit is a free bus system that has operated for thirty years. During the last few years it has expanded service from operating only within the Park City limits, to include several routes serving adjacent areas in western Summit County including Canyons resort, Kimball Junction lodging and retail facilities and Snyderville Basin residential areas. Annual ridership has increased to over 2,000,000. Much of this growth has occurred on County routes. Service and fleet expansion is expected to continue.

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

The 2011 SRTDP provided an initial look at expanding Transit service to Coalville, the Kamas area, and Heber City/Wasatch County. The current proposal is to further refine that study with updated information.

The scope of this plan update encompasses the following:

- The 2011 SRTDP encompasses Western Summit County including Park City and the Snyderville Basin. It also evaluates nearby areas (towns in North and South Summit County including Kamas and Coalville, western Wasatch County, and Salt Lake City) to the extent of evaluating inter-city transit issues.
- This proposed study will focus on expansion of service to eastern Summit County (Kamas and Oakley) and western Wasatch County, including Heber City.
- Initial “kick off” meeting (6 hours) facilitated by consultant and held at client’s location between the Consultant Team and Park City/Summit County’s staff and others at client’s discretion. This meeting’s objectives will be to determine data needs, identify further issues for study, finalize work program, and brainstorm develop\explore service alternatives.
- No original data collection will be necessary. The existing SRTDP relied on existing data (i.e., 1990, 2000, and 2010 Census data, passenger data, and info from local planning offices, social service agencies and state agencies) and recent studies. The Wasatch planning and analysis study will incorporate recent data and analysis.

The Study will include the following phases:
Phase 1: Evaluate Recent Studies
Phase 2: Transit Demand Analysis
Phase 3: Transit Revenue Analysis
Phase 4: Develop Alternatives
Phase 5: Seven Year Financial Analysis and Projections
Phase 6: Draft Short Range Transit Plan
Phase 7: Prepare Final Short Range Transit Plan Update

Timing
The Plan from start to finish is expected to take 16 weeks. The initial kick-off meeting will probably take place in late June/early July, 2014, depending on Steering Committee availability. Initial analysis (Phases 1-3) should be completed by week 5, phases 4 and 5 should take another 4 weeks with the draft report prepared four weeks after that. This leaves the final four weeks for Staff and the Steering Committee to review and comment on the Draft prior to preparation of a Final Report and Adoption.

Steering Committee
The Park City – Summit County Interlocal Transportation Agreement (First Amendment Dec 2009) created a Joint Transit Advisory Board (JTAB). The current City Council

member is Liza Simpson and the County Council member is Roger Armstrong. It is recommended that these two elected officials serve on the Steering Committee for the SRTDP. Transit Staff has also reached out to Mayor Marchant of Kamas and Wasatch County Manager Davis to inform them of this study. It is anticipated that an elected official or staff member from these jurisdictions will be on the Steering Committee in addition to Park City and Summit County staff.

Funding
Staff has secured a Federal Transit Administration grant for $28,000 or approximately 72% of the study cost. The remaining $11,000 or approximately 28% of study cost must be covered with local sources (Park City and Summit County). Funding for the City's share of this project exists in the Transit Fund should Council authorize the contract.

Analysis:
A review committee consisting of Kent Cashel (Public Works), Brooks Robinson (Public Works), Darren Davis (Transit), Derrick Radke (Summit County Public Works) and Leslie Crawford (Summit County Engineer) evaluated two submitted proposals from the firms as listed below:

FIRM
LSC Transportation Consultants, Inc.
Innis Consulting Group/Bourne Transit Consulting

The review committee evaluated each firm according to a list of criteria including experience on similar projects, strength of individual firm members, project management skills, communication skills, and technical skills. Each proposal included the estimated number of hours and the proposal cost.

The selection committee determined that the team headed by LSC Transportation Consultants, Inc was the best choice for providing professional services to the City on this project. The LSC bid was preferred for their experience and qualifications, an acceptable cost under the proposed budget, the number of hours anticipated, the lack of City staff time needed for start-up as the LSC team has previous experience in Park City, and the fulfillment of all criteria listed in the RFP. The final scope of services and fee were negotiated with LSC Transportation Consultants, Inc.

Department Review:
This report has been reviewed by Public Works, City Manager, and Legal. All issues have been resolved.

Alternatives:

A. Approve the Request:
This is the staff's recommendation.

B. Deny the Request:
Staff would have to re-advertise the project which would delay the Plan.

C. Continue the Item:

If the Council needs more information the item can be continued.

D. Do Nothing:

This option is the same as denying the request.

Significant Impacts:

The Plan itself will have no significant impacts, however, implementation of the Plan will include financial considerations that will be part of upcoming budgets.

Consequences of not taking the recommended action:

The 2011 SRTDP included a number of recommendations that have been implemented or are in process. With the rebound in the economic climate, regional transit service continues to grow in importance. The update and further analysis of expanding the Transit service is called for in the adopted 2011 SRTDP.

Recommendation:

The Council should consider authorizing the City Manager to sign the attached Service Provider/Professional Services Agreement with LSC Transportation Consultants, Inc. for professional services related to the preparation of an update to the Park City Short Range Transit Development Plan in an amount not to exceed $39,000 in a form to be approved by the City Attorney.