PARK CITY
1884

PARK CITY COUNCIL MEETING
SUMMIT COUNTY, UTAH,
May 29, 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, May 29, 2014.

Closed Session
2:00 Property, Personnel and Litigation

Work Session
2:40pm Council Questions and Comments and Manager's Report PG 3
2:50pm Budget: Operating Expenditures, Fee Changes and Solar at the MARC discussion PG 9
4:50pm Electric Bike Discussion PG 83
5:20pm Waste Container Ordinance & Old Town Curbside Recycling Discussion PG 107
5:40pm Renewable Energy Fee Waiver Report PG 115
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. RESIGNATION AND APPOINTMENTS

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

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

V. CONSIDERATION OF MINUTES FROM THE JOINT COUNCIL/PLANNING COMMISSION MEETING FROM MAY 13, 2014 AND THE CITY COUNICL MEETING FROM MAY 15, 2014 PG 119

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 PG 131

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. PG 137
   (a) Public Hearing
   (b) Action

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 PG 9

   (a) Public hearing
   (b) Action

2. Consideration of the Park Silly Sunday Market Supplemental Plan PG 167

   (a) Public Hearing
   (b) Action

IX. ADJOURNMENT

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

Posted: 05/26/2014 See: www.parkcity.org

To: Honorable Mayor/Members of City Council

From: City Manager's Office

MANAGER'S REPORT – May 29, 2014

CONSTRUCTION UPDATE **SUBMITTED BY CRAIG SANCHEZ**

Following topics will be covered:
- Municipal Main Street construction projects
- Major water projects
- Library Renovation
- Deer Valley Drive Phase II
- Private construction projects in the Main Street corridor
- Parking

These updates will also be placed on the City website. I will also have mapping placed on the website to show completed, in progress, and planned City Main Street projects. We will be meeting in June to determine future areas of impact.

Main Street Streetscape

June 2nd – June 14th
- Complete storm drain, curb, pavers west side 6th St. to Bear Bench
- Begin work east side Museum to Post Office
- Set pavers on west side of intersection 7th and Main Street
- Set vertical elements east side intersection 7th and Main Street

June 19th – 30th
- Complete east side Museum to Post Office prior to June 21st
- Begin work east side Marmot to Park City Clothing Company
- Complete intersection 7th and Main Street

Special Considerations:
- 7th Sl. remains closed to through traffic
- 5th St. from Main to Swede will be closed for 3 days (concrete curing) unsure on exact dates
- Clear Main St. for June 21st, Savor the Summit
- Lower Main clear for Silly Sunday beginning June 8th, continue work on intersection during week.

Milestones:
- Questar – Completion of work for this season on May 23rd.
- Completed sidewalks west side Heber to 6th

- Completed sidewalks east side Marmot to Museum by May 28th
- Construction map live on Park City website

For further information please contact Craig Sanchez csanchez@parkcity.org 435-615-5206

Water Projects
Judge Pipeline Project
- Work continues along Lowell Avenue while crews work to install the pipeline. For safety reasons, some brief planned water outages are planned. Residents are being notified when these occur.
- Work has begun on King Road above Ridge Avenue intersection. One lane is open to traffic during construction.
- The two day closure of the intersection at Lowell Avenue and Manor Way has been rescheduled and is now anticipated after Memorial Day. Area residents and businesses will be notified directly.

WYATT EARP WAY IMPROVEMENTS
- Work will continues on filter station and on landscape restoration. Start-up scheduled for week of May 19th.
- Milling and overlay of the entire section of Wyatt Earp is scheduled the for the week after Memorial Day. Closure of Wyatt Earp for paving work and traffic controls for manhole and valve adjust will occur. Area residents will be notified.

QUINNS JUNCTION IRRIGATION FILTER STATION
- The filter station installation complete. Final electrical and SCADA to be completed the week of May 19th. Start-up scheduled the week of May 19th.

ROSSI HILL WATERLINE REPLACEMENT
- Currently advertised for bids. Bid opening May 21, 2014.

TOP OF MAIN PREASURE RELEASE VALVE (PRV) STATION REPLACEMENT
- Public Bid Notice to be posted and advertised May 19th. Construction scheduled for after Arts Festival.
- Preparing CUP submittal for SCADA antenna

SURPRISE AND PINNACLE PRV UPGRADES
- Preparing CUP submittal for SCADA antenna

ESTATES DRIVE WATERLINE REPLACEMENT
- Project scheduling decision delayed pending budgeting outcome

METER REPAIR PROJECT
- Meter replacements beginning the week of the 19th. Impacted businesses or residents will be coordinated with on a case by case instance to schedule a water service interruption

For further information please contact Siobhan Locke pipeline@parkcity.org 435-565-0109

Library Project
May 27th
- Library reopens at Miners Hospital
- Books for checkout available at Marsac
- Okland set up construction trailer and begin setting up construction fencing

June
- Park City Cooperative Preschool move June 3rd
- Interior demolition will begin after Santy auditorium is prepped
- Demolition will proceed on the exterior toward the end of June

For further information contact Matt Twombly mtwombly@parkcity.org 435-615-5177

Poison Creek Path
May 26-30
- Contractor is submitting bonds, insurance, contracts, SWWWP, and permits

June 2-6
- Contractor mobilizing to remove/replace trail lighting, signage, along trail corridor. Minor trail impacts localized work zones but no trail closures June 9-13
- Contractor begin work near Deer Valley Drive underpass. Trail Detours will be established around Deer Valley Dr. underpass

For further information contact Heinrich Deters hdeters@parkcity.org 435-615-5205

Deer Valley Drive Phase 2 – Beautification Project
Park City has allocated funds for the beautification of Deer Valley Drive or the Deer Valley Drive Phase 2 Project. The area included within the Deer Valley Drive Phase 2 project includes the Deer Valley Drive corridor from the existing round-about east to the Snow Park Lodge, including the Deer Valley Drive loop.
The following improvements will be included in the Deer Valley Drive Phase 2 Project.
- Additional pedestrian lighting
- Consistent sidewalks throughout the corridor
- Additional Crosswalks
- Bus stop amenities where feasible
- Cleaning of the creek and re-vegetation near the Sunnyside Drive intersection
- Landscaping improvements along the corridor
- Entry feature on the southeast corner near the intersection of Deer Valley Dr. and Deer Valley Dr. North
- Bridge façade restoration and code update
- Fiber optic conduit from Sunnyside Drive to Snow Park Lodge
- Addition of bus pullouts at Greyhawk and Foxglove condominiums

Current – May 16th
- Final Design underway

Milestones:
- Advertise Project for Construction – June 2014
- Begin Construction – July 2014

For further information please contact Kim Clark Kim@v-i-a-consulting.com or 801-860-7354

Royal Street Retaining Wall Project
The Royal Street retaining walls project will includes replacement of an existing gabion basket retaining wall, design and replacement of an existing wood retaining wall and improvements to a small drainage area from Royal Street from Deer Valley Drive up to Golden Eagle Drive. Construction is scheduled for July – September 2014. Motorists should expect flagging operations during daytime hours with two lanes open on the evenings and weekends.
Milestones:
- Advertise Project for Construction – May 2014
- Begin Construction – July 2014

For further information please contact Kim Clark Kim@v-i-a-consulting.com or 801-860-7354

Private Construction Projects

692 and 632 Main (Silver Queen)
- There is activity at 692 Main poured upper decks, installing windows, minimal activity at 632.

562 Main
- No issues

333 Main
- Excavation on Park Ave to begin before June 1st
- May 27th large crane early am to place HVAC equipment, will require partial road closure.

820 Park Ave
- Pedestrian walkway in place
- 3 way stop at 9th and Park Ave.
- Begin grading work May 21st.

Parking

- Parking plan in place for Main Street Construction as of May 23rd. Parking in Lower Deer Valley with City shuttles running throughout the day, 5:30 AM – 10:00 PM. Contractors are required to purchase parking permits.

Manager's Report

To: Diane Foster, For City Council
Author: Stuart Johnson- Trails Intern
Subject: Bike to Work and School Day Project Update
Date: May 29, 2014

SUSTAINABILITY

Bike to Work Day is observed nationally on May 20th. Due to historically variable weather in Park City in the middle of May, Bike to Work and School Day is observed in town on the last Friday in May. (May 30th, 2014) This community event is a collaborative effort of several City departments, including PCPD, as well as, numerous other entities including the Park City Chamber Bureau, Park City School District, McPolin PTA, PCHS Mountain Bike Team, Snyderville Basin Special Recreation District and the Mountain Trails Foundation.

This event is a celebration of people choosing to ride their bikes to work and leave the car at home, a choice that simultaneously positively impacts both environmental and personal health. As friends and neighbors ride to work together, this simple act helps grow a sense of community. The Park City Chamber Bureau and Squatters Roadhouse Grill will be sponsoring breakfast for participants, from 7:30-10:00AM at the Olympic Welcome Plaza adjacent to Squatters Roadhouse Grill. Mountain Trails Foundation will staff a table and give away bells and promote rider etiquette for trails and roadways.

Within City limits, Bike to School Day is focused around McPolin Elementary. Park City Police Department is providing several officers to help escort students at 7:30AM from Pocket Park, Aspen Villa and the PC MARC. The officers will also teach students about bike safety. Once at McPolin elementary, the officers will conduct a small "bike rodeo". They will also staff a table to give out helmets to kids in need and bells while instructing rider etiquette. The Park City Mountain Bike Team will have several students on hand to conduct bicycle safety inspections. Finally, McPolin Elementary is having a competition to see which class has the most participation (teachers included), and an ice cream party prize for the winning class.

In Snyderville Basin, similar events will be held at Trailside Elementary, Jeremy Ranch Elementary and Parley's Park Elementary.

City Council
Staff Report

Subject: City Manager’s Recommended Budget
Author: Jed Briggs, Nate Rockwood, Clint McAffee, Kory Kersavage
Department: Budget, Debt, & Grants
Date: May 29, 2014
Type of Item: Informational/Discussion

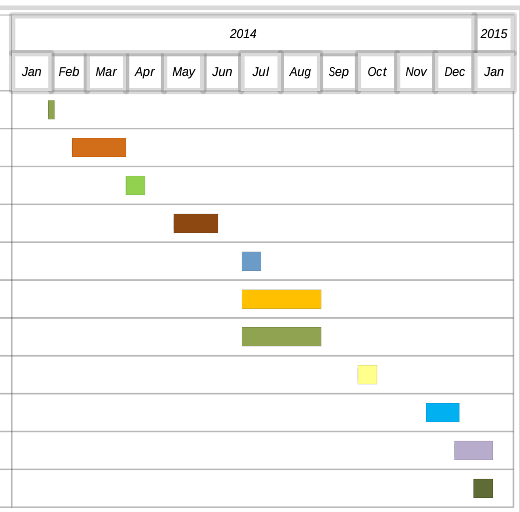
Summary Recommendations:
Hold a public hearing on the City Manager’s Recommended Budget. Provide direction regarding Operating Budgets, Water Capital Plan, Fee Changes, and PC MARC Solar Array.

Topic/Description:
FY 2014 Revised Budget, FY 2015 Proposed Budget, and FY 2016 Plan

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.

May 29 – Operating Expenditures - Biennial Plan Team Presentations and Fee Changes. Presentation and adoption of the Tentative Budget.

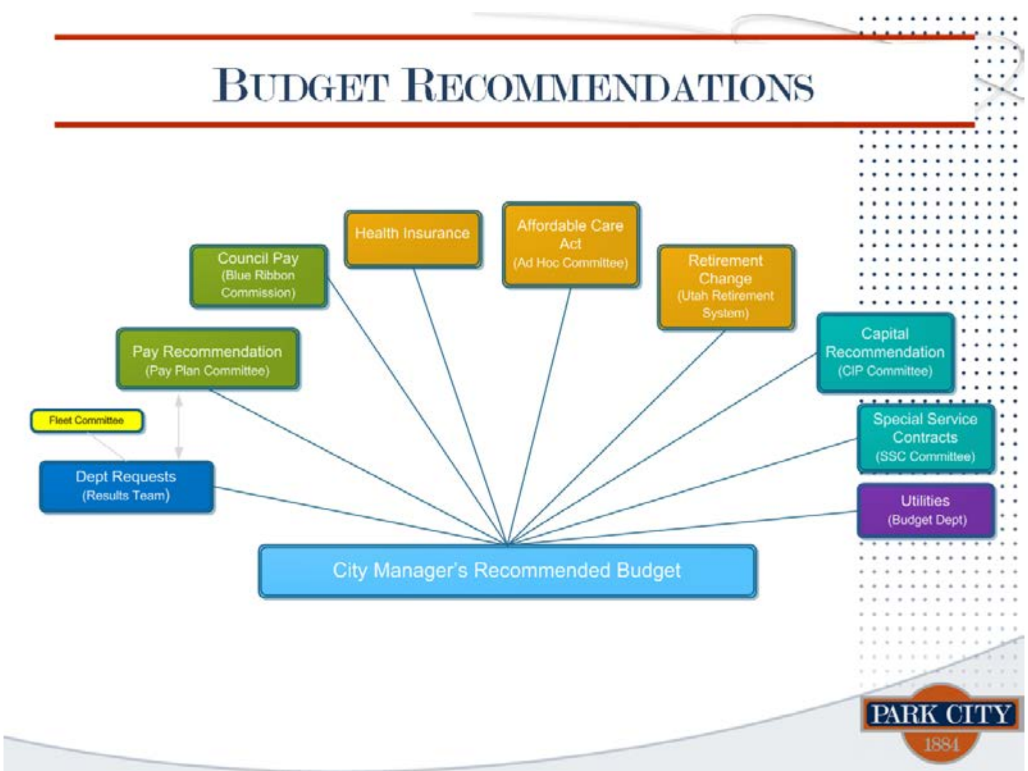
June 5 – Personnel Policies and Procedures (P&P) Manual, City Fee Resolution, Council Compensation, Budget Policies, Outstanding Budget Issues, Adopt CEMP update by resolution.

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

Analysis:
This budget season will be the first year of the budget biennium. Between now and June, we will be working on adjusting the FY 2014 Budget as well as developing the FY 2015 Budget and the FY 2016 Plan.

The City Manager's Recommended Budget is constructed drawing upon Council input and direction received during the Council Retreat in January, as well as Council input received during work sessions and study sessions throughout the year. During the budget section of the City Council Retreat. During the budget section, Council was presented with the FIAR projection of the City's expenditures and revenues over the next ten years. In essence, the FY15 and FY16 budgets have to fit within the confines of the FIAR's projected expenditure increases (based off of a 10-year historical analysis of an average annual increase of Park City's expenditures), approved by Council. The funding level recommendation has to account for what could be considered "inflationary" increases like Pay Plan, health insurance, and retirement as well as more discretionary increases like Affordable Care Act (ACA) provisions, departmental requests, CIP enhancement, etc. Below are the City's Long-Term Budget Strategies for crafting the City Manager's Recommended Budget:

1. Budget draws upon Council input from Council Retreat and FIAR projections as a guide
    - Performance-driven operating budget based upon Council's goals, objectives, and desired outcomes
2. Two-year budget process with fewer budget requests coming in the "off-year" (the "off-year" is FY16 in this particular biennium budget)
    - Second-year budget requests that will be considered are ones that
        i. will come with revenue offsets;
        ii. are accompanied by expense reductions, or that;
        iii. are required by law; or
        iv. are necessitated by market/environment changes that happened since the last budget adoption (since the adoption of the FY15 budget, in this case)
3. Budget committees' recommendations will be considered
    - Committees include Results Team as well as CIP, Pay Plan, and Fleet Committees and any other ad hoc committees needed for unique circumstances (such as this year's recommendations for the provisions of the Affordable Care Act)
    - Results Team will make recommendations by considering BFO score, manager's bid request, established need, available resources, and performance measures
4. All operating and capital budget requests should be considered during the budget process
5. General Fund budget surplus should be used for capital projects



Analysis:

Budgeting for Outcomes
Currently, the City employs a Budgeting for Outcomes (BFO) process that focuses on Council priorities and objectives as the driving factor for determining the annual budget. By creating Desired Outcomes within Council goals and then receiving offers from City departments, the City can make better-informed decisions regarding the prioritization and cost of City services and programs.

BFO provides a comprehensive review of the entire organization, identifying every program offered and its cost, evaluating the relevance of every program on the basis of the community's priorities, and ultimately guiding elected officials to the policy questions they can answer with the information gained from the process.

BFO informs the development of the City's 2015 and 2016 Proposed Budget and serves as a tool to identify potential service reductions and eliminations. The evaluation of programs as part of this process may also identify potential duplication of efforts or opportunities to consolidate similar programs and/or services that are delivered through partnership with other governmental agencies, non-profit agencies, or the private sector.

Department Manager's Role
Bids or offers can be submitted by one department or multiple departments working in partnership/collaboration with each other. A proposal (or bid), submitted in response to a Desired Outcomes, describes what a service, program, or activity will do to help achieve the Council-approved goals. Managers need to explain the scope of the service and any enhancements or decreases to level of service. The total expenditure and revenue budgeted amounts are included in the bid as well as FTEs.

Managers are encouraged to explain any cost savings, innovation, or collaboration that their program would be able to accomplish during the next fiscal year. There's also a section on the bid document that explains the consequences of funding it a lower level. And finally the bid ends with performance measures tailored specifically to that service used to measure its success. Performance measures are taken from the usual department performance measures, the National Citizen's Survey, or ICMA's Center for Performance Measurement.

When submitting budget requests, managers were encouraged to have a corresponding expense reduction, revenue enhancement (e.g., fee or rate increase, state and federal grants, profit gains, etc.), or justification as to why the adjustment is necessary. Managers bringing budget requests to the Results Team were asked to look first within their existing departmental or team budget. By enhancing or adding a service with the same amount of current budget the City is able to build efficiencies and make the cost of providing the service more effective.

Also, managers were encouraged to look for opportunities to find cost savings in their current operations, to think creatively and collaborate with others, inside and outside of

City Hall, and to identify ways that they could achieve the same or better results at lower costs. Managers' hard work has helped to craft a more streamlined budget and fund the services necessary to achieve the Council's priority outcomes despite economic uncertainty.

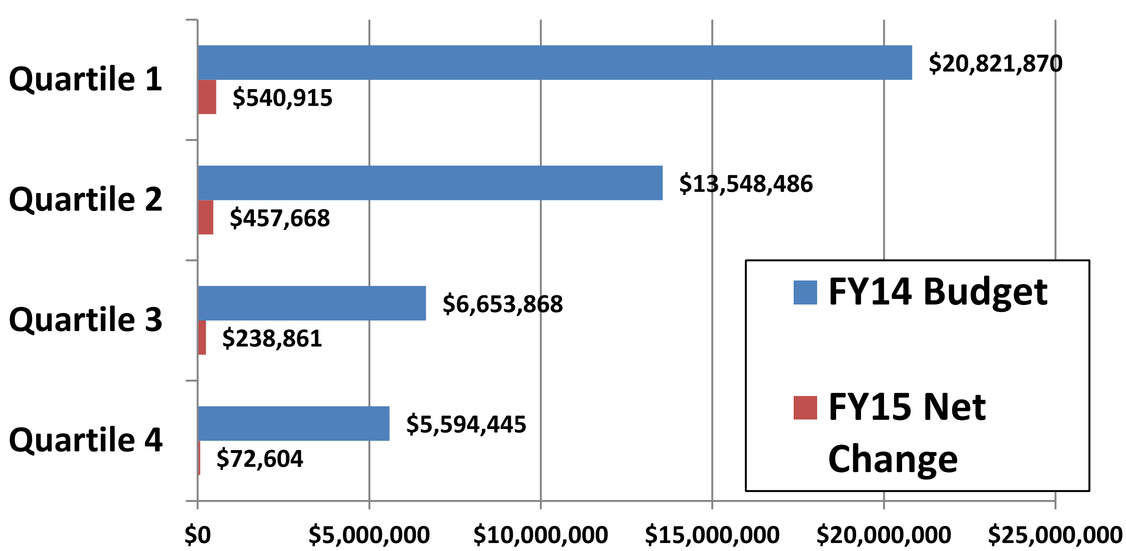
The Results Team

The Results Team (staff-led budget committee) receives service proposals (bids) for programs and activities in each Council goal. Members of this committee include Clint McAffee, Clint Dayley, Michelle Downard, Vaughn Robinson, Phil Kirk, Matt Abbott, and Rebecca Gillis. These BFO programs are scored by departmental managers based off of scoring criteria that were discussed during the Council Retreat. The Results Team reviews these scores and changes them to arrive at a composite score agreed on by the group. This provides the ranking of proposals within each Council goal with a quartile ranking as well, numbered from 1 to 4, with 1 being the highest ranking and 4 the lowest.

The Results Team then identifies questions or gaps in specific proposals and requests additional information from the proposal owner, including potential implications of level of service adjustments or the suggestion of additional collaboration. The scoring and prioritization of the BFO programs is the start of the discussion on where to fund programs—not the end. Decisions on budget enhancements or decreases are based on the scoring of each BFO program, as well as the department manager's rationale, established need, and availability of resources. The team discusses their overall rankings and rationale for budget enhancements or decreases and prepares a final recommendation to the City Manager, who examines and refines this recommendation and may include it in the overall budget recommendation.

Figure below shows how the ranking breaks out, by quartile, in the FY2015 recommended budget.

BFO Budget Allocation by Quartile (All Funds)



It is important to note that a high rating of a program will not guarantee that a program will be retained; nor does it guarantee that a lower-ranking program will be proposed for elimination. Also, the rankings do not reflect whether a program is being delivered in the most efficient manner. The prioritization process provides valuable information for budget proposal development and City Council deliberation. It is not the "only answer" on to how best to determine the City's budget.

Long-Term Budget Strategy

As seen in the Economic Outlook section of the City Manager's Recommended Budget Vol. 1, building and sales activity are trending up dramatically. Also, this year is expected to be the highest grossing year for sales in Park City. This is due primarily to a rebounding winter recreation economy and the effects of large-scale lodging developments in recent years. However, while sales tax and Building, Planning, and Engineering fees are coming in at high levels right now, it's difficult to say with certainty that they'll come in exactly the same or better next year.

Many of the City's revenues such as sales tax and BPE fees are impacted by national economic ups and downs. In order to mitigate the risk of a revenue shortfall, one of the City's stated budget strategies is to set next year's budget based off of long-term historical trends, which is also a recommended best practice. Long-term revenue forecasting dampens economic peaks and troughs, protecting the City from deficit spending. As the economic environment of a resort economy ebbs and flows, the FIAR is intended to act as a long-range measure and reference for future financial decisions. Thus, as the City moves forward, this year's revenue growth will be added and evaluated in the contexts of the historical trends and will help form an updated FIAR projection in 2015 which will guide the City in the subsequent budget process.

The budget for FY15 has turned out to be pretty tight. This is the third year in a row that a third of General Fund revenue (property tax) has not increased—exacerbated by the loss in revenue from Kimball Junction businesses that had incorrectly coded their taxes to Park City ($465k/year decrease in General Fund) and the Affordable Care Act provisions ($200k expenditure increase in General Fund). Thus, the Results Team had to make tough decisions in order to fit their recommendation within the confines of the FIAR's projected expenditure increase, which also has to cover inflationary costs like Pay Plan and retirement, as well as any other major operating items like the new Affordable Care Act provisions. After accounting for these inflationary costs the maximum net allowable operating increase is around $325k in FY15 and $745k in FY16 for the General Fund. With around $1.5M in budget requests in the General Fund alone the Results Team had their work cut out for them.

In addition, to work within these budget constraints, the Results Team and the City Manager are actually recommending functional budget cuts. Where department managers have requested inflationary increases for materials and supplies, little to no increases are being recommended by the Results Team and the City Manager. It is the intention of BFO for managers to submit the most cost-effective program budgets. In theory, this could result in budget decreases from previous fiscal years, however, in most cases managers feel that their current budget level is the lowest it can be without impacting levels of service. If anything, some managers feel that their current budgets are not adequate enough to provide the level of service required, due to existing and projected demands levels and because of extensive budget cuts during the recession years.

Most cities start using BFO or a similar tool when experiencing significant decreases in revenues because it allows them the opportunity to cost out and prioritize all the city's services and decrease or cut the services that score low. With modest revenue increases projected and knowing that further cuts could result in a decrease to levels of service, the Results Team made the decision to recommend a budget that minimally cuts departmental budgets and increases only for items that score high or an immediate need was obvious. Notwithstanding, there are high-scoring programs that requested a budget increase, which are not part of the proposed FY2015 budget, simply due to budget constraints. That being said, during the work session Council could consider service level reductions and corresponding program budget cuts as well as enhanced program service levels or budget increases not recommended in the proposed FY2015 budget.

The City Manager's Recommended Budget is what is being presented to City Council. The budget changes this year will be presented through the lens of the Desired Outcomes and Council goals. We are confident BFO provides us with the tools we need to build a budget that reflects our City's values and needs. This budget process helps us by focus on outcomes that are important to our residents and others who have a stake in this community.

Budget Summary

The FY 2014 Adjusted Budget reflects a .03% operating increase from the FY 2014 Original Budget and a 4.7% operating increase from FY 2013 actual expenditures. FY 2014 adjusted capital budgets appear extremely high, but the vast majority of the $86 million budgeted for capital is "carry-forward" budget. Unlike operating budgets, capital projects may take multiple years to complete, thus the budgets for capital projects need to be renewed each year. At the end of each fiscal year, the unspent budget for each capital project is calculated and added to the new fiscal year's budget as part of the adjusted budget.

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	26,578,263	27,960,630	29,004,773
Materials, Supplies & Services	12,194,207	13,330,837	14,135,698	13,587,399	13,635,745	15,042,992	15,156,865
Capital Outlay	32,453,266	29,823,669	15,277,156	44,388,144	86,337,019	33,679,965	15,819,925
Debt Service	13,212,086	10,399,905	10,562,058	10,638,677	10,638,677	10,638,597	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**	**$137,510,704**	**$87,668,184**	**$70,991,160**
Budget Excluding Capital	**$46,430,844**	**$46,484,939**	**$48,422,369**	**$51,160,241**	**$51,173,685**	**$53,988,219**	**$55,171,235**
Interfund Transfers	9,898,612	9,177,643	7,667,140	7,204,457	7,204,457	9,194,457	9,194,457
Ending Balance	68,377,411	71,208,563	70,184,139	25,205,012	23,436,443	30,146,566	37,391,495
Subtotal	**$78,276,023**	**$80,386,206**	**$77,851,279**	**$32,409,469**	**$30,640,900**	**$39,341,023**	**$46,585,952**
Grand Total	**$157,160,133**	**$156,694,814**	**$141,550,804**	**$127,957,854**	**$168,151,604**	**$127,009,207**	**$117,577,112**

Expenditures by Major Object (All Funds Combined)

The FY 2015 Operating Budget is increasing to $54 million, which is a 5.5% increase from the FY 2014 Adjusted Budget. The increase is due to Pay Plan increases, increases as a result of the Affordable Care Act (ACA), retirement increases, and operating expenses to keep up with demand for services. The table above shows citywide expenditures by Major Object. The FY 2014 Adjusted Budget reflects a decrease in personnel expenses of 0.13% from the FY 2014 Original Budget due to vacancy factor adjustments. This will be closely monitored and probably adjusted again for the final budget. FY 2015 shows a 5.2% increase in personnel from the FY 2014 Adjusted Budget due primarily to personnel additions, ACA provisions, and retirement increase.

Personnel Changes

Departments submitted personnel requests for the FY 2015 Budget and the FY 2016 Plan. The impacts of all recommended personnel budget requests increases are shown for each fund below.

Total Personnel Options by Fund
(Change from FY2014 Adopted Budget)

	FY14 Adj Budget	FY 2015 Budget	FY 2016 Plan
Fund 11 General Fund	-$49,520	$501,106	$571,227
Fund 12 Quinn's Recreation Complex	$14,618	$81,767	$81,717
Fund 51 Water Fund	$0	$51,243	$51,162
Fund 55 Golf Fund	$0	-$3,844	-$3,904
Fund 57 Transportation Fund	$0	$132,330	$131,901
Fund 62 Fleet Fund	$0	$93,934	$93,890
Fund 64 Self Insurance Fund	$0	$0	$0
Total	**-$34,902**	**$856,535**	**$925,993**

Recommended Personnel Requests by Fund

Personnel is accounted for using a full-time equivalent (FTE) measure, where 1 FTE indicates the equivalent of a full-time position (2,080 annual work-hours), which could be filled by multiple bodies at any given time. Generally, one Full-time Regular employee is measured as 1 FTE, whereas a Part-time Non-benefited or Seasonal employee might account for a fraction of an FTE. Changes in FTEs per department for the FY 2014 Adjusted Budget, FY 2015 Proposed Budget and FY 2016 Plan are found in the table on the following page.

Building Maintenance Administration is adding 1 FTE in the form of a Building Maintenance IV worker. The additional Cost for this position will be $72,546.

A Budget Analyst will be added to and split four ways between the Budget, Transportation, Water and Lower Park RDA Operating departments. This will result in an increase of .25 FTEs to all four of these departments. The total cost of the position is $88,200, but spead out four ways.

The Building Department is adding a Senior Building Inspector and a Business License Inspector/Code Enforcement Officer. This will increase the Building Department's FTEs by 2. The net cost increase will be $121,588, since this is being partially offset by eliminating a contract building inspector position.

City Recreation is increasing part-time recreation instructors by 0.71 FTEs. This will result in a cost increase of $49,452. The Dept. is also eliminating a Golf Analyst II (.25 FTEs) and adding a Golf Recreation Coorindator at .05 FTEs. The position is being reclassed with more of their time dedicated to golf operations. Tennis is adding .34 FTEs of Tennis Pros. The total cost increase is $23,542.

The Ice Facility is adding a net increase of .10 FTEs of a part-time positions. Ice is decreasing Recreation Worker IVs (1.7 FTEs) and adding Recreation Worker VI (1.8 FTEs). The total cost increase is $14,125.

Intergovernmental & Environment is a new department that is taking over the Carbon Reduction program from the Community Affairs Dept. and absorbing Environmental Regulatory and Leadership Departments. The increase of 2.20 FTEs in Intergovernmental & Environment comes from moving .20 FTEs from Leadership and Community Affairs (Community Affairs Associate); 1 FTE from Environmental Regulatory (Environmental Regulatory Program Manager); and 1 FTE from Community Affairs (Environmental Program Manager). Community Affairs is also decreasing 1 FTE (Environmental Sustainability Manager). This position was absorbed into the new Director of Intergovernmental Relations contract position.

Nine employees in the Streets, Parks, and Fields departments would be made full-time regulars (FTRs) while the penalty would be paid for the remaining five employees. The City will only be responsible for paying a penalty if there is an eligible employee that the City does not offer coverage to *and* that employee files for and receives a Premium Tax Credit on their tax return. The eligible employees not receiving coverage would have their hours reduced to below that of eligibility over the next year. The recommendation is to add 5 FTR Streets IIIs (split between Parks and Streets) and 4 Parks IIIs (3 Streets; 1 Fields). It also includes decreasing the part-time budget for Street IIIs and Park IIIs (3.21 FTE decrease in Streets, and 4.34 decrease in Parks). This option cost around $184k that includes a $100k reduction in materials and supplies in order to offset the budget increase.

The Transportation Dept. is able to cover the cost of the ACA provisions through five vacant FTR positions and a reduction in part-time (4.54 FTEs) budget. Transit has estimated that it can offer up to 15 eligible employees health insurance without impacting their personnel budget. Due to Transit's budget flexibility an immediate solution is not required. It is anticipated over the next year that Transit will consider whether some of these positions may turn into FTRs. Like Parks and Streets, however, employees not moved to FTR would have their hours reduced to below that of eligibility in a few years. Due to this personnel change, it is staff's hope that they can continue to operate as they do now, but exact impacts to the transit system are unclear, which may lead to more FTR positions requested in the future. Transportation is offsetting all of these costs within their department.

Transportation is also adding a Technology Coordinator ($84,422), .25 of a Budget Analyst ($22,212), and adding a .16 of an Analyst I ($10,367). The Dept. is also reclassing 5 Bus Driver IIIs to Bus Driver IVs ($34k). Many of these increases are offset with a decrease in materials and supplies.

The Parking department has a net increase of .20 FTEs. There is a decrease of .25 FTEs with the removal of the Office Assistant III. There is a .25 FTE increase of the Transit and Transportation Manager and a .20 FTE increase with the Parking Adjudicator moving from Transportation Department to the Parking Department. These changes are mostly zero-sum in the Transit Fund, since it's just a reallocation of FTEs and not an increase.

The Fleet Services Department added 1 FTE in the form of a Mechanic, and .35 FTEs in the form of an Analyst II. The Analyst II used to be an Office Assistant III and was split between the Parking Department 25%, Water Operations 25% and Street Maintenance 50%. In order to better reflect the position's workload, it was converted to an Analyst I. The total increase to the Fleet Services Department is $96,655.

Between the Original and Adjusted budget for 2014, the Golf Pro Shop removed 1 FTE for the First Assistant Golf Pro, and .50 FTEs for the Golf Manager/Community Engagement Specialist, then 1 FTE was added for the Golf Manager. This resulted in a net decrease of .50 FTEs between the 2014 Original and Adjusted Budget. In FY 2015 the Golf Pro Shop added a net total of 1.02 FTEs. The Analyst II with .50 FTEs was reclassed into a Golf Recreation Coordinator, .70 FTEs; a Beverage Cart Attendant, .59 FTEs; and a Beverage Cart Supervisor, .23 FTEs were added. There was a net cost decrease of $26,542 for adjusted FY 2014. In FY 2015 the net cost increase is $14,057.

Library is decreasing part-time employees by .15 FTEs. The total cost decrease is $4,906. This will be changed in the Final Budget—there will be no budget decrease.

The Planning Department is adding a Planner I, which is an increase of 1 FTE. The is zero-sum option because it is offset with a contract planner position.

The Police Department is eliminating the Detective (1 FTE), a Sergeant (1 FTE), and a part-time Victim Advocate (.65 FTEs). A full-time Victim Advocate (1 FTE), and a Lieutenant (1 FTE) are being added to Police. This results in a net decrease of .65 FTEs for Police. The net cost decrease is $38,956.

The Analyst II in Water Billing is being moved into Water Operations. This results in a net reduction of 1 FTE in Water Billing. Water Operations is also gaining an Analyst I (.13 FTEs) and a Budget Analyst (.25 FTEs). The Analyst I is replacing the Office Assistant III (.25 FTEs) for a net increase of 1.13 FTEs in Water Operations. The net cost increase is $30,635.

FTE's By Department

Department	Original FY 2014	Adjusted FY 2014	FTE's FY 2015	Change FY 2015	FTE's FY 2016	Change FY 2016 (from FY14)
BLDG MAINT ADM	5.00	5.00	6.00	1.00	6.00	1.00
BUDGET, DEBT & GRANTS	3.00	3.00	3.25	0.25	3.25	0.25
BUILDING DEPT.	13.00	13.00	15.00	2.00	15.00	2.00
CITY MANAGER	4.00	4.00	4.00		4.00	
CITY RECREATION	27.83	27.83	28.34	0.51	28.34	0.51
COMMUNICATION CENTER	10.39	10.39	10.39		10.39	
COMMUNITY AFFAIRS	5.65	5.65	3.55	(2.10)	3.55	(2.10)
DRUG EDUCATION	0.20	0.20	0.20		0.20	
ECONOMY	5.25	5.25	5.25		5.25	
ENGINEERING	2.75	2.75	2.75		2.75	
ENVIRONMENTAL REGULATORY	1.00	1.00		(1.00)		(1.00)
FIELDS	1.83	1.83	2.83	1.00	2.83	1.00
FINANCE	6.65	6.65	6.65		6.65	
FLEET SERVICES DEPT	8.00	8.00	9.35	1.35	9.35	1.35
GOLF MAINTENANCE	8.98	8.98	8.98		8.98	
GOLF PRO SHOP	5.43	4.93	5.95	1.02	5.95	1.02
HUMAN RESOURCES	5.14	5.14	5.14		5.14	
ICE FACILITY	8.42	8.42	8.52	0.10	8.52	0.10
INTERGOVERNMENTAL & ENVIRONMENT			2.20	2.20	2.20	2.20
LEADERSHIP	0.10	0.10		(0.10)		(0.10)
LEGAL	7.00	7.00	7.00		7.00	
LIBRARY	11.37	11.37	11.22	(0.15)	11.64	0.27
LOWER PARK AVENUE RDA			0.25	0.25	0.25	0.25
MCPOLIN BARN	0.25	0.25	0.25		0.25	
PARKING	7.75	7.75	7.95	0.20	7.95	0.20
PARKS & CEMETERY	18.24	18.24	18.58	0.34	18.58	0.34
PLANNING DEPT.	8.00	8.00	9.00	1.00	9.00	1.00
POLICE	34.60	34.60	33.95	(0.65)	33.95	(0.65)
STATE LIQUOR ENFORCEMENT	1.30	1.30	1.30		1.30	
STREET MAINTENANCE	17.37	17.37	17.34	(0.03)	17.34	(0.03)

Department	Original FY 2014	Adjusted FY 2014	FTE's FY 2015	Change FY 2015	FTE's FY 2016	Change FY 2016 (from FY14)
TECHNICAL & CUSTOMER SERVICES	9.47	9.47	9.47		9.47	
TENNIS	4.00	4.00	4.34	0.34	4.69	0.69
TRANSPORTATION OPER	80.79	80.79	77.21	(3.58)	77.21	(3.58)
WATER BILLING	1.00	1.00		(1.00)		(1.00)
WATER OPERATIONS	21.86	21.86	22.99	1.13	22.99	1.13
TOTAL	**345.61**	**345.11**	**349.19**	**4.08**	**349.97**	**4.86**

FTE Changes by Department

The following Table E7 shows the changes in FTEs by fund. The General Fund is increasing by 3.61 FTEs in FY 2015 from the FY 2014 Original Budget.

Fund	FY 2014 Original	FY 2014 Adjusted	FY 2015 Budget	FY 2016 Plan
General Fund	201.56	201.56	205.17	205.94
Quinn's Recreation Complex	10.25	10.25	11.35	11.35
Lower Park Avenue RDA	0.00	0.00	0.25	0.25
Water Fund	22.86	22.86	22.99	22.99
Golf Fund	14.41	13.91	14.93	14.93
Transportation Fund	88.54	88.54	85.16	85.16
Fleet Services Fund	8.00	8.00	9.35	9.35
Self Insurance Fund	0.00	0.00	0.00	0.00
TOTAL	345.62	345.12	349.20	349.97

FTE Change by Fund

Materials, Supplies, and Services

The table below displays the increases to Materials, Supplies, and Services by fund over the FY 2014 adopted budget. The vast majority of requests for increased funding for Materials, Supplies, and Services were not included in the recommended budget; considering the impact of inflation, this was a functional reduction to most budgets. Recommended increases to Materials, Supplies, and Services budgets in the General Fund were only included in the recommended budget if they were deemed very necessary. This is mostly made up of $40,000 to pay for LEAD training (with a $20,000 offset in a decrease to the Venture Fund) and materials needed to keep up with extraordinary demand increases. In FY16 the main increases for are for building maintenance supplies and emergency management contingency funds. The Water Fund increase is mainly due to utility cost increases. The Golf Fund increase is to fund its own concessions service, which will have a revenue offset. The Transportation Fund decrease is to offset Affordable Care Act increases. The increase in the Self-Insurance Fund is to fund a new program called Safety and Security.

Total Materials, Supplies & Services Options by Fund
(Change from FY2014 Adopted Budget)

	FY 2014 Adj Bud	FY 2015 Budget	FY 2016 Plan
Fund 11 General Fund	$48,346	$33,971	$79,182
Fund 12 Quinn's Recreation Complex	$0	-$4,000	$6,000
Fund 51 Water Fund	$0	$362,011	$442,576
Fund 55 Golf Fund	$0	$45,807	$45,807
Fund 57 Transportation Fund	$0	-$63,216	-$63,216
Fund 62 Fleet Fund	$0	$0	$0
Fund 64 Self Insurance Fund	$0	$45,500	$45,500
Total	**$48,346**	**$420,073**	**$555,849**

Materials, Supplies & Services Options by Fund

Biennial Plan Presentations

On May 29 the Results Team will introduce the operating budget with the Biennial Strategic Plans to Council. (Please see attachment A for all BFO changes requested and recommended.) These BFO summaries may highlight significant changes and reductions from the BFO programs. A complete catalogue of these options/reductions that were requested by departments and those recommended by the City Manager (organized by Council goal and high score) are included in the first half of Volume II of the Budget Document.

The City Manager recommendation is being presented to City Council through the lens of the Biennial Strategic Plans as a way to bookend the presentations from the Council Retreat in January. The Results Team will present the budget proposal in response to the Desired Outcomes by Council goal. Every presentation will have a Results Team representative to explain the BFO recommendation of funding.

Since there are so many BFO programs it will be difficult to talk in-depth about all the line-item changes within each program, thus the Results Team is planning to present their BFO programs in broad terms. However, if Council has specific or detailed questions about a BFO program it may be advantageous to contact the Budget Dept before the Council meeting so that we could answer the question more comprehensively. Also, the City Manager is presenting a balanced budget and if Council decides that they would like to increase funding for a BFO program, it is recommended to also suggest a cut in spending from another BFO program, if possible. We are confident BFO provides us with the tools we need to build a budget that reflects our city's values and needs.

City Service Fees (changes to the Fee Schedule)

The Fee Resolution will be adopted on June 6, 2013. Staff proposes the following changes to the Fee Schedule:

- Water Fees
- Recreation Fees
- Tennis Fees
- Golf Fees

Cemetery Fees
Ice Facility Fees

Water Fees
This year, staff is recommending an increase of 12% to the base rate and consumption charges in the Water Fees.

A large portion of the proposed 12% rate increase is attributable to increased operational costs, improvements to water quality, compliance with pending UPDES permits for Judge Tunnel and Spiro Tunnel, and replacement of aging infrastructure throughout the system. While most of the infrastructure for the UPDES permits is a few years out, rates need to be adjusted immediately to pay for the design, construction, and operation of proposed infrastructure. Components of this infrastructure are currently under construction including the Judge Tunnel Pipeline.

Various replacement projects were identified and are included in the 5-year CIP based on criticality to the system, and condition of the existing infrastructure. Major replacement projects include pipeline replacement in portions of Estates Drive, Rossi Hill Drive, and Old Town Segments adjacent to the Judge Tunnel Pipeline. Other large replacement projects include replacing valve vaults, restoring pump stations, improvements to water tanks, and continued maintenance of the Judge and Spiro Tunnels. These projects are detailed in the Park City Water – Capital Improvement Plan Summary below.

Park City Water - Capital Improvement Plan Summary						
Description	**Budget FY 2014 (includes carry forward)**	**Budget FY 2015**	**Budget FY 2016**	**Budget FY 2017**	**Budget FY 2018**	**Budget FY 2019**
Tunnel Maintenance	$ 439,152	$ 233,466	$ 238,135	$ 242,898	$ 248,910	$ 255,133
Water Department Service Equipment	173,828	63,672	95,770	75,000	79,199	81,179
Motor Change-out and Rebuild Program	26,781	27,719	28,688	29,692	28,285	28,992
Water Dept Infrastructure Improvement	917,110	800,000	665,563	688,858	656,217	672,622
Judge Water Treatment Improvements	3,700,000	2,912,000	-	-	-	-
Spiro/Judge pre-treatment	-	1,040,000	270,400	224,973	233,972	3,649,959
Meter Reading Upgrade	145,651	25,000	-	-	-	-
OTIS Water Pipeline Replacement	797,944	261,657	270,815	280,294	267,012	273,688
Emergency Power	-	-	150,000	-	-	-
Rockport - Pipeline, and Storage	1,091,857	1,100,000	1,100,000	1,100,000	1,244,549	1,275,663
Rockport Capital Facilities Replacement	125,831	125,831	125,831	125,831	125,831	125,831
Spiro Building Maintenance	104,928	73,915	100,000	100,000	113,141	-
PC Heights Capacity Upgrade (tank)	-	-	650,000	-	-	-
Quinn's Water Treatment Plant	828,388	-	-	3,000,000	-	-
Quinn's Water Treatment Plant Asset Repl	204,971	159,181	162,365	173,400	169,711	173,954
Quinn's Dewatering	-	-	-	500,000	-	-
Landscape Water Checks	15,031	5,544	6,000	6,000	6,788	6,958
Smart Irrigation Controllers	30,750	13,305	13,770	14,252	16,125	16,528
Water Quality Study	278,553	250,000	150,000	150,000	-	-
Irrigation Screening Facility	266,000	-	-	-	-	-
Scada and Telemetry System Replacement	-	-	-	950,149	-	-
Deer Valley Drive - Water Infrastructure	1,445,988	-	-	-	-	-
West Neck/Empire Tank Replacement	31,080	50,000	250,000	3,750,000	-	-
Regional Innterconnect	-	-	500,000	-	-	-
Meter Replacement	-	50,000	75,000	100,000	113,141	115,969
Park Meadows Well	-	500,000	1,500,000	-	-	-
PRV Improvements for Fire Flow Storage Access	-	-	759,000	-	-	-
C9 - Fairway Hills to Park Meadows Redundancy	-	-	-	-	83,272	-
C5 - Three Kings / Silver King Pump Station	-	-	-	-	-	1,108,783
C8 - Queen Esther Drive	-	-	-	-	-	669,143
Capital Improvements Plan Total	**$ 10,025,643**	**$ 7,691,291**	**$ 7,111,337**	**$ 11,511,347**	**$ 3,386,153**	**$ 8,454,401**

The majority of the operational cost increases are attributable to adjustments to electricity costs at Quinn’s Junction Water Treatment Plant and pumping related to temporarily discontinuing the Judge Tunnel source as a drinking water source.

It should be noted that 12% is significantly lower than the 18% increase originally projected. The smaller increase is mostly attributable to the success water staff has had negotiating with the Utah Division of Water Quality which resulted in a favorable compliance period for the pending Judge and Spiro UPDES permits. By delaying these projects, staff has deferred large capital costs and will continue to work toward the most efficient solution to these permits. Also, by delaying these capital projects, millions of dollars in debt service and operational costs have been eliminated.

Recreation Fees

Fees charged for class add-on for group fitness classes at the PC MARC are increasing for 3, 6 & 12 month passes. These increases are all less than 10% and are needed to help offset the increased cost associated with instructors as well as the number of classes offered. The number and variety of group fitness classes have increased in an effort to meet the demand of patrons.

Tennis Fees

There are several tennis fees that are proposed to be increased this year. The fee increase is necessary so the department can maintain its cost recovery as well as remain competitive with its compensation of teaching pros. The tennis fee increases mostly affect adults as we are not increasing the fees associated with youth clinics. The Friends of Tennis were presented the proposed fee increases and they were supportive of the proposed changes.

Golf Fees

Golf recommends creating a new fee for customers that are not Park City residents, but are residents of the State of Utah. The fee for 18 holes will be $45, and with a cart it the fee will be $60. There will also be a $3 fee increase for non-residents, and a $1 increase for Park City residents for 18 holes. There will be a $20 increase to the Senior Punch pass, a $20 increase to the season corporate pass, and a $30 increase to the Season resident pass. The reason for increases is to offset continued inflation of the HOA, Shipping and other expenses and to continue to be a profitable enterprise fund.

Cemetery Fees

Fees charged for opening & closing of graves is increasing in an effort to recover the actual cost associated with providing this service.

Ice Facility Fees

Management of the Ice Arena would like to recommend rate increases for the 2015 and 2016 fiscal years. These recommendations are based on our continuing philosophy of small, incremental changes every other year. This year's proposed changes include a $5 increase to hourly ice rental rates for our User Groups and Local or Non-Profit groups. Although we raised rates for these groups last year and have traditionally increased hourly ice rates every other year, our User Groups were all supportive and encouraging in raising the rate again this year to accelerate the timetable for reduction of the operating subsidy. We are proposing a $15/hr increase to the ice rental rate for Non-Local or For Profit groups. This is consistent with our philosophy of having those users cover all costs of operating and utilizing the facility. Other changes reflect new programs or services or slight shifts in our fee paradigm that will add a small increment to revenue generation. An example of the former would be the new season passes, and the latter would be exemplified by the fee for curling equipment rental, which was previously a flat rate of $50/hr regardless of the number of curling sheets being used.

Department Review:

Budget, Debt, & Grants Department, the Legal Department, and the City Manager reviewed this report

Alternatives:

A. Approve:

Staff recommends that Council hold a public hearing regarding the Proposed Budget.

B. Deny:

State statute requires at least one public hearing before the adoption of a Tentative Budget. The City has traditionally held a public hearing accompanying each discussion of the budget. If Council decides to forgo a public hearing at this time, another must be held before adoption of the Tentative Budget.

C. Modify:

The Tentative (City Manager recommended) Budget is scheduled to be adopted on May 29, however, changes can be made to it for the Final Budget adoption on June 12.

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 public hearing would satisfy the requirements of state statute to hold a public hearing before the adoption of a tentative budget.

Consequences of not taking the recommended action:

If Council decides to forgo a public hearing at this time, another must be held before adoption of the Tentative Budget.

Recommendation:

Hold a public hearing on the City Manager's Recommended Budget. Provide direction regarding the Capital Improvement Plan and Operating Budgets

Attachments:

A – Biennial Strategic Plans and Results Team/City Manager Recommendation Report
B – Budget Summaries
C – Ordinance Adopting the Tentative Budget

PARK CITY
1884

Community Vision

Park City is a first-name town offering first-class service. We provide exceptional, cost-effective benefits to our residents, including outstanding facilities and amenities, a small town atmosphere, a strong sense of community, and historic character. We attract visitors from around the globe with our world-class skiing and recreation, vibrant arts and culture, multi-seasonal events, and "funky" personality. We are an accessible and well-managed community, which makes Park City a unique and desirable place to call home—for a weekend or for a lifetime.

In 2009, Park City Municipal Corporation conducted a series of interviews, surveys, open houses, etc., to better understand the Community Vision or the way residents see Park City, what they value, and what they want local government to focus on. We learned that our mandate is to Keep Park City "Park City." The community has identified four Core Values that make Park City "Park City", which are identified below.

Keeping Park City "Park City"

sense of community | natural setting | small town | historic character

Council Goals

In order to realize the Community Vision, the City Council of Park City Municipal Corporation developed four goals that will guide decision making and provide the structure for ensur-ing that incremental, measurable steps are taken to achieve the Community Vision.

1. Preserving & Enhancing the Natural Environment
2. World-Class, Multi-Seasonal Resort Destination
3. An Inclusive Community of Diverse Economic & Cultural Opportunities
4. Responsive, Cutting-Edge & Effective Government

Preserving & Enhancing The Natural Environment

Success of this Priority is defined as:

Park City is proud that it is recognized as a model environmentally-conscious community. Residents develop, participate in and support initiatives to protect the long-term health of the natural environment and Park City policies and investments work in concert with these efforts. Carbon reduction, energy and water conservation programs and open space acquisition not only attract residents and visitors to Park City, but also advance community environmental goals and preserve the unique natural setting. Park City recognizes that careful planning to ensure a sustainable water supply that meets the City's current and future need is essential to our long-term viability.

Desired Outcomes

The Community and the City Council have identified the following desired outcomes related to this priority:

- Abundant preserved and publicly-accessible open space
- Managed natural resources balancing ecosystem needs
- Enhanced water quality and high customer confidence
- Effective water conservation program
- Adequate and reliable water supply
- Reduced municipal, business and community carbon footprints
- Economically and environmentally feasible soil disposal
- Enhanced conservation efforts for new and rehabilitated buildings

Key Strategies

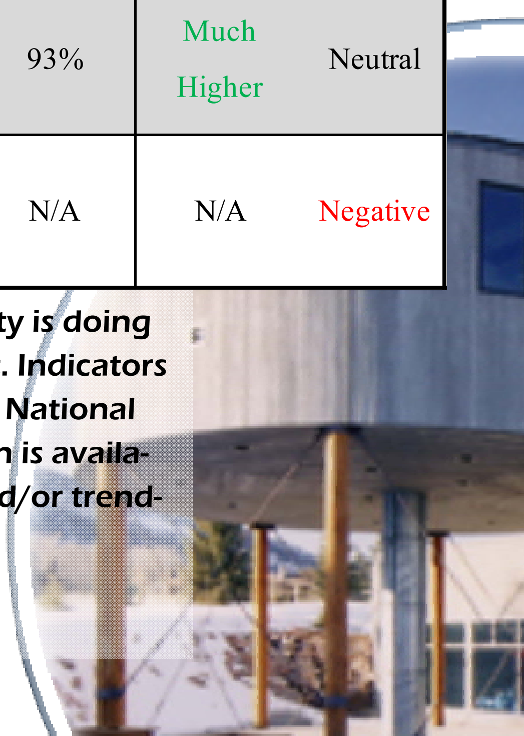
The following strategies have been identified as critical for achieving Desired Outcomes:

- Enhance Municipal and Community Carbon Mitigation, Energy Reduction and Conservation
- Mitigate Mining Legacy Including Mine Waste, Soils and Physical Hazards
- Acquisition, Maintenance, and Preservation of Open Space
- Diversified Water Rights, Leases & Agreements, and Regional Partnerships
- Water Quality and Treatment Program
- Water Conservation, Customer Service, Outreach, and Involvement

Preserving & Enhancing the Natural Environment (cont.)

Key Indicators

KEY INDICATOR	YEAR				ASSESMENT	
	2010	**2011**	**2012**	**2013**	**Benchmark**	**Trend**
Increase in number of properties within the Soil Ordinance Boundary that have obtained Certificate of Compliance.	N/A	N/A	3	4	N/A	Positive
Meet all water quality regulations.	Yes	Yes	Yes	Yes	Similar	Neutral
Total numbers of acres preserved for open space.	8233 acres	8405 acres	8405 acres	8697 acres	N/A	Positive
Percent of Citizens actively conserving water at least once a month.	N/A	N/A	N/A	87%	N/A	N/A
Percent of citizens who walked or biked instead of driving at least once a month.	N/A	N/A	N/A	87%	N/A	N/A
Percent of citizens who rate drinking water quality as "good" or "excellent."	N/A	43%	43%	49%	Lower	Positive
Percent of citizens who rate overall natural environment as "good" or "excellent."	N/A	94%	94%	93%	Much Higher	Neutral
Annual Carbon Footprint for Municipal Facilities (CO_2 in Tons).*	14,835	14,770	18,715	N/A	N/A	Negative



The Key Indicators above provide a snapshot of how the community is doing on our goal of Preserving and Enhancing the Natural Environment. Indicators were taken from Department Performance Measures as well as the National Citizens' Survey, which is given every two years. Where information is available, the indicators are benchmarked against other communities and/or trended over time to highlight areas for improvement.

*Carbon Footprint data from the previous year will be presented to Council mid-year

Biennial Plan for Preserving & Enhancing the Natural Environment

Recent Successes

- Western Summit County Project (Regional Water Agreement)
- Mine Tunnel Treatment Agreement
- Waterline Replacement: Deer Valley Dr & Empire Ave
- Water Research Foundation: Pipe Cleaning Comparison Field Work Completed
- $1.9M in Water Grants Awarded Last Year
- 500% Increase in Residential Solar
- Expanded Renewable Energy Portfolio—Secured Half Price Energy (Natural Gas)
- Annual, On-Going Energy Savings of $206,000 due to Retrofits
- Expanded Recycling Effort on Main Street and at City Parks
- Gillmor Open Space Acquisition
- Creation of COSAC IV
- Blue Ribbon Commission on Soils Ordinance and Soil Disposal Options
- Successfully Negotiated Prospector Drain AOC
- Completed Mine Hazard Evaluations
- More Sustainable Sidewalks

Current Challenges

- UPDES Compliance/Mine Tunnel Management
- Regional Regulatory Collaboration
- Water Supply/Irrigation/Snowmaking Deliveries
- Program Funding/Water Rates & Impact Fees
- Source Water Quality
- Drought and Water Conservation
- Water Capital Project Management
- End User Engagement
- Managing Environmental Liabilities
- Keeping up with Technology
- Soil Disposal Limitations
- Public Outreach
- Storm Water Master Plan
- Management and Maintenance of Open Space
- Climate Change & Extreme Weather Situations
- Energy Source Diversification
- Competition for Potential Open Space Acquisitions
- Alternative Transportation

Trends & Opportunities

- Increasing Regulations
- Advanced Treatment & Monitoring
- Integrated Water Resources Planning
- Increased use of New Technology
- Energy Cost Inflation
- Public Information Availability
- Affordable Soil Disposal
- Improved Environmental Resources
- Regional Collaboration
- Sustainable Business Program
- Climate Adaptation Planning
- Renewable Energy Financing
- Advancing Technologies
- Recycling Center Relocation
- Collaboration with Jordanelle Special Service District
- Micro-Hydro Systems

Staff Action Plan

- Update Water Impact Fee Study
- Launch Water Customer Portal
- Mine Tunnel Treatment Master Plan
- Finalize Storm Water Master Plan
- Evaluate Energy Mitigation Strategies
- Municipal Carbon Footprint Reductions, including Financial Analysis and Savings
- Receive Policy Direction on Green Building Policy, City Codes and Solar PV

Action Plan for Preserving & Enhancing the Natural Environment

Staff Action Plan (Cont.)

- Mine Hazard Mitigation Ordinance Implementation
- Western Summit County Project Implementation
- Raw Water Delivery Coordination
- Finalize Water Research Foundation Study
- Maintain Water Efficiency Rebate Program
- Water Public Outreach/Public Information Program
- Implement Blue Ribbon Commission on the Soil Ordinance and Soil Disposal Options Recommendations
- Finalize Prospector Drain Engineering Evaluation/Cost Analysis
- Open Space Acquisition Funding
- Open Space Management Policy
- Highway 40 Wildlife Underpass

Staff Budget Plan FY15 & FY16

- Water: Budget increasing by $363K to cover the increased cost for utilities, pumping, treatment, and training costs.
- Intergovernmental & Environment: Increase in legal and consulting fees due to loss of in-house environmental counsel. $50K increase.

Council Action Plan Jan. 2014

High Priority

- Open Space Acquisition
- Municipal & Community Green Building Standards
- Community-wide renewable energy policy and action plan
- Water Conservation & Clean Soils
- Clean Soils

Department Business Plans

Each city department has a business plan to identify current goals and activities. Business plans can be found at http://www.parkcity.org/index.aspx?page=541&parent=10259



Program	Departments -	BASE FY 2014	Q	S	DEPT REQ FY 2015	RT/CM REC FY 2015	CM W/BENEFITS FY 2015	REV FY 2015	TOT REC COST FY 2015	REQUEST FY 2015	RATIONALE FY 2015
Water Quality	WATER OPERATIONS	$1,465,988	1	27.50	$1,892,711	$1,892,711	$1,907,264	$0	$1,907,264	Personnel is being reallocated among programs, no new personnel. Materials are increasing by $363K, increase due to increased utilities, pumping and treatment costs, with some training costs.	Recommended due to score and funding source.
Distribution and Maintenance	WATER OPERATIONS	$2,788,157	1	26.50	$2,860,189	$2,860,189	$2,878,189	$0	$2,878,189	Personnel is being reallocated among programs, no new personnel. Materials are increasing by $363K, increase due to increased utilities, pumping and treatment costs, with some training costs.	Recommended due to score and funding source.
Service Orders	WATER OPERATIONS	$747,491	1	26.50	$431,280	$431,280	$437,859	$0	$437,859	Personnel is being reallocated among programs, no new personnel. Materials are increasing by $363K, increase due to increased utilities, pumping and treatment costs, with some training costs.	Recommended due to score and funding source.
Conservation	WATER OPERATIONS	$202,607	1	23.25	$250,230	$250,230	$256,071	$0	$256,071	Personnel is being reallocated among programs, no new personnel. Materials are increasing by $363K, increase due to increased utilities, pumping and treatment costs, with some training costs.	Recommended due to score and funding source.
Water Billing	WATER OPERATIONS	$146,505	1	23.00	$321,529	$321,529	$322,574	$0	$322,574	Personnel is being reallocated among programs, no new personnel. Materials are increasing by $363K, increase due to increased utilities, pumping and treatment costs, with some training costs.	Recommended due to score and funding source.

Program	Departments -	BASE FY 2014	Q	S	DEPT REQ FY 2015	RT/CM REC FY 2015	CM W/BENEFITS FY 2015	REV FY 2015	TOT REC COST FY 2015	REQUEST FY 2015	RATIONALE FY 2015
Open Space	ECONOMY	$68,655	1	22.75	$62,653	$58,352	$58,759	$0	$58,759	Economy: A reclass of the Trails and Open Space Project Manager is requested to better reflect the job description and workload of that manager.	RT does not recommend staffing reclass based off of pay plan committee's recommendation. CA: Recommend
Environmental Regulatory/EPA	INTERGOVERNMENTAL & ENVIRONMENT; LEGAL	$468,055	1	22.75	$395,644	$445,521	$448,118	$-44,290	$403,828	Decrease comes from loss of in-house legal counsel on env. issues. This budget implements the recommendations made by the “Mayor’s Blue Ribbon Commission on the Soils Ordinance and Soil Disposal Options” which requires both legal fees and consulting fees above the current service levels.	IE: High Priority. RT recommends funding.
Project Management	WATER OPERATIONS	$393,962	1	21.50	$402,024	$402,024	$416,034	$0	$416,034	Personnel is being reallocated among programs, no new personnel. Materials are increasing by $363K, increase due to increased utilities, pumping and treatment costs, with some training costs.	Recommended due to score and funding source.
Carbon Reduction	INTERGOVERNMENTAL & ENVIRONMENT	$171,746	2	18.75	$157,586	$157,586	$158,466	$0	$158,466	Moved to Intergovernmental & Environment. Reduction due to Env. Manager leaving and a reprioritization of that position to regional collaboration.	Recommend
TOTAL		$6,453,165			$6,773,847	$6,819,423	6,883,336	$-44,290	$6,839,046		

World Class, Multi-Seasonal Resort Destination

Success of this priority is defined as:

The resort experience continues to exceed expectations. Park City is known as a premier resort destination because of its distinct and recognizable brand, a seamless network of multimodal transportation, and interconnected resorts. Visitors and residents feel safe throughout the community and find that Park City has struck a unique balance between tourism and local quality of life. Tourism remains a chief driver of Park City's economy due to its accessibility, quality snow, and great summer weather. World-renowned recreational opportunities and an expansive trail network are the center of activity, complemented by multi-seasonal special events and unique, locally-owned businesses. Park City full and part-time residents recognize the exceptional benefits the economic base provides and the paramount importance of fostering and expanding the resort economy in harmony with community values.

Desired Outcomes

The Community and the City Council have identified the following desired outcomes related to this priority:

- Accessible and world-class recreational facilities, parks and programs
- Balance between tourism and local quality of life
- Varied and extensive event offerings
- Unique and diverse businesses
- Accessibility during peak seasonal times
- Well-utilized regional public transit
- Safe community that is walkable and bike-able
- Multi-seasonal destination for recreational opportunities
- Internationally recognized & respected brand
- Every City employee is an ambassador of first-class service

Key Strategies

The following strategies have been identified as critical for achieving Desired Outcomes:

- Ensure the Timely Maintenance/Replacement of Core Infrastructure
- Environmentally Sensitive Regional Public Transit
- Maintain Transportation Network/Infrastructure
- Public Safety: Preparedness, Prevention, Response, and Education
- Provide Amenities, Facilities, Trails & Infrastructure
- Pursue Development and Redevelopment Consistent with General Plan & Area Plans
- Support & Manage World Class Events

Key Indicators

KEY INDICATOR	YEAR				ASSESMENT	
	2010	2011	2012	2013	Benchmark	Trend
Percentage of survey respondents who rate recreation programs as "good" or "excellent."	N/A	94%	94%	92%	Higher	Neutral
Percent of respondents who rate the golf course as "good" or "excellent."	98%	97%	97%	97%	N/A	Neutral
Satisfaction levels combining satisfied and very satisfied on satisfaction surveys for all Ice programs.	N/A	89%	92%	99%	N/A	Positive
Percent of McPolin Farm events sold out.	100%	100%	100%	100%	N/A	Neutral
Percent of respondents who rated the overall quality of City Parks as "good" or "excellent."	N/A	98%	98%	97%	Higher	Neutral
Percent of respondents who rated the quality of services for snow removal as "good" or "excellent."	N/A	77%	77%	83%	Higher	Positive
Percent of respondents who would recommend the tennis programs to friends.	N/A	N/A	N/A	93%	N/A	Neutral
Percent of respondents who rate the ease of travel by public transportation as "good" or "excellent."	N/A	N/A	N/A	89%	Much Higher	N/A
Percent of respondents who utilized bus services this year more than once a month.	N/A	N/A	N/A	74%	N/A	N/A
Percent of respondents who rated the overall Image and Reputation of Park City as "good" or "excecllent."	N/A	96%	96%	92%	Higher	Negative
Percent of respondents who rate quality of Street Lighting as "good" or "excellent."	N/A	69%	69%	79%	Higher	Positive
Percent of respondents who would recommend the MARC to their friends.	N/A	N/A	N/A	99%	N/A	Neutral
Percent of respondents who rate ease of Public Parking as "good" or "excellent."	N/A	N/A	N/A	50%	N/A	N/A

The Key Indicators provide a snapshot of how the community is doing on our goal of being a World Class, Multi-Seasonal Resort Destination. Indicators were taken from Department Performance Measures as well as the National Citizens' Survey, which is given every two years. Where information is available, the indicators are benchmarked against other communities and/or trended over time to highlight areas for improvement.

Biennial Plan for World Class Multi-Seasonal Resort Destination

Recent Successes

- Selected as "Best Town in America" by Outside Magazine
- Repairing Sunken Sidewalks with Concrete Pumping
- Public Works Concrete & Asphalt Recycling
- Completed Public Art at PC MARC
- Extended Sundance Contract till 2026
- PC MARC won "Facility of the Year" by URPA
- Armstrong Trail Named as IMBA Epic 2013
- Sprinkler Head Upgrade at Golf Course
- Completion Stage 1 Main St Sidewalks
- Ice Facility 97% Booked
- $367k in Trail-Related Grants
- Marsac Mill Historic Wall Completion
- Community Wellness Program
- Completion of City/County Mountain Recreation Strategic Action Plan
- Approval of Commission-based Marketing Position for Ice Facility
- Continued Expansion Winter Trails Program
- 86% of Walkability Projects Completed
- Community Partnerships
- Bringing in House Parking Staff

Current Challenges

- Federal Funding Uncertainty
- Continued Growth in PC and Surrounding Area
- Traffic, Congestion, & Parking
- Special Event vs. Local Use of Facilities
- Maintaining Aging Infrastructure
- Implementation of OTIS Projects
- Maintaining Commitment to Public Art (including funding)
- Keeping Pace with Supporting Technologies
- Satisfying Demand for Usage of Recreation Facilities
- Trail User Conflicts, Overuse and Dog-related Impacts
- Impacts of Water Line Construction on PC Golf Club
- Mitigation of Community & Traffic Impacts for Large Construction Projects
- Uncertainty of Resort Ownership
- Funding of Mtn Recreation Strategic Action Plan
- Onsite and Remote Snow Storage
- Public Works Maintenance and Operations Facilities Space Needs

Trends & Opportunities

- Increased Competition in Destination Tourism
- Contraction of Public Art Programs
- Fiber Infrastructure
- Business Accelerator/Incubator
- Golf Learning Center
- Social Media Presence
- Year-round Aquatic Programs/Water Parks
- Expanded Fields and Parks
- Walkable\Bikeable Communities & Complete Streets
- Expanded Regional Transit
- Smart Highway Technologies
- Bonanza Park & LPA Redevelopment
- Increased Use of New Technology
- Redevelopment of PCMR Resort Base
- Public Private Partnerships
- Connection of Main St. with Resort Bases
- Mountain Accord
- High Altitude Training
- User Specific and Directional Trails
- Expand Ice Facility

Action Plan for World Class Multi-Seasonal Resort Destination

Staff Action Plan

- Regional Transit Service Expansion
- Street and Sidewalk Condition Assessment
- Maintain Sequential Plow Priorities
- Continue Research Fiber/Broadband
- Business Retention and Attraction Plan
- Ongoing Participation in Mountain Accord
- Dan's to Jan's Walkability Implementation
- Main Street Sidewalk Reconstruction & Streetscape
- SR 224 Corridor Plan Implementation
- SR 248 Corridor Plan Implementation
- Parking Technology Rollout
- Continued Implementation of Trails Master Plan
- Implement In-house Concessions for Golf
- Determine Funding Options for Mtn Rec Strategic Action Plan
- Strategic Plan for City Facilities
- 50th Anniversary Celebration of Golf Course
- Joint Economic Development Task Force
- Way-finding and Signage
- Transit Marketing Technology
- PC-SLC Connect
- Continued Community Partnerships

Staff Budget Plan FY15 & FY16

- Parks, Streets, & Fields—ACA Provisions: $200k net increase between in General Fund. Addition of 9 FTRs with full health benefits and $100k decrease to departmental budgets.
- Transit: Adding health insurance for 14 employees (ACA) , offset with decrease in part-time and materials and supplies budget. Addition of Tech Coordinator FTR.
- Ice part-time staffing: $15k increase for part-time staffing and $6k for sports officials due to revenue generating programs being beyond capacity and longer hours of operation. Offset by revenue.
- Tennis: 23k increase in FY15 & $49k in FY16 for part-time personnel due to increased demand for tennis programs: youth tournaments, pickeball, and tennis lessons. Offset by revenue.
- Recreation: $49k part-time staffing increase to cover cost of growth from demand in camps, leagues, and group fitness. Offset by revenue.
- Golf: Golf reorg net savings. $53k for new concessions program offset by revenue (profit).

Council Action Plan from Jan. 2014

High Priority

- Treasure Hill
- Broadband/ Fiber

Department Business Plans

Each city department has a business plan to identify current goals and activities. Business plans can be found at http://www.parkcity.org/index.aspx?page=541&parent=10259

Program	Departments -	BASE FY 2014	Q	S	DEPT REQ FY 2015	RT/CM REC FY 2015	CM W/BENEFITS FY 2015	REV FY 2015	TOT REC COST FY 2015	REQUEST FY 2015	RATIONALE FY 2015
Street Lights & Signs	STREET MAINTENANCE	$333,656	1	24.25	$327,662	$331,964	$333,712	$0	$333,712	ACA increases. These consist of 2 FTRs added to Streets, and 3 FTRs that will be split between streets and parks. This increase will be offset with a $50,000 reduction in materials and a decrease in Part Time money of $116,525. Net increase is $47,164 for Street Maintenance.	Recommending ACA funding. Taking a balanced approach to funding new federal mandate.
Special Events	9 CITY DEPARTMENTS	$2,057,800	1	22.50	$2,064,315	$2,072,332	$2,121,445	$-561,867	$1,559,578	Economy: A reclass of the Trails and Open Space Project Manager is requested to better reflect the job description and workload of that manager. Police: Increase pays for additional policing services for Tour of Utah. Transportation: Increases for ACA and the reclass of Office Assistant III to Analayst I.	Pol: RT recommeneds TofU increase. Economy: RT does not recommend staffing reclass based off of pay plan committee's recommendation. Transit: ACA increase and reclass recommended.
Summer Service	TRANSPORTATION OPERATIONS	$2,742,569	1	21.75	$2,797,106	$2,797,106	$2,806,307	$0	$2,806,307	Budget fluctuation between programs due to increases from the ACA; the addition of a Tech Coordinator and .25 FTEs of a Budget Analyst; and the Reclass of 5 Bus Drivers and Analyst I. These increases are offset by reductions in materials expenses.	Results Team recommends all of Transit's changes, based upon high score, separate funding source and because it was mostly offset.

Program	Departments -	BASE FY 2014	Q	S	DEPT REQ FY 2015	RT/CM REC FY 2015	CM W/BENEFITS FY 2015	REV FY 2015	TOT REC COST FY 2015	REQUEST FY 2015	RATIONALE FY 2015
Winter Service	TRANSPORTATION OPERATIONS	$3,882,995	1	21.75	$3,963,837	$3,963,837	$3,977,326	$0	$3,977,326	Budget fluctuation between programs due to increases from the ACA; the addition of a Tech Coordinator and .25 FTEs of a Budget Analyst; and the Reclass of 5 Bus Drivers and Analyst I. These increases are offset by reductions in materials expenses.	Results Team recommends all of Transit's changes, based upon high score, separate funding source and because it was mostly offset.
Transportation Management	TRANSPORTATION OPERATIONS	$389,442	1	21.50	$323,923	$323,923	$325,509	$0	$325,509	Budget fluctuation between programs due to increases from the ACA; the addition of a Tech Coordinator and .25 FTEs of a Budget Analyst; and the Reclass of 5 Bus Drivers and Analyst I. These increases are offset by reductions in materials expenses.	Results Team recommends all of Transit's changes, based upon high score, separate funding source and because it was mostly offset.
Urban Trails and Walkability	ECONOMY	$67,679	2	21.00	$72,020	$67,679	$68,169	$0	$68,169	Economy: A reclass of the Trails and Open Space Project Manager is requested to better reflect the job description and workload of that manager.	RT does not recommend staffing reclass based off of pay plan committee's recommendation.
Winter Snow Operations	STREET MAINTENANCE	$1,156,541	2	20.25	$1,163,975	$1,213,975	$1,221,905	$0	$1,221,905	ACA increases. These consist of 2 FTRs added to Streets, and 3 FTRs that will be split between streets and parks. This increase will be offset with a $50,000 reduction in materials and a decrease in Part Time	Recommending ACA funding. Taking a balanced approach to funding new federal mandate.

Program	Departments -	BASE FY 2014	Q	S	DEPT REQ FY 2015	RT/CM REC FY 2015	CM W/BENEFITS FY 2015	REV FY 2015	TOT REC COST FY 2015	REQUEST FY 2015	RATIONALE FY 2015
										money of $116,525. Net increase is $47,164.	
Trails (Backcountry)	ECONOMY	$62,733	2	20.00	$53,285	$52,200	$52,358	$0	$52,358	Economy: A reclass of the Trails and Open Space Project Manager is requested to better reflect the job description and workload of that manager.	RT does not recommend staffing reclass based off of pay plan committee's recommendation.
Park City Mobility	TRANSPORTATION OPERATIONS	$751,794	2	19.75	$758,233	$758,233	$759,021	$0	$759,021	Budget fluctuation between programs due to increases from the ACA; the addition of a Tech Coordinator and .25 FTEs of a Budget Analyst; and the Reclass of 5 Bus Drivers and Analyst I. These increases are offset by reductions in materials expenses.	Results Team recommends all of Transit's changes, based upon high score, separate funding source and because it was mostly offset.
Parks & Sidewalk Snow Removal	PARKS & FIELDS	$297,111	2	18.75	$383,034	$383,034	$384,883	$-2,167	$382,716	Fields: addition of FTR Parks III and $10k decrease in contract services. Parks: Addition of 3 FTRs and splitting 3 additional FTRs with Streets. $40K materials and supplies offset.	Recommending ACA funding. Taking a balanced approach to funding new federal mandate.
Economic and Redevelopment	ECONOMY & BUDGET	$456,304	2	18.50	$491,356	$419,307	$495,818	$0	$495,818	Budget: Capital Budget, Debt and Grants Manager cost reflected here for an increased role in Economic Development projects. Economy: A reclass of the Trails and Open Space Project Manager is requested to	RT does not recommend staffing reclass based off of pay plan committee's recommendation. Capital Budget manager shift to program recommended.

Program	Departments -	BASE FY 2014	Q	S	DEPT REQ FY 2015	RT/CM REC FY 2015	CM W/BENEFITS FY 2015	REV FY 2015	TOT REC COST FY 2015	REQUEST FY 2015	RATIONALE FY 2015
										better reflect the job description and workload of that manager.	
Street & Sidewalk Maintenance	STREET MAINTENANCE	$461,427	2	18.00	$453,751	$425,248	$429,779	$0	$429,779	ACA increases. These consist of 2 FTRs added to Streets, and 3 FTRs that will be split between streets and parks. This increase will be offset with a $50,000 reduction in materials and a decrease in Part Time money of $116,525. Net increase is $47,164.	Recommending ACA funding. Taking a balanced approach to funding new federal mandate.
Clean-up and Storm Drain	STREET MAINTENANCE	$238,331	2	18.00	$239,649	$239,649	$241,424	$0	$241,424	ACA increases. These consist of 2 FTRs added to Streets, and 3 FTRs that will be split between streets and parks. This increase will be offset with a $50,000 reduction in materials and a decrease in Part Time money of $116,525. Net increase is $47,164.	Recommending ACA funding. Taking a balanced approach to funding new federal mandate.
Parks, Turf & Athletic Fields	PARKS & CITY RECREATION	$674,962	2	18.00	$686,782	$686,782	$657,031	$-55,167	$601,864	Rec: Reclass Analyst II to Golf/Farm Coordinator. Fields: addition of FTR Parks III and $10k decrease in contract services due to the ACA.	Rec: Recommended due to revenue offsets and a high score within Rec and Tennis programs.Fields: Recommending ACA funding. Taking a balanced approach to funding new federal mandate.

Program	Departments -	BASE FY 2014	Q	S	DEPT REQ FY 2015	RT/CM REC FY 2015	CM W/BENEFITS FY 2015	REV FY 2015	TOT REC COST FY 2015	REQUEST FY 2015	RATIONALE FY 2015
Park Amenities & Infrastructure	PARKS & FIELDS	$161,357	2	18.00	$190,986	$190,986	$191,597	$-2,167	$189,430	Fields: addition of FTR Parks III and $10k decrease in contract services. Parks: Addition of 3 FTRs and splitting 3 additional FTRs with Streets. $40K materials and supplies offset.	Recommending ACA funding. Taking a balanced approach to funding new federal mandate.
Flowers/Holiday Lighting/Beautification	PARKS & FIELDS	$344,567	3	17.00	$370,113	$370,113	$371,154	$-2,167	$368,987	Fields: addition of FTR Parks III and $10k decrease in contract services. Parks: Addition of 3 FTRs and splitting 3 additional FTRs with Streets. $40K materials and supplies offset.	Recommending ACA funding. Taking a balanced approach to funding new federal mandate.
Parking Management	PARKING & TRANSIT	$778,403	3	17.00	$764,944	$764,944	$778,955	$-560,300	$218,655	Parking: Movement of Parking adjudicator, part of the Transit and Transportation Manager and Analyst I from Transportation to parking, to more accurately reflect use of resources.	Results Team recommends all of Transit's changes, based upon high score, separate funding source and because it was mostly offset.
Retail	ICE FACILITY	$41,398	3	17.00	$43,380	$43,380	$43,876	$-50,400	$(6,524)	$5K for a League Coordinator in PT staffing. $4K in staffing for off-ice training classes which will have a revenue offset of $10K. $6k to cover longer hours of operation at the front desk and in Part Time Building Supervisors. PT $$ spread out between all programs.	Results Team Recommends. Increased costs will be offset by revenue.

Program	Departments -	BASE FY 2014	Q	S	DEPT REQ FY 2015	RT/CM REC FY 2015	CM W/BENEFITS FY 2015	REV FY 2015	TOT REC COST FY 2015	REQUEST FY 2015	RATIONALE FY 2015
Engineering Project Management	ENGINEERING	$213,409	3	16.75	$231,785	$226,189	$227,461	$-21,362	$206,099	Engineering: Reclass of analyst I position to an analyst II. Move the Public Improvement Inspector to be 100% Engineering from Transit.	Keep Public Improvement Inspector as is. Recommend reclass.
Ice Adult Programs	ICE FACILITY	$125,845	3	15.75	$134,063	$134,063	$135,382	$-135,400	$(18)	$5K for a League Coordinator in PT staffing. $4K in staffing for off-ice training classes which will have a revenue offset of $10K. $6k to cover longer hours of operation at the front desk and in Part Time Building Supervisors. $6000 for increased scorekeeper costs.	Results Team Recommends. The increased costs will be offset by revenue.
Tennis Tournaments	CITY RECREATION & TENNIS	$29,669	3	15.75	$49,579	$49,579	$49,709	$-89,500	$(39,791)	$20,000 to increase the total number of youth tournaments from 2 to 5 this year. Increase in maintenance/supplies	Recommended due to a high score within Rec & Tennis programs and revenue offsets.
Golf Maintenance	GOLF MAINTENANCE & PARKS	$714,068	3	15.75	$718,679	$718,679	$719,989	$0	$719,989	Mandatory State insurance fund increase	Recommended to fund based off of mandate.
Ice Youth Programs	ICE FACILITY	$125,039	3	15.50	$124,575	$124,575	$125,850	$-109,500	$16,350	$5K for a League Coordinator in PT staffing. Proposing to add 4 hours/week of off-ice strength and conditioning and ballet classes. The cost will be $4000 with a projected revenue offset of $10000. $6k to cover longer hours of operation at the front desk and in Part Time Building	Results Team Recommends. The increased costs will be offset by revenue.

Program	Departments -	BASE FY 2014	Q	S	DEPT REQ FY 2015	RT/CM REC FY 2015	CM W/BENEFITS FY 2015	REV FY 2015	TOT REC COST FY 2015	REQUEST FY 2015	RATIONALE FY 2015
										Supervisors.	
Trash Clean-Up	PARKS & FIELDS	$97,440	3	15.50	$132,199	$132,199	$132,780	$-2,167	$130,613	Fields: addition of FTR Parks III and $10k decrease in contract services. Parks: Addition of 3 FTRs and splitting 3 additional FTRs with Streets. $40K materials and supplies offset.	Recommending ACA funding. Taking a balanced approach to funding new federal mandate.
Golf Management Operations	GOLF OPERATIONS	$329,633	3	15.25	$303,718	$303,718	$304,305	$0	$304,305	There is a decrease in personnel in this program due to Golf Reorg. LOS is not changing.	This lower funding level is recommended.
Ice Programs	ICE FACILITY	$99,957	3	15.25	$101,531	$101,531	$103,571	$-81,300	$22,271	$5K for a League Coordinator in PT staffing. Proposing to add 4 hours/week of off-ice strength and conditioning and ballet classes. The cost will be $4000 with a projected revenue offset of $10000. $6k to cover longer hours of operation at the front desk and in Part Time Building Supervisors. PT $$ spread out between all programs.	Results Team Recommends. The increased costs will be offset by revenue.

Program	Departments -	BASE FY 2014	Q	S	DEPT REQ FY 2015	RT/CM REC FY 2015	CM W/BENEFITS FY 2015	REV FY 2015	TOT REC COST FY 2015	REQUEST FY 2015	RATIONALE FY 2015
Cemetery	PARKS & CEMETARY AND CITY REC	$128,415	4	14.75	$145,227	$107,415	$104,512	$-25,000	$79,512	Rec: $16,902 increase in this program due to reallocating of existing budget by increasing the percentage spent on this by a recreation supervisor. Parks: Addition of 3 FTRs and splitting 3 additional FTRs with Streets. $40K materials and supplies offset. No loss in LOS.	Parks: Recommending ACA funding. Taking a balanced approach to funding new federal mandate. Reduction is due to rebalancing of personnel as a result of the ACA. Rec: Recommended due to revenue offsets and a high score within Rec and Tennis programs.
Operations	ICE FACILITY	$357,484	4	14.75	$376,611	$366,611	$365,464	$-332,600	$32,864	$5K for a League Coordinator in PT staffing. Proposing to add 4 hours/week of off-ice strength and conditioning and ballet classes. The cost will be $4000 with a projected revenue offset of $10000. $6k to cover longer hours of operation at the front desk and in Part Time Building Supervisors. PT $$ spread out between all programs.	Results Team Recommends. The increased costs will be offset by revenue.
Recreation Youth Programs	CITY RECREATION & TENNIS	$576,371	4	14.75	$605,686	$605,686	$608,878	$-224,600	$384,278	Increase the materials & supplies line in this program by $2,140 and increase personnel by $28,326.	Recommended due to revenue offsets and a high score within Rec and Tennis programs.

Program	Departments -	BASE FY 2014	Q	S	DEPT REQ FY 2015	RT/CM REC FY 2015	CM W/BENEFITS FY 2015	REV FY 2015	TOT REC COST FY 2015	REQUEST FY 2015	RATIONALE FY 2015
Recreation Adult Programs	CITY RECREATION	$631,047	4	14.25	$635,391	$635,391	$639,477	$-332,525	$306,952	Reclass Analyst II to Recreation Coordinator. This program is being requested to have a total increase of $6,506. $9,236 increase in personnel. We have decreased the materials & supplies line in this program by $2,730.	Recommended due to revenue offsets and a high score within Rec and Tennis programs.
Rec Center Operations	CITY RECREATION & TENNIS	$435,122	4	14.25	$417,102	$417,102	$422,752	$-248,750	$174,002	Reclass Analyst II to Recreation Coordinator and increase portion paid for by Golf. Decrease the materials & supplies line by $7,960. No loss in LOS.	This reduction in program funding is recommended.
Tennis Operations	CITY RECREATION & TENNIS	$45,864	4	14.00	$59,899	$59,899	$60,298	$-166,900	$(106,602)	Added 4 outdoor pickleball courts at the MARC. Looking to increase this program by $14,035 with an increase of $14,635 in personnel while reducing the material & supplies line by $600.	Recommended due to a high score within Rec & Tennis programs and revenue offsets.
Concessions	GOLF OPERATIONS		4	13.75	$52,933	$52,933	$52,933	$0	$52,933	Increase in Inventory and Beverage cart Supervisor and Attendant requested.	Recommended due to revenue offset.
Tennis Programs	CITY RECREATION & TENNIS	$422,582	4	13.75	$541,471	$462,023	$464,380	$-453,600	$10,780	Looking to increase personnel by $106,388 and materials and supplies by $12,500 The increases include the need for additional tennis balls ($4,500 increase) and an increase to the tennis bubble line ($5,000). We are also adding $1,000 for	$34K in personnel for PT Tennis Pros recommended due to a high score within Rec & Tennis programs and revenue offsets.

Program	Departments -	BASE FY 2014	Q	S	DEPT REQ FY 2015	RT/CM REC FY 2015	CM W/BENEFITS FY 2015	REV FY 2015	TOT REC COST FY 2015	REQUEST FY 2015	RATIONALE FY 2015
										pickleball supplies.	
Pro Shop	CITY RECREATION & TENNIS	$149,369	4	12.75	$130,107	$130,107	$130,161	$-132,000	$(1,839)	Looking to reduce this program by $19,262. There is a reduction of $26,412 in personnel which is reallocated to tennis programs. Increasing the materials & supplies line by $7,150. Added $4,000 for department supplies, $150 for postage and $3,000 of inventory.	The reduction in this program is approved.
Marketing	CITY RECREATION & TENNIS	$141,663	4	12.75	$145,663	$141,663	$142,228	$-97,250	$44,978	In an effort to bring what is budgeted into alignment with what we spend on marketing we are increasing the marketing budget by $4,000.	This programs requests are not approved due to a lower score.
Retail Operations	GOLF OPERATIONS	$223,957	4	12.75	$235,626	$235,626	$236,128	$0	$236,128	Increase in Inventory requested.	Recommended due to revenue offset.
Childcare	CITY RECREATION & TENNIS	$44,707	4	8.75	$40,569	$40,569	$40,634	$-7,875	$32,759	This program is being reduced by $4,138 due to reallocation of staff time.percentages across different programs.	This program's reduction in budget is recommended.
TOTAL		$19,790,709			$20,330,767	$20,150,250	20,327,160	$-3,694,562	$16,632,598		

An Inclusive Community of Diverse Economic & Cultural Opportunities

Success of this Priority is defined as:

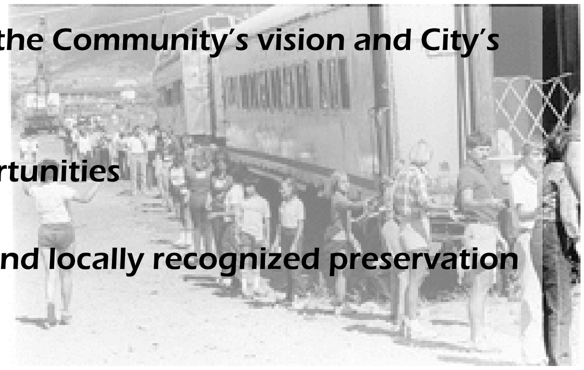
Park City is a community where residents can live, work and play. In order to maintain Park City's appeal, PCMC invests in those areas that ensure our continued success. Through our planning and economic development efforts, we balance the historic character and small town atmosphere with the varying needs of our residents and visitors. A mix of cultures, perspectives and lifestyles is welcomed and celebrated. There are diverse job opportunities that pay a living wage and enable full-time residents to live within a reasonable distance of their jobs. Part-time residents are welcomed, engaged and contribute to the community character. Preserving our unique history is vital to the longevity of the City's character and is at the forefront when key planning and economic development decisions are made. The impact of regional growth pressures have been managed and mitigated by Park City's ongoing collaboration with local and regional stakeholders. These cooperative efforts result in innovative economic strategies, preservation of the natural setting, and partnerships that lead to prosperity throughout the region.

Desired Outcomes

The Community and the City Council have identified the following desired outcomes related to this priority:

- Residents live and work locally
- Jobs paying a living wage
- Preserved and celebrated history; protected National Historic District
- Cluster development while preserving open space
- Part-time residents that invest and engage in the community
- Shared use of Main Street by locals and visitors
- Skilled, educated workforce
- Entire population utilizes community amenities
- Community gathering spaces and places
- Physically and socially connected neighborhoods
- Vibrant arts and culture offerings
- Diverse population (racially, socially, economically, geographically, etc.)
- Primarily locally owned businesses

Key Strategies



- Develop long range planning practices that achieve the Community's vision and City's Core Values
- Foster Affordable Housing and Senior Services
- Provide a Variety of High Quality Recreational Opportunities
- Retain & Attract Diversified Business Types
- Safeguard Historic Preservation through nationally and locally recognized preservation standards
- Emphasize & Expand Educational Aspect of Library

Community of Diverse Economic & Cultural Opp's (cont.)

Key Indicators

KEY INDICATOR	YEAR				ASSESMENT	
	2010	2011	2012	2013	Benchmark	Trend
Annual number of Building Permits.	847	903	989	1042	N/A	Positive
Percent of residents who rate the opportunities to attend or participate in community matters as "good" or "excellent."	N/A	84%	84%	84%	Higher	Neutral
Percent of residents who rate Quality of Economic Development Services as "good" or "excellent."	N/A	58%	58%	57%	Similar	Neutral
Number of Community Preparedness outreach items (print, radio, newspaper, web, presentations etc.).	N/A	N/A	22	33	N/A	Positive
Percent of construction projects "Substantially" completed within a construction season.	N/A	N/A	N/A	50%	N/A	Neutral
Number of library visits per capita (annually).	15.83	16.05	14.60	14.21	Below	Negative
Annual number of planning applications.	262	282	332	424	N/A	Positive
Percent of resident who rate the quality of Police Services as "good" or "excellent.	N/A	81%	81%	77%	Similar	Negative
Percentage of housing units that are "affordable."	6.30%	6.50%	5.00%	5.10%	N/A	Negative

The Key Indicators above provide a snapshot of how the community is doing on our goal of fostering an Inclusive Community of Diverse Economic and Cultural Opportunities. Indicators were taken from Department Performance Measures as well as the National Citizens' Survey, which is given every two years. Where information is available, the indicators are benchmarked against other communities and/or trended over time to highlight areas for improvement.

Biennial Plan for Community of Diverse Economic & Cultural Opp's

Recent Successes

- High Ratings on 2013 Community Engagement Survey
- PC MARC Public Art
- Increase in Library Participation, Programs, and Outreach
- Seed Program for Library Digital Lab
- Completed Memorial Wall in Cemetery
- ULI Workforce Housing Public Policy Award
- Increase in McPolin Farm Event Participation
- Partnership with Habitat for Humanity
- Student Library Cards Reciprocal Borrowing
- Transit Housing for Seasonal Employees
- Police Body Cams for Transparent Government
- Launch of Victim Advocate Program
- Instituted Several Components of Safety Program
- Historic Home Preservation through sale to Greenpark Cohousing

Current Challenges

- Balance Between Tourism & Quality of Life for Local Residents
- Volatility of Individual Mortgage Market
- Rapidly Changing Technology
- Local & Regional Growth Pressures
- Current Library Space
- Funding for Capital Projects
- Protection of Historic Fabric, Main Street Historic District Designation and Park City's Iconic McPolin Farm National Historic Designation
- Significant Increase in Planning Application and Building Permit Submittals
- Public Safety Staffing Pressures due to Special Events, Calls for Service, & Community Needs
- Meeting Workforce Housing Needs
- Staffing Needs due to McPolin Events
- Impact of Regional Development

Trends & Opportunities

- Aging Population
- Regional Collaborative Planning
- E-books & Digital Media Labs in Libraries
- Libraries as Community Centers
- Volatility of Individual Mortgage Markets
- Increased Demand for Technology
- Expanded Library Technology and Space
- Increased Technological Services, including New Programs
- Annexation Boundaries
- New Technology and Apps
- Partnerships with Private Developers and Property Owners
- Expanded Public Art Program
- 2nd Mortgage/Equity Sharing Programs
- Bonanza Park, Lower Park Avenue, & Prospector Square Area Plans
- Business Incubator

Action Plan for Community of Diverse Economic & Cultural Opp's

Staff Action Plan

- General Plan Update
- Bonanza Park Area Plan and Form Based Code
- Lower Park Redevelopment Area Plan, including Senior & Affordable Housing
- Prospector Square Area Plan
- Less Intensive Rocky Mountain Power Substation Upgrade
- Identify Target Properties & Development for Direct Business Recruitment Plan
- Staffing Needs due to Increased Bldg Activity
- Intensive Level Survey of Main Street Historic District
- Hire Architect/Engineer for McPolin Complex
- Infrastructure Improvement at McPolin Complex
- Complete Library Expansion Project
- Staffing Plan for Public Safety
- Staffing Plan for Post- Library Expansion
- Mortgage Assistance Tool
- Continued partnership with Summit County to carry out the Senior Strategic Plan through the Senior Working Group

Staff Budget Plan FY15 & FY16

- Building: Addition of two new FTR Building Inspectors to help alleviate demand pressure. Partially offset with Contract Inspector. Net increase of $122K.
- Planning: Reclass of Contract Planner to FTR Planner I. Zero-sum.
- Engineering: Reclass of Analyst I to Analyst II. $7K increase.
- Emergency Management: Increase in contract for the Emergency Manager ($17.5), offset with decrease in IFT for Self-Ins.
- Police: Loss of a Detective, Sergeant and part-time Victim Advocate. They are replaced by a Lieutenant and a full-time Victim Advocate. $44K budget reduction.
- Library: In FY 16 a Senior Librarian and $40K in part-time money will be added along with $20K for books and materials in order to support the Library renovation.
- Dispatch: Reclass 2 Dispatcher I's to a Dispatcher II & III ($15k).
- McPolin Barn: Reclass of Analyst II to Golf Recreation Coordinator.

Council Action Plan from Jan. 2014

Top Priority

- Affordable, attainable, middle-income housing
- LPRDA Master Plan
- Historic Sites Plan
- Traffic Mitigation

Department Business Plans

Each city department has a business plan to identify current goals and activities. Business plans can be found at http://www.parkcity.org/index.aspx?page=541&parent=10259

Program	Departments -	BASE FY 2014	Q	S	DEPT REQ FY 2015	RT/CM REC FY 2015	CM W/BENEFITS FY 2015	REV FY 2015	TOT REC COST FY 2015	REQUEST FY 2015	RATIONALE FY 2015
Emergency Management	EMERGENCY MANAGEMENT & POLICE	$373,001	1	21.75	$416,195	$388,735	392,472	$-6,000	$386,472	EM: There is a small increase in materials of $2,500 for increases in support fees. Increase of Emergency Management contract by $17.5k.EC: $25,000 is requested every year to cover emergencies	EM: Pay for $2,500 w/in existing resources. Pay for increase to contract from decreasing IFT into Self Insurance Fund.EC: Due to tight budget RT recommends holding off on contingency until FY16.
Patrol Operations	POLICE	$1,811,913	1	21.50	$1,870,169	$1,781,011	1,874,531	$0	$1,874,531	A Detective and Sergeant have been removed from the budget. In their place a Lieutenant, a Full Time Victim Advocate and a part time evidence technician are requested. In scenario 1 The Victim Advocate and Lieutenant are requested. In scenario 2 The Evidence Tech is requested in addtion to scenario 1. In Scenario 3, the request is the same as Scenario 2, except the Sergeant is kept.	Pol: RT recommeneds scenario 1 due to high priority and cost savings.
Dispatch	POLICE	$706,709	1	21.50	$715,346	$715,346	719,565	$-46,000	$673,565	Reclassing two dispatchers to Dispatcher II and III $15,000 increase.	RT recommeneds due to high score and offset by Police.
Prosecution	LEGAL	$195,908	1	21.25	$252,323	$197,207	198,324	$-46,000	$152,324	The increase is to pay for a portion of the Prosecution Software purchase ($60,535) and increases to subscriptions ($1,045).	Pay for software increases out of CIP request. Pay for Memberships and subscriptions within existing resources

Program	Departments -	BASE FY 2014	Q	S	DEPT REQ FY 2015	RT/CM REC FY 2015	CM W/BENEFITS FY 2015	REV FY 2015	TOT REC COST FY 2015	REQUEST FY 2015	RATIONALE FY 2015
Traffic Enforcement	POLICE	$867,463	2	21.00	$867,128	$841,793	894,948	$-46,000	$848,948	A Detective and Sergeant have been removed from the budget. In their place a Lieutenant, a Full Time Victim Advocate and a part time evidence technician are requested. In scenario 1 The Victim Advocate and Lieutenant are requested. In scenario 2 The Evidence Tech is requested in addtion to scenario 1. In Scenario 3, the request is the same as Scenario 2, except the Sergeant is kept.	Pol: RT recommeneds scenario 1 due to high priority and cost savings.
Code Enforcement	BUILDING	$214,361	2	19.75	$253,463	$229,393	229,794	$-88,050	$141,744	Building: Personnel increase is $24,994. The addition of a Business License inspector/Code Enforcement Officer. Materials increase is $14,348.	Building: RT recommends to fund the Business Licence inspector. All materials and supplies increases should be paid for w/in existing resources.
Inspections	BUILDING & ENGINEERING	$951,203	2	19.00	$1,290,859	$1,104,899	1,106,737	$-827,242	$279,495	Engineering: Reclas of analyst I position to an analyst II, this will cost about $13,000. Also anticipating PC Heights inspections. This will cost the City about $80k. Building: Personnel Request is $239,393 for Inspections. Requests a full time Building Inspector, two additional contract inspectors and a Business License Inspector. $11,000 increase in materials.	Engineering: Do PC Heights increase due to revenue offset. Keep Public Improvement Inspector as is. Recommend reclass. Building: RT recommends funding the Contract Building inspector moving to a FTR & the Business License inspector. The contract building inspectors may be funded during the fiscal year depending on revenues from big projects. Materials and supplies increases paid for w/in existing resources.

Program	Departments -	BASE FY 2014	Q	S	DEPT REQ FY 2015	RT/CM REC FY 2015	CM W/BENEFITS FY 2015	REV FY 2015	TOT REC COST FY 2015	REQUEST FY 2015	RATIONALE FY 2015
Circulation Services	LIBRARY	$295,100	2	18.75	$339,376	$295,328	296,692	$-6,300	$290,392	Personnel increase is $23,096. Library is requesting a new Library Clerk, Aide, and Senior Librarian to be hired in March 2015. Materials increase is $6,948.	Recommended not to fund based off of projected project end date and score in FY15. In FY16 it is planned to add 2 Library Assistants, a Library Clerk and a Senior Librarian.
Adult Services	LIBRARY	$233,848	2	18.75	$277,022	$234,820	235,839	$-6,300	$229,539	Personnel increase is $19,369 for additional clerk, assistant and senior librarian. Materials increase is $11,981.	Recommended not to fund based off of projected project end date and score in FY15. In FY16 it is planned to add 2 Library Assistants, a Library Clerk and a Senior Librarian.
Youth & Spanish Services	LIBRARY	$162,008	2	18.50	$198,182	$162,117	162,945	$-4,200	$158,745	Personnel increase is $23,633 for additional clerk, assistant and senior librarian. Materials increase is $6,016.	Recommended not to fund based off of projected project end date and score in FY15. In FY16 it is planned to add 2 Library Assistants, a Library Clerk and a Senior Librarian.
Community Support	POLICE	$494,470	2	18.25	$518,917	$506,250	537,722	$-18,000	$519,722	A Detective and Sergeant have been removed from the budget. In their place a Lieutenant, a Full Time Victim Advocate and a part time evidence technician are requested. In scenario 1 The Victim Advocate and Lieutenant are requested. In scenario 2 The Evidence Tech is requested in addtion to scenario 1. In Scenario 3, the request is the same as Scenario 2, except the Sergeant is kept.	Pol: RT recommeneds scenario 1 due to high priority and cost savings.

Program	Departments -	BASE FY 2014	Q	S	DEPT REQ FY 2015	RT/CM REC FY 2015	CM W/BENEFITS FY 2015	REV FY 2015	TOT REC COST FY 2015	REQUEST FY 2015	RATIONALE FY 2015
Technical Services	LIBRARY	$281,112	2	18.00	$297,845	$280,626	281,906	$-4,200	$277,706	Personnel increase is $1,043 for additional clerk, assistant and senior librarian. There is an increase in full-time money and a decrease in part time money. The extra costs is the result of the benefits. Materials increase is $7,797.	Recommended not to fund based off of projected project end date and score in FY15. In FY16 it is planned to add 2 Library Assistants, a Library Clerk and a Senior Librarian.
Special Service Contracts	BUDGET, DEBT & GRANTS	$492,000	2	18.00	$492,000	$492,000	515,000	$0	$515,000	Increase based off of SSC recommendation.	SSC recommends
Long Range Planning	PLANNING	$228,847	2	17.75	$242,266	$242,266	243,593	$0	$243,593	Planning: Reclass of Contract planner to full time Planner I actually decreases the budget by 6-7K. This creates a net decrease in the Department. Position reallocated to different programs within the Dept.	Recommend reclass of Contract Planner to Planner I.
Fire Safety	BUILDING	$306,093	2	17.75	$352,617	$316,083	328,430	$-70,140	$258,290	Building: Addition of Business License Inspector and Senior Building Inspector causes personnel to increase by $20,347. Materials increase is $26,812.	Building: RT recommends to fund the Contract Building inspector moving to a FTR as well as the Business Licence inspector. The contract building inspectors may be funded during the fiscal year depending on revenues from big projects. All materials and supplies increases should be paid for w/in existing resources.

Program	Departments -	BASE FY 2014	Q	S	DEPT REQ FY 2015	RT/CM REC FY 2015	CM W/BENEFITS FY 2015	REV FY 2015	TOT REC COST FY 2015	REQUEST FY 2015	RATIONALE FY 2015
Plan/Application Review	BUILDING, PLANNING & ENGINEERING	$575,711	3	17.25	$616,897	$587,239	590,211	$-413,880	$176,331	Planning: Reclass of Contract planner to full time Planner I actually decreases the budget by 6-7K. Position reallocated to different programs within the Dept. Building: $31,500 increase in personnel due to addition of Business License Inspector and Senior Building Inspector. $12,480 increase in materials.	Building: RT recommends to fund the Contract Building inspector moving to a FTR as well as the Business Licence inspector. All materials and supplies increases should be paid for w/in existing resources. Planning: Recommend reclass.
Abatement Fund	BUILDING	$48,688	3	17.00	$56,000	$48,688	48,688	$0	$48,688	Requesting an increase of $7,312	Leave at FY14 funding levels. Can adjust this at the end of FY15.
Historic District Design Review	PLANNING	$276,790	4	14.00	$262,150	$219,981	221,402	$0	$221,402	Planning: Reclass of Contract planner to full time Planner I actually decreases the budget by 6-7K. This creates a net decrease in the Department. Position reallocated to different programs within the Dept.	Cut contract services by $50k in order to pay for new Planning FTE since the contract position was expected to go away in FY 15. Decrease to the General Fund helps to offset increases to Building personnel increases.
Special Planning Projects - Inter-Dept	PLANNING	$109,555	4	12.75	$109,440	$98,898	99,622	$0	$99,622	Planning: Reclass of Contract planner to full time Planner I actually decreases the budget by 6-7K. This creates a net decrease in the Department. Position reallocated to different programs within the Dept.	Cut contract services by $50k in order to pay for new Planning FTE since the contract position was expected to go away in FY 15. Decrease to the General Fund helps to offset increases to Building personnel increases.

Program	Departments -	BASE FY 2014	Q	S	DEPT REQ FY 2015	RT/CM REC FY 2015	CM W/BENEFITS FY 2015	REV FY 2015	TOT REC COST FY 2015	REQUEST FY 2015	RATIONALE FY 2015
Reciprocal Borrowing	LIBRARY	$12,368	4	12.00	$16,248	$11,634	11,654	$0	$11,654	The Budget increase reflects a change in materials from 7,327 in FY14 to 8,399 in FY15 for additional library materials.	Recommended not to fund based off of projected project end date and score in FY15. In FY16 it is planned to add 2 Library Assistants, a Library Clerk and a Senior Librarian.
McPolin Farm	MCPOLIN BARN	$31,228	4	11.50	$34,109	$32,859	34,004	$0	$34,004	Reclass Analyst II to Recreation Coordinator. Increase in materials for additional events at the Farm. Budget increase to cover an end of the year "thank you" for the FOF volunteer committee. Increase for air card and cell phone expenses.	Cover within MSS w/in existing resources. Recommend reclass.
TOTAL		$8,668,376			$9,478,552	$8,787,172	9,024,079	$-1,582,312	$7,441,767		

Responsive, Cutting-Edge, & Effective Government

Success of this Priority is defined as:

Park City Municipal Corporation has earned the trust of the community by engaging its citizens, being responsible stewards of tax dollars and providing uncompromising quality and customer service. This is enabled by a customer-centered organizational structure; a culture that embraces accountability and adapts to change; and funding mechanisms and policies that support innovation. Investing in our people is essential to maintaining a high-performing and strategic-minded workforce. PCMC employees are equipped with the core skills that allow them to be self-managed, creative and flexible in anticipating and responding to community needs. Our investments are protected by ensuring that systems and infrastructure are maintained, making responsible and effective use of technology and being fiscally and legally sound.

Desired Outcomes

The Community and the City Council have identified the following desired outcomes related to this priority:

- Fiscally and legally sound
- Engaged, capable workforce
- Well-maintained assets and infrastructure
- Engaged and informed citizenry
- Streamlined and flexible operating processes
- Ease of access to desired information for citizens and visitors

Key Strategies

The following strategies have been identified as critical for achieving Desired Outcomes:

- Stewards of the Public Trust
- Engaged Workforce
- Access/Information
- Strategic Leadership
- Facilitate Citizen Engagement, Public Participation and Timely Communication

Key Indicators

KEY INDICATOR	YEAR				ASSESMENT	
	2010	**2011**	**2012**	**2013**	**Benchmark**	**Trend**
Annual percent conviction rate of misdemeanor charges.	100%	100%	90%	90%	N/A	Negative
General Obligation bond rating (Fitch and S&P).	AA	AA+	AA+	AA+	N/A	Neutral
Percent of respondents who rated the overall direction PCMC is taking as "good" or "excellent."	N/A	70%	70%	64%	Similar	Negative
Percent of respondents who rated the quality of services from PCMC as "good" or "excellent."	N/A	83%	83%	80%	Similar	Negative
Annual number of Audit Findings.	0	0	1	2	N/A	Negative
Percent of building repairs made within 30 days of receiving a complaint or request for service.	94%	93%	94%	94%	N/A	Neutral
Percentage of Fleet mechanic time spent servicing vehicles and equipment (“Wrench-turning” hours to total hours).	N/A	N/A	N/A	75%	N/A	Neutral
Percent of applicant pool qualified for the posted position.	N/A	N/A	N/A	90%	N/A	Neutral
Percentage of Facility customer complaints responded to within 72 hours, 24 hours for minor emergencies and 2 hours for major emergencies after receiving a service request.	95%	95%	95%	95%	N/A	Neutral
Percent of respondents who rated their overall confidence in Park City as "good" or "excellent."	N/A	N/A	N/A	66%	N/A	Neutral
Percent of respondents who rated the overall customer service from Park City as "good" or "excellent."	N/A	78%	78%	83%	Similar	Positive
Percent of respondents who rated the public information services in Park City as "good" or "excellent."	N/A	83%	83%	82%	Higher	Neutral
Annual number of website hits.	937,479	1,182,519	1,345,654	1,267,171	N/A	Positive
Annual number of website hits (mobile).	36,476	118,902	153,451	210,982	N/A	Positive

The Key Indicators above provide a snapshot of how the community is doing on our goal of promoting a Responsive, Cutting-Edge, and Effective Government. Indicators were taken from Department Performance Measures as well as the National Citizens' Survey, which is given every two years. Where information is available, the indicators are benchmarked against other communities and/or trended over time to highlight areas for improvement.

Biennial Plan for Responsive, Cutting-Edge, & Effective Government

Recent Successes

- Building Security Plan Continued
- BFO & Capital Software Implementation
- Strategic Planning Adopted
- Clean Audit for 2013 & 25th consecutive GFOA Excellence in Financial Reporting Award
- Faster network connection to Ice Arena and Quinn's Water Treatment Plant
- Upgraded 2 miles of Fiber Optic Cable to Municipal Facilities
- Implemented Additional Resort Sales Tax for Open Space and Main St Projects
- Implemented New Performance Review Software
- Budget Savings due to Paperless Checks
- Update to Asset Management Plan
- Conducted 2nd National Citizen Survey
- Healthy Lifestyles Program
- Regular Staff Meetings & One Joint Council Meeting with Wasatch & Summit Counties and Heber City
- Regional Collaboration Initiatives
- Business & Community Partnerships

Current Challenges

- Engaging Diverse Constituencies
- New Facilities & Greater Complexity in Operating Systems (HVAC)
- Pace of Technology Improvements
- Resource Allocation, Staff Workload & Succession
- Limited Resources for Training, Professional, Legal and Licensing Requirements
- Increasingly Specialized Positions due to Digital Technology and Government Regulations
- Workforce Competition with Salt Lake Valley due to Cost of Housing and Commuting
- Funding Capital Improvement Programs (CIP) Priorities
- Long-term Fleet Fuel Strategy
- Expanding Risk Management Portfolio
- Increases to Health Care Costs due to Health Care Reform
- Reduced Sales Tax Projections
- Limited Opportunities for Additional Revenue

Trends & Opportunities

- Alternative Energy and Conservation Infrastructure for Capital Assets
- Increasing Regulatory Environment Requires Monitoring and Training for Financial Reporting
- Environmentally Friendly Cleaning Products
- Consolidation of Local Government Functions & Joint Initiatives Aimed at Overall Cost Reduction
- Technology Trends Change how People Interact with Government
- Increase the Tools and Tactics Needed to Reach a More Diverse Audience and the Need for Non-English Language and Cultural Competency Skills.
- Technology Increasing Cost of Fleet Acquisition & Maintenance
- Additional Building/System Maintenance Specialized Staff
- Widget and Application Development
- Paperless/e-filing in State/Fed Courts
- Broadband Fiber

Action Plan for Responsive, Cutting-Edge, & Effective Government

Staff Action Plan

- Connect, Collaborate and Create with Community In-Person and Virtually.
- Reduce Paperwork and Mailing Costs through Direct Paperless Billing (E-Commerce)
- Formal Organizational Development Program
- Invest in Security IT infrastructure
- New vehicle for Building Maintenance
- Implementation of Meeting Management Software
- Enhance Mobile Technology to Enhance Citizen Access and Communication
- LEAD PC—Employee Development Program
- Centralized Building Security System
- Expanded Computerized Control Systems for Maintenance
- Upgrade Fleet Management Software
- Implement Paperless Criminal Prosecution
- Website Remodel
- Issue RFP for Community Fiber
- Vacation Rental by Owner (VRBO) Compliance Software Implementation
- Enhance Workplace Safety
- Implement Meeting Management Council Software & Voice Recorded Meetings
- Joint Council Meetings with Regional Partners

Staff Budget Plan FY15 & FY16

- Executive: $40k increase for LEAD training with $20k Venture Fund decrease to offset.
- Community Affairs: Increase of $8k for Let's Talk Park City and contract services.
- Building Maintenance: Addition of Building Maintenance IV due to increased demand ($72k).
- Fleet: Addition of Mechanic due to increased demand ($74k).
- HR: Increase of $6k for pre-employment drug testing.
- Budget, Debt, & Grants: Addition of .25 of Budget Analyst due to loss increased demand ($22k).
- Elections: Decrease in materials for FY15 by $13K due to election off year.

Council Action Plan Jan. 2014

Top Priority

- Citizen Engagement

High Priority

- Improve Regional Relationship

Department Business Plans

Each city department has a business plan to identify current goals and activities. Business plans can be found at http://www.parkcity.org/index.aspx?page=541&parent=10259

Program	Departments -	BASE FY 2014	Q	S	DEPT REQ FY 2015	RT/CM REC FY 2015	CM W/BENEFITS FY 2015	REV FY 2015	TOT REC COST FY 2015	REQUEST FY 2015	RATIONALE FY 2015
Community Outreach and Citizen Engagement	5 CITY DEPARTMENTS	$430,332	1	23.50	$498,196	$490,178	$544,115	$-75,289	$468,826	CC: increases shown to reflect the actual cost of legally required public noticing ($3,200) and, memberships ($4,250).CA: There is an increase in the FY 15 professional services budget for continued funding through FY18 for Let'sTalkParkCity and to provide temporary staffing for the reception front desk to cover extended vacation schedules ($8k).	CC: Pay w/in existing resources.CA: Scored high, RT recommends funding the community engagement position with the materials and supplies as well as contract services.
Elections	EXECUTIVE	$21,813	1	23.00	$8,813	$8,813	$9,671	$0	$9,671	The Materials cost for FY15 is $13,000 less than in FY14 or FY16 because FY15 is an off year for elections.	Recommend decrease, will return to FY14 levels in FY16.
Capital Budgeting	BUDGET, DEBT & GRANTS	$39,789	1	22.75	$39,653	$39,653	$43,671	$-19,768	$23,902	Small decrease in budget due to addition of two new programs: Strategic Planning and Economic and Redevelopment. Due to the addition of a new budget analyst the LOS is not expected to go down.	Recommended, no LOS decrease.
Budget Preparation, Coordination, and Monitoring	BUDGET & FINANCE	$126,528	1	22.50	$114,130	$114,130	$120,842	$-42,291	$78,552	Small decrease in budget due to addition of two new programs: Strategic Planning and Economic and Redevelopment. Due to the addition of a new budget analyst the LOS is not expected to go down.	Recommended, no LOS decrease.

Program	Departments -	BASE FY 2014	Q	S	DEPT REQ FY 2015	RT/CM REC FY 2015	CM W/BENEFITS FY 2015	REV FY 2015	TOT REC COST FY 2015	REQUEST FY 2015	RATIONALE FY 2015
Debt Management	BUDGET, DEBT & GRANTS	$33,745	1	22.25	$33,638	$33,638	$36,970	$-14,555	$22,415	Small decrease in budget due to addition of two new programs: Strategic Planning and Economic and Redevelopment. Due to the addition of a new budget analyst the LOS is not expected to go down.	Recommended, no LOS decrease.
Records Management	IT & POLICE	$240,473	1	22.00	$234,037	$234,037	$235,426	$0	$235,426	IT: Funding changes represent a reallocation of program resources and do not constitute proposed increases or decreases. Programs were adjusted to account for historical spending and to better align account codes with Budgeting For Outcomes (BFO) IT programs. Comm. Center: Slight increase for reclass of Dispatchers.	Dis: RT recommeneds reclass of positions.
Policy Creation & Implementation	CITY COUNCIL; EXECUTIVE; & INTERGOVERNMENTAL & ENVIRONMENT	$205,603	1	21.50	$262,143	$258,168	$309,712	$-22,639	$287,073	CC: The level of service proposed is the same as last year, with increases shown to reflect the actual cost of legally required public noticing ($3,200) and, memberships ($4,250). IE: Increase of $52K for new Director of Intergovernmental Relations.	CC: Pay w/in existing resources. IE: Recommend Director of Intergovernmental Relations.

Program	Departments -	BASE FY 2014	Q	S	DEPT REQ FY 2015	RT/CM REC FY 2015	CM W/BENEFITS FY 2015	REV FY 2015	TOT REC COST FY 2015	REQUEST FY 2015	RATIONALE FY 2015
Revenue/Resource Management	BUDGET, DEBT & GRANTS	$25,132	1	21.25	$22,797	$22,797	$25,006	$-9,558	$15,448	Small decrease in budget due to addition of two new programs: Strategic Planning and Economic and Redevelopment. Due to the addition of a new budget analyst the LOS is not expected to go down.	Recommended, no LOS decrease.
Strategic Planning	BUDGET, DEBT & GRANTS		2	20.50	$22,996	$22,996	$25,742	$0	$25,742	Reallocation of resources from Budget Dept. Not a new budget request.	New funding for program is recommended.
Inspections and Contract Supervision	BUILDING MAINTENANCE	$89,090	2	18.50	$99,802	$99,802	$100,402	$-14,172	$86,230	Staff is not recommending a service level increase at this time. However, an additional building maintenance worker will be needed to maintain level of service as new buildings come online.	Building Maintenance IV Recommended, High quartile, recommended by HR. Materials increase not recommended until FY16.
Fleet Management & Maintenance	FLEET SERVICES DEPT	$2,928,341	2	18.00	$3,022,274	$3,022,274	$3,027,587	$0	$3,027,587	Addition of a full time Mechanic and a reclass of an Office Assistant III to an Analyst I	Mechanic recommended based off of high score, HR recommendation, and industry standards for mechanic to vehicle ratios. Mostly paid by transit IFT.

Program	Departments -	BASE FY 2014	Q	S	DEPT REQ FY 2015	RT/CM REC FY 2015	CM W/BENEFITS FY 2015	REV FY 2015	TOT REC COST FY 2015	REQUEST FY 2015	RATIONALE FY 2015
Building Repairs and Maintenance	BUILDING MAINTENANCE	$302,320	2	17.75	$373,065	$373,065	$374,766	$-44,749	$330,016	The cost of increased pumping is $9,900 annually. Staff is not recommending a service level increase. However, an additional building maintenance worker is needed to maintain level of service as additional buildings come online as well as additional materials.	Recommend - offset with Admin IFT from Transit (60%-70%). Building Maintenance IV Recommended, High quartile, recommended by HR. Materials increase not recommended, until FY 16.
Emergency Communications	COMMUNITY AFFAIRS	$70,011	2	17.75	$79,135	$72,585	$73,083	$-17,350	$55,733	An enhanced level of service ($6,550) is requested to continue the level of aggressive wildfire outreach and prevention.	Pay for out of Emergency Contingency if needed.
Grant Administration	BUDGET, DEBT & GRANTS	$12,493	3	16.25	$12,458	$12,458	$13,568	$-4,405	$9,164	Small decrease in budget due to addition of two new programs: Strategic Planning and Economic and Redevelopment. Due to the addition of a new budget analyst the LOS is not expected to go down.	Recommended, no LOS decrease.
LEAD	EXECUTIVE & HUMAN RESOURCES		3	16.00	$40,000	$40,000	$40,000	$0	$40,000	This request is for LEAD training	Recommended with Venture Fund offset ($20k). High CM priority.
Litigation	LEGAL	$81,783	3	15.75	$88,359	$82,121	$82,717	$-52,995	$29,722	The increase is to pay for a portion of the Prosecution Software purchase ($60,535) and increases to subscriptions ($1,045).	Pay for w/in existing resources

Program	Departments -	BASE FY 2014	Q	S	DEPT REQ FY 2015	RT/CM REC FY 2015	CM W/BENEFITS FY 2015	REV FY 2015	TOT REC COST FY 2015	REQUEST FY 2015	RATIONALE FY 2015
Recruitment	HUMAN RESOURCES	$77,525	3	15.75	$82,448	$82,448	$85,226	$-28,464	$56,762	The requested budget increase ($6k) will be used to pay for increased pre-employment drug testing. There is a net decrease in personnel expense, but due to a reallocation of personnel some programs show an increase in personnel and some programs show a decrease.	Drug testing is recommended by the Results Team.
Janitorial Services	BUILDING MAINTENANCE	$317,690	3	15.75	$375,343	$335,543	$336,280	$0	$336,280	Since the renovation of the MARC the cost of cleaning services and supplies has gone up an additional $1,900 per month ($22,800 annually). Staff is recommending a service level increase to the Main Street, Museum and Transit Center bathrooms, cleaning them twice a day during peak seasons at a cost of $12,000 for cleaning services and $5,000 for cleaning supplies.	Low quartile 3. Janitorial supplies are not Recommended. Building Maintenance IV Recommended, High quartile, recommended by HR. Materials increase not recommended.
Valuing Employees	HUMAN RESOURCES	$144,934	3	15.75	$226,642	$183,642	$188,624	$-45,008	$143,616	$40,000 to pay the costs of 20 Employees to attend LEAD in Virginia over the next year. There is a net decrease in personnel expense, but due to a reallocation of personnel some programs show an increase in personnel and some programs show a decrease.	Fund within existing resources. Move LEAD budget to it's own program.

Program	Departments -	BASE FY 2014	Q	S	DEPT REQ FY 2015	RT/CM REC FY 2015	CM W/BENEFITS FY 2015	REV FY 2015	TOT REC COST FY 2015	REQUEST FY 2015	RATIONALE FY 2015
Safety and Security	EMERGENCY MANAGEMENT		3	15.00	$50,500	$50,000	$38,000	$0	$38,000	$35,000 added for Safety and Security program, that will be used for training, software, equipment, online services, etc. New request for Security Program Maintenance at $15,000 needed for maintenance of video and access control equipment not budgeted for by departments.	RT recommends program, but on a lower level based off of score as well as this being the first year of the program.
Analysis Resource	BUDGET, DEBT & GRANTS	$50,645	4	13.75	$46,143	$46,143	$49,549	$-17,755	$31,794	Small decrease in budget due to addition of two new programs: Strategic Planning and Economic and Redevelopment. Due to the addition of a new budget analyst the LOS is not expected to go down.	Recommended, no LOS decrease.
Performance Measures and Benchmarking	BUDGET, DEBT & GRANTS	$67,447	4	13.50	$64,484	$64,484	$66,491	$-22,025	$44,466	Small decrease in budget due to addition of two new programs: Strategic Planning and Economic and Redevelopment. Due to the addition of a new budget analyst the LOS is not expected to go down.	Recommended, no LOS decrease.
TOTAL		$5,265,693			$5,797,056	$5,688,976	5,827,448	$-431,023	$5,396,425		

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	$16,973,624	$5,952,700	$364,964	$0	$221,000	$23,512,288	$2,182,854	$8,631,733	$34,326,875
012 QUINNS RECREATION COMPLEX	$650,447	$368,190	$6,000	$0	$0	$1,024,637	$1,200	$-3,048,875	$-2,023,038
021 POLICE SPECIAL REVENUE FUND	$0	$0	$0	$0	$0	$0	$0	$28,644	$28,644
022 CRIMINAL FORFEITURE RESTRICTED ACCOUNT	$0	$0	$0	$0	$0	$0	$0	$19,133	$19,133
031 CAPITAL IMPROVEMENT FUND	$0	$0	$45,986,370	$0	$0	$45,986,370	$134,366	$237,317	$46,358,053
038 EQUIPMENT REPLACEMENT CIP	$0	$0	$2,274,591	$0	$0	$2,274,591	$0	$359,663	$2,634,254
051 WATER FUND	$2,184,188	$2,818,331	$15,213,768	$4,368,151	$100,000	$24,684,438	$762,846	$3,196,156	$28,643,440
055 GOLF COURSE FUND	$729,396	$453,642	$85,385	$36,080	$0	$1,304,503	$133,931	$924,733	$2,363,167
057 TRANSPORTATION & PARKING FUND	$5,377,559	$894,291	$12,397,756	$0	$0	$18,669,606	$2,612,885	$5,876,717	$27,159,208
062 FLEET SERVICES FUND	$663,050	$2,260,291	$5,000	$0	$0	$2,928,341	$0	$857,583	$3,785,924
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	$0	$0	$4,671,333	$0	$4,671,333	$0	$379,715	$5,051,048
Total Park City Municipal Corporation	**$26,578,263**	**$13,635,745**	**$76,333,834**	**$10,638,677**	**$321,000**	**$127,507,520**	**$5,828,082**	**$19,711,300**	**$153,046,902**
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	$0	$9,789,914	$0	$0	$9,789,914	$426,375	$1,877,001	$12,093,290
034 REDEVELOPMENT AGENCY-MAIN ST	$0	$0	$213,271	$0	$0	$213,271	$950,000	$1,321,685	$2,484,956
076 RDA-LOWER PK AVE-DEBT SERVICE	$0	$0	$0	$0	$0	$0	$0	$0	$0
Total Park City Redevelopment Agency	**$0**	**$0**	**$10,003,185**	**$0**	**$0**	**$10,003,185**	**$1,376,375**	**$3,198,686**	**$14,578,246**
Municipal Building Authority									
035 BUILDING AUTHORITY	$0	$0	$0	$0	$0	$0	$0	$526,457	$526,457
Total Municipal Building Authority	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$526,457**	**$526,457**
TOTAL	**$26,578,264**	**$13,635,745**	**$86,337,019**	**$10,638,677**	**$321,000**	**$137,510,705**	**$7,204,457**	**$23,436,443**	**$168,151,605**

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	$17,876,066	$5,890,649	$373,511	$0	$246,000	$24,386,226	$2,182,854	$9,255,450	$35,824,530
012 QUINNS RECREATION COMPLEX	$725,387	$368,843	$6,000	$0	$0	$1,100,230	$1,200	$-3,362,805	$-2,261,375
021 POLICE SPECIAL REVENUE FUND	$0	$0	$0	$0	$0	$0	$0	$28,644	$28,644
022 CRIMINAL FORFEITURE RESTRICTED ACCOUNT	$0	$0	$0	$0	$0	$0	$0	$19,133	$19,133
031 CAPITAL IMPROVEMENT FUND	$0	$0	$13,495,474	$0	$0	$13,495,474	$134,366	$2,395,590	$16,025,430
038 EQUIPMENT REPLACEMENT CIP	$0	$0	$940,000	$0	$0	$940,000	$0	$344,663	$1,284,663
051 WATER FUND	$2,296,627	$3,180,342	$4,998,562	$4,368,151	$100,000	$14,943,682	$762,846	$9,272,351	$24,978,879
055 GOLF COURSE FUND	$728,144	$498,529	$54,565	$36,000	$0	$1,317,238	$133,931	$919,264	$2,370,433
057 TRANSPORTATION & PARKING FUND	$5,549,899	$888,038	$2,795,946	$0	$0	$9,233,883	$2,612,885	$5,472,664	$17,319,432
062 FLEET SERVICES FUND	$762,296	$2,260,291	$5,000	$0	$0	$3,027,587	$0	$741,626	$3,769,213
064 SELF INSURANCE FUND	$0	$921,300	$0	$0	$0	$921,300	$0	$722,212	$1,643,512
070 SALES TAX REV BOND - DEBT SVS FUND	$0	$0	$0	$1,563,113	$0	$1,563,113	$0	$1,158,142	$2,721,255
071 DEBT SERVICE FUND	$0	$0	$0	$4,671,333	$0	$4,671,333	$0	$354,983	$5,026,316
Total Park City Municipal Corporation	**$27,938,417**	**$14,007,992**	**$22,669,058**	**$10,638,597**	**$346,000**	**$75,600,065**	**$5,828,082**	**$27,321,917**	**$108,750,064**
Park City Redevelopment Agency									
023 LOWER PARK AVE RDA SPECIAL REVENUE FUND	$22,212	$50,000	$0	$0	$0	$72,212	$2,090,000	$27,788	$2,190,000
033 REDEVELOPMENT AGENCY-LOWER PRK	$0	$580,000	$10,920,274	$0	$0	$11,500,274	$326,375	$1,140,352	$12,967,001
034 REDEVELOPMENT AGENCY-MAIN ST	$0	$405,000	$90,633	$0	$0	$495,633	$950,000	$1,127,052	$2,572,685
076 RDA-LOWER PK AVE-DEBT SERVICE	$0	$0	$0	$0	$0	$0	$0	$0	$0
Total Park City Redevelopment Agency	**$22,212**	**$1,035,000**	**$11,010,907**	**$0**	**$0**	**$12,068,120**	**$3,366,375**	**$2,295,192**	**$17,729,687**
Municipal Building Authority									
035 BUILDING AUTHORITY	$0	$0	$0	$0	$0	$0	$0	$529,457	$529,457
Total Municipal Building Authority	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$529,457**	**$529,457**
TOTAL	**$27,960,630**	**$15,042,992**	**$33,679,965**	**$10,638,597**	**$346,000**	**$87,668,184**	**$9,194,457**	**$30,146,566**	**$127,009,207**

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	$18,555,529	$5,913,957	$370,864	$0	$271,000	$25,111,350	$2,182,854	$10,007,996	$37,302,200
012 QUINNS RECREATION COMPLEX	$750,633	$378,843	$6,000	$0	$0	$1,135,476	$1,200	$-3,721,981	$-2,585,305
021 POLICE SPECIAL REVENUE FUND	$0	$0	$0	$0	$0	$0	$0	$28,644	$28,644
022 CRIMINAL FORFEITURE RESTRICTED ACCOUNT	$0	$0	$0	$0	$0	$0	$0	$19,133	$19,133
031 CAPITAL IMPROVEMENT FUND	$0	$0	$7,540,267	$0	$0	$7,540,267	$134,366	$685,776	$8,360,409
038 EQUIPMENT REPLACEMENT CIP	$0	$0	$1,011,000	$0	$0	$1,011,000	$0	$329,663	$1,340,663
051 WATER FUND	$2,378,824	$3,260,907	$3,593,879	$4,368,151	$100,000	$13,701,761	$762,846	$16,590,098	$31,054,705
055 GOLF COURSE FUND	$748,791	$498,529	$54,565	$36,000	$0	$1,337,885	$133,931	$938,394	$2,410,210
057 TRANSPORTATION & PARKING FUND	$5,755,821	$888,038	$1,002,443	$0	$0	$7,646,302	$2,612,885	$5,646,561	$15,905,748
062 FLEET SERVICES FUND	$792,092	$2,260,291	$5,000	$0	$0	$3,057,383	$0	$595,873	$3,653,256
064 SELF INSURANCE FUND	$0	$921,300	$0	$0	$0	$921,300	$0	$354,910	$1,276,210
070 SALES TAX REV BOND - DEBT SVS FUND	$0	$0	$0	$1,563,113	$0	$1,563,113	$0	$1,149,892	$2,713,005
071 DEBT SERVICE FUND	$0	$0	$0	$4,671,333	$0	$4,671,333	$0	$330,251	$5,001,584
Total Park City Municipal Corporation	**$28,981,691**	**$14,121,865**	**$13,584,018**	**$10,638,597**	**$371,000**	**$67,697,172**	**$5,828,082**	**$32,955,210**	**$106,480,464**
Park City Redevelopment Agency									
023 LOWER PARK AVE RDA SPECIAL REVENUE FUND	$23,082	$50,000	$0	$0	$0	$73,082	$2,090,000	$54,706	$2,217,788
033 REDEVELOPMENT AGENCY-LOWER PRK	$0	$580,000	$2,145,274	$0	$0	$2,725,274	$326,375	$2,928,703	$5,980,352
034 REDEVELOPMENT AGENCY-MAIN ST	$0	$405,000	$90,633	$0	$0	$495,633	$950,000	$923,419	$2,369,052
076 RDA-LOWER PK AVE-DEBT SERVICE	$0	$0	$0	$0	$0	$0	$0	$0	$0
Total Park City Redevelopment Agency	**$23,082**	**$1,035,000**	**$2,235,907**	**$0**	**$0**	**$3,293,989**	**$3,366,375**	**$3,906,828**	**$10,567,192**
Municipal Building Authority									
035 BUILDING AUTHORITY	$0	$0	$0	$0	$0	$0	$0	$529,457	$529,457
Total Municipal Building Authority	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$529,457**	**$529,457**
TOTAL	**$29,004,773**	**$15,156,865**	**$15,819,925**	**$10,638,597**	**$371,000**	**$70,991,161**	**$9,194,457**	**$37,391,495**	**$117,577,113**

All Funds Combined

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	$17,970,989	14%	$18,095,989	14%	$18,465,989	16%
Sales Tax	$12,492,244	$13,366,791	$14,039,372	$17,198,451	$16,846,519	13%	$16,993,257	13%	$17,092,220	15%
Franchise Tax	$2,906,981	$2,816,071	$3,037,408	$3,136,000	$3,136,000	2%	$3,277,000	3%	$3,414,000	3%
Licenses	$1,284,053	$1,280,901	$1,343,027	$1,009,000	$1,009,000	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	$2,316,000	2%	$2,590,000	2%	$2,591,667	2%
Other Fees	$17,707	$45,190	$40,293	$37,000	$37,000	0%	$42,000	0%	$43,000	0%
Federal Revenue	$5,818,357	$7,656,860	$1,287,283	$2,131,200	$2,131,200	2%	$3,908,200	3%	$2,658,200	2%
State Revenue	$452,018	$426,105	$668,747	$3,389,000	$3,389,000	3%	$372,000	0%	$372,000	0%
County/SP District Revenue	$138,214	$107,855	$790,534	$60,000	$100,000	0%	$60,000	0%	$50,000	0%
Water Charges for Services	$8,416,666	$9,915,490	$12,199,081	$11,862,500	$11,862,500	9%	$11,862,500	9%	$11,862,464	10%
Transit Charges for Services	$1,729,833	$1,918,588	$2,243,874	$2,090,000	$2,090,000	2%	$2,440,701	2%	$2,556,039	2%
Cemetery Charges for Services	$20,516	$19,196	$24,777	$22,000	$22,000	0%	$26,000	0%	$27,000	0%
Recreation	$1,916,305	$2,694,849	$3,020,781	$3,158,999	$3,158,999	2%	$3,179,850	3%	$3,289,596	3%
Ice	$583,221	$682,028	$648,177	$886,000	$886,000	1%	$777,500	1%	$777,500	1%
Other Service Revenue	$94,798	$79,857	$75,927	$101,000	$101,000	0%	$92,000	0%	$91,000	0%
Library Fines & Fees	$22,408	$19,661	$19,079	$22,000	$22,000	0%	$21,000	0%	$21,000	0%
Fines & Forfeitures	$708,529	$621,446	$757,842	$678,200	$678,200	1%	$679,200	1%	$679,200	1%
Misc. Revenues	$3,462,074	$3,891,592	$1,635,205	$4,455,746	$2,845,189	3%	$4,457,742	4%	$3,968,485	3%
Interfund Transactions (Admin)	$5,740,080	$5,138,802	$4,506,999	$4,893,717	$4,893,717	4%	$4,937,870	4%	$4,937,870	4%
Interfund Transactions (CIP/Debt)	$4,158,532	$4,038,841	$3,160,141	$2,310,741	$2,310,741	2%	$4,420,741	3%	$4,484,616	4%
Special Revenues & Resources	$750,993	$1,694,513	$720,067	$238,912	$411,412	0%	$376,000	0%	$376,000	0%
Bond Proceeds	$2,158,592	$244,982		$11,650,000	$21,750,000	9%	$23,600,000	19%	$8,300,000	7%
Beginning Balance	$85,779,494	$80,283,334	$71,208,563	$38,619,400	$70,184,139	30%	$23,436,443	18%	$30,146,566	26%
TOTAL	**$157,160,132**	**$156,690,637**	**$141,550,802**	**$127,957,855**	**$168,151,605**	**100%**	**$127,009,208**	**100%**	**$117,577,112**	**100%**

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	$8,631,733	$7,126,464	$264,052	3%	$9,255,450	$623,717	7%	$10,007,996	$752,546
012 QUINNS RECREATION COMPLEX	$(2,187,227)	$(2,510,554)	$(2,919,038)	$-3,048,875	$(2,995,165)	$-129,837	4%	$(3,362,805)	$-313,930	10%	$(3,721,981)	$-359,176
021 POLICE SPECIAL REVENUE FUND	$27,082	$27,532	$28,644	$28,644	$0			$28,644			$28,644	
022 CRIMINAL FORFEITURE RESTRICTED ACCOUNT	$4,176	$8,985	$19,133	$19,133	$0			$19,133			$19,133	
031 CAPITAL IMPROVEMENT FUND	$26,823,812	$19,876,401	$18,771,186	$237,317	$3,247,959	$-18,533,869	-99%	$2,395,590	$2,158,273	909%	$685,776	$-1,709,814
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	$3,196,156	$4,375,265	$-6,664,561	-68%	$9,272,351	$6,076,195	190%	$16,590,098	$7,317,747
055 GOLF COURSE FUND	$1,165,727	$850,677	$927,168	$924,733	$714,443	$-2,435	0%	$919,264	$-5,469	-1%	$938,394	$19,130
057 TRANSPORTATION & PARKING FUND	$13,703,979	$17,656,077	$18,038,096	$5,876,717	$7,873,331	$-12,161,379	-67%	$5,472,664	$-404,053	-7%	$5,646,561	$173,897
062 FLEET SERVICES FUND	$409,894	$521,502	$874,294	$857,583	$510,626	$-16,711	-2%	$741,626	$-115,957	-14%	$595,873	$-145,753
064 SELF INSURANCE FUND	$1,867,103	$1,848,254	$1,423,816	$1,089,514	$879,652	$-334,302	-23%	$722,212	$-367,302	-34%	$354,910	$-367,302
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%	$1,158,142	$-1,125	0%	$1,149,892	$-8,250
071 DEBT SERVICE FUND	$408,246	$412,312	$407,093	$379,715	$358,544	$-27,378	-7%	$354,983	$-24,732	-7%	$330,251	$-24,732
Total Park City Municipal Corporation	$58,355,778	$60,205,009	$58,545,436	$19,711,300	$23,458,797	$-38,834,136	-336%	$27,321,917	$7,610,617	1,052%	$32,955,210	$5,633,293
Park City Redevelopment Agency												
023 LOWER PARK AVE RDA SPECIAL REVENUE FUND	$0	$0	$0	$0	$0	$0		$27,788	$27,788		$54,706	$26,918
033 REDEVELOPMENT AGENCY-LOWER PRK	$7,823,811	$9,084,417	$9,877,290	$1,877,001	$631,085	$-8,000,289	-81%	$1,140,352	$-736,649	-39%	$2,928,703	$1,788,351
034 REDEVELOPMENT AGENCY-MAIN ST	$1,679,751	$1,397,569	$1,237,956	$1,321,685	$837,043	$83,729	7%	$1,127,052	$-194,633	-15%	$923,419	$-203,633
076 RDA-LOWER PK AVE-DEBT SERVICE	$0	$0	$0	$0	$0	$0		$0	$0		$0	$0
Total Park City Redevelopment Agency	$9,503,562	$10,481,986	$11,115,246	$3,198,686	$1,468,128	$-7,916,560	-74%	$2,295,192	$-903,494	-54%	$3,906,828	$1,611,636
Municipal Building Authority												
035 BUILDING AUTHORITY	$518,071	$521,568	$523,457	$526,457	$278,087	$3,000	1%	$529,457	$3,000	1%	$529,457	
Total Municipal Building Authority	$518,071	$521,568	$523,457	$526,457	$278,087	$3,000	1%	$529,457	$3,000	1%	$529,457	
TOTAL	$68,377,411	$71,208,563	$70,184,139	$23,436,443	$25,205,012	$-46,747,696	-410%	$30,146,566	$6,710,123	998%	$37,391,495	$7,244,929

Attachment C

Ordinance No. XX-XX

ORDINANCE ADOPTING A TENTATIVE REVISED BUDGET FOR FISCAL YEAR 2014 AND A TENTATIVE BUDGET FOR FISCAL YEAR 2015 FOR PARK CITY MUNICIPAL CORPORATION AND ITS RELATED AGENCIES AND AUTHORIZING THE COMPUTATION OF THE PROPERTY TAX RATE AT A NO TAX INCREASE RATE

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

WHEREAS, a public hearing was held on May 8, May 15, May 29, 2014 and one more scheduled for June 5, 2014 at the City Council's regularly scheduled meetings, complying with State law;

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

SECTION 1. TENTATIVE 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 tentative revised Fiscal Year 2014 budget for Park City Municipal Corporation and its related agencies.

SECTION 2. TENTATIVE 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 tentative budget for Fiscal Year 2015 for Park City Municipal Corporation and its related agencies.

SECTION 3. CERTIFIED PROPERTY TAX RATE. The City's Budget Officer is authorized, after the County has provided the Certified Property Tax data, to compute the City's Certified Property Tax Rate for 2014 at a "No Tax Increase Rate" and file said rate with the County.

SECTION 4. EFFECTIVE DATE**.** This Ordinance shall be effective on publication and shall apply retroactively to July 1, 2014.

PASSED AND ADOPTED this 29th day of May, 2013

PARK CITY MUNICIPAL CORPORATION

____

Mayor Jack Thomas

Attest:

____

Marci Heil, City Recorder

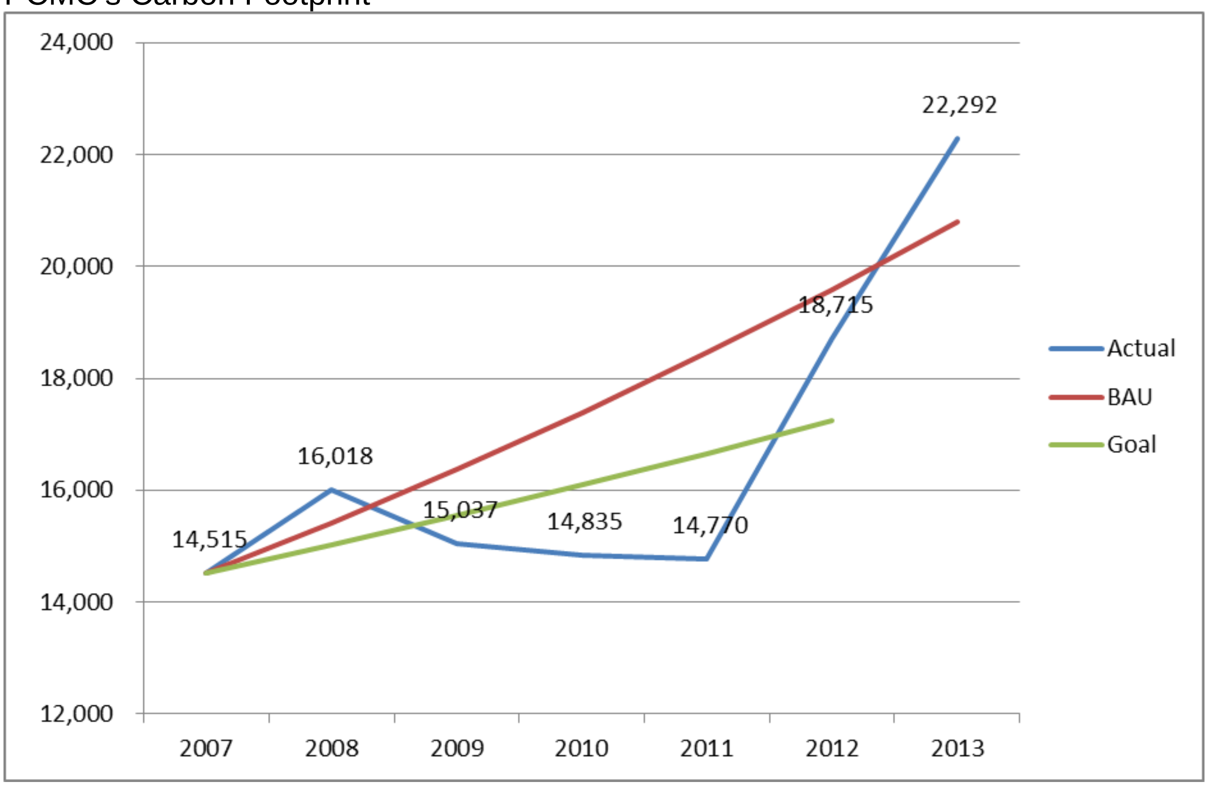
City Council
Staff Report

Subject:	**MARC Solar**
Author:	**Matt Abbott**
Department:	**Sustainability**
Date:	**May 29, 2014**
Type of Item:	**Informational/Legislative**

Summary Recommendations:
Staff recommends that City Council holds a discussion regarding the MARC Solar Array project and provides direction on whether to include funding in the amount of $426,800 for the project in the Final Budget.

Background:
<u>Carbon Footprint</u>
Park City Municipal Corporation (PCMC) has been tracking its carbon footprint since 2007 and had a goal of 12% below business as usual (BAU) in 2012. The 2013 carbon footprint was completed in April 2014 and PCMC is 7% above business as usual and 19% higher than 2012. The Office of Sustainability is projecting similar increases in the near-term unless significant energy efficiency and renewable generation commitments are made.

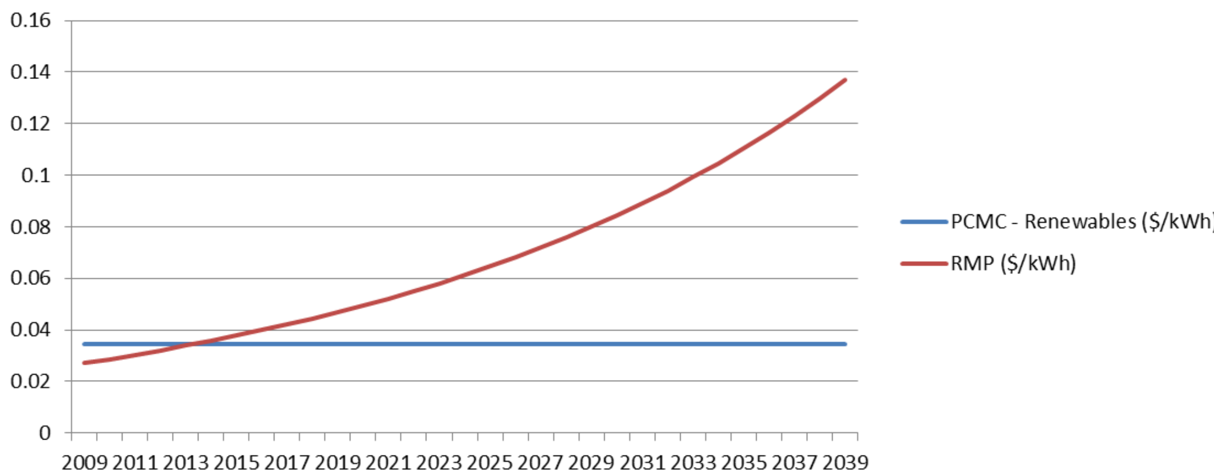
PCMC's Carbon Footprint



Renewables
PCMC has had an active renewables program since 2003 as a participant in Rocky Mountain Power's (RMP) Blue Sky program. PCMC installed its first renewable energy project, 5.4kW of solar on the Ice Arena, in 2009. Since 2009, PCMC has installed 438 solar panels representing 11% of Summit County's renewable energy. These efforts have been 90% grant funded with a total cost to PCMC of $58,421 and total projected savings of $246,555. In addition to saving money, these efforts have secured PCMC significantly cleaner energy (PCMC 16% renewable vs. RMP 7% renewable) and have helped reduce PCMC's total carbon footprint by at least 11%.

If all proposed renewable projects are completed (Exhibit B), Park City will secure a price of $0.35 per kWh portfolio wide. This price reflects Rocky Mountain Power's projected 2015 energy cost and hedges against a 5.5% energy cost inflation rate. PCMC will also be 27% powered by renewable energy, reducing our carbon footprint by an additional 14% for a total of 24%.

Projected Cost of Energy



The MARC
The MARC completed renovations in 2011. The MARC represents over 11% of Park City's total carbon footprint. This facility is the number one consumer of natural gas and electricity municipal-wide. The MARC uses approximately 1.45M kWh per year and the cost of this energy increased by 14%, from $98k to $112k, between 2012 and 2013.

The relative newness of the MARC makes it a poor candidate for deep energy retrofits. Staff has been proactive utilizing the smart control system and making recommended energy efficiency improvements.

The MARC was assessed for solar PV potential in 2013 as an extension to the 2011 Park City Solar Feasibility Study. The contractor determined that two roofs of the MARC could hold 732 solar panels (Exhibit A).

Analysis:
From a traditional business perspective, installing 732 solar panels on the MARC at a cost of $426,800 is at best, a mediocre investment. Conservative projections estimate a

92% return on investment (ROI), a 1% internal rate of return (IRR), a simple payback period of 24 years, and a net present value (NPV) of $763,918. The project will generate 260,000 kWh, 18% of the MARC's total energy needs. Over the 25-year life of the project it will save PCMC an average of $18,721 per year, or $468,014. Staff has approached this project conservatively, assuming average costs, productivity, and conventional deal structures. If approved, staff will pursue the best possible system for PCMC in regards to energy, operational, and financial performance.

From the perspective of a municipal government, this project has a variety of ancillary benefits. The MARC is the last highly visible renewable project that can be installed on PCMC Facilities. The MARC is also one of the most visited municipal facilities. 732 additional solar panels nearly triples PCMC's solar capacity. This installation will serve to extend the life of the MARC's roof. This project will also reduce PCMC's total carbon footprint by an estimated 1.2% (≈230 tons CO_2e per year). There is also the "peer effects in the diffusion of solar photovoltaic panels."[1] More simply,[2] solar installations encourage more solar installations.

Park City has consciously and proactively taken the lead with sustainability. As leaders, we occasionally pay a premium to improve markets, promote ideas, or to do what we believe is right. Assessing a project from the perspective of people, planet, and profit intentionally obfuscates a simple payback, for good reason. Park City has been paid back many times over, in many different ways for our ongoing commitment to sustainability. Installing solar on the MARC is a firm and highly visible commitment to sustainability.

Installing solar on the MARC supports the following objectives in Park City's Environmental Plan:

- 1.0 – Reduce Municipal carbon & greenhouse gas emissions
- 1.4 – Address City Council's municipal and community carbon reduction, as well as air quality, goals by identifying economically viable methods of changing the carbon intensity of electricity utilized in our community
- 2.0 – Develop General Municipal Building Efficiency Measures
- 2.3 – Increase utilization and visibility of renewable energy in Park City
- 3.3 – Play an active role in environmental community education and outreach
- 3.5 – Encourage greater community participation in the creation of renewable energy projects in Park City
- 5.0 – Ensure the Environmental Sustainability Plan keeps pace with technology, nationwide trends and the community's collective interests

Department Review:
Sustainability, Budget, Recreation, Legal, and the City Manager have reviewed this Staff Report and their commentary has been included.

Alternatives:

[1] Bollinger, Bryan. *Peer Effects in the Diffusion of Solar Photovoltaic Panels*.
http://people.stern.nyu.edu/bbolling/index_files/BollingerGillingham_PeerEffectsSolar.pdf
[2] Forbes - *Keeping up with the Greens: Neighborhood Solar is Contagious*.
http://www.forbes.com/sites/yonicohen/2011/12/09/new-nyuyale-study-rooftop-solar-is-contagious/

A. Approve (Staff Recommendation): Staff recommends that City Council holds a discussion regarding the MARC Solar Array project and provides direction on whether to include funding in the amount of $426,800 for the project in the Final Budget.

B. Deny: Council may choose to deny the budget request.

C. Modify: Council may provide additional input and direct staff to return at a future date with a modified budget proposal.

D. Continue the Item: City Council may request that staff return with more information to help inform their decision and priorities.

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?	+ Internationally recognized & respected brand	+ Reduced municipal, business and community carbon footprints + Enhanced conservation efforts for new and rehabilitated buildings	+ Jobs paying a living wage + Skilled, educated workforce + Community gathering spaces and places	~ Fiscally and legally sound + Well-maintained assets and infrastructure + Engaged and informed citizenry
Assessment of Overall Impact on Council Priority *(Quality of Life Impact)*	Positive	Very Positive	Very Positive	Positive
Comments: A solar installaiton on the MARC has significant, measurable, positive impacts that align with City Council Priorities.				

Recommendation:

Staff recommends that City Council holds a discussion regarding the MARC Solar Array project and provides direction on whether to include funding in the amount of $426,800 for the project in the Final Budget.

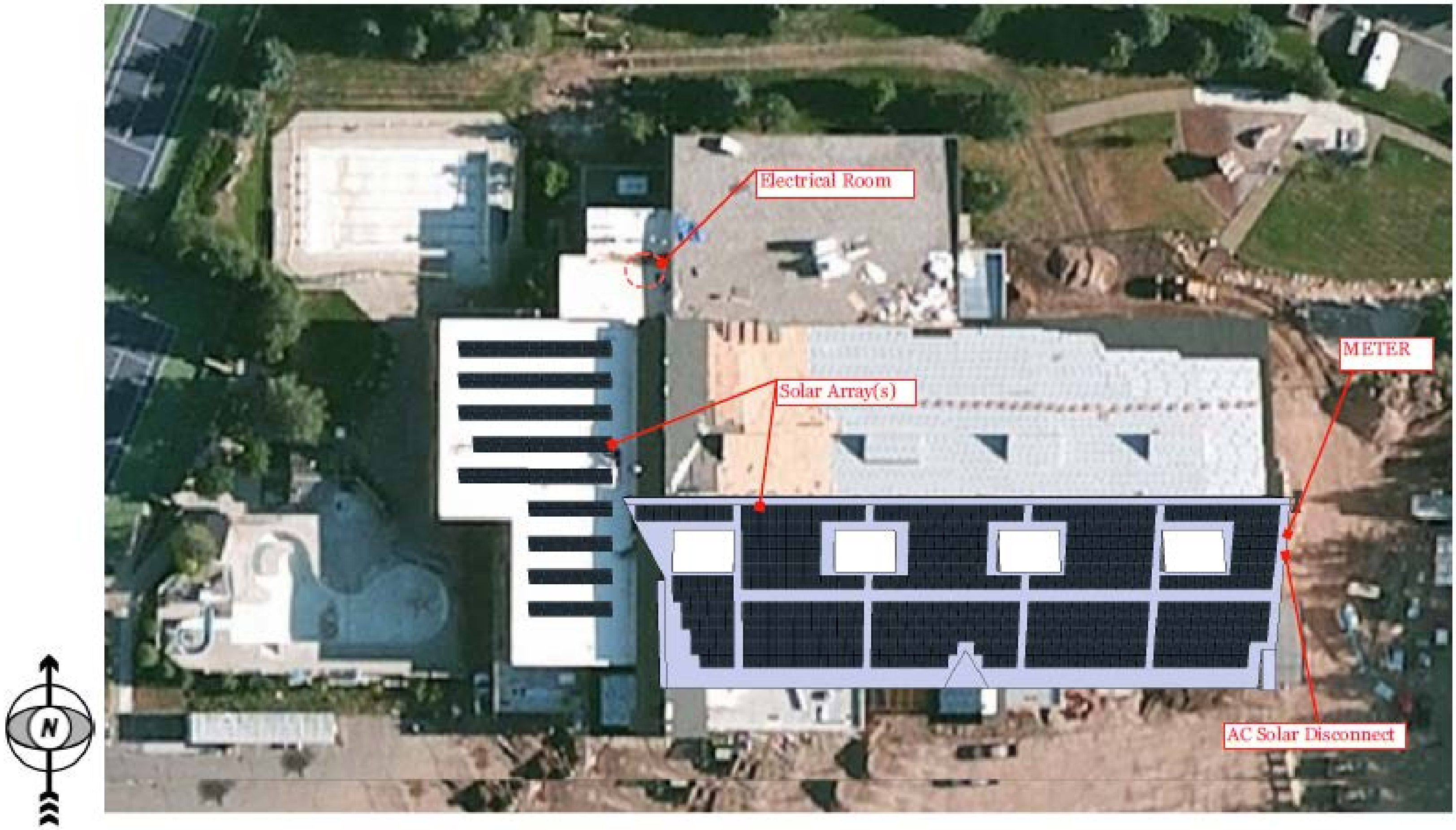
Funding Source:

The MARC Solar Array project was included in the 2015 Capital Improvement Plan (CIP) process. The project is currently below the recommended funding line in the City Managers Recommended Budget. During the Council Meeting on May 15, 2014, staff outlined potential options for funding the project. Council asked to revisit the carbon reduction discussion in anticipation of potentially funding the project with probable revenue collection in excess of budgeted revenues. If Council is supportive of moving forward with the project, staff will increase the budgeted transfer from the General Fund to cover the amount of the project costs.

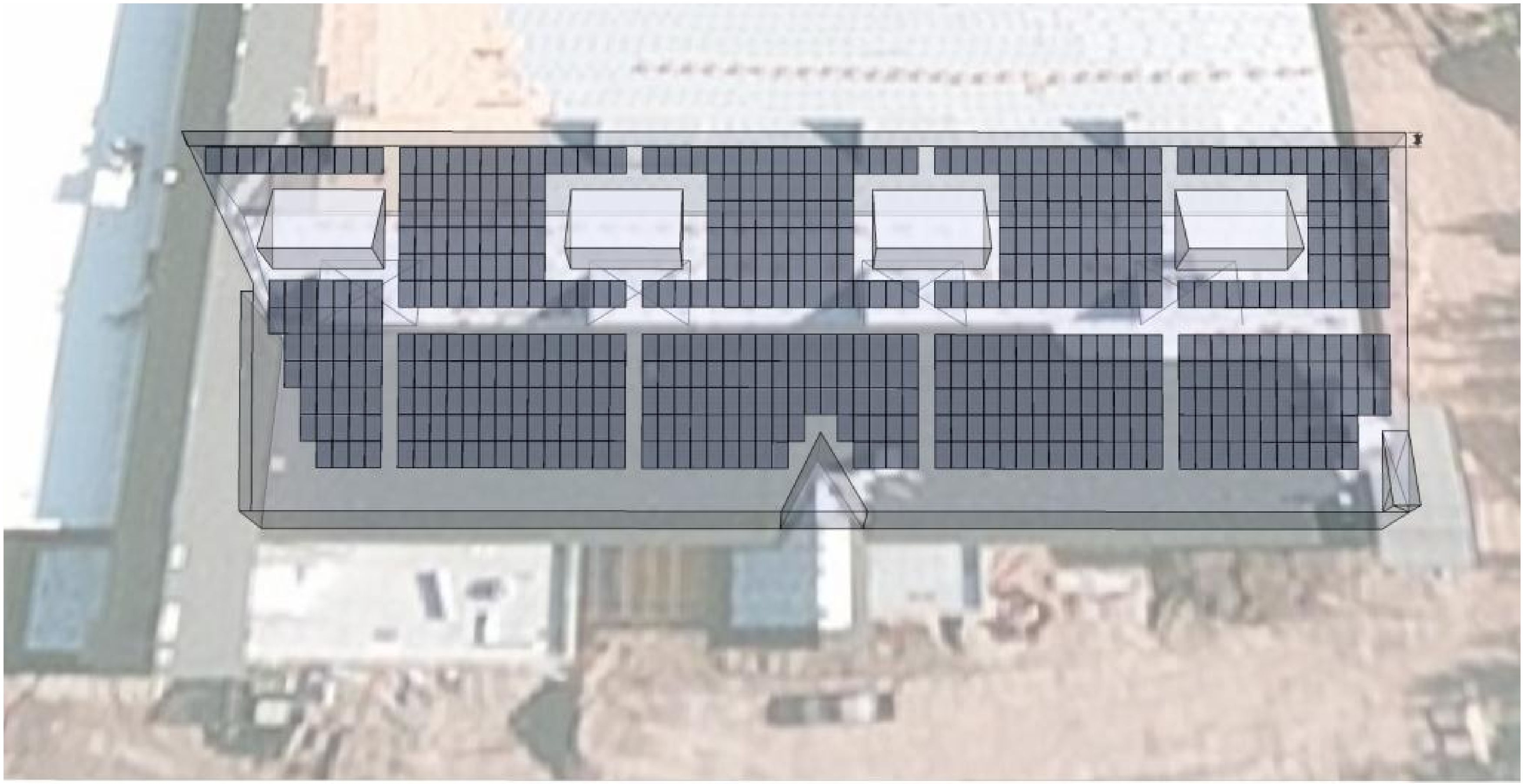
Consequences of not taking the recommended action:
Staff does not foresee this project occurring without direct funding from PCMC.

Attachments:
Exhibit A – Site Details
Exhibit B – Renewables Portfolio

Exhibit A – Site Details



Site Diagram *Intermountain Wind and Solar* *1953 W 2425 S* *Woods Cross, UT 84087*	PC MARC BUILDING	Drawing Information 8/22/2013 by: MDT



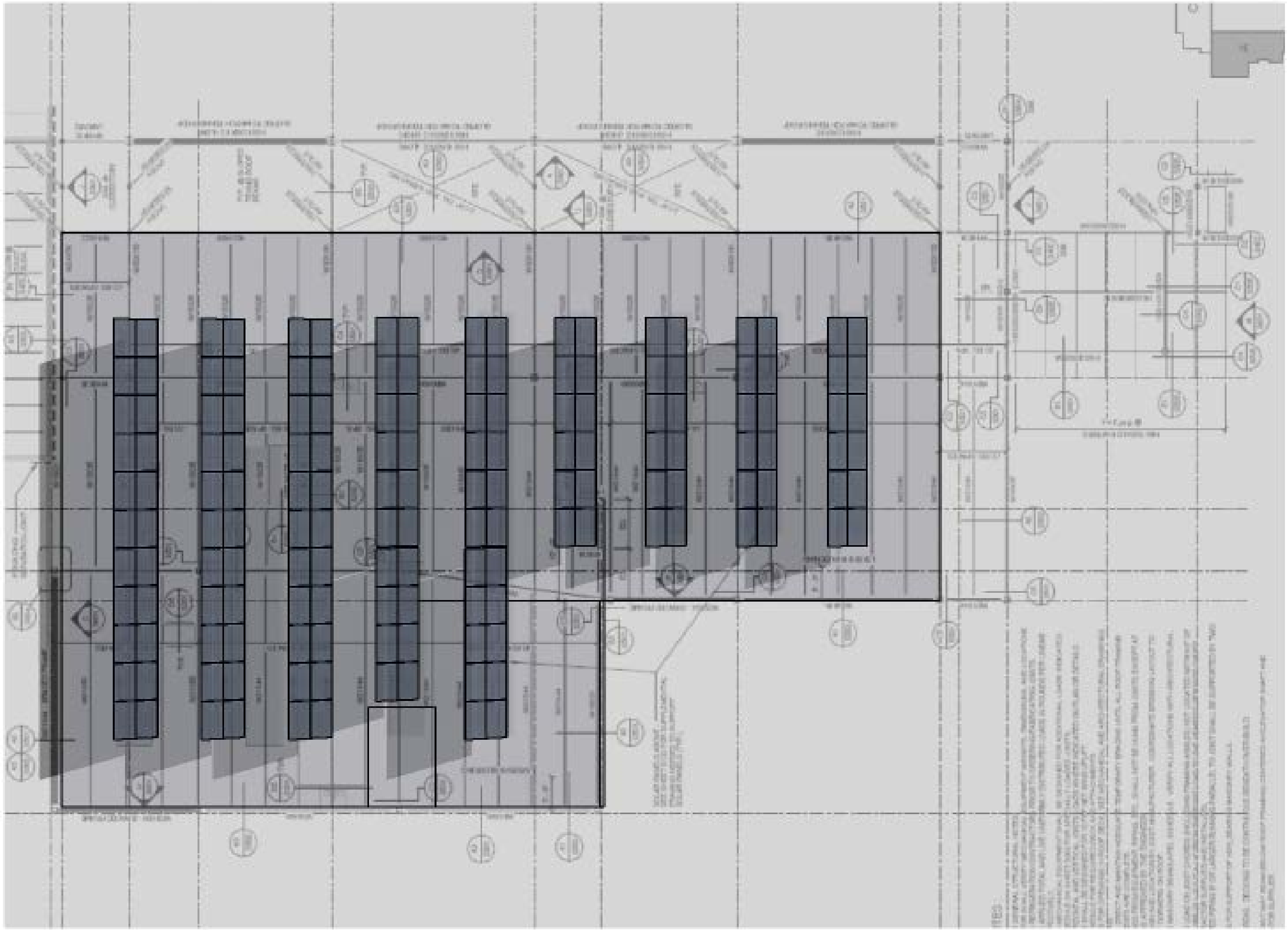


Exhibit B – Renewables Portfolio

SYSTEM DETAILS - PROJECTED

	Install Date	# of PV panels	Capacity (kW)	Panel Efficiency (kW/panel)
Ice Arena	6/1/2009	24	5.4	0.225
Creekside Park	1/15/2010	24	5.5	0.229
City Hall	12/1/2010	80	20.0	0.250
Police Facility	8/8/2012	88	22.0	0.250
Park City Transit Campus	10/15/2012	214	54.6	0.255
Park City Transit Bus Driver Housing	12/1/2013	8	2.0	0.255
QWTP - Microhydro	TBD	N/A	21.0	N/A
Judge Tunnel - Microhydro	TBD	N/A	102.0	N/A
MARC Solar	***TBD***	***732***	***194.0***	***0.265***
Totals		1,170	426.5	

SYSTEMS COST, FUNDING SOURCE, & SAVINGS - PROJECTED

	Total Cost	Grant Funding	PCMC	Lifetime Savings
Ice Arena	$ 60,000	$ 60,000	$ -	$ 12,548
Creekside Park	$ 36,400	$ 36,400	$ -	$ 12,625
City Hall	$ 108,095	$ 108,095	$ -	$ 45,908
Police Facility	$ 113,500	$ 113,500	$ -	$ 49,110
Park City Transit Campus	$ 238,986	$ 191,189	$ 47,797	$ 121,882
Park City Transit Bus Driver Housing	$ 10,624	$ -	$ 10,624	$ 4,482
QWTP - Microhydro	$ 300,000	$ -	$ 300,000	$ 293,800
Judge Tunnel - Microhydro	$ 400,000	$ -	$ 400,000	$ 1,432,273
MARC Solar	***$ 582,000***	***$ 155,200***	***$ 426,800***	***$ 394,080***
Totals	$ 1,849,605	$ 664,384	$ 1,185,221	$ 2,366,708
		36%	64%	

PORTFOLIO FINANCIAL PERFORMANCE – 2009 TO 2039

	Cost	NPV	ROI	Simple Payback
Ice Arena	$ -	$11,382	N/A	0
Creekside Park	$ -	$11,451	N/A	0
City Hall	$ -	$41,640	N/A	0
Police Facility	$ -	$44,544	N/A	0
Park City Transit Campus	$ 47,797	$156,071	255%	14
Park City Transit Bus Driver Housing	$ 10,624	$14,184	42%	77
QWTP - Microhydro	$ 300,000	$552,200	98%	24
Judge Tunnel - Microhydro	$ 400,000	$1,680,066	358%	10
MARC Solar	***$ 426,800***	***$763,918***	***92%***	***24***
Portfolio	**$ 1,185,221**	**$2,717,860**	**200%**	**21 (2030)**

City Council
Staff Report

Subject:	**Use of Electric Assisted Bicycles and Electric Personal Assistive Mobility Devices on City Pathways and Trails**
Author:	**Heinrich Deters**
Department:	**Sustainability Department**
Date:	**May 29, 2014**
Type of Item:	**Informational**

Summary Recommendations:
Staff recommends Council hold an initial discussion and provide input for the use of electronic assisted bicycles and electronic personal assistive mobility device (Segways) on public hard surface pathways and natural surface and back country trails.

1. Provide input on proposed edits/updates to the Municipal Code to establish definitions associated with bicycles and bicycle facilities (Attachment I page 17).
2. Provide input on proposed restrictions placed on the use of electronically assisted bicycles and electronic personal assistive mobility devices.
3. Provide input on the recommended one year pilot program to collect data on the use of electronically assisted bicycles and electronic personal assistive devices on public pathways and trails.

Topic/Description: Use of public pathways and trails

Background:
In October of 2013, staff contracted with Fehr and Peers, a professional traffic engineering and transportation planning firm, to draft a technical report on the use and governmental regulation of electric assisted bicycles and electric assisted personal mobility devices (Segways). Fehr and Peers completed the report in January of 2014 and presented it to staff. (Attachment I)

Staff's initial interest in procuring the report was to take a proactive approach to the growing electric bike industry. Additionally, because electric assisted personal devices are often times addressed collectively under the 'motorized/non-motorized' debate, Segways are included in the report.

What are Electrically Assisted Bikes?
E-bikes are classed according to the power that their electric motor can deliver and the control system, i.e., when and how the power from the motor is applied. Also the classification of e-bikes is complicated due to motor vehicle/traffic code definitions of what constitutes a bicycle and what constitutes a moped or motorcycle. As such, the classification of these e-bikes varies greatly across countries and local jurisdictions.

Despite these state code complications, the classification of e-bikes is mainly decided by whether the e-bike's motor assists the rider using a *pedal-assist* system or by a *power-on-demand* one.

The National Bike Dealers Association shows that Americans bought nearly 19 million bicycles in 2012, of which, electric bike sales accounted for less than 1 percent of that amount. However, the 159,000 e-bikes sold from 2011 to 2012 in the U.S. still show plenty of growth and represent the fastest growing sector percentage.

Staff has provided a few links to articles about the e-bike industry and sales

- http://en.wikipedia.org/wiki/Electric_bicycle
- www.npr.org/blogs/parallels/2013/10/24/240493422/in-most-every-european-country-bikes-are-outselling-cars

Electrically Assisted Personal Devices (Segways)
Segways are single occupant mobility devices, where the user stands on a platform with two non-tandem wheels. The unit is controlled by a gyroscope mechanism and software. While Segways have often been marketed as the future of pedestrian transportation, sales of the units have never truly aspired to those lofty goals. The devices have been utilized by police, during event or city patrols in larger metropolitan areas, as well as, tours. Additionally, it should be noted, that the devices are regulated by the Consumer Product Safety Commission as a consumer product, rather than by the National Highway Traffic Safety Administration.

Staff has provided a link to the Segway wikipedia page for more information

- http://en.wikipedia.org/wiki/Segway_Inc.

Analysis:
Park City Municipal Code
Park City's Municipal code currently does not address or define bicycles, electrically assisted personal mobility devices, electrically assisted bicycles and/or bicycle related facilities. Instead, the city relies on existing Utah State Code to address these items. If Council were to direct staff to further define and/or restrict uses associated with bicycles and bike related infrastructure, the Municipal Code would need to be amended. Sample language associated with such changes is provided. (Attachment I page 17). **Staff would return at a later date to provide the exact code language for recommended amendment.**

<u>Electrically Assisted Bicycles</u>

Electric Assisted Bikes on Public Pathways and Trails
Staff finds that the proposed uses associated with electric assisted bicycles and electric personal assistive devices on public pathways and trails is at minimum worthy of further

discussion and a possible one year pilot program to garner additional data. Furthermore and most importantly, staff finds that electric bicycle use, if appropriately regulated, supports and enhances Council's alternative transportation goals. The use will provide an opportunity for users to select the bicycle, when aspects such as topography, fitness and or health concerns previously inhibited the option.

Utah State Code Electric Assisted Bicycles
Under current Utah State Code, electrically assisted bicycles are defined as a bicycle/moped. (Attachment I page 2) The devices are allowed on roads, sidewalks, bike lanes and pathways unless prohibited by a traffic control device (signage) or ordinance. Furthermore, Utah Code limits electric assisted bicycle to a device with less than 1,000 watts and a maximum operating speed of 20 mph. Utah requires users to have driver's licenses[i], but does not require registration. ***Utah State Code allows local authorities to adopt ordinances to regulate or restrict electrically assisted bicycles.***

Utah State Code Pedestrian and Bicycle safety
Section 1106 of Title 41 Chapter 6a of the Utah State Code outlines how bicycles and human powered vehicles or devices interact with pedestrians on sidewalks, paths, and trails. This language remains sufficient to provide parameters for uses within Park City and need not be amended to the Municipal Code unless directed by Council.

How are Peer Cities addressing this issue?
As noted previously in the report, staff procured a technical report, which reviewed existing policies and ordinances in place within peer cities, such as Boulder, CO., Aspen, CO., Ketchum, ID. In these instances, only Boulder, CO. has taken a firm direction on clarifying this new technology and the appropriateness of its use on public property. With that in mind, staff is recommending to take a very similar approach as Boulder, by providing public input opportunities, draft ordinance changes and a one year pilot program. For more information on the Boulder, CO. draft ordinance and pilot program: https://bouldercolorado.gov/goboulder/electric-assisted-bikes-policy-review

Park City Electrically Assisted Bike Recommendations
At a high level, staff is recommending that Park City initiate public hearings regarding consideration of the following additional restrictions:

1. Council adoption of changes to the Municipal Code to define bicycle and bicycle related infrastructure which will allow for electrically assisted bicycles under the following conditions:

   i. Allow use on public, hard surface multi-use pathways, eight feet in width or greater and further defined in (Exhibit A map)
   ii. Maximum speed of 20 mph
   iii. Maximum of 750 watts
   iv. Users must have a valid driver's license

2. Council adoption of changes to the Municipal Code to prohibit electrically assisted bicycles under the following conditions:

    i. Prohibit use on public sidewalks and/or pathways less than eight feet in width or further defined in (Exhibit A map)
    ii. Prohibit use on natural surface and backcountry recreational single-track trails.

How do local Stakeholders and Jurisdictions find these recommendations?
Staff has reached out to the following stakeholders, in addition to members of the general public, to better understand their thoughts and/or concerns with proposed recommendations

- *Bike Utah*
    - Bike Utah is still exploring the item and does not have a position. Bike Utah is also unaware of another municipality within Utah that has previously or is currently addressing the issue.
- *Mountain Trails Foundation (MTF)*
    - The Mountain Trails Foundation supports the use and restrictions as recommended by staff. However, State Parks, who owns all of the Rail Trail except the first 1000 feet, has prohibited use per current policy.
- *Summit Lands Conservancy (SLC)*
    - Summit Lands Conservancy's has approved use on the Rail Trail Easement pathway but prohibited use on the McPolin pathways for the one year pilot program.
- *Park City Mountain Resort and Deer Valley Resort*
    - Both resorts support the use and restrictions as recommended by staff and propose to implement similar measures on their private property.
- *Snyderville Basin Special Recreation District (SBSRD)*
    - *SBSRD supports the use and restrictions as recommended by staff; however, must present the proposals to their board and County prior to execution.*
- *National Ability Center (NAC)*
    - *NAC is supports the use and restrictions as recommended by staff; specifically as it notes the caveat of mobility impaired conditions associated with Segway use.*
- *Bike Shops*
    - *Staff was able to briefly discuss the item with Jans Mountain Outfitters, who felt clarity per the electric bike use on pathways and prohibition on natural surface trails seemed appropriate but would like to see the pilot program results*

<u>Electronically Assisted Personal Mobility Devices- Segways</u>

Electronically Assisted Personal Mobility Devices on Public Pathways and Trails

Staff is unaware of any current Segway use on public pathways and trails in Park City. The last known personal user in Park Meadows is believed to have ceased use after an accident. However, Dennis Levine, a potential commercial tour vendor, has repeatedly inquired as to permit/license requirements for a "Park City History Tour" using rented Segways. Staff referred Mr. Levine to Title 4, Chapter 3 of the Municipal Code which would require a franchise/concession to use public property for his commercial tours, unless the Code is amended. Based upon a the report and a preliminary survey, staff does not find that the device represents a viable mode of alternative transportation consistent with Council goals and would have negative impacts on the pathways and sidewalks due to the steep, narrow and uneven nature of most of pathways, combined with the steep learning curve/control for new uses. Furthermore, staff has concerns with the safety of the devices due to stopping distances, tipping or potential falls as even flat trails often have steep grades directly adjacent to them and the fact that trail designs such as expansion gaps, lack of curb cuts and surfaces were not implemented with Segway use in mind.

Utah State Code Segway

Utah State Code defines Segways differently than bikes, however, allows the usage of electric-assisted mobility devices on streets, and pathways or trails designed for the use of a bicycle. (Attachment I page 3) *Utah State Code allows for local authorities to adopt ordinances to regulate or restrict the use of electric personal assistive mobility devices.*

Park City Electrically Assisted Personal Mobility Device Recommendations

At a high level, staff is recommending that Park City initiate public hearings regarding consideration of:

1. Council adoption of changes to the Municipal Code to define bicycle and bicycle related infrastructure which will allow for electrically assisted personal mobility devices under the following conditions:

    i. Allow use for mobility impaired users on all public, hard surface multi-use pathways and sidewalks.

2. Council adoption of changes to the Municipal Code to prohibit electrically assisted mobility devices under the following conditions:

    i. Prohibit use on public sidewalks and/or pathways.
    ii. Prohibit use on natural surface and backcountry recreational single-track trails

Department Review:

This report has been reviewed by the Sustainability, Legal and Executive Departments.

Significant Impacts:

Any changes to existing uses, whether due to new technologies or social trends should be addressed carefully, for real and/or perceived impacts. Most importantly, safety concerns should be at the forefront of and decision making process prior to implementation.

	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 Safe community that is walkable and bike-able	~ Managed natural resources balancing ecosystem needs		Engaged and informed citizenry
Assessment of Overall Impact on Council Priority *(Quality of Life Impact)*	Positive ⇧	Positive ⇧	Neutral ⇔	Positive ⇧
Comments:				

Funding Source:

Funding for the pilot program is projected to come from the Trails Master Plan.

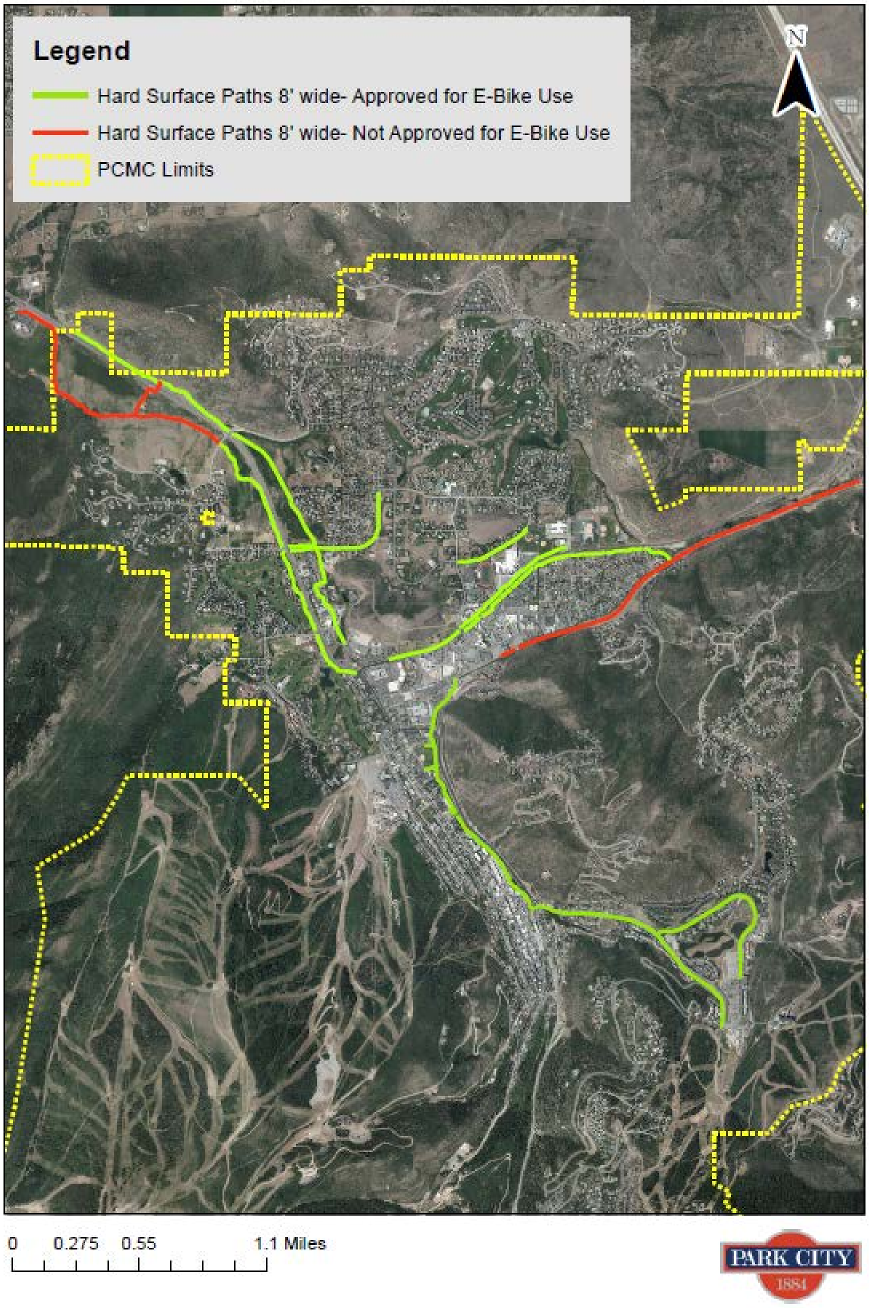
Recommendation:

Staff recommends Council hold an initial discussion and provide input for the use of electronic assisted bicycles and electronic personal assistive mobility device (Segways) on public hard surface pathways and natural surface and back country trails.

1. Provide input on proposed edits/updates to the Municipal Code to establish definitions associated with bicycles and bicycle facilities (Attachment I page 17)
2. Provide input on proposed restrictions placed on the use of electronically assisted bicycles and electronic personal assistive mobility devices outside of current Utah State Code
3. Provide input on the recommended one year pilot program to collect data on the use of electronically assisted bicycles and electronic personal assistive devices on public pathways and trails.

Exhibit A- PCMC Electric Bicycle Use Pathway Map

Electrically Assisted Bicycle Pathway Map



Attachment I- Fehr and Peers Technical Report

Park City Ordinance for Motorized, Electric, and Pedal-Assist Vehicles on Sidewalks and Pathways

TECHNICAL MEMORANDUM

To:	Heinrich Deters, Park City Municipal Corporation
Date:	January 2014
From:	Julie Bjornstad, AICP, Fehr & Peers
Subject:	**Existing Ordinance Research** UT13-1008

Electric, motorized, and pedal-assist vehicles are increasing in popularity. However, many communities, including Park City, have not formally enacted rules and regulations to dictate how these vehicles can be used. This memorandum documents a sampling of communities and states that have enacted laws defining the type of and use of electric, motorized, and pedal-assist vehicles.

Utah State Code

Utah limits electric assisted bicycle to a device with less than 1,000 watts and a maximum operating speed of 20 mph. Utah requires users to have driver's licenses[i], but does not require registration.

Utah State Code Title 41, Chapter 6a defines the traffic code regarding motor vehicles in the state of Utah. Table 1 shows the definitions of different vehicles per the Utah State Code. A motor vehicle, per the state code, is a vehicle that is self-propelled and does not include vehicles moved solely by human power. By this definition, a bicycle is not considered a motor vehicle. An electric-assisted bicycle could be argues as motorized or non-motorized – they can be self-propelled, but they are included as bicycles in state code and therefore could be considered non-motorized. An electric personal assistive mobility device (Segway) is not considered a motor vehicle.

TABLE ERROR! MAIN DOCUMENT ONLY. **UTAH STATE CODE DEFINITIONS**

Vehicle	Definition
Motor Vehicle	(a) "Motor vehicle" means a vehicle that is self-propelled and every vehicle which is propelled by electric power obtained from overhead trolley wires, but not operated upon rails. (b) "Motor vehicle" does not include vehicles moved solely by human power, motorized wheelchairs, or an electric personal assistive mobility device.

<table>
<tr>
<td>Bicycle

Source: Trek Bikes</td>
<td>(a) "Bicycle" means a wheeled vehicle:
(i) propelled by human power by feet or hands acting upon pedals or cranks;
(ii) with a seat or saddle designed for the use of the operator;
(iii) designed to be operated on the ground; and
(iv) whose wheels are not less than 14 inches in diameter.
(b) "Bicycle" includes an electric assisted bicycle.
(c) "Bicycle" does not include scooters and similar devices.</td>
</tr>
<tr>
<td>Electric assisted bicycle

Source: EcoVelo, http://www.ecovelo.info/2010/11/19/e-bikes-and-accessibility-an-argument-for-electric-assist/</td>
<td>“Electric assisted bicycle" means a moped:
(a) with an electric motor with a power output of not more than 1,000 watts; and
(b) which is not capable of:
(i) propelling the device at a speed of more than 20 miles per hour on level ground when:
(A) powered solely by the electric motor; and
(B) operated by a person who weighs 170 pounds; and
(ii) increasing the speed of the device when human power is used to propel the device at more than 20 miles per hour;
(c) has fully operable pedals on permanently affixed cranks; and
(d) weighs less than 75 pounds.”</td>
</tr>
<tr>
<td>Electric personal assistive mobility device

Source: CPSC.gov, http://www.cpsc.gov/en/Recalls/2003/CPSC-Segway-LLC-Announce-Voluntary-Recall-to-Upgrade-Software-on-Segway-Human-Transporters/</td>
<td>(a) "Electric personal assistive mobility device" means a self-balancing device with:
(i) two nontandem wheels in contact with the ground;
(ii) a system capable of steering and stopping the unit under typical operating conditions;
(iii) an electric propulsion system with average power of one horsepower or 750 watts;
(iv) a maximum speed capacity on a paved, level surface of 12.5 miles per hour; and
(v) a deck design for a person to stand while operating the device.
(b) "Electric personal assistive mobility device" does not include a wheelchair.</td>
</tr>
</table>

Moped  Source: Runner1221, http://commons.wikimedia.org/wiki/File:Moped_Stadion_S11.JPG	(a) "Moped" means a motor-driven cycle having: (i) pedals to permit propulsion by human power; and (ii) a motor that: (A) produces not more than two brake horsepower; and (B) is not capable of propelling the cycle at a speed in excess of 30 miles per hour on level ground. (b) If an internal combustion engine is used, the displacement may not exceed 50 cubic centimeters and the moped shall have a power drive system that functions directly or automatically without clutching or shifting by the operator after the drive system is engaged. (c) "Moped" includes an electric assisted bicycle and a motor assisted scooter.
Motor assisted scooter  Source: http://motorizedscooter.net/	"Motor assisted scooter" means a self-propelled device with: (a) at least two wheels in contact with the ground; (b) a braking system capable of stopping the unit under typical operating conditions; (c) a gas or electric motor not exceeding 40 cubic centimeters; (d) either: (i) a deck design for a person to stand while operating the device; or (ii) a deck and seat designed for a person to sit, straddle, or stand while operating the device; and (e) a design for the ability to be propelled by human power alone.
Motor-driven cycle	(a) "Motor-driven cycle" means every motorcycle, motor scooter, moped, electric assisted bicycle, motor assisted scooter, and every motorized bicycle having: (i) an engine with less than 150 cubic centimeters displacement; or (ii) a motor that produces not more than five horsepower. (b) "Motor-driven cycle" does not include an electric personal assistive mobility device.

Source: Utah State Code, Chapter 41[i].

Section 1106 of Title 41 Chapter 6a of the Utah State Code outlines how bicycles and human powered vehicles or devices interact with pedestrians on sidewalks, paths, and trails.

- 41-6a-1106. Bicycles and human powered vehicle or device to yield right-of-way to pedestrians on sidewalks, paths, or trails -- Uses prohibited -- Negligent collision prohibited -- Speed restrictions -- Rights and duties same as pedestrians.
  - (1) A person operating a bicycle or a vehicle or device propelled by human power shall:
    - (a) yield the right-of-way to any pedestrian; and

        - (b) give an audible signal before overtaking and passing a pedestrian.
    - (2) A person may not operate a bicycle or a vehicle or device propelled by human power on a sidewalk, path, or trail, or across a roadway in a crosswalk, where prohibited by a traffic-control device or ordinance.
    - (3) A person may not operate a bicycle or a vehicle or device propelled by human power in a negligent manner so as to collide with a:
        - pedestrian; or
        - person operating a:
        - bicycle; or
        - vehicle or device propelled by human power.
    - (4) A person operating a bicycle or a vehicle or device propelled by human power on a sidewalk, path, or trail, or across a driveway, or across a roadway on a crosswalk may not operate at a speed greater than is reasonable and prudent under the existing conditions, giving regard to the actual and potential hazards then existing.
    - (5) Except as provided under Subsections (1) and (4), a person operating a bicycle or a vehicle or device propelled by human power on a sidewalk, path, or trail, or across a roadway on a crosswalk, has all the rights and duties applicable to a pedestrian under the same circumstances

Electric-assisted Mobility Devices

Electric-assisted Mobility Devices are commonly known as Segways. Utah State Code allows the usage of electric-assisted mobility devices on a path or trail designed for the use of a bicycle. However, State Code section 41-6a-1116.5 allows for local authorities to adopt ordinances to regulate or restrict the use of electric personal assistive mobility devices.

41-6a-1116. Electric personal assistive mobility devices – Conflicting provisions -- Restrictions -- Penalties.

- (7) (a) An electric personal assistive mobility device may be operated on:
        - (i) a path or trail designed for the use of a bicycle; or
        - (ii) on a highway where a bicycle is allowed if the speed limit on the highway does not exceed 35 miles per hour.
    - (b) A person operating an electric personal assistive mobility device in an area described in Subsection (7)(a)(i) or (ii) is subject to the laws governing bicycles.

41-6a-1116.5. Local ordinances regulating electric personal assistive mobility devices.

- A local authority may adopt an ordinance to regulate or restrict the use of electric personal assistive mobility devices.

Peer City Existing Ordinances

Aspen, Colorado

While Aspen does not specifically define electric assisted bicycle, it has provided City Code to prohibit motorized vehicles such as motorbikes for the Aspen Trail System.

Sec. 24.12.020. Vehicles prohibited.

- No motorized vehicles whatsoever, including automobiles, motorbikes, motorcycles, motor scooters, go-carts, snowmobiles and the like, except City and County maintenance, police, fire, ambulance and emergency vehicles are permitted on the Aspen Trail System. The sheriff's office, Aspen Police Department, City Manager, County Manager, City or County road supervisors, ambulance service and Aspen Fire Department shall have keys to the trails entrance gates, and, in the event of an emergency, officers and employees thereof are authorized to permit emergency vehicles to enter upon the trails. Special permission may be granted by the City or County Manager for use of motorized vehicles on the trails for special events, and for limited periods (to be specified on permits issued), provided, however, that such special permits shall not conflict with provisions of trail easements given across private property. Horse-drawn vehicles, bicycle-drawn vehicles, sleigh-type vehicles and the like, shall be permitted to use the trails by special permit, such permits to be granted, at their discretion, by the City and County Managers only. (Code 1971, § 22-41; Ord. No. 28-1976, § 1)[i]

In addition, Pitkin County created an "Other Power-Driven Mobility Device Management Plan" in 2011 to define policies and procedures to use other-power driven mobility devices (OPDMD) on open space and trails in Pitkin County. OPDMDs were defined as 32" wide or less, having a design speed of 20 mph or less, must be electrically powered, and weigh no more than 60 lbs. However, it is required that the person using the OPDMD is mobility impaired[i].

Boulder, Colorado

Boulder, Colorado recently approved a one-year pilot project (February 2014 to December 31, 2014) to allow e-bikes to use paved, multi-use paths within the city limits[i]. E-bikes would continue to be prohibited on sidewalks and natural paths. Part of the pilot program is to evaluate:

- The number of reported traffic collisions involving electric assisted bicycles that result in serve injury or fatality
- The number of reported close call incidents involving electric assisted bicycles;
- Reported and observed unsafe behavior including speeding and other safety concerns on hard-surfaced, multi-use paths by users including electric assisted bicyclists, regular bicyclists, pedestrians, and other users;
- The time spent by Boulder Police conducting enforcement activities and the number of warning and citations issued involving electric assisted bicycles[i].

Boulder defines an electric assisted bicycle as a bicycle with an electric motor of not more than 750 watts and not exceeding 20 mph.

The City of Boulder ordinance:

Definitions:

- "Motor vehicle" means any self-propelled vehicle other than a moped, electric assisted bicycle, or motorized wheelchair.
- "Electric assisted bicycle" means a vehicle having two tandem wheels or two parallel wheels and one forward wheel, fully operable pedals, an electric motor not exceeding seven hundred-fifty watts of power rating, and a top motor-powered speed of twenty miles per hour[i].

Yield Required Before Entering or Leaving Street:

- A driver entering a street at any place other than an intersection shall yield the right-of-way to any pedestrian or bicycle approaching on a sidewalk or path, to any electric assisted bicycle approaching on a multi-use path where such vehicles are permitted, and to any vehicle approaching on a roadway of the street.

- A driver leaving a street at any place other than an intersection shall yield the right-of-way to any pedestrian or bicycle approaching on a sidewalk or path, and to any electric assisted bicycle approaching in a multi-use path where such vehicles are permitted.

Bicycle Must Yield Right-of-Way and Obey Traffic Control Devices on Sidewalk, Crosswalk, or Path:

- A person driving a bicycle on a sidewalk, a crosswalk, or a path, and any person driving an electric assisted bicycle on a multi-use path, shall yield the right of way to any pedestrian and shall give an audible signal before overtaking and passing any pedestrian.
- If any traffic control device is in place alongside of or on a sidewalk or a path, no driver of a bicycle or pedestrian, and no driver of an electric assisted bicycle on a multi-use path where such vehicles are permitted, shall fail to obey the requirements of the device.

Electric Assisted Bicycles:

- No person shall activate the motor of an electric assisted bicycle on any bike or pedestrian path or on a recreational trail except where permitted by a rule adopted by the city manager in accordance with Chapter 1-4, "Rulemaking," B.R.C. 1981. Such rule adopted by the city manager shall not include paths or trails on open space land as defined in the City Charter Section 170[i].

Boulder allows electric personal assistive mobility devices on city streets but not in bicycle lanes, on sidewalks, or on multi-use paths. When operating on city streets, electric personal assistive mobility devices must be used as close as possible to the right-hand curb[i].

Ketchum, Idaho

Ketchum, Idaho has no ordinances specifically about electric-assisted bicyclists or electric personal assistive mobility devices. The City Code defines a bicycle as "a vehicle propelled solely by human power upon which a person may ride and having two (2) tandem wheels, except scooters and similar devices. Also includes three- and four-wheeled human powered vehicles.[i]"

Jackson, Wyoming

Jackson, Wyoming has no ordinances specifically about electric-assisted bicyclists or electric personal assistive mobility devices. The City Code defines a bicycle as "every vehicle propelled solely by human power upon which any person may ride, having two (2) or more tandem wheels except scooters and similar devices, including adult tricycles and/or cargo bikes.[i]"

Other Existing Ordinances

Denver, Colorado

Denver, Colorado's electrical assisted bicycle ordinance treats electric bicycles like non-electric bicycles. Denver, like most other cities, has defined electrical assisted bicycles as having a maximum operating speed of 20 miles per hour and maximum power of 750 watts. Denver has specifically called out speed as part of their ordinance.

Definition:

- Electrical assisted bicycle shall mean a vehicle having two (2) tandem wheels or two (2) parallel wheels and one (1) forward wheel, fully operable pedals, and electric motor not exceeding seven-hundred and fifty (750) watts of power, and top motor-powered speed of twenty (20) miles per hour.

Scope:

- The provisions of this article applicable to an electrical assisted bicycle shall apply whenever an electrical assisted bicycle is operated upon any street, roadway or highway, subject to those exceptions stated herein.

Riding on roadways:

- Every person operating a bicycle or electrical assisted bicycle upon a roadway shall ride as near to the right-hand side of the roadway as judged safe by the bicyclist to facilitate the movement of such overtaking vehicles unless other conditions make it unsafe to do so.
- Persons riding bicycles upon a roadway shall not ride more than two (2) abreast except on roadways set aside for the exclusive use of bicycles. Persons riding bicycles two abreast shall not impede the normal and reasonable movement of traffic and, on a laned roadway, shall ride within a single lane.
- Persons riding electrical assisted bicycles upon a roadway shall not ride more than two (2) abreast.
- This section shall not apply to a uniformed city, state, or federal employee riding a bicycle or electrical assisted bicycle while engaged in the discharge of his or her duties or to a police officer riding a bicycle or electrical assisted bicycle that is a marked or unmarked official police bicycle or electrical assisted bicycle, while engaged in the discharge of his or her official duties.
- An electrical assisted bicycle shall not be operated on a limited-access highway.

Speed:

- It shall be unlawful for any person to operate a bicycle or electrical assisted bicycle on a roadway or bicycle path at a speed greater than is reasonable and prudent under the conditions then existing or in excess of the posted speed limit.
- It shall be unlawful for any person to operate a bicycle or electrical assisted bicycle on a sidewalk, which is not part of a designated bicycle route, at a speed in excess of six (6) miles per hour.
- This section shall not apply to a uniformed city, state, or federal employee riding a bicycle or electrical assisted bicycle while engaged in the discharge of his or her duties or to a police officer riding a bicycle or electrical assisted bicycle that is a marked or unmarked official police bicycle, while engaged in the discharge of his or her official duties[i].

Denver allows electric personal assistive mobility devices on sidewalks and in bicycle lanes. However, they cannot be operated on sidewalks at a speed greater than six miles per hour or in a bicycle lane at a speed greater than 12.5 miles per hour[i].

<u>Minnesota</u>

Minnesota considers electric-assisted bicycles a “low-powered vehicle” and a subset of bicycles. Electric-assisted bicycles are defined as having a saddle, operable pedals, two or three wheels, and an electric motor of up to 1,000 watts. The motor must disengage during braking and cannot exceed 20 mph. Minnesota does not require users of electric-assisted bicycles to have registration, license, or insurance. However, minimum operating age is 15 years old. Electric-assisted bicycles must follow the same rules as non-electric-assisted bicycles. Electric-assisted bicycles are allowed on road shoulders as well as on bicycle trails, bicycle paths, and bicycle lanes.

Minnesota State Code is as follows:

Electric-assisted bicycle:

- "Electric-assisted bicycle" means a bicycle with two or three wheels that:
    - has a saddle and fully operable pedals for human propulsion;

- meets the requirements:
  - (i) of federal motor vehicle safety standards for a motor-driven cycle in Code of Federal Regulations, title 49, sections 571.1 et seq.; or
  - (ii) for bicycles under Code of Federal Regulations, title 16, part 1512, or successor requirements; and
- has an electric motor that (i) has a power output of not more than 1,000 watts, (ii) is incapable of propelling the vehicle at a speed of more than 20 miles per hour, (iii) is incapable of further increasing the speed of the device when human power alone is used to propel the vehicle at a speed of more than 20 miles per hour, and (iv) disengages or ceases to function when the vehicle's brakes are applied[i].

Riding Rules:

- A person may operate an electric-assisted bicycle on the shoulder of a roadway, on a bikeway, or on a bicycle trail if not otherwise prohibited under section 85.015, subdivision 1d; 85.018, subdivision 2, paragraph (d); or 160.263, subdivision 2, paragraph (b), as applicable

Operator age:

- No person under the age of 15 shall operate an electric-assisted bicycle[i].

Minnesota defines an electric personal assistive mobility device as a self-balancing device with two non-tandem wheels, designed to transport not more than one person, and operated by an electric propulsion system that limits the maximum speed of the device to 15 miles per hour. Electric personal assistive mobility devices are not classified as motor vehicles. Minnesota statues treat a person operating an electric personal assistive device as pedestrians and allow for operation on bicycle paths and on roadways when no sidewalk is present unless that roadway has a speed limit of 35 miles per hour or higher[i].

Oregon

The state of Oregon currently defines electric assisted bicycles as a bicycle, rather than a motor vehicle, except when otherwise specifically provided by statue. However, state code prohibits operation of an electric assisted bicycle on sidewalks.

Oregon State Code relating to electric assisted bicycles is as follows:

Definition:

- "Electric assisted bicycle." "Electric assisted bicycle" means a vehicle that:
  - Is designed to be operated on the ground on wheels;
  - Has a seat or saddle for use of the rider;
  - Is designed to travel with not more than three wheels in contact with the ground;
  - Has both fully operative pedals for human propulsion and an electric motor; and
  - Is equipped with an electric motor that:
    - Has a power output of not more than 1,000 watts; and
    - Is incapable of propelling the vehicle at a speed of greater than 20 miles per hour on level ground.

Status of electric assisted bicycle:

- An electric assisted bicycle shall be considered a bicycle, rather than a motor vehicle, for purposes of the Oregon Vehicle Code, except when otherwise specifically provided by statue.

Unsafe operations of bicycle on sidewalk; penalty:

- A person commits the offense of unsafe operation of a bicycle on a sidewalk if the person does any of the following:

- Operates an electric assisted bicycle on a sidewalk[i].

Oregon defines an electric personal assistive mobility device as a self-balancing device on two non-tandem wheels that is designed to transport one person in a standing position, has an electric propulsion system, and a maximum speed of 15 miles per hour. They are not considered motorized vehicles. Oregon allows electric personal assistive mobility devices to be used on bicycle paths and lanes, as well as sidewalks[i].

<u>Tucson, Arizona</u>

Tucson, Arizona adopted a motorized bicycle ordinance in 2006. The city adopted Arizona State law in the definition of a motorized electric or gas powered bicycle as a bicycle that is equipped with a helper motor that has a maximum piston displacement of 48 cubic centimeters or less, or an electric motor of less than 750 watts, that may also be self-propelled and that is operated at speeds of less than twenty miles per hour[i]. Tucson further defined parameters of operation as not needing title, registration, insurance, or license; age minimums of 16 years old for operation; and helmet usage for those under age 18. Tucson allows motorized bicycles on rights-of-way designated for the exclusive use of bicycles, but prohibits usage of sidewalks, multi-use paths, shared-use paths, or pedestrian paths in parks.

Specific Tucson code is as follows:

Regulating motorized bicycle or tricycle; purpose and intent:

- The state has granted municipalities express authority to regulate or prohibit the operation of motorized electric or gas-powered bicycles or tricycles. It is the purpose and intent of this article to provide for the regulation of motorized electric or gas-powered bicycle or tricycle ("motorized bicycle or tricycle") to protect the safety of pedestrians, bicyclists, motor vehicle drivers and operators of motorized bicycles or tricycles. The mayor and council find it is in the public interest to regulate the operation of motorized bicycles or tricycles by prohibiting their use on sidewalks, multi-use paths, shared use paths and pedestrian paths, and by imposing age restrictions and safety requirements for the riders of motorized bicycles or tricycles.

Definition:

- As used in this article "motorized bicycle or tricycle" means an electric or gas-powered bicycle or tricycle that is equipped with a helper motor that has a maximum piston displacement of forty-eight (48) cubic centimeters or less or an electric motor of less than seven hundred fifty (750) watts (1 h.p.), that may also be self-propelled and that is operated at speeds of less than twenty (20) miles per hour.

Applicability of traffic laws:

- In the City of Tucson, a person riding a motorized bicycle or tricycle is granted all of the rights and is subject to all the duties applicable to a bicycle rider under state and local law.
- Motorized bicycles or tricycles that are operated at speeds in excess of nineteen (19) miles per hour are regulated by state law and must comply with state law requirements.

Prohibited operation:

- It shall be unlawful for a person under sixteen (16) years of age to operate a motorized bicycle or tricycle.
- It shall be unlawful to operate a motorized bicycle or tricycle on any public sidewalk, multi-use path, and shared-use path or on any designated pedestrian path in any public park.
- It shall be unlawful to use a motorized bicycle or tricycle to carry more persons at one time than the number for which it is designed and equipped.
- It shall be unlawful to ride a motorized bicycle or tricycle through any underpass or at any other location where signs are posted prohibiting bicycling.

Helmet use requirement:

- No person under eighteen (18) years of age shall operate a motorized bicycle or tricycle or be a passenger on motorized bicycle or tricycle, ride in a restraining seat attached to a motorized bicycle or tricycle, or ride in a trailer towed by a motorized bicycle or tricycle unless the person is wearing a properly fitted and fastened bicycle helmet which meets the current standards of the American National Standards Institute for protective headgear.

Nighttime use requirements:

- A motorized bicycle or tricycle that is used at nighttime shall have a lamp on the front that emits a white light visible from a distance of at least five hundred (500) feet to the front and a red reflector in the rear of a type that is visible from all distances from fifty (50) feet to three hundred (300) feet to the rear where the reflector is directly in front of the upper beams of head lamps on a motor vehicle. A motorized bicycle or tricycle may have a lamp that emits a red light visible from a distance of five hundred (500) feet to the rear in addition to the red reflector.

Responsibilities of parents, guardians, and legal custodians:

- The parent, guardian, or legal custodian of any minor shall not authorize or knowingly permit such minor to violate any of the provisions of this article.
- If a fine is imposed upon a minor who is found to be in violation of this section, the parents or legal guardian having custody or control of the minor shall be jointly and severally liable with the minor for payment of the fine, whether or not the parents or guardian knew of, or anticipated, a violation of this section.

Violation declared a civil traffic violation:

- Violation of this article shall constitute a civil traffic violation punishable by a mandatory minimum fine of one hundred dollars ($100.00).
- All complaints for violations of this article shall be issued and adjudicated in accordance with the Arizona Rules of Procedure in Civil Traffic Violation Cases and applicable state and local law[i].

Tucson does not having city code pertaining to electric personal assistive mobility devices and instead relies on state code. State code in Arizona classifies electric personal assistive mobility device as pedestrians and limits that use of the vehicles to persons 16 of age and older.

Summary

Table 1 summarizes the comparison between existing ordinances.

TABLE ERROR! MAIN DOCUMENT ONLY. **EXISTING ORDINANCE COMPARISON**

City/State	Definition	Type of Vehicle	Max Speed	Max Power	Allowed on Sidewalk	Allowed on Pathway	Electric personal assistive mobility device

Utah	Electric assisted bicycle	Bicycle	20 mph	1,000 watts	Yes, except where prohibited by traffic-control device or ordinance	Yes, except where prohibited by traffic-control device or ordinance	Allowed on bicycle pathways and trails but local authorities can adopt ordinances to regulate or restrict use
Aspen, CO	None	N/A	N/A	N/A	N/A	No, unless used by mobility impaired individual	Not allowed on pathways unless used by mobility impaired individual
Boulder, CO	Electric assisted bicycle	Bicycle	20 mph	750 watts	No	Paved, multi-use	May be operated on city streets but not bike lanes, sidewalks, or paths.
Ketchum, ID	None	N/A	N/A	N/A	N/A	N/A	N/A
Jackson, WY	None	N/A	N/A	N/A	N/A	N/A	N/A
Denver, CO	Electrical assisted bicycle	Bicycle	20 mph	750 watts	No, unless the sidewalk is part of a designated bicycle route	Not specified	Allowed on sidewalks and bicycle lanes
Minnesota	Electric-assisted bicycle	Bicycle	20 mph	1,000 watts	Yes, unless except in a business district or when prohibited by a local unit of government	Yes	Allowed on sidewalks, bicycle path, and any road where there is no sidewalk and the posted speed is 35 mph or less
Oregon	Electric assisted bicycle	Bicycle	20 mph	1,000 watts	No	Yes, except when otherwise specifically provided by statue	Allowed on sidewalks, bicycle lanes and paths
Tucson, AZ	Motorized bicycle	Bicycle	20 mph	750 watts	No	Only on paths that are bike-exclusive	N/A

Source: Fehr & Peers.

Recommendations

Utah State Code allows for electric assisted mobility devices to be used on bicycle paths and roadways. However, the State Code allows for municipalities to adopt ordinances to restrict the usage of these devices. Utah State Code treats electric assisted bicycles as bicycles and thus allows them wherever a bicycle is allowed, unless prohibited by traffic control device or ordinance. There is precedence at the local level to regulate electric assisted bicycles and electric assisted mobility devices. Peer cities of Park City, both Aspen and Boulder, have regulated these usages on sidewalks, bicycle paths, and multi-use trails.

If Park City would like to restrict the usage of electric assisted bicycles or electric assisted mobility devices, an ordinance specifically where they would and would not be allowed should be implemented. The recommendations in this section are outlined in three categories: pilot program, sample code language, and location within Park City code to implement the ordinances.

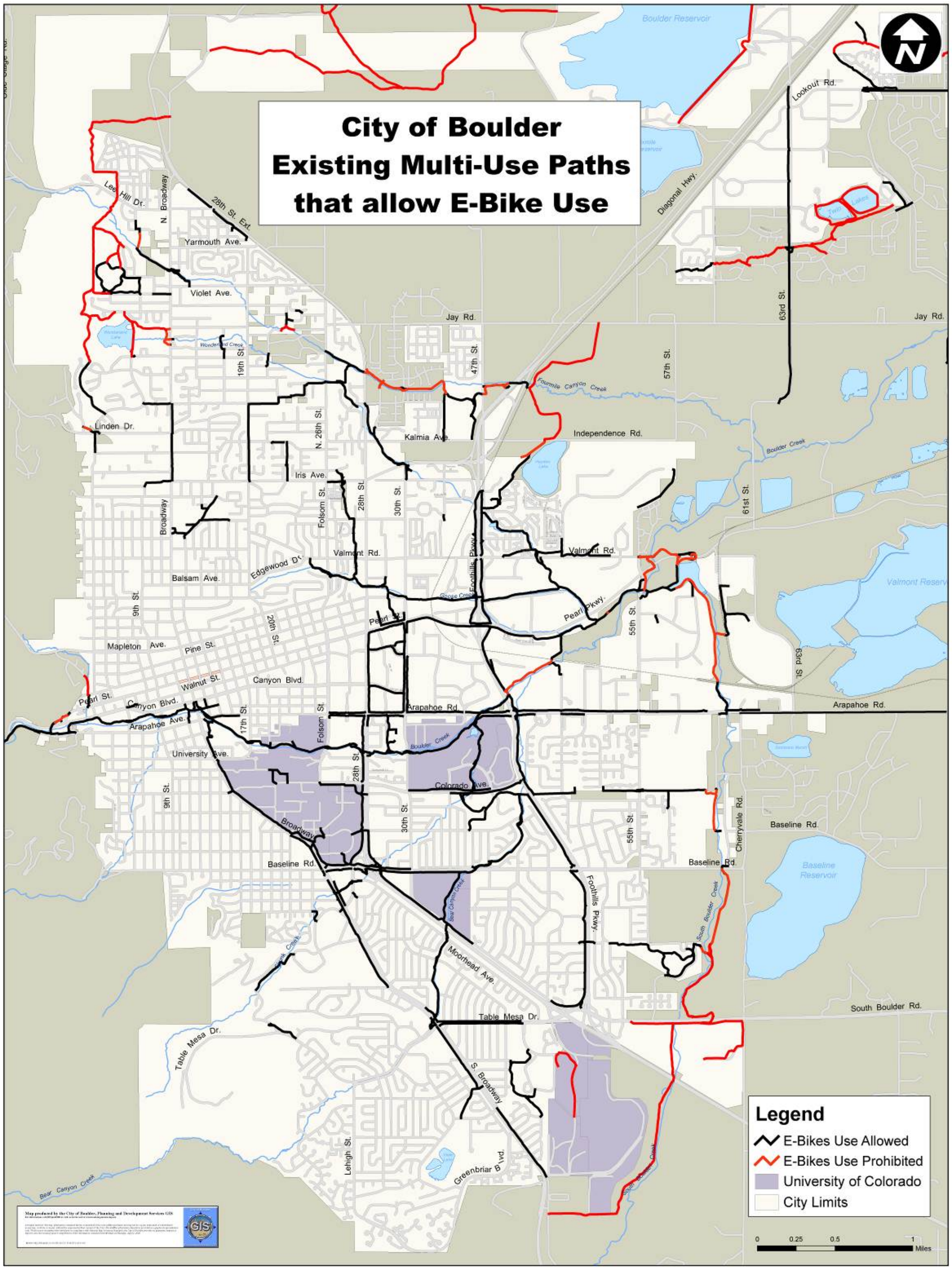
<u>Pilot Program</u>
Boulder, a peer city of Park City, provides a good case study for Park City. They are currently conducting a one-year pilot study to determine if electric-assisted bicycles should be allowed on multi-use trails. A pilot program such as this could be implemented by Park City.

A pilot program would work by allowing the city to temporarily allow electric-assisted bicycles on paved, multi-use paths for one year. Nordic trails, sidewalks, bicycle lanes, mountain bike trails, etc. should be prohibited. A map outlining paths where electric-assisted bicycles would be allowed should be created. Boulder's map of multi-use paths that allow electric-assisted bicycles is shown in Figure 1.

There were four public meetings over a three-month period. The first was an initial public meeting to introduce the potential pilot project, the second meeting provided more information and an opportunity to ride an e-bike, the third meeting was a public hearing and formal recommendation to Council, and the last meeting was a City Council meeting to consider the ordinance change. In addition, Boulder sought public comment over a 15-day period before the pilot project was enacted. On-going comments are received on-line on the City's public feedback website (http://www.inspireboulder.com/2013-bike-innovations-living-laboratory/electric-assist-bike-policy-on-multi-use-paths). Boulder is also implementing a public information campaign for safety, courtesy, and awareness among multi-use path users.

The ordinance enacted for the pilot project is located in Appendix A.

Figure Error! Main Document Only.



Sample Code Language

Below is sample code language for an ordinance that would allow electric-assisted bicycles on multi-use paths but would not allow electric personal assistive mobility devices on sidewalks or paths.

Definitions

"Bicycle" means a vehicle propelled solely by human power applied to pedals upon which any person may ride having two tandem wheels or two parallel wheels and one forward wheel, all of which are more than fourteen inches in diameter.

"Bike lane" or "bicycle lane" means that portion of a roadway designated for use by bicycles and distinguished from the portion of the roadway for other vehicular traffic by a paint stripe and other traffic control device. It extends from the stripe to the right-hand edge of the roadway, unless a second stripe delineates a parking lane or lane of vehicular travel adjacent to the right-hand edge of the roadway, in which event the bicycle lane extends from stripe to stripe.

"Electric assisted bicycle" means a vehicle having two tandem wheels or two parallel wheels and one forward wheel, fully operable pedals, an electric motor not exceeding 750 watts of power rating, and a top motor-powered speed of twenty miles per hour. (750 is less than current state code)

“Electric personal assistive mobility device.” ”Electric personal assistive mobility device” means a device that (1) Is self-balancing on two non-tandem wheels; (2) Is designed to transport one person in a standing position; (3) Has an electric propulsion system; and (4) Has a maximum speed of 15 miles per hour.

"Multi-use Trail" means a way publicly maintained that has been designated for use by bicycles only or by bicycles and pedestrians by a traffic control device or other sign or by regulation and that is separated from the roadway for other vehicular traffic by open space, a curb, or another barrier. A multi-use trail must be 8 feet in width or larger.

"Traffic control device" means any traffic control sign, signal, marking, or device, not inconsistent with this title, placed or displayed by authority of the traffic engineer or of any public official or public body having authority over a street, drive, way, or parking area for the purpose of regulating, warning, or guiding traffic or the parking of vehicles. Where this title does not prescribe the meaning of a device, it has the meaning ascribed to it by the state traffic control manual, and where no such meaning is given, it has the meaning a reasonable person would give it.

New Title , Chapter 1 – Bicycles and Electric-Assisted Bicycles

Sec. 0. Application of Traffic Laws to Bicycles.

Every person driving a bicycle or electric assisted bicycle has all of the rights and duties applicable to the driver of any other vehicle under this title except as modified by this chapter.

Sec. 1. Required Method of Riding Bicycle.

(a) No person driving a bicycle or electric assisted bicycle shall ride other than astride a permanent and regular seat attached thereto.

(b) No bicycle or electric assisted bicycle shall be used by either the driver or any passenger to carry more persons than the number for which it is designed or equipped.

Sec. 2. Carrying Articles.

Every person driving a bicycle or electric assisted bicycle shall keep at least one hand on the handlebars at all times and shall not carry any package, bundle, or article that obstructs the driver's vision or prevents the use of both hands in the control and operation of the bicycle. ?????????

Sec. 3. Bicycle to be Driven to Right.

(a) Every person driving a bicycle or electric assisted bicycle upon a roadway at a speed so slow as to impede or block the normal and legal forward movement of traffic proceeding immediately behind such bicycle shall drive within the right four feet of the right-hand through lane of the roadway, except under any of the following conditions:

(1) When driving in a bike lane;

(2) When preparing for a left turn;

(3) When reasonably necessary for safety because of debris or other obstruction on or a defect in the surface of the pavement, but the bicyclist shall continue to drive as close to the right side of the roadway as is practicable;

(4) When overtaking and passing on the left of another vehicle; or

(5) On a one-way street, when driving in the left four feet of the left-hand through lane.

(b) A bicycle or electric assisted bicycle may be driven on a paved shoulder if such driving does not violate any section of this title for passing or direction of travel.

Sec. 4. Use of Crosswalk.

(a) No person shall immediately approach, enter or traverse a crosswalk which spans a roadway at a speed greater than eight miles per hour.

(b) Persons driving bicycles across a roadway upon and along a crosswalk from a sidewalk or path, and persons driving electric assisted bicycles across a roadway upon and along a crosswalk from a multi-use path where such vehicles are permitted, shall have the duties applicable to pedestrians under the same circumstances.

(c) Such persons similarly have the rights of a pedestrian, but only if the bicyclist was entitled to use the sidewalk or path, and the approach, entry and traversal of the crosswalk are made at a speed no greater than a reasonable crossing speed so that other drivers may anticipate the necessity to yield when required.

Sec. 5. Driving More Than Two Abreast on Path Prohibited.

No person shall drive a bicycle upon a path adjacent to more than one other bicycle.

Sec. 6. Bicycle Turn Signals.

The driver of a bicycle is excepted from giving the hand and arm signal continuously if the hand is needed in the control or operation of the bicycle or electric assisted bicycle, but it shall be given for a substantial period while stopped waiting to turn. The driver of a bicycle or electric assisted bicycle may signal a right turn by extending the right hand and arm horizontally.

Sec. 7. Bicycle Must Yield Right-of-Way and Obey Traffic Control Devices on Sidewalk, Crosswalk, or Path.

(a) A person driving a bicycle on a sidewalk, a crosswalk, or a path, and any person driving an electric assisted bicycle on a multi-use path, shall yield the right of way to any pedestrian and shall give an audible signal before overtaking or passing any pedestrian.

(b) If any traffic control device is in place alongside of or on a sidewalk or a path, no driver of a bicycle or pedestrian, and no driver of an electric assisted bicycle on a multi-use path where such vehicles are permitted, shall fail to obey the requirements of the device.

Sec. 8. Bicycle Headlight and Reflector Required.

(a) No person shall drive a bicycle or electric assisted bicycle between sunset and sunrise unless it is equipped with a red rear reflector mounted on the bicycle so located and of sufficient size and reflectivity to be visible for six hundred feet to the rear when directly in front of lawful lower beams of headlamps on a motor vehicle.

(b) No person shall drive a bicycle or electric assisted bicycle between sunset and sunrise or at any other time when, due to insufficient light or unfavorable atmospheric conditions, persons and vehicles are not clearly discernible at a distance of one thousand feet ahead, unless it is equipped with a lamp mounted on the front of the bicycle and emitting a white light visible from a distance of at least five hundred feet to the front.

Sec. 9. Bicycle Brake Required.

No person shall drive a bicycle or electric assisted bicycle unless it is equipped with a brake system which will enable its driver to stop the bicycle within twenty-five feet from a speed of ten miles per hour on dry, level, clean pavement.

Sec. 10. Electric Assisted Bicycles.

No person shall activate the motor of an electric assisted bicycle on any sidewalk or on a recreational trail or on any multi-use path of a width of four feet or less.

New Title , Chapter 2 - Electric Personal Assistive Mobility Device

Sec. 0. Regulating electric personal assistive mobility device; purpose and intent.

The state has granted municipalities express authority to regulate or prohibit the operation of electric personal assistive mobility device s. It is the purpose and intent of this article to provide for the regulation of electric personal assistive mobility device to protect the safety of pedestrians, bicyclists, motor vehicle drivers and operators of motorized bicycles or tricycles. The mayor and council find it is in the public interest to regulate the operation of electric personal assistive mobility device by prohibiting their use on roadways, sidewalks, multi-use paths, shared use paths, pedestrian paths, and recreational trails. Add exhibit allowing in certain areas without grade issues

Sec. 1. Prohibited operation.

It shall be unlawful to operate an electric personal assistive mobility device on any roadway, public sidewalk, multi-use path, shared-use path, pedestrian, or recreational trail. Again possibly exhibit

Park City Code

The Park City code does not include references to bicycles or bicycle facilities. Therefore, the following locations would need to be updated with an adoption of electric-assisted bicycle or electric assisted mobility device ordinances.

TABLE 2 AMENDMENTS TO THE PARK CITY MUNICIPAL CODE

Title	Chapter	Amendment
1 – General Provisions	1 – In general	Include definition of: a. Bicycle b. Bike lane c. Electric assisted bicycle d. Electric personal assistive mobility device e. Multi-use trail f. Traffic Control Device

New Title – Bicycles, Electric-Assisted Bicycles and Electric Personal Assistive Mobility Devices	1 – Bicycles and Electric-Assisted Bicycles	Section 0 - Application of Traffic Laws to Bicycles. Section 1 - Required Method of Riding Bicycle. Section 2 - Carrying Articles. Section 3 - Bicycle to be Driven to Right. Section 4 - Use of Crosswalk. Section 5 - Driving More Than Two Abreast on Path Prohibited. Section 6 - Bicycle Turn Signals. Section 7 - Bicycle Must Yield Right-of-Way and Obey Traffic Control Devices on Sidewalk, Crosswalk, or Path. Section 8 - Bicycle Headlight and Reflector Required. Section 9 - Bicycle Brake Required. Section 10 - Electric Assisted Bicycles.
New Title – Bicycles, Electric-Assisted Bicycles and Electric Personal Assistive Mobility Devices	2 – Electric Personal Assistive Mobility Devices	Section 0 - Regulating electric personal assistive mobility device; purpose and intent. Section 1 - Prohibited operation.

Source: Fehr & Peers.

City Council Staff Report

Subject: Waste Container Ordinance & Old Town Curbside Recycling
Author: Matt Abbott
Department: Sustainability
Date: May 29, 2014
Type of Item: Informational

Summary Recommendations:
Staff recommends that City Council review this report and provide feedback on toters and residential curbside recycling efforts in Old Town. Staff has continued to work with Summit County staff and Republic Services to integrate improvements and assess ongoing problems.

Topic/Description:
This report examines issues encountered with the residential curbside recycling service in Old Town. These issues include level of service and general complaints regarding toters and other containers remaining curbside in Old Town.

Background:
City Council has explored the curbside toter enforcement and Old Town recycling during the following work sessions:

- Consideration of Trash Container Removal Ordinance – 2/3/2005 (minutes)
- General Discussion about Old Town Trash Issues – 9/8/2005 (minutes)
- Trash Container Ordinance – 12/8/2005 (minutes)
- Main Street Recycling & Old Town Trash Container Issues – 4/19/2007 (minutes)
- Old Town Curbside Recycling – 9/12/2013 (minutes)

The Historic Commercial Business (HCB) zone requires commercial business waste and recycling containers to be curbside no sooner than 10:00PM the night before collections and to be removed from the curb by 10:00AM the day of collections (LMC 15-2.6-11). Park City Municipal Code has a 24 hour curbside limit for waste and recycling containers from nightly rentals (MCPC 4-2-18(C)). City Council rejected a Citywide toter ordinance on 12/8/05.

Code Enforcement is active in responding to all waste container complaints and a significant amount of effort goes into identifying the property associated with individual toters. Lack of toter labeling, seasonal occupation cycles, and disconnects between property management and property ownership have perpetuated toter issues.

Republic Services is the County's contracted residential waste hauler. Republic Services is taking over curbside recycling in Old Town this summer. Curb-It Recycling, the previous curbside recycling service provider, has collected Old Town's residential curbside recycling since 2000. Curb-It ended their Old Town Recycling Collections contract with Republic Services March 2014. Republic's contract with Summit County expires June 30, 2017.

Analysis:
Recent waste analyses indicate that Park City's residential diversion rate is 45% and the commercial diversion rate is 5%. Old Town represents a blended district with nightly and seasonal rental properties interspersed with residents. There are an estimated 1,028 residential accounts in Old Town which includes nightly/seasonal rental properties. In short, from a waste management perspective toters are a residential problem even if nightly/seasonal rentals are seasonal businesses. Old Town's density, demographics, topography, and seasonal variation have all been noted as complicating factors.

Ongoing Issues
There are three primary issues to address in regards to toters and Old Town recycling.

Container Identification
Bins are unlabeled Countywide. Republic Services has a stated preference not to label bins in order to simplify toter reuse. Without labels that include street numbers, it is labor intensive for Code Enforcement to identify toter owners. Additionally, the time required to identify a toter delays feedback to toter owners. A secondary complication is the number of properties serviced by property management groups. Feedback delivered to property owners may not always be received by property management groups.

Contamination
Rocky Mountain Recycling, Republic Services contract material recovery facility (MRF), reports a Countywide contamination rate of 30%. A typical contamination rate is between 5-10%. The main contaminant is glass, which is further evidenced by Curb-It's report that upwards of 70% of Old Town customers were including glass in their recycling bins. Glass was excluded from the current County-wide contract due to additional costs.

Container Confusion
Inconsistent containers, unclear labeling, and ineffective stickers have all contributed to confusion for Old Town residents/visitors. What used to be the 95-gallon waste container became the recycling container under the new contract. The first attempt to re-label these containers involved an informational sticker that did not adhere to the bins. There are also a variety of bin colors, shapes, and collection locations that create a lack of consistency in the Old Town area.

Potential Solutions
There are three primary solutions in regards to toters and Old Town recycling.

Toter Tardiness
Staff has identified two possible paths for addressing toters left curbside. The first is increased education and outreach through Code Enforcement. The second possibility is

toter confiscation. Both plans would require either toters to be labeled or Council to pass a Citywide toter ordinance.

Increased Outreach and Education through Code Enforcement

Under the current budget, Park City's Code Enforcement has the capacity to respond to complaints but does not have the capacity to proactively enforce this issue in Old Town or other Park City neighborhoods. Staff contacted Salt Lake City to assess their enforcement efforts and the associated costs. Salt Lake City employs three full-time Refuse Enforcement staff and one Refuse Enforcement Lead. The average cost per staff member is $53,200 and they spend an additional $18,200 on materials and supplies. Salt Lake City benefits from economies of scale and spends approximately $0.58 per bin, per year to educate and enforce. Salt Lake City is expanding their Refuse Enforcement's level of service through the passage of a Construction & Demolition Recycling Ordinance and is in the process of passing a mandatory Commercial and Multifamily Recycling Ordinance.

For increased enforcement, staff estimates a total cost of at least $32,600 for a part-time (50%, $26,600) staff and materials ($6,000). Enforcement would be most effective with labeled toters and best supported through a Citywide ordinance.

Toter Confiscation

Residents and property managers that fail to retrieve their toters could have their toters confiscated. Toters would be returned after recommended education or the payment of a fine. Enforcement would be most effective with labeled toters and best supported through a Citywide ordinance. Staff does not see this response matching with the spirit of Park City's current enforcement strategy. Additionally, illegal dumping and abandonment of recycling would likely occur for any property that has their toter confiscated and does not retrieve their receptacle. In an initial search, staff has not found other jurisdictions doing this and does not have an implementation plan.

Bin Labeling

Bin labeling could be conducted in a couple of ways:

- Republic Services labels toters using existing education budget (recommended)
- Require waste and recycling labeling as a part of business licensing for nightly rentals
- Park City manages the labeling of toters.

If Council is interested in bin labeling, staff can return at a later date with a cost estimate.

Example Toter Ordinance

Please see Exhibit A.

Staff is seeking Council direction on potential responses.

Contamination Reduction
Contamination results from a combination of bin design, shortcomings in education and outreach, and user behavior. User behavior is important to highlight, it is unlikely that an education and outreach strategy could reach our annual visitor population. Many visitors are coming from markets where glass is a part of the recycling system.

Since last summer, Republic Services has distributed collection calendars and educational materials. Summit County has also launched SummitCountyRecycles.org and has listed the website and QR code on distributed materials. Republic Services has sought feedback on outreach materials for continual improvement.

Mandating the use of consistent containers is a potential next step to reducing contamination. Uniformity would provide an obvious visual cue to residents, maintenance workers, visitors, and haulers alike. If directed:

- Park City could require specific toters as a part of business licensing for nightly rentals
- Park City could fund uniform toters

Education and Outreach
Education is an integral part of any successful waste reduction program. Republic Services has approximately $24,000 of annual education budget. Republic has been consistent in their efforts throughout their contract. Park City may be better positioned to deliver targeted education and outreach. Education and outreach efforts would be paired best with specific policy efforts. For example, education and outreach accompanying a mandatory commercial & multifamily recycling ordinance. If directed, Park City could supplement with additional education and outreach. If City Council is interested in increased education, staff can return at a later date with a cost estimate for providing staffing for this service.

Ongoing Issues
Below are three ongoing topics that relate to the residential curbside recycling program. Summit County is ultimately contracting for the current waste and recycling services so any modifications would need to be made in partnership and/or with consent from their staff and Council.

Weekly Recycling Collection
Adding weekly recycling collection is a possibility, although there is a financial cost associated with this service level increase. In 2013, the hauler estimates an additional cost of $39,476 per year to provide weekly pick-up for the 1,028 residential customers in Old Town. Staff is hesitant to recommend moving just Old Town to weekly recycling pick-up while leaving other customers on a bi-weekly schedule.

Due to economies of scale and system efficiencies it does not make sense to move individual customers to weekly service on an opt-in basis. As such, any move to weekly service should be made on a service territory or County-wide level. Summit County has indicated an inability to cover the extra cost of providing weekly recycling to Old Town or any other area in the current service district. This issue will be best addressed when Summit County reissues the Countywide waste contract in 2017.

Glass Recycling
Glass is readily recyclable. From a waste stream perspective glass typically represents a net loss for haulers. Rocky Mountain Recycling, our hauler's MRF, does not have then necessary equipment to sort glass.

Glass represents 4.6%[1] of the typical waste stream which equates to almost 2,700 tons of glass disposed by Park City community-wide annually. With a high visitor population, this annual tonnage is likely to be higher. If we were to recycle 2,700 tons of glass annually instead of disposing of it, our community carbon footprint would be reduced by 850.5 tons[2], or the carbon equivalent of taking 177 cars off of the road.[3]

Staff has advised Republic Services and Rocky Mountain Recycling that we are unlikely to educate our way out of glass contamination. Staff has requested an estimate for the total cost of MRF upgrades and is assessing the possibility of sorting glass at a transfer station or other intermediary site.

City Managed Recycling
Council has had a basic interest in internalizing recycling operations. Staff estimates at least a $500k start-up cost. Garbage trucks cost $375k excluding ongoing operating costs and qualified operators cost over $60k per individual. Staff would also have to consider toters, customer support and billing, education and outreach, and material delivery.

Staff does not recommend internalizing recycling or waste collection due to the significant costs to the City and the loss of operational efficiency by having both the City and the County provide these services. The net cost of the City and County both providing these services is likely to be significantly higher than the combined system. Staff is seeking Council direction on this topic.

Department Review:
Sustainability, Building Department, Finance, Public Works, Legal, and the City Manager reviewed this Staff Report.

[1] US EPA
[2] http://green.wikia.com/wiki/Glass_recycling
[3] http://www.epa.gov/cleanenergy/energy-resources/refs.html

Alternatives:

A. Approve:

Staff recommends that City Council review this report and provide feedback on toters and residential curbside recycling efforts in Old Town. Staff has continued to work with Summit County staff and Republic Services to integrate improvements and assess ongoing problems. **(STAFF RECOMMENDATION)**

B. Deny:

City Council may direct staff to not assist in the planning or implementation of any of the recommended toter remediation or improvements to Old Town or other areas for residential curbside recycling.

C. Modify:

City Council may approve the staff recommendation, but with some modifications outlined by Council during Work Session.

D. Continue the Item:

City Council may request that staff return with more information to help inform their decision and priorities.

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?	+ Balance between tourism and local quality of life ~ Internationally recognized & respected brand	+ Managed natural resources balancing ecosystem needs + Reduced municipal, business and community carbon footprints	+ Part-time residents that invest and engage in the community + Entire population utilizes community amenities	+ Engaged and informed citizenry + Ease of access to desired information for citizens and visitors
Assessment of Overall Impact on Council Priority *(Quality of Life Impact)*	Positive ⇧	Positive ⇧	Positive ⇧	Positive ⇧

Comments: Staff believes that an effective and accessible waste and materials diversions program is a core piece of a sustainable community and economy. Improved management of curbside toters increases safety and improves the appearance of our town.

Funding Source:

Staff is not requesting any additional funding for the recommendations put forth in this report. Pursuing an alternative path may require funds that are currently unbudgeted for in Park City's FY2015/FY2016 budget. Summit County has indicated an inability to provide any additional financial support beyond the current contract. Pursuing additional service level enhancements beyond those detailed in this staff report may have budget implications.

Consequences of not taking the recommended action:
The curbside recycling hauler has already begun implementing a multitude of measures that should improve services and customer experience. Council should remain cognizant of potential complaints if service levels are significantly enhanced in one area such as Old Town without implementing system-wide improvements.

Recommendation:
Staff recommends that City Council review this report and provide feedback on toters and residential curbside recycling efforts in Old Town. Staff has continued to work with Summit County staff and Republic Services to integrate improvements and assess ongoing problems.

Attachments:
Exhibit A – Salt Lake County’s Toter Code

Exhibit A – Salt Lake County's Toter Code

14.20.040 Obstructing traffic on sidewalk, curb ramp or highway prohibited.

A. It is unlawful to construct, place, keep or maintain upon or across any sidewalk, curb ramp or highway in the county situated in the public right-of-way, any open ditch, flume, conduit, waterway, headgate, log, building material, vehicle, railway, or other obstruction; provided, building materials, vehicles or objects may be placed temporarily in such manner on said public highways as not to impede, endanger or obstruct ordinary traffic, but no such building material, vehicles or other objects shall be permitted to remain on such highway contrary to instructions from the operations division of the public works department. It is unlawful to pile any dirt or other material, or make any other defacement on any sidewalk, curb ramp or highway so as to interfere with the ordinary use thereof.

B. Except as provided in subsection C, below, it is unlawful to drive or place any vehicle, animal or other object upon or along any sidewalk, curb ramp or highway located in the public right-of-way or to permit the same to remain thereon in a manner likely to impede or obstruct the ordinary use thereof.

C. Containers with garbage and other solid waste to be collected by Salt Lake County Special District No. 1, or any other solid waste collection provider, shall be set out for collection upon the public street immediately adjacent to the property or in such other area as approved by the operations division of the county public works department and the solid wastecollection provider. Such containers shall not extend more than four feet into the street. Containers shall not be set out upon the street for collection prior to the evening of the day before collection. All containers shall be removed from the street as soon as practicable after being emptied and in every case shall be removed from the street the same day as they are emptied. The director of the sanitation services division of the county public works department, or his or her authorized agents, and the county sheriff are designated as the officers charged with the enforcement of this subsection.

D. A violation of subsections A. and B. shall be a Class B misdemeanor. A violation of subsection C. shall be an infraction.

City Council Staff Report

Subject:	**Building Fee Waiver for Solar Photovoltaic Projects**
Author:	**Matt Abbott**
Department:	**Sustainability**
Date:	**May 29, 2014**
Type of Item:	**Legislative**

Summary Recommendations:
Staff recommends that City Council approve the Resolution provided in Exhibit A. This Resolution would allow the City Manager to waive Building permit and site inspection fees for all for solar PV projects sized 25kW or smaller completed in 2014, 2015, and 2016.

Background:
City Council approved previous versions of this Resolution that allowed for Building fee waivers for renewable energy projects in 2011, 2012, and 2013. Staff is recommending that Council extend the building fee waiver for another year based on the City's goal to encourage renewable energy[1] and the positive response the waiver has received to date.

If approved, the resolution in Exhibit A would allow the City Manager to waive all permitting and site inspection fees for all new solar photovoltaic (PV), up to 25kW, completed within City limits in 2014, 2015, and 2016. All local land use and building regulations would remain in effect for renewable energy projects and building permits would still be required. The waiver would apply to both residential and commercial projects.

The recommended Resolution is slightly different than previous Building Fee Waivers for Renewable Energy Projects. Summit Community Solar drastically increased the number of fee waiver requests processed by Park City's Building Department. This increase demonstrated that a set waiver of $1,000 was complicated to process using our invoicing system. Processing the fee waiver required staff to take multiple steps and generated processing delays. Staff would have to take payment in full and issue a refund for the permitting and a refund for the site inspection fee. This process could take up to 10-days. Setting a system size threshold of 25kW would simplify fee waiver processing both internally and from the perspective of the permit applicant. 100% of fee waiver applicants have pursued systems equal to or smaller than 25kW. A 25kW system is approximately equivalent to a $1,000 fee waiver. The recommended Resolution also excludes solar hot water and residential wind. Neither solar hot water nor onsite wind are recommended investments in Park City.

[1] Environmental Strategic Plan: http://www.parkcity.org/index.aspx?page=244

Analysis:
The motivation for fee waiver is to offset the soft costs[2] typically associated with a solar PV installation. Generally, fee waivers are short-term offsets that compensate for long-term internal process improvements. In the past year, Park City's Building Department has made substantial progress improving their processes to meet best practices as recommended by the Solar America Board for Codes and Standards and Utah Clean Energy.

Staff is continuing this improvement trajectory by participating in the American Solar Transformation Initiative (ASTI) and is receiving consultative support from OPTONY. This initiative will support PCMC's Building Department, Planning Department, and Office of Sustainability in adopting best practices to systematically reduce the soft costs of solar installations.

Local solar installers, Park City residents, and other municipalities all expressed support for the initiative and encouraged its extension into the future. Staff advertises the fee waiver via a press release, social media, and by emailing solar installers so that they could market it to their customers. Staff believes that awareness of the incentive will continue to grow if it's extended.

Staff would like to keep the solar fee waiver in place until the completion of the ASTI in 2016. Upon completion, staff will reassess our current fee structure and reevaluate the need for a fee waiver.

Department Review:
Sustainability, Building, Legal, and the City Manager have reviewed this Staff Report and their commentary has been included.

Alternatives:

A. **Approve (Staff Recommendation):** Council may approve the attached Resolution which allows the City Manager to waive Building permit and site inspection fees for all for solar PV projects sized 25kW or smaller completed in 2014, 2015 and 2016.

B. **Deny:** Council may choose to deny the Resolution and not formally pursue a fee waiver for renewable energy.

C. **Modify:** Council may provide additional input and direct staff to return at a future date with a modified Resolution.

D. **Continue the Item:**
City Council may request that staff return with more information to help inform their decision and priorities.

[2] RMI, Reducing Solar PV Soft Cost: Focus on Installation Labor: http://www.rmi.org/Knowledge-Center/Library/2013-16_SimpleBoSRpt

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?	+ Internationally recognized & respected brand	+ Reduced municipal, business and community carbon footprints + Enhanced conservation efforts for new and rehabilitated buildings	+ Jobs paying a living wage + Part-time residents that invest and engage in the community + Skilled, educated workforce	~ Streamlined and flexible operating processes
Assessment of Overall Impact on Council Priority *(Quality of Life Impact)*	Positive	Very Positive	Very Positive	Neutral

Comments: The fee waiver is anticipated to have a relatively small impact on 2014 Building department revenues yet it is an innovative way for Council to promote clean energy and advance goals contained within the Environmental Strategic Plan. Additionally, Park City staff is working on the American Solar Transformation Initiative as a long-term solution for soft costs. The proposed resolution (Exhibit A) will provide the City Manager with administrative authority to approve fee waivers.

Recommendation:
Staff recommends that City Council approve the Resolution provided in Exhibit A. This Resolution would allow the City Manager to waive Building permit and site inspection fees for all for solar PV projects sized 25kW or smaller completed in 2014, 2015, and 2016.

Funding Source:
Staff is not requesting any additional funding for the recommendations put forth in this report. A fee waiver represents forgone revenues. The Sustainability and Building Department support forgoing these revenues.

Consequences of not taking the recommended action:
A Renewable Energy Building Fee Waiver is a recommended best practice by ASTI and Solar ABCs. Not supporting this fee waiver will serve as an impediment to the local solar market.

Attachments:
Exhibit A – Resolution for Building Department Fee Waivers on New Renewable Energy Projects in 2014, 2015, and 2016

Exhibit A – Resolution for Building Department Fee Waivers on New Renewable Energy Projects in 2014, 2015, and 2016

Resolution No. __-14

RESOLUTION FOR BUILDING DEPARTMENT FEE WAIVERS ON NEW RENEWABLE ENERGY PROJECTS IN 2014, 2015, and 2016

WHEREAS, Commercial and residential buildings use 42% of Utah's total energy; and

WHEREAS, the current energy mix for electricity generation in Utah includes a high reliance on finite fossils fuels, including 82% coal and 10% natural gas; and

WHEREAS; the deployment of clean, renewable energy technologies contributes positively to a wide variety of environmental, social, and economic goals; and

WHEREAS; Park City Municipal Corporation has completed six separate clean energy projects since 2009 and encourages similar development within the community;

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

1. Building Fee Waiver. The City will waive Building Permit and Site Inspection fees for new solar PV projects, up to 25kW in size, completed within City limits during 2014, 2015, and 2016. The waiver will be handled on a project-by-project basis as an administrative approval by the City Manager. All local land use and building regulations will remain in effect for renewable energy projects and building permits will still be required.

2. Expiration Date. The fee waiver will remain in effect until December 31, 2016. Staff will return to City Council after this expiration date for direction on whether the waiver should be extended.

PASSED AND ADOPTED this 29th day of May 2014.

PARK CITY MUNICIPAL CORPORATION

____
Mayor Jack Thomas

Attest:

____
Marci Heil, City Recorder

Approved as to form:

____
Mark D. Harrington, City Attorney

DRAFT

JOINT PARK CITY COUNCIL AND PLANNING COMMISSION SPECIAL MEETING MINUTES
SUMMIT COUNTY, UTAH,
May 13, 2014

Regular Meeting

I. ROLL CALL-Mayor Thomas opened the Joint City Council Planning Commission meeting at 6:00 pm on May 13, 2014 in the Marsac City Building. Council member present were Jack Thomas, Liza Simpson, Dick Peek, Andy Beerman, Cindy Matsumoto, and Tim Henney. Commissioners present were Chair Nann Worel, Steve Joyce, Preston Campbell, Adam Strachan, Clay Stuard and John Phillips. Stewart Gross was excused. Staff present were Diane Foster, City Manager; Mark Harrington, City Attorney; Thomas Eddington, Planning Director; Christy Alexander, Planner; Marci Heil, City Recorder.

II. NEW BUSINESS

1. Draft Form-Based Code and Bonanza Park Discussion

Thomas Eddington, Planning Director, introduced Scott with Gateway Planning. Eddington discussed the purpose of the Form Based Code in the Bonanza Park Neighborhood. The Form based code is a different approach to regulate development. It puts the form and design in the forefront. Discussed the current background of Bonanza Park stating staff has looked at the existing conditions and looked toward the future to bring a connected community to Bonanza Park. Eddington stated during the community visioning it was found that they wanted affordability and community. They also looked at the current use of Bonanza Park and found that the community wanted the current uses to remain the same. Discussed the connectivity ideas for both pedestrians and vehicles. Scott stated that Gateway Planning took public input in one-on-one meetings and implemented the feedback in the characteristic zoning document. Spoke to the variety of zoning areas proposed in Bonanza Park to include: Resort Area, Mixed Use Center, Bonanza Park Residential, Iron Horse and Hillside Residential. Question arose regarding what Form based code would add to Bonanza Park. Scott stated that they will adding character and many additional uses than currently available. He stated that they do not want to wipe out the neighborhood only make it better and by adding some form of residential to all the zones. Bonanza Park currently is a series of mixed uses separated by lot lines. The goal is to create connectivity.

Commissioner Joyce inquired about what this plan will add to the current neighborhood. He feels that Bonanza Park currently has all these zones. Scott stated that the Plan will add character and many others uses. He stated that they do not want to wipe out the neighborhood only make it better and by adding some form of residential to all the zones.

Council member Beerman inquired why they reduced the park and number of roadways from the previous plan . Scott stated that from the beginning it was contingent that the power substation would be removed and now that it is staying this is what they could manage. At some point there is not enough development capacity to be able to secure land for those uses.

Beerman inquired how this affects the function. Scott stated that as long as the code states that quasi-public space be mandatory then the goal will be met. Eddington stated that with the addition of pathways and bike paths it creates gathering places. Mayor Thomas confirmed that the pathways will be undulating and moving. Commissioner Worel inquired if the roadways are on private property. Eddington stated that there will be cases where the roadways will land on private property and the City would take half from each side and would look at the give/get options for the right of way and development. Mayor Thomas is concerned with adding height along the edge of the neighborhood; he feels we will lose the sense of entry. Scott discussed the policy question of the tradeoff for views vs. use. Council member Peek also commented on the view corridor and stated that the place has been created with the mountains and the sense of community. He also spoke of the Hillside neighborhood as well as Prospector discussing connecting all they areas to create connectivity. Eddington stated that it was done on purpose to coincide with the Prospector Park plan in the future. Council member Simpson stated that she feels that there are pathways in the area that should be reflected. She also would hate to lose the view corridors. Scott stated that they will not be losing the all the views but will most likely lose the grand entrance area. Foster inquired about the possibility of creating air space. Scott stated that it would ultimately be a legal analysis to work through a plan like that.

Commissioner Stuard would like to see a second alternative proposing remaining a suburban community with walkability. Scott stated that with this plan they would grandfather in the non-conforming buildings in perpetuity. The nature of the building types are more durable and have a cadence. Stuard suggested internalizing the drive approaches along Park Ave and Deer Valley. Scott stated that under this new code Park Avenue and Deer Valley would remain the same for many years. This will only affect any upcoming changes. Simpson disagreed with Stuard stating that her vision of the goal is to guide the redevelopment. Joyce spoke to an urban community located in Oregon where this plan has worked wonders. Commissioner Campbell stated that he agrees with Mayor Thomas that people are creatures of convenience and this plan could change that. Mayor Thomas clarified that this is not to encourage tear down, this is a shift in form to something more urban, he also felt that they need to look at the visual impact. Council member Matsumoto stated that she likes the form based code. She also likes the idea of the internal entrances with the redevelopment and feels there are key pathways that need to be evolved. She felt that one goal was to get people out of their cars and feels leaving the parking spaces does not meet that goal. Council member Henney agreed with Matsumoto and he is not afraid of urbanization but is afraid of suburbanization. Once again he pointed out this is not redevelopment it is reinventing the businesses. Commissioner Strachan stated that the problem he sees is the transition is decades out and feels that it will cause people to avoid the entire project and feels the only option is to heavily incentivize for current businesses to get on board with the form based code. Matsumoto stated that they need to look at the most important roads and work to develop those first to begin the connectivity.

Scott showed a photo of a before and after photo of a successful form based code project. Discussed common infrastructure and common parking. Campbell inquired who would choose which road to start with. Scott stated that he feels that the economic drive will dictate. Beerman weighed in on the evolution of place and feels that evolution would be 20, 30 even 40 years down the road, feels that we need to get people out of their cars and need to focus on walkability. Commissioner Phillips stated that he does not like parking lots and would rather walk a few blocks to hit 10 businesses rather than walk two blocks between every business. He feels that the modge-podge will be there for years but that could be a positive aspect. He really likes what he sees in the plan proposed.

Mayor Thomas stated that a lot of communities evolve around a spine. He agrees that this is where the density should be as well as the height but they need to be aware of the narrow streets and height of buildings creating shadow. He wants to continue with the walkability aspect connecting not only Bonanza Park but the surrounding areas. Council member Matsumoto spoke to a good example in Sugar House where they created place. Beerman spoke to creating the spine with the transit center as a hub. Scott stated that the proposed plan does create the connectivity and keeps the neighborhood eclectic. Commissioner Worel inquired when the Hillside neighborhood would be connected. Eddington stated that it is the next step following finalization of this plan. The consensus was more urban than suburban and would grandfather in the current businesses. Council member Beerman felt they should incentivize for businesses to change sooner rather than later. Council member Peek wants to pursue the view corridor, Commissioner Joyce stated that with the large streets and sidewalks they could create multiple view corridors. Council member Peek stated that would lead to setbacks and height. Scott urged the Council and Commission to be aware that this is creating the toolbox for the designers to apply the code.

Scott spoke to the give-gets for additional height. The policy issue with the give/gets is affordable housing, public/civic space, affordable commercial and TDR's. Discussed the history of the form based code. Scott stated that there are numerous cities that use a type of form based code even though they do not call it form based. Mayor Thomas stated he would like to see variances in height.

Scott reminded the Council and Commission what the tools were discussed in 2013 were affordable housing, TDR's and incentivizing height as well as funding for Open Space.

The Council and Commission discussed the differing opinions on height. Mayor Thomas kicked off the discussion reiterating that he would like to see variety with 1, 2, 3, and 4 story buildings. Also feels that lower stories should be incentivized. Pointed out that his main priority is affordable/attainable housing. The question of downsizing zoning came forth and Harrington spoke to the nuances of down zoning and the legal aspects that the Council would have to look at. The discussion backtracked to the goal of creating density in this area. Council member Peek suggested volume displaced buildings. Scott strongly discouraged volume displacement/Floor Area Ratio. Stated that even if all the buildings are three stories the architect features and roof lines will ensure that they will not all be the same. Council member Simpson and Commissioner Strachan both spoke to funding and timing.

They went around the table to identify priorities in regards to give/gets

Commissioner Worel stated her priority is protecting view corridors. Commissioner Joyce chose public/civic space. Commissioner Campbell stated that he felt the most important priority was to create a transit center get people out of their cars and keep cars off the streets. Council member Henney agreed with reducing reliance on cars as well as affordable housing. Commissioner Stuard viewed public/civic space as a priority. Council member Peek would like to see the boundary of Bonanza Park moved to the toes of the slopes as well as working with articulation of height. Council member Beerman stated affordable housing and public/civic space are his top two choices. Commissioner Phillips also viewed public/civic space & affordable housing as top priorities along with creating an experience. Council member Matsumoto wants it all! She likes affordable housing, public space, transit etc. Commissioner Strachan agrees with Commissioner

Campbell and wants to reduce density all over town (TDR) and put it in the Bonanza Park area. Council member Simpson agrees with Commissioners Strachan, Campbell and Phillips and thinks that creating the experience and the well-designed area will be key. Mayor Thomas reiterated his concern with height, stating he feels that tall buildings are inconsistent with the feel/character of Park City. Also spoke to the population growth and commercial growth.

Commissioner Joyce brought the discussion together speaking to keeping the density in a controlled fashion using the parking lots and underground parking area. Feels there is quite a bit a room for density without putting in skyscrapers.

Mayor Thomas opened the meeting for public input.

Craig Elliot, Elliot Work Group, has been working in this district since the late 90's and has a client that is getting impatient. Feels that form based code has a lot of things that are not Park City and Parkites are not trusting and feels that we are in a destructive mode. Feels that height is relative depending on where you and where you put it. Feels that Kearns and the cemetery area are ok for height, he wants drivers to watch the road when they are coming down the large corridors. Encouraged incentivizing variation. City participation is critical. Also feels the economic impact is also crucial. Feels the regulating character zone plan is very good. Also feels that you need to look into celebrating the power poles due to the lack of cooperation with Rocky Mountain Power. Likes the park in the center stating it creates a nice amenity for the residential area on the other side.

Representative of the Claim Jumper HOA stated they are vested in the project where they have 2 acres. Stated they are committed to staying with this process and they wish to maximize their investment while keeping the feel. Also allowing mix use, permit long term and nightly rentals. Preserve green space. Minimize and mitigate trash and odor. Minimize traffic and construction impacts.

Greg Freedman stated he supports the form based code and feels that the City is on the right track. Spoke to the give and take of height stating he did not understand the incentive for lower height. Also would like to see where the snow storage is scheduled. Also would like to see a plan for the toxic soils. Also is not in favor of nightly rentals but feels it is premature to say no nightly rentals. Fan of the transit hub and would like to see a plan for a multi-transportation hub.

Michael Todd, lives in Hillside, and feels that this meeting was constructive and thoughtful and feels the city is headed in the right direction and would like his neighborhood to be included in the plan.

Mike Sweeney stated he is listening to the discussion tonight recognizing progress and would like to see the progress move more quickly. His personal issue is with the underground parking and the soil ordinance. He suggested looking into more economical solution for mitigating the contaminated soils.

Michael Durrel feels that they will not get the numbers of affordable housing without large heights and feels that they need to look into what is the top priority and look into more gives. Also look at getting people out of their cars. Lastly feels that there are a few primary corridors and would be happy to work with staff to point those out.

With no further comments Mayor Thomas closed the public input.

III. ADJOURNMENT

Commissioner Joyce moved to adjourn the meeting
Commissioner Campbell seconded
Approved unanimously

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

Prepared by Marci S. Heil, City Recorder.

Marci S. Heil, City Recorder

PARK CITY SUMMIT COUNTY UTAH
CORPORATE
Seal
MARCH 1,
1884

PARK CITY COUNCIL MEETING MINUTES- DRAFT
SUMMIT COUNTY, UTAH,
May 15, 2014

Closed Session adjourned into Redevelopment Agency Meeting.

PARK CITY COUNCIL MEETING
SUMMIT COUNTY, UTAH,
May 15, 2014

Work Session
<u>Council Questions and Comments and Manager's Report</u>
Council member Simpson attended the Art Board meeting on Monday where they viewed projects for the Quinn's Junction project. She stated there were many wonderful applicants and the Board has chosen a few to take a closer look at. Also attended the Service Award Dinner stating it was a great event, and the Joint CC/PC meeting. Attended the Mountain lands board meeting where the issue came up regarding compliance code deed restrictions for affordable housing. Thanked Thomas Eddington, Planning Director and the Planning staff for Form Based Code 101.

Council member Henney agreed with all of Simpson's comments on the Service Awards dinner, Form based 101 and the Joint meeting.

Council member Peek had nothing

Council member Matsumoto stated she was up on Main Street and found the construction on Main looking great and thanked staff for working with the merchants to make it all look better.

Council member Beerman attended the Recycle Utah board meeting stated that they are looking at "what's next". Attended a Mountain Accord executive board meeting stating things are moving along. Also thanked HR for a great service dinner and felt it is amazing that we have so many long term employees.

Mayor Thomas agreed about the Service Award dinner and felt it was a great setting. Also attended the Joint City Council/Planning Commission meeting stating he felt they had a good discussion. Was grilled by 4^{th} and 5^{th} graders at Trailside Elementary discussing clean air and walkability.

Adriane Herrick Juarez, Library Director, thanked everyone for all the help with the library move and is very excited for the temporary location move to Miner's.

<u>Budget: CIP and Special Service Contract Discussions</u>
Nate Rockwood and Heinrich Deters discussed the Special Service Contracts and the 5-year Capital Improvement Plan (CIP). Rockwood discussed that the Special services contract process stating that the application time is printed in the paper and noticed to the public and then a team of 2 Council members and 2 Staff members review the applications and compile a

list of programs to receive funding. Stated over the two year budget the City will be allocating just over a million dollars to the non-profit organizations.

Council member Beerman inquired if the Recycle Utah costs were hard costs even though they are an in-kind donation. Council member Simpson agreed that they should track the in-kind grants to keep a record to align with our goals. Council member Beerman liked that idea however he would like to see them separated out of this chart along with the County funding. Council member Simpson disagreed stating that this list is of those organizations that the City supports without having to staff those items. Mayor Thomas felt that the chart is fine the way it is however he does agree with Simpson's view.

Council member Simpson thanked those recipients in the audience and stated that Insa with Recycle Utah could not be here tonight but sent her thanks to the Council. Rockwood stated that he has received multiple emails from other recipients thanking the City for the funds.

Rockwood moved on to the CIP discussions. Discussed the long range funding of projected revenues vs. projected expenditures. Council member Peek inquired about the difference between the graph in the packet and the graph in the power point. Rockwood stated that the graph in the packet included all sources of income.

Discussed the process of the CIP committee including the differences in the funds and how they can be used. They score these items off the Council goals and prioritize those projects accordingly. Discussed the ongoing CIP's including pavement management, computer equipment replacement plan, irrigation controller replacement, fleet replacement, multiple department equipment replacement plans.

Council member Beerman inquired about how the traffic calming funds differ from walkability. Cassel stated that the traffic calming budget line item funds the Neighborhood Traffic Management program where residents complain about issues in their area such as speeding or stop signs installed, etc. Staff is able to consult with outside firms to evaluate these concerns.

Council member Peek inquired about the Snow Creek bridge repairs. Cassel stated that at this point staff feels it is a cosmetic repair only to the façade of the bridge.

Beerman stated he was disappointed to see that the solar panels at the MARC did not make the cut and inquired about if staff had looked at using the revolving fund for efficiency projects to fund that project. Rockwood stated that they did not consider that fund due to the large amount of money required for a project that size. They also use that fund with projects that will repay the fund with the energy savings and solar is not one that would put money back in the revolving fund.

Rockwood spoke to potential funding sources to fund the projects that are not on the proposed project list. Discussed the bonding capacity in regards to the additional resort sales tax.

Council member Simpson stated she was pleased that the 25% is being seen so quickly

Council member Beerman inquired if Council was in favor of adding the solar at the MARC to the list of favored projects. Council member Henney was in favor; Council members Simpson, Peek and Matsumoto were in favor of looking at the project again before deciding. Rockwood clarified that the Council would like Matt Abbott to come back to Council with the sustainability presentation. They also discussed where the funding would come from to add this project.

Foster reminded that Council that in the ballot language of the Bond it calls out using half the funds for open space and half for CIP projects. Council member Matsumoto stated she remembered discussing the two options of saving vs. bonding.

Rockwood reminded Council of the resolution that was adopted to reimburse that fund up to three years beyond the project stating this allows the City to fund projects without having to pay interest.

Discussed the upcoming schedule bringing back the solar option as well as the water fund to include rates, debt and projects.

Council member Henney thanked Rockwood for being conservative with the budget.

2014 Sundance Economic Impact Report- Sarah Pearce and Rory Murphy

Sarah Pearce, Rory Murphy and Laurie Hopkins, Sundance Institute presented the Sundance Film Festival Economic Impact Report. Pearce stated they consult with the University of Utah as a third party for the research. They interview people in all four cities where the Sundance films are shown. Hopkins spoke to the 45,000 visitors including 69% out of state visitors as well as 11,333 visitors stated they would return to Utah. Discussed the demographics stating that they tend to be a well-educated, wealthy bunch. The gross state product was $86,440,579 which was calculated as an increase in lodging showing that the attendees on average stayed a night longer than last year. Pearce stated that they had 12,000 film submissions with 123 of those shown including 100 world premieres first seen in Park City. Spoke to the social media aspect of Sundance with over a million followers. Murphy stated that there were 14,000 free resident screening tickets utilized. Spoke to “what’s next” including the Summer Series and the 2015 festival dates of Jan 22-Feb 1, 2015.

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 15, 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; Mark Harrington, City Attorney; Matt Dias, Assistant City Manager; Marci Heil, City Recorder; Maria Barndt, Landscape Gardener; Nate Rockwood, Capital Budget, Debt and Grants Manager; Heinrich Deters, Trails and Open Space; Anya Grahn, Planner; Kiersten Whetstone, Planner; Jason Glidden, Special Events

II. COMMUNICATIONS AND DISCLOSURES FROM COUNCIL AND STAFF

Mayor Thomas recused himself from New Business items 2 & 3.

Jason Glidden stated that staff was notified by the applicant from Music Fest that he will not continue with his event and has pulled his application.

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

Kate Boyd and Michelle McDonald Park Silly Sunday Market, informed the Council of the upcoming dates. To include bike, walk, ride day, recycle day and Father's Day events. Spoke about the musicians, farmer's market and community alley. Spoke about the sponsors. The kickoff is June 8th.

IV. CONSIDERATION OF MINUTES FROM MAY 8, 2014

Council member Beerman moved to approve the minutes
from the May 8, 2014 City Council meeting
Council member Matsumoto seconded
Approved unanimously

V. NEW BUSINESS

1. Consideration of a Resolution Designating May 17 – May 24, 2014
   As National Invasive Weed Awareness Week in Park City, Utah

Mayor Thomas read the resolution. Maria Brandt, Landscape Gardener, spoke about the garlic mustard weed that is extremely invasive. She also spoke about the weed pull day May 17th from Noon to 3:00pm at McCloud Park.

Council member Simpson moved to approve a Resolution Designating
May 17 – May 24, 2014As National Invasive Weed Awareness
Week in Park City, Utah
Council member Beerman seconded
Approved unanimously

2. Consideration of the proposed sale of city-owned Rio Grande parcel to 820 Park Avenue LLC in the amount of $5,000.

Heinrich Deters, Trails and Open Space, stated that the City acquired this property in a Summit County tax sale. The City was approached in December regarding the sale of the parcel. The parcel will be utilized for vehicle entrance.

Council member Peek moved to approve the sale of city-owned Rio Grande parcel
to 820 Park Avenue LLC in the amount of $5,000
Council member Beerman
Approved unanimously

3. Consideration of the 820 Park Avenue Subdivision Plat amendment pursuant to the findings of fact, conclusions of law and conditions of approval stated in the attached ordinance in a form approved by the City Attorney.

Planner Grahn stated that now that the parcel is purchased the plat needs to be amended. The applicant plans to purchase land on the town lift side to connect his property. It will also give the City two 10 feet snow storage space. Council member Beerman inquired about the architectural aspect. Applicant stated that it would be a copula.

Mayor Pro Tem Simpson opened the public hearing.

Stephanie Johnston, Manager of the Marriot Hotel, inquired about the bridge on the street stating that it is causing additional hardships to travel beyond the construction aspect and inquired if it could be moved on the sidewalk. Foster stated that Matt Cassel, City Engineer and Kent Cashel, Transit worked with the construction workers to minimize traffic.

Mayor Pro Tem Simpson closed the public hearing.

Council member Beerman moved to approve the 820 Park Avenue Subdivision Plat amendment pursuant to the findings of fact, conclusions of law and conditions of approval stated in the attached ordinance in a form approved by the City Attorney
Council member Peek
Approved unanimously

4. Consideration of a Resolution authorizing the issuance and sale of up to $6,000,000 of water revenue bonds of the City; and providing for related matters.

Nate Rockwood, Capital Budget, Debt and Grants Manager, stated that this item is for the issuance of water bonds for the projects completed this fiscal year. This is for accounting purposes in order to keep water rates as low as possible. The bond public hearing will be held on June 5th due to the noticing requirements.

Council member Beerman inquired how the rate of 3.25% compares to the other years. Rockwood stated that it is lower than our previous bonds.

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

Council member Matsumoto moved to approve a Resolution authorizing the issuance and sale of up to $6,000,000 of water revenue bonds of the City; and providing for related matters
Council member Beerman seconded
Approved unanimously

5. Consideration of the 481 Woodside Avenue Plat Amendment, located at 481 Woodside Avenue, Park City, UT pursuant to the findings of fact, conclusions of law and conditions of approval stated in the attached ordinance in a form approved by the City Attorney.

Planner Whetstone stated that this is an application for a one year extension ending in January 2015. There is a historic building crossing the lot lines and is having issues with encroachments including retaining walls and boulders and the applicant has requested one year to be able to correct the encroachments.

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

Council member Beerman moved to approve the 481 Woodside Avenue Plat Amendment, located at 481 Woodside Avenue, Park City, UT pursuant to the findings of fact, conclusions of law and conditions of approval stated in the attached ordinance in a form approved by the City Attorney.
Council member Simpson seconded
Approved unanimously

6. Consideration of a Subdivision approval for Ridge Overlook Five Lot Subdivision located at 200 Ridge Avenue, Park City, UT pursuant to the findings of fact, conclusions of law and conditions of approval stated in the attached ordinance in a form approved by the City Attorney.

Planner Whetstone stated that the applicant has formally asked for a remand back to the Planning Commission and staff needs more time to prepare this item and have asked to continue the item to May 29th.

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

Council member Matsumoto moved to continue to May 29, 2014
Council member Simpson seconded
Approved unanimously

7. Consideration of an Ordinance adopting the 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

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

Council member Simpson moved to continue to May 29, 2014
Council member Peek seconded
Approved unanimously

VI. ADJOURNMENT

Council member Simpson moved to adjourn the meeting
Council member Peek 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; Polly Samuels McLean, Assistant City Attorney; Blake Fonnesbeck, Public Works Operations Manager; Matt Cassel, City Engineer; Kent Cashel, Transit/Transportation Manager; Kayla Sintz, Planning Manager; Ann Ober, Regional Collaboration Manager; Matt Abbott, Environmental Project Manager; Heinrich Deters, Trails and Open Space. **Council member Simpson moved to close the meeting to discuss Property, Litigation, and Personnel. Council member Peek seconded. Motion carried.**

Council member Simpson moved to open the closed session. Council member Beerman 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

Subject: 2014 Pavement Management Program
Author: Blake Fonnesbeck and Troy Dayley
Department: Public Works
Date: May 29, 2014
Type of Item: Administrative

Summary Recommendations:
Accept the 2014 Pavement Management bids and authorize the City Manager to enter into agreements in a form approved by the City Attorney with:

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

Topic/Description:
In the strategies section of the Public Works Operations Business Plan "Pavement Management" was identified as a critical part of maintaining our transportation network/infrastructure in the most cost effective and efficient manner. The aim of the pavement management program is to maintain the City street network at an average Remaining Service Life (RSL) of 10 years.

Background:
The goal and purpose of the pavement management program is to maximize pavement life and minimize pavement costs. This is accomplished by identifying the correct time frame for carrying out appropriate maintenance or rehabilitation. The benefit of this practice is to extend pavement life and reduce the overall life cycle cost. Pavements typically deteriorate in a non-linear fashion. Twenty-five percent of the deterioration occurs during the first seventy-five percent of pavement life. The more cost-effective maintenance should occur when the pavement is still in fair condition. Pavement repairs can be done inexpensively using sealing and overlay techniques. Proper pavement management will minimize the need for costly pavement reconstruction.

The pavement management plan has been up-dated several times over the last twenty years, most recently in 2012 by Local Technology Assistance Program (LTAP) a group affiliated with Utah State University. The review consisted of visually inspecting the surface of every city street, analyzing the data, ranking streets, developing implementation plans based on current funding levels and supplying Park City Municipal Corporation with a tool to develop future pavement management plans. This coupled with an in-house street inspection completed earlier this spring generated a recommendation for the 2014 pavement program.

Pavement condition reports have identified the overall condition of Park City's pavement system. A Remaining Service Life (RSL) scale is used with 20 years of remaining life being pavement in the best possible condition and 0 years of remaining life being the worst. This condition report includes the effect of surface, base, subgrade, load, environmental conditions and materials.

Years of RSL	Maintenance Category	Recommended Maintenance
16-20	Minimal	Crack sealing
12-15	Some	Minor patching, fog seals, slurry seals and crack sealing
8-11	Routine	Thin overlays or slurry seals and micro seals
4-7	Increasing	Thicker overlays or possible reconstruction
0-4	High	Surface or base reconstruction, possibly subgrade stabilization or total reconstruction

Remaining Service Life (RSL) scale

The average remaining service life of all Park City pavements is 8.86 years. A value of 8.86 means that a pavement is in a routine maintenance category requiring thin to medium thickness overlays, slurry sealing and crack sealing to extend the service life of the pavements. Delay in maintenance would increase the cost of repair significantly for these pavements. All pavements which are determined to have an RSL of 4 or below can benefit from some thick overlays but are beyond restoration within the pavement management program. These pavements are patched as soundly as possible and are sent to the CIP budget for consideration for reconstruction.

LTAP recommends a RSL of 10 years which is optimum for pavements in the intermountain area. A RSL of 8.86 puts Park City very close to achieving the recommended RSL with current funding and material cost levels. The higher we can keep the pavement score the less expensive they will be to repair and maintain.

In 2010 staff worked with the City Engineer and representatives of GARCO testing to review current mix designs. GARCO felt Park City's mix might be too stiff for the extreme fluctuations in temperatures. As a result we modified our mix design to be a mix that is more flexible, malleable and less prone to cracking. We are four years into the new mix design and we are pleased with its performance and are very optimistic of its durability in the future.

Asphalt forecast:
With volatile oil prices directly influencing the cost of pavement treatments it's very difficult to predict what future costs might look like. This year pavement costs have increased 8% from last year.

Analysis:
The sealed bid notification/process was advertised in the Park Record, Salt Lake Tribune and on the City Webpage. The procurement process was conducted in compliance with State and Local requirements.

Slurry Seal

The following table identifies streets within the pavement management program as needing 44,421 square yards of slurry seal as part of the overall pavement management strategy.

Street Name	Section
Ashley Court	American Saddler to end of Cul-De-Sac
Meadows Drive	SR224 to Crestline Drive
Centennial Circle	Royal Street end to end
Supreme Court	Centennial Court to end of Cul-De-Sac
Oak Court	Silver Lake Drive to end of Cul-De-Sac
Little Bessie	Doc Holiday to Comstock
Cochise Court	Wyatt Earp to end of Cul-De-Sac
Butch Cassidy Court	Wyatt Earp to end of Cul-De-Sac
Euston Drive	Paddington Drive to end
Crestline Drive	Meadows Drive to American Saddler Dr.
Creek Drive	Meadows Drive to end
Meadow Creek Court	Creek Drive to end of Cul-De-Sac
Creek Court	Creek Drive to end of Cul-De-Sac

Crack Seal

Crack seal is an excellent way to prolong pavement life by sealing the surface cracks to prohibit water penetration on pavements which are in relatively good condition. However, all pavements in various stages and condition benefit from crack sealing. The Contractor will apply 30 tons of crack seal to various city streets and 3 tons of crack seal to bike paths.

Pavement Overlays, Milling and Utility Adjustments

The following streets have been identified within the pavement management program to receive a total of 5,132 tons of asphalt in the form of overlays as part of the overall pavement management strategy. Utility adjustments are required after an overlay to raise manholes, water valves, gas valves, and monument markers to the same grade as the new pavement surface. Most require lowering prior to an overlay due to the milling process. 94 water valves/survey monuments and 91 manholes have been identified as needing to be adjusted prior to and after overlay application:

Street Name	Section	Water/ Monuments	Manholes
Short Line Dr.	Iron Horse to Deer Valley Dr.	0	1
Deer Valley Loop Rd.	Deer Valley Dr. to Rosie Hill Dr.	6	9
Paddington Dr.	Wyatt Earp to High St.	20	14
Thaynes Canyon Dr.	SR224 to Three Kings Dr.	0	0
Three King Dr.	Kings Ct. to Thaynes Canyon Dr.	0	3

Park Ave.	505 Park Ave. to Heber Ave.	9	6
American Saddler Dr.	Meadows West Dr. to Arabian Dr.	22	18
Royal Street	Guardsman Connection South East 2,300'	14	20
Annie Oakley	Sidewinder Dr. to Sidewinder Dr.	3	5
	Additional Utility Adjustments	20	15

Sealcoat Trails

The following Bike Paths have been identified within the pavement management program to receive a total of 11,895 square yards of sealcoat as part of the overall pavement management strategy:

Trail Name	Section
SR224 Trail (West side)	Thaynes Canyon Drive to Payday Drive
Quinn's Sports Complex	Various Paths around the Sports Complex
McLeod Creek Trail	Snow Creek to Saddle View Drive
SR248 Trail (South Side)	Bonanza Drive to Rail Trail at Prospector Park
American Saddler Trail	Meadows Drive to Estates Drive

Bid Results

There were four bids received for street overlays, three bids for slurry seals, five bids for crack sealing, and four bids for seal coat trails.

Street Overlays

Kilgore Contracting **$ 529,029.28 (Recommended)**
Staker & Parsons Co. $ 549,649.16
Morgan Asphalt $ 564,248.52
Granite Construction $ 627,816.60

Slurry Seals

Intermountain Slurry Seal **$ 56,192.57 (Recommended)**
Morgan Pavement $ 63,966.24
M&M Asphalt $ 73,294.65

Crack Sealing

Ridge Rock **$ 79,035.00 (Recommended)**
Morgan Pavement $ 81,180.00
M&M Asphalt $ 92,400.00
Kilgore Contracting $ 84,150.00
Superior Asphalt $113,685.00

Seal Coat Trails

Kilgore Contracting	**$ 11,895.00 (Recommended)**
Ridge Rock	$ 12,822.81
Morgan Pavement	$ 13,203.45
Superior Asphalt	$ 15,939.30
M&M Asphalt	$ 21,292.05

Department Review:
Bids were reviewed by the Public Works Department and Legal Department.

Alternatives:

A. Approve:
Accept the 2014 Pavement Management bids and authorize the City Manager to enter into agreements in a form approved by the City Attorney with:
(Staff Recommended)

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

B. Deny:
Rejecting all bids will result in a drop of the remaining service live (RSL). Reduction of the pavement quality could result in more costly repairs in the future. (Staff does not recommend this alternative.)

C. Modify:
City Council may approve the staff's recommendation, but with modifications.

D. Continue the Item:
Request staff return with more information.

E. Do Nothing:
This will have the same effect as denying the request.

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?	+ Accessibility during peak seasonal times + Safe community that is walkable and bike-able			+ Well-maintained assets and infrastructure
Assessment of Overall Impact on Council Priority *(Quality of Life Impact)*	Very Positive	Neutral	Neutral	Very Positive
The pavement management plan is designed to maintain and improve Park City pavement quality. Approval of less than the recommended program will cause a decline of pavement quality.				

Funding Source:
$300,000 - Utah Class B&C Road Funds
$300,000 - General Fund
$185,000 - Carryover from 2013 Pavement Program CIP

Consequences of not taking the recommended action:
Park City's street infrastructure is a critical asset to its residents and visitors. Reduction in the overall pavement quality could result in a decreased level of service to users and more costly repairs in the future.

Recommendation:
Alternative A: Accept the 2014 Pavement Management bids and authorize the City Manager to enter into agreements in a form approved by the City Attorney with:

1. Kilgore Contracting for milling, pavement overlays, utility adjustments and seal coat bike paths in the amount of $540,924.28
2. Intermountain Slurry Seal, for slurry seals in the amount $56,192.57
3. Ridge Rock, for crack seal and trail seal coat in the amount of $79,035.00

City Council
Staff Report

PARK CITY 1884
PLANNING DEPARTMENT

Subject: **Ridge Overlook Plat Amendment**
Author: **Kirsten Whetstone, Senior Planner**
Date: **May 29, 2014**
Project Number **PL-10-00977**
Type of Item: **Administrative – Plat Amendment**

Summary Recommendations

Staff recommends the City Council conduct a public hearing for the Ridge Overlook Subdivision plat amendment and consider remanding the application to the Planning Commission to review an amended lot configuration and additional engineering information for the property.

Topic

Applicant:	Market Consortium L.C. (Ron Spratling)
Applicant's Representative:	Jason Gyllenskog
Location:	200 Ridge Avenue (east side of Ridge Ave above Daly Ave)
Zoning:	Historic Residential Low Density (HRL)
Adjacent Land Uses:	Single family, duplexes, vacant land

Proposal

On September 12, 2012, the Planning Commission conducted a public hearing, discussed a six-lot plat amendment application for this same property and voted to forward a negative recommendation to City Council (Exhibits C, D, and E). The owner requested a continuation of the noticed City Council meeting to allow his consultants additional time to consider amending the application and to work out utility issues. The applicant has been working with his consultants, the City Engineer, utility providers, and the City Planning Department to revise the application.

The applicant now proposes to amend his application for a five (5) lot subdivision, being a re-plat of nine whole lots and 21 partial lots located on the east side of existing Ridge Avenue, and requests the Council remand the application back to Planning Commission for discussion, analysis, public hearing, and recommendation based on the reduced number of lots. The applicant submitted a complete revised application and if the application is remanded, Staff will resume the review process with the Planning Commission.

The applicant requests consideration of a plat amendment for a five-lot subdivision located at approximately 200 Ridge Avenue within the City's Historic Residential-Low Density (HRL) Zoning District. The proposal includes the combination of nine (9) "Old Town" (a portion of Block 75 of the Millsite Reservation) lots in their entirety and twenty-one (21) partial lots, to create a total of five (5) lots, ranging from 3,770 sf to 5,524 sf. The total property consists of 28,326 sf, including a 4,269 sf parcel to be dedicated to the City for Ridge Avenue right-of-way (Exhibit A and B).

Background
On May 26, 2010 the City received an application for the Ridge Overlook Subdivision. The application was deemed complete on June 2, 2010. The property is located at 200 Ridge Avenue (between Daly Avenue and the Ridge Avenue switchback) in the Historic Residential Low Density (HRL) zoning district. The proposed plat combines all or portions of lots 75-89 and 27-32, Block 75 of the Millsite Reservation to Park City, and the vacated half of Anchor Avenue adjacent to the proposed lots, into six (6) platted lots of record ranging in size from 3,758 sf to 6,172 sf.

A previous 2007 application, which went through considerable Planning Commission review, with a positive recommendation to City Council and City Council approval in 2007, consisted of a three (3) lot subdivision of the same property. As part of that approval, the Planning Commission agreed that the proposed density of three lots was appropriate for the site due to physical constraints associated with the site including steep slopes and an extremely narrow street which accesses the property. The lot area of the three lot plat allowed larger homes than the six lot plat that the Commission forwarded a negative recommendation on. The three lot plat, which had a different owner, was never recorded and has expired.

On July 14, 2010, the Planning Commission conducted a work session on this item. On September 22, 2010 the Planning Commission visited the site and discussed the plat amendment in work session. The Commission requested additional information (architectural, engineering, etc.) to confirm that the lots were actually buildable.

Between November 2010 and August 2011 the applicant met with Planning Staff to review plans, as well as review the Transfer of Development (TDR) option for this property. A TDR application was submitted, but was deemed incomplete. On August 24, 2011, the application was assigned a different planner due to staffing changes. On September 16, 2011, the applicant submitted additional information and requested to put be on a Planning Commission agenda for the plat amendment, having deciding against the TDR option.

On April 24, 2012, the application was reviewed by the Planning Commission at work session. On May 1, 2012, the applicant submitted an updated affected property list and the project was re-noticed for an August 22, 2012 hearing. On September 12, 2012, the Planning Commission held a final public hearing and took public input on the proposed six lots Ridge Overlook Subdivision (Exhibits C, D, and E). The Planning Commission voted 4-0 (the Chair was present, but only votes in the case of a tie) to forward a recommendation to deny the proposed subdivision to the City Council with five (5) additional Findings of Fact, which included:

1. Ridge Avenue is adjacent to a very steep cliff or ridge and more traffic on the road could likely lead to negative Public Safety and Welfare impacts.
2. Ridge Avenue is a road built outside its platted location.
3. Ridge Avenue has been identified in the Street Master Plan to remain narrow.

4. Ridge Avenue should remain narrow to protect the pattern of development in Old Town while also protecting public health, safety and welfare by keeping traffic limited and speed low.
5. Land Management Code Section 15-7.3-1(D) shall apply, and states: “Land which the Planning Commission finds to be unsuitable for Subdivision or Development due to flooding, improper drainage, Steep Slopes, rock formations, Physical Mine Hazards, potentially toxic wastes, adverse earth formations or topography, wetlands, geologic hazards, utility easements, or other features, including ridge lines, which will reasonably be harmful to the safety, health, and general welfare of the present or future inhabitants of the Subdivision and/or its surrounding Areas, shall not be subdivided or developed unless adequate methods are formulated by the Developer and approved by the Planning Commission, upon recommendation of a qualified engineer, to solve the problems created by the unsuitable land conditions. The burden of the proof shall lie with the Developer. Such land shall be set aside or reserved for Uses as shall not involve such a danger.”

Analysis

The subject property is located in the HRL zoning district. Per LMC Section 15-2.1-1, the purpose of the Historic Residential Low-Density (HRL) District is to:

(A) Reduce Density that is accessible only by substandard Streets so these Streets are not impacted beyond their reasonable carrying capacity,
(B) Provide an Area of lower Density residential Use within the old portion of Park City,
(C) Preserve the character of Historic residential Development in Park City,
(D) Encourage the preservation of Historic Structures,
(E) Encourage construction of Historically Compatible Structures that contribute to the character and scale of the Historic District, and maintain existing residential neighborhoods.
(F) Establish Development review criteria for new Development on Steep Slopes, which mitigate impacts of mass, and scale and environment.
(G) Define Development parameters that are consistent with the General Plan policies for the Historic core.

Below are the lot requirements in the HRL District:

HRL District Requirements:	
Height	27’ (maximum 3 stories with 10’ step in third story)
Front setback	15’
Rear setback	15’
Side setbacks	5’ min, 10’ total
Lot size	3,750 square feet minimum
Footprint	Zone allowes 1,519 square feet for a 3,750 square foot

	lot
Parking	Two required per lot

Pursuant to LMC 15-7.1-6 (C), which reflects State Code, “(2) After considering the final Subdivision Plat and proposed ordinance, the Planning Commission shall recommend to the City Council approval or disapproval of the Subdivision Application and set forth in detail any conditions to which the approval is subject, or the reasons for disapproval. (3) The City Council may adopt or reject the ordinance either as proposed by the Planning Commission or by making any revision it considers appropriate.”

The City Council may remand the application back to Planning Commission to allow review of the amended plat and reduced number of lots, as well as the applicant’s information that addresses the “safety, health, and general welfare of the present or future inhabitants of the Subdivision and surrounding Areas” and that are proposed to “solve problems created by the existing land conditions” as stated in Planning Commission added finding of fact #5 above.

These issues will also be further considered in more detail for each lot at the time of Steep Slope Conditional Use Permit (CUP) review as required by the Land Management Code, prior to issuance of any building permits, in addition to Historic District Design Review applications for review against the 2009 Design Guidelines for Historic Districts and Historic Sites.

Although the LMC as to subdivisions hasn’t been amended since this application was vested, the revised General Plan was adopted and is now in place, however the application was submitted prior to adoption of the new General Plan. If remanded back to Planning Commission the applicant could stipulate to consideration of the application under the new General Plan. Staff would provide analysis regarding the applicable LMC chapters (Chapter 7- Subdivisions as well as Chapter 2.1- HRL zone) for Commission consideration, as well as analysis related to the General Plan.

Process

Prior to issuance of any building permits the applicant will have to submit Historic District Design Review applications for each lot. Steep Slope Conditional Use Permit applications are also required for construction or access for any portion of the lots that are 30% or greater in slope.

Approval or denial of this plat amendment application by the City Council constitutes Final Action that may be appealed following the procedures found in LMC 1-18.

Department Review

This project has gone through an interdepartmental review. Previous concerns regarding sewer service have been addressed by the SBWRD as a sewer line has been installed that can service these lots. The applicant will provide a dedicated easement for the sewer line at the time of plat recordation.

Notice
On April 30, 2014, the property was posted and notice was mailed to property owners within 300 feet regarding this public hearing by the City Council. Legal notice was also published in the Park Record according to requirements of the Land Management Code.

Public Input
Public input was taken during the Planning Commission meeting public hearing on September 12, 2012. The meeting minutes are attached hereto as Exhibit "D", and are an accurate account of the Public Comment received by the Planning Commission.

Alternatives
- The City Council may vote to remand the Ridge Overlook Subdivision plat as recommended by Staff; or,
- The City Council may vote to not remand the Ridge Overlook Subdivision plat and continue the item to a date certain for Staff to return to Council with analysis and consideration of the application.

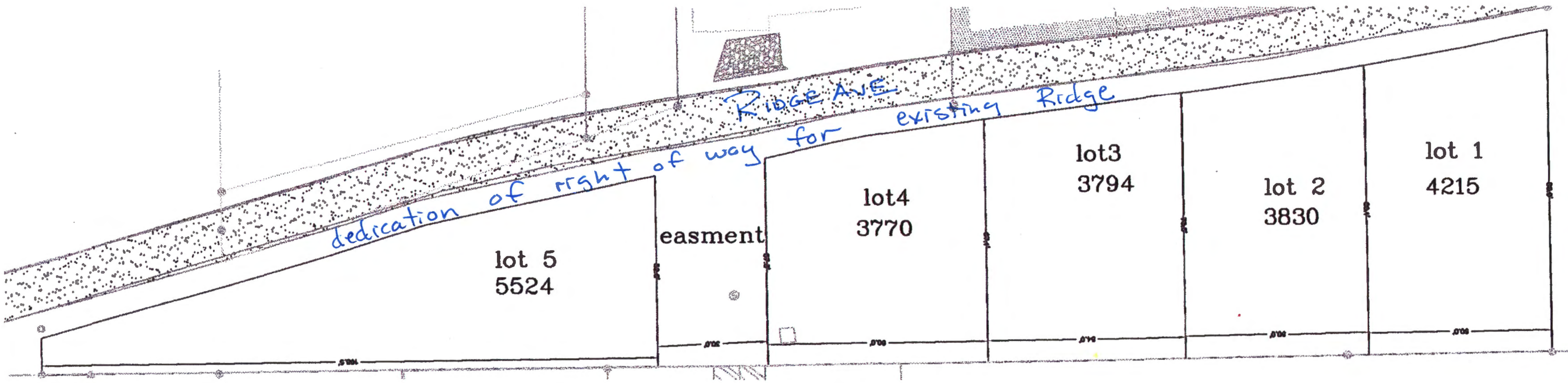
Significant Impacts
There are no immediate significant fiscal impacts to the City as a result of remanding the application to the Planning Commission for review of an alternative lot configuration. If construction on the site is permitted, it will require a detailed Construction Mitigation Plan in order to protect the houses on Daly Avenue below the site. Site stabilization will also be an important consideration if significant amounts of vegetation are allowed to be removed as a result of the proposed development. A geotechnical report has been previously submitted and reviewed. Each of the lots will require a Steep Slope Conditional Use Permit and Historic District Design Review prior to home design and construction if they are greater than 1000 square feet in size.

Consequences of not taking the Suggested Recommendation
The lots would remain as they are currently platted.

Recommendation
Staff recommends the City Council conduct a public hearing for the Ridge Overlook Subdivision plat amendment and consider remanding the application to the Planning Commission to review an amended lot configuration and additional engineering information for the property.

Exhibits
Exhibit A – Proposed five lot plat amendment
Exhibit B – Letter from Applicant requesting Remand
Exhibit C – September 12, 2012 Planning Commission report
Exhibit D – September 12, 2012 Planning Commission minutes
Exhibit E – Proposed six lot plat amendment

EXHIBIT A



Ridge Overlook Subdivision
Five Lot Concept Plat

4.4.2014

PRAGMATIC POINTS

Why staff should support 5 lots

The six lot proposal meets all of the criteria established in the current LMC however, there may be some advantage for five lots.

1- It would reduce the daily traffic count and provide off street parking.

2- It will allow for a wider Ridge Avenue road. The current width of Ridge Avenue is less than that desired by the City Engineer. Furthermore, much of the neighborhood concern revolves around the width of Ridge Avenue. One speaker at the last planning and zoning meeting suggested that she “has to jump in a bush when a car comes”.

3- The five lots are in line with the historical character of the area. Historical pictures show prior existence of five homes on the property.

4- This project will not entail demolition, panalizing, or moving of any historic structures.

5- Five lots will allow the architects to design historically compatible structures that are in line with the existing neighborhood in regards to mass and scale.

6- There is over 400 feet of frontage on the street. The houses will be the primary retaining source for the road above. Five houses will create a nice street-scape and functionally work well for the street expansion.

7- Sewer is available to the property.

8- In conclusions we feel like five lots are a fair and equitable compromise. A previous planning commission had forwarded a positive recommendation for five lots on this parcel. There will be large benefits to the community in regards to erosion control, street safety, and taxes.

Matt Evans, the planner assigned to this project, represented that the five lot alternative could be proposed at the city council level. We would like to have the proposal remanded back to the planning commission if this is not the case.

Sincerely,

Jason Gyllenskog

Cc Ron Spratling
Market Consortium L.C.

EXHIBIT A – Park City Survey (project location)

EXISTING LOT CONFIGURATION

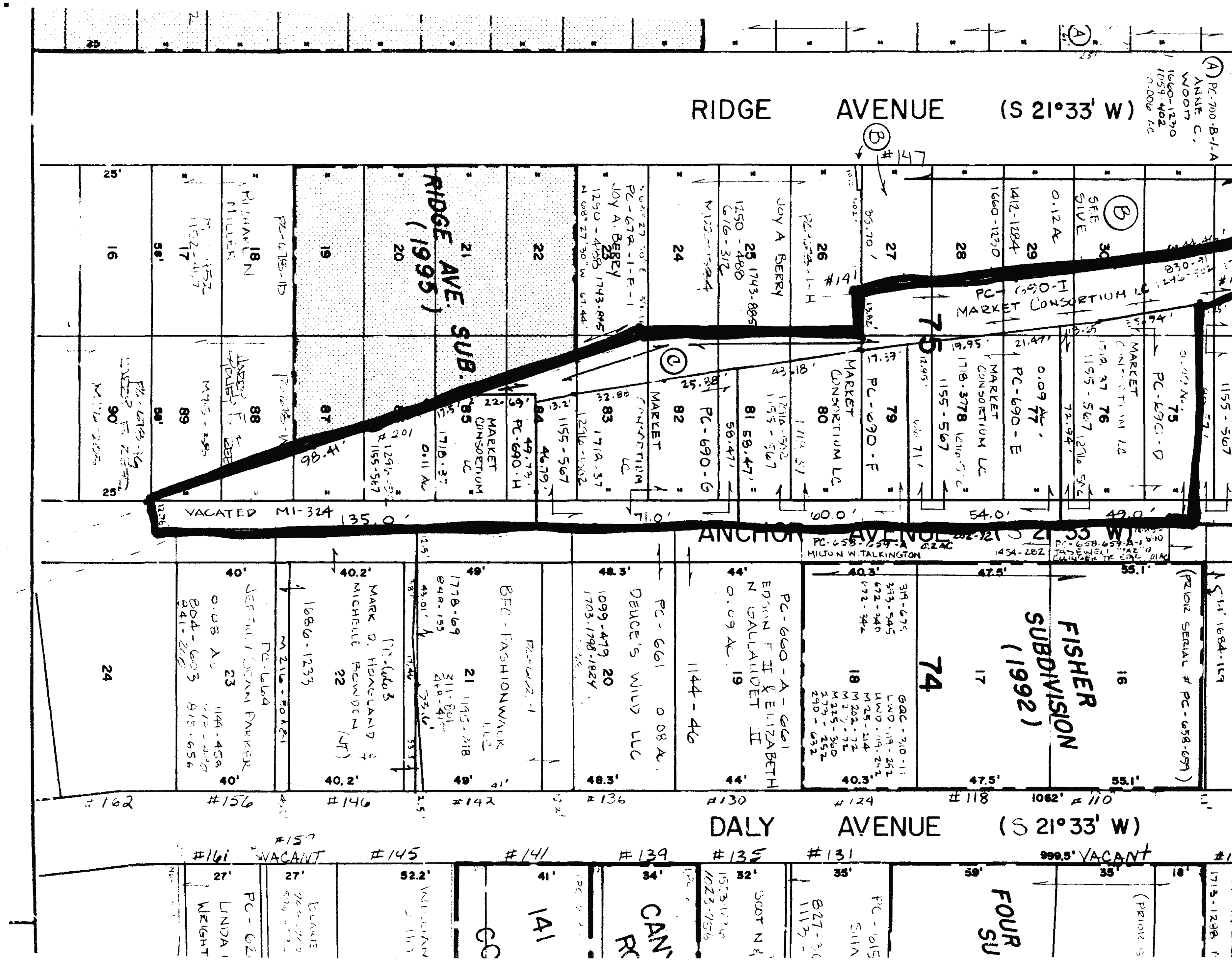


EXHIBIT C

Planning Commission
Staff Report

PARK CITY 1884
PLANNING DEPARTMENT

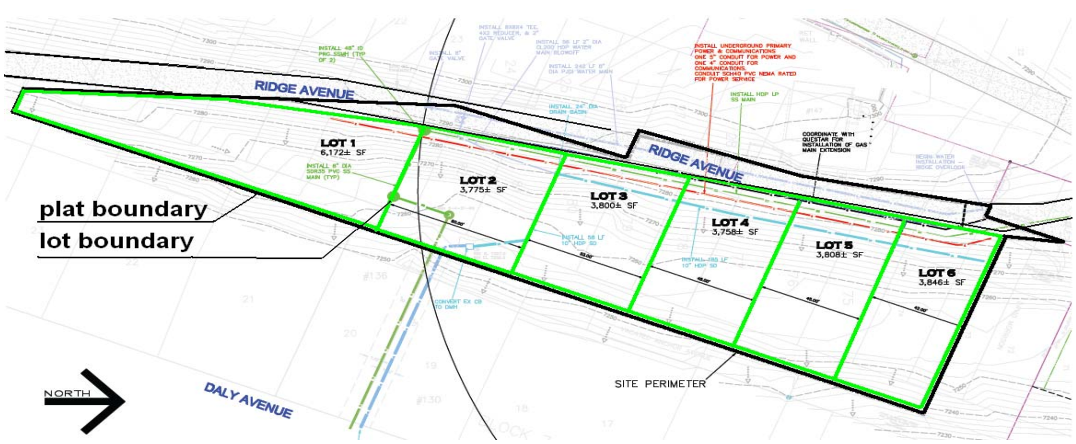
Subject:	**Ridge Overlook Subdivision – 200 Ridge Avenue**
Project #:	**PL-10-00977**
Author:	**Mathew W. Evans, Senior Planner**
Date:	**September 12, 2012**
Type of Item:	**Administrative – Plat Amendment**

Summary Recommendations
Staff recommends that the Planning Commission hold a public hearing and consider denying the Ridge Overlook Subdivision plat amendment based on the findings of fact and conclusions of law as found in the draft denial.

Topic

Applicant:	Market Consortium, LC. Represented by Jason Gyllenskog
Location:	200 Ridge Avenue (approximately)
Zoning:	Historic Residential Low Density (HRL)
Adjacent Land Uses:	Residential
Reason for Review:	Plat amendments require Planning Commission review and City Council approval

Proposal
The applicant is proposing that the Planning Commission consider the approval of a six-lot subdivision (plat amendment) where previously the City approved three larger lots that were never recorded, located at approximately 200 Ridge Avenue above Daly Avenue within the City's Historic Residential-Low (HRL) Zoning District. The proposal includes the combination of nine (9) "Old Town" (a portion of Block 75 Millsite Reservation) lots in their entirety, and twenty-one (21) partial lots, to create a total of six (6) lots, each of which range in size from 3,758 to 6,172 square feet.



Background
On May 26, 2010 the City received an application for the Ridge Overlook Subdivision. The application was deemed complete on June 2, 2010. The property is located at 200 Ridge Avenue (between Daly Avenue and the Ridge Avenue switchback) in the Historic Residential Low Density (HRL) zoning district. The proposed plat combines all or portions of lots 75-89 and 27-32, Block 75 of the Millsite Reservation to Park City, and the vacated half of Anchor Avenue adjacent to the proposed lots, into six (6) platted lots of record.

A previous application, which went through considerable Planning Commission review, with a positive recommendation to City Council and City Council approval in 2007, consisted of a three (3) lot subdivision. As part of that approval, the Planning Commission agreed that the proposed density of three lots was appropriate for the site due to physical constraints associated with the site including steep slopes and an extremely narrow street which accesses the property. That plat, which had a different owner, was never recorded and has expired.

Based on previous discussions before the Planning Commission in 2006 and 2007 for the old application and interdepartmental Development Review, the applicant provided additional information including utility plans, geotechnical report, field staked lot locations and story poles to identify height of retaining walls for past site visits. Previously the applicant agreed to work with the adjacent property owners, including the developer of Upper Ridge, to provide further refinements to the plan. The other applications have since been put on hold, are currently inactive, and/or are subject to new ownership.

The June 2010 application came before the Planning Commission on September 22, 2010 as a Work Session item. The Planning Commission made several comments and observations regarding the proposals which are listed below:

- Each individual home will be subject to a Steep Slope CUP review and HDDR Review, and home design will be subject to the 2009 Historic District Design Review standards.
- In 2007, a proposal was submitted for a three lot subdivision on this same site with no footprint size restrictions other than what the code allowed at the time. At the same time, there was another proposal for a project in close proximity at 255 Ridge Avenue known as “Upper Ridge”.
- Applicant is proposing six (6) smaller lots, which is three (3) lots more than contemplated in the previous submittal. The applicant has indicated that the additional lots will result in smaller homes.
- Current proposal limits lot density from nine (9) full Old Town lots and twenty-one (21) partial lots to a total of six (6) lots.
- The proposal would create an average lot size of 4,109 square feet, which is compatible with the area per a previous Ridge Avenue study that was done by the Planning Department.

- A traffic study was completed for the nearby King Ridge Estates. The study concluded that six (6) single family houses could create twenty-nine (29) new trips daily. The applicant did not create a new traffic study for the Ridge Overlook Subdivision.
- There was concern that the lots might be unbuildable, and the City did not want to create a situation where an owner could come back for a variance. It was suggested that the applicant provide a “3D” drawing for every lot to demonstrate that a house could fit on each lot under the new Code restrictions.
- There was also concern regarding the geotechnical aspects of burdening the hillside with construction and that the steepness of the terrain could have many complications.

After the lengthy discussion regarding the aforementioned issues as summarized on the previous page, the Planning Commission recommended that the Staff work with Mr. Gyllenskog and provide clear direction on what could be built on a proposed lot size based on the new ordinance. Since that time Staff has met with the applicant to go over what the issues regarding the proposal would likely be. Staff also brought up the idea of Transferable Development Rights (TDRs) as a possibility for the applicant. The applicant indicated that the current TDR ordinance as written, would not allow them to accomplish their goals for the property, which include building at least one (1) home and obtaining TDRs for the remaining lots. The applicant also commented that the smaller lots will limit the footprint size, but did not offer to limit the maximum footprint per lot based on average size, something that other developers on Daly Avenue have been willing to entertain in the past.

On July 1, 2011, a letter was sent to the applicant informing him that the application file was being closed due to inaction. Soon thereafter the applicant appealed that decision to the Planning Director. The application was allowed to stay open due to the fact that no action could be taken to move it forward because the Temporary Zoning Ordinance that prohibited lot combinations was in place at that time (June through October, 2011).

On July 20, 2011, the applicant met with Staff to consider the possibility of creating a Transferable Development Rights Sending District for the creation of TDRs. The applicant decided against the idea after determining that there was no “multiplier” available, and that there was no immediate market available for the TDRs, and that their sale would not off-set the costs associated with the original purchase of the land. After July 20, the applicant made contact with Staff via e-mail regarding the idea of resurrecting his project. Sometime during the month of December the project was transferred from Architect-Planner, Kayla Sintz to Senior Planner Evans. Staff contacted the applicant and suggested a formal meeting to discuss the issues with both planners, which the applicant agreed to.

On February 14, 2012, the applicant met with Staff formally to discuss moving the project forward. The applicant indicated that he wanted the Planning Commission to review the proposal they had last seen to consider a positive recommendation to the City Council. Staff agreed to take the item back before the Planning Commission as a work session to address the previous issues that had not been addressed since the previous work session meetings.

On April 24, 2012, the proposal was brought forth to the Planning Commission for an additional Work Session meeting. During that meeting the following issues were raised and discussed by the Planning Commission:

- The slope of each of the proposed lots is very steep and it is questionable whether or not a home could be built on each of the six (6) proposed lots. Planning Commission members where worried that most of the lots would require future variances to the Land Management Code due to the difficulty of development on these lots.
- Ridge Avenue is currently a viable street only because there are currently no structures or homes with primary access from it. Because Ridge Avenue is an extremely narrow street that acts as a secondary access to King Road, it is unlikely that six (6) lots would support the average daily trips generated by six (6) new homes. The narrow street is often covered by rock, mud and debris during certain times of the year, namely winter and spring, and snow removal may cause access issues to each of the lots. One delivery vehicle parked on Ridge Avenue would make the road impassable. Furthermore, the prior previous Streets Master Plan indicates that this particular street, in this section, should remain narrow, and that the Streets Master Plan says that Ridge Avenue can be used an as alternate route for streets such as Sampson Avenue, Upper Norfolk Avenue, King Road and Daly Avenue in an event of an emergency, but that the street was not meant to carry a significant amount of traffic. It should be noted that those streets are also all narrow and are close to operating at maximum capacity based on the Level of Service indicated in the Transportation Master Plan. The road is adjacent to a very steep cliff and more traffic on the road could likely lead to un-mitigated Public Safety and Welfare impacts.
- The current site has significant vegetation and trees, many of which are also providing stabilization of soil. The proposed density of six (6) lots would likely involve the removal of most of the existing trees and a significant amount of the existing vegetation, which could have negative impacts to those who live below the project on Daly Avenue.
- The same issues that were brought up during the last work session in 2010 meeting, particularly regarding mitigating impacts of size, mass, and the environment had not been mitigated. Until the applicant can show that a significant amount of dirt would not be excavated from the side of the hill and that the vegetation would not be disturbed, the same concerns still persisted.
- The proposed project does not meet the first listed purpose of the HRL zone as detailed in the Land Management Code Section15-2.1-1(A) which states: “Reduce Density that is accessible only by substandard Streets so these Streets are not impacted beyond their reasonable carrying capacity…”
- This proposal is not a true reduction in density from 21 existing lots. Many of the old Millsite Reservation lots are 8’x2’ and others are 20’x40’, and such parcels

are not buildable under the minimum Lot Requirements in the HRL Zone. Most of the parcels would have to be combined in order to create a buildable lot.

Analysis

The subject property is located in the HRL zoning district. Per LMC Section 15-2.1-1, the purpose of the Historic Residential Low-Density (HRL) District is to:

(A) Reduce Density that is accessible only by substandard Streets so these Streets are not impacted beyond their reasonable carrying capacity,
(B) Provide an Area of lower Density residential Use within the old portion of Park City,
(C) Preserve the character of Historic residential Development in Park City,
(D) Encourage the preservation of Historic Structures,
(E) Encourage construction of Historically Compatible Structures that contribute to the character and scale of the Historic District, and maintain existing residential neighborhoods.
(F) Establish Development review criteria for new Development on Steep Slopes, which mitigate impacts of mass, and scale and environment.
(G) Define Development parameters that are consistent with the General Plan policies for the Historic core.

Below are the lot requirements in the HRL District:

HRL District Requirements:	
Height	27' (maximum 3 stories with 10' step in third story)
Front setback	15'
Rear setback	15'
Side setbacks	5' min, 10' total
Lot size	3,750 square feet minimum
Footprint	Zone Maximum is 1,519 square feet on a 3,750 square foot lot
Parking	Two required per lot

In 2010 the applicant and staff prepared an exhibit of the surrounding properties in the HRL zone and the HR-1 properties within the 300 foot noticing radius. The following is a summary of the results:

200 Ridge Ave Study	Lot Size	Lot Sq Ft	Footprint Sq Ft	House Size Sq Ft
HRL Average	0.13 acres	5,677	1,917	2,748
Daly Ave Averages*	0.09 acres	4,001	1,535	2,131
Combined Average	0.11	4,839	1,726	2,439
Current Proposed Lot sizes/Footprints	Lot 1 0.14 acres Lot 2 0.09 acres Lot 3 0.09 acres Lot 4 0.09 acres Lot 5 0.09 acres Lot 6 0.09 acres	6,172 3,775 3,800 3,758 3,808 3,846	2,182 1,527 1,535 1,521 1,537 1,549	

*Based on Previous 2008 Study

The 2010 study which was presented at the July 14, 2010 Work Session meeting also examined the relationships of the HRL and HR-1 lots, footprints and built house sizes. The HRL zone encourages lot combinations of substandard lots and has a minimum lot size equivalent to two "Old Town" lots (3,750 sq ft). What is shown is that the HRL averages lot sizes 42% larger lots than the neighboring HR-1 lots (on Daly Avenue), a 25% larger footprint and a 29% larger house size. Even though the houses and footprints are bigger, there is also greater open space around the houses.

In the sample of HRL and HR-1 lots, there is a correlation between footprint and house size that is similar in both zoning districts. In the HR-1, on average the house size is 39% greater than the maximum allowed footprint and the HRL on average houses are 43% larger than the maximum allowed footprints. House size information is from the County Assessor's Office and does not include basements or garages.

It should be noted that the HRL District designation has been given to areas of town where more dense development is not practical due to various development constraints, such as steep slopes, narrow streets, and the difficult nature of service delivery. (see purpose statement of the HRL zone above) In these areas of town, larger lots are contemplated due to their lower densities. Typical HRL lots can range from roughly 4,000 to 8,000 square feet in size.

<u>Existing Ridge Avenue</u>

Ridge Avenue is a substandard street that does not exist within its originally platted right of way in this location. The proposed lots terrace away from the existing roadway to a lower, relatively level site where the previously vacated Anchor Avenue used to be. Historically, some small homes were located on this flatter site and were accessed from the now vacated Anchor Avenue (those homes no longer exist and Anchor Avenue was vacated in the 1960's). Currently very few homes use Ridge Avenue for primary access. The road is used largely as secondary access to King Road and Sampson Avenue. There is no gutter on Ridge Avenue, and the street is not built to the typical street width of an “Old Town” roadway. It is possible that development of the subject property could require additional off-site improvements that were not originally contemplated with this application.

City Engineer, Matt Cassel, has indicated to Staff there Ridge Avenue has been identified as a substandard street and that as part of the “Old Town Improvement Study” (OTIS) as a street that needs additional improvement, Mr. Cassel has indicated that there is roughly $600,000 allocated for improvements to Ridge Avenue, but that the proposed improvements are limited to additional widening from twelve feet (12’) to approximately fifteen feet (15’), which would allow a vehicle to pass a person walking or riding a bike on the street. There are no plans to widen the street to the typical standard of an “Old Town” city street, and that anticipated improvements were largely due to public safety measures.

It should also be noted that Ridge Avenue is not a plated Street at the location in front of the proposed lots. The applicant has proposed to dedicate only a small portion of the existing Street directly in front of the proposed lots but the remaining portions of Ridge Avenue will remain as a “prescriptive” right-of-way. Additional right-of-way to meet the requirements of the City Engineer should be included if the subdivision is allowed to move forward.

Access

As proposed in the plat amendment, each lot would have an individual driveway with direct access to Ridge Avenue. Each home is required to provide off-street parking and a minimum of a one-car garage to provide for two (2) off-street parking spaces. Previous proposals have contemplated a common driveway, but the idea was abandoned due to the fact that such a driveway would disrupt potential building sites on the flattest portion of each lot.

Process

If the proposed plat amendment is approved, prior to issuance of any building permits for these lots, the applicant will have to submit a Historic District Design Review application, which is reviewed administratively by the Planning Department. A Steep Slope Conditional Use Permit application will also likely be required, which is reviewed by the Planning Commission. They will also have to submit a Building Permit application. The approval of this plat amendment application by the City Council constitutes Final Action that may be appealed following the procedures found in LMC 1-18.

Notice

The property was posted and notice was mailed to property owners within 300 feet. Legal notice was also published in the Park Record according to requirements of the Land Management Code.

Department Review
This project has gone through an interdepartmental review. It was noted that the Snyderville Basin Water Reclamation District (SBWRD) indicated that sewer services will be difficult at this location as there is no existing sewer lines on Ridge Avenue. The applicant has proposed sewer easements through private property to access the sewer main on Daly Avenue. SBWRD has indicated that this is not an acceptable alternative. The City Engineer noted that a master "sewer pump" up to Ridge Avenue would not be considered.

Public Input
Other than a few inquiries regarding the project, Staff has not received any written correspondence or public input at the time this report was written.

Recommendation:
Staff recommends that the Planning Commission forward a recommendation to deny the Ridge Overlook Subdivision plat amendment to the City Council based on the findings of fact and conclusions of law as found in the Draft Action Letter Denying the Ridge Overlook Subdivision Plat.

Alternatives
- The Planning Commission may deny the Ridge Overlook Subdivision plat amendment according to the findings of fact and conclusions of law in the draft denial letter; or
- The Planning Commission may approve the Ridge Overlook Subdivision plat amendment; or
- The Planning Commission may vote to continue the discussion on the Ridge Overlook Subdivision plat amendment.

Significant Impacts
There are no immediate significant fiscal impacts to the City from this application. If so construction on the site were permitted, it will require a detailed Construction Mitigation Plan in order to protect the houses on Daly Avenue below the site. Site stabilization will also be an important consideration if significant amounts of vegetation are allowed to be removed as a result of the proposed development. A geotechnical report has been previously submitted and reviewed. Each of the lots will require a Steep Slope Conditional Use Permit and Historic District Design Review prior to home design and construction if they are greater than 1000 square feet in size. There may be unforeseen future fiscal impacts to the City as a result of this application with respect to additional site stabilization, especially on the opposite side of Ridge Avenue from the proposed subdivision, as this area has historically been prone to debris and mud slides onto Ridge Avenue.

Exhibits
Exhibit A – Proposed Plat
Exhibit B – July 14, 2010 Work Session Staff Report and Attachments
Exhibit C – April 24, 2012 Planning Commission Work Session meeting minutes

Exhibit D – Theoretical Hillside Mock-Up showing basic form of buildings for Lots 4-6
Exhibit E – Minutes from the 2007 three (3) Lot Proposal

Draft Action Letter Denying the Ridge Overlook Subdivision Plat

FINAL ACTION DENYING THE RIDGE OVERLOOK SUBDIVISION PLAT AMENDMENT LOCATED AT 200 RIDGE AVENUE, PARK CITY, UTAH.

WHEREAS, the owner of the property located at 200 Ridge Avenue has petitioned the City Council for approval of the plat amendment; and

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

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

WHEREAS, the Planning Commission held a public hearing on September 12, 2012, to receive input on plat amendment; and

WHEREAS, the Planning Commission, on September 12, 2012, forwarded a negative recommendation to the City Council; and,

WHEREAS, on September 27, 2012, the City Council held a public hearing to receive input on the plat amendment; and

WHEREAS, it is in the best interest of Park City, Utah to deny the Ridge Overlook Subdivision.

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

SECTION 1. DENIAL. The Ridge Overlook Subdivision Plat Amendment as shown in Exhibit A is denied subject to the following Findings of Facts and Conclusions of Law:

Findings of Fact:

1. The property is located at approximately 200 Ridge Avenue in the Historic Residential-Low (HRL) Zone District.
2. The proposal includes a plat combination of all or portions of lots 75-89 and 27-32, Block 75 of the Millsite Reservation to Park City, and the vacated half of Anchor Avenue adjacent to the proposed development, into six (6) platted lots of record.
3. The site was previously approved for a three (3) lot plat amendment subdivision under a different applicant and owner. The previous three (3) lot subdivision was never recorded and is void.
4. The slope of each of the proposed lots is very steep and it is questionable whether or not a home could be built on each of the six (6) proposed lots.
5. Future development of the property may require future variances to the Land Management Code due to the difficulty of development on the proposed lots.
6. Ridge Avenue currently has very few homes that use the road for primary access and is a substandard street that is extremely narrow and acts as a secondary

access to King Road.

7. Ridge Avenue is a narrow street that is can often be covered by debris and mud during certain times of the year, namely winter and spring.
8. Snow removal on Ridge Avenue may be difficult or delayed during winter months.
9. The current Streets Master Plan indicates that Ridge Avenue, in the section where the proposed subdivision is located, should remain narrow, and that the Streets Master Plan designates Ridge Avenue as alternate route for streets such as Sampson Avenue, Upper Norfolk Avenue, King Road and Daly Avenue, in an event of an emergency, and that the street was not meant to carry a significant amount of traffic.
10. Ridge Avenue is adjacent to a very steep cliff or ridge and more traffic on the road could likely lead to un-mitigated Public Safety and Welfare impacts.
11. The current site has a significant amount of vegetation and trees, many of which are also providing stabilization of soil. The proposed density of six (6) lots would likely involve the removal of most of the existing trees and a significant amount of the existing vegetation, which could have negative impacts to those who live below the proposed project on Daly Avenue.
12. Potential environmental impacts have not been mitigated or contemplated. It is unclear how much soil would be excavated from the side of the hill to the detriment of those living below the site, and there is no estimate as to how much vegetation would be disturbed.
13. The proposed project does not meet the purpose of the HRL zone, especially the first purpose as listed in LMC § 15-2.1-1(A) which states: “Reduce Density that is accessible only by substandard Streets so these Streets are not impacted beyond their reasonable carrying capacity…”
14. The applicant did not provide a Traffic Study for the proposed subdivision, but rather is asking to rely on an existing Traffic Study from the “Upper Ridge Subdivision” proposal.
15. Sewer service to this location may be difficult due to the fact that there are no existing sewer lines on Ridge Avenue, and that the Snyderville Basin Water Reclamation District has indicated that they will not approve a private sewer line to extend from an easement to Daly Avenue, and the fact that individual pumps will not be approved by the City Engineer.

<u>Conclusions of Law:</u>

1. There is no good cause for this plat amendment given that the six (6) combined proposed lots could not be supported by the existing road. Access from Ridge Avenue would be extremely difficult due to the steepness of the slope off of Ridge Avenue to the proposed lots. There are and due to issues related to traffic and environmental concerns.
2. It is unknown at this time whether sewer service can be provided to the proposed lots due to the lack of sewer infrastructure on Ridge Avenue, and due to the fact that the Snyderville Basin Water Reclamation District will not allow a private sewer lateral to service the proposed six (6) lots to be placed on a private sewer line that connects to the sewer main on Daly Avenue.

3. The plat amendment is not consistent with the Park City Land Management Code and applicable State law regarding lot combinations.

Dated this 27th day of September, 2012.

PARK CITY MUNICIPAL CORPORATION

____
Dana Williams, MAYOR
ATTEST:

____
Jan Scott, City Recorder
APPROVED AS TO FORM:

____
Mark Harrington, City Attorney

Planner Astorga stated that the Staff would look at the land use agreement Commissioner Hontz mentioned. He noted that Lot 20 is currently owned by Mike Green and he plans to build one single family dwelling. Lots 21-32 are currently owned by Sean Kelleher. He has come in many times, but has not committed to submitting a plat amendment to combine lots to build single family dwellings.

Commissioner Strachan thought it would be worthwhile for the Planning Commission to look at the old plat amendment submittals from Kelleher and Bilbrey. It would at least give them an idea of what could be done and how it would work with the plat amendment to combine Lots 17, 18 and 19. Commissioner Strachan stated that the impact of a home on Lots 17, 18 and 19 may not be significant in and of itself, but the homes that could be built on the rest of the lots cumulatively could significantly disrupt the vantage point on Deer Valley Drive.

Commissioner Strachan recommended that the Staff bring this back for a work session. The suggestion was made to schedule a site visit and the work session on the same night.
Planner Astorga requested that the item be continued to a date uncertain to give the applicant and his architect time to come up with a preliminary design for the Planning Commission to review.

MOTION: Commissioner Strachan moved to CONTINUE this item to a date uncertain. Commissioner Thomas seconded the motion.

VOTE: The motion passed unanimously.

5. <u>200 Ridge Avenue - Subdivision</u>
(Application #PL-10-00977)

Planner Evans reviewed the request for a plat amendment to combine 9 Old Town lots and approximately 21 partial lots to create a six lot subdivision. The Planning Commission reviewed this application at three previous meetings. The applicant was proposing to create six lots ranging in size from 3,700 square feet to 6100 square feet. The minimum lot size in the HRL Zone is 3,750 square feet. Therefore, each proposed lot would meet or exceed the minimum.

Planner Evans reported that the application first came before the Planning Commission in June 2010 as a work session item. At that time the Planning Commission raised a series of issues outlined in the Staff report. The applicant came back on April 24, 2012 and the Planning Commission had additional concerns. The first was that the slope of each lot was very steep and questioned whether homes could be built on each lot without a variance. The second issue was that unplatted Ridge Avenue is very narrow and raised concerns regarding emergency access. The third issue related to mitigation and preservation of the existing vegetation on the site to accommodate six lots. There was concern about destabilizing the hillside and impacts to the homes on Daly Avenue. The fourth issue was that the concerns raised during the 2010 work session had not been addressed or mitigated. The fifth issue was that the proposed subdivision did not meet the purpose of the HRL zone, particularly with consideration to Section A of the purpose statement, which says to reduce density that is accessible only by substandard streets so the streets are not impacted beyond their reasonable carrying capacity. The last issue was that this application was not a true reduction in density based on the minimum lot size of the HRL zone, and that the lots do not currently meet the HRL standards for lot size.

The applicant proposes to move forward with the six lot application as originally presented. Planner Evans noted that a previous application for three lots was approved in 2007. That application was never recorded and it is now void. Planner Evans had confirmed the future proposal for Ridge Avenue with the City Engineer. Mr. Cassel stated that money was available to widen Ridge Avenue, but not to the width of a typical City street. The anticipated widening is only to mitigate existing public safety concerns. As noted in the Staff report, with the exception of one or two homes, Ridge Avenue is not used for direct access. It is viewed and used as secondary access to King Road and Sampson Avenue.

Planner Evans remarked that over the course of reviewing this application, a main concern for the Planning Commission is that each home is required to provide off-street parking. It is a difficult site and the land slopes away from the street and down to a flat spot, which is the old Anchor Avenue right-of-way. Gaining access to each lot would be a difficult challenge for the applicant.

The Staff recommended that the Planning Commission forward a negative recommendation to the City Council for this application, based on the issues raised during the last review of this proposal and the fact that the applicant had not proposed any type of mitigation to address those concerns. Findings of fact and conclusions of law to support denial were included in the Staff report.

Jason Gyllenskog and RonSpratling represented the applicant, Market Consortium, LLC for the purpose of this plat amendment application.

Mr. Gyllenskog provided a brief history of the parcel and the process. He noted that the parcel has had several different approvals from previous Planning Commission, including a four lot approval, a six lot approval and a three lot approval. He was involved with the most recent approval for three lots. The applicant decided not to move forward with the three-lot approval because of the reaction to the King Ridge project directly to the north of this project. It became apparent from Planning Commission meetings and public input that the community did not want larger homes. Therefore, Market Consortium decided to rethink their project. They thought smaller houses made more sense for the community and for the changing economic market. In the meantime, the City passed a TDR proposal and the Ridge Avenue site was one of the trade-out zones. The applicant waited for the outcome of the TDR process because they would consider potentially transferring the development rights if it was economically viable. Mr. Gyllenskog stated that when the trade-in zone was reduced to the Prospector Area only, they could not find a market for that product and trading out was not a viable option. It was an all or nothing trade-out zone. They could not reduce density and it all had to be dedicated as open space.

Mr. Gyllenskog pointed out that currently the parcel is 9 full lots and a number of partial lots. The application is for a plat amendment to create six lots. Houses have not been designed because the restrictions are still unknown. Mr. Gyllenskog believed the applicant had addressed all the issues outlined, and it should be in the file on the initial submittals.

Mr. Gyllenskog stated that he had presented one site section with a house in the middle of the project and Commissioner Strachan had requested to see multiple sections. In response to his request, the same engineer cut in a different site section through the middle of each of the six proposed lots. Mr. Gyllenskog believed the site sections showed that it was relatively uniform throughout project. He clarified that the flat spot Planner Evans mentioned was never Anchor Avenue. It is a spot where historic homes were built. The area is not challenging to build by today's standards.

Mr. Gyllenskog noted that he has held three site visits with the Planning Commission on the lot. In the original proposal they explored the option of putting an access behind the houses, but that was not acceptable. The Planning Commission wanted a streetscape and access off the front. Mr. Gyllenskog noted that the applicant had proposed dedicating land to the City to widen the road beyond the City's plan. The feedback was that substandard streets are the fabric of Old Town and they wanted that maintained. Mr. Gyllenskog believed the applicant has worked hard to reach a point of mitigating some of the issues.

Regarding density, Mr. Gyllenskog stated that there was massive resistance to the large houses. Based on the last approval, and under the old Land Management Code, there would be three larges houses ranging in size from 5,000 to 6,500 square feet and four stories. Mr. Gyllenskog remarked that reducing the mass and scale on those parcels was in line with what the community and the previous Planning Commission had wanted.
Mr. Gyllenskog stated that this application has been ongoing for two years and they were anxious to move it forward. He pointed out that when someone purchases property, part of the decision to purchase is based on what is defined in the LMC and the belief that the regulations are not arbitrarily applied and enforced. Mr. Gyllenskog believed this proposal meets all the criteria. If the Planning Commission thinks otherwise, he would like them to explain where it does not meet the criteria and what could be done to meet it.

Mr. Gyllenskog reviewed a power point presentation that addressed the main purposes in the Land Management Code. He presented an aerial view of the site in 2005, as well as a cross canyon view of the site from Prospect Avenue. Mr. Gyllenskog reviewed the purpose statements of the HRL and explained why this proposal meets the requirements of the zone. His presentation also included a traffic study, visual nature of the area, vantage point views, community benefits and a conclusion to support the project. Mr. Gyllenskog noted that the density is established. These were platted lots and they were combining lots, not creating new lots. The lots have to be combined the zoning change in the area increased the minimum lot requirement. He asked the Planning Commission to define why this application was not a decrease in density. He noted that all the lots would be single-family residential use. He stated that historically there were several residences on these parcels, and the six lot proposal is consistent with preserving and restoring the historic character of the area. Mr. Gyllenskog stated that the six lot proposal would create an average size lot of 4193 square feet, which is compatible with the area per the Ridge Avenue study that was done by the Planning Department. With changes to the LMC in regards to three total levels and limiting the grade changes, the size of the houses would be moderate for that area. He believed this proposal meets the criteria for new development on steep slopes, including a comprehensive utility plan, a drainage plan, access and a design that minimizes the grading of the natural topography and reduces the need for large retaining walls, as well as decreasing overall building scale.

Mr. Gyllenskog remarked that the community benefits from this project would include a safer road, improved fire protection, additional parking, underground utilities, and stabilization of the hillside. He noted that the houses would require a Steep Slope CUP and the design issues could be addressed through that process.

Chair Worel opened the public hearing.

Chelsea Deckert Jones, a long time resident of Park City and Daly Avenue, stated that her father, Steve Deckert, built their family home on Daly Avenue in 1981. Her family has lived at that address for 31 years. Her mother still lives there and her father passed away last year. Ms. Jones recalled that her father came before the Planning Commission several years ago to fight a proposed project on Ridge Avenue, based on concerns for the impact it would have on his house and the neighbors, as well as the quality of life in Daly Canyon.
Ms. Jones noted that her mother had sent a letter to the Planning Commission and she read points in the letter because she shared her mother's concerns.

Ms. Jones stated that a major point was the idea of six lots instead of three. She believed a six lot subdivision violates the intention of the HRL zone to maintain the character, density and integrity of the Historic District. The parcel is open space and any development is increasing density. Regardless of whether it is a three or six lot application, they would like to see zero lots approved. Ms. Jones commented on the substandard capacity of Ridge Avenue to accommodate the impact of increased traffic, particularly construction traffic. She noted that the house at 124 Daly took three years to build and their neighborhood was impacted for three years by the construction. She was certain that building six houses would take much longer than three years. With construction comes noise pollution and the disruption of wildlife habitat. Loss of vegetation was a factor and she requested that saving the cottonwood trees be part of the proposal if this was approved. Ms. Jones read a quote from her mother's letter, "The presence of nature is one of the very appealing aspects of Empire Canyon and provides the public with quiet spaces that exist around Park City and are necessary to balance the impact of the commercial district of Main Street." Ms. Jones stated that this was the reason the City preserved the open space on the east side of Daly Avenue on Prospect Ridge. The unimpacted spaces and hills that exist on the slopes above existing structures in town, preserve the mountain feel and soul of Park City. Ms. Jones expressed concerns regarding the logistics of snow removal, sewer line connections, and the protection of the properties on the downhill side in the excavation process. Loss of sunlight was another issue and the proposed homes would impact their view and privacy and the ability to enjoy the property around their house.

Ms. Jones requested that the Planning Commission act in accordance to protect and further the quality of life at this end of Old Town, and to uphold the integrity and intention of the HRL zone.

Mary Demkowitz noted that Mr. Gyllenskog built next to her on Deer Valley Drive. She recalled that it was supposed to be two duplex units that are now 5,000 square feet condominiums with inadequate parking. The argument at the time was that it was only two units as opposed to a lot of houses. Ms. Demkowitz asked Mr. Gyllenskog why the project changed.

Chair Worel asked Ms. Demkowitz to keep her comments focused on the Ridge Avenue project.

Ms. Demkowitz had no further comments, other than to say that the project on Deer Valley Drive changed and impacts occurred.

Hillary Reiter, a resident on Daly Avenue for nine years, stated that her biggest concern with the project was the narrowness of Ridge Avenue. Residents on Daly who walk dogs, hike or bike, use Ridge Avenue to get to a lot of trails in the area. When she walks her dogs and a car comes by, she has to dive off the side of the road to avoid being hit by a car. She was concerned about increased traffic and the number of trips that would be generated by six additional homes. Construction traffic combined with the regular traffic would significantly impacts the lifestyle of those who live on Daly Avenue.

Chair Worel closed the public hearing.

Commissioner Hontz felt the Staff report did an excellent job of setting up the project and the reasons for denial. The Findings of Fact and Conclusions of Law reflected why this project did not meet the Code and could not be approved. Commissioner Hontz disagreed with all the community benefits listed. She referred to page 222 of the Staff report. She did not find that the sections provided at the request of the Planning Commission were representative of what they had asked. In her opinion, none of the structures could be built under the existing Code. They do not show access off of Ridge Avenue and they do not show any representation of a structure. Finished grade was shown to be 20 feet below the garage slab that is off the back of the house where it cannot be accessed in all three drawings. Commissioner Hontz stated that one of the items referenced as being requested by the Planning Commission and identified as being completed, did not represent anything that could be built on the site today.

Commissioner Hontz stated that because the Staff report was thorough and all of the minutes and research from previous meetings was evident, she would review the findings of fact and make revisions.

> Finding of Fact #1 stated that Ridge Avenue currently has very few homes that use the road for primary access. As a point of clarification, Commissioner Hontz felt it was arguable that while there are two homes, one only one home, which is unoccupied, accesses that road. Therefore, in her opinion, no homes currently use Ridge Avenue as the primary access. That is the reason why there is no traffic and why the road in its current condition is not unsafe.

Commissioner Hontz added additional findings after Finding 10, and renumbered the findings in the Staff report accordingly.

> New Finding of Fact 11 - Ridge Avenue is a road built outside its platted location.
>
> New Finding of Fact 12 - Ridge Avenue is currently used by the public as a prescriptive easement.

> New Finding of Fact 13 – Ridge Avenue has been identified in the Streets Master Plan to remain narrow.
>
> New Finding of Fact 14 – Ridge Avenue should remain narrow to protect the pattern of development in Old Town while also protecting public health, safety and welfare by keeping traffic limited and speed low.
>
> Add Finding #19 to cite LMC Section 15-7.3-1(D), related to the character of the land. Under the Planning Commission purview to find land unsuitable for subdivision or development, the LMC Section specifically identifies the reasons and she wanted the entire section cited as a finding.

Commissioner Hontz stated that she was not on the previous Planning Commissions where configurations were approved. However, Conclusion of Law #2 indicates that there might not be sewer available to the site. She believed that would have been an issue in the previous approvals and it was not thoroughly vetted. Regardless of what previously occurred, those things were null and void and no longer exist. Commissioner Hontz felt it was important to recognize that the Planning Commission has the opportunity say that public health, safety and welfare are dramatically affected by this proposal and that the applicant may not have the ability to get sewer to the site. She was pleased that the Planning Commission had the opportunity to address those issues before anything moved forward.

Commissioner Hontz was unsure when the HRL Code was in place, but she was certain it was before 2005, which public record indicates was when Market Consortium, LLC, actually acquired these properties.

Commissioner Thomas concurred with the comments made by Commissioner Hontz.

Commissioner Strachan reiterated and incorporated the comments he made in the past Planning Commission meetings, which were expressed in the minutes of those meeting and in the Staff report. Commissioner Strachan also incorporated Commissioner Pettit's comments from the last meeting, and the Findings of Fact in the draft denial letter.

Commissioner Gross concurred with his fellow Commissioners.

Commissioner Hontz asked for comments regarding the finding of facts she had proposed. Commissioner Strachan had concerns with the finding of fact regarding the prescriptive easement. He was unsure if the Planning Commission had that ability. Commissioner Hontz stated that she took the language from the Staff report; however, she was comfortable striking the proposed finding as long as they kept the finding that states that Ridge Avenue is a road built outside of its platted location.

City Engineer Matt Cassel commented on the finding of fact that the road remain narrow. He stated that in the 1984 report it was recommended to widen the road 2-1/2 feet. In 2004, Ridge Avenue was allocated funds to expand and widen the road. Mr. Cassel clarified that the road was never meant to remain narrow and there are plans to widen it to 20 feet.

Commissioner Hontz referred to the Park City Master Plan and language that talks about specifically keeping Ridge Avenue and other Old Town streets narrow to protect the pattern of development in Old Town. She was willing to strike the reference of 15' or less if the City Engineer preferred. She pointed out that the City would have to purchase property from private owners in order to widen the road to 20 feet. She was not comfortable putting the City in the position of having to take land from other people to accommodate this development.

Commissioner Hontz revised her proposed findings by removing the finding referencing the prescriptive easement and omitting the reference to the 15' feet width.

Commissioner Strachan corrected a typo in the last sentence of Conclusion of Law #1. He corrected the sentence to read, "There are significant issues related to traffic and environmental concerns."

MOTION: Commissioner Hontz moved to forward a NEGATIVE recommendation to the City Council for the 200 Ridge Avenue Subdivision to the City Council based on the Findings of Fact and Conclusions of Law as modified. Commissioner Thomas seconded the motion.

VOTE: The motion passed unanimously.

<u>Findings of Fact – 200 Ridge Avenue</u>

1. The property is located at approximately 200 Ridge Avenue in the Historic Residential-Low (HRL) Zone District.

2. The proposal includes a plat combination of all or portions of Lots 75-89 and 27-32, Block 75 of the Millsite Reservation to Park City, and the vacated half of Anchor Avenue adjacent to the proposed development into six (6) platted lots of record.

3. The site was previously approved for a three (3) lot plat amendment subdivision under a different applicant and owner. The previous three (3) lot subdivision was never recorded and is void.

4. The slope of each of the proposed lots is very steep and it is questionable whether or not a home could be built on each of the six (6) proposed lots.

5. Future development of the property may require future variances to the Land Management Code due to the difficulty of development on the proposed lots.

6. Ridge Avenue currently has very few homes that use the road for primary access and is a substandard street that is extremely narrow and acts as a secondary access to King Road.

7. Ridge Avenue is a narrow street that is often covered by debris and mud during certain times of the year, namely winter and spring.

8. Snow removal on Ridge Avenue may be difficult or delayed during winter months.

9. The current Streets Master Plan indicates that Ridge Avenue, in the section where the proposed subdivision is located, should remain narrow, and that the Streets Master Plan designates Ridge Avenue as alternate route for streets such as Sampson Avenue, Upper Norfolk Avenue, King Road and Daly Avenue, in an event of an emergency and that the street was not meant to carry a significant amount of traffic.

10. Ridge Avenue is adjacent to a very steep cliff or ridge and more traffic on the road could likely lead to un-mitigate Public Safety and Welfare impacts.

11. Ridge Avenue is a road built outside its platted location.

12. Ridge Avenue has been identified in the Street Master Plan to remain narrow.

13. Ridge Avenue should remain narrow to protect the pattern of development in Old Town while also protecting public health, safety and welfare by keeping traffic limited and speed low.

14. The current site has a significant amount of vegetation and trees, many of which are also providing stabilization of soil. The proposed density of six (6) lots would likely involve the removal of most of the existing trees and a significant amount of the existing vegetation, which could have negative impacts to those who live below the proposed projects on Daly Avenue.

15. Potential environmental impacts have not been mitigated or contemplated. It is unclear how much soil would be excavated from the site of the hill to the detriment of those living below the site, and there is no estimate as to how much vegetation would be disturbed.

16. The proposed project does not meet the purpose of the HRL zone, especially the first purpose as listed in LMC Section 15-2.1-1(A), which states: “Reduce density that is accessible only by substandard Streets so that Streets are not impacted beyond their reasonable carrying capacity…”

17. The applicant did not provide a Traffic Study for the proposed subdivision, but rather is asking to rely on an existing Traffic Study from the “Upper Ridge Subdivision” proposal.

18. Sewer service to this location may be difficult due to the fact that there are n o existing sewer lines on Ridge Avenue, and that the Snyderville Basin Water Reclamation District has indicated that they will not approve a private sewer line to extend from an easement to Daly Avenue, and the fact that individual pumps will not be approved by the City Engineer.

19. Land Management Code Section 15-7.3-1(D) shall apply, and states: “Land which the Planning Commission finds to be unsuitable for Subdivision or Development due to flooding, improper drainage, Steep Slopes, rock formations, Physical Mine Hazards, potentially toxic wastes, adverse earth formations or topography, wetlands, geologic

hazards, utility easements, or other features, including ridge lines, which will reasonably be harmful to the safety, health, and general welfare of the present or future inhabitants of the Subdivision and/or its surrounding Areas, shall not be subdivided or developed unless adequate methods are formulated by the Developer and approved by the Planning Commission, upon recommendation of a qualified engineer, to solve the problems created by the unsuitable land conditions. The burden of the proof shall lie with the Developer. Such land shall be set aside or reserved for Uses as shall not involve such a danger."

.

Conclusions of Law – 200 Ridge Avenue

1. There is no good cause for this plat amendment given that the six (6) combined proposed lots could not be supported by the existing road. Access from Ridge Avenue would be extremely difficult due to the steepness of the slope off of Ridge Avenue to the proposed lots. There are significant issues related to traffic and environmental concerns.

2. It is unknown at this time whether sewer service can be provided to the proposed lots due to the lack of sewer infrastructure on Ridge Avenue, and due to the fact that the Snyderville Basin Water Reclamation District will not allow a private sewer lateral to service the proposed six (6) lots to be placed on a private sewer line that connects to the sewer main on Daly Avenue.

3. The plat amendment is not consistent with the Park City Land Management Code and applicable State law regarding lot combinations.

6. Land Management Code Amendments – Chapter 1–General Provision and Procedures; Chapter 2–Zoning; Chapter 3–Off-Street Parking; Chapter 4-, Supplemental Regulations; Chapter 5–Architecture Review; Chapter 6– Master Planned Development; Chapter 7–Subdivisions; Chapter 8–Annexation; Chapter 10-Board of Adjustment; Chapter 11-Historic Preservation; Chapter 12-Planning Commission; Chapter 15-Definitions (Application #PL-12-01631)

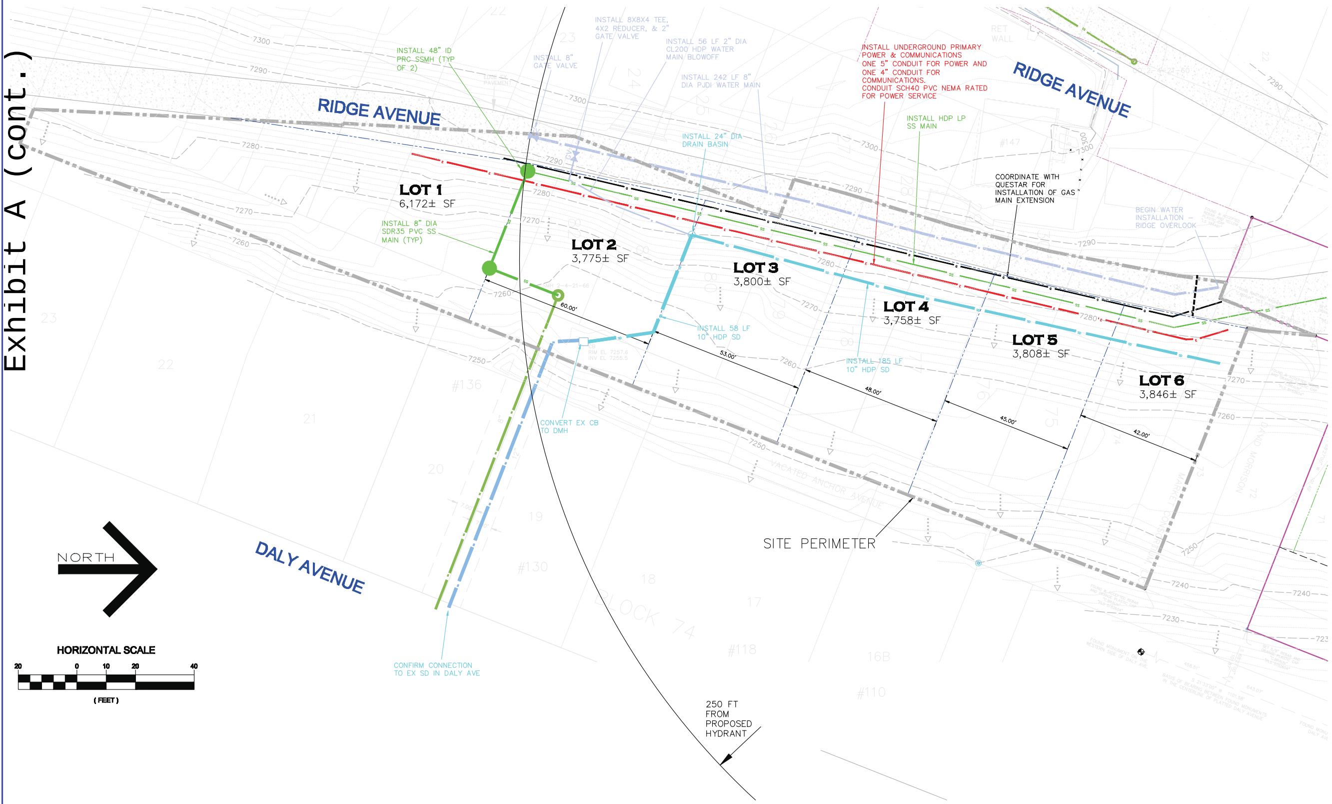
Planner Whetstone reported that the Staff was working on an annual update to the Land Management Code. The proposed amendments were before the Planning Commission for review. Based on input this evening, the Staff would finalize the amendments and prepare a recommendation for consideration on September 26th. Additional amendments were being prepared for review in October.

Planner Whetstone noted that page 222 of the Staff report identified changes in the different chapters.

Clarification of Exception to Roof Pitch Requirements in the Historic District.

EXHIBIT E

Exhibit A (cont.)



ABBREVIATIONS

ABS	ASBESTOS CEMENT (TRANSITE)
ACP	ASPHALT CONCRETE PAVEMENT
BLDG	BUILDING
BW	BOTTOM OF WALL
CFS	CUBIC FEET PER SECOND
CIP	CAST-IN-PLACE
CMH	COMMUNICATIONS MANHOLE
CMP	CORRUGATED METAL PIPE
CMU	CONCRETE MASONRY UNIT
CO	CLEANOUT
CR	CONSTRUCTION RECORD
DIA	DIAMETER
DMH	DRAIN MANHOLE
EG	EXISTING GRADE
EL	ELEVATION
EMH	ELECTRIC MANHOLE
ESHGW	ESTIMATED SEASONAL HIGH GROUNDWATER
EX	EXISTING
FDN	FOUNDATION
FE	FLARED END
FF	FINISH FLOOR
FG	FINISH GRADE
GPM	GALLONS PER MINUTE
GW	GROUNDWATER
HDCI	HEAVY DUTY CAST IRON
HDP	HIGH DENSITY POLYETHYLENE
HP	HIGH POINT
ID	INSIDE DIAMETER
INV	INVERT
LD	LONGEST DIMENSION
LF	LINEAR FEET
LOD	LIMIT OF DISTURBANCE
LP	LOW POINT
MDD	MAXIMUM DRY DENSITY
MEG	MATCH EXISTING GRADE
MJDI	MECHANICAL JOINT DUCTILE IRON
MUTCD	MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES
OD	OUTSIDE DIAMETER
PC	POINT OF CURVATURE
PCC	PORTLAND CEMENT CONCRETE
PE	PLAIN END
PJDI	PUSH-ON JOINT DUCTILE IRON
PRC	PRECAST REINFORCED CONCRETE
PVC	POLYVINYL CHLORIDE; POINT OF VERTICAL CURVATURE
PVI	POINT OF VERTICAL INTERSECTION
PVT	POINT OF VERTICAL TANGENCY
RCP	REINFORCED CONCRETE PIPE
RW	RETAINING WALL
S	SLOPE
SD	STORM DRAIN
SG	SUBGRADE
SMH	SEWER MANHOLE
SS	SANITARY SEWER
TBA	TO BE ABANDONED
TBC	TOP BACK OF CURB
TBR	TO BE REMOVED
TC	TOP OF CONCRETE
TO	TOP OF
TP	TOP OF PAVEMENT
TS	TOP OF SLOPE
TW	TOP OF WALL
TYP	TYPICAL
WMH	WATER MANHOLE
WS	WATER SURFACE

ABBREVIATIONS - AGENCY

COE	US ARMY CORPS OF ENGINEERS
FEMA	FEDERAL EMERGENCY MANAGEMENT AGENCY
PCMC	PARK CITY MUNICIPAL CORPORATION
RMP	ROCKY MOUNTAIN POWER
SBWRD	SNYDERVILLE BASIN WATER RECLAMATION DISTRICT
UDOT	UTAH DEPARTMENT OF TRANSPORTATION

DESIGN NOTES

1. TARGET MINIMUM LOT AREA = 3,750 SF.

2. TARGET MINIMUM LOT WIDTH = 37.5 FT.

REGULATORY NOTES

1. AT LEAST TWO FULL BUSINESS DAYS PRIOR TO COMMENCEMENT OF ANY WORK, CONTACT BLUE STAKES OF UTAH (800.662.4111) FOR UNDERGROUND UTILITY MARKING. ALSO, PROVIDE AT LEAST TWO FULL BUSINESS DAYS NOTICE TO PERTINENT CITY DEPARTMENTS BEFORE COMMENCING ANY WORK IN THE FIELD.

2. COORDINATE AND OBTAIN ALL CONSTRUCTION PERMITS REQUIRED BY REGULATORY AUTHORITIES.

3. PRIOR TO COMMENCEMENT OF ANY WORK, REVIEW AND FULLY UNDERSTAND ALL CONSTRUCTION REQUIREMENTS, CONDITIONS, AND LIMITATIONS IMPOSED BY PERMITS AND APPROVALS ISSUED BY REGULATORY AUTHORITIES.

4. CONSTRUCTION OF IMPROVEMENTS SHALL CONFORM TO UTILITY DISTRICT STANDARDS, UNLESS SPECIFIED OTHERWISE. REFER TO DISTRICT STANDARD SPECIFICATIONS AND DRAWINGS FOR DETAIL NOT SHOWN HEREON.

5. THE SUBJECT PROPERTY IS NOT LOCATED WITHIN A MAPPED FLOODPLAIN. SEE FEMA FLOOD INSURANCE RATE MAP, COMMUNITY PANEL NO. 49043C 0938C, EFFECTIVE DATE MARCH 16, 2006.

6. THERE ARE NO JURISDICTIONAL WETLANDS ON THE PROPERTY.

SITE DATA

PARCEL AREA:	28,365± SF
ZONING DISTRICT:	HRL
PROPOSED USE:	SINGLE FAMILY RESIDENTIAL
PROPOSED DENSITY:	6 UNITS
TOTAL AREA OF LOTS:	25,159± SF
STREET DEDICATION:	3,206± SF

MAXIMUM ALLOWABLE BLDG FOOTPRINT:

LOT 1	2,182 SF
LOT 2	1,527 SF
LOT 3	1,535 SF
LOT 4	1,521 SF
LOT 5	1,537 SF
LOT 6	1,549 SF

LEGEND

EXISTING / PROPOSED

- ELEVATION CONTOUR
- SPOT GRADE
- PROPERTY LINE
- BUILDING ENVELOPE
- 100-YR FLOODPLAIN LIMIT
- WETLAND EDGE W/FLAG NO.
- EDGE OF SURFACE WATER
- INTERMITTENT STREAM/DITCH
- EDGE OF PAVEMENT
- EDGE OF GRAVEL
- FENCE
- GUARDRAIL
- SANITARY SEWER MAIN
- FORCE MAIN
- SEWER MANHOLE
- STORM DRAIN
- ROOF DRAIN
- UNDERDRAIN
- CATCH BASIN
- DRAIN MANHOLE
- SURFACE RUNOFF DIRECTION
- WATER MAIN AND VALVE
- WATER SERVICE
- IRRIGATION MAIN
- GAS LINE AND VALVE
- BURIED POWER LINE
- OVERHEAD POWER LINE
- UTILITY POLE
- SILT FENCE BARRIER
- RETAINING WALL
- DEEP SOIL OBSERV HOLE
- PERC TEST
- SOIL BORING
- GROUNDWATER MON WELL
- WELL

PLAN REFERENCES

1. SEE PLAN ENTITLED "RECORD OF SURVEY & TOPOGRAPHIC MAP, A PORTION OF BLOCK 75, MILLSITE RESERVATION TO PARK CITY" BY PARK CITY SURVEYING, DATED JULY, 2006.

DRAWING ISSUED FOR

- ■ PLANNING
- ☐ CONSTRUCTION
- ☐ PERMIT
- ☐ CONSTRUCTION RECORD

SEE DESIGN NOTES FOR INTENT. EXISTING CONDITIONS AND PROPOSED CONCEPTS SHOWN ON THIS DRAWING MAY NOT BE RENDERED IN DETAIL SUFFICIENT FOR PERMITTING PURPOSES. THIS DRAWING IS NOT INTENDED FOR CONSTRUCTION.

CANYON ENGINEERING
SOLUTIONS FOR LAND
CIVIL ENGINEERING
LAND PLANNING
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PARK CITY, UTAH 84098
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SINGLE FAMILY RESIDENTIAL DEVELOPMENT

CONCEPT PLAN

RIDGE OVERLOOK
RIDGE AVENUE
PARK CITY, UTAH

OWNER:
MARKET CONSORTIUM, L.C.
SALT LAKE CITY, UTAH

PLS GRID LOCATION:
S21, T2S, R4E
SLB&M

DES. BY: AFS / CHK. BY: AFS	DATE: APRIL 2010	JOB 10004	1 OF 1

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City Council
Staff Report

Subject: Park Silly Sunday Market – Supplemental Plan
Author: Tommy Youngblood
Department Sustainability
Date: May 29, 2014
Type of Item: Supplemental Plan Review

Summary Recommendations:

Staff Recommends Council hold a public hearing and approve confirmation that Park Silly Sunday Market is operating consistent with their City Services Agreement and Master Festival License and approve the 2014 Supplemental Plan

Background:

On January 23, 2014 Park City Municipal Corporation and Park Silly Sunday Market (PSSM) entered into a services agreement. The goals of the contract are to reduce the negative impacts of the market and provide a means for all stakeholders to provide feedback in an effort to reach the goals of all parties involved. As part of the city service contract, PSSM must present a complete supplemental plan to Council annually.

Findings of Good Cause for delay of Supplemental Plan presentation to Council

The Supplemental Plan was to be presented to council by March 27, 2014. In order to clearly articulate the details required to address all the "Measures of Success" included in the contract, as well as finalize parking and transportation mitigation plans more time was needed. Staff finds that the delay in returning to Council at this time does not affect the operational planning of the market, nor the ability of the event organizer to mitigate for potential impacts of the proposed event and therefore should not affect their proposed opening date of June 8, 2014.

Analysis:

All substantial operational, financial, and collaborative requirements within the City Services Agreement between the Park City Municipal Corporation and Park Silly Sunday Market (PSSM) are currently being met and are being executed with no foreseen negative concerns. Staff will continue to monitor the operations of the market to ensure that all measures continue to be met. An "end of year summary" of the 2013 Market is included as Exhibit D.

Operational Dates and Times:

PSSM will operate their 2014 season within the PSSM Use Area Matrix **Exhibit A**, beginning Sunday June 8th, 2014 through September 21, 2014 from 10am to 5pm with the following exceptions;

1. No market on August 3, 2014 for the Park City Arts Festival
2. No market on August 10, 2014 for the Tour of Utah Stage 6

a. Lower Main Street will be utilized for the Final Stage of the Tour of Utah, consistent with allowances in Section B.2.2.2. PSSM has declined to host the Market on upper Main Street.

Measures of Success – Update

As per the contracted provisions Park City must find that PSSM has satisfactorily completed the ‘Measures of Success’ for the previous contracted year to qualify for the automatic renewal for the 2015 and 2016 Markets. Staff feels that a well-organized plan has been created to address all ‘Measures of Success”. **Exhibit B**

Financial Consideration

Approval of the Supplemental plan will allow PSSM to access contracted municipal funds for 2014 which includes the following:

(a) Cash payment for the contracted period January 30, 2014 through December 1, 2014 will be as follows:
  (i.) $50,000 will be for Operations, Expanded Activities, Marketing, Media, Cross Promotions and Public Relations.

(b) Annual fee waivers, based on a combination of the following:
  (i.) Fee waivers – 2014 fees estimated at $42,000, (including wavier of parking use fees)

PCMC	Hours/Item /Spaces	Waived Fees
Parking Department	Offset of collection spaces for 15 days	$22,050.00
Streets Department	30 Hours	$3,600.00
Police Department	240 Hours	$10,800.00
Transit Department	15 Hours	$2,250.00
Parks Department	N/A - Banner installation	$360.00
Building Department	Inspections and permits	$3,375.00
Total Fees		**$42,435.00**

Department Review:
The Special Events Legal, Transit, Parking and Police Departments have reviewed this plan. Their comments were included when developing this report. All operational departments attend monthly Special Events Meetings where items are discussed.

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	+ Balance between tourism and local quality of life + Varied and extensive event offerings		+ Residents live and work locally + Shared use of Main Street by locals and visitors	
Assessment of Overall Impact on Council Priority *(Quality of Life Impact)*	Positive ⇧	Neutral ⇔	Positive ⇧	Neutral ⇔
Comments:				

Consequences of not taking recommended action:
Master Festival License and City services agreement for the Park Silly Sunday Market would not take place as contracted

Alternatives:

Approve the Request:
Approve confirmation that Park Silly Sunday Market is operating consistent with their City Services Agreement and Master Festival License and approve supplemental plan.
This is Staff's recommendation.

Deny the Request:
Deny that Park Silly Sunday Market is operating consistent with their City Services and Master Festival License

Modify the Request:
Modify the parameters Master Festival License and City Service Agreement with the Park Silly Sunday Market

Continue the Item:
The City Council may continue the hearing for more information and discussion.

Recommendations:
Approve confirmation that Park Silly Sunday Market is operating consistent with their City Services Agreement and Master Festival License and approve 2014 Supplemental Plan

.
Exhibits:

Exhibit A - PSSM 2014 Use Areas
Exhibit B - 'Measures of Success' Progress Matrix
Exhibit C - PSSM Sign Plan
Exhibit D - End of Year Summary 2013
Exhibit E - PSSM Event Parking and Pedestrian Management Plan
Exhibit F - Types of Marketing and Information Outreach

Exhibit A – PSSM 2014 Use Areas

2014 USE AREAS			
Use Area	**ADDRESS**	**USE PERIOD**	**TYPE OF USE**
Lower Main Street – Heber Ave. to 9th St/DV Drive	Lower Main Street	15 Sundays, June – September, with exceptions	Exclusive use Area - Operational footprint of Market
5th Street Between Main St. and Swede Alley	5th Street Between Main St. and Swede Alley	15 Sundays, June – September, with exceptions	Exclusive use Area - Operational footprint of Market
7th St and 9th Street	7th St and 9th Street	15 Sundays, June – September, with exceptions	Exclusive use Area - Operational footprint of Market
VENDOR AND STAFF PARKING	Sandridge Parking	As available	Non – Exclusive Use of Parking for PSSM vendors and staff
VENDOR AND STAFF PARKING	Top Level of China Bridge Parking	As available	Non – Exclusive Use of Parking for PSSM vendors and staff

Exhibit B – 'Measures of Success' Progress Matrix - Page 1 of 2

1. Vendor Mix	**Max allowed per week** Importers 10 Jewelers 15 On –Site Food Vendors 14	**HPCA participation in Jewelry Jury and PSSM Walk through with HPCA and PCMC**	**Provide city with list of vendor classification definitions along with preference criteria for vendor mix.**
Progress	Meeting requirement	Jury requirement has been met & HPCA walkthrough dates are scheduled for June 22nd, July 20th , September 14, 2014	Completed – List is included into contract and approved by Working Group There is an unresolved issue regarding rental bikes. Staff believes the intent of the contract language is to limit competition. No bike rental or other rental equipment vendors will be allowed unless specifically approved through the working group process

2. Parking/ Traffic and Pedestrian Management	**Create event parking plan**	**Work with Special Events and Transit to get out alternate transportation messaging out**	**Submit sign plan to Staff**	**Work with City to create a pedestrian management plan that addresses the crossings of Heber/Main and Swede Alley**
Progress	See Exhibit E	Creating specific parking materials for print to direct people to satellite parking lots(High School) also putting out messaging on social media platforms See Exhibit F	See Exhibit C	See Exhibit E

3. Market Setup and Inspections	**Weekly notification to staff of footprint or operational changes**	**Location of interior sponsor signs**
Progress	Staff and PSSM will meet every Thursday at 1pm during season to review upcoming market dates. All changes to base footprint are presented at this time.	See Exhibit C
4. Street Cleaning and Trash Removal	**Pre-Meet with City's Street Department to create a street cleaning and trash removal plan**	**Meet with Street Department two (2) additional times throughout summer to address any issues with plan.**
Progress	The Streets Department will sweep lower main each Sunday prior to market. PSSM will maintain	This subject is agenized at the weekly meeting: Staff and PSSM meet every Thursday a 1pm during season to Review upcoming

	trash and recycle bins throughout market day. PSSM will empty and remove all trash from city receptacles on lower main at the end of each market and clean-up any areas required.		market.	
5. Coordination with PCMC and HPCA	PSSM will schedule monthly 'Working Group" meetings from June through October	PSSM will schedule three (3) market walkthroughs with the "Working Group" within the season.	PSSM will schedule a weekly market walk through with City representatives	PSSM will supply the City Representatives with weekly report containing the following 1. Estimated attendance 2. Zero Waste statistics 3. Number of vendors and types
Progress	Last Thursday of each month starting June 26th, 2014 ending Sept 25th, 2014	June 22nd, July 20th , September 14, 2014	Occurs each Sunday at 10am	Given to Staff at weekly meeting
6. Marketing & PR	Main Street logo on all advertisements & promotions	Engage in co-promotions with Chamber, HPCA, Park City Restaurant association	Media – The HPCA logo and sponsorship credits will be provided in all media placement that the PSSM currently employs,	
Progress	Currently meeting requirement	Currently meeting requirement	Currently meeting requirement	
7. Other Items	Attendance must average 7,500 visitors to the market per season	Quantify Marketing & PR Value – of at least $150,000	PSSM shall present an annual report to the city in February of the preceding market season.	
Progress	Totals will be available at end of 2014 season	Will be presented at the end of the season	Completed - See Exhibit D	

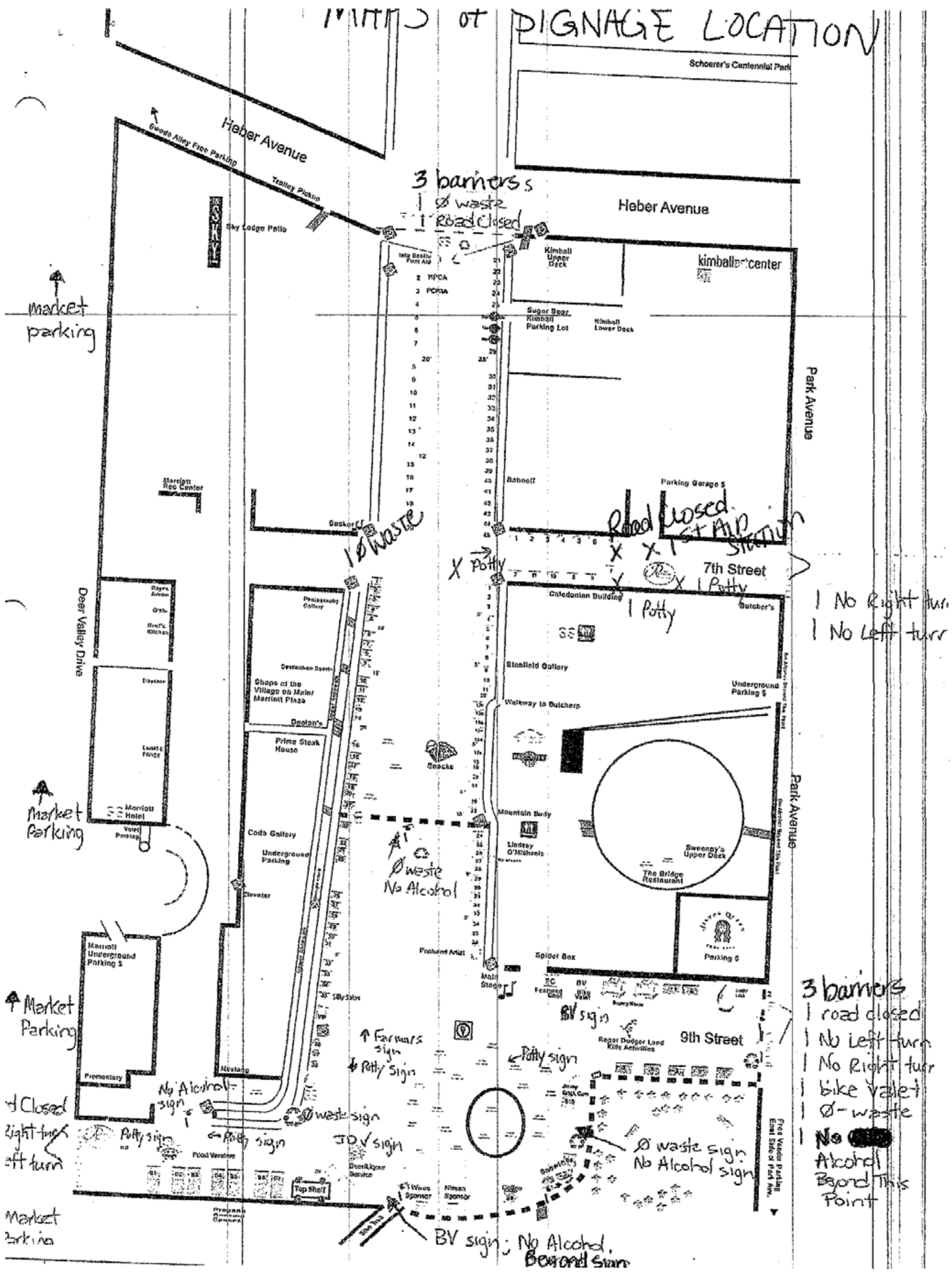

MAPS of SIGNAGE LOCATION
Schoerer's Centennial Park
Heber Avenue
Swede Alley Free Parking
Trolley Pickup
Sky Lodge Patio
3 barriers
1 Ø waste
1 Road Closed
Heber Avenue
Kimball Upper Deck
kimball art center
Sugar Bear Kimball Parking Lot
Kimball Lower Deck
market parking
Park Avenue
Marriott Rec Center
Bahnoff
Parking Garage $
1 Ø Waste
Road Closed
1st AID Station
X Potty
7th Street
1 Potty
Caledonian Building
Butcher's
1 No Right turn
1 No Left turn
Deer Valley Drive
Photography Gallery
Destination Sports
Shops at the Village on Main/ Marriott Plaza
Doolan's
Prime Steak House
Stanfield Gallery
Walkway to Butchers
Underground Parking $
Snacks
Market Parking
Marriott Hotel
Valet Parking
Coda Gallery
Underground Parking
Mountain Body
Lindsey O'Michaels
Ø waste
No Alcohol
Sweeney's Upper Deck
The Bridge Restaurant
Elevator
Marriott Underground Parking $
Featured Artist
Spider Box
Main Stage
Parking $
3 barriers
1 road closed
1 No Left turn
1 No Right turn
1 bike valet
1 Ø-waste
1 No Alcohol Beyond This Point
Market Parking
BV sign
Silly Sally
Farmers sign
Potty Sign
Potty sign
Roger Dodger Land Kids Activities
9th Street
Promontory
Mustang
No Alcohol sign
Road Closed
Right turn
Left turn
Ø waste sign
Potty sign
Potty sign
JD sign
Food Vendors
Beer/Liquor Service
Top Shelf
Ø waste sign
No Alcohol sign
Free Vendor Parking East Side of Park Ave.
Market Parking
Propane Canisters
Nissan Sponsor
BV sign; No Alcohol Beyond Sign

Exhibit C - PSSM Sign Plan 2014 – Page 2 of 3

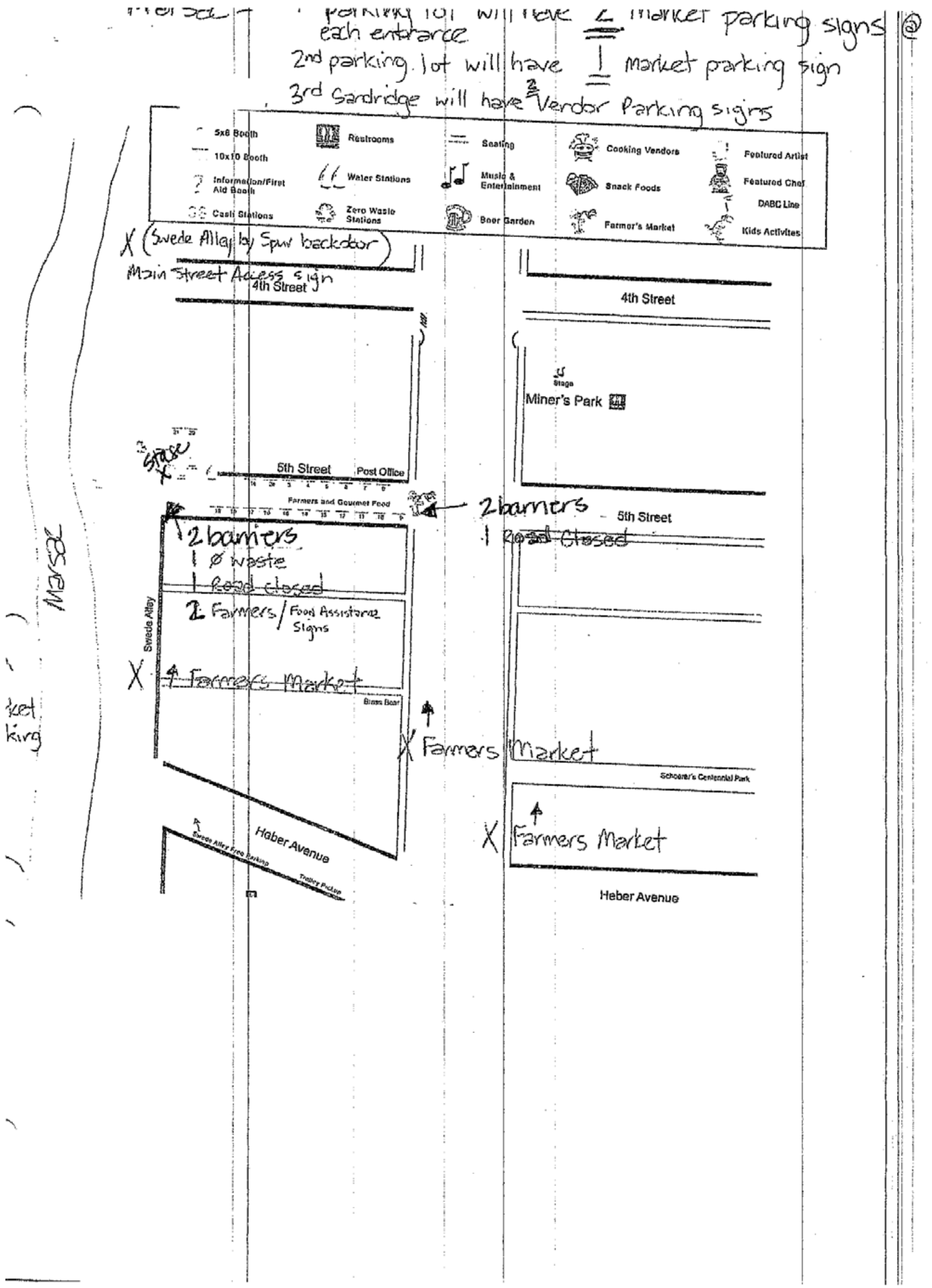
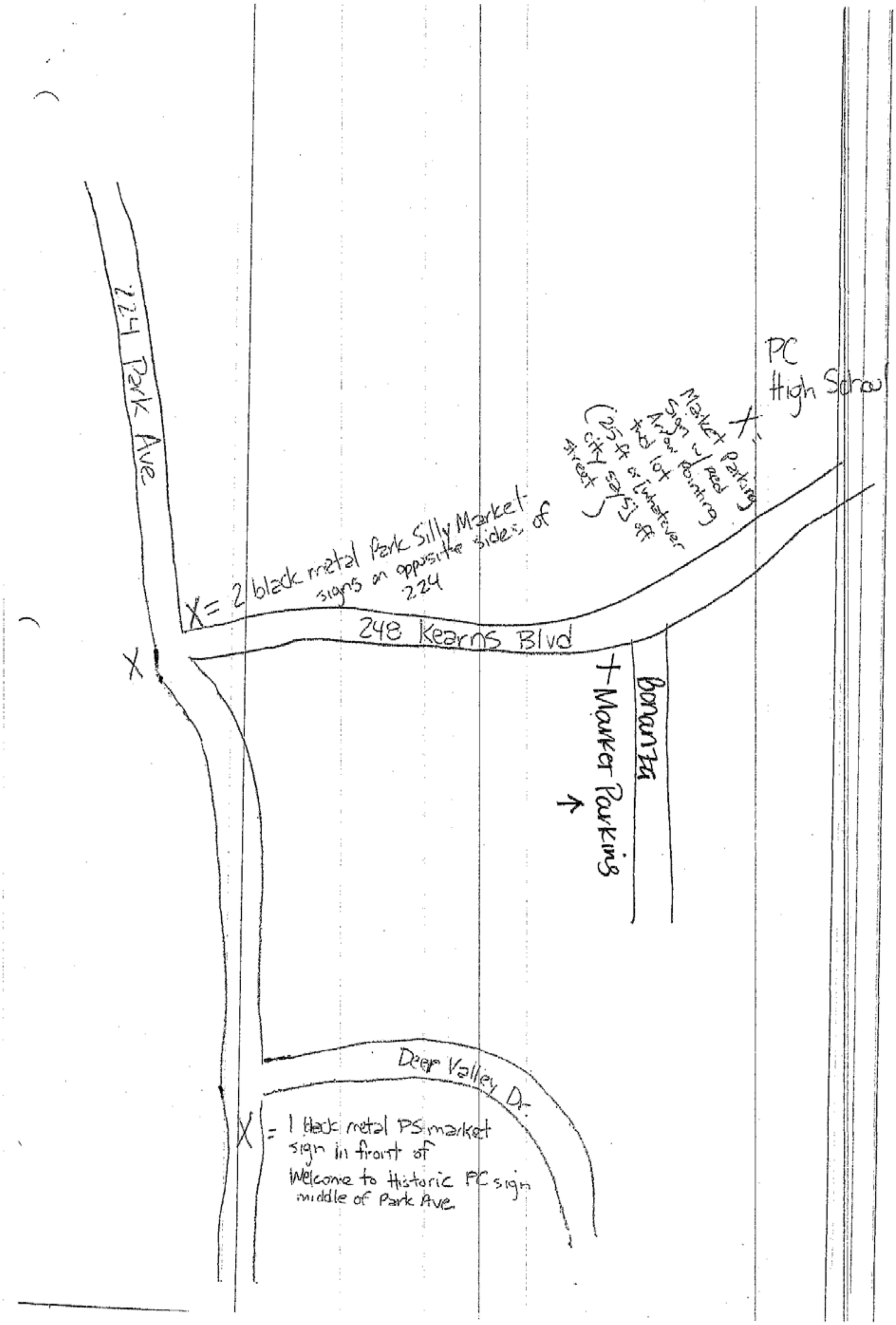


Exhibit C - PSSM Sign Plan 2014 – Page 3 of 3



Park City Municipal End of Year Summary

Dear Tommy & Jason,

We have just wrapped the 2013 season of the Park Silly Sunday Market; 15 Sundays that brought music, art and a party to Historic Main Street for the Seventh year in a row! This year the Market saw a record number of attendees, new sponsor partnerships, the 100th Silly Market, the inaugural Silly Brewfest and more. Each Sunday is packed with artists, performers, farmers, non-profits and music; with all this activity we thought it would be best to share the complete picture of the impact the Market has had.

Attendance:

This year the Park Silly Sunday Market saw **153,605** attendees! That is a growth of over 13% from the 2012 season. Breakdown of attendees: **24%** were Park City residents, **43%** were from Utah and **33%** from out-of-state. Visitors came from all across the United States and as far away as from Australia and Scotland.

2013 Press Coverage of the Park Silly Sunday Market

Park Silly Sunday Market caught the media's attention in 2013. A number of articles were written about the Market and T.V. news reporters caught the excitement as well.

Television:
- PBS: Getting Away Together – June 1
- Fox13: Evening News – June 9
- Park City Television (PCTV): Mountain Morning Show – Every Friday June 7- August 16
- KUED: Contact – August 13
- ABC4: Good Morning Utah – August 16

Editorial:
- The Dallas Morning News – May 31
- City Weekly – June 1, July 12
- Park Record – June 8, July 20, August 10
- Salt Lake Tribune – June 10
- Park City Magazine, Things To Do – June Issue
- Salt Lake Magazine – June Issue
- Outdoor Magazine – August Issue

Community Elements

The following Community Elements were possible in part due to your sponsorship and participation! Booth spaces were provided complimentary for the following types of organizations:
120 Non-Profit & Sustainable Organizations booth spaces available each season
98 Kids Activities spaces

We also had the following elements at the Market:
167 Musicians and Buskers
15 Featured Artists booth spaces available each season

Sustainability at the Market

With record breaking numbers of attendees at the Market we saw the need for the Zero Waste Initiative and the Market to be low impact on the community.
102 Bags of Plastic Recycled
30 Bags of Aluminum Recycled
96 Bags of Paper Recycled
59 Bags of Food Composted

From all of us at the Park Silly Sunday Market we would like to thank you for being such an instrumental part of the Market. The Market continues to bring music, laughter and great experiences to people because of you.

Exhibit E - PSSM Event Parking and Pedestrian Management Plan 2014 – Page 1 of 2

PSSM Event Parking and Pedestrian Management Plan:

1. **Primary and secondary parking locations & capacities : All total 1569 parking spaces for attendees:**
    a. Free China Bridge (assuming 75 % or 642 of spaces are open)
        i. 480 spaces
    b. Free Park City High School Parking (assuming 100% of 472 spaces are open)
        i. 472 spaces
    c. Free Park Ave, Library and City Park Parking (outside of residential parking restricted areas, assuming 60% of available spaces are open)
        i. 300 spaces
    d. Free Flag Pole Lot (assuming 50% of 55 spaces are open)
        i. 26 spaces
    e. Free Swede Alley Spaces(assuming 50% of 101 spaces are open)
        i. 50 spaces
    f. Free North Marsac Lot (assuming 75 % of 60 spaces are open)
        i. 45 spaces
    g. Free South Marsac Lot (assuming 75 % of 25 spaces are open)
        i. 18 spaces
    h. Free Sandridge Lots (assuming 20 % of 101 spaces are open)
        i. 20 spaces
    i. Paid Main Street (assuming 90 % of 126 spaces are open)
        i. 113 spaces
    j. Paid Brew Pub spaces (assuming 90 % of 51 spaces are open)
        i. 45 spaces
2. **Primary parking Locations for Vendors and PSSM Staff**
    a. Sandridge Lots - 101 spaces
    b. Top Level China Bridge - 77
3. **Directional Signs to Public**
    a. Locations of VMS
        i. Hwy 224 south bound just south of Thanyes Canyon Drive directing market traffic to PCHS with bus service to Main Street
        ii. HWY 248 west bound directing traffic to PCHS with bus service to Main Street
    b. Locations of Static Signs (See Exhibit C)
        i. Directing to China Bridge parking at following locations:
            1. Intersection of DV Drive and HWY 224
            2. Deer Valley Drive
            3. Marsac Ave
            4. Swede Alley

4. **Parking Enforcement Plan and enforcement for Old town**
    a. Residential Parking- Program creation, maintenance and enforcement
        i. PCMC Parking Enforcement In conjunction with Special Events will create a system and timeline for the following:
            1. Create temporary residential parking zone will be created in area of Park Ave north of 9th street to 15th,.
                a. by June 30
            2. Notify residents of parking restrictions in that area and encourage registration process to receive resident parking pass.
                a. By June 30
            3. Create and maintain residential parking database
            4. Placement of 'Residential parking only' signs every Sunday placed at 6am and removed by 6pm
                a. On west side of Park Ave from 9th to 15th Street
                    i. **NOTE**: Signs will be on A-Frames until final plans and wording for permanent signs are decided upon.
            5. Parking enforcement will enforce' Residential parking only' restrictions in this area a minimum of three times on Sundays during the market.
            6. Special Events will review with parking enforcement how this system could be used to enforce parking restrictions at other events and other busy times of year.
    b. **Vendor and Staff parking – Top Of China Bridge & Sand Ridge Lots**
        i. PSSM will gather license plate information from there vendors and PSSM staff members
        ii. This information will be given to PCMC Parking Enforcement to put into their system
        iii. If vendors and PSSM Staff are identified as being parked outside of their approved areas by PCMC Parking Enforcement notice will be given from parking enforcement as a warning on the vehicle and reported back to Special Events and PSSM to follow-up with the vendor or staff member.
5. **Commercial paid parking in Old Town**
    a. Access must be maintained to these lots
        i. Marriott Lot
        ii. Town Lift Lot
        iii. 7th Street Lot
6. **Parking and Use Counts**
    a. PCMC Parking Enforcement, Transit, Special Events & PSSM will take use counts at 11am 2pm and 4pm at all parking locations to track use. This information will be used to evaluate current parking plans..

Pedestrian Management Plan:

1. **"Pedestrian Crossing" Signs on Swede**
    a. To slow vehicles behind post office
2. **"Pedestrian Crossing" Signs on Heber**
    a. To slow vehicles
3. **Way finding signs along Main Street on Sidewalk - See Exhibit C**
    a. Directing to Farmers Market and upper Main Street businesses

Exhibit F - Types of Marketing and Information Outreach

- Weekly email blast via Constant Contact to 9,000 people showing parking options and a re-direct to the high school
- Same email blast gets re-posted on our Facebook to 4,500 people
- 8,000 Rack Cards with parking instructions - along with a new re-direct to the High School. These are distributed to every hotel in Park City, along with Chambers and City Buildings in Wasatch Back - and SLC.
- Opening Day - Concierge Day - Reaching out to all concierges while distributing Rack Cards to increase the awareness of ways to get to the market
- Opening Day - Theme to get public to Bus, Walk or Bike
- Press Releases to include the messaging for Bus, Walk or Bike
- PSA's - KPCW
- Park Record 1/2 page ad weekly with a blurb to show parking options