PARK CITY COUNCIL MEETING
SUMMIT COUNTY, UTAH
MAY 3, 2012

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 3, 2012.

Closed Session
2:30 p.m. Property and litigation

Work Session

3:15 p.m.	Council questions/comments	
3:45 p.m.	Transportation alternatives and partnerships	P. 9 - 13
4:00 p.m.	Presentation of the FY 2013-14 City Manager Recommended Budget	
	• Budget overview and timeline	P. 14 - 23
	• Update of Financial Impact Report	
	Review of Revenue and Expenditure Summary	
5:00 p.m.	Field trip to the proposed Quinns Junction Annexation Area	P. 24 - 74

Regular Meeting
6:00 p.m.

I ROLL CALL

II COMMUNICATIONS AND DISCLOSURES FROM COUNCIL AND STAFF

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

IV WORK SESSION AND REGULAR MEETING MINUTES OF APRIL 19, 2012
P. 75 - 91

V NEW BUSINESS

1. Consideration of an Ordinance amending Title 9, Parking Code, Section 9-9-4, Penalties for Illegal Parking and Illegal Idling, Chapter 9-10, Anti-idling, and Title 4, Licensing, Chapter 4-15, For-hire Vehicle Licensing, of the Municipal Code of Park City P. 92 - 100
   (a) Public hearing
   (b) Action

2. Consideration of a Resolution adopting the Revised Budget for Fiscal Year 2012-2013 and the Proposed Budget for Fiscal Year 2013-2014 for Park City Municipal Corporation and its related agencies
   (a) Public hearing
   (b) Motion to continue to May 17, 2012

IV 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.

PARK CITY COUNCIL MEETING
SUMMIT COUNTY, UTAH
MAY 10, 2012

PUBLIC NOTICE IS HEREBY GIVEN that the City Council of Park City, Utah will **not** hold its regularly scheduled meeting on Thursday, May 10, 2012.

Posted: 05/30/12
See www.parkcity.org

Budget Calendar

May 3

Work Session
- Presentation of the Tentative Budget
  - Budget Overview & Timeline
  - Update of Financial Impact Report (FIAR)
- Revenue/Expenditure Summary

Regular Meeting
- Public Hearing on the Tentative Budget

May 17

Work Session
- CIP Budgets
  - CIP Alternative Matrix
  - OTIS Update
  - Downtown Projects
- Revenue & Taxation Policy

Regular Meeting
- Public Hearing on the Tentative Budget

May 24

Work Session
- Continuation of CIP Budgets
- Open space easements and endowments
- Operating Expenditures
  - Strategic Plan Team Presentations

Regular Meeting
- Public Hearing on the Tentative Budget

May 31

Work Session
- Operating Expenditures
  - Strategic Plan Team Presentations
- Benefits
  - Pay plan
  - URS-Retirement
  - Health Insurance

Regular Meeting
- Public Hearing on the Tentative Budget

June 7

Work Session
- Personnel Policies and Procedures (P&P) Manual
- Fee Changes
  - Administrative Interfund Transfers
  - Special Event Fees
  - Other Fees
- City Fee Resolution
- Council Compensation
- Budget Policies
- Outstanding Budget Issues
- Adopt CEMP update by resolution

Regular Meeting
- Adoption of the Personnel P&P Manuel by Resolution
- Public Hearing on the Tentative Budget
- Adoption of the Tentative Budget
- Public Hearing on the City Fee Schedule
- Adoption of the City Fee Schedule by Resolution
- Public Hearing on Council Compensation
- Adoption of Council Compensation Resolution
- Adopt CEMP update by resolution

June 14

Work Session
- Outstanding Budget Issues (if necessary)

Regular Meeting
- Public Hearing on the Final Budget

June 21

Work Session
- Presentation of the Final Budget
- Outstanding Budget Issues

Regular Meeting
- Public Hearing on the Final Budget
- Adoption of the Final Budget by Resolution

Redevelopment Agency Meeting
- Public Hearing on the RDA Budgets
- Adoption of the RDA Budgets by Resolution

Municipal Building Authority Meeting
- Public Hearing on the MBA Budget
- Adoption of the MBA Budget by Resolution

*** Schedules and topics subject to change**

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

Dana gone April 21 – May 7
Tom gone May 5 – May 15

10 **No meeting – Cindy gone**
17 Budget – work and public hearing
Historic District – HPB and Nominations to the HSI (30 min)
Community Water Efficiency Efforts – TP (20 min)
Round Valley reservoir testing (30 min)
Water bond – public hearing
QJP annexation – public hearing/continuation
PC Heights bonds
Ordinance - 7700 Marsac Avenue Subdivision
Ordinance – 7700 Marsac Avenue condo conversion
Ordinance – 200 Ridge Avenue Subdivision – ME
Ordinance – 573 Main Street and 564/572 Park Avenue plat amendment (motion to continue to 7/14) - FA
24 High altitude training – study session
Budget – work and public hearing
Emergency planning update – work
Air quality – work (30-35 min)
PC Heights bonds
Silver Star summer concert series – Plaza Palooza
Budget – work and public hearing
QJP annexation – public hearing/possible action
Ordinance approving the 80 Daly Avenue plat amendment located at 80 Daly Avenue, Park City, Utah
31 Budget – work and public hearing
Emergency planning and wildfire
Balanced Growth Study findings – work – (90 min)

June 2012
7 Budget – work and public hearing
Bonanza Park Plan update
Recreation survey (1 hour)
14 Budget – work and public hearing
21 (Regular meeting begins at 5 p.m. and limited to budget)
28 Ice Arena update

July 2012
5 **No meeting**
12
19
26

Pending Items:
interviews/appointments

- BOA
- HPB

- Planning Commission
- Library Board
- PAAB

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

Study sessions:
Rocky Mountain Power substation
Sundance Policy
Night Sky Ordinance
Hispanic issues
Business recruitment

Budget Calendar

May 3

Work Session

Presentation of the Tentative Budget
- Budget Overview & Timeline
- Update of Financial Impact Report (FIAR)

Revenue/Expenditure Summary

Regular Meeting

Public Hearing on the Tentative Budget

May 17

Work Session

CIP Budgets
- CIP Alternative Matrix
- OTIS Update
- Downtown Projects

Revenue & Taxation Policy

Regular Meeting

Public Hearing on the Tentative Budget

May 24

Work Session

Continuation of CIP Budgets

Open space easements and endowments

Operating Expenditures
- Strategic Plan Team Presentations

Regular Meeting

Public Hearing on the Tentative Budget

May 31

Work Session

Operating Expenditures
- Strategic Plan Team Presentations

Benefits
- Pay plan
- URS-Retirement
- Health Insurance

Regular Meeting

Public Hearing on the Tentative Budget

June 7

Work Session

Personnel Policies and Procedures (P&P) Manual

Fee Changes
- Administrative Interfund Transfers
- Special Event Fees
- Other Fees

City Fee Resolution

Council Compensation

Budget Policies

Outstanding Budget Issues

Adopt CEMP update by resolution

Regular Meeting

Adoption of the Personnel P&P Manuel by Resolution

Public Hearing on the Tentative Budget

Adoption of the Tentative Budget

Public Hearing on the City Fee Schedule

Adoption of the City Fee Schedule by Resolution

Public Hearing on Council Compensation

Adoption of Council Compensation Resolution

Adopt CEMP update by resolution

June 14

Work Session

Outstanding Budget Issues (if necessary)

Regular Meeting

Public Hearing on the Final Budget

June 21

Work Session

Presentation of the Final Budget

Outstanding Budget Issues

Regular Meeting

Public Hearing on the Final Budget

Adoption of the Final Budget by Resolution

Redevelopment Agency Meeting

Public Hearing on the RDA Budgets

Adoption of the RDA Budgets by Resolution

Municipal Building Authority Meeting

Public Hearing on the MBA Budget

Adoption of the MBA Budget by Resolution

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Study sessions:

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Sundance Policy
Night Sky Ordinance
Hispanic issues
Business recruitment

City Council Staff Report

Subject: Transportation Alternatives and Partnerships
Author: Tyler Poulson
Department: Sustainability
Date: May 3, 2012
Type of Item: Informational / Administrative

Summary Recommendations:
City Council should provide direction on transportation alternatives and public-private partnerships that include waived parking space fees for City stalls. Staff is seeking direction on whether to pursue such partnerships, such as car sharing, if they enhance the availability of alternatives to personal vehicle ownership and usage and contribute to City goals.

Topic/Description:
The City's Environmental Strategic Plan includes numerous Council-approved Objectives to reduce carbon emissions and conserve energy. The following Objectives refer to alternative transportation options, and their results on air quality, as part of the City's strategic plan:

> Objective 3.1: Support discussions for transit options between Park City and surrounding areas
>
> Objective 4.1: Increase utilization of alternative transportation
>
> Objective 4.2: Maintain air quality at current levels

Alternative transportation is generally defined as modes of travel different than personal vehicle usage that typically consume fewer resources and mitigate impacts on the environment. Car sharing programs are one form of alternative transportation where users collectively have access to a small number of vehicles that can be rented on an as needed basis. Car sharing differs from typical car rentals in that the shared vehicles are reserved on an hourly basis, rather than daily, and the rentals are often reserved by local residents.

Staff is requesting direction from Council on whether to pursue public-private partnerships in order to advance transportation alternatives such as car sharing. Such a partnership may require the City to provide parking stalls at no cost, along with other contributions, to support a local car sharing business. Details on partnership models, as well as the potential community benefits of car sharing, are included in this Staff Report.

Background:
Car sharing is a model where users rent vehicles for short periods of time in order to complete personal errands and tasks. Car share vehicles are typically the property of

an organization who parks the vehicles in designated, public stalls for rental. Car share participants enjoy the benefits of a personal vehicle, when needed, without the necessity of purchasing and maintaining their own vehicle.

Promoting transportation alternatives is a key component of the Environmental Strategic Plan. Additionally, traffic congestion and transportation-related emissions have been mentioned as a concern of citizens. During Community Visioning in 2009, citizens referred to vehicle traffic congestion and air quality as concerns. Nearly 20% of respondents stated that “less traffic / integrated transit / more alternative transportation” are part of what they hope Park City would have in 20 years. Furthermore, citizen input received during the Save Our Snow Action Planning process in 2009/10 highlighted vehicle emissions as a concern. Car sharing was mentioned during action planning as one mechanism to reduce emissions and encourage transportation alternatives.

Staff was recently approached by one car share service provider, UhaulCarShare, with an interest in launching their program in Park City. The service provider has relied on a public-private partnership model in order to launch their program in other communities and keep hourly rates low for users. This partnership model does not require any direct funding from the City, but does request free dedicated parking stalls. The partnership also requires City enforcement of parking restrictions in these stalls and limited program marketing support.

Providing dedicated private parking in public stalls to one specific user may create issues and increase the number of requests for dedicated stalls. If Council wishes to proceed with the recommended Alternative, staff suggests implementing a policy which justifies dedicated parking stalls, and a parking fee waiver, in light of the program’s contribution to transportation alternatives and the positive effect car sharing has had in other communities (see Analysis section).

There are other hourly car share providers operating throughout the country who may rely on a different public-private partnership model than UhaulCarShare. Additionally, there may be local transportation providers who would be interested in launching hourly car share services if a public-private partnership were available. Prior to reaching any agreement, staff would publicly advertise the opportunity to provide such services and allow interested parties to submit information.

Analysis:
Car sharing has become increasingly popular in the U.S. and there are a number of car share providers operating across the country. Car sharing often involves a private company who rents the vehicles to users, although there are examples of public and/or non-profit ownership and operation of car share organizations. Car sharing is sometimes supported by a municipality in order to increase the number of transportation alternatives and advance energy and environmental goals. Information on the effectiveness and impacts of car sharing is included below.

A 2009 analysis[1] from the Transportation Sustainability Research Center at U.C. Berkeley assessed the impacts of North American car sharing programs over a 10-year period. This research incorporated various studies and user programs in order to quantify impacts. According to the paper, "current studies and member survey results released by U.S. and Canadian car sharing organizations show that 15% to 32% of car sharing members sold their personal vehicles, and between 25% and 71% of members avoided an auto purchase because of car sharing". There was also a reduction in average monthly transportation costs ranging from $154 to $435 for U.S. car share members. Car share users also became more likely to take public transit. Car sharing led to a reduction in vehicle miles travelled (VMT) for users across all programs analyzed. More details from this study are available via the link in footnote 1.

Car sharing typically occurs in dense metropolitan areas, although there are examples of programs operating in smaller cities. Within Utah, there is one major car share service provider that has been operating in the Salt Lake City area since 2009. They currently offer 21 vehicles for hourly rental in and around Salt Lake City.

Park City could potentially enter a partnership which attracts a local car sharing service, but does not expose the City to any financial losses in the event of low user demand and/or the company ceasing operations. However, such a partnership may require certain City contributions in order to encourage a car sharing firm to start operations and help keep costs down for users. While exact details of a partnership for car share services would be revealed during the public RFP / bid process, some considerations may include:

- **Dedicated Parking:** PCMC may be asked to provide some dedicated parking stalls at no cost to the vendor. Providing dedicated parking stalls has been a sensitive issue in the past and staff recommends that Council adopt a policy to assist staff in screening such requests. Should Council wish to proceed with this concept, staff will return with a recommended policy. This policy could reference:

    1. Dedicated spaces are utilized to provide a service that directly supports the achievement of stated Council goals.
    2. Dedicated spaces do not significantly impact availability or access to the City's public parking resource.
    3. Dedicated spaces do not require a significant amount of City staff time to implement or operate.
    4. Dedicated spaces are for uses that fully comply with all applicable City codes.
    5. Dedicated spaces are granted using process that provides for free and open competition (e.g., a request for proposals process).
    6. Dedicated spaces are formally approved by Council.

[1] "North American Carsharing: 10-year Retrospective" – link below: http://76.12.4.249/artman2/uploads/1/Shaheen_-_Cohen_-_Chung_-_North_American_Carsharing_-_10_Year_Retrospective_-_2009.pdf

- **Parking Enforcement:** PCMC may be responsible for enforcing parking restrictions for the stalls as with other certain parking restricted zones. Details on this would be negotiated with the service provider.

- **Exclusivity:** PCMC may be requested to enter into an exclusivity agreement with a service provider where the City cannot formally partner with another car share provider for a specified period of time.

If City Council provides direction for staff to pursue partnership(s) related to car share services, staff will issue a public notice requesting bids / offers. Only after this process is complete will staff know exact details and the extent to which a partnership impacts the above mentioned considerations.

Department Review:
Sustainability, Planning, Transit, Parking Services, Police, Legal and the City Manager have reviewed this Staff Report and their comments have been incorporated.

Alternatives:

A. Approve (Staff Recommendation):
Direct staff to pursue public-private partnerships that encourage car sharing as a locally available transportation alternative. This alternative may require new City policy for providing dedicated parking stalls to help facilitate such a program and meet Council objectives. Staff will seek direction from Council on this policy item.

B. Deny:
Direct staff to not pursue a public-private partnership related to car sharing and dedicated parking stalls at this time.

C. Modify:
Direct staff to pursue public-private partnerships that encourage car sharing as a locally available transportation alternative, but with specific amendments to the staff recommendation.

D. Continue the Item:
Request that staff returns with additional information prior to City Council making a decision.

Significant Impacts:
Car sharing has been shown to produce numerous positive benefits in certain U.S. cities. These benefits include a lower rate of personal vehicle ownership among program members, fewer local vehicle miles travelled, and decreased emissions. Additionally, car share members became more likely to ride public transportation. It is not certain whether such benefits will be derived in Park City. However, one car share services provider has shown an interest in launching their program locally via a public-private partnership and believes it could be successful.

Depending on details of the partnership, the City may be asked to provide dedicated parking stalls for the program at no cost to the operating firm. Providing dedicated parking stalls and converting public parking for alternative use has been a sensitive topic in the past and staff recommends that Council adopt a policy that contains specific criteria that will assist staff in screening requests for dedication of public parking spaces. Should Council wish to proceed with this concept Staff will return with a recommended policy (set of criteria). There may be other aspects of a public-private partnership, such as parking enforcement on dedicated stalls and program marketing support, which require staff time and City resources.

Consequences of not taking the recommended action:
If City Council does not wish to pursue a public-private partnership, Park City may remain without an hourly car share service provider. This would result in a "business as usual" case in regards to local car sharing and the City may miss an opportunity to advance transportation-related objectives discussed in this Staff Report.

Recommendation:
City Council should provide direction on transportation alternatives and public-private partnerships that include waived parking space fees for City stalls. Staff is seeking direction on whether to pursue such partnerships, such as car sharing, if they enhance the availability of alternatives to personal vehicle ownership and usage and contribute to City goals.

City Council Staff Report

Subject: City Manager's Recommended Budget
Author: Nate Rockwood & Jed Briggs
Department: Budget, Debt, & Grants
Date: May 3, 2012
Type of Item: Informational/Discussion

Summary Recommendations:
Hold a public hearing on the City Manager's Recommended Budget. Provide direction concerning special service contracts.

Topic/Description:
FY 2012 Revised Budget, FY 2013 Proposed Budget, and FY 2014 Plan

Background:
The City usually begins the budget process in February with the City Council identifying objectives for the next year during the visioning session. This year the focus of visioning was on the strategic plans which were closely tied to the 'Budgeting for Outcomes' process.

On May 1, staff delivered the City Manager's Recommended Budget (Tentative or Proposed Budget) to City Council. Public hearings are currently scheduled for May 3, 17, 24, 31, June 7, 14, and 21. Discussion/action is slated for these dates as follows, barring changes as needed:

May 3 – Presentation of the Tentative Budget, Budget Overview & Timeline, Update of Financial Impact Report (FIAR)

May 17 – CIP Budgets (CIP Alternative Matrix, OTIS Update, Downtown Projects), Revenue & Taxation Policy

May 24 – Operating Expenditures - Strategic Plan Team Presentations, Benefits (pay plan, URS-Retirement, Health Insurance)

June 7 – Personnel Policies and Procedures (P&P) Manual, Fee Changes, City Fee Resolution, Council Compensation, Budget Policies, Outstanding Budget Issues, Adopt CEMP update by resolution

June 14 – Outstanding Budget Issues (If necessary)

June 16 – Presentation & Adoption of Final Budget (if no property tax increase), Adoption of Provisional Budget (if property tax will be increased)

Analysis:

<u>BUDGETING FOR OUTCOMES</u>

This budget season will be the first-year of the current budget biennium. Between January and the June adoption, Staff has been working on adjusting the FY 2012 budget and developing the FY2013 budget and FY 2014 plan.

Historically, Park City has employed an incremental style of budgeting. In this format, the budget from the prior year is basically assumed to be appropriate and serves as a starting point, or base budget. Any changes, or increments, to the base budget (whether they be an addition to or subtraction from the budget) are captured in a "budget option" and described. Typically, these budget options are the focus of budget discussions in any given year.

However, this year the City has moved to a Budgeting for Outcomes (BFO) process, which is a variation of zero-based budgeting that focuses on Council priorities and objectives as the driving factor for prioritization (as opposed to the default chronological prioritization in a base-budget). BFO is a public budgeting process which seeks to imitate Request for Proposal (RFP) procedures. By creating Strategic Plans or Outcome Areas and then receiving offers from City departments (and potentially other possible service providers) decision-makers can make better-informed decisions regarding the prioritization and cost of City services and programs.

Typically, the Budget Process begins with Council Visioning, which took place in February. Usually, staff would present position papers which usually had some impending budget impacts, where Council would weigh in and give direction. A financial update of the City would be presented as well to help facilitate this process. This year, however, department staff members were organized into Biennial Strategic Plan teams. These eight teams were organized by Council goals, with Public Safety added:

- Preservation of Park City Character
- World Class, Multi-Seasonal/Resort Community
- Effective Transportation System
- Water and Natural Environment
- Recreation, Open Space, and Trails
- Regional Collaboration and Partnership
- Open and Responsive Government to the Community
- Public Safety*

Last year, the Results Team used many sources to create the Outcome Areas including the City's Mission and Vision, Council's goals and Action Plan, and Community Visioning to identify the types of activities that will best achieve the desired outcome.

Every team member represented one to several services that the City provides. The teams presented to Council the ways in which their services accomplished the Desired Outcomes of each Council goal. They provided strategies to continue to achieve these Desired Outcomes as well as Core Indicators, Current Challenges, and an Action Plan. The Action Plan included potential budget enhancements for the next fiscal year. Finally, Council approved the Desired Outcomes provided by each Strategic Plan Team.

A proposal (or bid), submitted in response to a Strategic Plan or Outcome Area, describes what a service, program, or activity will do to help achieve the Desired Outcomes approved by Council in Visioning. In turn, the Strategic Plans outline what kinds of proposals that Council believes would produce their Desired Outcomes. Every BFO program (bid) details which Desired Outcome and Council goal it is attempting to accommodate as well as how to implement it. Managers took the time to also explain the scope of the service and whether they were asking to enhance it or not. The total expenditure and revenue budgeted amounts are included in the bid as well as FTEs. Managers also explained any cost savings, innovation, or collaboration that would be able to accomplish during the next fiscal year. There was also a section on the bid that explains the consequences of funding it a lower level. And finally the bid ended with performance measures tailored specifically to that service. Performance measures were taken from the usual department performance measures, the National Citizen's Survey, or ICMA's Center for Performance Measurement. Performance measures fell under the microscope of new performance measurement contract position that revamped several of the measures and made them more meaningful. These BFO bids were compiled and taken to the Results Team.

There's also a Technical Team comprised of personnel from throughout the organization who have helped with revenue forecasting, which is integral to the BFO process. It was the Tech Team's direction to analyze the best methods for forecasting the revenues for the next two fiscal years. Several meetings were held to analyze the process by which the Budget Dept currently forecasts sales and property taxes as well as other fees. This committee also met with the home building and real estate community to get a sense of whether or not the City's property tax forecast meshed with their understanding of building activity growth over the course of the next several years. This meeting along with the Tech Team's recommendation helped to formulate the current revenue projections from the FIAR presented to Council in Visioning. These revenue projections were used to determine how much money the City had in FY13 and FY14, which were used by the Results Teams as a benchmark to help make BFO decisions.

Proposing budget recommendations by staff is a completely new and unique way of budgeting. The BFO process is broader than any previous budget development effort, which has taken representatives from each of the self-managed teams to help better define community goals. The Results Team wore citizen hats and tried to focus their thinking and efforts on what residents want from their government. By doing this, they were able to align the Council goals into the Desired Outcomes approved by Council during Visioning.

It was stressed to managers as much as possible to keep budget enhancements low and if they needed an increase to look first within their existing resources. By enhancing a service with the same amount of budget the City is able to build efficiencies and make the cost of doing service more effective. Now, if a department is unable to find money within their existing budget a budget enhancement was usually requested. However, the Results Team took the time to look at every department's current budget and past expenditures that had requested more funding, and if it looked like they could fund the request out of existing resources than the Results Team made that recommendation to the manager. Total departmental BFO requests in the General Fund were around $900k, however, the Results Team was able to cut almost half of that, while in several cases finding existing funding to pay for enhancements.

Ranking of Proposals by Results Teams

1. Proposals were reviewed and ranked independently by each Results Team member for the corresponding Council goal. Proposals were scored in relationship to how well they do or do not meet the criteria. Below is an example of the criteria that the Results Team used:

BFO Prioritization Rubric:

Each criteria category will get a rating on a 1-5 scale with "5" being the most supportive/effective/true Program rating.

Criteria	Weight*
1. **Vision** – Meets the vision of the current City Council/Community	1.00

5 points – Program has a positive and swift impact on a City/Community Vision
4 points – Program positively impacts a City/Community Vision
3 points – Program positively impacts a City/Community Vision
2 points – Program has a partial impact on a City/Community Vision
1 point – Program has no impact on a listed City/Community Vision

2. **Necessity** – Program is a "need to have" verses a "nice to have" 1.25

5 points – "Need to Have"; Absolutely required to provide a ***CORE*** City service
4 points – n/a
3 points – Program has a positive impact towards a City service or interest with some limited frills
2 points – n/a
1 point – "Nice to Have"; Not required to keep the City running, but has some enhancement value

3. **Efficiency and Value** – "Bang for the Buck" **-** Program provides highest value at the current cost estimate 1.00

5 points – For the current cost estimate the value is at the highest level (seems like a great deal)
4 points – For the current cost estimate the value is at a high level (seems like a good deal)
3 points – For the current cost estimate the value is at a moderate level (seems like an ok deal)
2 points – For the current cost estimate the value is at a low level (seems like a bad deal)
1 point – For the current cost estimate the value is at the lowest level (seems like a horrible deal)

4. **Desired Outcomes** – Program provides rationale addressing the Desired Outcomes in the Biennial Strategic Plan 1.25

5 points – Bid includes concise justification on how it addresses the Desired Outcomes
4 points – Bid includes good justification on how it addresses the Desired Outcomes
3 points – Bid includes average justification on how it addresses the Desired Outcomes
2 points – Bid includes some justification on how it addresses the Desired Outcomes
1 point – Bid includes bad or no justification on how it addresses the Desired Outcomes

5. **Cost Savings/Innovation/Collaboration** – Program demonstrates ability to find savings or innovate .25

5 points – Major cost savings or efficiencies are gained
4 points – Obvious cost savings or efficiencies are gained
3 points – Some cost savings or efficiencies are gained
2 points – Little cost savings or efficiencies are gained
1 point – No cost savings or efficiencies are gained

5. **Effectiveness of Proposal** – Program demonstrates meaningful measures to gauge effectiveness 1.00

5 points – Program includes meaningful and effective performance measures
4 points – Program includes reasonable performance measures
3 points – Program includes adequate performance measures
2 points – Program includes below average performance measures
1 point – Program includes bad or no performance measures

2. The Results Team met to compile their individual rankings and arrive at a composite score. This provided the ranking of proposals within each Council goal.

3. The Results Team identified questions or gaps in specific proposals and requested additional information from the proposal owner, including potential implications of level of service adjustments or suggesting additional collaboration.

4. Based on the additional information, the Results Team did a second round of ranking for all of the proposals using the same point system, while considering the new information, legal mandates, etc. Decisions on budget enhancements or decreases were based on the scoring of each BFO program, as well as the manager's insight and availability of resources. The prioritization of the BFO programs was the start of the discussion on where to fund it—not the end. The Results Team discussed their overall rankings and rationale for budget enhancements or decreases and prepared a final recommendation to the City Manager.

The Results Team evaluated service proposals (bids) for programs and activities in each outcome area. Ultimately, the Results Team made their prioritization recommendations to the City Manager, which he weighed in on with some minor changes. His recommendation along with the Results Team is what is being presented to City Council. The presentation of the budget changes this year will within the framework of the Biennial Strategic Plans—similar to Visioning. Each Strategic Plan Team will present their changes in the budget in response to the Desired Outcomes by Council goal. Every presentation will have a Results Team representative as well to explain the rationale for the scoring for that Outcome Area as well as BFO recommendations of funding. 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 will help us do this by focusing on outcomes that matter to our residents and others who have a stake in this community.

Takeaways

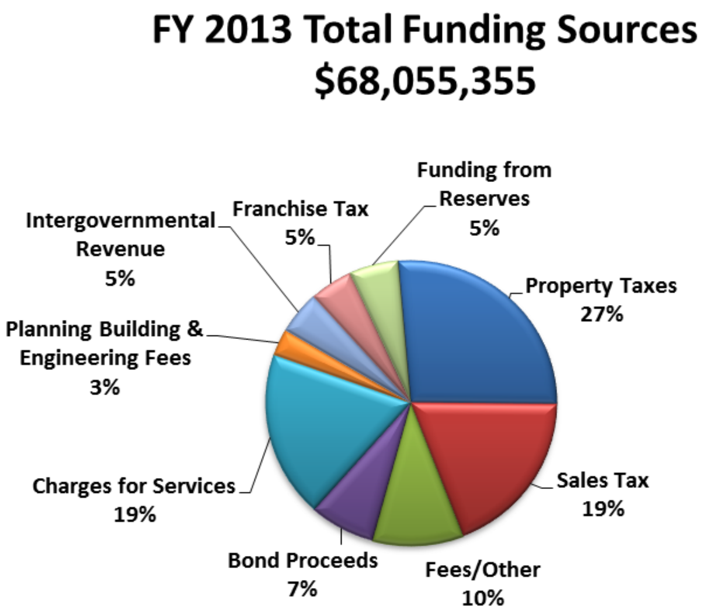
The Budgeting for Outcomes (BFO) process is meant to prioritize budget needs by Council goals. Staff believes that ultimately this process was successful in doing just this—aligning Council goals with the current operating budget changes. In addition, since the Results Team had to work within the confines of the Tech Team's revenue projections, the Results Team final recommendation was forced into a very realistic and succinct resolution.

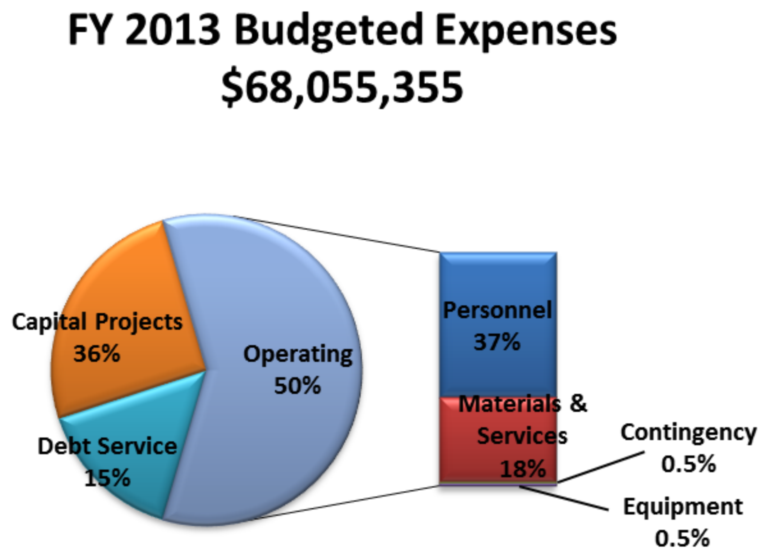
Conversely, the time factor definitely took a toll on not only the Results Team, but all managers submitting bids. It's estimated that the Results Team met for about 45+ hours, which doesn't include time associated with scoring, reading, and understanding bids as well as working with managers. Also, the technological hurdles of separating out department budgets into BFO programs and then having those changes filter into each bid was somewhat cumbersome. Hopefully, the acquisition of new budgeting software will mitigate this issue.

Lastly, this was the first time that staff has been intricately involved with the decision-making process of the operating budget. There was definitely a learning curve to the new budget process for the Results Team, but by the end each member had become fairly proficient at understanding the "big picture" of budgeting for an entire City. By having staff work together a budget synergy was created that resulted in a better and more cost-effective product.

CAPITAL IMPROVEMENT PLAN (CIP)

New capital project requests were evaluated by the CIP Committee during March and prioritized following the same criteria as years past. Unlike the past budget years, the City did not have a declared budget shortfall this year. At the time of prioritization, projections showed a surplus. This being the case, the Committee did not have a targeted budget cut to achieve this year as it had in FY2010 and 2011. Nonetheless, due to the long-term projections which show lack of available operating surpluses, the amount of scrutiny involved in this process was heightened. The Committee forwarded their recommendation to the City Manager in late March. The City Manager made final decisions on operating and capital recommendations in April.





<u>Budget Overview</u>

The above charts show the balanced budget proposal for FY 2013. Total revenues are expected to be $68 million ($40 million operating revenues, $28 million non-operating revenues). Staff proposes to spend those funds on the following: $59 million for operating expenses (which is comprised of $40 million for departmental operations, $10.4 million for debt service, and $500k for capital expenses *paid for by operating revenues*) and $17.3 million for capital expenses paid for by non-operating revenues. The table in Attachment A gives a slightly more detailed breakdown of these figures. Also, the budget documents distributed with the Council packet (and available online) contain budget summaries which give the most commonly desired breakdowns of budget figures.

<u>Special Service Contracts</u>

Two year Special Service Contracts were awarded in FY 2012 as part of the two year budget process. Now that the two year budget process is being flipped making FY 2013 the first of the two year cycle, Special Service Contract awards are out of sync with the budget. Rather than redoing the current contracts, the contracts will remain in effect for

FY 2013 (the second year of the contracts) and then a one year award process will occur for FY 2014 followed by the typical two year process in FY2015 and 2016.

Financial Impact Assessment Report (FIAR)

In February 2011 the Budget Department presented an update of the Financial Impact Assessment Report (FIAR) to the City Council at its annual Visioning Session. This report was organized to forecast revenues and operating, capital, and debt service expenses for the General Fund. The information contained in the report was intended to inform decision makers in the upcoming budget process by illustrating the potential impacts of current financial decisions on the financial health of the City in both the near and distant future. The report is presented to Council at the Visioning Session each year and then updated in the Tentative Budget to show the impact of the budget requests for the next two-year cycle. This will enable Council to see the estimated impacts of current budget decisions on future General Fund surpluses.

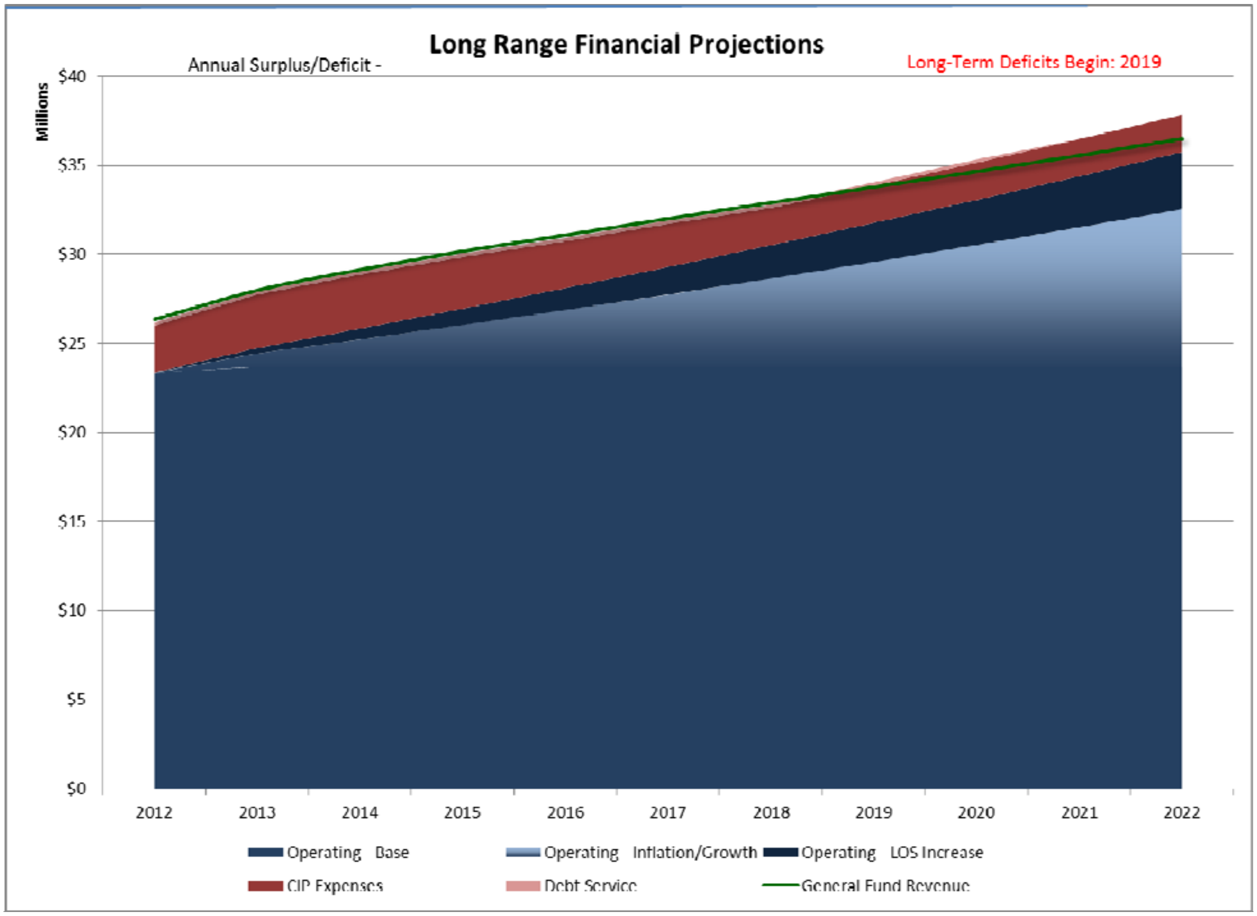
The table below is from the FIAR presented to Council in January. It has been updated to incorporate the FY 2012 Adjusted Budget and the FY 2013 Proposed Budget, which changes trickle through having an effect on future projections. The figures below incorporate expenses and revenues from the General Fund as well as the Quinn's Recreation Fund, and are not designed to match the Budget Summaries which give a citywide accounting of all funds.

Ten-year Financial Impact Forecast

	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Revenue	**$26,351**	**$28,003**	**$29,155**	**$30,192**	**$31,103**	**$32,025**	**$32,925**	**$33,797**	**$34,673**	**$35,572**	**$36,500**
Op. Expenses	$23,367	$23,667	$23,667	$23,667	$23,667	$23,667	$23,667	$23,667	$23,667	$23,667	$23,667
Inflationary Growth	$0	$763	$1,551	$2,365	$3,206	$4,075	$4,973	$5,901	$6,859	$7,849	$8,872
Operating LOS Growth	$0	$302	$608	$917	$1,231	$1,549	$1,871	$2,198	$2,529	$2,864	$3,203
CIP Expenses	$2,650	$3,036	$3,048	$2,828	$2,518	$2,268	$2,092	$2,092	$2,092	$2,092	$2,092
Debt Service	$180	$181	$181	$180	$183	$179	$178	$181	$182	$0	$0
Total Expenses	**$26,197**	**$27,949**	**$29,054**	**$29,957**	**$30,806**	**$31,738**	**$32,782**	**$34,038**	**$35,328**	**$36,472**	**$37,834**
Rev/Exp	**$155**	**$55**	**$101**	**$234**	**$297**	**$287**	**$144**	**-$241**	**-$656**	**-$900**	**-$1,334**
Proposed Tax Increases	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Rev/Exp w/ Tax Increase	**$155**	**$55**	**$101**	**$234**	**$297**	**$287**	**$144**	**-$241**	**-$656**	**-$900**	**-$1,334**

Aggregate Surplus/(Shortfall) - w/o Tax Increase	**($703)**
Aggregate Surplus/(Shortfall) - w/ Tax Increase	**($703)**

Operating expense projections are now made using the service level associated with the 2012 Proposed Budget as the base level. Table B03 shows the FY 2012 service level projected over ten years using the growth rate identified in the 2010 Service Level Assessment Committee (SLAC) update. The projected surpluses (or deficits) for each year are shown in the following graph.



Two recommendations were put forth in the FIAR in February: 1) All increases in operating level of service should be accompanied by an offset (revenue increase or expenditure cut) and 2) the budget department recommends that Council re-evaluate the current revenue and taxation policy and adjust as necessary to establish a sustainable approach to the long-term financing of services and projects. It is expected that council will discuss the recommendations during the budget process.

For more detailed explanations of projection methodology and long-range financial planning, please consult the February 2012 FIAR document, a copy of which can be obtained from the Budget Department.

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. Provide direction on Special Service Contracts.

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:

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. Provide direction on Special Service Contracts.

Recommendation:
Hold a public hearing on the City Manager's Recommended Budget.

Attachments:
A – Budget Summary: Resources & Requirements – All Funds Combined

Attachment A

Resources & Requirements - All Funds Combined

Description	2009 Actual	2010 Actual	2011 Actual	2012 Original Budget	2012 Adj Budget	2013 Budget	Change - 2011 to 2012 Increase (reduction)	Change - 2011 to 2012 %	2014 Plan	Change - 2012 to 2013 Increase (reduction)	Change - 2012 to 2013 %
RESOURCES											
Sales Tax	11,027,464	11,601,845	12,492,244	12,313,000	12,414,000	12,914,000	500,000	4%	13,303,000	389,000	3%
Planning Building & Engineering Fees	5,044,383	1,287,132	1,464,715	1,962,187	1,679,718	2,042,751	363,033	22%	2,391,667	348,916	17%
Charges for Services	9,129,312	9,497,866	10,167,015	10,994,471	11,327,161	12,819,556	1,492,395	13%	13,979,464	1,159,908	9%
Intergovernmental Revenue	3,058,819	7,324,484	6,408,589	3,341,000	13,189,545	3,344,000	(9,845,545)	-75%	3,817,200	473,200	14%
Franchise Tax	2,720,272	2,774,320	2,906,981	3,160,000	3,087,000	3,275,000	188,000	6%	3,419,000	144,000	4%
Property Taxes	13,213,009	15,790,260	17,043,800	16,703,315	18,019,904	18,071,873	51,969	0%	18,339,989	268,116	1%
General Government	457,582	459,311	583,030	573,082	592,437	628,711	36,274	6%	667,614	38,903	6%
Other Revenues	10,850,156	16,200,738	10,415,652	11,836,758	13,334,347	6,249,161	(7,085,186)	-53%	6,288,300	39,139	1%
Total	**$55,500,997**	**$64,935,955**	**$61,482,026**	**$60,883,813**	**$73,644,113**	**$59,345,052**	**($14,299,061)**	**-19%**	**$62,206,234**	**$2,861,182**	**5%**
REQUIREMENTS (by function)											
Executive	7,449,017	7,801,370	7,404,256	8,695,350	8,424,325	9,510,187	1,085,862	13%	9,441,747	(68,441)	-1%
Police	3,726,449	3,859,148	4,001,064	4,343,823	4,325,363	4,711,753	386,390	9%	4,787,998	76,245	2%
Public Works	13,603,552	13,635,067	14,531,805	16,403,226	16,579,013	17,806,988	1,227,975	7%	18,030,543	223,555	1%
Library & Recreation	3,834,719	3,699,326	3,762,925	4,322,374	4,093,804	4,543,737	449,933	11%	4,604,902	61,165	1%
Non-Departmental	2,631,084	2,697,864	3,011,637	2,335,743	2,985,686	2,348,948	(636,738)	-21%	2,338,221	(10,727)	0%
Special Service Contracts	360,896	348,000	338,200	450,000	450,000	450,000	0	0%	492,000	42,000	9%
Contingency	0	0	21,850	440,000	440,000	345,000	(95,000)	-22%	330,000	(15,000)	-4%
Capital Outlay	327,443	214,453	183,936	427,676	427,676	519,823	92,147	22%	443,748	(76,075)	-15%
Total	**31,933,160**	**32,255,228**	**33,255,673**	**37,418,192**	**37,725,867**	**40,236,436**	**2,510,569**	**7%**	**40,469,158**	**232,723**	**1%**
REQUIREMENTS (by type)											
Personnel	20,553,234	21,098,681	20,907,343	22,934,003	23,004,003	24,864,215	1,860,212	8%	25,343,900	479,685	2%
Materials, Supplies & Services	11,052,483	10,942,094	12,142,544	13,616,513	13,854,188	14,507,398	653,210	5%	14,351,511	(155,887)	-1%
Contingency	0	0	21,850	440,000	440,000	345,000	(95,000)	-22%	330,000	(15,000)	-4%
Capital Outlay	327,443	214,453	183,936	427,676	427,676	519,823	92,147	22%	443,748	(76,075)	-15%
Total	**31,933,160**	**32,255,228**	**33,255,673**	**37,418,192**	**37,725,867**	**40,236,436**	**2,510,569**	**7%**	**40,469,158**	**232,723**	**1%**
EXCESS (deficiency) OF RESOURCES OVER REQUIREMENTS	$23,567,837	$32,680,728	$28,226,353	$23,465,621	$35,918,246	$19,108,616	(16,809,630)	-47%	$21,737,075	2,628,459	14%
OTHER FINANCING SOURCES (uses)											
Bond Proceeds	24,477,505	6,092,682	0	11,800,000	16,800,000	5,000,000	(11,800,000)	-70%	8,300,000	3,300,000	66%
Debt Service	(9,834,751)	(12,176,557)	(13,263,748)	(10,426,416)	(10,422,156)	(10,480,443)	(58,287)	1%	(10,455,080)	25,363	0%
Interfund Transfers In	32,800,255	14,840,021	9,898,612	6,957,143	6,995,343	6,801,388	(193,955)	-3%	6,602,663	(198,725)	-3%
Interfund Transfers Out	(32,800,255)	(14,840,021)	(9,898,612)	(6,957,143)	(6,957,143)	(8,019,498)	(1,062,355)	15%	(8,025,823)	(6,325)	0%
Capital Improvement Projects	(41,241,569)	(64,395,392)	(32,364,689)	(26,860,527)	(85,161,992)	(17,033,477)	68,128,515	-80%	(17,742,124)	(708,647)	4%
Total	**(26,598,814)**	**(70,479,267)**	**(45,628,437)**	**(25,486,943)**	**(78,745,948)**	**(23,732,030)**	**55,013,919**	**-70%**	**(21,320,364)**	**2,411,666**	**-10%**
EXCESS (deficiency) OF RESOURCES OVER REQUIREMENTS AND OTHER SOURCES (uses)	($3,030,978)	($37,798,539)	($17,402,084)	($2,021,322)	($42,827,702)	($4,623,414)	38,204,289	-89%	$416,711	5,040,125	-109%
Beginning Balance	97,369,362	111,667,935	91,198,915	31,747,990	68,319,141	25,491,439	(42,827,702)	-63%	20,868,024	(4,623,415)	-18%
Ending Balance	94,338,414	73,869,394	73,796,832	29,726,658	25,491,439	20,868,024	(4,623,415)	-18%	21,284,734	416,710	2%

City Council Memorandum

Subject: **QUINN'S JUNCTION PARTNERSHIP ANNEXATION AND ZONING**
Date: **May 3, 2012**
Project Number: **PL-12-01473**
Type of Item: **Annexation and Amendment to Zoning Map – site visit and project update**

Recommendation
Staff recommends the City Council visit the site. No further discussion or action is requested at this meeting.

Project Update
A site visit has been arranged to take the City Council out to the Quinn's Junction Partnership annexation property. Vans will leave from City Hall at approximately 5 PM on May 3rd. The applicant provided an exhibit ("Tour Site Plan"- Exhibit A) showing the location of orange and pink flags posted at the site. A hard copy of Tour Site Plan was placed in Council mailboxes on Monday. The orange circles represent the orange flags which identify certain intersections along the main driveway. The pink circles represent the pink flags which identify the corners of specific buildings.

A revised site plan is also included, along with most of the MPD Plans packet submitted to the Planning Commission (Exhibit B). The applicant continues to work on the plans based on information from the last Planning Commission meeting, and a full set of plans will be provide with changes as necessary for the public hearing at the May 17th City Council meeting.

Description

Project Name:	Quinn's Junction Partnership Annexation
Applicant:	Quinn's Junction Partnership ("QJP")
Representative:	Michael Martin, General Partner Quinn's Junction Partnership
Location:	Southwest quadrant of US 40 and SR 248 intersection
Proposed Zoning:	Community Transition and Regional Commercial Overlay (CT-RCO)
Adjacent Land Uses:	Dedicated open space, US 40 and SR 248, Quinn's Sports Complex and Open Space, Park City Heights MPD, Park City Medical Center, USSA Center of Excellence, Summit County Health Department, Medical Offices, Rail Trail recreation trail, Quinn's Water Treatment Plant, and vacant agricultural land.
Proposed Uses:	Movie studio, offices/retail, hotel, and associated uses

Proposal
The applicant is requesting annexation into Park City of a 29.55 acre parcel of undeveloped land, for the purpose of constructing and operating a movie studio, a hotel, and associated uses. The property is located in the southwest quadrant of the Quinn's Junction Planning Area, at the intersection of US Highway 40 and State Road (SR) 248 with access to SR 248. Proposed zoning is Community Transition-Regional Commercial Overlay (CT-RCO) for the entire parcel (Exhibit A).

The property is subject to a County Settlement Agreement and a City Annexation Agreement. **(Refer to previous Planning Commission staff reports regarding the proposal and agreements. All previous staff reports, exhibits, and minutes are available on the City's web site www.parkcity.org or from the Planning Department).**

Planning Commission recommendation
The Planning Commission recommendation is outlined below. On April 25, 2012, the Planning Commission conducted a final public hearing and voted (4 to 2) to forward to City Council a negative recommendation on the Quinn's Junction Partnership annexation and zoning petition, according to the findings of fact and conclusions of law outlined below:

Findings of Fact

1. The proposed Annexation and Zoning does not comply with the Park City General Plan in that the proposed Raleigh Studios MPD development is specifically attached by Agreement to this Annexation and creates the following compliance issues :
    a. The proposed development is primarily an independent studio/warehouse use and as such is not a neighborhood or resort commercial use. The hotel and other support uses have the primary purpose of supporting the studio activity as opposed to resort economy and general plan principles.
    b. The proposed development is primarily commercial and will substantially increase traffic on Highway 248 and the traffic impacts have not been sufficiently mitigated.
    c. The proposed development does not meet the CT zone requirements for open space, parking, and setbacks due to the Settlement Agreement. These elements were alluded to in the goals for this planning area that became the CT zone.
    d. The development does not enhance the visual experience for visitors and residents using this entrance to the City because the massing, density and setbacks are not compatible with adjacent properties due to the waiver of zone requirements.
    e. The development does not improve vehicular access to this planning area with signalized intersections and grade separated trail crossings. Proposed additional access points without

signalization will compound conflicting traffic movements and create additional traffic volume and back-ups.

f. The development proposes 3 entrances and does not limit driveways and intersections on Highway 248.
g. The development does not provide a diversity of housing opportunities.
h. The development does not retain the community amenity, enhance the open space buffer around the City, or preserve the gateways to the City.
i. The development does not preserve the mountain resort and historic character of Park City.
j. The development is not a case of working effectively with other government agencies to achieve goals of the General Plan.
k. The development does not maintain the unique identity and character of an historic community.
l. The development does not manage the amount, rate, form and location of growth.

2. Should the City Council determine to annex the property the Planning Commission notes the conditions of approval as included in the draft Ordinance and as amended at the April 25th Planning Commission meeting. (Extracted from the Ordinance and listed below for this informational update).

<u>Conclusions of Law</u>

1. The proposed annexation is not consistent with the Annexation Policy Plan, Quinn's Junction Study Area, and the Park City General Plan (2005).
2. The annexation would harm the health, safety and welfare of the residents of Park City.

<u>Conditions of Approval</u> (extracted from Draft Ordinance and redlined with Planning Commission changes from the meeting)

1. The Official Zoning Map shall be amended to designate the Quinn's Junction Partnership Annexation property with Community Transition (CT) zoning, with a Recreation Commercial Overlay (RCO) limited to the commercial uses of the MPD approved herein.
2. The attached Exhibits, including the Annexation Development Agreement, shall be fully executed and recorded at Summit County, along with the Annexation Plat.
3. The Master Planned Development Plans hereby approved and all final design, Administrative CUP and building permits shall comply with all applicable Land Management Code "LMC" provisions that are not contrary to the Annexation Agreement.
4. The required Administrative Conditional Use permit application for final design shall be reviewed for consistency with the MPD Plans package, these conditions of approval including site design, building massing and

height, setbacks, architectural design and vernacular, materials, colors, landscaping, lighting, fencing, grading, berming, trails, circulation for buses and emergency vehicles, parking and phasing, etc. and conditions of the Annexation Development Agreement. Rendered elevations, material and color samples, shall be provided for Planning Department review prior to approval of the Administrative Conditional Use permit. Maximum building height of Building 8 (formerly Pad 7) is limited to 50 feet unless a production contract is entered into in compliance with Paragraph 2.5(e) of the Annexation Agreement. Final Architectural Review pursuant to 15-2.23-6 shall be concurrent with the Administrative CUP. Commissioner Jack Thomas shall participate in the Administrative CUP as a liaison for purpose of further input on final design and architectural elements.

5. A landscape plan, provided by a licensed landscape architect, and including landscape site design and materials consistent with those identified in the MPD Plan package is required to be submitted with the Administrative Conditional Use permit application. The landscape plan shall identify grading, heights, and undulation of the perimeter berming to soften the view of the commercial structures. The landscape plan shall include a planting plan and an irrigation plan. Ground cover for green roofs shall also be included in the landscape plan. Perimeter landscaping should be of a substantial size and shall be reviewed and approved by the City Arborist and Landscape Architect. The landscape plan shall indicate how the landscaping will be phased and shall indicate perimeter plantings to be installed prior to vertical construction to provide screening of construction work. Temporary irrigation will be required to ensure these plantings survive.
6. Parking lot and all other exterior lighting shall meet requirements of the LMC with additional restrictions on the overall wattage, automatic timers, and lighting designed in zones and shall comply with best lighting practices as recommended by the Dark Skies organization. A lighting plan, provided by a qualified lighting professional, shall be submitted with the Administrative Conditional Use permit application.
7. Security fencing on the property perimeter shall not exceed 7' in height and shall generally be 5' to 6' in height and shall not include razor wire or other details that read as "high security" fencing. Use of electronic monitoring is allowed. Fencing details shall be provided with the Administrative Conditional Use permit application and shall be consistent with the Final MPD Plan Package (page 39___) in terms of location, design, materials, colors, and extent. Perimeter fencing shall be phased consistent with the phased parking lot construction described in #16 below.
8. Anall vehicular access points to the development from SR-248 shall comply with any and all existing Corridor Preservation Agreements. Changes to these Agreements must be approved by the Utah Department of Transportation working cooperatively with Park City Municipal Corporation Transportation Department. The Applicant will be responsible for filing application for required access approvals with the Utah

Department of Transportation. Without additional approvals, there will be a single public access to the property at the signalized intersection of Round Valley Drive and SR 248, and emergency access as approved by UDOT, and the Fire and Building departments.

9. In the event that the south secondary access point is approved, this access shall be located in such a way as to not preclude access to the adjacent City open space parcel. Necessary cross access easements shall be provided, preferably on the subdivision plat, through the public area of the MPD to provide access to the signalized intersection for the City parcel.
10. Traffic Management Plans for special events shall be approved by the City's Special Events staff as well as by the City's Police Departments of Transportation and Public Safety. All necessary special event permits and conditional use permits shall be obtained prior to commencing the Special Event or Master Festival. No overcrowding permits may be granted by the Building Department.
11. Outdoor activities and noise shall be limited to 7AM to 10 PM and shall not exceed the City's noise ordinance, unless otherwise allowed through a Special Event/Master Festival permit in accordance with the Municipal Code.
12. Applicant shall coordinate with UDOT and adjacent property owners to pursue alternative access to the Park and Ride facility from SR 248 east of US 40. This access would provide a true community benefit and would mitigate traffic on SR 248 from US 40 to Richardson's Flat Road. Contributions to this access road could be acknowledged by allowing the development to utilize the Park and Ride lot to further reduce both traffic and parking impacts of the development.
13. The applicant should work with the City and State in good faith to find funding for additional underground parking to mitigate the impact of the large amount of surface parking.
14. At the time of the Administrative Conditional Use permit application, the applicant shall identify the square footage of all parking areas and all hard surfaced areas. Interior and perimeter parking lot landscaping shall meet requirements of the LMC Chapter 3. Snow storage areas shall be provided in accordance with the LMC Sections 15-3-3(E) and15-3-4.8(E).
15. At the time of the Administrative Conditional Use permit application, the applicant shall provide a detailed parking analysis to identify specific uses, square footage, employee, hours of operation, shared parking ratios, and other items that will allow the Planning Staff to understand the parking demands. The parking analysis shall look at the extent to which alternative modes of travel (bus, shuttle, carpool, bike, etc.) can reduce the demand for parking at the site, on a day to day basis. The parking analysis shall also provide information about special events and parking demand. Staff's initial parking analysis recommends reductions for shared parking as well as support uses which reduce the required parking spaces from a total of 957 to a maximum of 668 spaces, based on the information provided with the MPD, with 150 of those 668 spaces proposed underground. In

addition to addressing the total permitted parking spaces, the Administrative CUP shall limit the total square footage of impervious surface in a like percentage of the total project area. Based upon the Administrative CUP submittal, the Planning Director may approve a change in the parking up to 20% either way. Any request beyond 20% for additional parking or impervious surface area or further reductions would have to return to the Planning Commission.

16. A phased parking plan shall be provided with the Administrative Conditional Use permit for approval by the Planning Department. The plan shall identify only essential paving with each phase of development, strive to reduce parking demand with various programs and incentives, and strive to find funding for additional underground parking. Prior to building phase 2 parking, the applicant shall provide a professional parking analysis of existing conditions and needs, including established and proposed traffic mitigation.
17. Construction of public trail connections to the Park City Heights Rail Trail connector and trail head amenities as shown on the MPD Plans shall be completed by the applicant and at the expense of the applicant prior to issuance of a certificate of occupancy for any building.
18. Bike racks shall be provided for the various uses, as required by LMC Section 15-6, Master Planned Developments (hotel, mixed use, trail head area, sound stage, etc.).
19. Construction of a bus loop/bus shelter shall be provided prior to issuance of a certificate of occupancy for the hotel or mixed use buildings.
20. A grading plan shall be submitted with the Administrative Conditional Use permit application. Excavated materials shall remain on site to the greatest extent possible.
21. Grading of the site, including the undulating berms and swales along SR 248 shall be consistent with the grading proposed in the MPD Plans.
22. All landscaping, parking lots, driveways, roads, plazas, sidewalks, trails on the property, and other common areas shall be maintained by the property owner, or an Owner's Association, as the City will not maintain such areas.
23. Recycling centers shall be installed in the hotel, mixed use, and sound stage areas prior to issuance of a certificate of occupancy for the building.
24. The hotel shall provide shuttle service for guests within Park City and encourage guests to utilize shuttles from the airport as well as around town. The shuttle service shall be in place prior to issuance of a final certificate of occupancy for the hotel.
25. In accordance with Paragraph 2.5(h) of the Annexation Agreement, the applicant shall pay all applicable fees, including development, Building and Planning, Business licensing, and all other legally imposed fees and taxes collected by City Departments for services, utilities, etc.
26. A storm water management plan, prepared by a licensed professional, shall be submitted with the Administrative Conditional Use permit application. The plan shall be consistent with best management practices for storm water management, including pre versus post run-off, water oil

separators for parking facilities, and 100 year storm event detention on site.

27. Roof top mechanical equipment shall be architecturally screened from public view.
28. Trash and recycling enclosures shall be screened with landscaping, fencing, buildings, berms, etc. per the LMC.
29. Shadow LEED Silver construction per the Annexation Agreement is required; however no third party certification is required.
30. Areas of plazas, pedestrian walk ways, patios, etc. shall not be heat melted. Solar panels and skylights are allowed on rooftops per the LMC Chapter 5.
31. Hours of operation shall be proposed and approved by the Planning Director as part of the Administrative CUP to mitigate traffic of employee loading and unloading. Support commercial uses, such as food service, deli, café, etc. shall be open during filming hours and office hours to mitigate vehicular trips off site for breaks and lunch.
32. Additional Building articulation as required by LMC Chapter 5 shall be demonstrated on the final building plans prior to issuance of a building permit.
33. Permanent power shall be provided for the trailer parking area and the applicant shall use best effort to utilize solar or other renewable energy resource if technically and economically feasible.
34. A sign plan must be filed with the Administrative CUP in compliance with LMC Title 12. No icon, water tower, or billboards are allowed.
35. Final Subdivision approval shall contain covenants and restrictions (CCRS) in compliance with Paragraph 2.6 of the Annexation Agreement.
36. Water service is provided by Summit Water, with an emergency connection to the City system. Should City service be necessary in the future, applicant shall pay applicable impact and user fees in effect at such time and make such dedications as required by LMC 15-8-5(C) (1-3).
37. This MPD approval and zoning approved herein are limited to the terms of the Annexation Agreement and due to the unique circumstances regarding a legal settlement of historic claims in the Summit County Settlement Agreement, such approval shall not be considered precedent for future zoning amendments or annexation petition to this or neighboring properties in the Quinn's/CT zone area. All future development applications, changes in commercial use, or rezone requests shall be processed in accordance with the General Plan, zoning and LMC in effect at the time of application. The densities approved herein shall not be considered in terms of neighborhood compatibility in the event of a rezone or CT amendment request by other properties within the CT zone.
38. As part of the required Construction Mitigation Plan, to be submitted prior to issuance of any building permits on the property, the landscape guarantee shall insure phased and adequate berming along SR248 in the event the project is not completed, and the construction guarantee bond shall take into consideration the location of this property on the entry

corridor and mitigation of physical and visual impacts of construction at this property.

39. No wood burning devices are allowed on the property.

Future Process

The applicants agreed to a 30 day extension of the deadline to May 25th (Day 120) from January 26th (Day 1). Staff outlines the possible timeline as follows:

- The City Council is the final decision maker regarding annexation of land into Park City. A site visit with Council will be scheduled for May 3rd. Staff will notice public hearings for May 17th and 24th **(Day 112 and 119).**
- Final action by the City Council on the Annexation, including the zoning and MPD review is anticipated on May 24th **(Day 119).**
- If the Annexation is approved then other items are required prior to issuing a building permit for the development. These items include a final subdivision plat, an administrative Conditional Use permit with CUP criteria and architectural design review (and compliance with any conditions of approval identified in the Ordinance and/or Development Agreement), utility plans and site work approval, and building permit review by Planning, Building, Engineering, etc.

Recommendation

Staff recommends the City Council visit the site. No further discussion or action is requested at this meeting.

Exhibits

Exhibit A- Site Visit map
Exhibit B- Selected MPD plans

Building Legend

1A	Hotel Lodging
1B	Recording Studio
1C	Stage Venue
1D	Residence - omitted
1E	Grand Ball Room
1F	Atrium
2	Screening Rooms/Theater
3	Entertainment Venue
4	Mixed Use
5	Mixed Use
6	Sound Effects Stage
6A	Office, Effects Stage
7	Sound Stages
7A	Workshop
7B	Production Support/ Offices
8	Workshop Office

Building Legend

- 1A Hotel Lodging
- 1B Recording Studio
- 1C Stage Venue
- 1D Residence - omitted
- 1E Grand Ball Room
- 1F Atrium
- 2 Screening Rooms/Theater
- 3 Entertainment Venue
- 4 Mixed Use
- 5 Mixed Use
- 6 Sound Effects Stage
- 6A Office, Effects Stage
- 7 Sound Stages
- 7A Workshop
- 7B Production Support/Offices
- 8 Workshop Office
- 9 Guard House

IBI GROUP

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tel 435 615 8394
fax 435 615 8397

MASTER PLAN CONCEPT

April 2012

Raleigh Studios
Park City, Utah

Raleigh Studios – List of Updated Plans/Images

1. Page 12 – Massing Study Looking SE
2. Page 13 – Massing Study Looking SE
3. Page 14 – Buildings 7, 7A and 7B Massing Study Looking S
4. Page 17 – View from US 40 Northbound
5. Page 27 – Snow Storage Plan
6. Page 28 – Parking Plan with Counts
7. Page 31 – Public Transit Plan
8. Page 39 – Fencing Images

Raleigh Studios – Context

Healthcare Campus

Quinns Rec Complex

National Ability Center

Proposed Film Studio

Park City Heights

Raleigh Studios – Connectivity (Roads)

Healthcare Campus

Quinns Rec Complex

National Ability Center

Proposed Film Studio

Park City Heights

Raleigh Studios – Connectivity (Trails)

Healthcare Campus

Quinns Rec Complex

National Ability Center

Proposed Film Studio

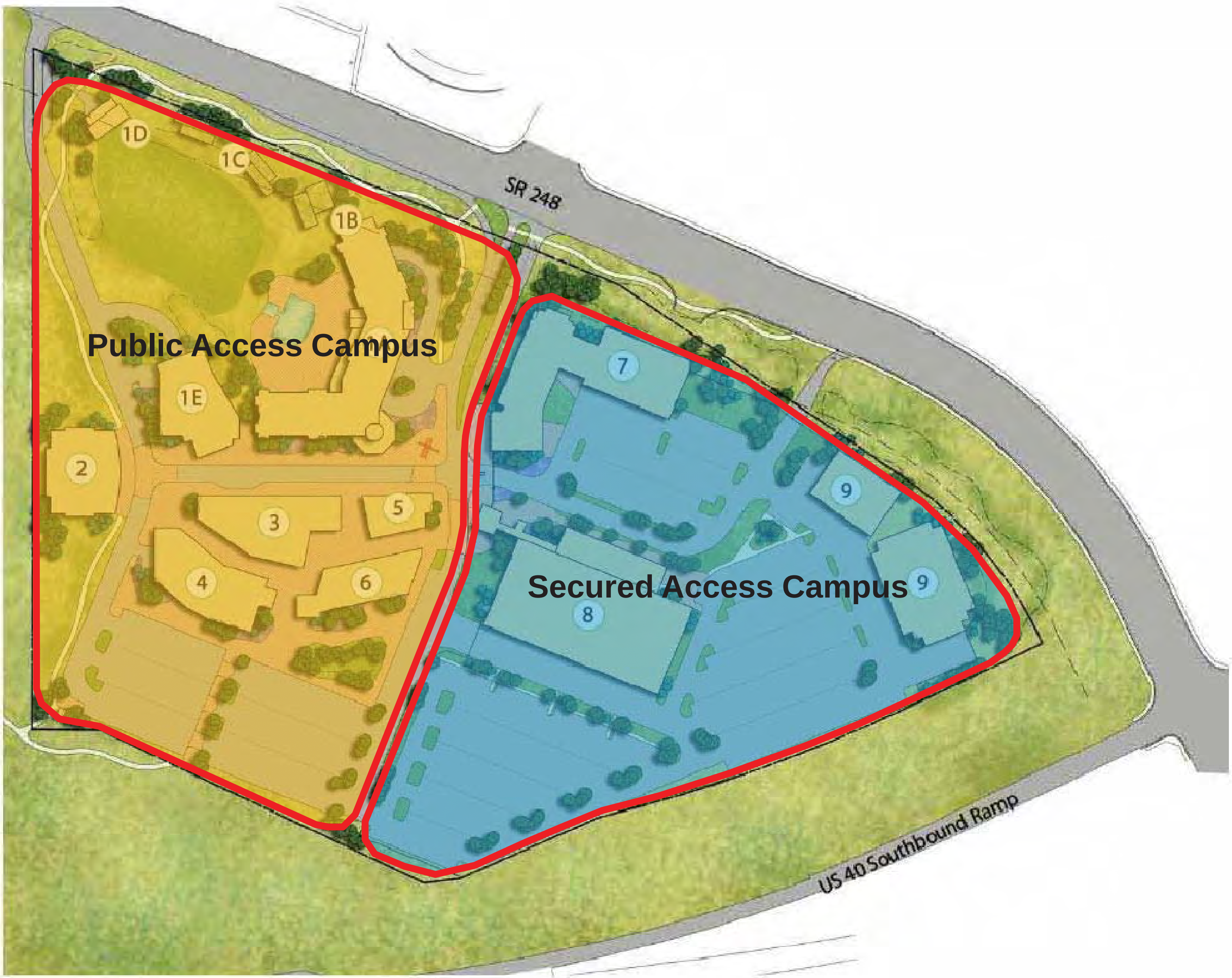
Park City Heights

Raleigh Studios – Building Heights/Sizes

Bldg #	Bldg Use		Sqft (Gross)	Building Hts (Ft)
1A	Hotel Lodging	(100 Keys)	112,000	40'
1B	Recording studio		2,500	16'
1C	Stage Venue		700	28'
1D	Residence	(Omitted)	0	
1E	Grand Ballroom		16,000	28'
1F	Atrium		0	28'
2	Screening Rooms / Theater		15,000	40'
3	Entertainment Venue		14,500	40'
4	Mixed Use		33,350	28'
5	Mixed Use		25,625	28'
6	Sound Effects Stage		15,700	40'
6A	Office		37,200	38'
7	Sound Stages		47,375	60'
7A	Workshop		20,000	28'
7B	Production Support/ Offices		24,000	34'
8	Workshop Office		10000	18'
9	Guard House		50	10'
		Total	**374,000**	

- Building heights and percentages comply with requirements of the Annexation Agreement
- See 3D massing for building heights

Raleigh Studios – Conceptual Site Plan



Massing Study Looking South

Massing Study Looking South

Massing Study Looking SE

Raleigh Studios – Visual Analysis

Buildings 7, 7A and 7B Massing Study Looking S

Building 7B and Entry Gate Massing Study Looking NE

Buildings 5 and 7 Massing Study Looking NW

View from US40 Northbound

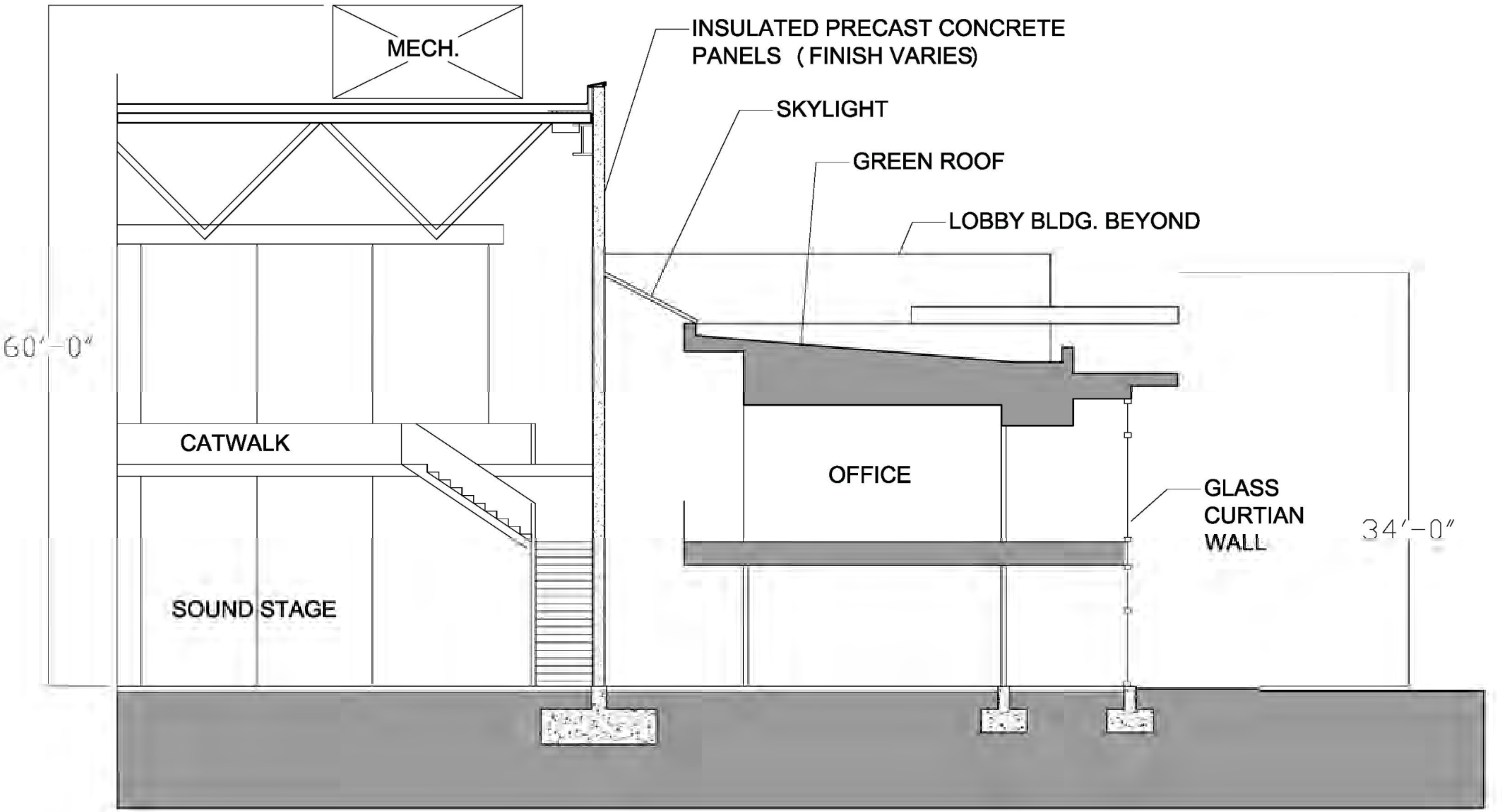
Raleigh Studios – Building 7 Wall Section

SOUTH ELEVATION - NOT TO SCALE

CONCEPT MATERIALS
1. PRECAST CONCRETE
2. CORTEN STEEL
3. CORRUGATED STEEL
4. WOOD
5. NATURAL STONE
6. ALUMINUM CLAD
   WOOD WINDOWS
7. GLASS CURTIAN WALL
8. METAL PANEL
9. TRANSLUCENT PANELS
10. STUCCO - EFIS

WEST ELEVATION - NOT TO SCALE

Raleigh Studios – Building 7 Wall Section



Raleigh Studios – Existing Building Overlay

Existing Buildings

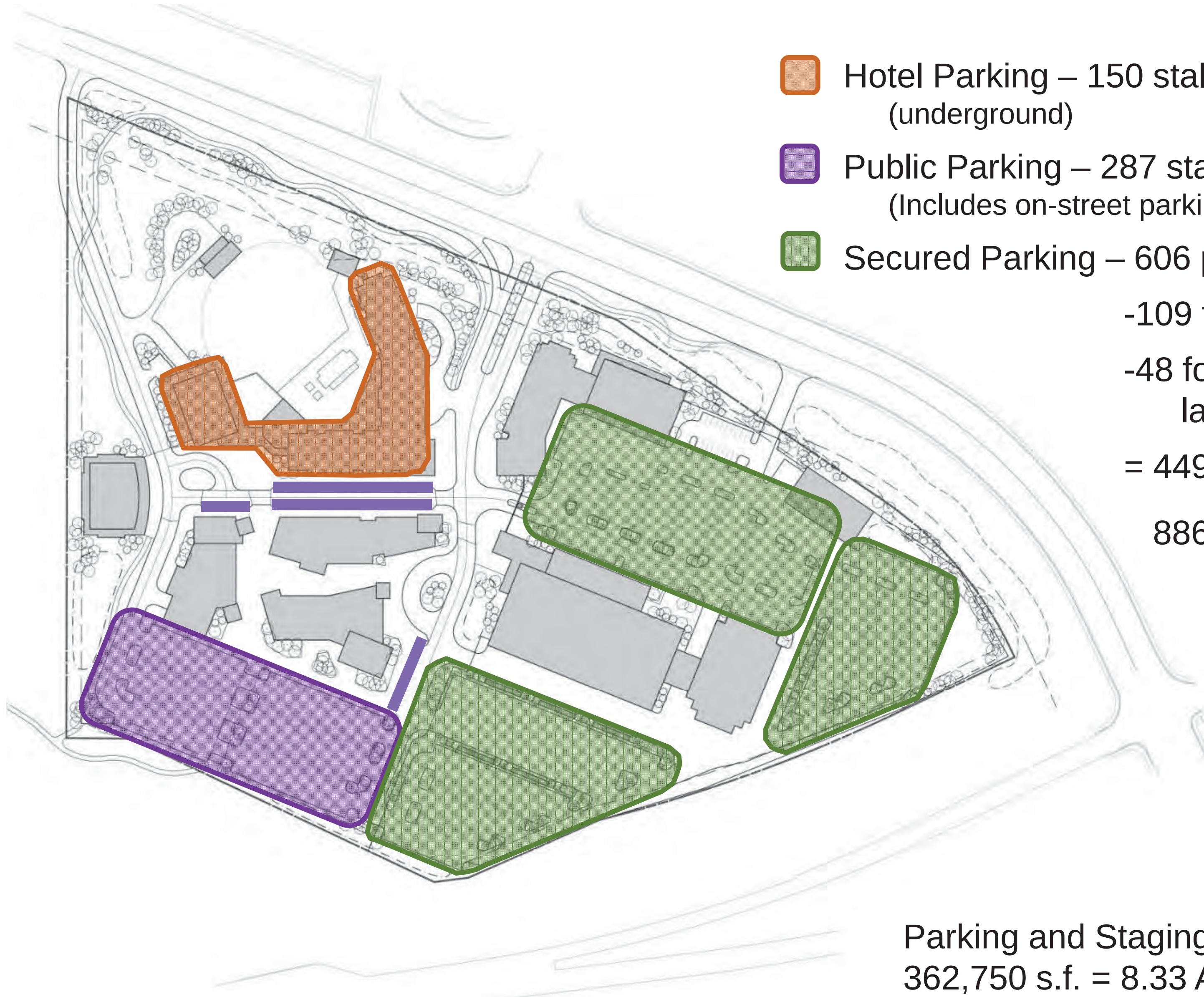
1 Hospital with Surrounding Parking

Raleigh Studios – Existing Building Overlay

Existing Buildings

1. Hospital
2. Ice Rink
3. Hotel Park City
4. Summit County Health
5. USSSA

Raleigh Studios – Parking Plan w/Counts



Hotel Parking – 150 stalls
(underground)

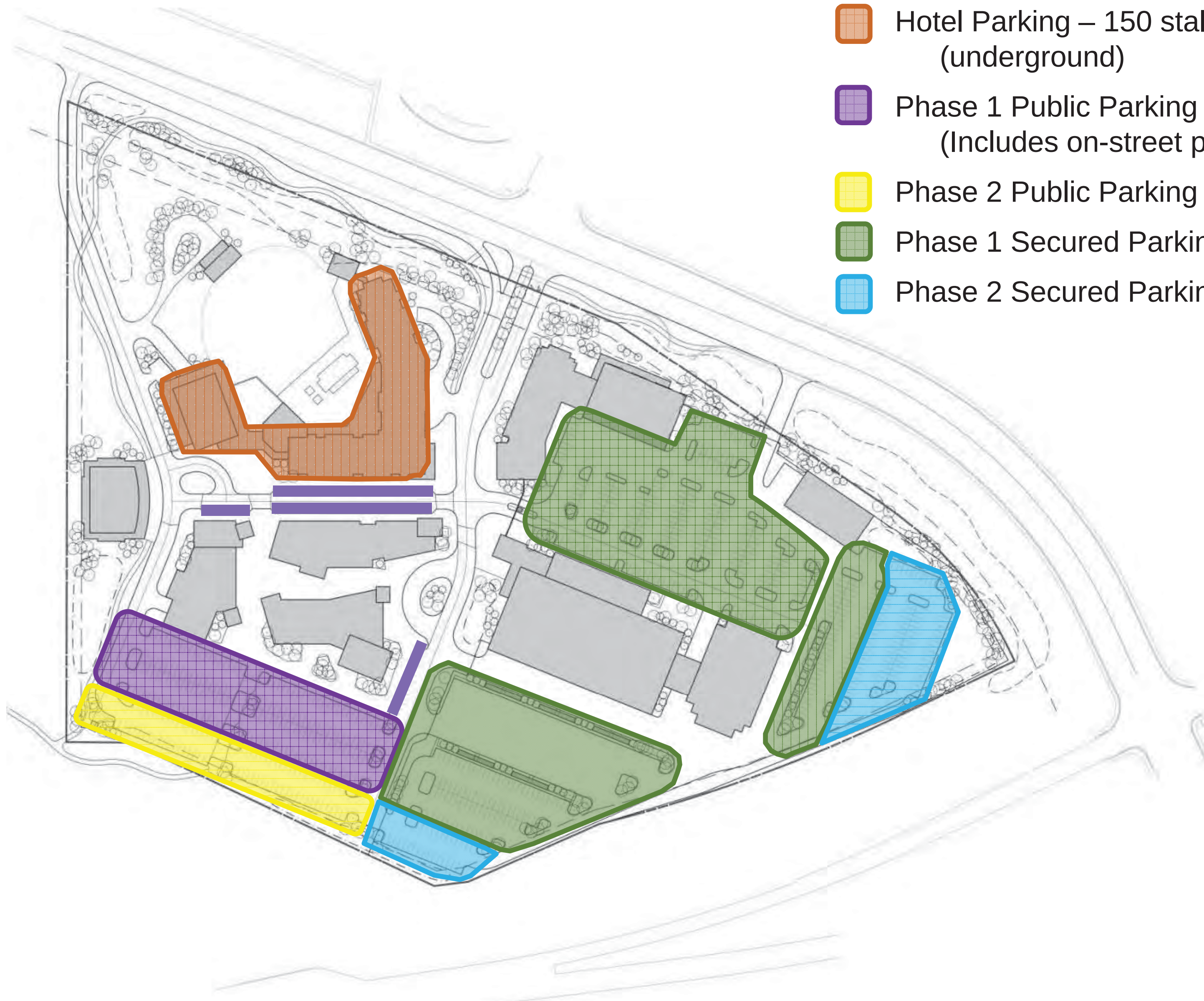
Public Parking – 287 stalls
(Includes on-street parking)

Secured Parking – 606 previous stalls
-109 for staging
-48 for additional landscaping
= 449 stalls

886 total stalls

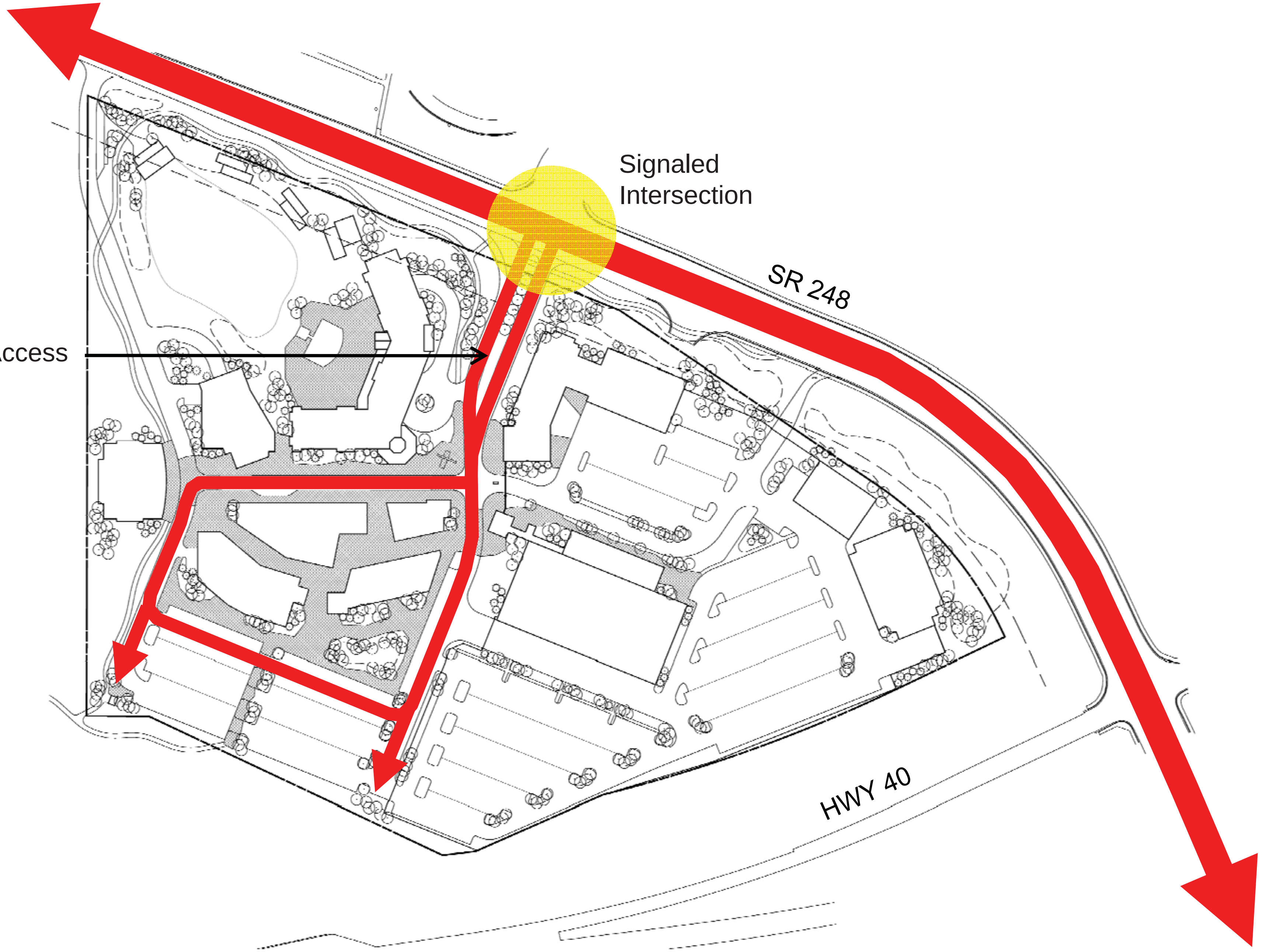
Parking and Staging Areas
362,750 s.f. = 8.33 Acres

Raleigh Studios – Parking Phasing

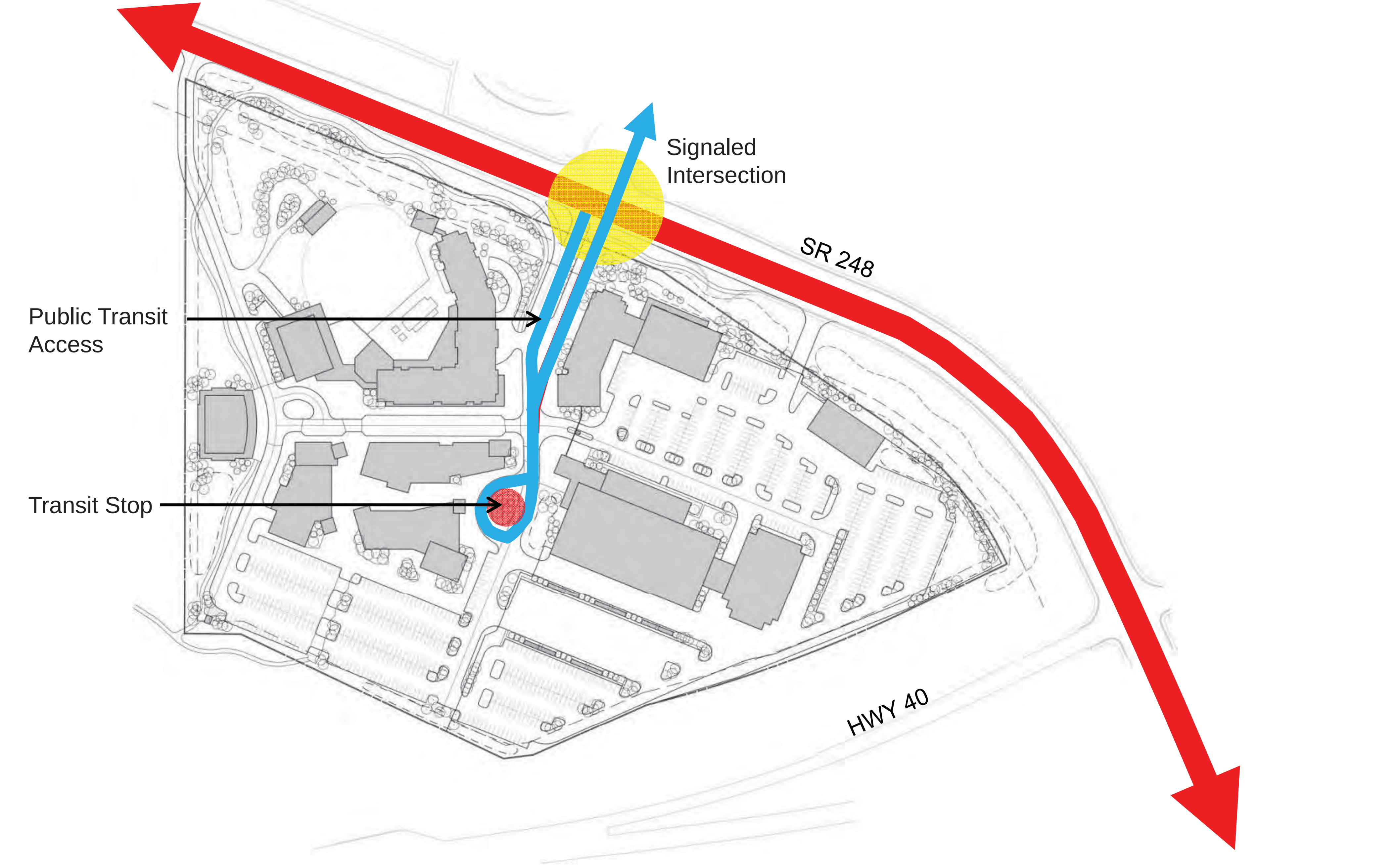


- Hotel Parking – 150 stalls (underground)
- Phase 1 Public Parking – 207 stalls (Includes on-street parking)
- Phase 2 Public Parking – 80 stalls
- Phase 1 Secured Parking – 340 stalls
- Phase 2 Secured Parking – 109 stalls

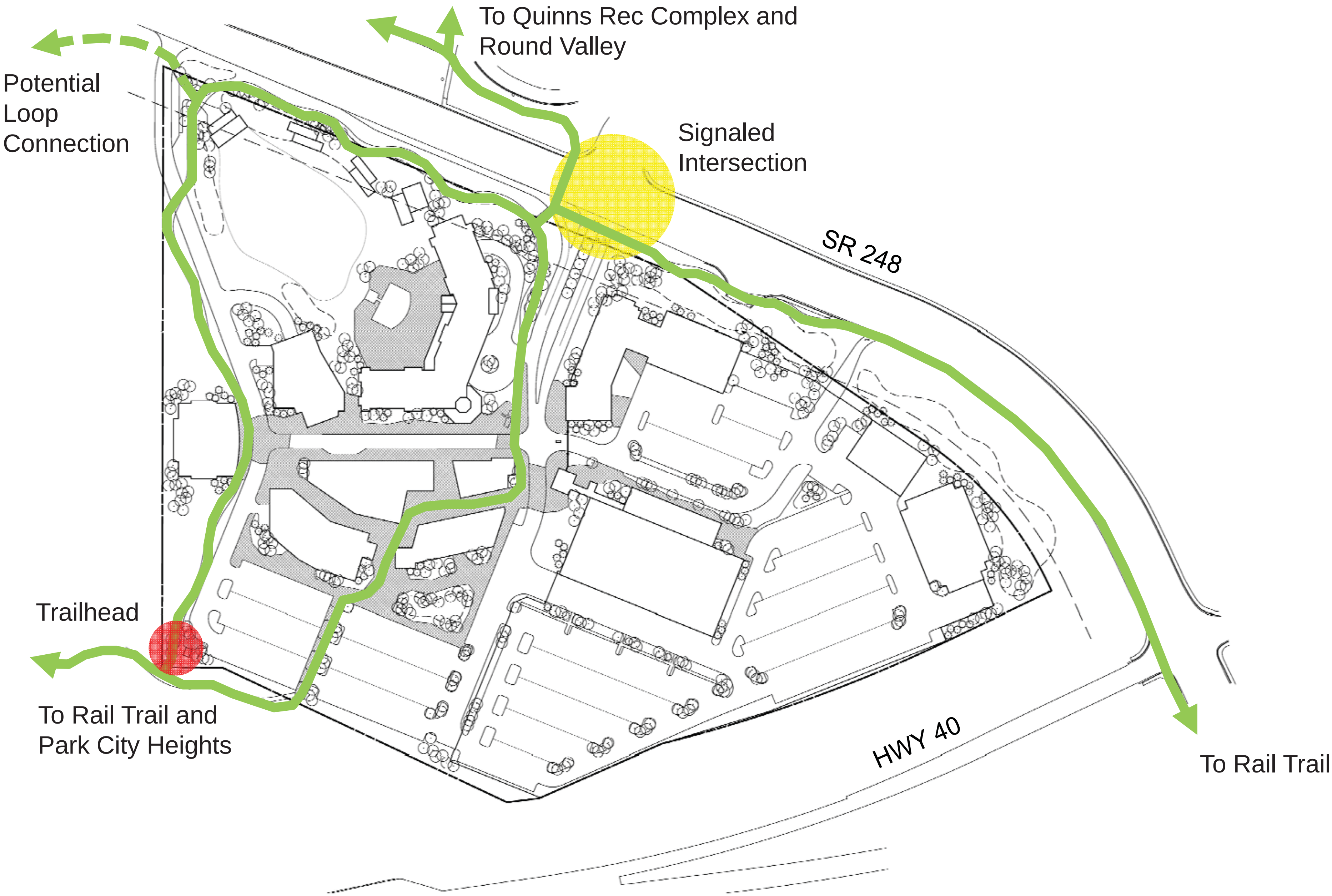
Raleigh Studios – Access/Circulation (Public Access)



Raleigh Studios – Public Transit Plan

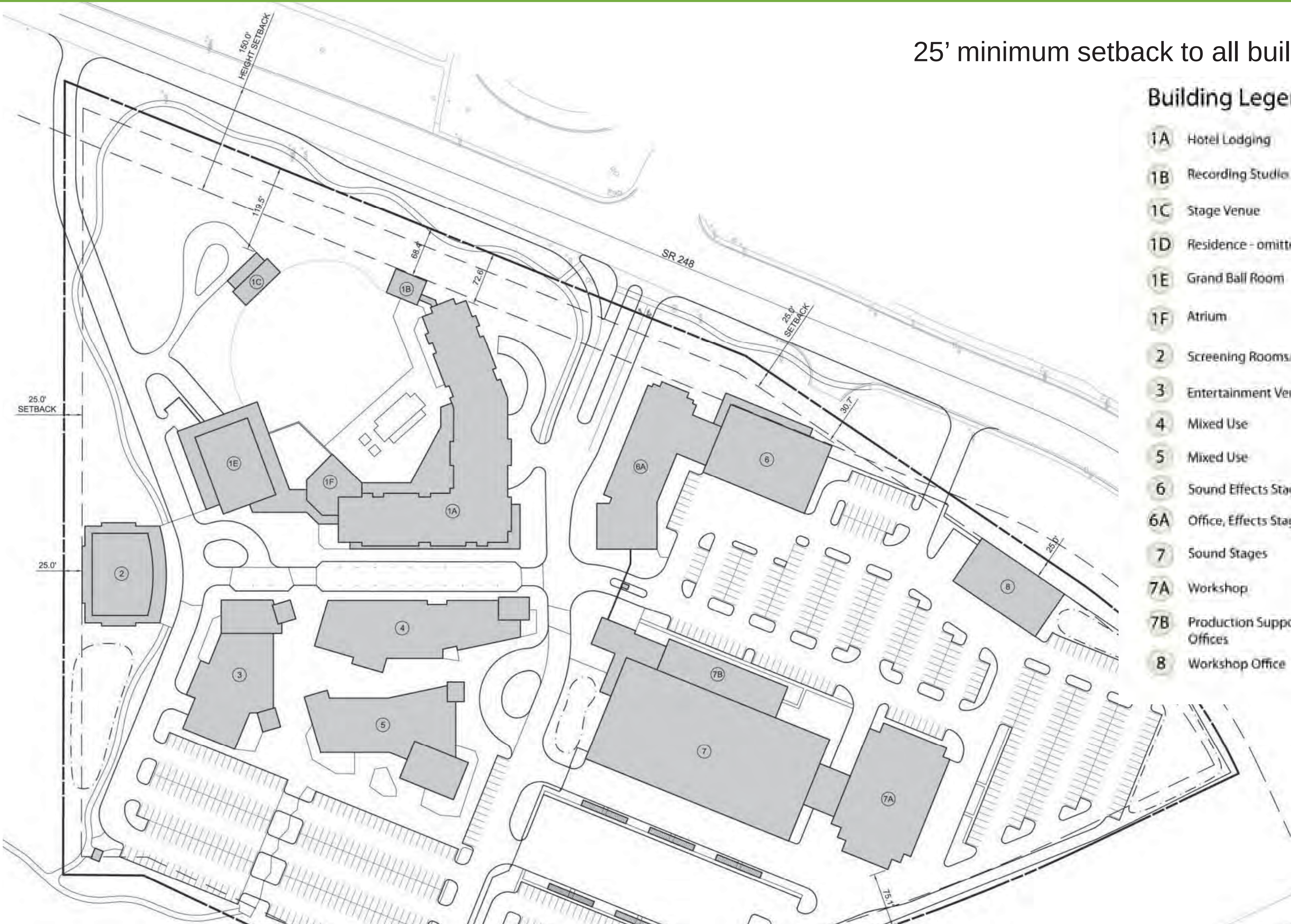


Raleigh Studios – Access/Circulation (Trails)



Raleigh Studios – Setback Distances

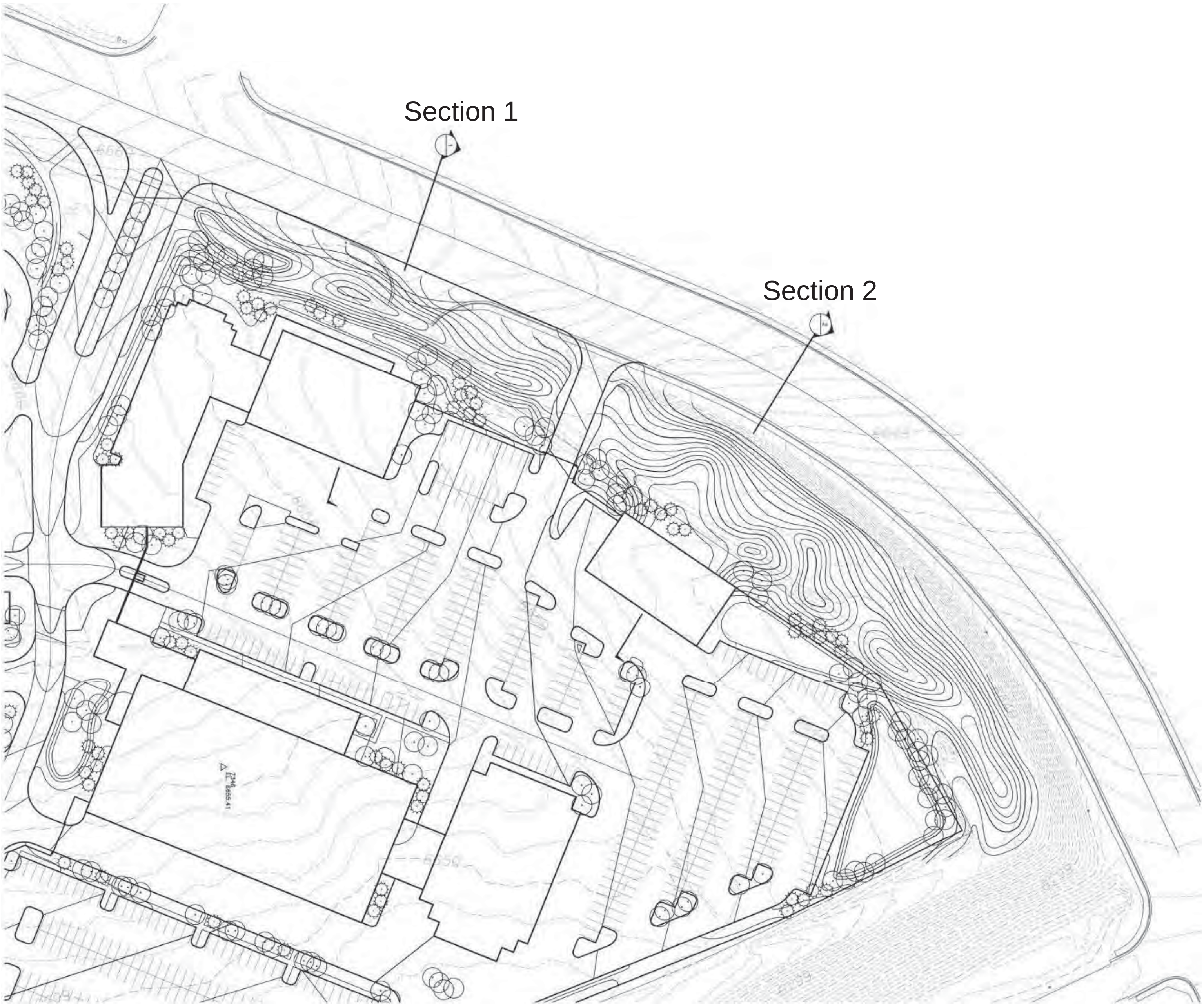
25' minimum setback to all buildings



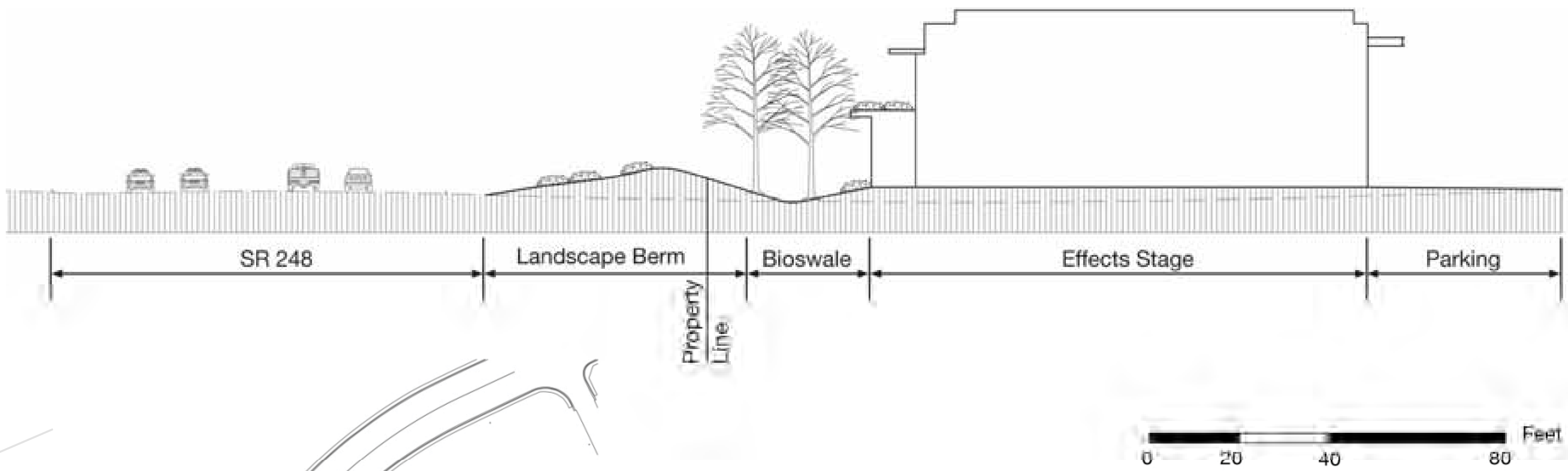
Building Legend

- 1A Hotel Lodging
- 1B Recording Studio
- 1C Stage Venue
- 1D Residence - omitted
- 1E Grand Ball Room
- 1F Atrium
- 2 Screening Rooms/Theater
- 3 Entertainment Venue
- 4 Mixed Use
- 5 Mixed Use
- 6 Sound Effects Stage
- 6A Office, Effects Stage
- 7 Sound Stages
- 7A Workshop
- 7B Production Support/ Offices
- 8 Workshop Office

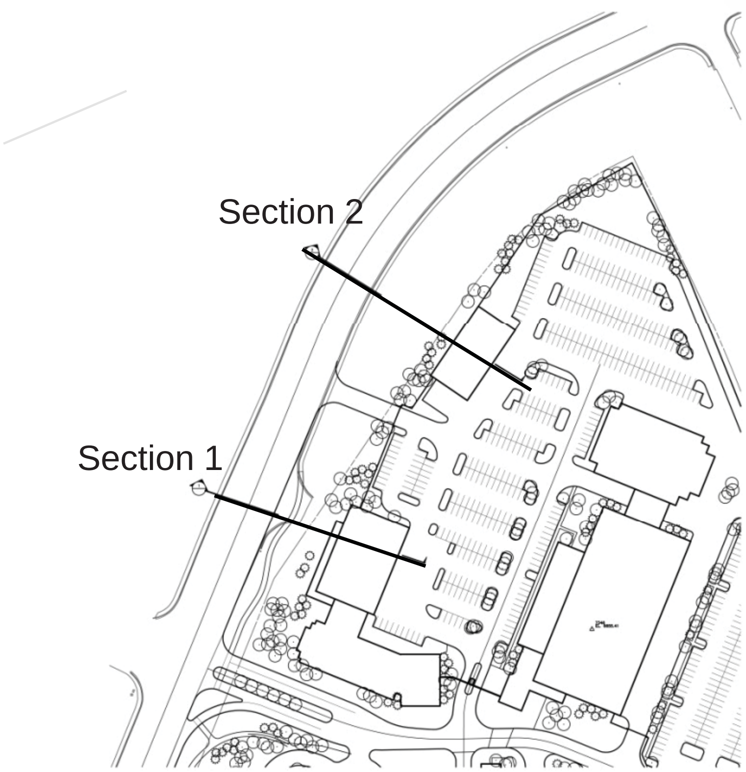
Raleigh Studios – Conceptual Berm Grading



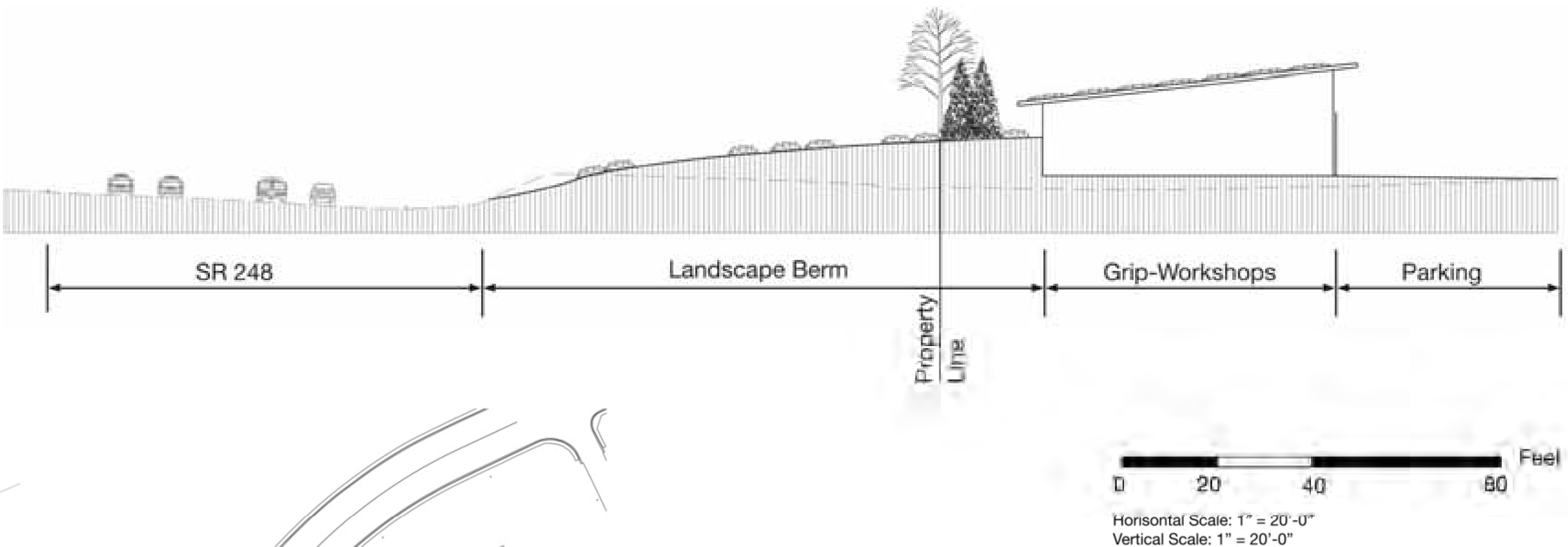
Raleigh Studios – Section 1

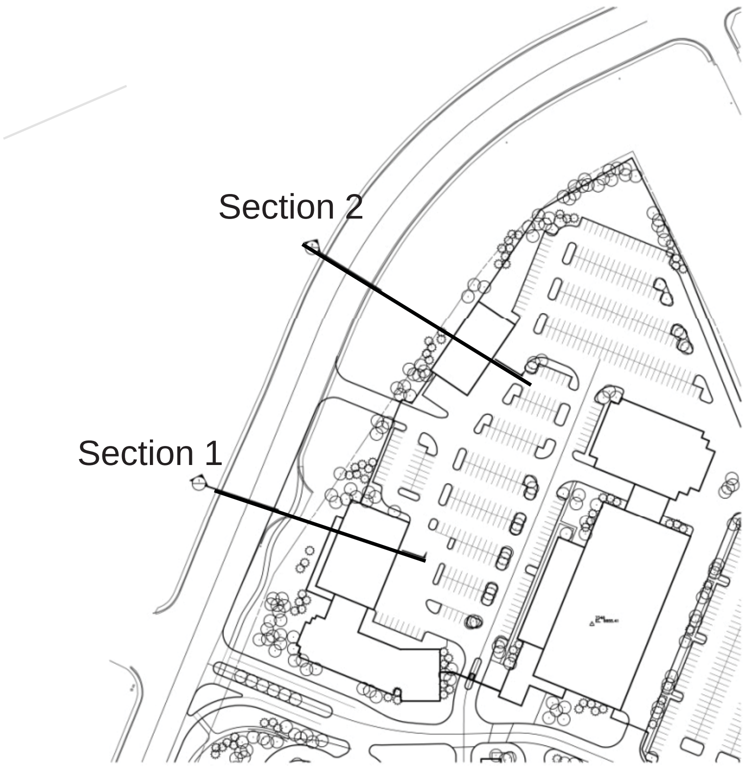


Horisontal Scale: 1” = 20’-0”
Vertical Scale: 1” = 20’-0”

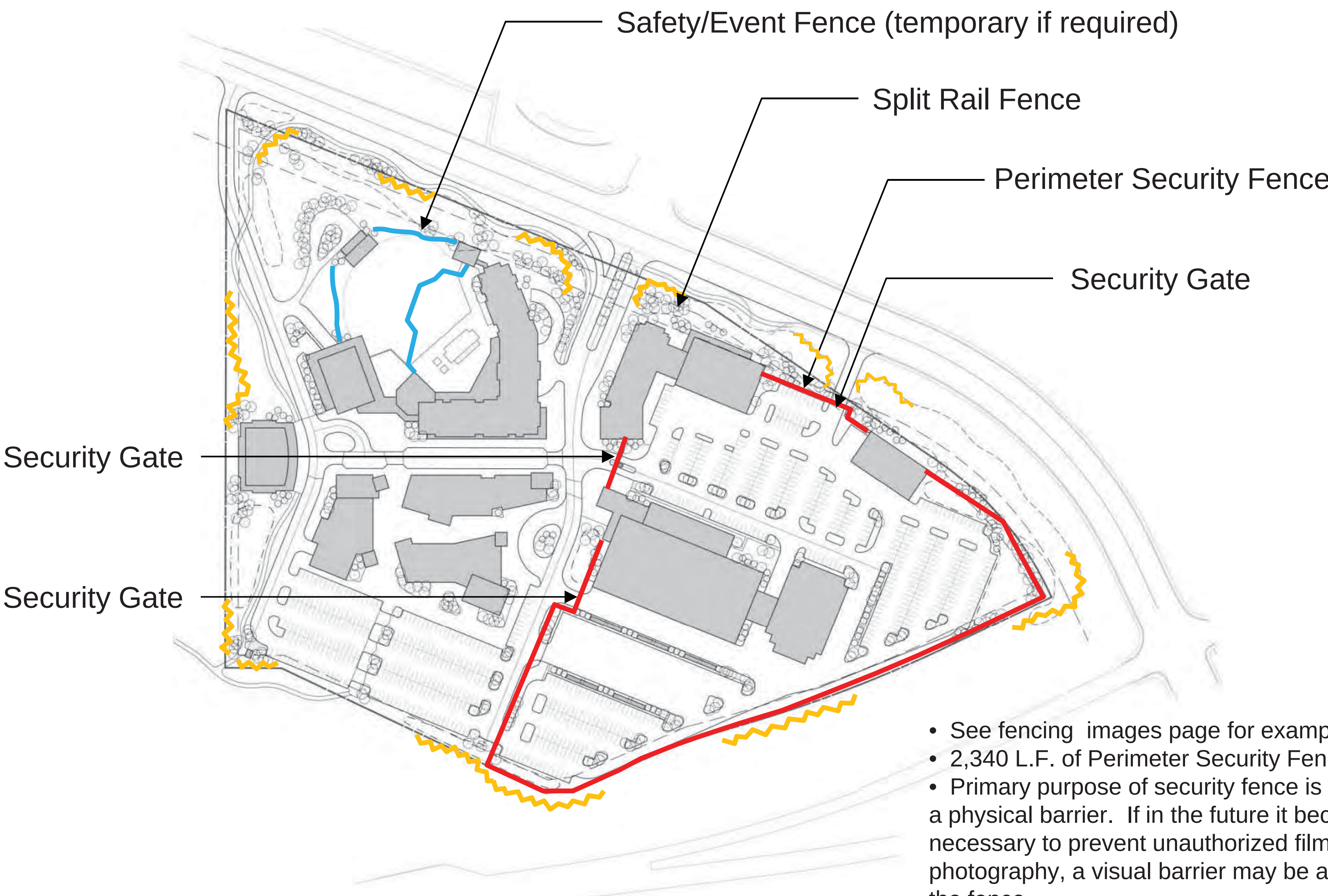


Raleigh Studios – Section 2





Raleigh Studios – Fencing Plan



- See fencing images page for examples
- 2,340 L.F. of Perimeter Security Fence
- Primary purpose of security fence is to act as a physical barrier. If in the future it becomes necessary to prevent unauthorized filming or photography, a visual barrier may be added to the fence.

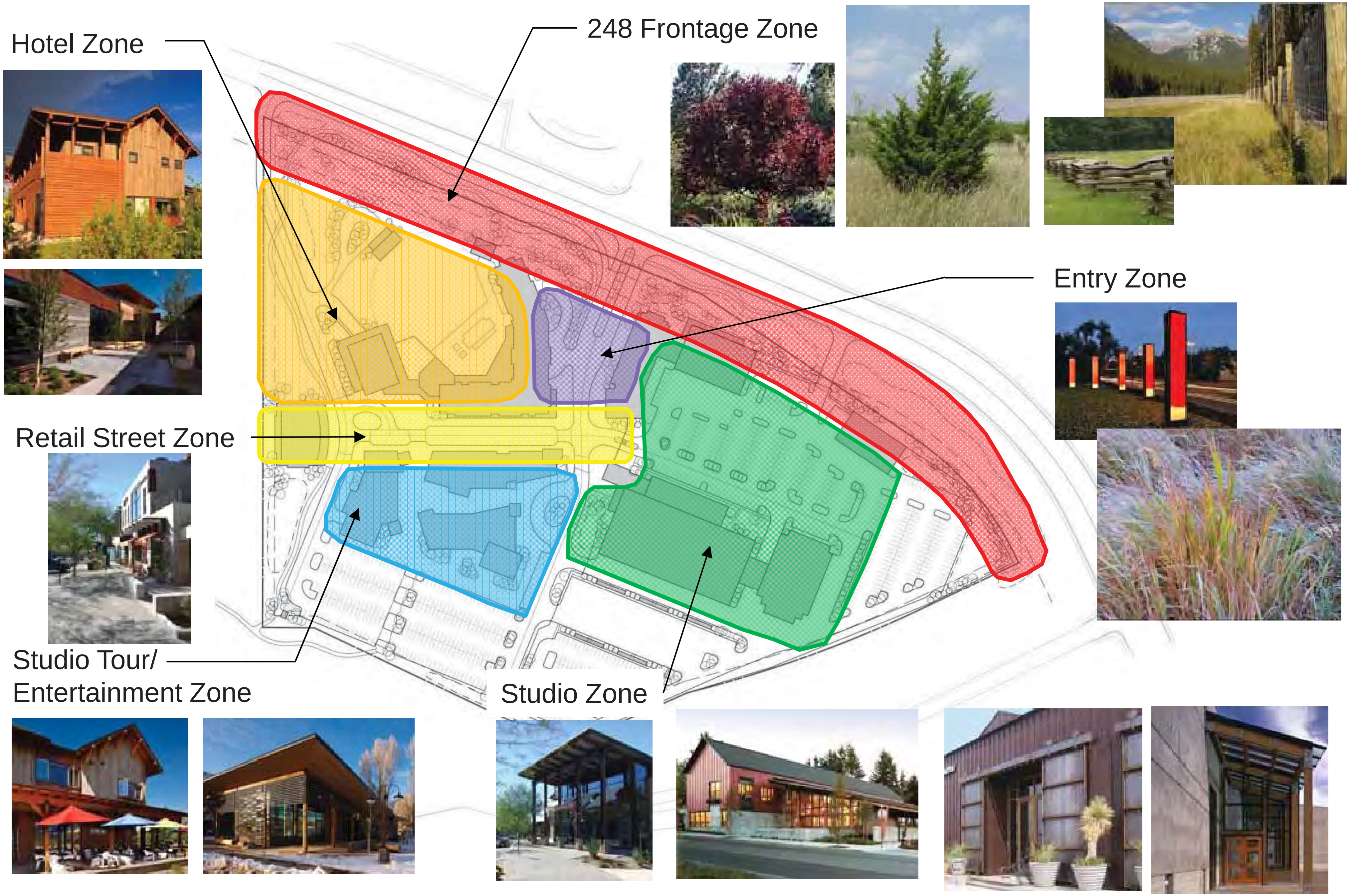
Raleigh Studios – Fencing Images

See landscape images page for examples

Raleigh Studios – Landscape Images

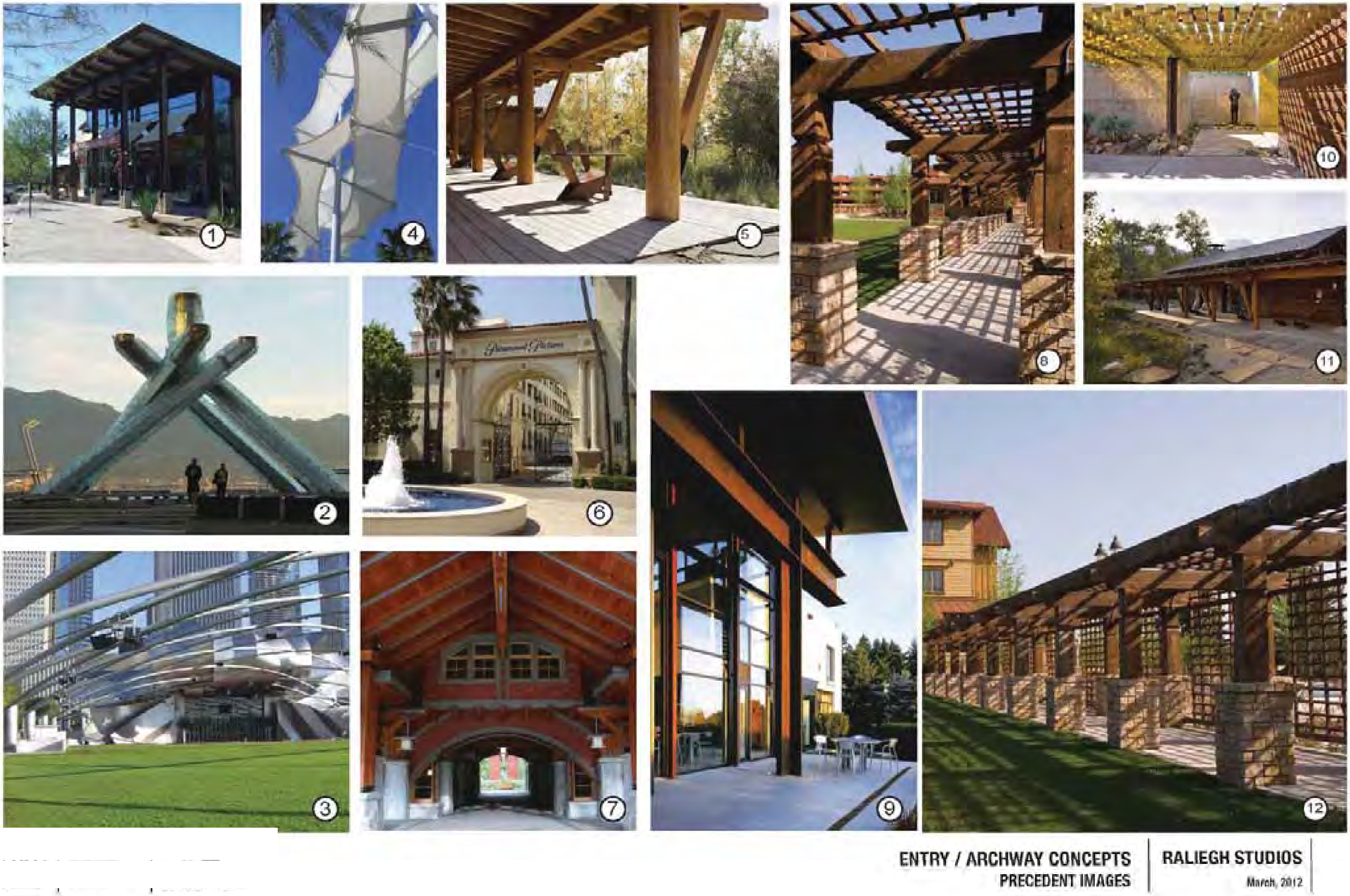
Raleigh Studios – Landscape Images

Raleigh Studios – Architectural Zones



Raleigh Studios – Precedent Image Boards

Raleigh Studios – Precedent Image Boards



Raleigh Studios – Precedent Image Boards

Raleigh Studios – Precedent Image Boards

ARCHITECTURAL CONCEPTS / MATERIALS
PRECEDENT IMAGES

RALIEGH STUDIOS
March, 2012

Raleigh Studios – Precedent Image Boards

Raleigh Studios – Precedent Images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10
11
FIRE FEATURES
PRECEDENT IMAGES
RALIEGH STUDIOS
March, 2012

Raleigh Studios – Precedent Image Boards

PARK CITY COUNCIL WORK SESSION MINUTES
SUMMIT COUNTY, UTAH
APRIL 19, 2012

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

Tom Bakaly, City Manager; Mark Harrington, City Attorney; Bret Howser, Budget Manager; Linda Tillson, Library Manager; Jasmina Juric, Librarian; Bobbi Pyron, Library Board Chair; Marlene Ligare, Board Member; Matt Cassel, City Engineer

Nelsie Smith, Dele Lowman Smith, Marc Landy and Todd Aerni, ICMA Leadership Team

1. Council questions/comments. Bret Howser explained that Park City was blessed with getting the best and brightest ICMA members in the US and Canada who are working on their capstone project. Park City was selected as a capstone project for our long range 2030 Strategic Plan. He introduced members of the team who are named above.

Nelsie Smith stated that the team was very excited to come to Park City, especially to interact with the people here to learn about the 2009 visioning process. Many communities do these but some don't and the presentation focuses on attaining keeping Park City, Park City. The Strategic Plan is intended to set the City up for success in achieving this goal. The team is here to check in with the City Council to make sure expectations are being met and to clarify what a visioning process is and how it compares to a strategic plan. She spoke about the dialog in the visioning document which made team members feel as if they had been here before. About 400 people engaged in the visioning process to determine what Park City should be in 20 years and to protect assets that are vulnerable. Ms. Smith described Park City's funkiness which attracts people and needs to be protected. The fact that 400 people devoted their time to the process demonstrates that the community is well-loved. Sense of community, natural setting, small town, and historic character are four elements that are valued most and are the most at risk. Ms. Smith described achieving a vision like a New Year's resolution and a strategic plan provides the guide for success.

Dele Lowman Smith explained that the team will help translate the community vision from inspirations to present day action. Strategic plans are necessary in the private and public sectors to fulfill commitments and responsibilities. Strategic planning serves as a tool for prioritization and decision-making and provides guidance for the budget process. The budget is a financial representation of Council's priorities. She relayed that strategic plans facilitate collaboration and partnering, pointing out that there are many things that people hold the Council accountable for which may not be within its jurisdiction. Strategic plans serve as a tool to invite participation and engagement from citizens which is critical for small towns.

Ms. Lowman Smith explained that before the team arrived, the City Council identified eight goals covering transportation, collaboration, character, etc. The team spent a great deal of time on visioning feedback and meeting with business leaders during its first visit. Ms. Lowman Smith commented on the guidance of the steering committee on the City's operational side to achieve the vision. The team is recommending consolidating the eight goals into four broad Council priorities which must be successful in order to achieve the vision of keeping Park City, Park City. The team felt there was some duplication with eight goals.

Dele Lowman Smith stated that the first goal is a world-class multi-seasonal resort community which encompasses the same goal plus effective transportation, public safety and recreation (open space) and trails. The water and natural environment goals and a previous open space goal have been consolidated into preserving and enhancing the natural environment. The third goal includes preservation of Park City character, regional collaboration and public safety to create a community of diverse cultural and economic opportunities. She pointed out that a number of elements are themes, like regional collaboration or public safety and a steering committee recommendation was the effective use of technology. The fourth goal is responsive, cutting-edge and effective government which is dependent on a skilled work force with high morale. Ms. Lowman Smith asked if there are any questions or comments.

Mayor Williams referred to the second goal and commented that natural environment gets defined in so many different ways. The City continually faces challenges with the environment because of our mining past and asked if that should be added and the group felt it will be addressed as an outcome.

Alex Butwinski expressed that he doesn't know what *world-class* means. Liza Simpson pointed out that citizens are concerned about growth and how it affects the small town feel. She asked if this point is buried somewhere and Dele Lowman Smith indicated that it is in the document. Nelsie Smith explained that the draft includes outcomes and measurable indicators which help define a world-class community. Staff will develop their areas of service requests to help Park City get there.

Cindy Matsumto expressed concern about missing subtleties by percolating eight goals down to four and emphasized that we want to be a world-class multi-seasonal resort and at the same time be a great home town which is sense of community and preserving our historic character, etc. The Mayor felt this is a more global approach. Nelsie Smith indicated that the draft document will be a communication tool to help members explain to their constituency what this means. Preservation of Park City's character may mean different things to different people and the team will further clarify what success means in each priority area. Nelsie Smith stated that the team is sensitive to these comments and important elements will not be lost.

Marc Landy explained that the 2030 Strategic Plan will include the community vision, values and indicators. The Plan will also feature the proposed Council priorities and within each priority are desired outcomes and key indicators. Desired outcomes will describe the success; key indicators measure progress and a scorecard can be implemented and shared with the public. The Biennial Plan/Scorecard follows the Strategic Plan which is directly tied to Council priorities. He believes a lot of work has already been done in this area and encouraged making sure the template works well with the 2030 Strategic Plan. The Departmental Business Plan is at the base level of the organization and the team will be working with different departments to implement a template document to make sure that everything lines up with Council priorities and the 2030 Strategic Plan. It is important that all employees understand their role in the success of Council priorities and the community vision. Mr. Landy expressed that the score card is an important component as well as having functional documents available to share with the public.

Liza Simpson asked how the team's suggestion will fit with the new templates presented during the Visioning Session. Bret Howser explained there will now be four priorities rather than eight and the biennial plans will be reformatted and tied into information in the long term Strategic Plan. With regard to the score card, he spoke about indexing various measures.

Todd Aerni addressed implementing the process. The team would like to return sometime in June or July, hold a community open house to gain public input and look for adoption of the Strategic Plan in that time frame. Managers will revise or develop business plans in the July-October timeframe and there will be some reconfiguration of the biennial plans. At the end of the year, the team will be back evaluating the current BFO framework. By July 2013, a strategic management cycle will have occurred and goals are scored and this would be done every two years. A mid-year score card review could occur during the Visioning Session. He recommended that Council review the 2030 Strategic Plan every four years because it is a working document and priorities may change. The team would like feedback from the Council on the draft and he thanked employees serving on the steering committee.

Liza Simpson expressed her appreciation of the work done. Nelsie Smith pointed out that the Executive Summary will be helpful in describing priority areas and successes. Mayor Williams stated that it is exciting to work with outside professionals on this project. He invited public input; there was none.

Marc Landy reiterated the sources of information used for the draft document and Todd Aerni emphasized that all of the work that staff has done has really helped establish a foundation for the team.

2. Library levels of service. Linda Tillson explained that an expansion plan was presented to Council in January and staff was directed to look at the whole building and return with recommendations. Formulating recommendations on a long term plan for the building without defining the future of the library didn't make much sense to her. She emphasized that the library rates high because of the level of the community's investment. Ms. Tillson introduced Librarian Jasmina Juric who has researched library innovations.

Jasmina Juric reiterated that the library is a highly rated service because the community has invested in it over a long period of time. In order to retain this status, the City needs to continue to invest in it, renovate and change to keep up with what libraries are doing. Libraries across the country are changing and those that are changing are thriving. The expectations of library patrons are shifting and people want a holistic facility that incorporates both digital and physical resources. Ms. Juric relayed that there is a real sense of urgency. The library is borderline in falling behind, needed changes will take some time, and waiting beyond two years will be detrimental to the library. She expressed that a commitment needs to be made now.

Library Board Chair Bobbi Pyron stated that the Board met and discussed levels of service and unanimously agreed that Park City should deliver the highest level of service. She relayed that we have always thought of libraries as providers of content and library users as consumers of content, but libraries and the demands of patrons are shifting. Patrons have changed from being content consumers to content creators or producers. Ms. Pyron relayed that she has worked for the Salt Lake County library system for the past 23 years and has experienced a real change in how new libraries are being designed and built. The SLC library system has switched to a community center model for new and renovated facilities. She explained that the historic Columbus Library was renovated to house a senior and recreation center and a variety of classes are offered to different groups of users. She discussed the spectacular new Millcreek Library Center. It is important to remember the partnerships in creating livable and environmental friendly cities and towns. Ms. Pyron again encouraged developing the library to its highest potential.

Board member Marlene Ligare discussed the integral role of the library in the community experience for residents, visitors and workers and she would hate to see the library stagnate. There is an opportunity with the building to add other uses and expand the library to the second level of the building.

Liza Simpson stated that the presentation was exactly what she was asking for in January. As a bookseller, she agreed with Bobbi Pyron's comments. Her initial concern was only focusing on the library and missing other opportunities, especially in consideration of the lower Park Avenue RDA and Senior Center. Partnerships are important and she doesn't want to duplicate services or programs. Ms. Simpson suggested the Business Resource Center as a possible tenant to consider.

Andy Beerman felt the discussion is a step in the right direction. He has enjoyed seeing the changes with the MARC which has a community gathering feel and would like to hear more about integrating the Senior Center and involving the community. A tour of

Millcreek may be helpful. Ms. Pyron reported that a new West Jordan library will be opening in May. Ms. Simpson asked what library Council should tour. Ms. Pyron suggested Millcreek and the Columbus libraries. The Columbus Library is a historic building and renovated to house multiple partners.

Cindy Matsumoto felt this is the direction the City should go because of programming opportunities. Keeping uses like the pre-school may be viable. She would like to explore the community concept further and doesn't believe it is the role of the library to achieve this. There should be public outreach for input on the library, future goals, and a community center concept. Dick Peek agreed with Ms. Matsumoto about flushing out appropriate uses for the library/community center. Ms. Juric added that libraries have always been a great resource for small businesses. Ms. Matsumoto pointed out that Sundance and the Film Series are good partners but the City and the community have some work to do to find the best fit.

Alex Butwinski felt this is a great start but it didn't answer the question of what the building should be. There is not enough room for everything and the community needs to be involved. It is unconceivable to him that if nothing is done in two years, the level of service will degrade 20%. The City has been considered high level since 2003 with little investment. His questions have not been answered since we don't know how this building fits into how lower Park Avenue evolves. Is the library going to stay in that building?

Ms. Matsumoto relayed that she appreciates his comments but it is not the library's responsibility to decide these things and Mr. Butwinski agreed. She felt everyone is saying the same thing. Mr. Butwinski clarified that there needs to be a wider discussion on uses in the building. Council members Simpson and Matsumoto liked the idea of the library remaining at the same location. The Mayor expressed that the Council needs to weigh the level of service versus cost and recalled that Park City rated pretty high in terms of investment per library user. Ms. Tillson clarified that in the national survey, Park City rates high but among resort towns, the library falls mid to low. Dana Williams expressed that this is another propoal that will have to be prioritized with other capital projects.

Liza Simpson recalled that the renovation was introduced as a possible CIP request for $800,000 for the expansion. She believed that all members are supportive of spending some money on the library and not having it fall far behind at some point. However, Council needs a lot more information about the end product. Cindy Matsumoto pointed out that the survey overwhelmingly supported the library remaining at its location, although new technology is typically easier to accommodate with new construction. Preserving Park City's character and having historic buildings that are alive and part of the community is very important to her. She prefers keeping the library location and explore bringing in other uses there; a new building would mean creating more parking. There are many good reasons to keep the library where it is now.

The Mayor noted that the building means a lot to people in town aside from the library and other uses should be considered. In response to comments from the Mayor, the library staff indicated that the proposed expansion would only affect the classroom space on the second floor. Ms. Tillson explained that the plan for the third floor is to make it a large flexible meeting space for the community. She discussed the option of having the Business Resource Center operate on the third floor, offering more flexible hours than Zions Bank. Ms. Tillson stated that as far as direction, she is hearing the plan is not broad enough but it is not the library staff's job, and she asked Council members what kind of library they want.

Alex Butwinski responded that what the Council wants the library to be is driven by where it is located and what other uses are in the building. Ms. Tillson felt that other tenants can be accommodated and she proposed working with an architect to come with some plans to accomplish this as a way to move forward. The Mayor believed that all members want the best library and community center possible but there are competing priorities for financial resources.

Tom Bakaly explained that the budget will be delivered in May and this work session is intended to provide information leading up to the budget review. Capital financing will be presented in a study session. He understood that members want a high level of service for the library which could tie into the lower Park Avenue RDA. The public has strongly expressed that the library stay at its current location. Mr. Bakaly felt that a good next step would be to proceed with concept drawings so there is more information for Council regarding service levels.

In response to a question from Cindy Matsumoto about available RDA funds, Tom Bakaly explained that the lower Park Avenue RDA has funding for projects and some could be used for design work. The Mayor was not convinced that in order to maintain a world-class library facility that tenants have to move and invited public input.

Bruce King, Soaring Wings Montessori School, stated that they are building a 10,000 square foot school and will be vacating the building. He thanked Council for 20 years in the building. Duna Strachan added that the building needs some attention and it already acts as a community center to some degree.

Liza Simpson pointed out that tenancy for-profit and non-profit organizations needs to be discussed. Mayor Williams felt that the main consideration should be providing a needed community service. Mr. Bakaly recommended that concepts be developed. Andy Beerman felt members agree in theory but need specifics. He is not sure that a study needs to be commissioned; the uses just need to be identified.

Jasmina Juric explained that an architect is charged to examine the building. The library staff is responsible to plan for gained square footage and it is difficult to visualize the expansion project without renderings. The drawings could be limited to the second floor. Mr. Beerman understood identifying structural issues for layout reasons but felt members just need more specifics and not necessarily a consultant. Alex Butwinski agreed. Liza Simpson disagreed because a concept drawing of the building envelope and potential uses would be very helpful. Mr. Butwinski stated that he would like to know the square footage dedicated to different uses.

Tom Bakaly believed members are comfortable with moving ahead with concept work and the expansion project will be reviewed as part of the CIP Budget. Ms. Tillson stated that she is flattered that Mr. Beerman feels the library staff could bring forward more details, but it has reached its limit of expertise as librarians and it is time for an architect or designer to step in.

3. Empire Avenue reconstruction. Matt Cassel introduced representatives from Fehr & Peers and Stanley Consultants. He displayed slides of the street not included in the packet. He referred to the staff report addressing design goals to reflect no net parking loss, parallel parking on the street, and 20 feet of clear roadway in accordance with the Fire Code. The pavement will be narrowed to 19 feet at Sweetwater. The initial neighborhood concern was installing sidewalks, but the current issue has turned into the width of the road and he hopes Council is comfortable enough moving forward so construction can begin this summer. The Mayor thanked staff for spending time last night to walk the street with residents and Council members which was very helpful. He was shocked at how many people have developed into the City's right-of-way. Staff did a great job of dispelling some fears by proactively walking the neighborhood. Mr. Cassel agreed and pointed out the challenge of getting residents more engaged at an early stage rather than when the project is ready to be bid. Liza Simpson also thanked staff. The Mayor invited public input.

Kyra Parkhurst felt that the walking tour was helpful. The lower half of Empire is commercial while the upper half is residential. She is supportive of the plan for lower Empire. There are only five houses up from her house with off-street parking and have a space in front of the yard for off-street parking. If you took the existing 25 feet and added gutters, the street is still at the 20 foot Fire Code requirement and it provides a residential feel. She doesn't think that cars on the street will slow traffic and it creates a problem for sight lines when pulling out of driveways. The 30 residents on the upper half want to save money and keep it simple by just putting gutters in. They want it safer, slower and narrower.

In response to a comment from Alex Butwinski, Tom Bakaly explained that staff is looking for direction from members to proceed with bidding the project. Cindy Matsumoto acknowledged similar problems on Norfolk Avenue where residents on the street were split in opinions by location and Council tried to accommodate everyone as best it could. The staff did a great job reaching out to the community. She understands wanting to design the street uniformly but agreed that the street transitions to residential at about 10th Street. Ms. Matsumoto understood the roadway will be narrower but four feet will be added for the curb and gutter and parking. She understood that Ms.

Parkhurst is asking that the four feet not be added and to let people continue to park on their parking beds as they do on other historic streets.

Mr. Cassel responded that some are concerned about safety and others prefer that the street remain as it is. Staff's goal is to narrow the street as much as possible while providing enough room for parking and snow storage which becomes a safety concern in the winter. Parking cars behind curb and gutter is unique to Park City and putting cars back on the street will maximize parking and slow down traffic. If cars are put next to the curb again, the road opens up again to speeding. Staff is looking at this differently than Ms. Parkhurst by extending the design to the Sweetwater section, not the other way around, for the benefit of the residential component.

In response to a comment from Ms. Parkhurst, Mr. Cassel explained that arguments can be made about the right design for safety and again explained the design. He clarified methods to perceive the street as narrow and recommended that the road actually be narrowed rather than using gimmicks. Cars parked behind the curb and gutter provide ownership at the location and more space for snow storage. Kyra Parkhurst continued to repeat concerns about people walking in the street and the danger of opening car doors on the street side.

Beverly Pickow, 1103 Empire, expressed her opposition of narrowing the roadway. She recognized the speeding problem but pointed out the demand for off-street parking, especially in the winter by seasonal workers. By providing more space, there is more opportunity for erratic parking creating a variety of snow removal problems. She doesn't view this as a good solution for Empire Avenue.

Mayor Williams believed curb and gutter will define the street better and acknowledged that not everyone will be happy with the design. Residents have a variety of opinions. Ms. Pickow suggested that the curb and gutter be installed at the current side of the street. Matt Cassel explained that it will be perceived as a wide street like it is right now. Bev Pickow responded that people speed anyway and spoke about tourist buses on the street.

Julia Moral, Empire Avenue, discussed the trends in volume of traffic and stated that her main concern is safety and is not convinced that people in the street slow down traffic. She asked that the speed limit be enforced.

Dick Peek addressed the condition of the street and believed that the recommendation of professional consultants seems like the best solution. Adding curb and gutter and upgrading the water line are improvements. He acknowledged that living in Old Town is a unique personal experience and challenging at times.

Liza Simpson expressed that her biggest concern is safety. As an Old Town resident for many years, she believes that the design will actually make Empire Avenue a safer street. She asked about signage. Matt Cassel explained that a crossing is contemplated at the 11th Street Stairs and a sign plan has been developed. Ms. Simpson suggested installing driver feed-back signs and Mr. Cassel agreed to explore adding these to the project. He reported that a study suggests considering one-way on Crescent Tram but which direction is yet to be determined.

Andy Beerman thanked Mr. Cassel for the walking tour because it became very clear to him very quickly that there is no perfect solution for Empire Avenue. Not everyone will be happy and every owner had slightly different preferences. He agreed with Liza Simpson that safety is a neighborhood concern and he hoped that this design will work as planned. If it doesn't, there may be other measures that could be implemented like increasing enforcement, considering one-way on Crescent Tram, bulb-outs at the stairways, feed-back signs, etc. Safety should be addressed first and foremost and if needed, the plan can be tweaked.

Cindy Matsumoto felt there is a two-pronged approach. She is concerned about people opening their doors onto the street and a better place to park is on the other side of the curb on the upper half of Empire Avenue. Mayor Williams acknowledged that this comment was raised last night. He heard from one resident that he would just dig out his parking space and continue to park there. If there is still a gap of four to six feet between the curb and the rolled curb ends and someone's rock wall why does the City care about parking there? Matt Cassel responded that parking there will create problems and it is hoped that the parking signs will be helpful. That space is intended to be used for other things and the cars are intended to slow drivers down. He explained that there is one spot like the Mayor described which will not be disturbed.

Alex Butwinski expressed that safety is the uniform theme and he explained that he and Ms. Simpson served on the Walkability Bond Committee and learned something about traffic calming. Many of the concerns expressed about Empire Avenue were expressed by the Comstock neighborhood but the residents ended up thrilled with the results. He felt it is important to rely on professionals and experts. He is sympathetic with the neighborhood but agreed with Mr. Peek about living in Old Town. He believes this plan will work. Delineated crosswalks and speed feed-back signs will accomplish a lot and these practices have been tested in other areas of town and have been successful.

Cindy Matsumoto relayed that there is no other city she is aware of that accommodates every resident's property individually and deliberately and she believes the neighborhood appreciates that effort. The Mayor summarized consensus to moving ahead with the plan and asked about parking outside of the curbed area. Matt Cassel stated that the areas will not be paved, there will be parking signs but people won't be chased out. Members supported the current design except Cindy Matsumoto who preferred not adding four feet of pavement on the upper portion of the street. No one else supported Ms. Matsumoto's approach and the Mayor directed staff to move forward.

Dick Peek pointed out that a GPS system will direct visitors to Empire Avenue to Crescent Tram to get from PCMR to Main Street. He asked if there is a way to influence the Google database. Matt Cassel stated that it could be explored but staff is considering a Park City app which the City could manipulate and route people from situations.

Prepared by Janet M. Scott, City Recorder

PARK CITY COUNCIL MEETING
SUMMIT COUNTY, UTAH
APRIL 19, 2012

I ROLL CALL

Mayor Dana Williams called the regular meeting of the City Council to order at approximately 6 p.m. at the Marsac Municipal Building on Thursday, April 19, 2012. Members in attendance were Dana Williams, Andy Beerman, Alex Butwinski, Cindy Matsumoto, Dick Peek, and Liza Simpson. Staff present was Tom Bakaly, City Manager; Mark Harrington, City Attorney; Matt Cassel, City Engineer; Kirsten Whetstone, Planner; Nate Rockwood, Budget Analyst; Mat Evans, Planner; Diane Foster, Interim Assistant City Manager; Phyllis Robinson, Public Affairs Manager; and Bret Howser, Budget Manager.

II COMMUNICATIONS AND DISCLOSURES FROM COUNCIL AND STAFF

1. Council questions/comments – Cindy Matsumoto met with the Library Board during the week. Dick Peek reported the Historical Society toured the Ontario #2 Tunnel and the Water Treatment Plant. Alex Butwinski stated that he attended the ULCT mid-year convention and briefly discussed the program. Andy Beerman attended the Planning Commission meeting where the main discussion was the Quinns Junction annexation. He is impressed with all parties involved as it is an emotional topic and everyone is working toward making the project better. Discussions on the Olympics continue. He enjoyed attending the City's employees' awards dinner during the week. Liza Simpson agreed.

Liza Simpson polled other members about changing the Code so that not all boards and commission terms expire in July. Interviews are scheduled during the budget review, the busiest meeting time of the year. Mark Harrington indicated that he will check terms in the Code. She commented that appointments are often made late and the process should be reexamined to make it more workable. Alex Butwinski agreed and asked that prepared questions be more relevant.

Mayor Williams discussed a work shop held by the SBSWD. He congratulated staff on the Great Utah Shakeout drill. He attended a Governor's Olympic Committee meeting and commented on the advantage that Utah has because of existing facilities and the extraordinary cost of building them. He leaves Saturday for a conference in China.

2. Quinns Junction Partnership annexation application and MPD review update – Kirsten Whetstone reported that the Planning Commission will again hear the application on Wednesday, April 25, 2012. A public hearing will be held and a recommendation is expected. The applicant agreed to a 30 day extension to the 90 day time frame, providing for a May 25, 2012 deadline for Council. A field trip is planned on May 3, 2012 and public hearings are scheduled on May 17 and May 24, 2012.

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

Recycle Utah events - Insa Riepen, Director Recycle Utah, announced that on May 5, 2012 a household hazardous waste collection will be held at The Canyons from 9 a.m. to noon. On May 12, Pride in Your Park Clean-up Day will be held from 9 a.m. to noon at City Park. She spoke about a proposed joint program with the City, Dumpster Days, which will be held at the end of the month from April to October. Drop offs will be monitored. A pharmaceutical collection will be held at the Center on April 28.

IV WORK SESSION AND REGULAR MEETING MINUTES OF MEETING OF MARCH 29, 2012

Liza Simpson, "I move we approve the work session and regular meeting minutes of the meeting of March 29, 2012". Alex Butwinski seconded. Motion unanimously carried.

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

Dick Peek, "I move we remove Item 2 from the Consent Agenda for discussion". Liza Simpson seconded. Motion unanimously carried. Item 2 was immediately addressed.

2. Consideration to authorize staff to execute a Construction Agreement for the construction of the Crescent Tram sidewalk with Lyndon Jones Construction in the amount of $71,795, in a form approved by the City Attorney – Cindy Matsumoto commented that the driveway seems steep for walking and asked how people will know it is public. Matt Cassel explained that there will be signs designating the trail for public use. The driveway is steep and a walkway will be incorporate to get around the steeper section of the drive and will be built as close to ADA standards as possible although it is not required. Concrete will be colored to help people understand the boundaries of the public space and staff is looking at buttons to sink into the concrete to help guide trail users. Improving the upper trial is anticipated as a future project.

Laurie Wilson, 654 Woodside Avenue, explained that her home is on top of the Crescent Trail. She is pleased with the design but was unsure about the placement of the button heads. Ms. Wilson stated that she is willing to donate her radiant heat system to heat the trail at her expense. She wants it safe for everyone and would prefer people being on the trail, especially while backing out of her driveway.

Matt Cassel expressed his appreciation but added that the Crescent Tram is rarely used in the winter but may be used more if it is clear. Ms. Matsumoto pointed out that if the walkway is not cleared, the trail sign isn't visible.

Ms. Wilson emphasized that she wants the trail safe for everyone and would like to see it lit. She offered to share her electricity since it is available there.

In response to a question from Dick Peek, Matt Cassel explained that there is no parking in front of the garage. Mr. Cassel discussed restoring a sense of place to the trail area acknowledging the build-out around it. Laurie Wilson stated that her observation is that the trail is heavily used.

Liza Simpson believed the design makes a lot of sense but wants to make sure in moving forward the City is prepared to address issues like enforcement and signage. She understood that some people have been told they can't use the trail. Mr. Cassel admitted that it has been a challenging design process to recreate the trail where enforcement doesn't need to be heavy-handed.

Liza Simpson, "I move that we authorize staff to execute a Construction Agreement for the construction of the Crescent Tram sidewalk with Lyndon Jones Construction in the amount of $71,795". Alex Butwinski seconded. Motion unanimously carried. Matt Cassel indicated that the award includes planting materials.

1. Consideration to authorize staff to execute a Construction Agreement with Preferred Fire Protection for the Quinns Junction Water Treatment Plant fire sprinklers, in the amount of $54,842, in a form approved by the City Attorney - and

3. Consideration to authorize staff to execute a Professional Services Agreement with LSC Transportation Consultants in the amount of $35,000 to provide transportation professional services related to conceptual scope and location for the PCMR Transit Hub & Parking Garage, in a form approved by the City Attorney - and

4. Consideration to authorize staff to execute the Seventh Addendum to the Professional Services Agreement with Bowen Collins & Associates, for general engineering services in an amount of $191,826, in a form approved by the City Attorney – The Mayor asked for a motion to approve Consent Agenda Items Nos. 1, 3, and 4. Dick Peek, "I so move". Andy Beerman seconded. Motion unanimously carried.

VI NEW BUSINESS

1. Consideration of an Ordinance approving the 7700 Marsac Avenue Subdivision, Park City, Utah – The Mayor opened the public hearing for public comment on 7700 Marsac Avenue Items 1 and 2; there were no comments from the audience. Alex Butwinski, "I move to continue to May 17th the Ordinance approving 7700 Marsac Avenue Subdivision, Park City, Utah. Dick Peek seconded. Motion unanimously carried.

2. Consideration of an Ordinance approving a condominium conversion for the 7700 Marsac Avenue Subdivision, Park City, Utah – Liza Simpson, "I move that we continue to May 17th the consideration of an Ordinance approving a condominium conversion for the 7700 Marsac Avenue Subdivision, Park City, Utah". Alex Butwinski seconded. Motion unanimously carried.

3. Consideration of a Resolution authorizing the issuance and sale of up to $5,000,000 aggregate principal amount of water revenue bonds of the City; and providing for related matters – Nate Rockwood introduced financial advisor Dave Miner. The 2012 budget included $4.5 million in bonding for water projects which were delayed to ensure that was the correct amount needed. It has been determined that the City will require $4 million in water revenue bonds for the Water Fund. He explained that these funds would be used to fund the water treatment plant, the Quinns Junction transmission line, Boothill transmission line, etc. This is a 15 year bond at the rate of about 2.4% and a public hearing will be held on May 17, 2012 with the sale of the bonds after that time. In response to a question from Cindy Matsumoto, Mr. Rockwood stated that the money will be allocated toward current projects, including the water treatment plant. The City had about $2 million in remaining water revenue bonds at the

beginning of the year which were used to pay for these projects as well. At the end of the fiscal year, all $4 million is anticipated to be spent. The Mayor invited public input. There was none.

Dick Peek pointed out missing attachments and Nate Rockwood explained that bond counsel has provided the information today to complete the document. Andy Beerman, "I move we authorize the issuance and sale of up to $5 million aggregate principal amount of water revenue bonds of the City". Cindy Matsumoto seconded. Motion unanimously carried. Tom Bakaly again explained the sequence of actions Council will take.

4. Consideration of a Resolution of the City Council of Park City, Utah designating an assessment areas are the purpose of (i) levying assessments against properties within the assessment area to finance the construction and installation of new roads, sidewalk, curb and gutter, culinary water improvements, sewer and storm drainage improvements, public parks and landscaping of public areas, and related improvements, (ii) estimating the amount of the assessments to be levied and the method or methods of assessments and (iii) generally describing the period over which the assessments are to be paid and the manner in which the City intends to finance said improvements; and related matters – Phyllis Robinson explained that bond counsel is in attendance in the event members would like to examine any attachments to the document. Adoption of the resolution will create the Park City Heights assessment area. She described the history of the project and as a part of the sale of the project to Ivory Development, the City agreed to pursue special assessment bonds for infrastructure publicly owned for the project. This will include water, streets, street lights, trails, public park, etc.; it does not extend to utilities like gas and electricity.

She explained that the Park City Heights District is essentially 196 acres, excluding the 24 acre parcel deeded to the City as well as the Talisker parcel with a conservation easement. A lien will be recorded against every property within the area. Unlike the bonds that were just discussed, the recourse in the event of a default for a special assessment bond is to the land and to the improvements, it is not to the general obligation of the City. The purchase agreement provides that each phase of the bonds would be paid off within 36 months from the date of issue. They can be paid sooner but no later than 36 months. The City is able to recoup its costs with regard to administration and inspections, etc. The resolution designates the physical boundaries for the special assessment area and the second step is the approval of the actual assessments. The third step is approving the bonds on May 17, 2012.

Ms. Robinson advised that the first phase includes 28 park homes which were transferred from IHC as well as four single family detached cottages. She described the infrastructure the bond proceeds will be allocated toward. Ivory Homes has waived the requirement for a public hearing. Discussion ensued on stubbing the project for subsequent phases. In response to a question from Dick Peek, Ms. Robinson explained that the City is bidding the project and Ivory will be the construction manager for the project. The bid package will be sent out the beginning of May and it is hoped to award the bid by May 31, 2012.

Alex Butwinski, "I move to approve Item 4". Liza Simpson seconded. Motion unanimously carried.

5. Consideration of an Ordinance approving the 455 Park Avenue plat amendment, located at 455 Park Avenue, Park City, Utah – Kirsten Whetstone explained that the request is to combine two Old Town lots into one lot consisting of 3,750 square feet. A historic house sits on

the lot line and the property is considered a landmark site. The owners want to construct a small addition and the Planning Commission forwarded a positive recommendation. The Mayor opened the public hearing; there were no comments from the audience. Cindy Matsumoto, "I move approval of Item 5". Andy Beerman seconded. Motion unanimously carried.

6. Consideration of an Ordinance amending Ordinance 10-18 regarding an extension of the approval of the First Amendment to the Amended and Restated Nakoma Condominiums record of survey plat, located at 8800 Marsac Avenue, Park City, Utah – Ms. Whetstone explained that the request is for an extension of the approval. The owners experienced challenges getting the mylar circulated and the CC&Rs amended within one year. The extension is until May 20, 2012. The Mayor opened the public hearing and with no comment, closed the hearing.

Dick Peek, "I move we approve the extension of the First Amendment to the Amended and Restated Nakoma Condominium record of survey plat according to the Findings of Fact, Conclusions of Law and Conditions of Approval as stated in the Ordinance". Alex Butwinski seconded. Motion unanimously carried.

7. Consideration of an ordinance amending Ordinance 11-8 regarding an extension of the approval of the First Amendment to the Resort Townhomes Condominium record of survey plat, located at 1109-1139 Woodside Avenue, Park City, Utah – Kirsten Whetstone explained that the approval was granted on March 4, 2011 but because there are many owners, obtaining signatures took more than a year. The request is to extend the approval until March 4, 2013. The Mayor opened the public hearing. There was no public input and the hearing was closed. Cindy Matsumoto, "I move to approve Item 7". Dick Peek seconded. Motion unanimously carried.

8. Consideration of Findings of Fact, Conclusions of Law and Order regarding the 60 Sampson Avenue appeal heard by the City Council on March 29, 2012 – Mat Evans explained that the Council heard the appeal on March 29, 2012 where the Council voted 3:2 to overturn the Planning Commission's denial of the CUP. The City Council directed staff to return with additional conditions that would act as mitigation measures.

These conditions include that the applicant contract with a property management company based in Summit County, limit the number of people to no more than eight, and limit the number of motor vehicles parked on the property to no more than two. Staff is also recommending that the property management company makes sure trash receptacles are out and picked up no more than 12 hours prior and after. The applicant is proposing 15 hours. The owner shall inform renters that all-drive vehicles are highly encouraged during winter months and the applicant will return to City Council one year after the date the business license is issued for a review of the CUP.

Attorney Eric Lee addressed the 12 hour trash receptacle condition and pointed out that the owners prefer 15 hours to avoid any technical violations of the conditions. Andy Beerman questioned if returning to City Council is really necessary unless there are complaints. Cindy Matsumoto felt the one year review is a good idea because this is a unique situation. Liza Simpson believed that the conditions are noble but unenforceable. Alex Butwinski stated that he can support 15 hours as were other members.

Mark Harrington suggested that Condition #8 be amended to reflect 15 hours. Alex Butwinski, "I move approval, as amended". Cindy Matsumoto seconded. Motion carried.

Andy Beerman	Aye
Alex Butwinski	Aye
Cindy Matsumoto	Aye
Dick Peek	Nay
Liza Simpson	Nay

9. Consideration of staff's recommendation on the Requests for Proposals for the sale, use and renovation of properties located at 1450 and1460 Park Avenue, Park City, Utah – Bret Howser explained that late last year, the City issued a RFP for this housing and preservation project. Review criteria included meeting community housing needs, historic preservation and the purchase price. The City received three proposals from The Lodge LLC, KRN LLC and Green Park Co-housing and the selection committee scored its review on the three respective areas. The recommendation of the committee focused on the affordable housing piece, specifically net new affordable housing. Staff recommends proceeding with negotiations with Green Park.

Alex Butwinski felt the net new affordable housing element is important and believes Green Park is a great choice. In response to a comment from Dick Peek about weighing review criteria, Diane Foster explained that the highest interest is meeting community housing needs. Mr. Howser indicated that Green Park proposes six affordable, one attainable, and three market units. The subsidy part or loan from the RDA will be determined during negotiations. Ms. Foster pointed out that negotiations may address soils, if necessary.

Andy Beerman felt Green Park is a great choice. He asked why the payment is less than the loan. Mr. Howser explained that it is a net present value calculation. The Mayor expressed that he would have liked the opportunity to review the proposals. It is important that members have all of the information, especially regarding City property. Mark Harrington explained that members can requests the information and continue a decision. Mr. Butwinski agreed that sharing information sooner is helpful and Andy Beerman was also interested in seeing the proposals. The Mayor invited public input. There was none.

Alex Butwinski, "I move that we approve staff's recommendation on the Requests for Proposals for the sale, use and renovation of properties located at 1450 and1460 Park Avenue". Andy Beerman seconded. Motion unanimously carried.

VII ADJOURNMENT

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

MEMORANDUM OF CLOSED SESSION

The City Council met in closed session at approximately 1 p.m. Members in attendance were Mayor Dana Williams, Andy Beerman, Alex Butwinski, Cindy Matsumoto, Dick Peek, and Liza Simpson. Staff present was Tom Bakaly, City Manager; Diane Foster, Interim Assistant City Manager; Jon Weidenhamer, Economic Development Manager; Clint McAffee, Water Manager; Heinrich Deters, Trails Coordinator; Nate Rockwood, Budget Analyst; Bob Rosenthal, Consultant; Roger McClain, Project Manager; Joan Card, Environmental Analyst; Jason Christensen, Environmental Council; Jim Blankenau, Environmental Analyst; and Mark Harrington, City Attorney. Liza Simpson, "I move to close the meeting to discuss property and litigation". Alex Butwinski seconded. Motion carried unanimously. The meeting opened at approximately 3 p.m. Alex Butwinski, "I move to open the meeting". Andy Beerman seconded. Motion unanimously 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 Janet M. Scott, City Recorder

City Council
Staff Report

Subject:	**Anti-idling and For-Hire Vehicle Licensing Ordinances**
Author:	**Tyler Poulson, Sustainability**
	Shelley Hatch, Finance Analyst
Department:	**Sustainability Department, Finance Department**
Date:	**May 3, 2012**
Type of Item:	**Legislative**

Summary Recommendations:
City Council should review this report and the attached amended For-Hire Vehicle licensing ordinance and amended anti-idling ordinance. Council should hold a public hearing and consider adopting the amended ordinances.

Topic/Description:
Park City Municipal Code, Title 4, Chapter 15-7, For-Hire Vehicle age limit requirement, and an ordinance change to Park City Municipal Code, Title 9, chapter 9 thru 10 anti-idling ordinance.

Background:
On December 16, 2010 City council adopted a City-wide anti-idling ordinance. This ordinance prohibits the idling of vehicles within City limits for longer than three minutes, barring some exceptions.

On April 28, 2011, Staff recommended that Council put an age restriction on the For-Hire Vehicles. An age limit of 10 years was placed on For-Hire vehicles with exceptions of a 15 year age limit for an alternative fuel vehicle and hybrid vehicle. Council approved a 10 year vehicle age limit with a 15 year age limit for alternative fuel vehicles and hybrid vehicles. This adopted ordinance was effective October 1, 2011.

Analysis:
Recently, the Utah Legislature passed HB 104 (Exhibit B) which was then signed into law by Governor Herbert and becomes effective on May 8, 2012. HB 104 prohibits a local highway authority (which is defined as the legislative/governing body of a municipal body) from "enacting an ordinance that prohibits or restricts an owner or operator of a vehicle from causing or permitting the vehicle's engine to idle unless the ordinance" meets the following requirements:

i. is primarily educational;

ii. provides that a person must be issued at least three warning citations before imposing a fine;

iii. has the same fine structure as a parking violation;

iv. provides for the safety of law enforcement personnel who enforce the ordinance; and

v. provides that the ordinance may be enforced on:

a. public property; or

b. private property that is open to the general public unless the private property owner:

i. has a private business that has a drive-through service as a component of the private property owner's business operations and posts a sign provided by or acceptable to the local highway authority informing its customers and the public of the local highway authority's time limit for idling vehicle engines; or

ii. adopts an idle reduction education policy approved by the local highway authority.

In order to be compliant with the above language from HB 104, the City must amend its anti-idling ordinance. The amendments aren't expected to greatly modify staff's current approach to enforcement which is based on a "warning first" policy. However, HB 104 does reduce the penalty from PCMC's current fine of $100 to mirror the Park City Fee Schedule for parking violations ($30 for a first-time violator). The bill also requires that at least three warnings are provided to a person before any fine can be levied.

The proposed amended language to the City's anti-idling ordinance is included in Exhibit A. If approved by City Council, staff will work with colleagues in Police and Parking Services to ensure the code is enforced accordingly.

House Bill 104 also prohibits a local highway authority from enacting an ordinance that prohibits a vehicle from being licensed as a ground transportation vehicle based on the manufacture date of the motor or number of miles the vehicle has accumulated: and if the vehicle to be licensed otherwise passes all state safety inspection requirements established by the Utah Highway Patrol division.

In order to comply with the above language from HB 104 the City must amend Park City Municipal Code Title 4, Chapter 15-7 (Exhibit A) by doing away with age limits for ground transportation vehicles.

Department Review:
City Manager, Finance, Legal, Police, Sustainability, Public Works, and Building.

Alternatives:

A. Approve:
City Council should review this report and hold a public hearing and adopt the amended ordinances (Exhibit A)

B. Deny:
Council could deny Staff's request. Denying this request would not align the age limit for the For-Hire vehicles and anti-idling ordinance with state law.

C. Modify:
Council could direct Staff to modify or add amendments to the current ordinance. Any significant changes to the ordinance would require staff to return at a future Council meeting with an amended ordinance incorporating Council directed changes.

D. Continue the Item:
Council could ask for this ordinance change to be continued for further discussion. This is not a recommendation of the Staff.

E. Do Nothing:
Council could do nothing on this request. Staff does not recommend this alternative.

Consequences of not taking the recommended action:
Park City's ordinances reflecting Age limit for For-Hire Vehicles and prohibiting vehicle idling will not be aligned with State Law.

Recommendation:
City Council should review this report and the attached amended For-Hire Vehicle licensing ordinance and amended anti-idling ordinance. Council should hold a public hearing and consider adopting the amended ordinances.

Attachments
Exhibit A – Proposed Ordinance
Exhibit B – HB 104 (enrolled copy)

Exhibit A – Proposed Ordinance

Ordinance No. 12-

AN ORDINANCE AMENDING TITLE 9, PARKING CODE, SECTION 9-9-4, PENALTIES FOR ILLEGAL PARKING AND ILLEGAL IDLING, CHAPTER 9-10, ANTI-IDLING, AND TITLE 4, LICENSING, CHAPTER 4-15, FOR-HIRE VEHICLE LICENSING, OF THE MUNICIPAL CODE OF PARK CITY

WHEREAS, the State Legislature in House Bill 104 passed legislation which prohibits municipal legislative bodies to regulate idling under certain circumstances; and

WHEREAS, the State Legislature in House Bill 104 passed legislation which prohibits regulating the age or number of miles of "for hire" vehicles; and

WHEREAS, to comply with this State legislation, the following amendments must be made to the Municipal Code;

NOW THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF PARK CITY, UTAH THAT:

Section I. Amendment. Title 9, Parking Code, Section 9-9-4, Penalties for Illegal Parking and Illegal Idling, and 9-10, Anti-Idling of the Municipal Code of Park City is hereby amended as follows:

9- 9- 4. PENALTIES FOR ILLEGAL PARKING AND ILLEGAL IDLING

The owner or operator of a vehicle cited for illegal parking under this Title shall be required to pay the penalty in the amount set forth in the Fee Resolution for the violation, and if the illegal parking is not contested, shall pay the fee according to the schedule set forth by resolution in lieu of administrative hearing on the infraction. In addition to the fee imposed for illegal parking, the owner of the vehicle is responsible for paying Immobilization, towing and impound fees for the release of the vehicle. Immobilization and towing fees may be levied against the violator or the owner of the vehicle, or both. The owner or operator of a vehicle cited for illegal idling under this Title shall be *issued a warning citation and, after receiving three warning citations, shall be* required to pay ~~a~~ *the* penalty ~~of one hundred ($100) dollars~~ *in the amount set forth in for general parking violations in the Fee Resolution*.

(Amended by Ord. Nos. 99-31; 10-42)

9-10. ANTI-IDLING

9-10-1. NO IDLING.

No driver, while operating a vehicle within Park City corporate limits, shall cause or permit a vehicle's engine to idle for more than three minutes, with exceptions for the following circumstances.

(A) The vehicle is forced to remain motionless on a roadway because of traffic conditions.

(B) The vehicle is an authorized emergency vehicle used in an emergency situation.

(C) Vehicle idling is necessary for auxiliary power for law enforcement equipment, fire, emergency and water equipment, refrigeration units, loading and unloading lifts, well drilling, farming, battery charging, or is required for proper functioning of other equipment that is part of the vehicle.

(D) Vehicle idling is necessary for repair or inspection of the vehicle.

(E) The health or safety of a driver or passenger, including service animals, requires the vehicle to idle, including instances where the temperature is below 32 degrees F or above 90 degrees F. This exception also includes idling needed to operate window defrosters and other equipment necessary to promote safe driving conditions.

(F) Vehicle idling is necessary for efficient operations of a turbo-charged heavy duty vehicle (e.g., buses) or to operate a vehicle within manufacturer's operating requirements. This includes building air pressure in air brake systems, among other requirements.

Vehicles idling under these exceptions should not violate Utah State Code, 41-6a-1403, which prohibits the idling of an unattended vehicle.

The primary purpose of Section 9-10-1 is to educate the public on the health and environmental consequences of vehicle idling.

(Amended by Ord. No. 10-42)

9-10-2 IDLING ON PUBLIC AND PRIVATE PROPERTY

Section 9-10-1 may only be enforced when the idling vehicle is found on:

(A) public property; or

(B) private property that is open to the public unless the private property owner:

(I) has a private business that has a drive-through service as a component of the private property owner's business operations and posts a sign provided by or acceptable to Park City informing its customers and the public of Park City's time limit of three minutes for idling vehicle engines; or

(II) adopts an idle reduction education policy approved by Park City.

9-10-3 ***SAFETY OF LAW ENFORCEMENT OFFICERS***

Section 9-10-1 shall be enforced in such a manner as to provide for the utmost safety of the law enforcement officers or designees who enforce it.

<u>Section II</u>. Amendment. Title 4, Licensing, Chapter 4-15, For-Hire Vehicle Licensing, of the Municipal Code of Park City is hereby amended as follows:

4-15-7. ~~VEHICLE AGE REQUIREMENT~~

~~(A) All For-Hire vehicles except those noted in this section shall be no more than ten (10) model years in age from year of business license.~~

~~(B) Any vehicle which meets the ADA accessibility requirements set forth in 36 CFR Part 1192 shall be no more than fifteen (15) model years in age from the year of business license.~~

~~(C) Any vehicle licensed with a current State of Utah "C-Plate" as defined at Utah State Code 41-1a-102(57) shall be no more than fifteen (15) model years in age from the year of business license.~~

~~(D) Any vehicle licensed with a current State of Utah "Special Interest Plate" as defined at Utah State Code 41-1a-102(57) shall be exempt from this section.~~

<u>This section intentionally left blank.</u>

<u>Section III</u>. Effective Date. This Ordinance shall become effective upon publication.

PASSED AND ADOPTED this 3rd day of May, 2012.

PARK CITY MUNICIPAL CORPORATION

____
Mayor Dana Williams

Attest:

____
Janet M. Scott, City Recorder

Approved as to form:

____
Mark D. Harrington, City Attorney

Exhibit B – HB 104 (enrolled copy)

H.B. 104 Enrolled

LOCAL HIGHWAY AUTHORITY REGULATORY POWERS

2012 GENERAL SESSION

STATE OF UTAH

Chief Sponsor: Wayne A. Harper

Senate Sponsor: Scott K. Jenkins

LONG TITLE

General Description:

This bill modifies the Traffic Code by amending provisions relating to local highway authority regulatory powers.

Highlighted Provisions:

This bill:

provides definitions;

provides that a local highway authority may adopt an ordinance that requires a ground transportation vehicle to conform to state safety standards and reasonable annual appearance requirements, in consultation with a transportation advisory board of the local highway authority;

prohibits a local highway authority from enacting an ordinance that prohibits or restricts an owner or operator of a vehicle from causing or permitting the vehicle's engine to idle unless the ordinance meets certain requirements;

prohibits a local highway authority from enacting an ordinance that prohibits a vehicle from being licensed as a ground transportation vehicle:

based on the manufacture date of the motor vehicle or the number of miles the vehicle has accumulated; and

if the vehicle to be licensed otherwise passes all state safety inspection requirements established by the Utah Highway Patrol Division;

provides that an ordinance enacted by a local highway authority that violates the provisions is not effective; and

makes technical changes.

Money Appropriated in this Bill:

None

Other Special Clauses:

None

Utah Code Sections Affected:

AMENDS:

41-6a-208, as last amended by Laws of Utah 2006, Chapter 337

Be it enacted by the Legislature of the state of Utah:

Section 1. Section **41-6a-208** is amended to read:

41-6a-208. Regulatory powers of local highway authorities -- Traffic-control device affecting state highway -- Necessity of erecting traffic-control devices.

(1) As used in this section:

(a) (i) "Ground transportation vehicle" means a motor vehicle used for the transportation of persons, used in ride or shared ride, on demand, or for hire transportation of passengers or baggage over public highways.

(ii) "Ground transportation vehicle" includes a:

(A) shared ride vehicle;

(B) bus;

(C) courtesy vehicle;

(D) hotel vehicle;

(E) limousine;

(F) minibus;

(G) special transportation vehicle;

(H) specialty vehicle;

(I) taxicab;

(J) van; or

(K) trailer being towed by a ground transportation vehicle.

(b) "Idle" means the operation of a vehicle engine while the vehicle is stationary or not in the act of performing work or its normal function.

[~~(1)~~] *(2)* The provisions of this chapter do not prevent a local highway authority for a highway under its jurisdiction and within the reasonable exercise of police power, from:

(a) regulating or prohibiting stopping, standing, or parking;

(b) regulating traffic by means of a peace officer or a traffic-control device;

(c) regulating or prohibiting processions or assemblages on a highway;

(d) designating particular highways or roadways for use by traffic moving in one direction under Section 41-6a-709 ;

(e) establishing speed limits for vehicles in public parks, which supersede Section 41-6a-603 regarding speed limits;

(f) designating any highway as a through highway or designating any intersection or junction of roadways as a stop or yield intersection or junction;

(g) restricting the use of a highway under Section 72-7-408 ;

(h) regulating the operation of a bicycle and requiring the registration and inspection of bicycles, including requiring a registration fee;

(i) regulating or prohibiting:

(i) certain turn movements of a vehicle; or

(ii) specified types of vehicles;

(j) altering or establishing speed limits under Section 41-6a-603 ;

(k) requiring written accident reports under Section 41-6a-403 ;

(l) designating no-passing zones under Section 41-6a-708 ;

(m) prohibiting or regulating the use of controlled-access highways by any class or kind of traffic under Section 41-6a-715 ;

(n) prohibiting or regulating the use of heavily traveled streets by any class or kind of traffic found to be incompatible with the normal and safe movement of traffic;

(o) establishing minimum speed limits under Subsection 41-6a-605 (3);

(p) prohibiting pedestrians from crossing a highway in a business district or any designated highway except in a crosswalk under Section 41-6a-1001 ;

(q) restricting pedestrian crossings at unmarked crosswalks under Section 41-6a-1010 ;

(r) regulating persons upon skates, coasters, sleds, skateboards, and other toy vehicles;

(s) adopting and enforcing temporary or experimental ordinances as necessary to cover emergencies or special conditions;

(t) prohibiting drivers of ambulances from exceeding maximum speed limits; [~~or~~]

(u) adopting other traffic ordinances as specifically authorized by this chapter[~~.~~]*; or*

(v) adopting an ordinance that requires a ground transportation vehicle to conform to state safety standards and reasonable annual appearance requirements, in consultation with a transportation advisory board of the local highway authority.

[~~(2)~~] *(3)* A local highway authority may not:

(a) in accordance with Title 72, Chapter 3, Part 1, Highways in General, erect or maintain any official traffic-control device at any location which regulates the traffic on a highway not under the local highway authority's jurisdiction, unless written approval is obtained from the highway authority having jurisdiction over the highway; [~~or~~]

(b) prohibit or restrict the use of a cellular phone by the operator or passenger of a motor vehicle[~~.~~]*;*

(c) enact an ordinance that prohibits or restricts an owner or operator of a vehicle from causing or permitting the vehicle's engine to idle unless the ordinance:

(i) is primarily educational;

(ii) provides that a person must be issued at least three warning citations before imposing a fine;

(iii) has the same fine structure as a parking violation;

(iv) provides for the safety of law enforcement personnel who enforce the ordinance; and

(v) provides that the ordinance may be enforced on:

(A) public property; or

(B) private property that is open to the general public unless the private property owner:

(I) has a private business that has a drive-through service as a component of the private property owner's business operations and posts a sign provided by or acceptable to the local highway authority informing its customers and the public of the local highway authority's time limit for idling vehicle engines; or

(II) adopts an idle reduction education policy approved by the local highway authority;

(d) enact an ordinance that prohibits a vehicle from being licensed as a ground transportation vehicle:

(i) if the vehicle to be licensed otherwise passes all state safety inspection requirements established by the Utah Highway Patrol Division in accordance with Section 53-8-204 ; and

(ii) (A) based on the manufacture date of the vehicle; or

(B) based on the number of miles the vehicle has accumulated.

[~~(3)~~] *(4)* An ordinance enacted under Subsection [~~(1)~~] *(2)*(d), (e), (f), (g), (i), (j), (l), (m), (n), or (q) is not effective until official traffic-control devices giving notice of the local traffic ordinances are erected upon or at the entrances to the highway or part of it affected as is appropriate.

(5) An ordinance enacted by a local highway authority that violates Subsection (3) is not effective.

SOURCE: http://le.utah.gov/~2012/bills/hbillenr/HB0104.htm