



**PARK CITY COUNCIL MEETING
SUMMIT COUNTY, UTAH
APRIL 8, 1999**

PUBLIC NOTICE IS HEREBY GIVEN that the City Council of Park City, Utah will hold its regularly scheduled meeting at the Marsac Municipal Building, 445 Marsac Avenue, Park City, Utah for the purposes and at the times as described below on Thursday, April 8, 1999.

A G E N D A

Work Session - City Council Chambers - Lower Level

- 4:30 p.m. Council questions/comments
Review of regular meeting
- 4:45 p.m. Land Management Code amendments
- 5:15 p.m. UDOT grant
- 5:30 p.m. Pavement management program
- 5:50 p.m. Meeting questions/comments

Regular Meeting - City Council Chambers - Lower Level

6:00 p.m.

- I ROLL CALL**
- II PUBLIC INPUT**
- III COMMUNICATIONS FROM COUNCIL AND STAFF**
- IV WORK SESSION NOTES AND MINUTES OF MEETING OF MARCH 25, 1999**
- V PUBLIC HEARINGS**
 - 1. Ordinance approving the first amended plat of Lots 2 through 7 and second amended plat of Lot 1 of the Alta Vista Subdivision, Park City, Utah
 - 2. Authorization to staff to enter into an Application for Capital Expenditures with UDOT for the purchase of one bus and an automatic bus washer in the amount of \$433,277 and providing 20% in matching funds in an amount not to exceed \$86,655
 - 3. Land Management Code amendments - Phase 1 (motion to continue to April 29, 1999)

VI CONSENT AGENDA

1. Ordinance approving the first amended plat of Lots 2 through 7 and second amended plat of Lot 1 of the Alta Vista Subdivision, Park City, Utah
2. Authorization to staff to enter into an Application for Capital Expenditures with UDOT for the purchase of one bus and an automatic bus washer in the amount of \$433,277 and providing 20% in matching funds in an amount not to exceed \$86,655
3. Resolution ratifying Park City Municipal Corporation's creation of a Public Transportation District within Park City, Utah

VII NEW BUSINESS

Acceptance of 1999-2000 Pavement Management Program and authorization to staff to enter into agreements with:

- (a) Valley Asphalt for asphalt overlays in the amounts of \$140,235 for 1999 and \$234,723 for 2000, for an aggregate total of \$374,958; and
- (b) Intermountain Slurry Seal for slurry seals in the amounts of \$36,161 for 1999 and \$70,321 for 2000, for an aggregate total of \$106,482

VIII ADJOURNMENT

Closed Session - Personnel

Posted: 4/5/99
see parkcity2002.org



**PARK CITY WORK SESSION NOTES
SUMMIT COUNTY, UTAH
APRIL 8, 1999**

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

Toby Ross, City Manager; Jodi Hoffman, City Attorney; Linda Cook, Project Manager; Pat Putt, Planning and Zoning Administrator; Kirsten Whetstone, Planner; Mark Harrington, Deputy City Attorney; Hope Bleecker, Transportation Director; John Lind, Streets Superintendent

1. **Council questions and comments.** Paul Sincock referred to a request from the Park City Education for a waiver of green fees for its fund-raiser golf tournament. Council requested more information. Linda Cook reported on a water break at the Offret commercial building on Park Avenue and the damage is significant. There was discussion about donating the building to the Fire Department for drills or donating doors, windows, etc. to a recycling effort. Pat Putt reported that the three City-owned buildings are not historic; a formal determination from the Historic District Commission is forthcoming.

2. **Review of regular meeting:**

Land Management Code amendments. Pat Putt announced that the public hearing advertised for tonight will be continued to April 29. With regard to exemptions for municipal projects, Mr. Daniels felt the same requirements for the private sector should be imposed on the City. In response to a question from Chuck Klingenstein about determining parking requirements, Kirsten Whetstone responded that the City uses a combination of national and local standards. Hugh Daniels indicated that all ADA standards should be met with regard to parking. Chuck Klingenstein felt there should be efforts to encourage joint use of parking facilities. Pat Putt noted that this is not referenced in the parking section, but in sections for specific zones in Chapter 7; there are exceptions allowed for shared parking facilities and common driveways. Shauna Kerr requested that this also be indicated in the parking section. Mark Harrington described the redesign of the land use table which should read a lot clearer which should be available for the public hearing.

Mark Harrington explained that the non-conforming section is generally more restrictive. The current code is not clear on the use/structure distinction. The rules for non-conforming structures are fairly similar but the non-conforming use section is somewhat more rigorous. Non-conforming uses can not be increased by expanding the conforming structure. If a structure is non-conforming, an addition may be allowed if it conforms with regulations. There are still variance provisions that will allow applications to the Board of Adjustment. Hugh Daniels

expressed his concern that as many tools be available as possible to preserve historic structures. Mr. Harrington explained that for applications that comply with existing use and setback requirements, etc. don't need to go before the Board of Adjustment, where they had to before because there was no separate procedure for use and structure expansion. Pat Putt added that there are many applications for additions to historic houses that would have to go to the Board of Adjustment because the house didn't comply with setback requirements. There was discussion about cross-referencing common driveways language in sections. Hugh Daniels understood that if a non-conforming building is destroyed by 50% or more, it has to be rebuilt to meet code. Mark Harrington noted that this is a dramatic change, but this provision has been taken from every code in the state which has a non-conforming use section. Hugh Daniels added that if the structure is damaged by more than 50%, the use also goes away, which seems excessive to him. Mr. Harrington stated that it is a policy decision. Ms. Kerr understood that this would encourage a business to relocate to a zone where the use would be appropriate. Ms. Hoffman explained that normally non-conforming uses are expected to expire over time and the code has not reflected this national standard. The better solution may be that if a use is acceptable, to allow it within the zone and that is where it should be dealt with as opposed to having exceptions for uses in the code. However, this is a policy decision. Chuck Klingenstein noted that national standards don't work well here and understood Hugh Daniels's concern about extinguishing a non-conforming use. There was discussion about the Board of Adjustment not being an option for non-conforming use issues and loss of business insurance. Mr. Klingenstein discussed some of the small businesses on Park Avenue that he would like to remain in the neighborhood and allowing a natural calamity to put them out of business bothers him. Ms. Hoffman pointed out there shouldn't be encouragement for a "natural calamity" to destroy a business and allow a business that would otherwise not be allowed. There was discussion about Euclidian zoning. Hugh Daniels commented that non-complying structures can not be moved and Mark Harrington explained that if a structure is moved it should conform with the provisions of the code, but since this deals with structures, a variance can be considered by the Board of Adjustment. Pat Putt explained that existing non-conforming historic structures may be allowed to be construct an addition without going through a variance process.

Hugh Daniels emphasized that at some point, Council will have to deal with the HRL and Park Avenue zoning policy decisions. Mr. Putt explained that this could be considered after the public hearing on April 29. After the public hearing, modifications will be made to the draft. Chuck Klingenstein suggested that there be definitions for "affordable housing", "final action", and "impact analysis". Ms. Hoffman explained that these definitions will be refined when Phase 2 is underway.

UDOT grant. Hope Bleecker explained the features of the low floor bus, which doesn't require a ramp or a wheel chair lift, and requires less maintenance. There will be improved ridership technology for counting passengers, and she explained different methods. The bus is budgeted at \$288,000 and it is anticipated that the City will not spend more than \$260,000. However, for the purposes of grant budgeting, staff tends to budget upward anywhere from 10% to 15% so that the 80% funding is secured. Roger Harlan asked for clarification on the merits of

precise passenger counts. Ms. Bleecker explained that the information is useful for expansions and routing and "paper pad" counting presents some safety concerns. It is extremely helpful to know where riders are being picked up and to have information available electronically. She noted that it would be helpful for her to assess travel patterns in the Prospector area. Chuck Klingenstein pointed out that this bus is significantly different than others in the fleet and asked if it is an experiment. Ms. Bleecker explained that this is a replacement bus with more technology and personalizing the bus was discussed. In response to a question from Chuck Klingenstein, Ms. Bleecker clarified the senior shuttle replacement. With regard to the graphics, there will be a public process with local artists. The bus will take about 18 months for delivery. The City Manager explained that although there is dispute with a contractor on the public works project, there is enough money left over to cover the match for the bus washer. In any case, the match would come from the Transportation Fund.

Pavement management program. In response to a question from Roger Harlan, John Lind indicated that the City has not used Valley Asphalt in the past, but there is a difference of \$100,000 between the high and the low bid. There will be an additional contract before Council on quality testing and utility adjusting, which is not part of this approval. Mr. Lind emphasized that the work on Main Street will impact residents and merchants. The grinding and overlay work will be difficult as it is noisy; it is proposed to work between 2 a.m. to 10 a.m. or 4 a.m. to 10 a.m. The Mayor suggested that the work be done in sections and portions of Main Street closed during the day. Paul Sincock noted that because of the noise, it would interrupt residents on Main Street if done during the night. Shauna Kerr suggested starting at 6 a.m. and working to 10 p.m., which may be less disruptive to people. Chuck Klingenstein recommended that Mr. Lind meet with the Main Street Business Alliance group or hold a neighborhood meeting. The project is scheduled for August 2000.

Roger Harlan stated that there have been complaints from roller-bladers about the slurry-seal surface being bumpy. John Lind explained that abrasiveness is important for roads. Chuck Klingenstein felt that something different should be used on trails than on streets. Mr. Lind reported that the City Clean-up Days will be held on May 3 through May 8 and there will be 14 dumpsters located throughout town. Shauna Kerr suggested that a chipper be leased for yard refuse as a part of the program. Mr. Lind felt this could be easily incorporated with the clean-up at the Old Sewer Plant site.

See regular meeting minutes.

Prepared by Janet M. Scott, City Recorder



**PARK CITY COUNCIL MEETING
SUMMIT COUNTY, UTAH
APRIL 8, 1999**

I ROLL CALL

Mayor Brad Olch called the regular meeting of the City Council to order at approximately 6 p.m. at the Marsac Municipal Building on Thursday, April 8, 1999. Members in attendance were Brad Olch, Hugh Daniels, Roger Harlan, Shauna Kerr, Chuck Klingenstein, and Paul Sincok. Staff present were Toby Ross, City Manager; Jodi Hoffman, City Attorney; Brooks Robinson, Planner; Hope Bleecker, Transportation Director; and John Lind, Streets Superintendent.

II PUBLIC INPUT

III COMMUNICATIONS FROM COUNCIL AND STAFF

IV WORK SESSION NOTES AND MINUTES OF MEETING OF MARCH 25, 1999

Hearing no corrections or omissions, the Mayor requested a motion to approve. Chuck Klingenstein, "I move approval". Paul Sincok seconded. Shauna disclosed that she will be abstaining from voting as she was not in attendance. Motion carried.

Hugh Daniels	Aye
Roger Harlan	Aye
Shauna Kerr	Abstention
Chuck Klingenstein	Aye
Paul Sincok	Aye

V PUBLIC HEARINGS

1. Ordinance approving the first amended plat of Lots 2 through 7 and second amended plat of Lot 1 of the Alta Vista Subdivision, Park City, Utah - See staff report. Brooks Robinson, Planner, explained that this is a reconsideration of the Alta Vista plat which Council approved in October changing the building pad to a more flexible envelope. The second part of the application was a combination of two lots contingent on a sale. The sale subsequently fell through and the current application puts the lot in the original configuration. The Mayor invited questions and comments from the Council and the audience. Hearing none, the public hearing was closed.

2. Authorization to staff to enter into an Application for Capital Expenditures with UDOT for the purchase of one bus and an automatic bus washer in the amount of \$433,277 and

providing 20% in matching funds in an amount not to exceed \$86,655 - See staff report and work session notes. Paul Sincock understood that the City's matching portion would remain at 20% even if the bus was secured for less money; Ms. Bleecker concurred. With no further questions or comments, the public hearing was closed.

3. Land Management Code amendments - Phase 1 (motion to continue to April 29, 1999) - The Mayor opened the public hearing, and requested a motion to continue to April 29, 1999. Paul Sincock, "I so move". Chuck Klingenstein seconded. Motion carried unanimously.

VI CONSENT AGENDA

Shauna Kerr, "I move approval". Paul Sincock seconded. Motion carried unanimously.

1. Ordinance approving the first amended plat of Lots 2 through 7 and second amended plat of Lot 1 of the Alta Vista Subdivision, Park City, Utah - See staff report and public hearing.

2. Authorization to staff to enter into an Application for Capital Expenditures with UDOT for the purchase of one bus and an automatic bus washer in the amount of \$433,277 and providing 20% in matching funds in an amount not to exceed \$86,655 - See staff report, work session notes, and public hearing.

3. Resolution ratifying Park City Municipal Corporation's creation of a Public Transportation District within Park City, Utah - See staff report.

VII NEW BUSINESS

Acceptance of 1999-2000 Pavement Management Program and authorization to staff to enter into agreements with:

- (a) Valley Asphalt for asphalt overlays in the amounts of \$140,235 for 1999 and \$234,723 for 2000, for an aggregate total of \$374,958; and
- (b) Intermountain Slurry Seal for slurry seals in the amounts of \$36,161 for 1999 and \$70,321 for 2000, for an aggregate total of \$106,482

Roger Harlan asked if it becomes evident after a year that the work is unsatisfactory, if the contract can be terminated without litigation. Jodi Hoffman explained that a contract can be terminated for non-performance or for poor performance, but no one knows if that will result in litigation. The City should prevail if it does things right. John Lind reiterated that there will be a quality control contract, which will come back to the City Council. In response to a question from

Hugh Daniels, Mr. Lind indicated that the City is on budget for 1999 and 2000, and may have money left over for projects in 2001. There was again discussion about complaints about the rough surface of slurry seals on trails, and Mr. Lind indicated that he will be sensitive to this issue. Shauna Kerr added that there was discussion during work session that the staff will work with the Main Street Business Alliance and residents to obtain input about the Main Street project and requested that this direction be reflected in the minutes.

Paul Sincock, "I move approval of Items (a) and (b) on the New Business agenda".
Chuck Klingenstein seconded. Motion unanimously carried.

VIII ADJOURNMENT

With no further business, the regular meeting of the City Council was adjourned and a closed session convened.

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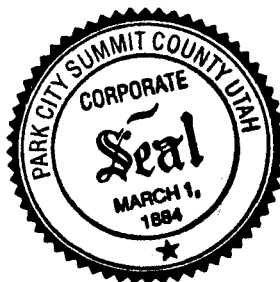
MEMORANDUM OF CLOSED SESSION

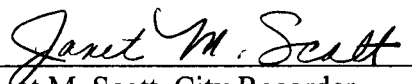
A motion to close the meeting was made at approximately 6:15 p.m. at the Marsac Municipal Building. The closed session was held at the Park Meadows Country Club and members in attendance were Mayor Brad Olch, Hugh Daniels, Roger Harlan, Shauna Kerr, Chuck Klingenstein, and Paul Sincock.. Chuck Klingenstein, "I move to close the meeting to discuss personnel". Shauna Kerr seconded. Motion carried unanimously.

* * * * *

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

Prepared by Janet M. Scott




Janet M. Scott, City Recorder



CITY COUNCIL STAFF REPORT

DATE: April 8, 1999
DEPARTMENT: Planning
AUTHOR: Brooks T. Robinson
TITLE: Reconsideration of Plat Amendment for Alta Vista
Subdivision

SUMMARY RECOMMENDATION: Conduct a public hearing, address any public input, and consider approval as conditioned.

DESCRIPTION

A. Project Statistics

Project Name: Alta Vista Subdivision Plat Amendment
Owners: Steve Deckert, Alliance Engineering, for Rollie Bauer, *et al.*
Location: Woodland View Drive
Zoning: RD - MPD Residential
Adjacent Land Uses: Residential

B. Background

On October 15, 1998 the City Council approved a plat amendment for the Alta Vista subdivision (see staff report Exhibit B). The application and approval at that time was for two items, a revision to the building envelopes and a combination of lots 6 and 7. The plat has not been finalized and recorded. As evidenced by the applicants letter (Exhibit C) the lot combination is no longer desired. The applicant is requesting that the Council reconsider this one aspect of their previous approval.

Lots 6 and 7 are requested to remain as they were initially configured. The Limits of Disturbance as modified by the October action will apply. That is, each lot can only have 10,000 square feet of disturbance exclusive of driveway and utility connections.

B. Analysis

Staff sees no issues with this reconsideration. All lot lines will remain as were originally platted. The amended plat for Limits of Disturbance will apply to all lots within the

subdivision.

C. Department Review

At such time as a final plat is required, the City Engineer and City Attorney will review as to form and compliance with the Land Management Code prior to recordation.

D. Notice

Legal notice was published in the Park Record. No public input has been received by the date of this staff report.

ALTERNATIVES

- A. The City Council may approve the application with the conditions stated, or modify the conditions, or
- B. The City Council may deny the application and direct staff to prepare findings supporting this recommendation, or
- C. The City Council may continue the discussion to a later date.

SIGNIFICANT IMPACTS:

There are no significant fiscal impacts to the City with this reconsideration.

CONSEQUENCES OF NOT TAKING THE RECOMMENDED ACTION:

The Alta Vista subdivision would continue to be built out in accordance with its current plat of record.

RECOMMENDATION:

Staff recommends that the City Council hold a public hearing, address any public input, and reconsider approval of the Alta Vista subdivision plat amendment based on the following findings of fact, conclusions of law and conditions of approval:

Findings of Fact:

- 1. Lots 1 through 7 of the Alta Vista subdivision is the entirety of the subdivision. The property is zoned residential RD-MPD.
- 2. The previously approved plat deletes the existing 70 foot by 90 foot building pad for each lot and adds language to the plat that the maximum disturbance area on lots 1-5 is 10,000 square feet exclusive of driveway and utility connections. Lots 6 and 7, under the reconsideration, will also have this same restriction.
- 3. Disturbance outside the rear building line is limited to grading, patios, and deck footings provided that no significant vegetation is removed.

Conclusions of Law:

- 1. There is good cause for this reconsideration as the original lot layout is maintained.
- 2. The plat is consistent with the Park City Land Management Code and applicable

- State law regarding subdivision plats.
3. Neither the public nor any person will be materially injured by the proposed plat amendment.
 4. Approval of the plat, subject to the conditions stated below, does not adversely affect the health, safety and welfare of the citizens of Park City.

Conditions of Approval:

1. The City Attorney and City Engineer will review and approve the final form and content of the plat for compliance with State law, the Land Management Code, and the conditions of approval, prior to recordation of the plat.
2. The applicant will record the final record plat at the County within one year from the date of City Council approval. If recordation has not occurred within one year's time, this approval and the plat will be void.
3. All other conditions of approval of the Alta Vista subdivision continue to apply.

EXHIBITS:

Exhibit A - Location Map

Exhibit B - October 1998 Staff Report

Exhibit C - Applicants letter

ATTACHMENTS

Ordinance approving Plat Amendment

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Alta Vista

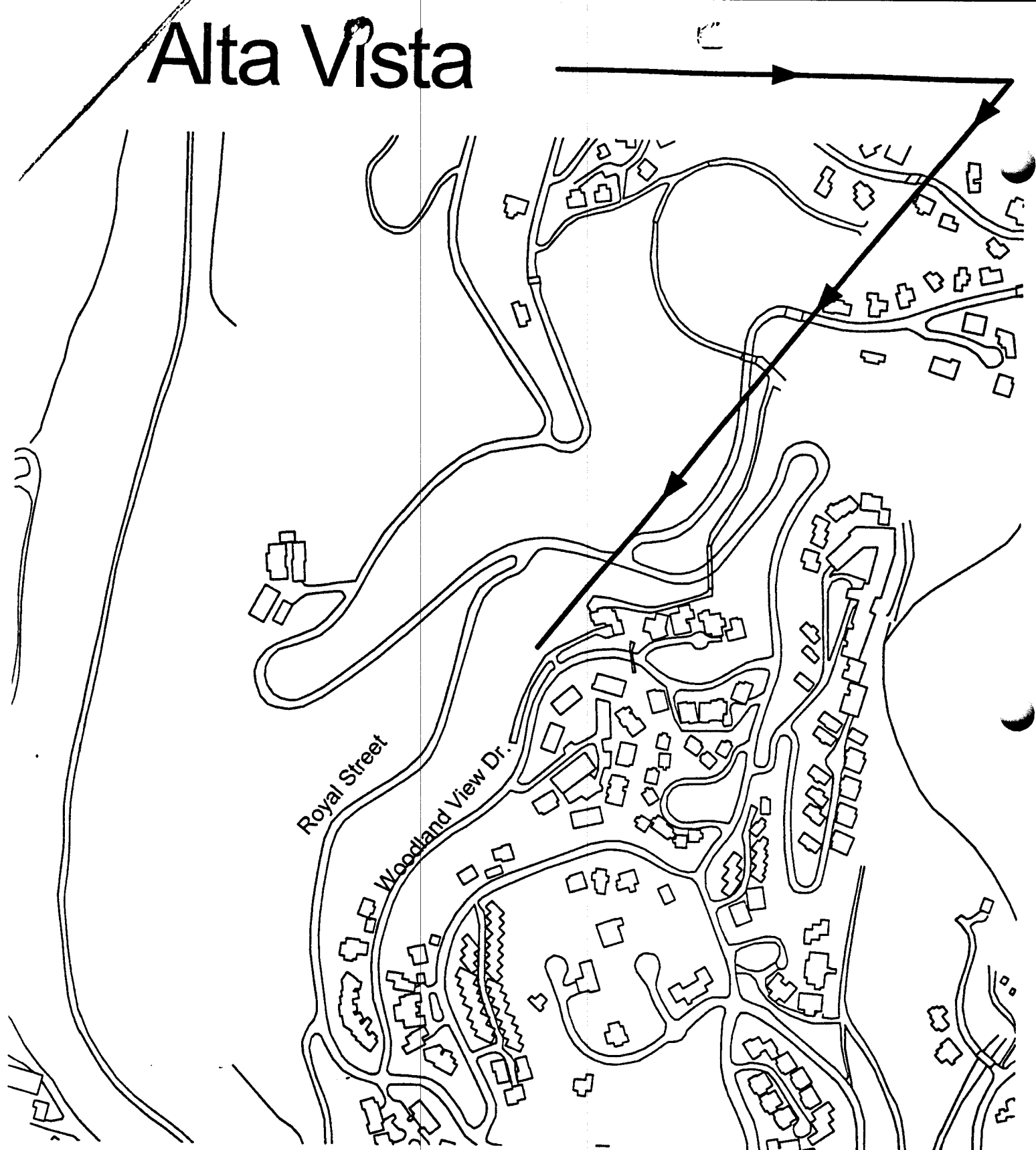


Exhibit A
Vicinity Map

15



CITY COUNCIL STAFF REPORT

DATE: October 15, 1998
DEPARTMENT: Planning
AUTHOR: Brooks T. Robinson
TITLE: Plat Amendment for Alta Vista Subdivision

SUMMARY RECOMMENDATION: Conduct a public hearing, address any public input, and consider approval as conditioned.

DESCRIPTION

A. Project Statistics

Project Name: Alta Vista Subdivision Plat Amendment
Owners: Steve Deckert, Alliance Engineering, for Rollie Bauer, *et al.*
Location: Woodland View Drive
Zoning: RD - MPD Residential
Adjacent Land Uses: Residential
Reason for Review: Plat Amendments require Planning Commission review and approval by City Council

B. Background

The property is legally described as lots 1-7 of the Alta Vista subdivision. This is the entirety of the subdivision. Located on the northwest side of Woodland View Drive in the Silver Lake area of Park City, Alta Vista subdivision has its own private drive for access to each lot. The subdivision as currently platted was approved in 1989 and lot 1 was amended in 1997. A house is currently built on lot 7 (McCready), another is under construction on lot 1 (Shiebler), and a third is in design for lot 4 (Rollo). The other lots are vacant and currently owned by McCready.

This application is a request for two different items. The first is to remove a plat note that sets a specific building footprint on each lot. The current plat has a note that reads "Limits of Disturbance to be confined within building envelopes and easements as shown." Each lot has a 70' by 90' building envelope. The maximum house size is 11,000 square feet. The applicants propose to eliminate the fixed building pad envelopes on each lot and replace

them with a plat note that caps the disturbable area at a fixed number.

Secondly, this application is for a lot combination of lots 6 and 7. The lot line between lots 6 and 7 would be removed to allow for an expansion of the existing house.

Last year, Lot 1 went through a plat amendment to shift the building pad to save several large trees.

The Planning Commission reviewed this application during the work session on September 9, 1998. The Planning Commission held a public hearing at its regular meeting of September 23. The Commission approved the application and forwarded a positive recommendation to the City Council.

B. Analysis

It is not clear from the subdivision file of 1989 whether the building envelopes were supposed to include all grading disturbance. Condition 5 of the approval states that a "limits of disturbance and re-vegetation plan will be required to be provided and it shall include all areas disturbed for sewer laterals." Early plans make this same reference. However, the final plat has the note stating that all disturbance must be within the building envelope. A strict interpretation of the note by the Chief Building Official would not allow driveway construction or utility connections because the disturbance is outside the envelope.

The minimum adequate disturbable area around a house is fifteen feet. This allows for digging the foundation, backfilling, and application of exterior siding materials using a scaffold. To impose this restriction on a 70' by 90' (6300 square feet) envelope would decrease the building footprint to 40' by 60' (2400 square feet). The maximum house size is 11,000 square feet and would be nearly impossible to build.

The applicant has proposed keeping the building footprint at the existing rear line of the building pad, although decks, patios, and other disturbance may extend past it only if significant vegetation is not removed. A single maximum disturbance of 10,000 square feet, excluding driveway and utility connections, would apply to each lot. The lot 6/7 combination would allow for a 15,000 square foot disturbance area based on the 150% of the average requirement in the Land Management Code for lot combinations. In some instances, some of the best vegetation is located within the building pads. The proposed amendment would allow for greater flexibility in site design of any house. The City currently proposes this type of building envelope for new subdivisions.

C. Department Review

This project has gone through an interdepartmental review with further refinements having taken place. At such time as a final plat is required, the City Engineer and City Attorney will review as to form and compliance with the Land Management Code prior to recordation.

D. Notice

The property was posted and notice mailed to property owners within 300 feet. Legal notice

was also published in the Park Record. No public input has been received by the date of this staff report.

DISCUSSION

At the work session of September 9, discussion and direction from the Planning Commission focused on the amount of square feet to allow for a disturbance area. The Commission was in favor of the proposed concept of deleting the fixed building pads. The Commission agreed that 10,000 square feet was an acceptable limit for a disturbance area on lot 1-5 and 15,000 square feet was acceptable on the combined lot 6/7. In addition, the existing rear disturbance line would remain as the limit for foundations and structural additions such as decks, and patios may extend beyond the line as long as significant vegetation is not removed.

An additional matter is the lot combination of lots 6 and 7. The existing house is proposed to be expanded after the lot combination. The house size after the expansion would conform to the 150% requirement (11,000 plus 5,500 s.f.) and the proposed disturbance area would follow this rule as well.

ALTERNATIVES

- A. The City Council may approve the application with the conditions stated, or modify the conditions, or
- B. The City Council may deny the application and direct staff to prepare findings supporting this recommendation, or
- C. The City Council may continue the discussion to a later date.

SIGNIFICANT IMPACTS:

There are no fiscal impacts to the City with this plat amendment. The subdivision will be compatible with the methods used currently in evaluating disturbance areas. This amendment should lead to better site planning for the remaining lots and greater flexibility to preserve trees and limit grading.

CONSEQUENCES OF NOT TAKING THE RECOMMENDED ACTION:

The Alta Vista subdivision would continue to be built out in its current platted state.

RECOMMENDATION:

Staff recommends that the City Council hold a public hearing, address any public input, and consider approval of the Alta Vista subdivision plat amendment based on the following findings of fact, conclusions of law and conditions of approval:

Findings of Fact:

- 1. Lots 1 through 7 of the Alta Vista subdivision is the entirety of the subdivision. The property is zoned residential RD-MPD.

2. The proposed plat deletes the existing 70 foot by 90 foot building pad for each lot and adds language to the plat that the maximum disturbance area on lots 1-5 is 10,000 square feet and lot 6/7 combined is 15,000 square feet exclusive of driveway and utility connections.
3. Lots 6 and 7 will be combined into one lot and subsequent additions to the existing house will meet the 150% floor area requirement for combined lots.
4. Disturbance outside the rear building line is limited to grading, patios, and deck footings provided that no significant vegetation is removed.

Conclusions of Law:

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

Conditions of Approval:

1. The City Attorney and City Engineer will review and approve the final form and content of the plat for compliance with State law, the Land Management Code, and the conditions of approval, prior to recordation of the plat.
2. The applicant will record the final record plat at the County within one year from the date of City Council approval. If recordation has not occurred within one year's time, this approval and the plat will be void.
3. All other conditions of approval of the Alta Vista subdivision continue to apply.

EXHIBITS:

Exhibit A - Location Map

Exhibit B - Proposed Plat

ATTACHMENTS

Ordinance approving Plat Amendment

M:\CDD\BTR\COUNCIL\CC98\ALTAVIS2.WPD

Alliance Engineering Inc.

January 6, 1999

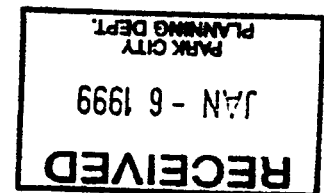
Brooks Robinson
Community Development Department
Park City Municipal Corp.
P.O. Box 1480
Park City, Utah 84060-1480

RE: ALTA VISTA SUBDIVISION
PLAT AMENDMENT
RECUEST FOR MODIFICATION TO APPROVED PLAT

Please accept this letter as our fromal request to have the City Council consider a modification to the amendment approval recently granted to the above referenced subdivision plat. The plat has not yet been signed and is presently being reviewed by Eric DeHaan. The unification of Lots 6 and 7 into one Lot is no longer required by the owner. A sale of this parcel was predicated on this unification. That sale is no longer pending and Mrs. Gail McCready the owner of Lots 6 & 7 wishes to maintain the lot configuration that currently exists.

During the approval process the Lot unification was discussed , but it was not a main focus the plat amendment application. The application dealt primarilly with the elimination of building pads and disturbance limitations. We would propose that the same maximumn area of disturbance be approved for Lot 6 and Lot 7 as was approved for Lots 1-5, specifically 10,000 sq. ft. exclusive of driveway and utility connections.

Enclosed herewith is the proposed revised plat with notes and envelopes for notification. Let me know what the fee will be for this review and I will get you a check so we can get this review underway.



Yours Truly,

Steve Deckert

Y:\AV\DOCS\WS2.LTR

323 Main Street

P.O. Box 2664

Park City, Utah 84060

435-649-9467

FAX 435-649-9475

AN ORDINANCE APPROVING THE FIRST AMENDED PLAT OF LOTS 2 THROUGH 7 AND SECOND AMENDED PLAT OF LOT 1 OF THE ALTA VISTA SUBDIVISION, PARK CITY, UTAH

WHEREAS, the owners of the property known as lots 1 through 7 of the Alta Vista subdivision have petitioned the City Council for approval of a revision to the final plat; and

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

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

WHEREAS, the Planning Commission held a public hearing on September 23, 1998, to receive input on the proposed subdivision plat;

WHEREAS, the Planning Commission, on September 23, 1998, forwarded a positive recommendation to the City Council; and,

WHEREAS, on October 15, 1998, the City Council held a public hearing to receive input on the proposed plat amendment; and

WHEREAS, on April 8, 1999, the City Council held a public hearing to receive input on the proposed reconsideration of the combining of lots 6 and 7; and

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

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

SECTION 1. APPROVAL. The Alta Vista subdivision plat is hereby amended as shown in Exhibit A subject to the following Findings of Facts, Conclusions of Law, and Conditions of Approval:

Findings of Fact:

1. Lots 1 through 7 of the Alta Vista subdivision is the entirety of the subdivision. The property is zoned residential RD-MPD.
2. The previously approved plat deletes the existing 70-foot by 90-foot building pad for each lot and adds language to the plat that the maximum disturbance area on lots 1-5 is 10,000 square feet exclusive of driveway and utility connections. Lots 6 and 7, under reconsideration, will also have the same restriction.
3. Disturbance outside the rear building line is limited to grading, patios, and deck footings provided that no significant vegetation is removed.

Conclusions of Law:

1. There is good cause for this reconsideration as the original lot layout of 6 and 7 is maintained.
2. The plat is consistent with the Park City Land Management Code and applicable State law regarding subdivision plats.
3. Neither the public nor any person will be materially injured by the proposed plat amendment.
4. Approval of the plat, subject to the conditions stated below, does not adversely affect the health, safety and welfare of the citizens of Park City.

Conditions of Approval:

1. The City Attorney and City Engineer will review and approve the final form and content of the plat for compliance with State law, the Land Management Code, and the conditions of approval, prior to recordation of the plat.
2. The applicant will record the final record plat at the County within one year from the date of City Council approval. If recordation has not occurred within one year's time, this approval and the plat will be void.
3. All other conditions of approval of the Alta Vista subdivision continue to apply.

SECTION 2. EFFECTIVE DATE. This Ordinance shall take effect upon publication.
PASSED AND ADOPTED this 8th day of April 1999 .

PARK CITY MUNICIPAL CORPORATION

Bradley A. Olch, MAYOR

ATTEST:

Jan Scott, City Recorder

APPROVED AS TO FORM:

Mark Harrington, Deputy City Attorney



COUNCIL AGENDA REPORT

DATE: April 8, 1999
DEPARTMENT: Public Works
AUTHOR: Hope E. Bleecker, Transportation Director
TITLE: Proposed Grant Application for Rural Public Transit Funds under 49 USC Section 5311
TYPE OF ITEM: Public Hearing

Hope 4/8/99

SUMMARY RECOMMENDATIONS: Hold a public hearing on a proposed grant application for \$433,277 for the purchase of one low floor 35' bus and one automatic bus washer. The total Federal funds requested are \$346,621 (80%) which require local matching funds in the amount of \$86,656 (20%).

DESCRIPTION:

A. Topic.

Public hearing for Section 5311 Grant Application.

B. Background.

The attached application requests funding under UDOT's 98-2000 appropriations for the FTA 5311 program. Park City is requesting \$346,621 in Federal funds to purchase one 35' low floor bus and one automatic drive through bus washer for the new Public Works facility.

C. Analysis.

In the event that all funds are made available to Park City, approximately \$230,621 of the Federal dollars awarded will be applied to an estimated total purchase price of \$288,277 for a low-floor replacement bus. The vehicle will be similar in appearance to buses within our existing fleet, but will have a ramp rather than a wheel-chair lift. At this time we plan to include additional features such as vinyl graphics, step-count technology, an upgraded sound system, and floor heaters. The proposed purchase will include factory inspection and all delivery costs. This acquisition replaces one of the two oldest remaining buses in the fleet which were purchased in 1986. The remaining Federal dollar amount \$116,000, will be applied toward the purchase of one automatic bus washer. The automatic bus washer will cost an estimated \$145,000. The proposed washer is brussless in an effort to avoid premature wear on vinyl graphics and paint. The purchase will save significant labor-

related expenses. (Currently it takes 15 minutes to wash a bus. The drive-through wash time is an estimated 1.75 minutes). The addition of this type of equipment also allows for mid-morning washing which is necessary during inclement weather.

D. Department Review. This proposal has been reviewed by the City Manager, the Director of Capital Management and Budget, and the Finance Manager.

ALTERNATIVES:

- A. Hold a public hearing on submittal of a grant agreement for Section 5311 funds.**
- B. Finance 100% of the proposed purchases with local transit dollars.**
- C. Seek other sources of funding.**
- D. Do nothing.**

SIGNIFICANT IMPACTS:

If these dollars were awarded, the funding would result in replacement of bus-related equipment at one-fifth of the cost which would be incurred without Federal participation.

CONSEQUENCES OF NOT TAKING THE RECOMMENDED ACTION:

Delaying the submittal attached grant application will delay the purchase of the vehicle and the bus washer. Neither of the proposed items are related to expansion and are necessary upgrades for municipal transit to function efficiently and provide the current level of service.

RECOMMENDATION: Hold a public hearing on a proposed grant application for \$433,277 for the purchase of one low floor 35' bus and one automatic bus washer. Federal funds requested are \$346,621 which require local matching funds in the amount of \$86,656. Authorize staff to file the application with UDOT.



FILE COPY

Transportation • Streets • Water • Fleet Services

March 15, 1999

Mr. Doug Mears, Transportation Planner
Utah Department of Transportation
4501 South 2700 West
Salt Lake City, Utah 84119

Dear Mr. Mears:

Enclosed, please find a draft application from Park City Municipal Corporation for Section 5311 funds in the amount of \$433,277. The application is for one new 35-foot low floor replacement bus and an automatic bus washer. We have scheduled a public hearing for April 8, 1999. We anticipate forwarding a final application to UDOT at that time.

If you have any questions, require further information or assurances, feel free to call me at 615-5360.

Sincerely,



Hope Bleecker
Director of Transportation

Utah Department of Transportation
Application for Capital Assistance
FTA Sections 5310 or 5311



* Answer each item fully in detail. *

1998-99
FY 2000

I General Information:

A Legal Name of Applicant Organization: Park City Municipal Corporation	
B Address: 1053 Iron Horse Drive P.O. Box 1480 Park City, Utah 84060	C Name of Project Director or Supervisor: Hope Bleecker Transportation Director Telephone: 435-615-5360 Fax: 615-4904
D Documentation of Corporate Structure Check which applies: ☐ Private Non-Profit (Attach Articles of Incorporation) ☐ Public Non-Profit ☒ Transit District	

II Transportation Project:

A Service Area of Project: Park City, Utah													
B Document contacts with other providers of transportation in your service area: 5310 & 5311 5311 and Public Non profit agencies applying for 5310 Provide by letter, notice to area providers including private for-profit, private non-profit, and public agencies, regarding proposed services and equipment requests and offer opportunities for private transportation providers to provide such services. A fifteen day comment period is required. Attach copy of letter, list of agencies notified, and include any written response with application. Attach evidence of efforts made to notify other possible providers of service in the proposed service area. This includes: 1. public offer to hold a public hearing if desired or requested by interested parties: Exhibit A 2. copies of public notice given in area newspapers: Exhibit A 3. a list of agencies and operators contacted: Exhibit B 4. written comments from interested parties.													
C Types of service to be provided: (% of use) 2% Demand responsive (dial-a-ride) 98% Fixed Route Other (Specify) _____ Vehicles are intended to: ☒ Replace existing service ☐ Expand existing service ☐ Start new service	D Estimate number of riders to use service: <table style="width:100%; border: none;"> <tr> <td style="width: 30%;">500 Elderly per day</td> <td style="width: 30%;">_____ Disabled per day</td> </tr> <tr> <td>_____ Elderly per month</td> <td>_____ Disabled per month</td> </tr> <tr> <td>120,000 Public per day</td> <td>_____ Students per day</td> </tr> <tr> <td>_____ Public per month</td> <td>_____ Students per month</td> </tr> </table>	500 Elderly per day	_____ Disabled per day	_____ Elderly per month	_____ Disabled per month	120,000 Public per day	_____ Students per day	_____ Public per month	_____ Students per month				
500 Elderly per day	_____ Disabled per day												
_____ Elderly per month	_____ Disabled per month												
120,000 Public per day	_____ Students per day												
_____ Public per month	_____ Students per month												
E Specific clientele category (% of use) <table style="width:100%; border: none;"> <tr> <td style="width: 30%;">97% General Public</td> <td style="width: 30%;">5% Physically Disabled</td> </tr> <tr> <td>2% Elderly</td> <td>_____ Other (Specify) _____</td> </tr> <tr> <td>5% Mentally Disabled</td> <td></td> </tr> </table>	97% General Public	5% Physically Disabled	2% Elderly	_____ Other (Specify) _____	5% Mentally Disabled		F Estimate number of total riders within the following groups: <table style="width:100%; border: none;"> <tr> <td style="width: 30%;">1% Black</td> <td style="width: 30%;">3% Hispanic</td> </tr> <tr> <td>2% Asian or Pacific Islander</td> <td></td> </tr> <tr> <td>5% American Indian or Alaskan Native</td> <td></td> </tr> </table>	1% Black	3% Hispanic	2% Asian or Pacific Islander		5% American Indian or Alaskan Native	
97% General Public	5% Physically Disabled												
2% Elderly	_____ Other (Specify) _____												
5% Mentally Disabled													
1% Black	3% Hispanic												
2% Asian or Pacific Islander													
5% American Indian or Alaskan Native													
G Special contact or outreach services to minority groups offering your service is: ☒ Currently practiced or ☐ Soon to be implemented. Attach explanation. Title VI program is on file with UDOT and FTA.													

DRAFT

III Estimated Capital Budget for Transportation Project:

	Number	Unit Cost	Total
Estimated Vehicle Cost:			
5 - 9 Passenger Van, Suburbans _____			
10 - 16 Passenger Vehicle _____			
17 - 24 Passenger Vehicle _____			
Transit Bus (up to 30 adult passengers) _____			
(over 30 adult passengers) _____	1	\$285,000	\$285,00
Vehicle Rehabilitation (Major Drive Train Only) _____			
Delivery and Preparation Cost per Vehicle _____		\$ 3,277	\$ 3,277
Total Estimated Vehicle Cost _____		\$288,277	\$288,277
Estimated Cost for Related Equipment:			
Wheelchair Lifts _____			
Wheelchair Ramps _____			
Radio Equipment _____			
Air Conditioning _____			
Other Equipment (Describe) _____			
Total Estimated Cost for Related Equipment _____			
Estimated Cost of Other Facilities:			
Passenger Shelters _____			
Construction, Renovation of Facilities _____			
Purchase and Install Bus Washer _____	1	\$145,000	\$145,000
Total Estimated Cost of Other Facilities _____			\$145,000
Total Estimate _____		\$433,277	\$433,277
Contingencies (5%) _____			
Total Estimated Cost of Project _____			
Federal Grant Requested (80% of Project) _____		\$346,621	\$346,621
Local Contribution (20% of Project) _____		\$ 86,656	\$ 86,656

IV Local Match & Operational Budget

A List all sources of funds (public and private) and dollar amounts to be used as local (non-Federal) contributions to federal grant

Sources	Dollar Amounts
County	\$ _____
City	\$ <u>3,221,157</u>
Unrestricted Federal	\$ _____
Donations	\$ _____
Corporate	\$ _____
Other (Identify)	\$ _____
Total	\$ <u>3,221,157</u>

B Financial Management Plan
List specific sources and dollar amounts of the funds to be used for annual project operating expenses:

	Dollar Amounts (4 Yr. Average)
Sections 5310 & 5311 { Corporate	\$ _____
{ County	\$ _____
{ City	\$ _____
{ Federal	\$ _____
{ Donations	\$ <u>6238</u>
{ Other (Identify)	\$ <u>22,260 Arts Festival</u>
Section 5311 { Fare Box	\$ _____
{ Local Tax	\$ <u>2,369,507</u>
Total	\$ <u>2,398,005</u>

C Estimate annual project operating expenses for each line item listed:

	Dollar Amounts			
Year	1	2	3	4
Driver's salaries	\$ <u>865,616</u>	<u>917,552</u>	<u>972,606</u>	<u>1,030,962</u>
Maintenance and repair	\$ <u>253,836</u>	<u>269,066</u>	<u>285,210</u>	<u>302,322</u>
Fuel/Oil	\$ <u>88,500</u>	<u>93,810</u>	<u>99,439</u>	<u>105,405</u>
Insurance	\$ <u>100,000</u>	<u>106,000</u>	<u>112,360</u>	<u>119,102</u>
Other (Identify)	\$ _____	_____	_____	_____
Total	\$ <u>1,307,952</u>	<u>1,386,428</u>	<u>1,469,615</u>	<u>1,557,789</u>

V Fiscal and Managerial Capability Certification:

I certify that, based on my experience with the _____, and a review of the organizations records, that the organization has the requisite fiscal and managerial capability to carry out the project.

Signed _____
CPA, CPA Firm, Auditor or Local Government Official

Date _____

VI Project Justification:

(Attach extra sheet if more space is needed)

A Describe benefits to be derived from the project to the user:

Replaces a 1986 transit bus that has exceeded its useful life expectancy and mileage criteria.
The new technologically advanced bus washer will minimize vehicle deterioration and salt corrosion; maintain a cleaner vehicle and extend the life of the fleet.

B Identify shortcomings of existing services and how your project will overcome them:

The low floor bus will allow better access for skiers who are immobilized by ski boots.
The bus washer will prevent excess corrosion as described above.

C Describe transportation now being provided by applicant: (Include days and hours of service, total average monthly miles driven, passengers, frequency, fares.)

See Exhibit D

Ca List transportation service schedule, anticipated total average monthly mileage and describe intended transportation service if awarded grant:

See Exhibit D

D Describe transportation now being provided by other agencies: (Include days and hours of service, passengers, frequency, fares.)

There are no other public agencies providing "no-fare" public transportation.

E Describe any plans to combine above transportation services and how this project will coordinate with existing transportation services:

(Attach purchase of service and interagency agreements, or documentation of unsuccessful coordination efforts.)

The City has worked with The Canyons Ski Resort extensively in development of their service but we are not under agreement with The Canyons. We will continue to advertise their service on our placards and bus stop signs.

VII Preventive Maintenance Assurance:

☒ Will adopt, implement, and practice vehicle Preventive Maintenance in accordance with UDOT recommended P.M. Program entitled "RPMS". (copy available upon request)

☐ Attached to this application is another vehicle Preventive Maintenance Program intended as UDOT "RPMS" substitute.

Note: The P.M. Program must compare with "RPMS" and will require UDOT approval.

April 8, 1999
Date

Signature of Corporate Officer

Director of Capital Projects & Budget
Title

VIII Current Vehicle Inventory

[illegible]

FEDERAL FISCAL YEAR 1999 FTA CERTIFICATIONS AND ASSURANCES

(Required of all Applicants for FTA assistance and all FTA Grantees with an active capital or formula project)

Name of Applicant Park City Municipal Corporation

Name and Relationship of Authorized Representative Thomas Bakaly, Director of Capital Projects & Budget

BY SIGNING BELOW I, Thomas Bakaly (name), on behalf of the Applicant, declare that the Applicant has duly authorized me to make these certifications and assurances and bind the Applicant's compliance. Thus, the Applicant agrees to comply with all Federal statutes, regulations, executive orders and administrative guidance required for each application it makes to the Federal Transit Administration (FTA) in Federal Fiscal Year 1999.

FTA intends that the certifications and assurances the Applicant selects on the other side of this document, as representative of the certifications and assurances in Appendix A, should apply, as required, to each project for which the Applicant seeks now, or may later, seek FTA assistance during Federal Fiscal Year 1999.

The Applicant affirms the truthfulness and accuracy of the certifications and assurances it has made in the statements submitted herein with this document and any other submission made to FTA and acknowledges that the provisions of the Program Fraud Civil Remedies Act of 1986, 31 U.S.C. 3801 et seq., as implemented by U.S. DOT regulations, "Program Fraud Civil Remedies," 49 CFR part 31 apply to any certification, assurance or submission made to FTA. The criminal fraud provisions of 18 U.S.C. 1001 apply to any certification, assurance, or submission made in connection with the Urbanized Area Formula Program, 49 U.S.C. 5307, and may apply to any other certification, assurance, or submission made in connection with any other program administered by FTA.

In signing this document, I declare under Penalties Of Perjury that the foregoing certifications and assurances, and any other statements made by me on behalf of the Applicant are true and correct

Signature _____ Date April 8, 1999
Name Thomas Bakaly
Authorized Representative of Applicant

AFFIRMATION OF APPLICANT'S ATTORNEY

for Park City Municipal Corporation (Name of Applicant)

As the undersigned legal counsel for the above named Applicant, I hereby affirm to the Applicant that it has authority under state and local law to make and comply with the certifications and assurances as indicated on the foregoing pages. I further affirm that in my opinion, the certifications and assurances have been legally made and constitute legal and binding obligations on the Applicant.

I further affirm to the Applicant that, to the best of my knowledge there is no legislation or litigation pending or imminent that might adversely affect the validity of these certifications and assurances, or of the performance of the project. Furthermore, if I become aware of circumstances that change the accuracy of the foregoing statements, I will notify the Applicant promptly, which may so inform FTA.

Signature _____ Date April 8, 1999
Name _____
Applicant's Attorney

Each Applicant for FTA financial assistance (except 49 U.S.C. 5312(b) assistance) and each FTA Grantee with an active capital or formula project must provide an Attorney's affirmation of the Applicant's legal capacity. The Applicant may enter its PIN number in lieu of the electronic signature of its Attorney, provided the Applicant has on file this affirmation of its Attorney in writing dated this Federal fiscal year.

FEDERAL FY 1999 CERTIFICATIONS AND ASSURANCES FOR FTA ASSISTANCE

Name of Applicant Park City Municipal Corporation

The Applicant agrees to comply with applicable requirements of Categories I - XV.

(The Applicant may make this selection in lieu of individual selections below.)

OR

The Applicant agrees to comply with the applicable requirements of the following categories it has selected:

I. Certifications and Assurances Required of Each Applicant

11. Lobbying Certification

III. Effects on Private Mass Transportation Companies

IV- Public Hearing Certification for a Project with Substantial Impacts

V. Certification for the Purchase of Rolling Stock

V1. Bus Testing Certification.

VII. Charter Service Agreement.

VIII. School Transportation Agreement

IX. Certification for Demand responsive Service

X. Substance Abuse Certifications

M. Certification for a Project Involving Financing Costs

XII. Certifications for the Urbanized Area Formula Program and the Job Access and Reverse Commute Program Transit Enhancement Activities Report (Required for Recipients with 200,000 or more population)

XIII. Certifications for the Elderly and Persons with Disabilities Program

XIV. Certifications for the Nonurbanized Area Formula Program

XV. Certifications for the State Infrastructure Bank (SIB) Program

(Both sides of this Signature Page must be appropriately completed and signed where indicate.)

X Verification

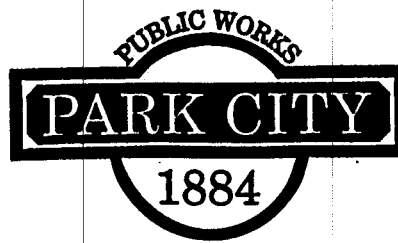
I am an officer of the applicant corporation herein and am authorized to make this verification on its behalf. The statements in the foregoing document are true to my own knowledge.

I declare that the foregoing is true and correct.

Executed on April 8, 1999 at Park City, Utah
Date City and State

Signature of Corporate Officer

Director of Capital Projects & Budget
Title



Transportation • Streets • Water • Fleet Services

March 15, 1999

Park Record
Legal Ad Department
P.O. Box 3688
Park City, UT 84060

To whom it may concern:

Please place the following legal notice in the March 20 and 24, 1999 issues.

Public Notice is hereby given that, a public hearing will be held by Park City Municipal Corporation on April 8, 1999, at 6:00 p.m. in the City Council Chambers at the Marsac Building located at 445 Marsac, Park City, Utah 84060. Written request for the public hearing and/or public comments should be sent to: Hope E. Bleecker, Transportation Director, Park City Municipal Corporation, P.O. Box 1480, 1053 Iron Horse Drive, Park City, Utah 84060. Application for Federal Funding is under Section 5311 of the Federal Transit Act. The application requests funding of equipment related to the operation of Park City's Transit fixed route.

If you have any questions or input relevant to this, please feel free to contact me at my office, 1053 Iron Horse Drive, P.O. Box 1480, Park City, Utah 84060, or by telephone at (435) 615-5360.

Sincerely,

Hope Bleecker
Transportation Director



Transportation • Streets • Water • Fleet Services

March 15, 1999

FIELD(1)
FIELD(2)
FIELD(3)
FIELD(4)

FIELD(5):

Please be advised that Park City Municipal Corporation is applying for Federal Funding under the auspices of the Federal Transit Administration's (FTA) Section 5311 Grants Program, for the purpose of refurbishing wheelchair lifts, seating, adding safety equipment, replacing existing fare boxes and enhancing the transportation department computer software program.

Notice is hereby given that, if written request to hold a public hearing is received by Park City Municipal Corporation by the close of business on April 8, 1999, a Public Hearing will be scheduled on April 8, 1999 at 6:00 p.m. in the City Council Chambers at the Marsac building located at 445 Marsac Avenue, Park City, Utah 84060. Written request for the public hearing and/or public comments should be sent to: Hope E. Bleecker, Transportation Director, Park City Municipal Corporation, P.O. Box 1480, Park City, Utah 84060.

If you have any questions or input relevant to this, please feel free to contact me at my office, 1053 Iron Horse Drive, P.O. Box 1480, Park City, Utah 84060, or by telephone at (435) 615-5360.

Sincerely,

*Hope E. Bleecker
Transportation Director*

Dave Novell
Park City Transportation
P.O. Box 126
Park City, UT 84060

Mr. Steve Lewis
Lewis Bros. Stages
549 West 500 South
Salt Lake City, UT 84101

Le Bus
542 South 2165 West
Salt Lake City, UT 84104

Canyon Transportation
179 East Main
Sandy, UT 84070

Yellow Cab Company
435 South 600 West
Salt Lake City, UT 84101

City Cab Company
710 West 100 South
Salt Lake City, UT 84104

Ute Cab Company
456 West 200 South
Salt Lake City, UT 84101

Mr. Frank Jones
Avis Car Rental - Salt Lake Airport
AMS Box 22186
Salt Lake City, UT 84122

Mr. Mike Taylor
Budget Rent-A-Car
3833 New Terminal Drive
Salt Lake City, UT 84122

Mr. Bob Strader
Hertz Car Rental
3757 West Terminal Blvd.
Salt Lake City, UT 84116
Mr. Gordon Cummins
All Resort Express
P.O. Box 681780
Park City, UT 84068-1780

Mr. John Wilbourne
National Car Rental
P.O. Box 22249 AMS
Salt Lake City, UT 84122

Mr. Ray Woolsey
General Rent-A-Car
P.O. Box 682169
Park City, UT 84068-2169

Checker Cab Company
P.O. Box 1088
Park City, UT 84060-1088

Mr. Rich Martinez
Old Miner Taxi and Tours
P.O. Box 584
Park City, UT 84060

Day-Trips
P.O. Box 682604
Park City, UT 84068-2604

The Canyons Resort
4000 Canyons Resort Drive
Park City, UT 84098

LINE ITEM

COST ESTIMATES

A.	Estimated Capital Budget for Transportation Project – FY 1998-99-2000	\$433,277
	One 35-foot low floor ADA accessible transit coach	\$288,277
	Bus Washer-brushless bus washing system (installation included)	\$145,000
	TOTAL	\$433,277

GENERAL INFORMATION

Entity: Park City Municipal Corporation
Department: Public Works
Division: Transportation
Mailing Address: P.O. Box 1480
Physical Address: 1053 Ironhorse Drive
City: Park City
State: Utah
Zip Code: 84060
Contact Person: Hope E. Bleecker
Title: Transportation Director
Telephone Number: (435) 615-5360
FAX Number: (435) 615-4904

"Park City Transit" is a Division within Park City Municipal Corporation's Department of Public Works and is responsible for providing no-fare transportation services to the public 365 days per year.

Funding for the system operation and capital purchases related to public transit is derived from a number of revenue sources -Transit Sales Tax, Resort City Sales Tax and Local Business License Fees. Local Business License Fees and Resort City Sales Taxes are General Fund revenues, but a portion of the fees are dedicated to transit. Park City also receives approximately \$100,000 per year in Section 5311 funding from UDOT's administration of this FTA sponsored program. Currently, the City has also submitted a 5309 grant application to the FTA in the federal amount of \$14,298,460 for vehicle acquisition, design and construction of intermodal terminals, and planning assistance.

Revenues for the system have grown steadily at the annual rate of 17.7% since 1984 with the three funding sources contributing roughly equal shares to the total in recent years. Since 1984, sales tax revenues have grown an average of 9.9% per year; Business License fee revenues have grown by 6% annually; and the Resort City Sales Tax has grown 10.8% per year since 1987. Revenues are highest during fiscal quarter three (Jan, Feb, Mar) due to the ski industry related business activity followed by quarter two (Oct, Nov, Dec). Revenues are lowest in quarter four (Apr, May, June) immediately following the close of ski season.

DESCRIPTION OF FIXED ROUTE SYSTEMS

As stated in the general information in section I, there are primarily two fixed-route services offered annually, they are:

WINTER SERVICE

Population Served: 7,500 full-time residents; the population increases to approximately 20,000 during the winter months.

Service Area: Approximately six (6) square miles.

Route Structure: Fixed-Route / Fixed-Schedule to and from the major lodgings, shopping, dining and recreational centers. In order to access the service generators; services to and from residential areas are also provided.

Service Days: Seven days a week including holidays.

Service Hours: Approximately 5:30 a.m. to 3:00 a.m. (following morning)

Service Period: Mid-November thru mid-April.

Fare Structure: No-fare

Vehicles in Service: Two (2) - 5:30 a.m. to 8:00 a.m.; Seven (7) - 8:00 a.m. to 11:00 p.m.; two (2) - 11:00 p.m. to 3:00 a.m.; One (1) - 3:00 p.m. to 10:30 p.m.

Type of Vehicles: 35' Gillig Phantoms and leased Thomas 30 passenger TL-960's.

% Accessible: 100%

MAIN STREET TROLLEY

Route Structure: Fixed-Route / Fixed-Schedule from the top of Main Street to the bottom of Main Street.

Service Days: Seven days a week including holidays.

Service Hours: 10:00 a.m. to 11:00 p.m.

Service Period: Mid-November to mid-April.

Fare Structure: No-fare

Vehicles in Service: One (1)

Type of Vehicle: Chance AH-28 Trolley

% Accessible: 100%

SILVER LAKE SERVICE

Route Structure: Fixed-Route / Fixed-Schedule from Park City Mountain Resort, Main Street and Snow Park Lodge (lower Deer Valley) to Silver Lake Lodge (upper Deer Valley).

Service Days: Seven days a week

Service Hours: 7:00 a.m. to 11:00 p.m.

Service Period: December 1 thru April 15

Fare Structure: No-fare

Vehicles in Service: Two (2)

Type of Vehicle: Thomas TL-960

% Accessible: 100%

SUMMER SERVICES

Population Served: 7,500 full-time residents; the population increases to approximately 10,000 due to visitors during summer months.

Service Area: Approximately six (6) square miles

Route Structure: Fixed-Route / Fixed-Schedule to and from the major lodgings, shopping, dining, and recreational centers. In order to access the high service generators, services to and from residential areas are also provided.

Service Days: Seven days a week.

Service Hours: Approximately 7:30 a.m. to 10:30 p.m.

Service Period: April 15th, thru November 30th

Fare Structure: No-fare

Vehicles in Service: Three (3)

Types of Vehicles: 35' Gillig Phantoms

% Accessible: 100%

MAIN STREET TROLLEY

Route Structure: Fixed-Route / Fixed-Schedule from the top of Main Street to the Park City Mountain Resort.

Service Days: Seven days a week including holidays.

Service Hours: 11:00 a.m. to 5:00 p.m.

Service Period: April 15th, thru November 15th,.

Fare Structure: No-fare

Type of Vehicle: Chance AH-28 Trolley

% Accessible: 100%

PARATRANSIT SERVICES

Population Served: 7,500 full-time residents of which approximately 65 individuals utilize the paratransit service. 60% of the users reside in the "Historic District" of Park City with steep grades, no sidewalks and an average of 1/5 of a mile from fixed/route service. Of the remaining 40%, 25% are mentally disabled who reside on the fixed route and utilize both the paratransit and fixed route services.

Service Area: Approximately 6 square miles.

Route Structure: Demand/Response door to door throughout the area of the service district.

Service Days: Monday thru Friday, with weekend service on a special request basis.

Service Hours: Service requests are made between the hours of 8:00 a.m. and 9:00 a.m. for same day service and until 5:00 p.m. for next day or weekend special requests.

Service Period: 12 months of the year.

Response Time: Normally requests are made between the hours of 8:00 a.m. to 9:00 a.m. for same day service. We honor 100 percent of the requests. Advance requests for service are also accommodated if the request is received before 5:00 p.m. Park City does not provide subscription service.

Fare Structure: No-fare

Trip Restrictions: There are no restrictions on trip purpose.

Vehicles in Service: One vehicle; seating capacity for 12 passengers, with one wheelchair tie down.

Type of Vehicle: Ford Eldorado 4x4 Van

% Accessible: 100%

Ridership:

Approximately 7,000 rides annually (rides are calculated as individual rides to and from destinations).

Other Providers:

There are no other paratransit providers either in public or private service in the service area.

PARK CITY MUNICIPAL CORPORATION - TRANSPORTATION DEPARTMENT
Total Fleet - Transit Division

February 25, 1999

Make/Model	Year of Manufact.	Veh. I.D. Number (VIN)	Mo./Yr. Placed in Service	Accumulated Rev. Miles	Estimated Replacement Date	Condition	Original Grant No.
Cars / Service Vehicles							
1 Ford Explorer	1994	1FMDU34X7RUC94562	12/98	50,860	12/04	Good	UT-18-X001
2 Ford Service Truck	1989	2DDL47G4KCA11645	10/88	12,265	6/01	Good	
Mid-size Buses							
3 Chance AH-28 Trolley	1996	1C9S2CCS9TW535017	3/96	40,507	3/06	Very Good	UT-18-X008
4 Ford Eldorado	1986	1FDKE3016FHA51268	21	139572	8/99	Below Average	5311
5 Ford Eldorado 4x4 Van	1987	1FDJE3419HHA79123	10	115667	8/99	Below Average	5311
Large Buses							
6 Thomas Transittliner - 34'	1986	1T7A2K658G1434932	10/86	133,887	5/99	Fair	UT-18-X003
7 Thomas Transittliner - 34'	1986	1T7A2K659G1431926	10/86	142,870	5/99	Fair	UT-18-X003
8 Gillig Phantom - 35'	1992	15GCB0912N1084304	5/92	116,271	5/04	Good	UT-18-X007
9 Gillig Phantom - 35'	1993	15GCB2010P1084863	9/93	104,460	5/05	Good	UT-03-0017
10 Gillig Phantom - 35'	1993	15GCB2012P1084864	9/93	109,774	5/05	Good	UT-03-0017
11 Gillig Phantom - 35'	1993	15GCB2014P1084865	9/93	94,386	5/05	Good	UT-03-0017
12 Gillig Phantom - 35'	1993	15GCB2016P1084866	9/93	65,404	5/05	Good	UT-03-0017
13 Gillig Phantom - 35'	1993	15GCB2018P1084867	9/93	124,097	5/05	Good	UT-03-0017
14 Gillig Phantom - 35'	1993	15GCB201XP1084868	9/93	123,570	5/05	Good	UT-03-0017
15 Gillig Phantom - 35'	1993	15GCB2011P1084869	9/93	121,583	5/05	Good	UT-03-0017
16 Gillig Phantom - 35'	1995	15GCB201XR1085635	1/95	78,333	1/07	Very Good	UT-18-X012
17 Gillig Phantom - 35'	1995	15GCB2011R1085636	1/95	67,836	1/07	Very Good	UT-18-X013
18 Gillig Phantom - 35'	1997	15GCB2010V1088313	6/97	22,572	6/09	Very Good	UT-18-X014
19 Gillig Phantom - 35'	1997	15GCB2010V1088314	6/97	21,553	6/09	Very Good	UT-18-X014



DATE: 4/5/99
DEPARTMENT: Legal *mk*
AUTHOR: Mark Harrington, Legal Department
TITLE: Ratification of Creation of the Park City Transit System
TYPE OF ITEM: Resolution- Consent Agenda

SUMMARY RECOMMENDATIONS: Approve a Resolution ratifying the creation of a municipal transportation system, named the Park City Transit System.

DESCRIPTION:

A. Topic: Park City Transit System ("System").

B. Background: The City Council passed a resolution on September 1st, 1977 declaring that the public health, safety, convenience, and necessity required the establishment of a special sales and use tax for the purpose of instituting a public transportation system and that such tax be submitted to the voters for approval. A special sales and use tax for the purpose of instituting a public transportation system was approved by voters on November 8th, 1977 as part of a municipal general election. The City Council passed Ordinance Number 77-12 on November 17th, 1977, levying a sales and use tax of one-quarter of one per cent, to be used in connection with the financing of a public transportation system within Park City. However, staff has been unable to locate a resolution specifically creating the transportation System. Such a resolution has been required of other municipalities undergoing federal grant audits and staff is pro-actively trying to address the issue. Therefore, staff requests that the Council adopt the attached resolution as a house keeping matter, to confirm that the City's transportation System has been operating as of November, 1977.

C. Analysis: There are two types of transit districts that municipalities are authorized to create: 1) a municipal transportation system pursuant to UCA § 10-8-86; or 2) an independent special district (a Transit District) pursuant to UCA § 17A-2-1001 et al. Park City has operated a **municipal transportation system** pursuant to UCA § 10-8-86 since 1977. State code requires a specific resolution creating the municipal transportation system and staff has been unable to locate the resolution despite general meeting minutes which reference its creation. Federal auditors have required the production of the resolution of other municipal grant recipients in Utah, so staff decided to adopt a resolution ratifying the creating of the municipal transportation system in case we are asked to produce the resolution for federal auditors.

D. Department Review: The Public Works, Budget and CIP and Legal Departments

reviewed this matter.

ALTERNATIVES:

A. Approve the Request: Adopt the resolution. **This is the recommended action.**

B. Change types of District: The Council may decide to direct staff to explore the creation of an independent special transit district. There are pros and cons of such a district and it would be governed by an independent Board of Directors, appointed by the Council.

C. Continue the Item: If the Council wants more information, it should request such additional data and continue the item.

SIGNIFICANT IMPACTS: There are no impacts of this action. It is a house-keeping matter

RECOMMENDATION: **Approve a Resolution ratifying the creation of a municipal transportation system, named the Park City Transit System.**



Resolution No. -99

**RESOLUTION RATIFYING PARK CITY MUNICIPAL CORPORATION'S CREATION
OF A PUBLIC TRANSPORTATION SYSTEM WITHIN PARK CITY, UTAH.**

WHEREAS, the Utah State Legislature has authorized by statute the governing body of any municipality not within five highway or road miles of the boundaries of the boundaries of an existing transit district to adopt a resolution allowing the municipality to organize, operate, and maintain a public transit system within such municipality (UCA § 10-8-86, 1999) ; and

WHEREAS, the Utah State Legislature has authorized the governing body of any municipality not within five highway or road miles of the boundaries of the boundaries of an existing transit district to impose a sales and use tax to fund a public transit authority (UCA § 10-8-86, 1999); and

WHEREAS, Park City is not within 5 highway or road miles of an existing transit district; and

WHEREAS, the Park City Municipal Corporation's governing body (the "City Council") passed a resolution on September 1st, 1977 declaring that the public health, safety, convenience, and necessity required the establishment of a special sales and use tax for the purpose of instituting a public transportation system and that such tax be submitted to the voters for approval; and

WHEREAS, a special sales and use tax for the purpose of instituting a public transportation system was approved by voters on November 8th, 1977 as part of a municipal general election; and

WHEREAS, the City Council passed Ordinance Number 77-12 on November 17th, 1977, levying a sales and use tax of one-quarter of one per cent, to be used in connection with the financing of a public transportation system within Park City; and

WHEREAS, it is in the interest of the City Council, Park City Municipal Corporation, and the public that there be a clear record of the fact that the City Council has authorized Park City Municipal Corporation to create, operate, and maintain a public transportation system within Park City, Utah.

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

1. The City Council, as the governing body of Park City, Utah, hereby ratifies the creation and operation of a public transportation system named the Park City Transit System (the "System") within Park City, Utah.
2. The effective date of the System formation is November 17, 1977. All actions, agreements, taxes, and encumbrances of the System since that date are hereby ratified and approved.
3. The System shall include all area within municipal boundaries of Park City, Utah, and any service areas outside municipal boundaries as specified in a service or interlocal agreement approved by the City Council.
4. This resolution shall be effective upon adoption.

PASSED AND ADOPTED this 8th day of April, 1999.

PARK CITY MUNICIPAL CORPORATION

Mayor Bradley A. Olch

Attest:

Janet M. Scott, City Recorder

Approved to form:

Mark D. Harrington, Deputy City Attorney

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DATE: April 8, 1999
DEPARTMENT: Public Works
AUTHOR: John Lind, Assistant Public Works Director
TITLE: 1999/2000 Pavement Management Program
TYPE OF ITEM: Legislative

SUMMARY RECOMMENDATIONS: Accept the 1999/2000 Pavement Management bids and authorize staff to enter into agreements with Valley Asphalt for asphalt overlays, in the amounts of \$140,235.34 for 1999 and \$234,723.06 for 2000, with an aggregate total of \$374,958.40; and Intermountain Slurry Seal for slurry seals, in the amounts of \$36,160.70 for 1999 and \$70,321.40 for 2000, with an aggregate total of \$106,482.10.

DESCRIPTION:

A. Topic. 1999 and 2000 Pavement Management Program

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

In order to compete with regional construction projects and to enable contractors to plan and offer favorable pricing, Park City bid a two-year pavement management program in 1997/98. In addition, PCMC's five years of projected work is consolidated into four years; thus, in the summer of 2001 there will be no scheduled overlays or slurry seals.

In 1993, Park City completed its third pavement management review. The review consisted of visually inspecting the surface of every city street, testing pavement and subgrade deflection, analyzing the data, and ranking streets and developing implementation plans based on different funding levels. During 1996, pavement management documentation was reviewed and the consultant was requested to consolidate five years of required work into a four-year period.

Utility adjustments and engineering quality control testing are a necessary part of an overlay project. The adjustments (where grinding occurs) will lower and then raise manhole lids, water valves and survey monuments to surface level. This type of activity has traditionally been included in the overlay contract. However, to minimize general contractor add-on, the City will return to Council for approval after obtaining pricing in these areas in accordance with the City contract and purchasing guidelines.

Since the 1997/98 bid package worked well staff decided that this type of two-year program should continue.

The 1999/2000 bid package significantly reduces any planned street work for summer 2001 other than patch work. However, should there be situations that require additional attention the ability to handle them will be available.

The bid notification/process was advertised in the Intermountain Contractor and the Park Record. All bid requirements were met.

C. Analysis. Moving the planned work schedule ahead by one year will allow Park City personnel to be available to complete final pre-Olympic preparations. In addition, it allows the low-bidding contractors to effectively plan their work, particularly with the UDOT regional projects that are underway.

The following streets are identified, in accordance with the pavement management program, to receive street overlays or slurry seals:

1999 ASPHALT OVERLAYS

- 11th Street from Woodside Avenue to Park Avenue
- Red Pine Road
- Quaking Aspen Court
- Walker Court from Three Kings Drive to end of cul-de-sac
- Webster Drive
- Keystone Court
- Gold Dust Lane from Poison Creek Lane to Sidewinder Drive
- Silver Lake Drive from E/W around Loop w/stripping

2000 ASPHALT OVERLAYS

- 13th Street from Park Avenue to Norfolk Avenue
- 7th Street from Park Avenue to Main Street
- Thaynes Canyon Drive from Payday Drive to Three Kings Drive
- Main Street from Daly Avenue north to 9th Street
- Park Avenue from Heber Avenue north to Empire Avenue
- Monitor Drive from 200' north to Lucky John Drive (includes striping)
- Sidewinder Drive from Comstock Drive to Kearns Boulevard
- Hidden Splendor Court

1999 TYPE III SLURRY SEALS

- Daystar Circle from Telemark Drive to end
- Eladar Place from Solamere Drive
- Sun Ridge Drive from Solamere Drive
- Sunny Slopes Drive from the pump station to east end
- Mountain Oak Court to end
- Silver Cloud Court
- Norfolk Avenue from 8th Street south to Park Avenue
- Woodside Avenue from 14th Street to 13th Street
- Lily Langtree Court
- Calumet Circle
- Monarch Drive end to end
- Mountain Ridge Court

2000 TYPE III SLURRY SEALS

- King Road from Main Street to Sampson Avenue
- Mellow Mountain Road to Aerie Drive
- Single Jack Court
- Morning Star Court
- Swede Alley from Heber Avenue to Main Street
- Park Avenue from King Road to Heber Avenue
- Empire Avenue from curve south to Manor Way
- Lowell Avenue from curve south to Manor Way
- Silver Lake Drive
- Oak Court
- Aspen Springs Drive loop

For 1999, street overlays total 4,849 tons of asphalt; Type III slurry seals total 40,630 square yards. For 2000, street overlays total 7,677 tons of asphalt; Type III slurry seal totals 74,810 square yards.

In order to minimize disruption to Main Street business it is recommended that the required overlay and rotomilling work be performed from 2:00 a.m. to 10:00 a.m. during a pre-designated one-week period following the Arts Festival in August. Required utility adjustments would be consolidated to minimize traffic problems and would be completed during pre-established daylight hours.

There were four bids received for street overlays and two bids for slurry seals:

	1999	2000	TOTAL
<u>Asphalt Paving</u>			
Valley Asphalt	\$140,235.34	\$234,723.06	\$374,958.40
Staker Paving	\$165,485.32	\$267,659.10	\$433,144.42
Granite Construction	\$173,016.60	\$282,263.40	\$455,280.00
Miller Paving	\$191,298.52	\$293,799.66	\$485,098.18
<u>Slurry Seals</u>			
Intermountain Slurry	\$36,160.70	\$70,321.40	\$106,482.10
M & M Asphalt	\$38,193.20	\$70,321.40	\$108,514.60
TOTALS	\$176,396.04	\$305,044.46	\$481,440.50

D. Department Review. Bids were reviewed by the Public Works Department and the Finance Department. Funds are designated in the CIP fund and are appropriated under line item 31-44018-4520 in the amounts of \$600,000 in each of the years 1999 and 2000.

ALTERNATIVES:

A. Approve awarding of the contract to the lowest bidders. Valley Asphalt (overlays) and Intermountain Slurry Seal (slurry seals) for 1999 and 2000.

B. Approve awarding of the contract to the lowest bidders for 1999 and reject the 2000 bids.

C. Reject all bids.

SIGNIFICANT IMPACTS: In order to minimize commercial district and traffic disruption, rotomilling and overlay on Main Street from the turnaround to 9th is projected to be conducted from 2:00 a.m. to 10:00 a.m. for a one-week period after Arts Festival in 2000. Utility adjustments will be completed during the normal construction window. Authorization to perform this work during this time period will be required.

The pavement management plan is designed to maintain and improve Park City pavement quality. Approval of less than the recommended program will cause a decline of pavement quality.

Each contract can be expanded, with up to 10% added to the contract price, if more construction is needed.

CONSEQUENCES OF NOT TAKING THE RECOMMENDED ACTION: Failure to maintain an adequate pavement management program will increase the money required to maintain the streets in subsequent years and lower overall pavement quality.

RECOMMENDATION: Alternative A: Accept bids and authorize staff to enter into agreements with:

1. Valley Asphalt for asphalt overlays, in the amounts of \$140,253.34 for 1999 and \$234,723.06 for 2000, with an aggregate total of \$374,958.40.
2. Intermountain Slurry Seal for slurry seals, in the amounts of \$36,160.70 for 1999 and \$70,321.40 for 2000, with an aggregate total of \$106,482.10.
3. Allow the work schedule variance from August 2 to August 10, that will be scheduled after Arts Festival 2000, from the turnaround to 9th on Main Street.

