



**PARK CITY COUNCIL MEETING
SUMMIT COUNTY, UTAH
DECEMBER 16, 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, December 16, 1999.

A G E N D A

Work Session - City Council Chambers - Lower Level

- 4:00 p.m. Council questions and comments
- 4:20 p.m. Traffic calming
- 4:45 p.m. Business licensing for taxis and shuttles
- 5:00 p.m. Review of regular meeting
 - Flagstaff well and water agreements
 - Union Pacific property purchase
 - Motorcycle Race (application withdrawn)
 - Other meeting questions and/or 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 THE MEETINGS OF NOVEMBER 4, 5 AND 18, 1999**
- V PUBLIC HEARING**

Petition to vacate a portion of Ontario Avenue and a request for a plat amendment to combine seven full and five partial lots into four lots of record; Ontario Avenue right-of-way adjacent to Lots 1 - 5, Block 60, Park City Survey and Lots 27 - 32, Block 55, Park City Survey located in the Southeast quarter of Section 16, Township 2 South, Range 4 East, Salt Lake Base & Meridian (motion to continue)

VI NEW BUSINESS

1. Extension of loan to Mountainlands Community Housing
2. Memorandum of Understanding between Park City Municipal Corporation and United Park City Mines Company clarifying and implementing the water service and water source development agreement (Flagstaff)
3. Agreement for a joint well development program (Flagstaff) - United Park City Mines Company
4. Amended Master Festival License for the Motorcycle Event to be held September 2000 - AHRMA and the Utah Motor Sports Group (**application withdrawn**)
5. Purchase of approximately 2.3 acres of property from Union Pacific, located on Bonanza Drive east to the Rail-Trail in the amount of \$220,000

VII OLD BUSINESS

Appeal of Planning Commission denial on September 22, 1999 of the Master Planned Development application for a professional office building located on the east side of Bonanza Drive between upper and lower Iron Horse Loop

VIII ADJOURNMENT

PARK CITY REDEVELOPMENT AGENCY SUMMIT COUNTY, UTAH DECEMBER 16, 1999

PUBLIC NOTICE IS HEREBY GIVEN that the Redevelopment Agency of Park City, Utah will hold a public meeting, at the Marsac Municipal Building, 445 Marsac Avenue, Park City, Utah for the purposes described below on Thursday, December 16, 1999 immediately following the adjournment of the City Council meeting.

AGENDA

- I ROLL CALL**
- II PUBLIC INPUT**
- III MINUTES OF MEETING OF NOVEMBER 18, 1999**
- IV CONSENT AGENDA**

Award of construction contract for replacement of stair treads of China Bridge Parking Structure stairway in an amount not to exceed \$8,940

V ADJOURNMENT

**PARK CITY COUNCIL MEETINGS
SUMMIT COUNTY, UTAH
DECEMBER 23 AND 30, 1999**

PUBLIC NOTICE IS HEREBY GIVEN that the City Council of Park City, Utah will not hold its regularly scheduled meetings on December 23 and December 30, 1999.

Posted: 12/13/18
See parkcity2002.org



**PARK CITY WORK SESSION NOTES
SUMMIT COUNTY, UTAH
DECEMBER 16, 1999**

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

Toby Ross, City Manager; Jerry Gibbs, Public Works Director; Police Chief Lloyd Evans; Lori Collett, Finance Manager; Myles Rademan, Public Affairs Director

Matt Riffkin, Fehr and Peers

1. Council questions and comments. The Mayor individually thanked Paul Sincock, Hugh Daniels, and Chuck Klingenstein for their hard work and service to the community and presented them with Park City letter jackets.

Chuck Klingenstein thanked past and present employees of the City for their hard work and professionalism. He wished the new Council members well and felt the City is in great shape and hoped that they will enjoy working for the citizens of Park City as much as he has. To the Mayor and Council members, Mr. Klingenstein expressed that these four years have been some of the most exciting and rewarding times of his life. He felt the group was cohesive that always remembered to have fun, be positive, make decisions, and to be able to agree to disagree and move on. He thanked all of them.

Roger Harlan indicated that residents are pleased on Lucky John Drive with the installation of the no parking signs. The Broken Thumb at the Racquet Club seems to be doing well. Hugh Daniels complimented Chief Evans on producing the Year 2000 Conversion and Emergency Preparedness Plan. Paul Sincock thanked staff for its support during his four years and expressed that it is a privilege to serve fellow citizens. The employees are a tremendous asset to the community and he is proud of the work of the City Council.

2. Traffic calming. Jerry Gibbs reported that meetings were held in Prospector, Solamere, The Oaks and a portion of the Park Meadows area to get input on the traffic calming speed humps installed in the summer. He introduced Matt Riffkin of Fehr and Peers which is the consulting firm who formulated the initial program. There was a task force from various departments to develop test programs and policies. Mr. Gibbs asked for Council direction on proceeding with the next phase which involves public comment. It is critical to get the neighborhoods involved with the decisions that will directly affect their area. There were a lot of positive comments at the beginning of the installation in Holiday Ranch but later turned negative because of noise, etc. Speed humps are not necessarily the answer to all speeding situations and

neighborhoods need to take ownership of the solution. Chuck Klingenstein indicated that he attended the meetings, and fortunately the speed humps were temporary. He agreed that using speed humps will have to be decided neighborhood-by-neighborhood and suggested a task force of citizens and staff to prioritize traffic calming projects. Roger Harlan pointed out that the report indicates that in all cases, residents believed that it was the City's responsibility to reduce speed and create safer neighborhoods. He felt it is a very difficult problem if citizens don't cooperate. Jerry Gibbs added that that was the tone at the community meetings over the past three years as well as the neighborhood traffic calming meetings. Hugh Daniels felt that public input is important to formulate a policy, but it may not be necessary to form another task force. He discussed the potential of a neighborhood requesting speed humps and later wanting them removed, which wouldn't be fair to the community. Mr. Klingenstein discussed speeding in residential areas prompted by people traveling from roads with higher speeds. Cars and roads are designed to go fast and people have to be reminded and from that perspective, the government has a responsibility to work in a partnership with the neighborhoods to arrive at solutions. Chuck Klingenstein added that many neighborhoods want speed humps without knowing the impacts and he supported a task force with staff and neighborhood representatives.

Matt Riffkin pointed out that the neighborhood meetings were not well attended. Shauna Kerr suggested involving home owner associations. Roger Harlan noted the success of speed humps in Prospecter because of lower speeds and volumes. Jerry Gibbs added that the difference with Holiday Ranch is its width and higher volumes and speeds. The Mayor suggested road configuration work and Mr. Riffkin explained that speed humps have been cost effective and may range from \$10,000 to \$15,000, but chicanes will double or triple the cost. The program is set up to consider low cost measures up front to see if they solve the problem, i.e., signage. Shauna Kerr pointed out the importance of clearly identifying the entrance into neighborhoods. Jerry Gibbs interjected that the City budgeted \$50,000 per year for the next four years for traffic calming efforts. Matt Riffkin addressed the suggestion of planter boxes at the entrance of neighborhoods, and indicated that it doesn't work in all cases, but is worth trying before installing permanent humps.

Jerry Gibbs stated that staff is looking for direction on public process. There are a number of people interested in traffic calming policies and approaches; this could be a formal or informal process. As a part of the process, it may take a year before installing speed humps, medians, or other traffic calming mechanisms occur. Shauna Kerr emphasized the importance of involving the neighborhood to solve the speeding problem before the City makes an investment. Chief Lloyd Evans interjected that police citations have increased 100% over the past 18 months. Roger Harlan agreed with Ms. Kerr's comments regarding the need for citizen involvement in solving the problem before throwing public assets at it. Mr. Gibbs pointed out that the policy recommendation has two phases; a low cost solution like signage and then a more capital intensive effort which would require 50% commitment by the neighborhood. The neighborhood has to agree with the solution. Paul Sincock agreed with Mr. Kerr's comments and emphasized that locals rather than tourists are speeding and government is not going to change behavior. The City has tried a

number of approaches over the past several years and the problem persists. He felt it is time to turn options over to the home owners associations. The City Manager emphasized that there would be a standard for public participation before the City would invest funding. It is suggested that a member of a home owners association solicit public participation and then meet with the City staff to arrive at alternatives. Rather than the City initiating a project, the request would come from the public and an informal process would occur. He pointed out that a formal task force could be formed and asked for Council direction. Ms. Kerr indicated that she preferred a more informal process and felt that this could be discussed at the retreat.

3. Business licensing for taxis and shuttles. Lori Collett explained that in the Fall of 1998, several taxi companies requested that the City modify its regulation of taxi and shuttle companies. As a result, Ordinance No. 98-45 was adopted, even though there were no complaints received from citizens or passengers about the taxi service in Park City. There were 24 licensed companies at the implementation of the new licensing process and now there are 29, an increase of about 21%, which suggests that there is an enhanced level of compliance with the ordinance. She discussed a follow-up meeting with staff and eleven taxi companies last summer where Lloyd Evans informed operators that the Police Department would not be making traffic stops on unlicensed vehicles. The difficulty and the inconvenience of stopping vehicles with passengers created a negative impression of the City and could possibly cause delays to and from the airport. The meeting concluded with an agreement that staff would address the issues discussed and get back with the businesses. She noted that the City has been contacted by some Salt Lake companies requesting picking up customers here without a Park City license. Mark Harrington added that if that isn't allowed, there is a request to modify the ordinance to allow them to book round-trip transportation from the airport, as there would be no conduction of business within the City. Shauna Kerr continued that State Representative Susan Cohen has been contacted by limousine companies to preempt municipal regulation. The Mayor discussed the licensing system at the airport. Gordon Cummings, All Resort Express, explained that the Public Service Commission eliminated its enforcement division resulting in a *free-for-all*. He felt the ordinance is not enforceable and he is one of the only companies with a business in Park City and is being penalized by being forced to pay the fees. Operators need to be licensed in Salt Lake City in order to operate out of the airport. Toby Ross emphasized that the airport is a unique situation and operators can pick up passengers in other locations. Hugh Daniels asked if regulations should revert to the licensing process before 1998. In response to a question from Paul Sincock regarding the right of booking round-trip fares, Mr. Harrington clarified that operators may have a legal standing but more likely a legislative ear to accomplish this. Mr. Cummings emphasized that he is not allowed to pick up a fare at the airport and drop off in downtown Salt Lake while operators can do that in Park City. The Mayor felt that efforts should be made to reinstate the PSC enforcement division so that shuttle services can be regulated equally on a state-wide basis. Ms. Kerr felt that if the ordinance is non-enforceable, it should be repealed. Mark Harrington stated that there has been a greater degree of enforcement; there still remains the occasional poacher. He invited Ms. Collett to comment on compliance.

Ms. Collett reported that of the 29 licensed companies, 15 are located in Park City and 14 outside the City limits. Staff has developed a complaint process where a form can be completed and submitted for investigation. A notice would be sent to the violator requiring compliance within five working days. If this doesn't occur, a second notice would then be sent providing another five working days and if there is no response, a police officer could be dispatched who may inspect and cite the individual or company. Ms. Kerr felt the officers would be better served conducting speed enforcement rather than trying to *bird-dog* cabs in West Valley City. Hugh Daniels questioned whether this issue is worth staff's time; it doesn't involve a great deal of licensing revenue. The City Manager emphasized that this was not an ordinance initiated by staff and the ordinance can not be repealed before January 1 when fees are due, although fees could be rebated later. Paul Sincock felt that the only people complaining about unlicensed vehicles are licensed operators and it will be difficult to obtain license plate information. He suggested that rather than sending two notices to automatically double fine the license fee.

Chief Lloyd Evans stressed that business license fee assessments are much different than court citations. Double fees, for example, are assessed for non-compliance of a local ordinance not for a criminal violation associated with a citation. A citation would not prompt double fees, but rather result in a court action that could render a fine set by the judge. He discussed being sensitive to customer service issues at hand and it is not that the ordinance is unenforceable, but rather it is probably imprudent to pull over cars and issue citations for business license infractions. Sally Elliott, Utah Escapades, stated that she supports repealing the ordinance and explained that she contracts with transportation companies for services for her clients. There is a distinction between taxis and contracted services, yet last year her carrier was cited with passengers in the van. She added that it is better to have vehicles licensed state-wide not locally. Tom Bakaly explained that the current ordinance initiated identifying the licensed businesses with a sticker and addressed safety issues by requiring inspections. If the ordinance is repealed, operators will still be required to have a business license and pay fees. The City Manager stated that Mr. Cummings' fee may be the same. Mr. Cummings felt that if the ordinance is repealed, the old fees should be reinstated. Tom Bakaly clarified that when the entire business license ordinance was revised, taxi and shuttle fees increased due to the connection of the benefits of the free bus system, which is the nexus for the license fee system. Fees also increased for hotels, restaurants and retail. These increases occurred two years ago not last year when the regulation of taxis was amended. Chief Evans added that the complaint system is consistent with enforcement of other business license matters. Mr. Cummings reiterated that the fees increased because of inspections and additional paperwork and expressed his concern about paying \$50 per vehicle unless it is across-the-board and everyone pays. The Mayor suggested that this be reviewed again after the first of the year.

4. Review of regular meeting:

Flagstaff well and water agreements. Tom Daley explained that the agreements deal with the delivery of water and participation in Park City's well drilling program. This relates

to the development agreement adopted last June where United Park City Mines Company would have to provide source capacity for its project, not water rights. The Memorandum of Understanding outlines the distribution of the Group 2 water rights and settling title issues, i.e., Theriot Springs, Haueter Springs and Judge Tunnel. The MOU fine-tunes what the City agreed to in the development agreement; the most significant feature is arriving at a number of 800 gallons per minutes being the peak daily demand at full build-out of the Flagstaff. United Park will convey its title and interest in Theriot Springs, Haueter Springs, and Judge Tunnel to Park City. He continued that because United Park was not required to bring water rights to the City, it will give the City its interest in the Group 2 rights and the City will refund water development impact fees to pay down those rights. The second agreement deals with United Park financially participating in the well-drilling program and if the 800 gallons per minute is developed with this program, its obligation under the development agreement and the MOU is satisfied. If not, United Park can buy into the Rockport pipeline water and pay down a proportional share of that project. In response to a question from Paul Sincock regarding the potential of providing water to Bonanza Flats outside the City limits, Mr. Daley responded that United Park would have to annex the property into the Snyderville Basin Sewer District. The City will not be providing irrigation water because it is in a different drainage.

Union Pacific property purchase. Myles Rademan stated that the property can be purchased for \$220,000 which will complete the link for the Rail-Trail.

Motorcycle Race. Paul Sincock noted that the organizers have withdrawn their application; the road race was easily reschedule in Oklahoma.

Prepared by Janet M. Scott, City Recorder



**PARK CITY COUNCIL MEETING
SUMMIT COUNTY, UTAH
DECEMBER 16, 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, December 16, 1999. Members in attendance were Brad Olch, Hugh Daniels, Roger Harlan, Shauna Kerr, Chuck Klingenstein and Paul Sincock. Staff present were Toby Ross, City Manager; Mark Harrington; Tom Bakaly, Director of Capital Projects and Budget; and Brooks Robinson, Planner. Phyllis Robinson, Director of Mountainlands Community Housing, and Architect Ralph Evans were also present.

II PUBLIC INPUT

The Mayor invited the public to comment on any matter of City business not scheduled on the agenda. Hearing none, the public input session was closed.

III COMMUNICATIONS FROM COUNCIL AND STAFF

1. Telecommunications Ordinance - The Mayor reported that he received a call from Ira Sachs requesting upgraded cellular phone service during Sundance and there was discussion about mobile facilities. Ms. Kerr agreed that during Sundance lines are very busy and there could be problems if there is an emergency. Mark Harrington explained that the prior ordinance allowed for an administrative permit for temporary facilities. The current temporary zoning ordinance does not distinguish between temporary and permanent facilities, but staff can prepare an amendment to the TZO the first week in January to provide staff with administrative authority to issue permits for these facilities for special events. Mr. Harrington explained that as a sponsor of the Film Festival, AT&T has been accommodated through the master festival license process, but other providers may not be included. He understood that current providers would like up to six additional trucks in addition to the Sundance vendor. Paul Sincock suggested that the other providers work through Sundance but temporary telecommunication facilities need to be addressed at a staff level with recommendations to the Council. He encouraged the Legal Department to draft legislation because requests are going to reoccur.

2. Thank-you - Hugh Daniels thanked his fellow Council members and the staff who continually work hard for the benefit of the community. He also thanked the spouses and significant others behind the scenes for their support and the community members for the opportunity to spend four years in representing them.

IV WORK SESSION NOTES AND MINUTES OF THE MEETINGS OF NOVEMBER 4, 5 AND 18, 1999

Hugh Daniels disclosed that he was absent from all of the meetings, except the work session on November 4, 1999. Hearing no additions or corrections, the Mayor requested a motion to approve. Roger Harlan, "I so move". Shauna Kerr seconded. Motion carried.

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

V PUBLIC HEARING

Petition to vacate a portion of Ontario Avenue and a request for a plat amendment to combine seven full and five partial lots into four lots of record; Ontario Avenue right-of-way adjacent to Lots 1 - 5, Block 60, Park City Survey and Lots 27 - 32, Block 55, Park City Survey located in the Southeast quarter of Section 16, Township 2 South, Range 4 East, Salt Lake Base & Meridian (motion to continue) - Chuck Klingenstein, "I so move". Shauna Kerr seconded. Motion unanimously carried.

VI NEW BUSINESS

1. Extension of loan to Mountainlands Community Housing Trust - Tom Bakaly explained that in July, Council approved a \$40,000 loan to Mountainlands Community Housing Trust as a pre-development loan to assist in the acquisition of the Holiday Village Apartments. To date, \$20,000 of the loan has been drawn down. The loan expires December 30, 1999 and staff recommends that the loan be extended to April 30, 2000 to allow for the closing of the purchase. Tom Bakaly explained a provision dealing with again extending the loan if the closing does not occur April 30, 2000. The Mayor requested a motion to approve. Chuck Klingenstein, "I so move". Shauna Kerr seconded. Motion unanimously carried.

Phyllis Robinson, Executive Director, thanked Chuck Klingenstein who served as Mountainlands City Council liaison over the past four years. On behalf of the Board and staff, she expressed their appreciation and gratitude for his helpful advice. She presented him with a gift and urged him to consider future service on the Board as a voting member.

2. Memorandum of Understanding between Park City Municipal Corporation and United Park City Mines Company clarifying and implementing the water service and water source

development agreement (Flagstaff) - See work session comments. The Mayor requested a motion to approve. Hugh Daniels, "I so move". Paul Sincock seconded. Motion unanimously carried.

3. Agreement for a joint well development program (Flagstaff) - United Park City Mines Company - The Mayor noted that this was discussed during work session and invited additional comments. With none, the Mayor requested a motion to approve. Hugh Daniels, "I so move". Paul Sincock seconded. Motion unanimously carried.

4. Amended Master Festival License for the Motorcycle Event to be held September 2000 - AHRMA and the Utah Motor Sports Group (application withdrawn)

5. Purchase of approximately 2.3 acres of property from Union Pacific, located on Bonanza Drive east to the Rail-Trail in the amount of \$220,000 - See work session comments. Paul Sincock expressed his appreciation of the efforts of COSAC and of staff who worked on this for many years. Hugh Daniels expressed that he is pleased that another link of the Rail-Trail will be acquired. Roger Harlan noted that he will be voting in favor of the acquisition but does not share the enthusiasm of his fellow Council members for this purchase. The Mayor requested a motion to approve. Chuck Klingenstein, "I so move". Shauna Kerr seconded. Motion unanimously carried.

VII OLD BUSINESS

Appeal of Planning Commission denial on September 22, 1999 of the Master Planned Development application for a professional office building located on the east side of Bonanza Drive between upper and lower Iron Horse Loop - Brooks Robinson explained that the applicant has made some substantive changes to the project, particularly the set back from Upper Iron Horse which is now 20 feet. The height of the building decreased to a story and a half rather than two full stories plus an additional roof area. Staff feels these changes satisfy Council's concerns which are reflected in the findings of fact, conclusions of law, and conditions of approval have been prepared for Council's consideration. Hugh Daniels disclosed that he was not present for the November 4, 1999 regular meeting but has read the minutes and is prepared to act on the appeal. In response to a question from Chuck Klingenstein regarding lighting for the sidewalks, Brooks Robinson responded that this was not discussed but there may have been discussion regarding a street light. Architect Ralph Evans agreed to install additional lighting. Planner Robinson suggested to incorporate lighting along the pedestrian connections in Condition No. 3. Shauna Kerr, "I move to approve the findings of fact and conclusions of law and the change noted on Item 3 that the applicant will also install lights on the sidewalks and the lighting plan will be approved by staff". Brooks Robinson interjected that the lights will be three or four foot high ballard standards. Shauna Kerr, "with that, I would move approval of this (reversal of Planning Commission denial)". Chuck Klingenstein seconded. Paul Sincock commended Mr. Evans on his responsiveness to the comments of Council a few weeks ago and felt that the new design is much more compatible. Roger Harlan agreed with Mr. Sincock's comments. Hugh Daniels expressed that Mr. Evans worked hard on trying to meet

the guidelines set forth by the Council, however, he feels that the Planning Commission was correct in its analysis of the project. Some times the fit just isn't there; this is one of those parcels and he is not convinced that a building works on the site or increased traffic at that location. He will not support the motion. Motion carried

Hugh Daniels	Nay
Shauna Kerr	Aye
Chuck Klingenstein	Aye
Roger Harlan	Aye
Paul Sincock	Aye

VIII ADJOURNMENT

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

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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




Janet M. Scott, City Recorder



DATE: December 16, 1999
DEPARTMENT: Public Works
AUTHOR: Jerry W. Gibbs, P.E.
TITLE: Neighborhood Traffic Calming
TYPE OF ITEM: Discussion

SUMMARY RECOMMENDATIONS: Advise staff as to Council's preference for soliciting public input regarding a Neighborhood Traffic Calming Policy prior to considering formal adoption of the policy.

DESCRIPTION:

A. Topic: Residential Traffic Calming

B. Background: Over the last few years residents have expressed concerns about the speed and the number of vehicles within residential areas. Traffic calming seeks to improve the "liveability" of neighborhoods with techniques to limit traffic speeds and redirect traffic to more appropriate routes.

The City Council authorized a contract with Fehr and Peers to assist the City staff in developing a traffic calming program. The City task force has representation from the Police, Community Development, Capital Budgeting, Fire, and Public Works departments.

Three streets were chosen to receive temporary speed humps: Holiday Ranch from Jupiter east to the curve; Buffalo Bill from U-248 to Sidewinder; and Solamere from North Telemark to the Tennis Club. Speed and vehicles counts were taken both before and after the installations. The results showed that vehicle counts did not change significantly due to the speed humps. Overall speeds were reduced on Holiday Ranch and Buffalo Bill Drive. Speed humps did not appear to have an impact on vehicle speeds on Solamere Drive. A summary of the results is attached.

Neighborhood meetings were held in each of the areas. Notices were hand delivered to residents adjacent to the speed humps to invite them to the meeting. Solamere and Prospector discussions were held in their neighborhood. The Park Meadows meeting was held at the

Public Works building. Task force members and the consultant met with residents to discuss the results and respond to their concerns.

Holiday Ranch - Originally, residents were very much in favor of the installation of the temporary speed humps. At the conclusion of the test period, many of the residents did not want the speed humps. Post-test results showed the overall speed had been reduced, while residents perceived that the speed had increased. Kids were "launching" over the speed humps creating a greater safety problem. Noise levels were higher. Residents living near the speed hump wanted them moved to another location. Residents wanted the City to consider other alternatives such as landscaped medians or narrowing the roadway. Residents living in the area but not next to the speed humps called Public Works in support of the program. One complaint came from a cyclist who crashed going over a temporary speed hump. He indicated it had rained and the hump was slick.

Buffalo Bill Drive- Residents were very much in favor of having permanent speed humps installed. Noise levels were not an issue. Their perception was the speed humps had reduced vehicle speeds.

Solamere Drive - Representatives from The Oaks and the Solamere Home Owners Association met with staff to express their concerns. The Oaks residents requested the stop sign be moved from North Telemark Drive to South Telemark Drive. They perceived the speed humps as tolerable but not effective. They also commented that permanent speed humps should be esthetically designed and constructed. The Solamere HOA thought the speed humps were effective; wanted an additional stop sign at South Telemark Drive; and wanted better residential signage at the entrance to the Solamere subdivision.

Speeding through residential neighborhoods has been one of the top three issues raised during the City Council neighborhood meetings over the last three years. Residents requested speed humps be installed immediately. The test program shows the installation of speed humps to solve neighborhood speeding does not solve all traffic problems and is not appropriate for all neighborhoods. In all cases, the residents believed it was the City's responsibility to reduce speeding and create safer neighborhoods.

Staff has developed a draft Neighborhood Traffic Calming Program (NTCP). The program goals and objectives are listed below.

Goals

- ◆ **Improve the quality of life in neighborhoods**
- ◆ **Improve conditions for pedestrians**
- ◆ **Create safe and attractive streets**
- ◆ **Reduce accidents**
- ◆ **Reduce the impact of motorized vehicles within a neighborhood**
- ◆ **Balance the transportation needs of the various land uses in and around a neighborhood**

Objectives

- ◆ **Encourage citizen involvement in neighborhood traffic management activities**
- ◆ **Slow the speeds of motor vehicles**
- ◆ **Improve the real and perceived safety for non motorized users of the street**
- ◆ **Incorporate the preference and requirements of the people using the area**
- ◆ **Promote pedestrian, cycle, and transit use**
- ◆ **Prioritize traffic management requests**

The program would provide a process to: prioritize requests; encourage neighborhood involvement and support; review alternatives and costs; and develop plans of action.

C. Analysis: Traffic calming solutions that work in one neighborhood may not work or be appropriate for another neighborhood. Residents concerned by increased vehicle traffic, potential speeding, pedestrian safety, and the safety of their children playing in the streets want immediate results.

Staff is asked to increase speed enforcement, install unwarranted stop signs, and install speed humps. Staff must weigh the availability of resources and the impact to other areas if resources are diverted

A successful program needs community support. A neighborhood traffic calming program provides an opportunity for residents to participate in and take responsibility for identifying and understanding their unique issues, reviewing solutions, costs, and disadvantages, and demonstrating support for a selected solution(s).

A public process should be developed to review and receive input on the NTCP. The program is a policy that can be adopted formally or informally. The options to consider are:

- ◆ **Citizens task force**
- ◆ **Public comment during a work session or a formal City Council session**
- ◆ **Public comment through the Planning Commission and recommendation to the City Council**
- ◆ **An informal public input session(s)**
- ◆ **Develop NTCP as an internal policy document**
- ◆ **React to neighborhood request on a case by case basis.**

An informal public process would provide an opportunity to comment from interested individuals that do not feel comfortable at a formal City hearing. Public participation would be used as an indicator to determine the number of public meetings. A formal meeting before the City Council would finalize the process.

Many areas with a successful traffic calming program have requests that exceed the availability of funding. Waiting lists are in excess of four years.

Staff is requesting direction from the City Council.

D. Department Review: A technical task force representing Police, Fire, Community Development, Public Works, and Capital Management and Budget has been actively working together to review program elements.

ALTERNATIVES:

- A. Direct staff to solicit public input on the Neighborhood Traffic Calming Program through techniques such as informal input session(s) and questionnaires prior to consideration of formal adoption by the City Council.
- B. Hold a formal public hearing to determine resident support for the Neighborhood Traffic Calming Program .
- C. Direct staff to respond to traffic calming requests on an individual informal basis.
- D. Appoint a community task force to review and assist staff in administering the Neighborhood Traffic Calming Program.

SIGNIFICANT IMPACTS: Residents often request quick solutions to perceived and real concerns. Quick solutions may create unanticipated impacts within the neighborhood, adjoining neighborhoods, and on City resources. The NTCP provides a process that involves the neighborhood and staff working together to find an acceptable solution.

The NTCP would provide a prioritization process to allocate limited funds. An informal public process would provide an opportunity to comment from interested individuals that do not feel comfortable at a formal City hearing.

CONSEQUENCES OF NOT TAKING THE RECOMMENDED ACTION: Traffic calming implementation can be controversial, expensive, and results will vary depending on location and the type of calming techniques installed. Community buy-in is important to a successful traffic calming program.

Formal hearings may not solicit comments from a broad representation of residents.

RECOMMENDATION: Advise staff as to Council's preference for soliciting public input regarding a Neighborhood Traffic Calming Policy prior to considering formal adoption of the policy.

NEIGHBORHOOD TRAFFIC MANAGEMENT PROGRAM

Over recent years, there has been a growing *concern* in Park City to manage automobile use and reduce the impact on noise, safety, and overall liveability. The Neighborhood Traffic Management Program (NTMP) provide residents an opportunity to evaluate the requirements, benefits, and tradeoffs of using various traffic calming measures and techniques within their own neighborhood. The program outlines the many ways residents, businesses and the City can work together to help keep neighborhood streets safe.

Goals

- ◆ **Improve the quality of life in neighborhoods**
- ◆ **Improve conditions for pedestrians**
- ◆ **Create safe and attractive streets**
- ◆ **Reduce accidents**
- ◆ **Reduce the impact of motorized vehicles within a neighborhood**
- ◆ **Balance the transportation needs of the various land uses in and around a neighborhood**

Objectives

- ◆ **Encourage citizen involvement in neighborhood traffic management activities**
- ◆ **Slow the speeds of motor vehicles**
- ◆ **Improve the real and perceived safety for non motorized users of the street**
- ◆ **Incorporate the preference and requirements of the people using the area**
- ◆ **Promote pedestrian, cycle, and transit use**
- ◆ **Prioritize traffic management requests**

Policies

1. **Reasonable automobile access should be maintained. NTMP projects should encourage and enhance the appropriate behavior of drivers, pedestrian, cyclists, transit, and other users of the public right-of-way without unduly restricting appropriate access to neighborhood destinations.**
2. **Reasonable emergency vehicle access must be preserved.**
3. **The City shall employ the appropriate use of traffic management measures and speed enforcement to achieve the NTMP's objectives. Traffic management devices (speed humps, medians, curb extensions, and others) shall be planned and designed in keeping with sound engineering and planning practices. The Community Development and/or Public Works departments shall direct the installation of traffic control devices (signs, signals, and markings) as needed to accomplish the project, in compliance with the municipal code and pertinent state and federal regulations.**

4. To implement the NTMP, certain procedures shall be followed by the City in processing traffic management requests according to applicable codes and related policies within the limits of available resources. At a minimum, the procedures shall provide for:
 - ◆ a simple process to propose projects;
 - ◆ a system for staff to evaluate proposals;
 - ◆ citizen participation in plan development and evaluation;
 - ◆ communication of any test results and specific findings to area residents and affected neighborhood organizations; strong neighborhood support before installation of permanent traffic management devices; and
 - ◆ Using passive traffic controls as first effort to solve most neighborhood speed problems.

Eligibility

All city streets are eligible to participate in the NTMP. Any traffic management techniques desired to be used on Utah Department of Transportation (UDOT) owned streets must be approved by UDOT.

Funding Alternatives

1. 100% Neighborhood Funding
2. Capital Improvement Program
3. Neighborhood Matching Grants
4. City Traffic Calming Funds

Procedures

Phase I

Phase I consists of implementing passive traffic controls.

1. **Initiation**
Neighborhood complaint must include petition signed by at least 5 residents or businesses in the area to initiate Phase I of traffic calming process.
2. **Phase I First Meeting**
Neighborhood meeting is held to determine goals of traffic calming, initiate community education, initiate staff investigation of non-intrusive traffic calming measures, discuss options, estimate of cost, timing, and process.
3. **Phase I Implementation**
 - a. Staff reviews signing, striping, general traffic control. Minimum actions include *Residential Area* signs, speed limit signs, review of striping, review of stop sign placement, review of turn restrictions, and review of appropriate traffic control devices.

- b. Community watch program initiated. This program includes neighbors calling police to request increased speed limit enforcement, neighbors disseminating flyers printed by the City reminding the community to slow down, community watch for commercial or construction vehicles, etc.
 - c. Targeted police enforcement will begin to include real time speed control.
4. **Phase I Evaluation**
Evaluation of Phase I actions will occur over a 3 to 9 month period. Evaluation will include visual observations by residents and staff.
 5. **Phase I Neighborhood Evaluation Meeting**
Phase I evaluation meeting will be held to discuss results of Phase I.

Phase II

1. **Phase II Initiation**-Twenty -five percent (25%) of the residents within the proposed neighborhood area can request the initiation of Phase II.
2. **Define Neighborhood Boundary**- A neighborhood will include all residents or businesses with direct access on streets to be evaluated by Phase II implementation. Residents or businesses with indirect access on streets affected by Phase II implementation will be included in neighborhood boundary only at the discretion of staff.
3. **Phase II Data Collection and Ranking**- Staff performs data collection to evaluate and rank neighborhood problems and the ability to solve problems. Data collection will include the following and will result in a quantitative ranking.

Criteria	Points	Basis Point Assignment
speed data (48 hour),	30	Extent by which the 85 th percentile traffic speed exceeds the posted speed limit (2 points per 1 mph)
volume data (48 hour),	25	Average daily traffic volumes (1 point per 100 vehicles, minimum of 500 vpd)
accident data (12 month)	20	Accidents caused by speeding (8 points per accident)
proximity to schools	5	Points assigned if within 300 feet of a public or private school
pedestrian crossing, bicycle routes, & proximity of pedestrian generators	5	Points assigned based on retail, commercial, and other pedestrian generators.

driveway spacing	5	If more than three driveways exist in any 100 foot section, no points will be provided.
No sidewalks	10	Total points assigned if there is no continuous sidewalk on either side of the road.
Funding Availability	50	50 points assigned if the project is in the CIP or 100% funding by the neighborhood. Partial funding of 50% or more by the neighborhood 25 points, partial funding of 10 to 50% by the neighborhood 10 points.
Years on the list	25	5 points for each year
Total Points Possible	175	maximum points available

4. **Phase II implementation Recommendation-** Staff proposes Phase II traffic calming implementation actions and defines a project budget.
5. **Phase II Consensus Meeting-** A neighborhood meeting is held to present Phase II implementation proposal including project budget, possible time frame, discuss temporary installation, etc. The estimated time frame is one to three years depending on funding availability.
6. **Phase II Petition-** Residents and businesses in neighborhood boundary are mailed/or hand delivered a petition by the City identifying Phase II actions, cost, and explanation of implications of vote. Petition provides ability to vote yes, no, or not return petition. Unreturned petitions count as no votes. Resident support for traffic calming is defined as 67 percent positive response. No more than four weeks is allowed for the return of a petition.
7. **Phase II Implementation-** Permanent installation will be implemented after the approval of funding by the City Council. Implemented actions will be continually monitored based on visual observation and accident data.
8. **Post Project Evaluation-** City staff will review impacts on traffic to determine if goals were met. Neighborhoods will have an opportunity to review data and provide comment.
9. **Removal (if required)-** Staff will authorize removal of improvements upon receiving a petition showing 75% support of the neighborhood. Removal costs in all or part may be assessed to the defined neighborhood boundaries.

Traffic Management Devices (Definitions)

Passive Controls - consist of traffic control mechanisms that are not self regulating. To be effective it is necessary for drivers to abide by traffic control devices.

Stop signs - Used to assign right-of-ways at intersections and where unremovable visibility restrictions exist. One problem often reported is speeding so residents ask for a stop sign. Stop signs may often seem like a good solution to neighborhood speeding, but traffic studies and experience show that using stop signs to control speeding doesn't necessarily work. When stop signs are installed to slow down speeders, drivers may actually increase their speed between signs to compensate for the time they lost by stopping. Some drivers tend to accelerate rapidly after a stop, possibly creating an even more dangerous situation. In fact, most drivers reach their top speed within 100 feet of a stop sign.

So why not have a stop sign at every intersection? Too many stop signs could cause motorists to ignore the right-of-way rule or some drivers may simply choose to ignore the stop sign. More stop signs in a neighborhood can result in higher levels of pollution and more noise. In addition, providing stop signs at all intersections would be very expensive.

Stop signs should be installed at intersections where drivers cannot safely apply the right-of-way rule, resulting in an increase in accidents, where unremovable visibility restrictions exist, and/or where traffic volumes are high enough to formally establish vehicle right-of-way. Not used to divert traffic or reduce speeding.

Speed limit signs - sometimes installed as traffic calming mechanism. Numerous speed limit signs reinforce the posted speed.

Turn prohibition signs - used to prevent traffic from entering a street, thereby reducing traffic volumes.

Positive Physical Controls

Medians Islands - used to constrict travel lane width and provide an area for additional landscaping and signage.

Bulb-Outs (Chokers/Curb Extensions) - physical constrictions constructed adjacent to the curb at both intersections and mid-block locations making pedestrian crossings easier and space for additional landscaping and signage.

Speed Humps - are vertical changes in the pavement surface that force traffic to slow down in order to comfortably negotiate that portion of the street.

Chicanes - are a set of two or three landscaped curb undulations that extend out into the street. Chicanes narrow the street encouraging drivers to drive more slowly.

Traffic Circles and Roundabouts - circular islands located in the middle of street intersections that force traffic to deflect to the right, around a traffic island, in order to perform any movement through the intersection tending to slowing the traffic speeds.

Rumble Strips - changes in the elevation of the pavement surface and/or changes in pavement texturing which are much less pronounced than speed humps.

Diverter - physical obstructions in intersections which force motorists to turn from the traveled way onto an adjacent intersecting street thereby reducing volume..

Driver Perception/Psychology

Landscaping - the most effective way to change the perception of a given street environment.

Crosswalks - can be used to alter the perception of a street corridor and at the same time enhance the pedestrian environment.

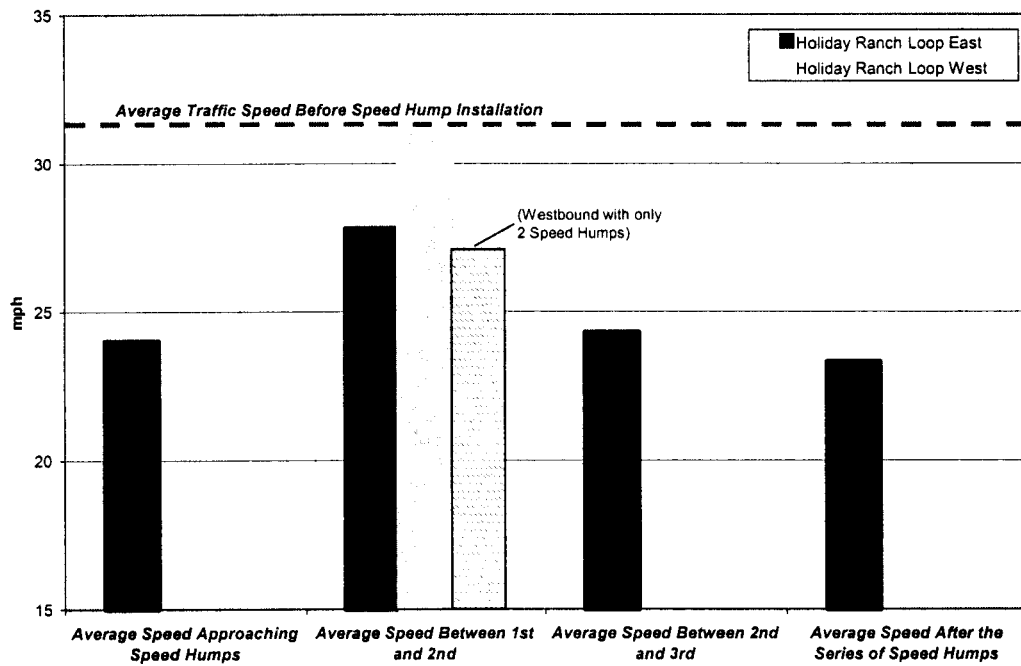
Flashing Warning Beacons - can be used to alter driver psychology.

Real-time Speed Display - used to inform drivers of actual speed they are traveling.

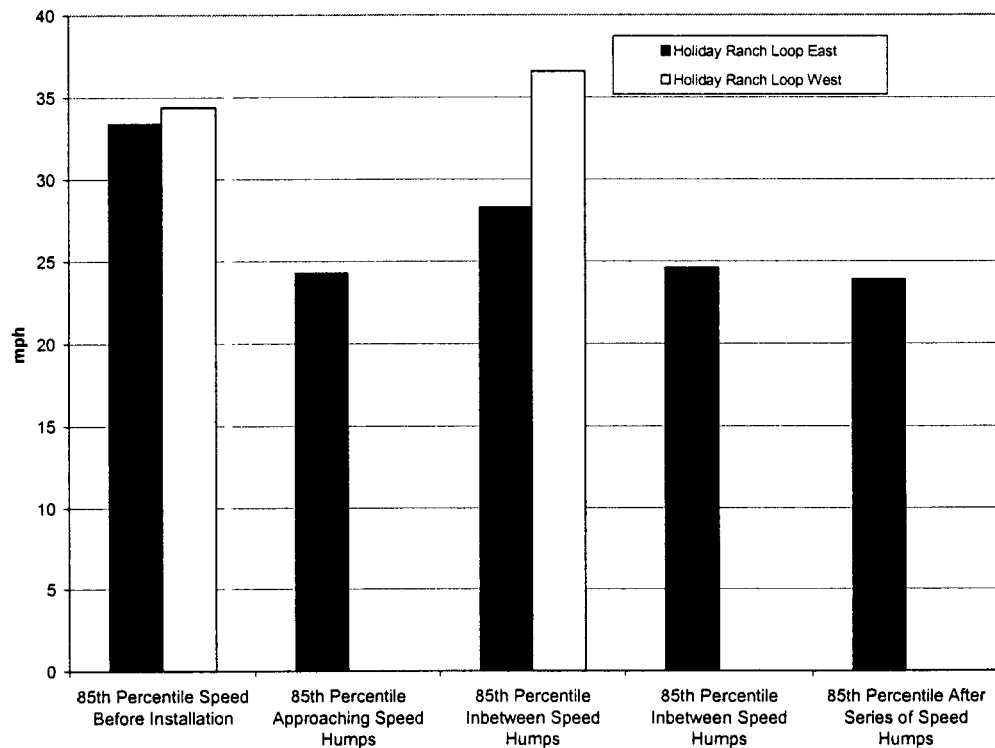
Increased Enforcement - additional enforcement of regulations either by law enforcement personnel or citizen volunteer groups.

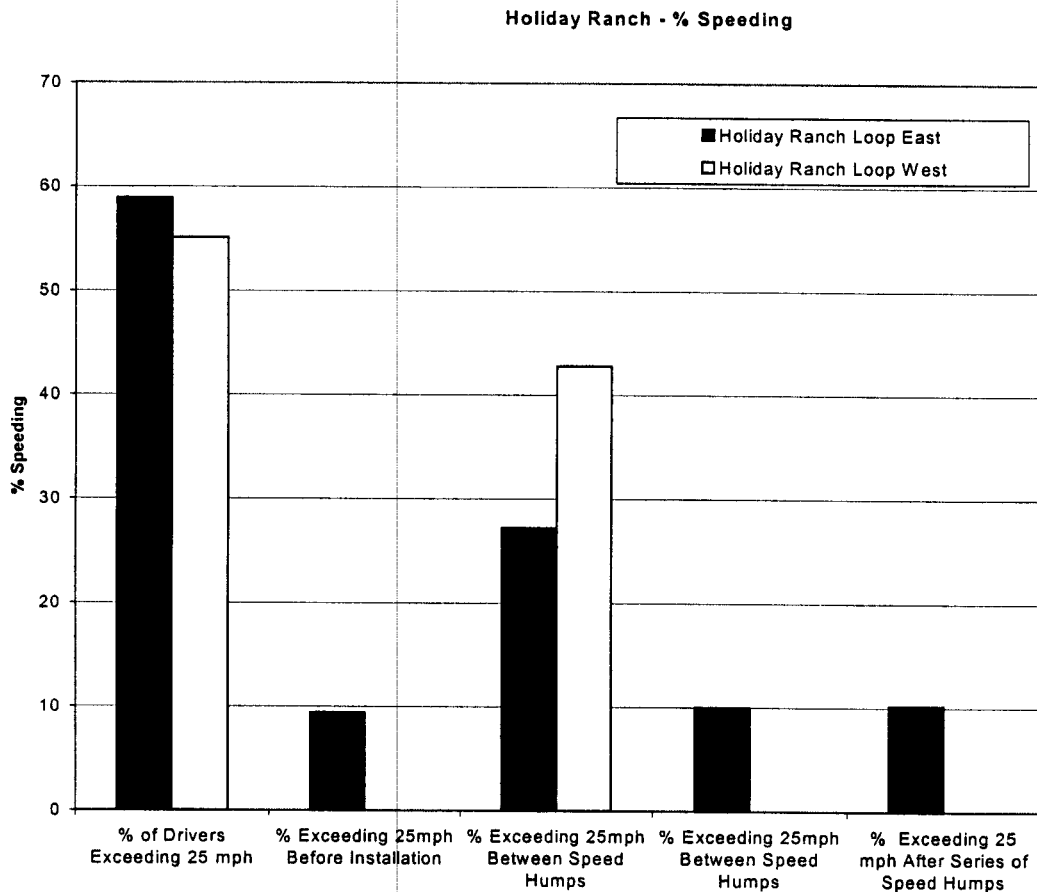
Pavement Markings - used to guide motorists, delineate on-street parking areas or create the impression of a narrowed roadway, all in an effort to slow traffic speeds.

A. HOLIDAY RANCH LOOP ROAD



85th Percentile Speed Comparison





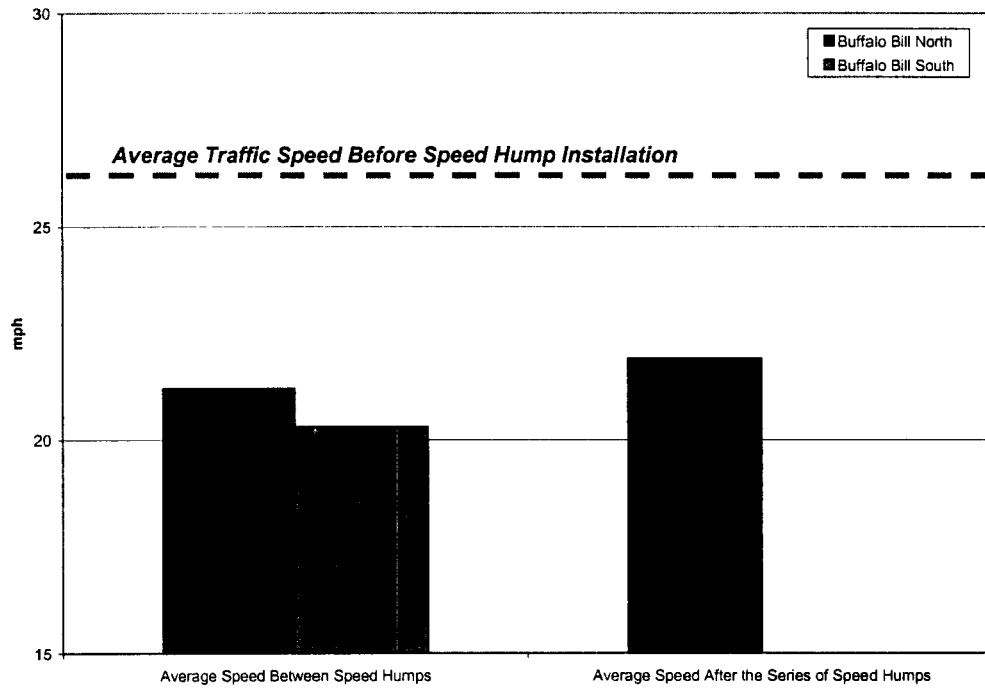
Factors Affecting the Study

- Truck activity was a problem on the temporary speed humps.
- Some data was collected with three speed humps installed while other data reflects two speed humps installed. The result is that there is limited data for speeds between the second and third speed hump in either direction.

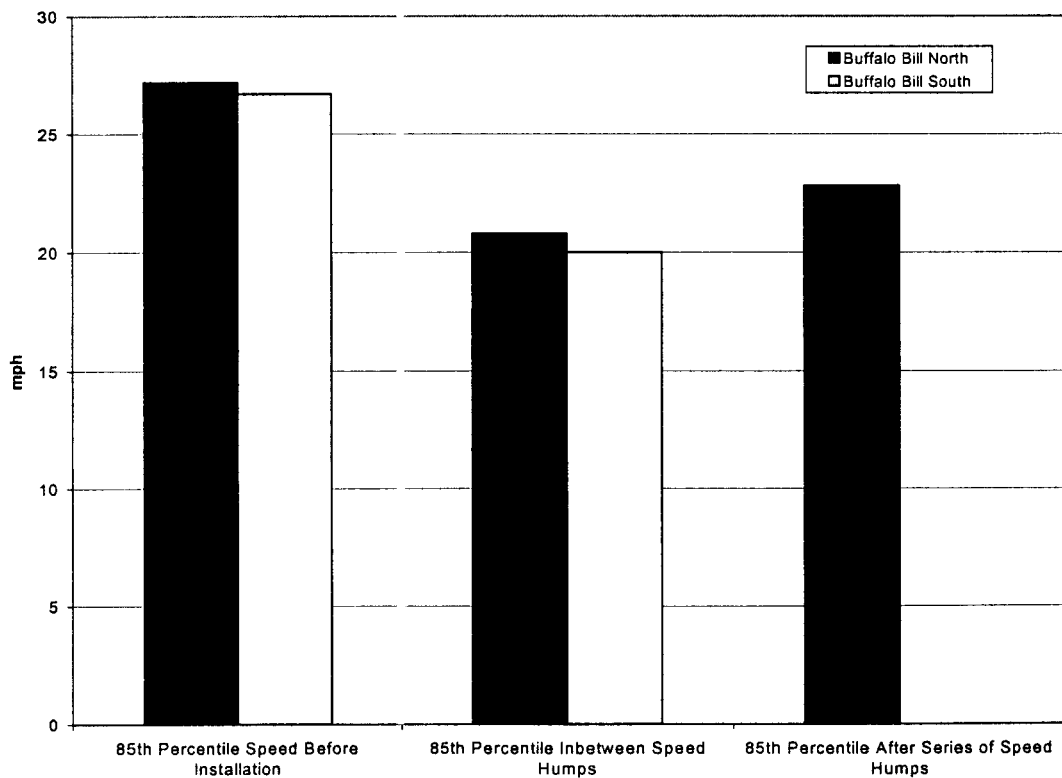
Conclusions

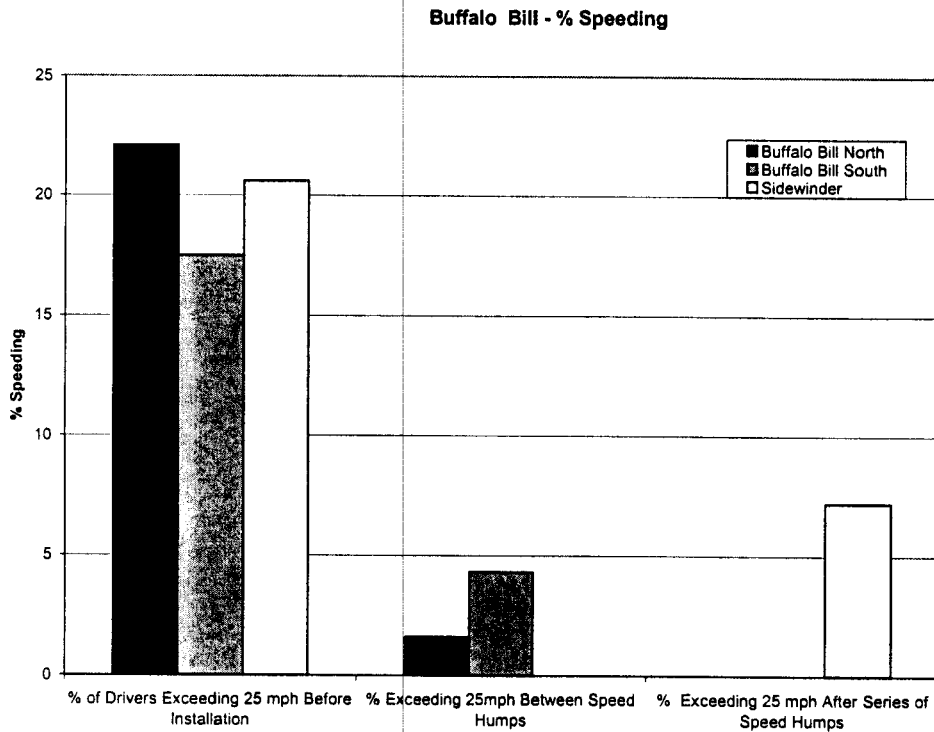
- Average speed before installation was 32 mph in both directions.
- Installation of speed humps reduced averages by approximately 10 mph eastbound and 5 mph westbound.
- Without speed humps, a total of 29 (combined directions) vehicles were travelling at excessive speeds of 70 mph and above. With speed humps the number of vehicles dropped to 8.
- Speed humps seem to be effective after the study area limits with speeds reduced by approximately 10 mph.
- Speeds diminish more significantly after the second speed hump.
- AADT increased from approx. 1,800 to 2,000, suggesting that traffic was not diverted to other areas.

B. BUFFALO BILL DRIVE



Buffalo Bill - 85th Percentile Speeds





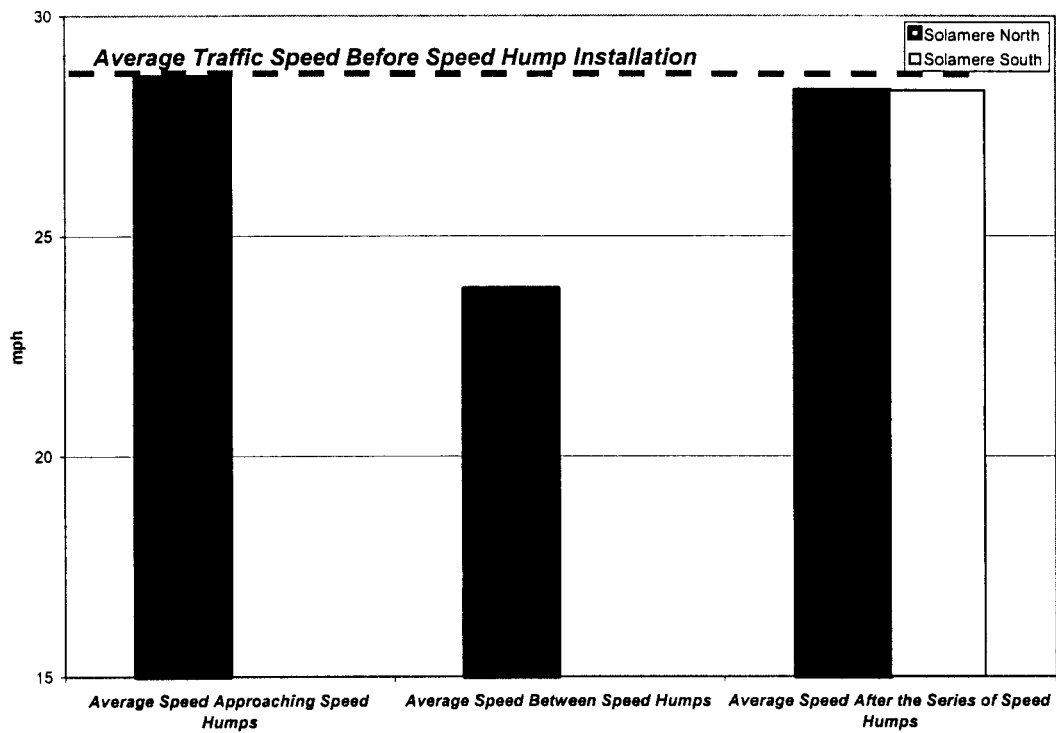
Factors Affecting the Study

- Construction on 248 may have affected the number of vehicles and the speeds traveled.
- The signal on Comstock became operational midway through the study.

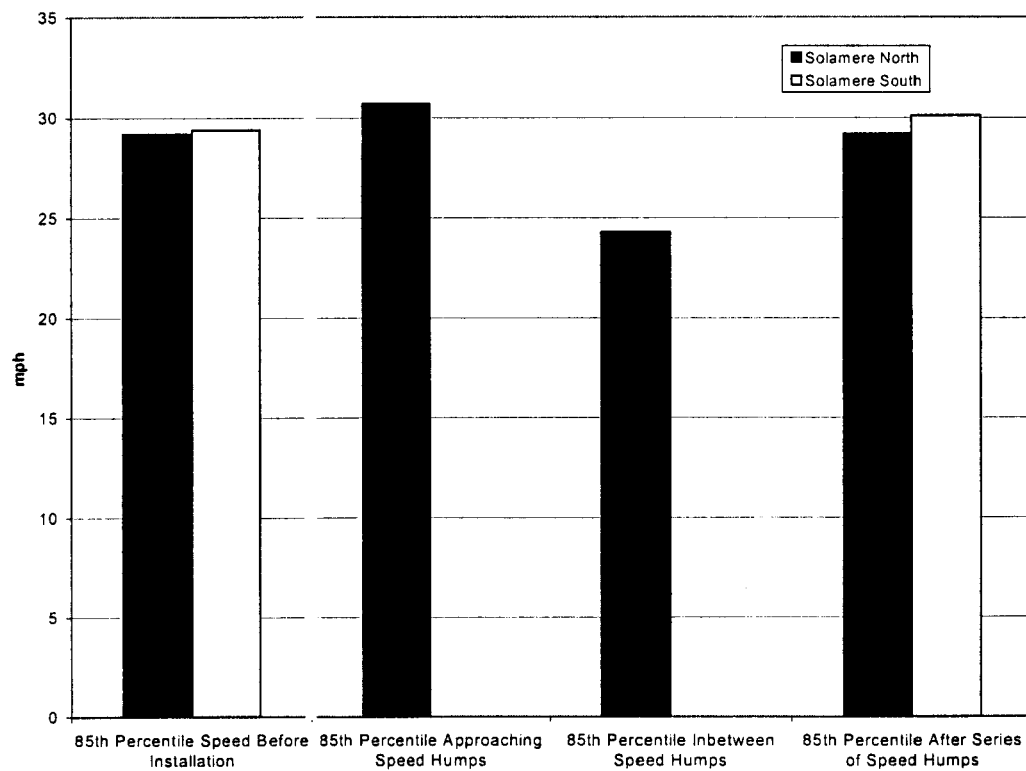
Results

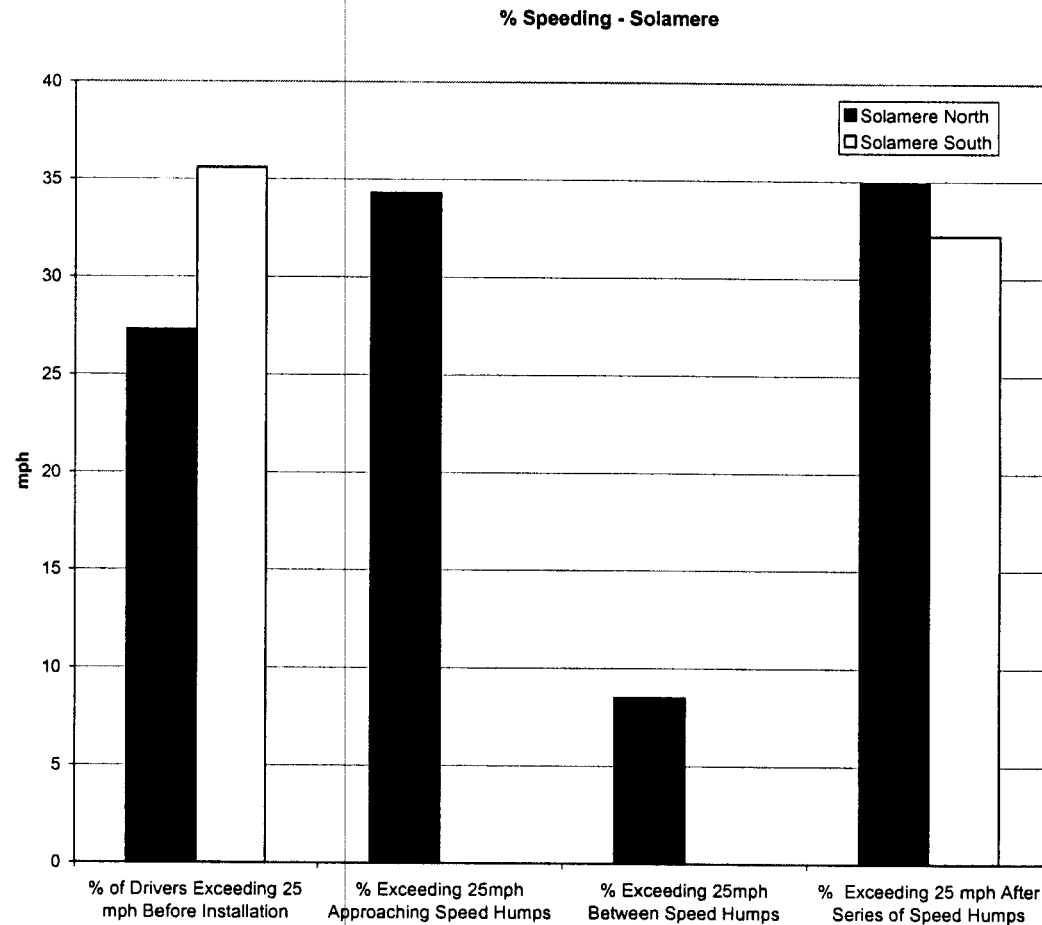
- Average speed on both Buffalo Bill and Sidewinder before installation was approximately 26 mph in both directions.
- The effects of the speed humps were almost identical in both the north and southbound lanes of Buffalo Bill.
- Speeds after the series of speed humps were gathered on Sidewinder. Speeds on Sidewinder reduced by about 4 mph.
- Speeds on Buffalo Bill reduced by 6 mph.
- On Buffalo Bill, AADT dropped from about 1,050 northbound and 226 southbound to about 550 northbound and 160 southbound, suggesting that drivers chose other routes. The drop in AADT may also be attributed to construction on 248.
- On Sidewinder, AADT 334 before the study and 706 after the study.

C. SOLAMERE



Solamere Drive - 85th Percentile Speeds





Factors Affecting the Study

- Truck activity was a problem on the temporary speed humps.
- Some of the speed humps on Solamere were damaged by truck activity and became a hazard in the road. One and a half speed humps out of three were removed midway through the study to maintain safety standards. It was possible for drivers to bypass one of the speed humps entirely, which may have affected counts and speed data.

Results

- Average traffic before installation was 28 mph in both directions.
- The effects of the speed humps were almost identical in both the north and southbound lanes of Solamere.
- Data was collected for a series of 2 speed humps, although optimally three would be most effective.
- Speeds dropped to 24 mph between the speed humps.

- Data shows that the speed humps had little effect before and after the series.
- AADT dropped from about 700 to 600. Because drivers have no other option into the subdivision, this change in AADT probably does not reflect a change in route choices.



DATE: December 16, 1999
DEPARTMENT: Finance and Legal
AUTHOR: Lori Collett and Mark Harrington
TITLE: Taxicab and Shuttle Licensing Ordinance No. 98-45
TYPE OF ITEM: Informational-Work Session

SUMMARY RECOMMENDATIONS: No action is required at this time. However, staff would like direction concerning the licensing and regulation of taxi and shuttle services.

DESCRIPTION:

A. Topic: Taxicab and Shuttle Licensing Ordinance No. 98-45

B. Background: On November 12, 1998, Park City began regulating taxicab and shuttle businesses in the area by adopting Ordinance 98-45. In the fall of 1998, transportation companies in Park City approached staff requesting that the City modify its regulatory and licensing practices. In response to this request, Ordinance 98-45 was adopted after considerable transit company input. Prior to the Ordinance, the City had not received any citizen/passenger complaints. The primary reason for adopting this Ordinance was to insure that taxi and shuttle businesses operate in the City in vehicles that are safe for passengers and meet the existing state and federal standards of insurance and driver licensing. This Ordinance was adopted with the intent of reviewing the Ordinance subsequent to the 1999 winter tourist season.

In July 1999 staff from the Police, Finance, Legal and OCMB departments met with representatives from eleven taxi/shuttle companies to discuss the administration and enforcement of the Ordinance. There are twenty-nine taxi/shuttle companies licensed in Park City. This is an increase of 21% following the adoption of the Ordinance last year. This fact would seem to suggest an enhanced level of compliance with the new Ordinance. At that meeting, Chief Evans informed the taxi/shuttle representatives that the Police Department would not make traffic stops on unlicensed vehicles. He cited the difficulty, inconvenience and frustration of stopping a vehicle with passengers to conduct a business license inspection. He felt that traffic stops of this nature created a negative impression of the City by delaying innocent passengers often going to or from the airport. Chief Evans suggested a system that would allow existing companies to identify and report unlicensed operators.

The meeting concluded with an agreement that staff would address the issues relating to taxi/shuttle enforcement. Since that meeting, staff has developed the following recommendations. The timing of these recommendations was scheduled to coincide with the new calendar year.

A Salt Lake City company has also contacted staff to request that the City allow taxis with valid licenses in other cities (their principal place of business) to pick-up passengers in Park City without the necessity of a license. The current Ordinance allows such companies to drop off passengers but not pick-up fares.

C. Analysis: Staff conducted an extensive review of the taxi/shuttle ordinance and found two areas which needed clarification. First, Police wanted a complaint process that would enable taxi/shuttle companies to notify Finance that unlicensed vehicles were conducting business in Park City. Second, staff needed to define penalties associated with noncompliance. Staff has addressed these issues by creating a complaint process which includes the following procedures and penalties associated with violating the code:

- 1) The Taxi/Shuttle Complaint Form is completed and returned to the Finance Department.
- 2) A Notice of Noncompliance is mailed by Finance to the company or individual named in the Complaint Form via certified mail and given five working days from the date of receipt to come into compliance.
- 3) At which point, a Second Notice of Noncompliance is mailed and the company or individual has another five working days from the date of receipt to come into compliance.
- 4) If the company or individual do not comply within this time, a Police Officer will be dispatched in order to both educate and possibly cite the company or individual for noncompliance with business license regulations. The investigating officer will complete a Vehicle Inspection Checklist to determine a vehicle's safety and insurance coverage. In the event a citation is issued the penalty for a violation of Chapter 15 is either double the license fee, a fine up to \$1,000, or both.

D. Department Review: Legal, Finance, Police, OCMB

ALTERNATIVES:

- A. Continue with current Ordinance and implement the complaint and citation process discussed above. This is staff's recommendation for at least the year 2000 given the fact that taxi/shuttle business license fees are due in two weeks. This complaint procedure can be implemented in the next few weeks without impacting the current billing schedule that is prescribed by the existing City Ordinance. Minor changes to the Ordinance primarily to do with sticker location and clarification will occur in January.

- B. Amend Ordinance 98-45 for business license year 2000 to reflect the concerns expressed by the taxi/shuttle owners. Several owners want the City to license companies only with offices within the Park City limits.
- C. Amend Ordinance 98-45 to allow taxi companies with business licenses in another City to pick-up passengers in Park City without the necessity of a Park City license.
- D. Suspend the Taxi/Shuttle Ordinance for calendar year 2000.
- E. In combination with options A-D, direct staff to research and present a taxi/shuttle franchise system.

RECOMMENDATION: Staff recommends that the City Council continue with the current Ordinance 98-45 and implement the complaint and citation process.



Finance

TAXI/SHUTTLE COMPLAINT FORM

Date of Complaint _____

COMPLAINT: (be as detailed as possible or mark one of the boxes below)

☐ **Missing white PCMC stickers**

☐ **Current License Year Sticker not attached to White PCMC stickers**

☐ **Missing business name on vehicle**

Name of company in complaint _____

Utah License Number _____

PCMC Sticker Number _____

Where the problem occurred (street name and location) _____

Your Name _____ **Phone** _____

Name of your business _____

(no action will be taken without a name and phone number on this form)



Finance

TAXI/SHUTTLE NOTICE OF NONCOMPLIANCE

It has been noted that you are not in compliance with Ordinance 98-45, a copy of which is enclosed, regulating taxi and shuttle businesses in Park City. You have five working days to come into compliance. As of _____ you must bring in proof that you have corrected the problem or you will be cited.

The box marked below indicates the area(s) where you are not in compliance.

- ☐ You do not have a valid PCMC business license.
- ☐ You do not have insurance in place as required by the PCMC ordinance.
- ☐ You do not have current proof of inspection on file for each vehicle.
- ☐ You do not have the required PCMC stickers on your vehicle or they are not placed correctly.
- ☐ You do not have the licensee name and number on your vehicle as required by PCMC ordinance.
- ☐ Other: _____

Please contact Joy at (435) 615-5221, immediately to resolve these issues.



Finance

TAXI/SHUTTLE
SECOND
NOTICE OF NON-COMPLIANCE

You were previously notified by certified mail, that you are not in compliance with Ordinance 98-45, regulating taxi and shuttle businesses in Park City. Our records indicate that you did not respond to our Notice and failed to comply with the ordinance. You have five working days to come into compliance. If you do not bring in proof as of _____ that you have corrected the problem, you will be contacted by the PCMC Police Department and possibly cited with a Class B Misdemeanor resulting in a fine up to \$1,000.00.

The box marked below indicates the area(s) where you are not in compliance.

- ☐ You do not have a valid PCMC business license.
- ☐ You do not have insurance in place as required by the PCMC ordinance.
- ☐ You do not have current proof of inspection on file for each vehicle.
- ☐ You do not have the required PCMC stickers on your vehicle or they are not placed correctly.
- ☐ You do not have the licensee name and number on your vehicle as required by PCMC ordinance.
- ☐ Other: _____

Please contact Joy at (435) 615-5221, immediately to resolve these issues.

Park City Police Taxi / Shuttle Inspection Checklist

Date: _____ Company Name: _____ Business License #: _____

Address: _____ Veh Owner: _____ Veh Year: _____

Make: _____ Model: _____ Number of Passengers: _____

VIN: _____ License Plate Number: _____ State: _____

Item	Pass Advise Fail				Pass Advise Fail		
Vehicle Exterior				Proof of Insurance			
Headlights / Park Lights				Registration			
Turn / Hazard Signals				State Inspection			
Suspension System				Park City Cert. Of Inspection			
Brake Lights				Fee's up to date			
Back Up Lights				PCMC listed on insurance			
Horn				Company Name on Veh.			
Wipers				Taxi Decal (PCTI)			
Parking Brake				Shuttle Decal (PCSL)			
Tires				Taxi/Shuttle Decal (PCTS)			
Steering				Proper Decal Display			
Exhaust System				Notes:			
Body Paint and Condition							
Signage (50')							
Windows and Mirrors							
Windshield							
Door Latches							
Safety - Other							
Vehicle Interior							
General Condition							
Cleanliness							
Lighting							
Seat Belts							
Interior Equipment							
Luggage Storage Area							



CITY COUNCIL STAFF REPORT

DATE: December 16, 1999
DEPARTMENT: Office of Capital Management & Budget
AUTHOR: Tom Bakaly *TB*
TITLE: Mountainlands Community Housing - Holiday Village
TYPE OF ITEM: Administrative - Extension of Predevelopment Loan

SUMMARY RECOMMENDATIONS: Approve extension of predevelopment loan to Mountainlands Community Housing Trust until April 30, 2000.

DESCRIPTION:

A. Topic.

Request for an extension of predevelopment loan of \$40,000 for efforts to acquire the 80 unit project at Holiday Village.

B. Background.

On July 29, 1999 the City Council approved a predevelopment loan in the amount of \$40,000 to Mountainlands Community Housing Trust for efforts to acquire the 80 unit project at Holiday Village. Mountainlands has drawn down \$20,000 of that approved loan amount. The term of the original loan was from July through December, 1999. Mountainlands has requested that the loan be extended through April 30, 2000 so that they can close on the acquisition of Holiday Village. Please see the attached letter. Mountainlands has executed a purchase agreement, and is confident that the transaction will occur by that time. Staff has included in this report text from the original staff report from July for City Council's information.

For the past two years Mountainlands Community Housing has been negotiating on the acquisition of the Holiday Village Apartments. Holiday Village is a rent restricted project that houses many city residents. The Chrysalis program also houses many of their participants in the units.

Until July, Mountainlands had been using their own internal development fund and a challenge grant from the Federal Home Loan Bank to finance the predevelopment costs.

Final financing will come from a variety of sources. Tax exempt bonds, a HOME loan, a Rural Development Rehabilitation loan, and Federal Home loan equity grant are some of the sources. The purchase price is \$6,150,000. The total project cost is \$7.8 million. All units will remain "affordable" if Mountainlands acquires the project.

C. Analysis.

Mountainlands has received a short term predevelopment loan from the City for costs associated with the acquisition of Holiday Village such as escrow funds, application fees, legal fees, and architectural and engineering fees. These are all budgeted items which will be repaid through Mountainlands permanent financing if the acquisition proceeds. If for some unanticipated reason the acquisition falls through, Mountainlands would then request that the terms be renegotiated with the City. Mountainlands is only requesting an extension of the loan at this time.

Staff met with Mountainlands Executive Director, Phyllis Robinson, to discuss the terms of the loan in June. The following alternatives were discussed:

1. Compound monthly with quarterly payment starting on October. Amortization would start on the first drawdown.
2. Disburse the loan with interest. Let interest accrue and pay at end of loan term.
3. Establish a line of credit with the City for \$40,000 for a six month period. (August to Feb). Amortization would start on first drawdown with an interest rate of 5.5%. Interest would accrue and the full payment (principal and interest) would be made by April 30, 2000.

In terms of the loan arrangements, staff supports the third alternative and that is what has been implemented per City Council direction in July.

In terms of the original loan itself, the staff has used the following criteria for review:

1. The request is directly related to the City Council's annual priorities (Housing);
2. There is an identified source of funds (over \$500,000 exists as of 7/1 in the Housing CIP Fund 33);
3. The loan would be for capital not operating expenses and would be seed money for the acquisition (which is in accord with the City's criteria under the grants program).

The Council has also displayed an interest in the project over the past few years and has encouraged staff to work towards the preservation of the units. Staff supports Mountainlands efforts to acquire the units and maintain their affordability. If these 80 were converted to market units the city would have little control over the rental or purchase price rates unless the city itself purchased the units. The units are an integral part of the city's affordable housing stock and should be maintained. Staff recommends

that the Council consider extending the predevelopment loan until April 30, 2000.

Mountainlands will utilize the City housing list in the management of the units.

D. Department Review

The Community Development Department, Office of Capital Management and Budget, City Managers and Legal Department have reviewed this proposal.

ALTERNATIVES

A. Direct staff to extend the predevelopment loan agreement with Mountainlands Housing for \$40,000 until April 30, 2000.

B. Deny the predevelopment loan extension request.

C. Continue the item for further discussion and/or additional input from Staff. This would have the same impact as denying the request because the current loan would expire prior to the next City Council meeting.

SIGNIFICANT IMPACTS: If the loan extension is approved, the Housing CIP Fund 33 will be depleted by up to \$40,000 for another six month period. The interest paid on the loan will approximately cover the City's cost of funds. As of July 1, Fund 33 had approximately \$500,000 in funds. At this time staff is not aware of any major housing projects that would require full use of these funds.

CONSEQUENCES OF NOT TAKING THE RECOMMENDED ACTION:

If the City does not support the request, Mountainlands will need to repay the loan within two weeks by using funds from another source. At worst case the acquisition of the project may fail and the units may not remain affordable.

RECOMMENDATION: Staff recommends that the City Council extend the predevelopment loan to Mountainlands Community Housing Trust until April 30, 2000.

Exhibits

Exhibit A - Request from Mountainlands - November 30, 1999

MOUNTAINLANDS COMMUNITY HOUSING

November 30, 1999

Mr. Tom Bakaly
Capital Management and Budget
Park City Municipal Corporation
P.O. Box 1480
Park City, UT 84060

Dear Tom:

I'm writing to request an extension of the terms of the \$40,000 predevelopment loan made to Mountainlands Community Housing Trust through April 30, 1999, or MCHT's purchase of the property, whichever occurs first. The project is scheduled to close in February 2000.

This loan was approved by the by the City Council on July 29, 1999. To date, we have drawn \$20,000 of the \$40,000 line of credit. These funds have been used for escrow, legal and financing fees. It is our understanding that interest is accruing at the rate of 5.5% on the funds disbursed.

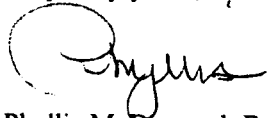
The delay is a result of the extended time frame to finalize the terms of the purchase agreement. We had expected to sign the purchase agreement in August 1999. This did not occur until October 1999. As a result our time frame for the project has been extended.

We have made significant progress since the redevelopment loan was approved. All debt and equity financing is in place. We are beginning our unit inspections and work write-ups for the rehabilitation. The last piece we are waiting on is approval from Rural Development to effect the transfer. That is the one piece of the acquisition time line over which we do not have control. Our purchase contract provides for a 60-day extension (beyond the February closing date) to allow for processing delays at the federal level. We are requesting our predevelopment loan term be extended to match this time frame. Our source of repayment remains project proceeds. Assuming no significant glitches from the federal government, we will be ready to begin rehabilitation this spring.

The predevelopment loan has been a substantial boost to the project. We appreciate the City's willingness to assist us in this manner.

Thanks for all of your help. Please let me know if you need any additional information to complete your review of this request.

Very truly yours,



Phyllis McDonough Robinson
Executive Director



DATE: December 9, 1999
DEPARTMENT: Legal
AUTHOR: Tom Daley
TITLE: **Well-Drilling and Water Service Agreement**
TYPE OF ITEM: Administrative

SUMMARY RECOMMENDATIONS:

- 1) Authorize the Mayor to execute two agreements (in substantially the same form as those you have reviewed), the first of which allows United Park City Mines Company to participate in Park City's Well Drilling Program; the second of which provides for the service of water to the Flagstaff Mountain and Bonanza Flats development parcels. Copies of the agreements have been distributed to you for your review.
-

DESCRIPTION:

A. Topic: **Well Drilling Agreement**

B. Background: On June 24, 1999, Park City and United Park City Mines Company (United Park) entered into a development agreement for the Flagstaff Development. In that agreement, United Park acknowledged its obligation to dedicate to Park City a water source sufficient to serve the Flagstaff Mountain and Bonanza Flats parcels (hereinafter, the "Development"). The Development's peak demand is estimated to be 800 gallons per minute at full build-out.

In September, 1999, the Park City Council authorized the Public Works Department to spend \$530,000 on the Park City Well Drilling Program. Since then, two observation wells and a test well have been developed. A third observation well will be started January 3, 2000.

On December 9, 1999, the Park City Council approved the expenditure of an additional \$220,000 on further well-drilling.

The City Manager, Public Works Director, and Assistant City Attorney have met several times over the last several months with United Park and

DMB (United Park's proposed equity partner) to draft agreements covering United Park's financial participation in Park City's Well-Drilling Program and the service of water to the Development.

C. Analysis:

United Park is obligated to develop a source or sources with a minimum capacity of 800 gallons per minute and to dedicate that source(s) to Park City. United Park's participation in the Well Drilling Program would give Park City greater control over the selection and development of the source which ultimately would satisfy United Park's source dedication obligation. United Park's contribution under this agreement (a minimum of \$200,000 and maximum of \$500,000 for observation and test wells; a maximum of \$1,000,000 for production wells and/or Rockport Project Water) is also a financial benefit to Park City. There is little disadvantage in allowing United Park to participate since United Park acknowledges that its obligation will be satisfied only on the dedication of a source capable of producing 800 gallons per minute. In other words, United Park's financial contribution to the Well Drilling Program does not satisfy United Park's obligation if the Program does not generate sufficient source capacity.

The second agreement is a Memorandum of Understanding primarily covering the conveyance of various water rights and the reimbursement of impact fees to pay for those rights. Specifically, the MOU provides:

- ▶ United Park does not need to dedicate water rights to Park City as a condition of development approval.
- ▶ Park City will deliver up to 150 gpm of water to Phase I of the Flagstaff Mountain Development.
- ▶ United Park will convey any interest it has in Judge Tunnel, Theriot Springs and Haueter Springs to Park City.
- ▶ United Park and Park City will divide equally the "Group II" rights jointly owned by both parties so that each party is the sole owner of one-half of the total water represented by these rights.
- ▶ Park City shall pay for the Group II rights received from United Park by refunding impact fees for the development.
- ▶ United Park, as a pre-condition to executing the well- drilling agreement, will sign Park City's pending consolidated applications as a co-owner of some of the water rights included in the applications. This will result in the immediate approval of Park City's Silver Creek application.
- ▶ Park City will provide culinary and irrigation water to Flagstaff Mountain; and culinary water only to Bonanza Flats.
- ▶ Park City will provide culinary water only to minimal development on the Richardson Flats parcel provided that parcel is annexed to Park City and the infrastructure is not inordinately expensive.
- ▶ Park City shall provide culinary water to the 20 Acre Quinn's Junction Parcel if that parcel is annexed to Park City.

(The exhibits referenced in the agreements will be reviewed by the legal

department before inclusion in the final documents).

D. Department Review: The City Manager, Public Works Director, and Legal Department have reviewed the attached agreements.

ALTERNATIVES:

- A. Approve the request. This is the recommended action.
- B. Deny the request. This is not recommended.
- C. Continue the item. The Council may continue the item. However, drilling has commenced and it is to Park City's advantage to have United Park contribute to the costs of Park City's program. It is in Park City's interest to execute both agreements simultaneously.
- D. Do nothing. Not recommended.

SIGNIFICANT IMPACTS

If the well-drilling agreement is approved, UPCMCM will pay approximately 50% of the costs of Park City's observation and test well-drilling program. If UPCMCM subsequently elects to participate financially in the production well development program, they will be able to credit one-half of the water produced under the program against their obligation of 800 gallons per minute and be allowed to make up any deficiency by purchasing capacity in the Rockport Pipeline. With the water service MOU, several pending water right issues will be resolved, paving the way for the immediate approval of Park City's Silver Creek consolidated change application.

CONSEQUENCES OF NOT TAKING THE RECOMMENDED ACTION:

The consequences of not taking the recommended action do not adversely affect near-term plans, as the Public Works Department will proceed with the well-drilling as authorized by the City Council. United Park's participation, however, carries a financial benefit to Park City and also gives Park City's Water Department increased control over the source dedicated to Park City by United Park. More importantly, it is in Park City's best interests to execute both agreements simultaneously.

RECOMMENDATION: Authorize the Mayor to execute the two agreements, in substantially the same form as the agreements you have reviewed, allowing United Park to participate in Park City's Well Drilling Program and implementing the terms of the June 24, 1999, Flagstaff development agreement.



DATE: December 13, 1999
DEPARTMENT: Facilities and Special Events
AUTHOR: Melissa Caffey/Frank Bell
TITLE: Event Approval - Park City Motorcycle Week, September, 2000
TYPE OF ITEM: Administrative

SUMMARY RECOMMENDATIONS: Staff recommends that the City Council formally approve all portions of the Master Festival License application for Park City Motorcycle Week 2000 with the following conditions: 1) the road race portion of the event is not approved at this time; and 2) that City Council appoint a blue ribbon task force made up of approximately 7 individuals to consider all logistical issues, impacts and mitigating proposals on the road race portion of the event, who will then forward a recommendation to City Council on the road race issue by January 12, 2000.

Staff suggests the road race task force be given some parameters for its process such as: a) the task force should consider the road race portion of the event only; b) a majority decision whether or not to recommend approving the race, as proposed, should be forwarded to City Council by January 12, 2000; or c) any other recommendations, such as alternative routes or mitigating circumstances be forwarded to Council, also by January 12. On Thursday, December 16, staff will provide City Council with a list of possible task force members.

DESCRIPTION:

A. Topic: A Master Festival License Application filed by the Utah Motor Sports Group, Inc. for a second Park City Motorcycle Week to be held September 14-17, 2000.

B. Background: On December 9, 1999, the Park City Council held a public work session to discuss a Master Festival License application filed by the Utah Motor Sports Group, Inc. for a Park City Motorcycle Week to be held September 14-17, 2000. The first Park City Motorcycle Week was held September 1999, and was produced by the Park City Motorcycle Club and the American Historic Motorcycle Racing Association (AHRMA).

In the December 9, 1999 work session the Park City Council decided it was prudent to conceptually approve the uncontested portions of the Motorcycle Week Master Festival License application for September 2000, which includes the trials, motocross, paddocks and exhibition portions of the event. The Council also recommended that the controversial road race portion of the event, which creates significant neighborhood and community impacts, should be examined by a task force comprised of Park City citizens and which would then forward a recommendation to City Council regarding

the feasibility of the event by January 12, 2000.

Although AHRMA has requested a formal decision on the entire event by December 1999, Council recommended the road race task force approach to this portion of the event for three reasons: 1) a concerned neighborhood committee opposed to and impacted by the road race requested this action as an alternative; 2) a task force would allow Park City citizens time to consider all the logistical issues, community and neighborhood impacts, and possible mitigating solutions of the road race in a reasonable and informed manner; and 3) the new Council will include three new members that will ultimately be responsible for the conduct of the event and should, therefore, have a formal say in the event's approval or conditions.

C. ANALYSIS: This is a large and complex event that creates a number of public and neighborhood impacts, both actual and philosophical, that are difficult to resolve. Of greatest concern is the road race scheduled for Saturday, September 16, 2000. It requires lengthy street closures around the Park City Golf Course (including closure of the course itself for which the City is reimbursed), and closure of SR 224 from Thaynes Canyon Drive to Deer Valley Drive. It should be noted that the closure of SR 224 requires a separate permit from UDOT which is not a part of this approval application.

Also, it should be noted that on Monday, October 11, 1999, a public event "de-briefing" session was held at City Hall with about 60 people in attendance. Support and opposition was centered largely around the interests, bias, and level of inconvenience/benefits of those attending. A number of comments related to fixing problems with the event were also received. At the conclusion of the meeting the question was asked that, assuming the logistical problems were fixed for next year and the road race was moved to another location, was there still opposition to the event. No one stated their continuing opposition to the event without the road race component (for a complete event evaluation, see "Event Evaluation and Recommendations" in City Council packet of December 9, 1999).

In the December 9, 1999 Council Report it was noted that there is the possibility that the Park City Mountain Resort may not be able to host the motocross portion of Park City Motorcycle Week 2000 due to Olympic construction logistics. This was discussed at the December 9 work session and it was agreed that approval of the Motorcycle Week Master Festival License (with or without the road race component) relates only to the sites proposed. If the motocross portion of the event was not allowed to be held at the Park City Mountain Resort and another site within the Park City limits was proposed, a new Master Festival License application and approval process would be required for a new site.

D. Department Review: Acting City Manager, Facilities and Special Events.

ALTERNATIVES:

A. Approve the Request: Staff recommends Council approve all portions of the Park City Motorcycle Week 2000 Master Festival Licence application as proposed, except for the road race component. Staff also recommends Council appoint a Blue Ribbon Task Force to examine all

considerations, logistics, impacts and possible mitigations or alternatives and make a recommendation to City Council regarding whether or not to approve the road race for Motorcycle Week 2000.

B. Deny the Request: Council directed staff at its December 9, 1999 work session to return with these recommendations. If Council wishes to make changes or deny these recommendations, it should do so at this time.

C. Continue the Item: Continue to a future 2000 Council meeting, if necessary.

SIGNIFICANT IMPACTS: There are many significant impacts associated with the road race portion of this event and a task force would be convened to consider these and propose recommendations to Council. It should also be noted that, by postponing the road race portion of this event, this action could have the same effect as a denial if AHRMA concludes that such a delay can not be accommodated due its time constraints.

RECOMMENDATION: Staff recommends approval of Alternative A.



DATE: December 12, 1999
DEPARTMENT: Public Affairs
AUTHORS: Myles C. Rademan, Linda G. Cook *LSC*
TITLE: Authorization to execute a purchase agreement with Union Pacific Railroad for the acquisition of approximately 2.3 acres from Bonanza Dr. east to the Rail Trail State Park, using Open Space Bond proceeds.
TYPE OF ITEM: Property Acquisition

SUMMARY RECOMMENDATIONS: Authorize the Mayor to execute a purchase agreement and all necessary closing documents, in a form approved by the City Attorney, for the purchase of approximately 2.3 acres from Union Pacific Railroad.

DESCRIPTION:

A. Background: Following years of negotiation between Park City and the Union Pacific Railroad (UP), the railroad accepted a purchase price of \$220,000 for their approximately 2.3 acre strip of land stretching 1000' from Bonanza Drive east to the Rail-trail State Park.

B. Analysis: The Citizens' Open Space Advisory Committee (COSAC) has forwarded a recommendation to acquire and forever preserve this parcel using Open Space Bond proceeds. Union Pacific stipulated that the City purchase the land 'as is', by Quit Claim Deed, and absolve them of all liability including environmental. The City could then formulate and fund a Capital Project work plan to incorporate the parcel with the existing Rail-trail, cap the site in accordance with the Prospector Soils Ordinance and improve the parcel consistent with other sections of the Rail-trail.

In August 1999, the City issued approximately \$4 Million in Open Space Bonds. Based on COSAC's prior recommendations, roughly \$2.5 Million has been spent to acquire the Franklin Richards property and the Virginia Mining Claims parcel, leaving a balance of roughly \$1.5 Million from the current bond issue (As Council knows, the voters approved \$10 Million for Open Space Bonds, leaving \$6 Million in bonds to be issued at a later date).

C. Department Review: Public Affairs, Building Dept., Legal, OCM&B

ALTERNATIVES:

A. Approve the Request: Purchase the land 'as is' for \$220,000 and assume improvement costs.

B. Deny the Request: Decline to purchase the property. Almost certainly, the Union Pacific will list the property for sale, and any subsequent purchaser will have to assume the costs of development. It is unclear whether such purchasers exist, but UP informs staff that there have been many inquiries.

C. Modify the Request: Change the offer price and/or attach additional conditions at the discretion of the City Council.

D. Continue the Item: The UP can stall forever on this property, or they can try to sell it privately. They feel certain that at \$220,000 (which they feel is a bargain sale) someone will purchase the property and seek development opportunities.

SIGNIFICANT IMPACTS: COSAC recommends that the City expend \$220,000 in Open Space Bond proceeds to acquire the parcel. The City may wish to expend additional future CIP funds for improvements to the site with the intent to complete the last important segment of the Rail-trail.

CONSEQUENCES OF TAKING THE RECOMMENDED ACTION: An additional and important link to the City's Rail-trail access would be complete. The parcel would be forever protected from development.

CONSEQUENCES OF NOT TAKING THE RECOMMENDED ACTION: Staff believes that the Union Pacific Railroad will actively market the property and find a buyer wishing to realize development potential. The greatest consequence would be loss of control of the parcel and loss of access to the Rail-trail.

RECOMMENDATION: The City has negotiated for years with the Union Pacific over this small parcel. The property is narrow and long and appears to be difficult to develop. However, the UP has always maintained that the parcel has development potential and various UP representatives over the years have failed to view this remaining segment of rail bed property with the same cooperation they afforded us for the greater Rails to Trails conversion. COSAC recommends that today's negotiated price of \$220,000 is most likely the best we'll get to control, protect and preserve this parcel. Staff recommends that Council authorize the Mayor to execute a purchase agreement and closing documents, in a form approved by the City Attorney, for the purchase of this 2.3 acre parcel from Union Pacific Railroad.

December 9, 1999

City Council Members: Mayor Bradley Olch, Hugh Daniels, Roger Harlan, Shauna Kerr, Chuck Klingenstein, Paul Sincoc
445 Marsac Ave, PO Box 1480
Park City, Ut 84060

RE: MPD appeal on Bonanza Place Professional Office Development

Dear Council Members:

We would like to thank you for being present at the **property site tour on November 4, 1999**. We reviewed with you the stake out of the building on the site and the relative heights at all corners of the building. We hope the property site tour has made it clear in your minds how the building design will work on this challenging site.

We met with you in **council meeting, November 4, 1999** where it was suggested that the setback along **Upper Iron Horse** be increased to **twenty feet**, with the parking below grade being allowed the ten foot setback we have designed to as allowed by your planning staff. The setback along Bonanza Drive is twenty feet as previously approved. There is an additional ten feet along Bonanza Drive between the road curb and the property line allowing for a visual dimension of thirty feet to the building. We need to continue to be allowed to use the ten foot setback along Lower Iron Horse, which also has an additional ten feet to the road curb. Only a small portion of the building entrance, which is mostly glass transparent is at the ten foot setback.

We have also decreased the height of the building by nine feet, decreasing the volume of the building substantially as directed by your last meeting comments.

We have worked with Brooks Robinson of your staff, since the last meeting, **providing him with revised plans and elevations** which we understand have been distributed.

We have rebuilt the scale architectural model and have provided you with both models showing the modifications reducing the size of the building, which we trust can now be approved.

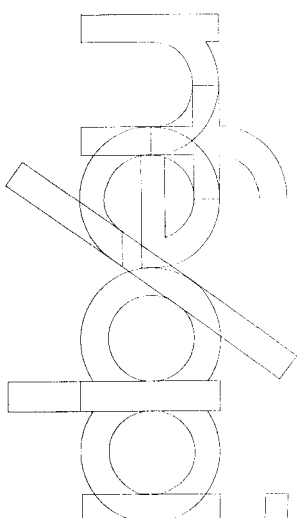
Please keep in mind the following items which are the basis of our appeal:

- We have a legal right to build an office building with the parking provided on our property.
- We have met all of the conditions of the Land Management Code.
- The project is recommended for approval by the Planning Staff.
- The project was denied by the Planning Commission for spurious "findings of fact" and "conclusions of law".

We thank you for your time and consideration of our project, hopefully we can now proceed with the office building design submitted this date.

Sincerely,


Ralph Folland Evans, FAIA
Architect



**SEE BACK-UP MATERIAL IN LAST WEEK'S
PACKET.**

Bonanza Place
Office Development
Park City, Utah

ralph folland evans / architecture, planning, interiors
404 west 400 south salt lake city, utah 84101
telephone 801 363-0777 telecopi 363-0969

