PARK CITY COUNCIL MEETING
SUMMIT COUNTY, UTAH
FEBRUARY 24, 2000

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, February 24, 2000.

Work Session - City Council Chambers - Lower Level

5:00 p.m. Council questions and comments
5:15 p.m. Legislative update
5:30 p.m. Transit development plan
5:50 p.m. Review of regular meeting

Regular Meeting - City Council Chambers - Lower Level

I ROLL CALL

II PUBLIC INPUT

III COMMUNICATIONS FROM COUNCIL AND STAFF

IV WORK SESSION NOTES AND MINUTES OF THE MEETING OF FEBRUARY 3, 2000

V PUBLIC HEARING

Master Festival License application for Mountain Classic Adventure Race to be held on June 3 and 4, 2000

VI CONSENT AGENDA

1. Master Festival License application for Mountain Classic Adventure Race to be held on June 3 and 4, 2000

2. Ordinance approving a subdivision plat for 1550 Lower Iron Horse Loop Road, Park City, Utah

VII NEW BUSINESS

Memorandum of Understanding between Park City Municipal Corporation and the Salt Lake Organizing Committee for the Olympic Winter Games of 2002 regarding the Utah Public Safety Command

VIII ADJOURNMENT

Posted: 2/21/00
See parkcity2002.org

PARK CITY WORK SESSION NOTES
SUMMIT COUNTY, UTAH
FEBRUARY 24, 2000

Present: **Alternate Mayor Pro Tem Roger Harlan; Council members Peg Bodell, Candace Erickson, Fred Jones**

Toby Ross, City Manager; Mark Harrington, City Attorney; Jerry Gibbs, Public Works Director; Nora Shepard, Special Projects Planner; Tom Bakaly, Director of Capital Projects and Budget; and Jerry Gibbs, Public Works Director

Gordon Shaw, LSC

Absent: **Mayor Brad Olch; Council member Fred Jones**

1. **Council questions and comments.** Peg Bodell stated that she would like the City to address pedestrian issues, including crosswalks and sidewalks. Also, every trash bin with a logo is an advertisement for BFI and no one else is allowed to do that in town. Jerry Gibbs explained that BFI has its logo on every automated bin and dumpster as they own them. Mr. Harlan pointed out that this is a County contract and felt that the City may have other priorities at the moment. Ms. Bodell asked if the City has any authority in this matter. The City Manager felt that it is unlikely, given the contractual relationship with the County, and believed that perhaps over time the logo could be eliminated. Ms. Bodell added that the BFI logo in our community is inappropriate. Mr. Jones indicated that he conversed with County Commissioner Pat Cone about water and felt that the County is interested in working with the City but is unsure of the City Council's position. He referred to the proposal of the City taking over SR224 and Brighton Estates requesting emergency access. Emergency access is appropriate but the access should be granted by the provider of emergency services, which is Wasatch County, on the Midway side of SR224. Candace Erickson reported that she attended the Summit County Health Board meeting where septic systems and the Olympic Safety Command were discussed. She commented on the Planned Parenthood Chocolate Festival which is a fun event for a great cause.

Nora Shepard announced a meeting on Monday with the County Commission and County Planning Commission to discuss the recently completed growth management study. She is anticipating meeting individually with some County Commissioners and Planing Commissioners next week with respect to the SR248 corridor and how the City can be jointly involved in comprehensively planning the area. The County is receptive but the policy and process needs to be formulated. There was discussion about the Rocky Mountain Land Use Conference, where sessions usually focus on growth development patterns and issues and has broad interest for planners, elected officials, and attorneys. Myles Rademan announced meetings on Monday, February 28 including, Healthy Communities, and the Future of Skiing; the Olympic meeting is scheduled on March 21 at

the Yarrow. There was discussion about the Main Street Merchants meeting regularly on the Olympics. Mr. Rademan proposed appointing a citizens steering committee with regard to coordinating the many ideas for the Olympics. Roger Harlan reported meeting Mickey Ibarra from the White House last weekend regarding federal support for the Olympics. He also attended a Sandy City Council meeting to listen to a hearing on skateboard parks where there is a great demand but not enough funding. With regard to a sidewalk study, Mr. Harlan pointed out that every time staff is asked to perform a special project, it may come at the expense of some other priority. Fred Jones suggested that it would be appropriate to discuss sidewalks at the upcoming goal setting session.

2. **Legislative update.** Tom Bakaly stated that SB 156, governing body voter approval for property tax increase, was defeated on the senate floor and will probably not proceed this year. The City did not take a position on this bill but it was opposed by the League of Cities and Towns. HB 120 and SB 64 deal with taxing secondary residences and they have not been assigned to a subcommittee. SB 64 was amended so that the exemption would not be applicable to homes connected to a water system. Ms. Bodell added that the Chamber/Bureau strongly opposed the second home owners property tax exemption and felt the City should take a position on this bill. Mr. Bakaly believed there is a chance that it will be held in the Rules Committee and it would then be difficult for it to proceed this year because of timing constraints. Ms. Bodell emphasized that it affects Summit County and the City should show its support of the County. Mr. Bakaly indicated that if it came out of Rules and was assigned to a committee, that he would testify on behalf of the City. Myles Rademan believed the direction from the Chamber/Bureau meeting was that the City take the position that the bill not advance out of Rules. The City should not take the lead on this bill. Mr. Bakaly continued that the bill regarding delaying SLOC's repayment of the $59 million in sales tax is in the House Rules Committee and the League is supporting it. The other Olympic bill deals with the $13 million relating to funding the Public Safety Command which is addressed on the agenda tonight. The government immunity amendments increasing the caps for pain and suffering, eliminating caps on out-of-pocket losses and requiring the government to pay for damages caused by employees who act out of their scope of employment will impact Park City's insurance premiums. The League asked for the ability for cities to raise an additional mill levy to cover these costs, which would require cities to hold truth and taxation hearings. A mill levy represents about $250,000 to the City to help fund the insurance reserve and this will be addressed during the budget process. The resolution removing the District Court from Park City has passed both the House and Senate. Mr. Bakaly added that he wasn't aware of any eleventh hour bills.

3. **Transit development plan.** Jerry Gibbs explained that in 1997, the City Council commissioned a five year transit development plan with LSC. The plan provides a framework for staff in developing enhanced services and a process for transit system improvements.

Gordon Shaw, LSC, referred to the executive summary in the transit plan document, and the process that began in May 1997 with a community transportation forum. The Federal Transit Administration requires a transit plan for funding requests and the plan will also be used to

determine if the transit program is meeting community goals. In consideration of future growth, there is interest in expanding transit rather than roads which is a key feature in the plan. There was an extensive public input process, an evaluation of existing services and one of the goals is providing a quality transit service to attract people out of their cars. He reiterated that this has been a long process and some of the service recommendations have been implemented including consolidating the Silver Lake and Ontario Canyon routes. There has been an increase in ridership of 42% and at the same time service hours have been reduced. Late night service has been expanded to 3 a.m. which is part of a comprehensive transit package. The winter core service has been expanded to seven buses which has added hours of service and increased passenger capacity.

Mr. Shaw continued that the summer service is becoming more important and will be better served with the availability of the Old Town Transit Center. There will be little impact on costs but the service will be more efficient. There is a market not being served in Park City; buses can not navigate some City streets and other residential areas don't like the large buses operating there. He explained a neighborhood shuttle deviated service which has been successful in other communities and is run by small vans (14 seats and a wheelchair lift). The vans could operate in parts of town without the impacts of a big bus and proposed areas include the Thaynes Canyon, Park Meadows and Deer Valley. There would be scheduled check points and people can schedule pick-ups at their door. Service to check points would be free but there would be a charge for door service to encourage the use of check points. Mr. Shaw explained that door to door service would be helpful for tourists who use transportation systems from the airport, are dropped off at a condo and need to get a week's worth of groceries. This service would also be helpful for school children. The neighborhood deviated service would cost about $160,000 a year for each of the vans which would run from 7 a.m. to 11 p.m. almost year-round. A decision has to be made about the scope and number of vans. The plan contemplates starting with two vans and if there are not at least five riders per hour, it will be re-evaluated and modified.

Gordon Shaw continued that the plan proposes a second trolley and year-round service. It is hoped that there will be an operational transit center in Old Town by the end of this calendar year. There is interest in moving the buses to Deer Valley Drive and improving service to the developing resort centers to reduce the parking pressures on Old Town. Again, this would cost about $160,000 but it is felt that it is worthwhile. He explained a current problem with the two looped systems where destinations are not reached directly; the systems can be combined to create a one two-directional line, which loops at the end. Overall, there is a reduction with how much time people have to spend on buses and a reduction in the cost. This option, however, requires a traffic signal at Thaynes and SR224. He emphasized that providing commuter service outside the City limits is a policy decision but there are benefits to providing transit service into the community for commuters. Subscription service is suggested where the City would take the lead with major employers to find a minimum of 20 people who are interested in paying $20 a week for bus service. For example, the bus could be parked in Heber City and the driver could pick up passengers and drive them to Park City where the bus is used for regular service until the end of the work day for

the return run. The cost and revenues balance out and there is no financial impact to the City.

He discussed automatic vehicle location and automatic passenger count technologies which relate to service quality and efficiency. As the system grows and as traffic increases and buses are delayed, there is more of a need for information. The automatic vehicle location is a map which shows where buses are moving in the City to better coordinate the fleet. This can also be installed in the transit center where riders can see exactly when their bus will arrive. Since the City does not charge a fee for service, it is difficult to count passengers and this equipment would count passengers as they step on the bus. There will be the need for more staff over time with these new services and there are proposals for expanding the marketing of the transit system. Passenger amenities at 9th and Main Street are recommended and for the long-term, park and ride facilities. Buses will need to be replaced over time and new bus stop signs installed. He indicated that the cost for AVL equipment is $500,000 and the federal government may pay 80% of that cost, leaving $100,000. With the expected growth in resort tax, expenses can be increased over time and it is anticipated that revenues will cover expenses. Mr. Shaw explained that they have tried to meet the goals expressed by the community for transit improvements and described this plan as a moderate program. This is taking reasonably small steps toward expanding the scope of transit service in terms of the neighborhood shuttles and the subscription service and focusing on expanding the quality of the service.

The Alternate Mayor Pro Tem invited Council comments. Fred Jones commented that he has read through the material but before he is ready to adopt this plan, he needs more information. There is little discussion about how this plan will integrate with a County plan which is very critical. Because of time constraints, Mr. Harlan suggested that Council get together with staff and that this matter be scheduled at a future meeting. In response to a question from Peg Bodell regarding time frames, Mr. Gibbs indicated that some aspects of the plan need to be determined for budgeting purposes. With respect to Mr. Jones' comments, the City Manager indicated that the County is not very far along with its transit plan and there are a number of interlocal arrangements that will be required. He urged Council not to delay adoption of this plan because of the status of the County's plan as it can be amended at any stage and it is not in the scope of LSC's contract to perform that additional work. Mr. Ross advised to look at this plan which is focused on internal operations of the City's program plus the limited commuter plan which is not regional transit. As regional transit efforts evolve, the plan can be modified to reflect that. Mr. Ross emphasized the risk of not having a plan in place for applying for federal funds to acquire equipment.

Prepared by Janet M. Scott

PARK CITY COUNCIL MEETING
SUMMIT COUNTY, UTAH
FEBRUARY 24, 2000

I ROLL CALL

Alternate Mayor Pro Tem Roger Harlan called the regular meeting of the City Council to order at approximately 6 p.m. at the Marsac Municipal Building on Thursday, February 24, 2000. Members in attendance were Peg Bodell, Candace Erickson, Roger Harlan, and Fred Jones. Mayor Brad Olch and Council member Shauna Kerr were excused. Staff present were Toby Ross, City Manager; Mark Harrington, City Attorney; Melissa Caffey, Special Events Manager; and Frank Bell, Olympic Planning Director.

II PUBLIC INPUT

The Mayor Pro Tem invited the public to comment on any matter of City business not scheduled on the agenda. Hearing no comments, the public input session was closed.

III COMMUNICATIONS FROM COUNCIL AND STAFF

The Mayor Pro Tem swore-in Police Officers Nick Kingery and Eric Redd and welcomed them to the City.

Jerry Gibbs reported that flyers have been distributed to residents regarding two meetings scheduled next week for options on trash bins or manual pick-up in Old Town. There was discussion about getting the word out about the meetings. Jerry Gibbs added that problems outside the Old Town area will also be addressed by BFI or Summit County Public Works Departments.

The City Manager reminded Council of a broadcasted public meeting with EPA on March 1 and a special City Council meeting on March 14 focused on goal setting based on the Sumek retreat report. Peg Bodell announced the City Council's bowling adventure in Heber on March 7.

IV WORK SESSION NOTES AND MINUTES OF THE MEETING OF FEBRUARY 3, 2000

Peg Bodell corrected a name spelling in the work session notes. Fred Jones, "I move approval (as corrected)". Candace Erickson seconded. Motion carried.

Peg Bodell	Aye
Roger Harlan	Aye
Candace Erickson	Aye

Fred Jones	Aye
Shauna Kerr	Absent

V PUBLIC HEARING

Master Festival License application for Mountain Classic Adventure Race to be held on June 3 and 4, 2000 - Melissa Caffey relayed that the event has very little impact, but involves street crossings. The event has the potential of growing in the future and the Police Department is aware of this application. Mark Harrington noted that there are findings for Council on this event to memorialize its decision. There was discussion on the race route and safety in construction areas. Roger Harlan asked about City liability, and Mark Harrington advised that there is always exposure, but concerns are not significant. Melissa Caffey further clarified that the crossings will be manned with volunteers and not police officers and the City requires a certificate of insurance indemnifying the City for any event with public exposure. Hearing no further comments from the Council or the public, the Mayor Pro Tem closed the public hearing.

VI CONSENT AGENDA

John Sands, President of Prospector Area Business Association, stated that he doesn't have a problem with the building on Bonanza, but is very concerned about the location and potential traffic impacts in the area. He urged Council, during its budget review, to look at improving the middle intersection on Bonanza and landscaping and enhancing the entrance into the Prospector Area from Deer Valley Drive. Peg Bodell expressed that she shares the frustration of the Planning Commission with this application and agreed with Mr. Sands that it is a bad idea to put a building there, but the application has gone through the proper processes. Hearing no further comments, the Mayor Pro Tem requested a motion to approve the Consent Agenda. Peg Bodell, "I so move". Candy Erickson seconded. Motion carried.

Peg Bodell	Aye
Roger Harlan	Aye
Candace Erickson	Aye
Fred Jones	Aye
Shauna Kerr	Absent

1. Master Festival License application for Mountain Classic Adventure Race to be held on June 3 and 4, 2000 - See public hearing and staff report.

2. Ordinance approving a subdivision plat for 1550 Lower Iron Horse Loop Road, Park City, Utah - See staff report.

VII NEW BUSINESS

Memorandum of Understanding between Park City Municipal Corporation and the Salt Lake Organizing Committee for the Olympic Winter Games of 2002 regarding the Utah Public Safety Command - See staff report. Frank Bell pointed out minor language changes from the draft distributed to the City Council and the final agreement. He emphasized that this is only a memorandum of understanding and it is not yet law, but it is hoped it will be by next week at the close of the legislative session. Parties must approve this MOU by Tuesday and Mr. Bell explained that everyone will be signing the same document. There was discussion about Salt Lake City's issue with SLOC regarding indemnification, which doesn't affect Park City. Mr. Bell indicated that if all goes as planned, the Utah Public Safety Command will be funded with $17 million. With no further discussion, the Mayor Pro Tem requested a motion to approve. Peg Bodell, "I so move". Fred Jones seconded. Motion carried.

Peg Bodell	Aye
Roger Harlan	Aye
Candace Erickson	Aye
Fred Jones	Aye
Shauna Kerr	Absent

VIII ADJOURNMENT

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

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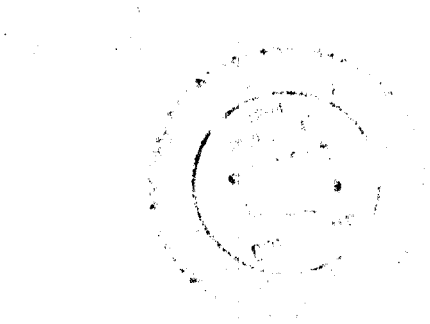
The meeting for which these minutes were prepared was noticed by posting at least 24 hours in advance and by delivery to the news media two days prior to the meeting.

Prepared by Janet M. Scott

Janet M. Scott, City Recorder

PARK CITY SUMMIT COUNTY UTAH CORPORATE MARCH 1, 1884 Seal



DATE:
DEPARTMENT: Public Works
AUTHOR: Jerry W. Gibbs, P.E.
TITLE: Park City Transit Development Plan
TYPE OF ITEM: Work Session

SUMMARY RECOMMENDATIONS: Review the system enhancements and timing of new service outlined in the Transit Development Plan. No formal action is required at the meeting on February 24. The Council is scheduled to consider a resolution adopting the plan on March 2, 2000.

DESCRIPTION:

A. Topic: Park City Transit Development Plan

B. Background: The number of riders on Park City Transit has increased from 900,000 riders in 90-91 to 1,100,000 riders in 98-99. Park City Transit provides a key service enhancing the mobility of both residents and visitors. This community service will play an important role as local, regional and employee transportation needs increase.

Park City Municipal Corporation selected Leigh, Scott and Cleary, Inc. and Multisystems, Inc. to assist in developing a transit plan. The study focuses on means of improving public transit services within Park City and also considers potential connecting services to other communities. The study has been funded in part by a grant from the Federal Transit Administration.

The plan aims to aid in the expansion of the transit system over the next five years, including improvements in services, provision of the appropriate transit fleet and facilities, improvements in marketing and management practices, and provision of capital and operating funding.

The overall goals of this effort are as follows:

1. To improve the quality of life for year-round and seasonal residents of Park City by insuring convenient and easy access to a variety of local destinations.

2. To improve the quality of visitor experience by limiting the impact of traffic congestion, traffic delays, and obstacles to pedestrian travel.

3. To improve economic development and commercial opportunities within Park City, especially in districts where the available supply of parking is limited.

4. To reduce the demand for parking in key areas of Park City, especially in the Old Town section where current demand exceeds the available supply of parking spaces.

5. To improve automobile, bicycle, and pedestrian safety for Park City residents and visitors.

6. To reduce traffic congestion and to improve traffic flows on major Park City roadways.

7. To preserve the scenic beauty, natural resources, and environmental integrity of Park City.

8. To improve air quality in the region by reducing auto emissions.

The City held public meetings to gauge support for various potential service levels. The consensus supported:

- improving the core service;
- providing regional transportation with County participants paying a fair share of costs;
- providing a shuttle system to serve residential areas in town;
- trying a pilot employee shuttle to Heber and/or Kamas; and
- not offering direct public transit service to Salt Lake City.

C. Analysis: The development plan has been completed based on staff, City Council, Planning Commission and public input. The recommendations include:

- Redesign the Summer Core Service to Focus on Old Town – FY 2000
- Develop Old Town Transit Center
- Test New Neighborhood Shuttle Deviated Service – FY 2001
- Add Second Trolley to Year-round Service – FY 2001
- Combine Park Meadows/Thaynes Routes – FY 2001 (requires a new signal at 224 & Thaynes Canyon Drive)
- Initiate Winter Season Heber Subscription Service – FY 2001
- Initiate Regularly-Scheduled Winter Heber Service – FY 2002

- Introduce Automated Vehicle Location Systems and Automatic Passenger Counting Systems technologies – FY 2002
- Add an Operations Manager – FY 2002
- Develop Marketing Plan – FY 2002
- Begin replacing existing fleet FY 2000 to FY 2005

The plan anticipates the revenues available from the Transportation Fund will be adequate to meet the anticipated expenditures. Capital expenditures for buses and other major expenditures are assumed receive 80% funding from the Federal Transit Administration and a 20% local match. A separate study, which examines the potential of regional transit, has recently been completed. The Park City Transit Development Plan should be adopted to guide internal transit enhancements. Future regional transit service may require enhancements and agreements not addressed in this plan.

The City Council previously reviewed and following an opportunity for public comment endorsed the scope and direction of the plan. Staff requests the City Council review the system enhancements and timing outlined in the plan and ratify the plan or identify any desired changes. The Council is scheduled on March 2, 2000 to consider a resolution adopting the plan. The plan will guide future programs and budgets. Gordon Shaw of LSC Transportation Consultants, Inc. will provide an overview of the plan during the work session.

The plan conforms with the Transportation Element of the General Plan.

D. Department Review: The City Council, Planning Commission, OCMB, Planning, and other City staff have had an opportunity to participate in public meetings reviewing the alternatives.

ALTERNATIVES: Discuss and determine if the plan as drafted meet the council expectations for transit services.

SIGNIFICANT IMPACTS: Adoption of a transit development plan is necessary to request additional funding for equipment through the FTA. The grant process can require up to eighteen months. Equipment procurement has a similar acquisition time frame.

CONSEQUENCES OF NOT TAKING THE RECOMMENDED ACTION: The budget process has begun for the FY 2001. An extensive postponement in completing the program will delay implementation of FY 2000 and 2001 services and equipment needs.

RECOMMENDATION: Review the system enhancements and timing of new service outlined in the Transit Development Plan. No formal action is required at the meeting on February 24. The Council is scheduled to consider a resolution adopting the plan on March 2.

Resolution No. -00

RESOLUTION ADOPTING THE PARK CITY TRANSIT DEVELOPMENT PLAN FOR PARK CITY, UTAH

WHEREAS, the Planning Commission held a presentation on April 8, 1998, Planning Commission work session meeting on April 14, 1999, a Public Hearing was held on May 12, 1999 and the City Council held a work session meeting on December 18, 1997, and

WHEREAS, good transportation planning is vital to the convenience of our residents and visitors, and good transportation is crucial to our lifestyle in our world-class mountain resort community; and

WHEREAS, the challenges involved in adequately furnishing public transportation for the present and future needs of our residents and visitors require planning and financial resources;

WHEREAS, the City Council adopted Transportation Element of the General Plan on June 17, 1999;

NOW, THEREFORE BE IT RESOLVED by the City Council of Park City, Utah that the Park City Transit Development Plan is hereby adopted and becomes effective upon the adoption of this Resolution

PASSED AND ADOPTED THIS 2nd day of March 2000

PARK CITY MUNICIPAL CORPORATION

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Mayor Bradley A. Olch

Attest:

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Janet M. Scott, City Recorder

Approved as to form:

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Mark D. Harrington, Deputy City Attorney

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PARK CITY
1884

CITY COUNCIL STAFF REPORT

DATE:	**February 24. 2000**
DEPARTMENT:	**Facilities and Special Events**
AUTHOR:	**Melissa Caffey**
TITLE:	**Mountain Adventure Race**
TYPE OF ITEM:	**Master Festival License**

SUMMARY RECOMMENDATIONS: Review event logistics, conduct a public hearing and consider approving the Master Festival License for June 3 and 4, 2000 for the Mountain Classic Adventure Race.

DESCRIPTION

A. Topic

Request for a Master Festival License for a new event called the Mountain Classic Adventure race. The multi-staged event will occur on Saturday, June 3 and Sunday, June 4, 2000. The base of Park City Mountain Resort (PCMR) is where the start, finish and transition areas are all located. The only other event scheduled for this weekend is the Park City Half Marathon, on Saturday, which is concentrated on the edge of town.

B. Background

The sponsors for the event are Sol Adventures and the Park City Chamber Bureau. The event will involve teams of three that compete in six different races over two days. The race is limited to 50 teams which translates into a maximum of 150 participants. The venues will include the Rail Trail, Echo Lake, Park City Mountain Resort, Daly Canyon. Selected city streets crossing will be necessary at the Rail Trail on Bonanza, Park Avenue at 14th St. , Deer Valley Drive at Mellow Mountain Rd. and on the Mine Road below Prospect Ridge.

On Saturday, June 3rd, a mountain run, off-road roller blade and paddle race will occur. On Sunday, June 4th, a mountain run, mountain bike and orienteering run will occur.

Events start at 7 a.m. and are anticipated to conclude around by 2 p.m. each day.

The mountain runs are on PCMR property. The off-road blading will occur on the Rail Trail and the paddle will occur at Echo Lake. The mountain bike starts at PCMR and continues on to Daly Canyon down Rossi Hill and over to the Gamble Oak trail. From Gamble Oak the race continues down the Rail Trail and back over to the PCMR base.

Permission for use of property has been obtained by the applicant from all affected parties. It is anticipated that participants will stay in the Park City area.

C. Analysis

The bulk of the activity will be held at the base of Park City Mountain Resort and the applicant is working with the resort to make sure construction impacts and the event are coordinated and not in conflict. The item in most need of mitigation will be the road crossings at the Rail Trail and Park Avenue(by 14th St.) on Saturday and Sunday mornings and the bike crossings at Deer Valley Drive to Mellow Mountain Road and the Mine Road below Prospect Ridge on Sunday morning. The competitors must observe normal road rules as part of the race requirements but in order to ensure that there are no traffic disruptions the Staff, in concert with the Police Department, recommends that the following mitigation measures be implemented:

1. Require the organizers to provide temporary signs at the four road crossings that will help warn motorists of impending pedestrian/bike traffic and;
2. Require the organizers to station two volunteers, identified with reflective vests, at each road crossing to assist competitors in a safe passage.

D. Department Review

The Planning, Building, Police, Legal, Transportation and Public Works Department have all reviewed this application. Comments are incorporated in this staff report.

ALTERNATIVES

A. Approve the Master Festival License with recommended mitigation measures.
B. Continue for further information or input from applicant.
C. Deny the request for the Master Festival License.

SIGNIFICANT IMPACTS:

As discussed above the most impact on the community will be felt at the three aforementioned road crossings. Staff has recommended mitigation measures to address the anticipated impacts. Other impacts are unknown at this time as this would be a first time event but from staff's perspective (based on past experience of similar events) will be minimal.

CONSEQUENCES OF NOT TAKING THE RECOMMENDED ACTION:

The event will relocate to another venue or will not be held.

RECOMMENDATION:
Review event logistics, conduct a public hearing and consider approving the Master Festival License for June 3rd and 4th, 2000 for the Mountain Classic Adventure Race.

EXHIBITS:
Exhibit A - Fact Sheet

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-DETAILED EVENT FACT SHEET-

The Mountain Classic Adventure Race
Park City, Utah
June 3 & 4, 2000

NAME OF RACE: The Mountain Classic Adventure Race
LOCATION: Summit County (Park City & Coalville), Utah
RACE DATE: Saturday & Sunday, June 3 & 4, 2000
RACE LORE: First ever 2-day adventure stage race in Northern Utah.
TEAMS: All teams will be mixed 3-person teams. Teams must have at least one women or at least one man. All racers must be 18 or older.
FIELD LIMIT: 50 teams
Entry fee: $150.00 per person
COURSE DESCRIPTION: This multi-stage race will utilize the rail trail between Park City and Coalville, Echo Lake, Park City Mountain Resort, Daly Canyon and the City of Park City. Race start, finish and transition area will be at the Park City Mountain Resort.

Saturday - 7:00 AM Start

Stage 1 Mountain Run (2.5-4 hrs.): At Park City Mountain Resort. **Check Point 1-5-way intersection, CP2-Top of Thaynes Lift, CP3-Bottom of Jupiter Lift, CP4-Spiro/Armstrong intersection, CP5-PCMR parking lot at start/finish area.**

Stage 2 Off-Road Roller Blading (3-5 hrs.) Skate with off-road roller blades, poles and helmet down street past 7-11 to the city park then onto the rail trail. Follow the rail trail 25 miles to Echo Lake North Resort. **CP6-Echo Lake North Resort**

Stage 3 Paddle (1-2 hr.): Paddle from Echo Resort to **CP7-Northeast corner near dam, CP8-Point near freeway view** area, **CP9-Echo Resort South** then back to boat ramp at Echo Resort. Th team time for the day is determined by the last team member to cross the line.

Sunday - 7:00 AM Start

Stage 4 Mountain Run (10 Min.): A staggered start of the top 10 teams (determined from Saturday's finish times) will take place at PCMR . This short run will be at PCMR.

Stage 5 Mountain Bike (2.5-4 hr.): Mountain Bike up **Spiro Trail, Thaynes Canyon Trail and Thaynes Road** to the **5-way Intersection (CP10).** Ride down the **Steps Trail** (switch backing around the small square shack). The single track will end at a dirt road. Go down this dirt road past the bottom of the Bonanza Lift and onto the **Link/ Sam's Trail.** Follow **Sam's Trail** to **Tour de Suds,** Ride down **Tour de Suds** past **Blue Dumpster** and onto **Prospect trail.** A spur off the **Prospect Trail** will drop you onto Highway 224. Ride straight across 224 and onto the trail at the **wooden fence (CP11)** Ride this trail until it spits you out on **Rossi Drive.** Go down **Rossi Drive,** across Deer Valley Drive, up **Mellow Mtn. Road** to the **Gable Oak Trail.** Follow the course markings on the **Gable Oak Trail** until it intersects with the **Rail Trail** just east of Wyatt Earp Way. Ride west on the **Rail Trail** back to the City Park, past 7-11 and up the hill to the **PCMR parking lot. (CP12)**

Stage 6 Orienteering Run (2-3 hr.): Check out master map and mark check points on your map. The first team back to the finish line wins the race because of the staggered start.

The Awards Ceremony: Park City Mountain Resort

CONTACT: Sol Adventures, Inc. Ed Chauner & Isaac Wilson,
RACE PHONE, 801-942-3498 e-mail Edski1@inconnect.com
RACE ADDRESS: 2448 E. Campus Dr., SLC, UT 84121

CITY COUNCIL STAFF REPORT

DATE: February 24, 2000
DEPARTMENT: Planning
AUTHOR: Brooks T. Robinson
TITLE: Bonanza Place
TYPE OF ITEM: Subdivision

SUMMARY RECOMMENDATIONS Conduct a public hearing, consider any public input, and approve the subdivision as conditioned and/or amended.

DESCRIPTION

A. Topic

Owners	Ralph Evans, Architect for owners
Location	East side of Bonanza Drive between Upper and Lower Iron Horse Loop
Zoning	Light Industrial (LI) and Estate (E). Sensitive Lands Overlay on the Estate portion.
Adjacent Land Uses	Fireside condos, Deer Valley lodging offices, Wintzer industrial park.
Reason for Review	Subdivisions require Planning Commission review and City Council approval.

A. Background

The property is a metes and bounds parcel located in the southeast quarter of section nine, township two south, range four east. It is irregular in shape and 2.04 acres in size and contains two zoning districts, LI and E. The property is bordered by Bonanza Drive to the west, Lower Iron Horse Loop to the north, Fireside condos and another vacant parcel to the east and vacant land to the south. Upper Iron Horse Loop, a private road, bisects the property and divides the LI zone from the Estate zone. The site is steeply sloping.

The Planning Commission denied the Master Planned Development application for this project. The City Council reversed the Planning Commission denial on appeal by the applicant and approved the MPD with design and site plan modifications on December 16, 1999. The applicant had not submitted a subdivision plat in a timely manner for a public hearing prior to the Planning Commission's denial of the project. Therefore, a separate subdivision application and public hearing is required. The Planning Commission held a public hearing and reviewed the subdivision at its regular meeting of February 9, 2000. The Planning Commission forwarded a

positive recommendation to the City Council.

B. Analysis

Staff has reviewed the proposed plat in accordance with the MPD approval and regulations regarding subdivisions. A copy of staff's correspondence with the applicant is attached (Exhibit C). One of the Conditions of Approval for the MPD was that the open space be designated as unbuildable. On the proposed plat, this would be lot 2. In addition, a plat note is required stating that the MPD approval is for 3600 square feet of net leasable area only. Any deviations from this figure will require an amendment to the MPD.

C. Department Review

This project has undergone an interdepartmental review. At such time as a final plat is required, the City Engineer and City Attorney will review the plat as to form and compliance with the Land Management Code and the MPD approval prior to recordation.

D. Notice

The property was posted and notice was mailed to property owners within 300 feet. Legal notice was also put in the Park Record. No public input has been received by the time of this report.

ALTERNATIVES

A. The City Council may approve the subdivision with the conditions stated, or modify the conditions, or

B. The City Council may deny the subdivision 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 impacts by approving this subdivision. A metes and bounds parcel will be formalized into two lots of record with platted easements.

CONSEQUENCES OF NOT TAKING THE RECOMMENDED ACTION

The parcel will remain as a metes and bounds parcel and the construction of the approved MPD building could not occur.

RECOMMENDATION

The staff recommends that the City Council approve the subdivision based on the following findings of fact, conclusions of law and conditions of approval:

Findings of Fact:

1. The subdivision project known as the Bonanza Place is located on the east side of

Bonanza Drive at Iron Horse Loop and is zoned both Light Industrial and Estate with the Sensitive Lands Overlay on the Estate portion.

2. The property is a metes and bounds parcel. The proposed subdivision consists of 2 lots.
3. A Master Planned Development for the parcel was approved by the City Council on December 16, 1999.
4. The useable office space will be no more than 3,600 square feet on one floor.
5. Parking for 18 spaces is provided under the building.
6. The building height is less than the maximum building height of 35 feet from natural grade allowed in the LI zone.
7. Front setbacks of 20 feet apply along Bonanza Drive and to the exposed building face along Upper Iron Horse Loop. The increased setback from Upper Iron Horse to the building face is a change from the proposal seen by the Planning Commission.
8. A sideyard setback of 10 feet applies along Lower Iron Horse Loop.
9. The Planning Commission reviewed the subdivision application and forwarded a positive recommendation at their regular meeting of February 9, 2000.

Conclusions of Law

1. There is good cause for this subdivision.
2. The subdivision is consistent with the Park City Land Management Code, the Bonanza Place MPD and applicable State law regarding subdivision plats.
3. Neither the public nor any person will be materially injured by the proposed subdivision.
4. Approval of the subdivision, 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 subdivision for compliance with State law, the Land Management Code, and the conditions of approval, prior to recordation of the plat.
2. All Standard Project Conditions of Approval apply to this project.
3. The recordation of a subdivision plat for the project site is required prior to the issuance of a building permit.
4. The subdivision plat will denote lot 2 as unbuildable open space.
5. A plat note stating that the MPD approval is for 3600 square feet of net leasable area only is required. Any deviations from this figure will require an amendment to the MPD.
6. The applicant will record the subdivision 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.
7. All other conditions of approval of the Bonanza Place MPD are in full force and effect.

EXHIBITS

Exhibit A - Location Map
Exhibit B - Proposed Plat
Exhibit C - Correspondence of 1/14/00
Exhibit D - MPD Conditions of Approval

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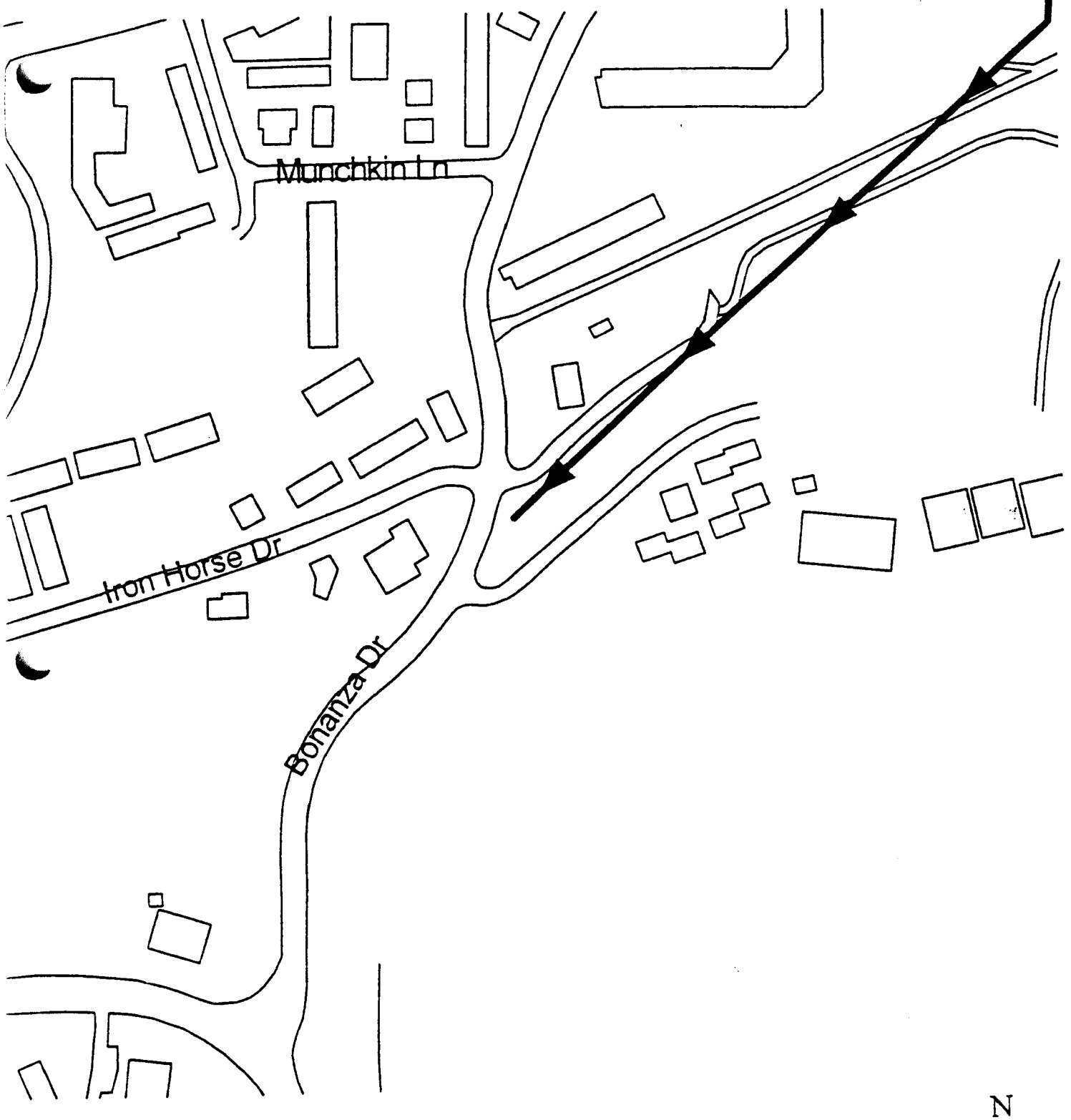
1550 Lower Iron Horse Loop



PARK CITY 1884

Exhibit A
Vicinity Map

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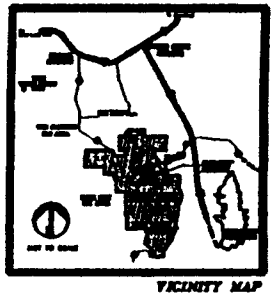
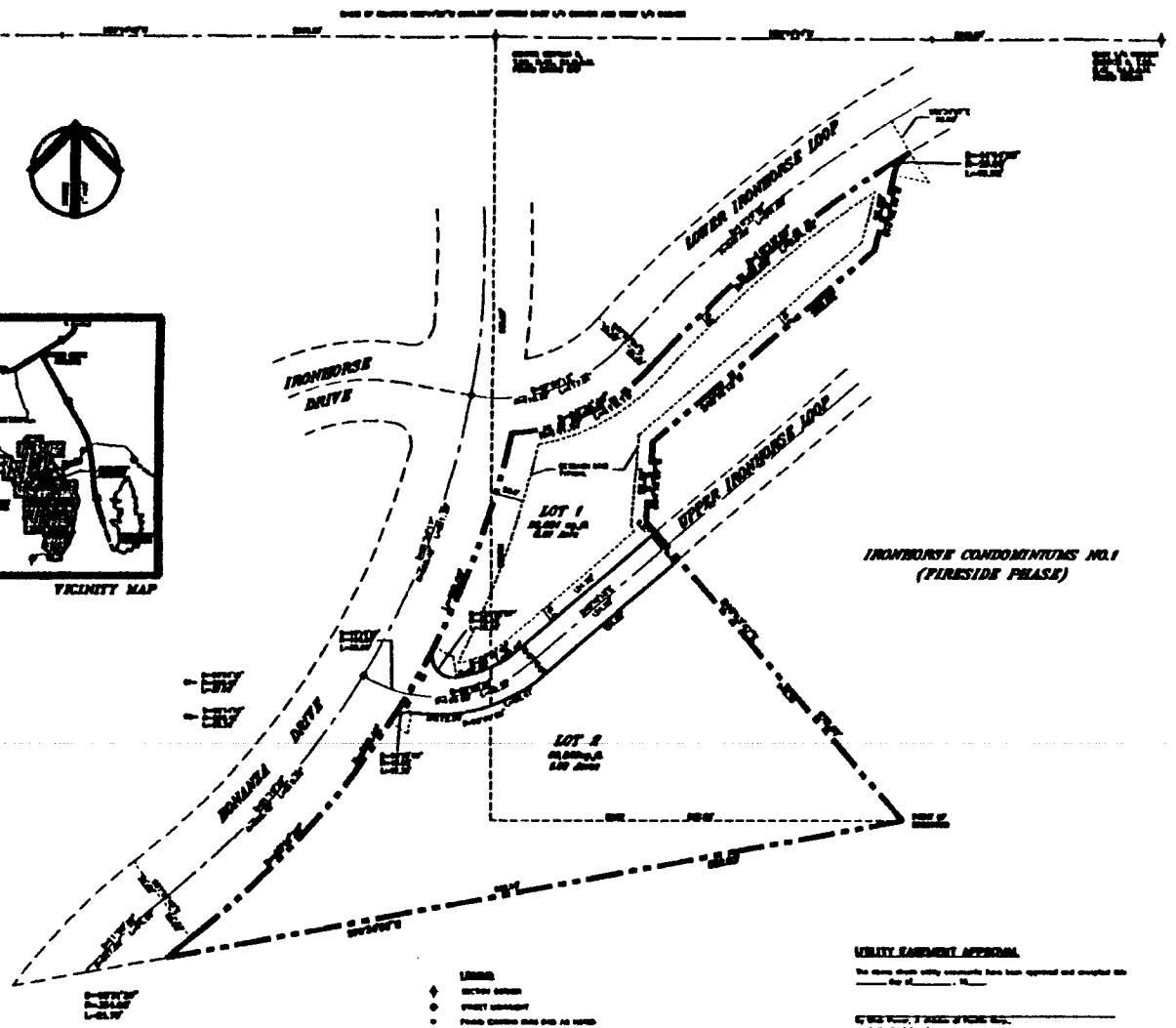
EXHIBIT B



VICINITY MAP



IRONHORSE CONDOMINIUMS NO.1
(FIRESIDE PHASE)

BONANZA PLACE
A TWO LOT SUBDIVISION
LOCATED IN THE SOUTH HALF OF SECTION 9,
TOWNSHIP 2 SOUTH, RANGE 4 EAST
SALT LAKE BASE AND MERIDIAN
PARK CITY, SUMMIT COUNTY, UTAH

CITY COUNCIL	CITY ENGINEER	CITY PLANNING COMMISSION	SEWER DISTRICT	APPROVAL AS TO FORM	RECORDED
PRESENTED TO THE PARK CITY COUNCIL THIS ____ DAY OF _____, 19__. AT WHICH TIME THIS PLAT WAS APPROVED	APPROVED AND ACCEPTED BY THE PARK CITY ENGINEERING DEPARTMENT THIS ____ DAY OF _____, 19__.	APPROVED AND ACCEPTED BY THE PARK CITY PLANNING COMMISSION ON THIS ____ DAY OF _____, 19__.	REVIEWED FOR CONFORMANCE TO SNYDERVILLE BASIN SEWER IMPROVEMENT DISTRICT STANDARDS THIS ____ DAY OF _____, 19__.	APPROVED AS TO FORM ON THIS ____ DAY OF _____, 19__.	ENTRY NO. _____ STATE OF _____ COUNTY OF _____ RECORDED AND FILED AT THE REQUEST OF: _____
_____ CITY RECORDER	_____ CITY ENGINEER	_____ CHAIRMAN	_____ S.B.S.I.D.	_____ CITY ATTORNEY	_____ COUNTY RECORDER

THE JACK JOHNSON COMPANY
1777 Sun Peak Dr. • Park City, Utah 84098
(801) 649-8999 • fax (801) 649-1639

PARK CITY
1884

Department of Community Development
Engineering • Building Inspection • Planning

January 14, 2000

Mr. Ralph Folland Evans
VIA FAX 801-485-0209

RE: Bonanza Place

Dear Mr. Evans:

The subdivision plat is scheduled for public hearing and Planning Commission review on February 9, and for City Council on February 24 (there is no meeting of the Council on 2/17). I anticipate that any discussion will center around the designation of lot 2 as open space. I have included the MPD Conditions of Approval in which Condition 5 was that the open space be designated as unbuildable. Planning and Engineering staff have the following comments for recordation of the plat:

- Current original title report. The owner's name needs to match the plat perfectly, as does the legal description.
- Upper Iron Loop will need to be delineated as a "non-exclusive public utility and access easement" on the plat.
- Delineation of the dividing line between lot 1 and lot 2.
- Plat note designating lot 2 as unbuildable open space.
- Plat note stating this MPD approval is for 3600 square feet of net leasable area only. Any deviations from this figure will require an amendment to the MPD.

Sincerely,

Brooks T. Robinson
Community Development Department

M:\CDD\BTR Planning Comm\PC99\Bonanza5.wpd

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EXHIBIT C

Analysis

Chapter 1, Section 1.13 (j), of the Land Management Code (LMC), Conditional Use Permit, Standards for Review, calls for the consideration of the following items for review:

A. **Size and Location of the Site:** The two-plus acre site is located within both the LI and Estate zones. It is of sufficient size for the proposed use. A professional office building is a conditional use in the LI zone.

B. **Traffic Considerations:** Although additional traffic will be generated on Bonanza Drive and the entrance to Lower Iron Horse Loop, these two roads are not over their capacity.

C. **Utility Capacity:** There is water, sewer, and electric capacity for this use.

D. **Emergency Vehicle Access:** Access to the garage and building is adequate.

E. **Location and Amount of Off-street Parking:** 18 parking spaces are proposed. This number allows for a building with useable floor area of 3600 square feet. Parking is under the building.

F. **Internal Circulation System:** The applicant has agreed to provide 4-foot wide sidewalks along their frontage with Upper Iron Horse and Lower Iron Horse Loop.

G. **Fencing, Screening and Landscaping to Separate Uses:** There is adequate separation from the proposed building to adjoining uses. A final landscape plan is required for the area immediately around the building and along Bonanza Drive.

H. **Building Mass, Bulk, Orientation, and the Location of Buildings on Site; Including Orientation to Adjacent Buildings or Lots:** The single building is within the height limits for the zone and has only 3600 square feet of useable office space. It is compatible is mass and scale with the neighboring residential and commercial buildings. It is oriented with a staggered front along Bonanza Drive with the entrance to the underground parking lot off of Lower Iron Horse Loop.

I. **Useable Open Space:** The MPD requires 60% of the land to be open space. The Estate portion of the site and the landscaped or undisturbed parts of the LI zone comprise over 85% of the lot. Staff recommends that the open space be platted as unbuildable.

J. **Signs and Lighting:** No signs or exterior lights are proposed at this time. A master sign plan, if applied for, will be reviewed under the provisions of the sign code. Exterior lighting will also be reviewed under the lighting ordinance a the time of building permit review.

K. **Physical Design and Compatibility with Surrounding Structures in Mass, Scale, Style, Design, and Architectural Detailing:** See "H" above. Architectural details are in keeping with the Park City Design Guidelines. The building as proposed has concrete columns, rough sawn cedar siding and trim, wood window framing, a flat roof with decorative sloping elements which conceal the rooftop mechanical equipment and add interest. These sloping elements will be a metal seam roof system, shown as dark blue in color. Actual color samples and final design details must be approved by staff prior to building permit issuance.

L. **Noise, Vibration, Odors, Steam, or Other Mechanical Factors That Might Affect People and Property off Site:** Not applicable.

EXHIBIT D

M. **Control of Delivery and Service Vehicles, Loading and Unloading Zones, and Screening of Trash Areas:** As this is a professional office building, large delivery vehicles are not anticipated. Service vehicles can load and unload from within the parking garage. A trash dumpster is located in the garage and a screening enclosure is shown. Specific details will be required at building permit stage.

N. **Expected Ownership and Management of the Project:** It is expected that the building space will be leased and ownership will remain with a single entity.

O. **Architectural and Uniform Building Code Review:** The building complies with the Park City Design Guidelines. Specific UBC requirements will be reviewed at building permit stage.

P. **Sensitive Lands Review:** The Estate portion of the site is within the Sensitive Lands Overlay Zone. No development is proposed for this area. The building in the LI zone is outside the Sensitive Lands Overlay zone.

Findings of Fact

1. The Findings in the **Analysis** section above are incorporated herein.
2. The proposed project site is located in the Light Industrial and Estate zones.
3. The property is a metes and bounds parcel.
4. The project site is characterized by a hillside significantly disturbed by previous development activities.
5. The useable office space will be no more than 3,600 square feet on one floor.
6. Parking for 18 spaces is provided under the building.
7. The building height is less than the maximum building height of 35 feet from natural grade allowed in the LI zone. The height has been reduced 9 feet from the proposal seen by the Planning Commission.
8. Front setbacks of 20 feet apply along Bonanza Drive and to the exposed building face along Upper Iron Horse Loop. The increased setback from Upper Iron Horse to the building face is a change from the proposal seen by the Planning Commission.
9. A sideyard setback of 10 feet applies along Lower Iron Horse Loop.

Conclusions of Law

1. The application is consistent with requirements of the Land Management Code, specifically Chapter 1.13, Chapter 10, and Chapter 13.
2. The use is consistent with the Park City General Plan.
3. The use is compatible with surrounding structures in use, scale, mass, and circulation.
4. The effects of any differences in use and scale have been mitigated through careful planning.

Conditions of Approval: The appeal is hereby granted and the project is approved subject to the following:

1. All Standard Project Conditions of Approval apply to this project.
2. A Construction Management Plan (CMP) will be submitted to and approved by the

Community Development Department prior to the issuance of any building permits. The plan will address staging, material storage, construction time lines, special signs, parking, fencing, vegetation protection, and any other construction related details to the satisfaction of the Community Development Department.

3. Building materials color samples, final design details, a lighting plan including pedestrian lights along the sidewalks, a master sign plan, and landscape plan must be approved by staff prior to building permit issuance.
4. The approval and recordation of a subdivision plat for the project site is required prior to the issuance of a building permit.
5. The subdivision plat will denote the open space as unbuildable.
6. This MPD approval is for 3600 square feet of net leasable area only. Any deviations from this figure will require an amendment to the MPD.
7. Approval is granted based on the plans dated 11/20/99.

Ordinance No. 20-

AN ORDINANCE APPROVING A TWO LOT SUBDIVISION PLAT FOR 1550 LOWER IRON HORSE LOOP, PARK CITY, UTAH.

WHEREAS, the owners of the metes and bounds parcel located at 1550 Lower Iron Horse Loop have petitioned the City Council for approval of a 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 February 9, 2000, to receive input on the proposed subdivision plat;

WHEREAS, the Planning Commission, on February 9, 2000, forwarded a positive recommendation to the City Council; and,

WHEREAS, on February 24, 2000, the City Council held a public hearing to receive input on the proposed plat amendment; and

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

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

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

Findings of Fact:

1. The subdivision project known as the Bonanza Place is located on the east side of Bonanza Drive at Iron Horse Loop and is zoned both Light Industrial and Estate with the Sensitive Lands Overlay on the Estate portion.
2. The property is a metes and bounds parcel. The proposed subdivision consists of 2 lots.
3. A Master Planned Development for the parcel was approved by the City Council on December 16, 1999.
4. The useable office space will be no more than 3,600 square feet on one floor.
5. Parking for 18 spaces is provided under the building.
6. The building height is less than the maximum building height of 35 feet from natural grade allowed in the LI zone.
7. Front setbacks of 20 feet apply along Bonanza Drive and to the exposed building face along Upper Iron Horse Loop. The increased setback from Upper Iron Horse to the

building face is a change from the proposal seen by the Planning Commission.
8. A sideyard setback of 10 feet applies along Lower Iron Horse Loop.
9. The Planning Commission reviewed the subdivision application and forwarded a positive recommendation at their regular meeting of February 9, 2000.

Conclusions of Law

1. There is good cause for this subdivision.
2. The subdivision is consistent with the Park City Land Management Code, the Bonanza Place MPD and applicable State law regarding subdivision plats.
3. Neither the public nor any person will be materially injured by the proposed subdivision.
4. Approval of the subdivision, 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 subdivision for compliance with State law, the Land Management Code, and the conditions of approval, prior to recordation of the plat.
2. All Standard Project Conditions of Approval apply to this project.
3. The recordation of a subdivision plat for the project site is required prior to the issuance of a building permit.
4. The subdivision plat will denote lot 2 as unbuildable open space.
5. A plat note stating that the MPD approval is for 3600 square feet of net leasable area only is required. Any deviations from this figure will require an amendment to the MPD.
6. The applicant will record the subdivision 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.
7. All other conditions of approval of the Bonanza Place MPD are in full force and effect.

SECTION 2. EFFECTIVE DATE. This Ordinance shall take effect upon publication.

PASSED AND ADOPTED this 24th day of February, 2000 .

PARK CITY MUNICIPAL CORPORATION

_____

Bradley A. Olch, MAYOR

ATTEST:

_____

Jan Scott, City Recorder

APPROVED AS TO FORM:

_____

Mark Harrington, City Attorney

EXHIBIT A

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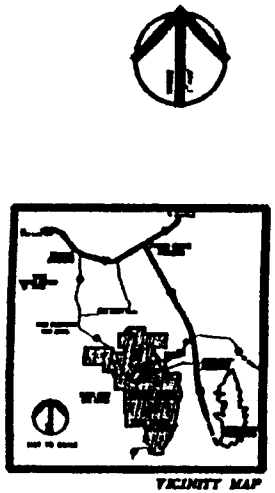

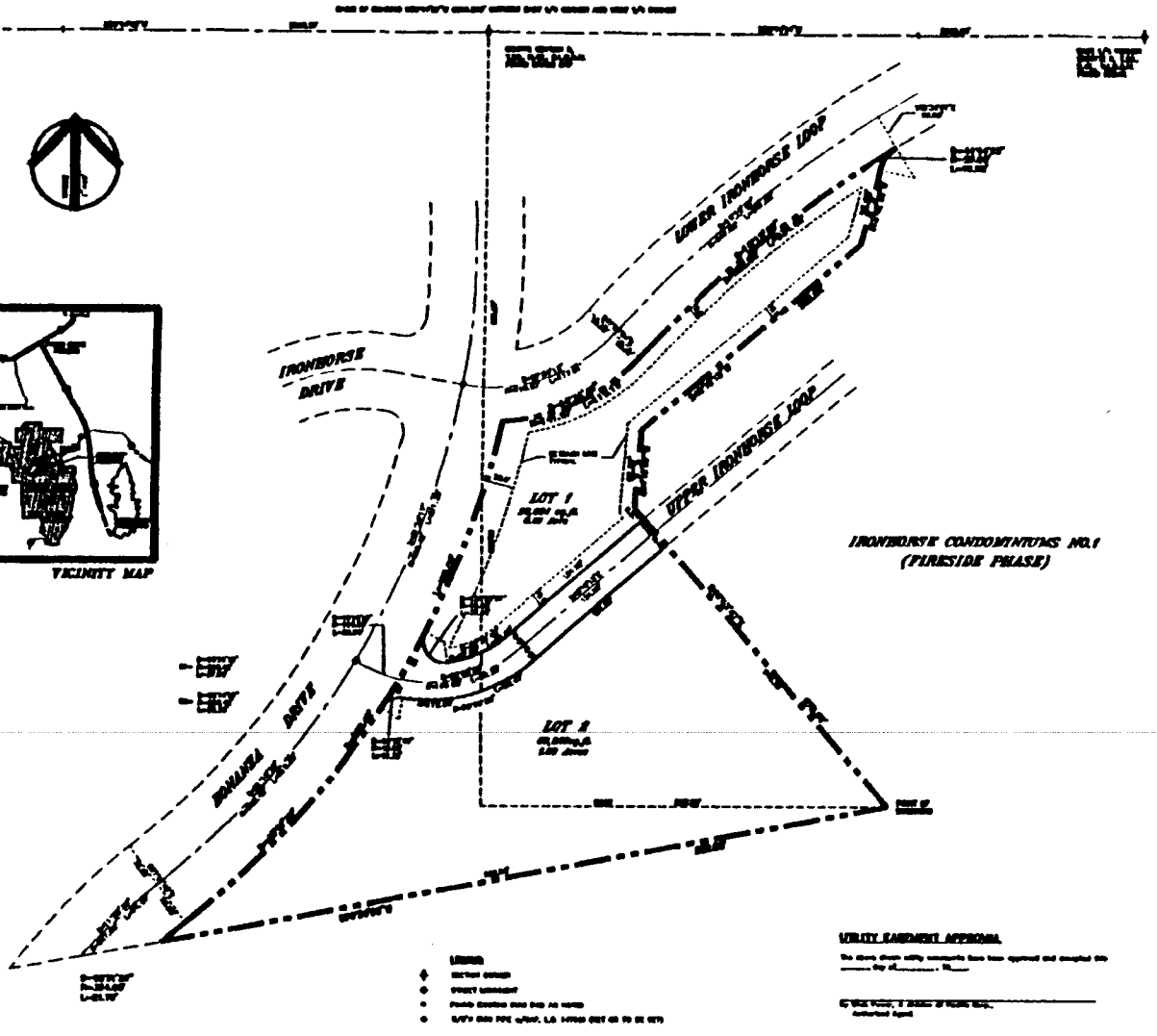

UTILITY EASEMENT APPROVAL

BONANZA PLACE
A TWO LOT SUBDIVISION

LOCATED IN THE SOUTH HALF OF SECTION 9, TOWNSHIP 2 SOUTH, RANGE 4 EAST SALT LAKE BASE AND MERIDIAN PARK CITY, SUMMIT COUNTY, UTAH

CITY COUNCIL	CITY ENGINEER	CITY PLANNING COMMISSION	SEWER DISTRICT	APPROVAL AS TO FORM	RECORDED
PRESENTED TO THE PARK CITY COUNCIL THIS ____ DAY OF _____, 19__. AT WHICH TIME THIS PLAT WAS APPROVED.	APPROVED AND ACCEPTED BY THE PARK CITY ENGINEERING DEPARTMENT ON THIS ____ DAY OF _____, 19__.	APPROVED AND ACCEPTED BY THE PARK CITY PLANNING COMMISSION ON THIS ____ DAY OF _____, 19__.	REVIEWED FOR CONFORMANCE TO SNYDERVILLE BASIN SEWER IMPROVEMENT DISTRICT STANDARDS THIS ____ DAY OF _____, 19__.	APPROVED AS TO FORM ON THIS ____ DAY OF _____, 19__.	ENTRY NO. _____ STATE OF _____ COUNTY OF _____ RECORDED AND FILED AT THE REQUEST OF: _____
MAYOR	CITY ENGINEER	CHAIRMAN	ENGR.	CITY ATTORNEY	COUNTY RECORDER
CITY RECORDER					

THE JACK JOHNSON COMPANY

1777 Sun Peak Dr. • Park City Utah 84098
(801) 649-8999 • fax (801) 649-1820

DATE: February 18, 2000
DEPARTMENT: Olympic Services
AUTHOR: Frank Bell
TITLE: Approve Memorandum of Understanding
TYPE OF ITEM: Legislative

SUMMARY RECOMMENDATIONS: Authorize the Mayor to execute the Memorandum of Understanding (MOU) between Olympic venue communities, the Utah Olympic Public Safety Command (UOPSC), the Salt Lake Organizing Committee (SLOC), and the State of Utah recommending the repeal of the 1998 law levying a sales tax on Olympic ticket sales and creation of a state managed escrow account with "in lieu" funds to help mitigate public safety costs associated with the 2002 Winter Olympics.

DESCRIPTION: Attached to this report is an MOU developed in cooperation with the various Olympic venue communities, UOPSC, the State of Utah, and SLOC. It is the result of negotiations that began in January when SLOC proposed to create an escrow account earmarked to help offset Olympic public safety costs in return for legislative repeal of the sales tax levied against Olympic ticket sales. The escrow account would contain a minimum of $13 million of "in lieu" revenues paid by SLOC plus $4 million additional revenue already in SLOC's budget. This document spells out understandings and political agreements rather than contractual relationships or specific operational protocol.

The political process involved several meetings with the venue communities (Park City was represented by Mayor Olch, council member Bodell, and Frank Bell), SLOC, the Utah Department of Public Safety, representatives of the Governor's Office, and legislative leadership. The Utah League of Cities and Towns (Park City was represented by council member Kerr and Tom Bakaly) and the Utah Association of Counties also participated in development of final language, and considerations of support.

The MOU was requested by legislative leadership to document the understandings between participating entities assuming the legislature votes to repeal the Olympic ticket sales tax. The legislators leading this initiative feel that this issue requires more than a "gentleman's agreement", but also understand that venue communities have not completed individual negotiations with SLOC, and the public safety planners are still finalizing resource needs and fiscal implications. In short, the MOU helps solidify understandings, roles, and responsibilities, and establishes a source of funding for the state mandated Utah Olympic Public Safety Command (UOPSC) with SLOC revenue that would have otherwise been paid to the state as sales taxes.

BACKGROUND: Park City has been participating with other Utah Olympic public safety planners since 1995. In 1998, the legislature created UOPSC under the joint management of the Utah Department of Public Safety, cities and counties with competition venues, several other state and federal public safety agencies, and SLOC. However, no funding was provided. UOPSC has since been operating on the contributions (staff time) of participating agencies and about $4 million in planning grants from the US Justice Department.

While the planning for Olympic public safety services has moved steadily toward completion, the question of financing has been a growing concern. Most local jurisdictions have now completed budgets totaling more than $25 million for police, fire, emergency medical, and certain public works services. With less than two years to the Games, identification of public safety financing mechanisms is becoming critical.

The federal government is an important resource in the public safety effort. However, no one expects the federal government to provide all public safety resources. In order to receive federal resources, a balanced approach demonstrating local and state participation is necessary. The MOU and local budgets can be used to help document our participation to federal agencies and Congress.

ALTERNATIVES: It is generally not our intent to bring proposals to the Council without meaningful alternatives. However, the requested resolution has few. The MOU has been negotiated with a number of other entities, thus changes in language or intent will require their approval. The MOU is also necessary to obtain legislative support for the repeal of the ticket tax and SLOC's contribution to the public safety escrow account. Time remaining in the current legislative session is short. Our ability to significantly change the MOU or propose alternative strategies is very limited.

A. **Approve the Request:** Should the council approve the MOU, and assuming councils and commissions in other venue communities approve, legislation will be forthcoming to repeal the Olympic ticket tax, create a public safety escrow account of at least 17 million dollars between now and Games time with SLOC revenue, and the negotiation process for individual service agreements with SLOC will continue with some of the public safety funding questions resolved.

B. **Deny the Request:** Council could deny approval of the MOU. Since we are, by law, a member of UOPSC and are thus prevented from negotiating independently for public safety services, and the legislature has insisted that venue communities demonstrate a united approach, the consequences of denial are uncertain: the legislation could go forward based on broad but not unanimous support from venue cities; or the legislation could go die for lack of venue city support or other reasons.

C. **Continue the Item:** The time frames are being driven by the legislative session and state and federal budget cycles. There are no more regularly scheduled council meetings prior to legislative adjournment. Continuing the matter will have essentially the same effect as a denial.

D. **Provide Conditional Approval:** Minor language changes could probably be negotiated so

long as the Council provides conceptual approval to the conditions of the MOU.

E. Do Nothing: Same as denial.

SIGNIFICANT IMPACTS: Adoption of the MOU and related legislation should provide $17 million in public safety funding and help secure additional federal assistance for public safety. The MOU should not significantly alter our negotiations with SLOC on non public safety issues.

CONSEQUENCES OF NOT TAKING THE RECOMMENDED ACTION: The MOU and related legislation are not within the City's control. Failure of the City to approve the MOU, could, but may not, affect the legislation.

RECOMMENDATION: Authorize the Mayor to execute the Memorandum of Understanding (MOU) between Olympic venue communities, the Utah Olympic Public Safety Command (UOPSC), the Salt Lake Organizing Committee (SLOC), and the State of Utah recommending the repeal of the 1998 law levying a sales tax on Olympic ticket sales and creation of a state managed escrow account with "in lieu" funds to help mitigate public safety costs associated with the 2002 Winter Olympics.

Memorandum of Understanding

This Memorandum of Understanding ("MOU") is entered into as of this ___ day of February, 2000, among the Salt Lake Organizing Committee for the Olympic Winter Games of 2002 ("SLOC"), the state of Utah, the Utah Olympic Public Safety Command ("UOPSC") and the cities and counties listed on the signature page hereof (the "Venue Communities").

Background

A. SLOC has been formed to plan and conduct the Games and the Paralympics.

B. Each of the Venue Communities will host a competition and/or non-competition venue for the Games and/or the Paralympics and, in connection therewith, will incur certain costs in providing Public Safety Services and Other Services.

C. The parties to this MOU wish to confirm their agreements in principle regarding planning and payment of Public Safety Services and Other Services.

Understanding

The parties hereby agree as follows:

1. Definitions.

(a) "Base Costs" means the salaries (not including overtime) and benefits of personnel providing Public Safety Services, together with their existing equipment and related overhead.

(b) "Games" means the XIX Olympic Winter Games, to be held in and around Salt Lake City, Utah in February 2002.

(c) "Indemnification Agreement" means the Agreement, dated May 14, 1991, among the state of Utah, the Utah Sports Authority, Salt Lake City Corporation and SLOC, in which the state, the Utah Sports Authority and SLOC agreed to indemnify Salt Lake City against certain liabilities and expenses incurred by the City as a result of the City's having signed the Host City Contract for the Games.

(d) "Other Services" means

(i) government services, other than Public Safety Services, provided by the state of Utah, Venue Communities and other Utah cities, counties and government agencies at the request of SLOC in connection with the Games and the Paralympics, as more particularly described in paragraph 7 of this MOU;

(ii) services required to be provided by Salt Lake City pursuant to the Host City Agreement between Salt Lake City, the International Olympic Committee and the United States Olympic Committee; and

(iii) services necessitated by the Games and required by law.

(e) "Paralympics" means the VIII Paralympic Winter Games, to be held in and around Salt Lake City, Utah in March 2002.

(f) "Public Safety Plan" means the written plan for Public Safety Services directly related to the Games and the Paralympics to be developed by UOPSC in accordance with UCA ' 53-12-202 and paragraph 2 of this MOU.

(g) "Public Safety Budge" means the comprehensive budget for Public Safety Services directly related to the Games to be developed by UOPSC under paragraph 2 of this MOU.

(h) "Public Safety Service Escrow" means an escrow account with the Utah State Treasurer, as more fully described in paragraph 4 of this MOU.

(i) "Public Safety Services" means the law enforcement and public safety services to be provided by the state of Utah, Venue Communities and other Utah cities, counties and governmental agencies in connection with the Games and the Paralympics, as provided in the Public Safety Plan.

(j) "UOPSC" means the Utah Olympic Public Safety Command, which was formed pursuant to UCA ' 53-12-101, *et. seq.*

(k) "Venues" means SLOC's competition and non-competition venues and official park-and-ride lots for the Games and the Paralympics.

2. Public Safety Plan and Budget.

(a) In consultation with state and local public safety agencies and SLOC, UOPSC will establish the Public Safety Plan and the Public Safety Budget.

(b) The Public Safety Plan will include all elements of Public Safety Services, including (i) Public Safety services provided inside of Venues (*i.e.*, at or inside the perimeter of Venues), (ii) Public Safety Services provided outside the Venues, and (iii) appropriate training of law enforcement and public safety personnel relating to the provision of Public Safety Services.

(c) The Public Safety Plan will include all law enforcement and public safety personnel (whether employed by a Venue Community or other Utah counties, cities or government agencies) utilized in the performance of the Public Safety Plan.

(d) The parties to this MOU acknowledge the importance of providing appropriate levels of Public Safety Services. The parties also acknowledge that the resources available to pay for Public Safety Services are limited. The parties will work together in good faith both to minimize the costs of such services while planning and providing appropriate Public Safety Services. UOPSC will have ultimate authority to approve the level of Public Safety Services to be included in the Public Safety Plan; provided, however, that the delivery of Public Safety Services shall not, without the express consent of the employing Venue Community, require more than 40% of any such Venue Community's available public safety personnel and equipment. The Plan shall accommodate the existing requirements for public safety services unrelated to the Games and the Paralympics.

(e) The parties acknowledge that UOPSC has to date received $4 million from the federal government to pay the costs of developing the Public Safety Plan and the Public Safety Budget.

(f) UOPSC will exercise its best efforts to develop and implement the Public Safety Plan at a cost not to exceed the total of (i) the amount of the Public Safety Services Escrow, plus (ii) the amount of support obtained from the federal government, and (iii) costs paid by SLOC as described in paragraph 5 of this MOU.

(g) As required by UCA ' 53-12-202, SLOC will enter into a contract with UOPSC for the Public Safety Services required for the Games. ~~The funds in the Public Safety Services Escrow will be released as provided in that contract.~~

3. Federal Funding.

(a) The parties acknowledge the need to obtain funding from the federal government to pay an appropriate portion of the costs of both Public Safety Services and Other Services required in connection with the Games and the Paralympics.

(b) The parties also acknowledge that requests for federal funding for matters not directly related to the Games and the Paralympics are inappropriate.

(c) SLOC will coordinate all efforts to secure federal assistance and funding for Public Safety Services, preparation and implementation of the Public Safety Plan, public safety planning by Venue Communities, and Other Services.

(d) All Venue Communities and UOPSC will cooperate with this coordination effort.

4. Public Safety Services Escrow.

(a) The parties acknowledge that in 1998 the state of Utah imposed sales tax on tickets sold by SLOC. If the state repeals this sales tax on SLOC tickets (UCA ' 59-12-104(9)(b)(ii)), SLOC will deposit into the Public Safety Services Escrow with the Utah State Treasurer, as SLOC sells tickets to Games and Paralympic events, an amount equal to ~~6.~~ %6.35 percent of the actual purchase price for those tickets. SLOC will guarantee that this amount will total not less than $13 million, and will deposit the amount of any shortfall into the Public Safety Services Escrow by February 1, 2002.

(b) Interest earned on the funds in the Public Safety Services Escrow will inure to the Escrow. The parties estimate this interest will total at least $2 million.

(c) The Public Safety Commander (as established by the State Olympic Public Safety Command Act) will administer the Public Safety Services Escrow as provided in this MOU and the services agreement with SLOC referenced in paragraph 2(g) of this MOU.

5. SLOC's Operational Plans. The parties acknowledge that SLOC's operational plans include elements of perimeter control, crowd control and public safety and law enforcement at the perimeter of and inside Venues, and that SLOC and UOPSC are working to integrate SLOC's operational plans with the Public Safety Plan. The parties also acknowledge that elements of SLOC's operational plans are eligible for traditional federal support and, therefore, will be requested from the federal government by UOPSC. SLOC will pay the remaining costs of planning and implementing its operational plans.

6. Payment of Public Safety Costs.

(a) Each Venue Community and non-venue community shall contribute the Base Costs of their respective personnel participating in the Public Safety Plan.

(b) UOPSC will use funds appropriated or otherwise provided by the federal government and the funds in the Public Safety Service Escrow to reimburse the costs beyond Base Costs that are incurred by Venue Communities and non-venue communities under the Public Safety Plan. Such costs shall include the overtime costs, if any, of public safety personnel not participating in the Public Safety Plan, incurred in order to maintain adequate levels of public safety as a result of the absence of public safety personnel participating in the Public Safety Plan.

(c) SLOC will assume responsibility for the net cost of Public Safety Services (*i.e.*, costs beyond Base Costs) to the extent such costs (i) relate to Public Safety Services contemplated by the Public Safety Plan, (ii) are included in the Public Safety Budget, and (iii) are not covered by funds in the Public Safety Services Escrow or by funds, services or equipment provided by the federal government, as verified by the Public Safety Commander within 60 days of the conclusion of the Games and the Paralympics.

7. **Payment of Other Costs.**

(a) SLOC will pay customary permitting, licensing, inspection fees, taxes and charges relating to SLOC's operations and activities, including locally imposed innkeeper or transient room taxes as authorized by state law.

(b) SLOC will pay for services that it requests from Venue Communities or other communities in Utah (such as snow removal and solid waste removal) at a rate to be established by SLOC and each Venue Community in services agreements to be negotiated.

(c) To the extent that the funds in the Public Safety Services Escrow exceed the costs of Public Safety Services outside Venues, net of funds, services and equipment provided by the federal government, the Public Safety Commander will make use such funds to reimburse Base Costs on a pro-rata basis.

(d) ~~SLOC has budgeted $2 million to pay the costs described in paragraph 7(b) of this MOU.~~ To the extent that the costs paid by SLOC under paragraph 7(b) are less than $2 million, SLOC will deposit any such surplus into the Public Safety Services Escrow to reimburse Base Costs as provided in paragraph 7(c).

(e) Venues communities will use best efforts to minimize the costs of Other Services.

(f) SLOC will treat all Venue Communities and non-venue communities consistently.

8. **Indemnification Agreement.** If the state repeals the sales tax on SLOC tickets described in paragraph 4(a) of this MOU, and as consideration for the agreement by SLOC to make the payments described in paragraphs 5 and 7 of this MOU, Salt Lake City will waive any claim against the state of Utah for indemnification for the costs of Public Safety Services.

9. **Conditions to this MOU.**

(a) The agreements and understandings in this MOU are conditioned upon and subject to the state repealing the sales tax on SLOC tickets described in paragraph 4(a) of this MOU.

(b) Any payments to a Venue Community pursuant to this MOU are conditioned upon and subject to Venue Communities conforming their ordinances, rules and regulations to the terms of this MOU or waiving any inconsistent provisions.

10. Service Agreements. The parties may ~~shall~~ enter into service agreements that will incorporate certain of the terms and conditions hereof.

IN WITNESS WHEREOF, the parties have executed this MOU as of the date first written above.

SALT LAKE ORGANIZING COMMITTEE FOR
THE OLYMPIC WINTER GAMES OF 2002

By:_____
President

SALT LAKE CITY CORPORATION

By:_____
Mayor

Attest:

By:_____
City Recorder

Approved as to form and legality:

By:_____
City Attorney

[State, UOPSC and other Venue Communities signature blocks to follow]