

**PARK CITY COUNCIL MEETING
SUMMIT COUNTY, UTAH
JANUARY 13, 2011**

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, January 13, 2011.

Closed Session

3:00 p.m. Litigation and property

Work Session

4:00 p.m.	Council questions/comments	
4:10 p.m.	Legislative update	No report
4:20 p.m.	4 th Quarter Goals	P. 5 - 7
4:40 p.m.	BFO discussion	No report
5:20 p.m.	Debrief of Bonanza Road construction – <i>lessons learned</i>	P. 18 - 29
5:50 p.m.	Break	

Regular Meeting

6:00 p.m.

I ROLL CALL

II COMMUNICATIONS AND DISCLOSURES FROM COUNCIL AND STAFF

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

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

1. Consideration of a quit claim deed of a 816 square foot parcel of City owned land located on McHenry Avenue to Helen and Matt Alvarez P. 30 - 39

2. Consideration of reimbursement to Rocky Mountain Power (RMP), Inc for electric utility line relocations related to the construction of Phase 2 for Bonanza Drive in the amount of \$11,048 P. 40 - 45

3. Consideration of reimbursement to Rocky Mountain Power (RMP), Inc for electric utility line relocations related to the construction of Phase 2 for Bonanza Drive in the amount of \$26,095 P. 46 - 50

4. Consideration of a service provider agreement with Horrock’s Engineering, Inc., for the Comstock/Sidewinder Pathway project in the amount of \$136,504 in a form approved by the City Attorney P. 51 - 56

V OLD BUSINESS (Continued Items)

Consideration of an Ordinance amending Title 6, Chapter 3, Noise and Title 9, Chapter 8, Deliveries & Short-Term Use of the Municipal Code of Park City, Utah P. 57 - 65

- (a) Public hearing
- (b) Action

VI ADDITIONAL DISCUSSION – AGENDA ITEMS

VII ADJOURNMENT

A majority of City Council members may meet socially after the meeting. If so, the location will be announced by the Mayor. City business will not be conducted.

Pursuant to the Americans with Disabilities Act, individuals needing special accommodations during the meeting should notify the City Recorder at 435-615-5007 at least 24 hours prior to the meeting.

**PARK CITY COUNCIL MEETING
SUMMIT COUNTY, UTAH
JANUARY 20, 2011**

PUBLIC NOTICE IS HEREBY GIVEN that the City Council of Park City, Utah will **not** hold its regularly scheduled meeting on Thursday, January 20, 2011.

Posted: 01/10/11
See www.parkcity.org

Note: This future meeting schedule is TENTATIVE and subject to change.
PARK CITY COUNCIL TENTATIVE MEETING SCHEDULE

January 2011

- 13 **Liza gone**
- 20 **No meeting – Sundance premiere**
- 27 Donations policy
Addendums to facility leases extending terms – Library and Education Center and
Miners Hospital
Award of contract for Marsac Building public art
LMC Amendments (continued from 01/06)

February 2011

- 3-4 *Visioning Session*
- 3 **No meeting**
- 10 Legislative update
Monthly budget update
1440 Empire Avenue CUP Appeal (tentative)
- 17 Legislative update
Recreation Center update
Taxi ordinance – work, public hearing, action
- 24 **No meeting**

March 2011

- 3
- 10
- 17
- 24
- 31

April 2011

- 7
- 14
- 21
- 28

May 2011

- 5
- 12
- 19
- 26

Pending Items:

Board and commission training
Review of two year special event policy
U S Postal Service gang boxes in Old Town – MC

MEMO



Executive Department

To: City Council
From: Tom Bakaly, City Manager
Subject: City Council Goals and Targets for Action Update
4th Quarter (Oct. – Dec. 2010)
Date: January 13, 2011

On January 13, 2011, we have scheduled time in work session for City Council to review Staff progress on City Council Goals for the 4th Quarter (October through December) 2010.

Approximately eight years ago, Staff began providing Council with quarterly goals updates as a vehicle for reporting progress related to goals and targets for action that Council identifies at their annual visioning sessions. Staff created this report to provide a link between Council's direction and Staff's progress in accomplishing the specific tasks identified as Council priorities for the year. The Quarterly Goals Report is not a comprehensive list of all programs and activities. Although not listed as Council Goals, Staff added reports on Neighborhood and Business District Needs Assessment in order to keep Council informed about progress on those programs.

In creating the report, Staff assigned "target dates" for each of the actions. These dates are chosen as working dates for each project and not as hard deadlines since many of the actions require coordination with outside agencies. Target dates are also revised based upon council direction, availability of staff and financial resources, regulatory review processes and/or other unplanned pressing matters that arise.

Staff continues to use a system of one-word summaries: **complete** - project is complete; **in progress/in process** - on target for revised or initial date; **pending** - project may not meet time lines depending on action by entities outside the City. Completed items remain on the report through year-end. All updates are **bold**. In addition, Staff recently added a comment section to explain revisions to target dates. Staff also tentatively adds new action items based upon individual input from Council members, the Mayor and Staff. Those items are in bold and need to be affirmed by Council. At the end of each year, all **completed** items are removed from the report.

2010 Park City Council Goals & Targets for Action (October - December 2010)

Top Priority

Goal 1 Preservation of Park City Character

Target for Action / Actions / Staff Coordinator	Initial Target Date	Revised Target Date	Status	Comments
1. Old Town Improvements - Jonathan Weidenhamer and Dave Gustafson Downtown Projects HPCA Infrastructure Committee Study (includes streetscape and attractions)				
1. Pocket Park/Historical Wall Renovation • Temporary Landscaping	Mar-11		Pending	Staff working with HPCA & consultant to identify HPCA project priorities
2. Town Plaza/Swede Alley	Aug-10	Jun-11	Pending	Project scope pending policy input - Historic Park City Alliance & Council
3. Last Phase of Downtown Improvements (streetscape, sidewalks, pedestrian connections, etc.)	Aug-10	Jun-11	Pending	Work out maintenance and costs with HOA - annual meeting in April.
	Oct-12		Pending	
	Ongoing		Ongoing	Swede Alley reconstruction and sidewalk planned for 2013
2. Affordable Housing - Phyllis Robinson 1. Snow Creek Affordable Housing • Lottery & Selection • Occupancy 2. Affordable Housing Resolution Update 3. Monitor Developer Obligations & Compliance				
	Apr-10		Complete	
	May-10	Nov-10	Complete	Final unit closed 12/30/10
	Jul-09	Apr-11	Pending	Draft revisions to resolution in progress. Deferred until new Census data is available and Housing Demand Study is updated.
	Oct-10		Complete	2010 Compliance complete
3. Trash and Recycling - Diane Foster/Michael Kovacs 1. Work with County Solid Waste Team to represent the City's interest in discussion of future recycling & solid waste solutions 2. Support HPCA Recycling Program Efforts (recycling contract completed) 3. Discussion on recycling facility relocation				
	In Progress		In Progress	Foster participating in bi-weekly meetings with County Solid Waste Team (Jasper, Lewis, Blonquist, Koehler) & Recycle Utah's Executive Director
	Ongoing		In Progress	Poulson representing City on HPCA's Solid Waste & Recycling Task Force
	Dec-12	Dec-12	In Progress	Kovacs, Foster and Eddington working on this in conjunction with Weidenhamer. Discussions just began in Dec 2010.
4. Environmental Initiatives - Diane Foster 1. Environmental Heroes Awards 2. Update to Environmental Strategic Plan 3. Install 19kw photovoltaic array on City Hall 4. Launch internal revolving loan fund and finance CO2 emissions reduction projects at the City 5. Develop and implement community CO2 emission and water consumption reduction program in conjunction with partners - community outreach or rebate program for residential and Green Businesses program for commercial properties 6. WAVE Project/Electric Trolley in partnership with USU				
	Jul-10	Dec-10	Complete	Completed. Website has form for public to make submissions/nominations.
	Aug-10		Bi-Annual	Completed Aug 2010
	Dec-10		Complete	Installation completed. DOE inspection successful
	Dec-10		In Progress	Council approved fund on July 29, 2010
	Aug-09	Mar-11	In Progress	Website development required for Green Biz program, anticipate launch in spring/summer 2011.
	Dec-11		In Progress	
5. Historic Preservation - Thomas Eddington 1. Planning Department to work with HPB to clarify their role and Joint Meeting with Council 2. Create a plan for 1450/1460 Park Avenue 3. LMC Amendments for Sustainability 4. Clean up miscellaneous Historic Preservation Issues 5. Assessment of National Historic District - Main Street Designation				
	Jul-10	Feb-11	In Progress	At request of City Council, Planning held joint CC/HPB meeting. HPB and Planning working to implement recommendations. Follow-up meeting scheduled Feb 2011.
	Aug-10	Feb-11	In Progress	Project scope and contract approved and begun in September.
	Jun-10	Apr-11	In Progress	Planning is working through LMC amendments relative to architecture. Will try to partner with Sustainability in early 2011
	Aug-10	Jun-11	In Progress	In progress; Preservation Solutions assisting
	Aug-10	Jun-11	In Progress	Project scope/contract approved - research and analysis underway.
6. Senior Issues - Rhoda Stauffer 1. InterAgency Working Group & Strategies				
	Sep-10	Apr-11	In Progress	Initial target date was for group formation. Group is formed and meets monthly. Revised target date is for draft strategic plan on senior services.

Target for Action / Actions / Staff Coordinator	Initial Target Date	Revised Target Date	Status	Comments
7. Park City Heights Joint Venture - Phyllis Robinson				
1. Annexation - City Council Determination	Apr-10	Jul-10	Complete	
2. Status update with Council - prior to initiating MPD process	Sep-10		Complete	
3. Master Planned Development (MPD) for site	Jun-10	Mar-11	In Progress	Pre-MPD completed. June 2010 date was for initiating MPD process with Planning Commission. Revised date is anticipated approval date.
8. Lower Park Avenue Property Redevelopment - Jonathan Weidenhamer, Michael Kovacs				
1. Adopt plan for City-owned Land in Lower Park Avenue RDA	Feb-11		In Process	Adopt implementation plan for City-owned property in Lower Park Avenue RDA. Reaffirm broader plan for entire RDA District.
2. Market Analysis and Carrying Capacity Study				
• Council Update	May-10	Dec-10	Complete	Metrics identified.
• Completion	Mar-11	Apr-11	In Progress	
3. Identify potential components and tax increment	Feb-10	Dec-10	In Progress	Projects identified. Identifying tax increment.
4. Extend Development Agency	Apr-10	Feb-11	Pending	Return to Council for direction
5. Implementation				
a. Elliott Workgroup workforce housing first phase	May-10	Apr-11	Pending	Return to Council for direction
b. City Property	Ongoing			Community Center, Housing, Transportation Goals
c. PCMR	Ongoing			
9. General Plan Update - Thomas Eddington				
1. Work with Sustainability on the PC Heights Annexation	Apr-10		Complete	
2. Work with Sustainability on PC Heights MPD	Jun-10	Mar-11	In Progress	Pre-MPD completed. June 2010 date was for initiating MPD process with Planning Commission. Revised date is anticipated approval date.
3. Data collection, analysis, meetings with Planning Commission, recommendations and complete plan preparation	Dec-11	Mar-12	In Progress	
10. Bonanza Park Plan - Michael Kovacs, Jonathan Weidenhamer, Thomas Eddington				
1. Change General Plan section name to Bonanza Park	Feb-10	May-10	Complete	
2. Launch private/public meetings and concept discussions	Feb-10		Complete	
3. Promote/discuss advantages of new General Plan concept (Bonanza Park, form-based coding, etc.) with Council	Jun-10		Complete	
4. Identify transportation corridors as part of General Plan Transportation Element	Dec-10	May-11	In Progress	Transportation Master Plan will include a model that can test actual redevelopment planning concepts as they are developed.
5. Examine ability for new anchor tenant	Feb-10	Jul-11	In Progress	Exploring options. Research on Dave & Busters needs to be completed.
6. Examine ability to do event venue, convention area, and permanent Sundance area	Sep-10	Dec-11	In Progress	City and Chamber to pursue feasibility analysis, using stakeholder to identify needs, goals and components.
7. Concept planning and Bonanza park functional priorities - talk to power company	Dec-10	Dec-11	In Progress	Discussions continue with team, property owner, and Rocky Mountain Power, but are beginning to narrow and are rising to a higher level of importance.
8. Adoption of new General Plan section on Bonanza Park Redevelopment				
• Planning Commission	Sep-10	Dec-11	Pending	Section to be adopted with General Plan
• City Council	Dec-10	Jan-12	Pending	Section to be adopted with General Plan
11. Neighborhoods - Thomas Eddington				
1. Tie Lower Park Avenue / Bonanza Park Redevelopment concepts into General Plan	Jun-10	Jun-11	In Progress	
2. Planning Department to work with the Planning Commission to better define Old Town Neighborhoods	Oct-10	Dec-11	In Progress	To be included in General Plan

2010 Park City Council Goals & Targets for Action (October - December 2010)

Top Priority

Goal 2 World Class, Multi-Seasonal/Resort Community

Target for Action / Actions / Staff Coordinator	Initial Target Date	Revised Target Date	Status	Status
1. Economic Development - Jonathan Weidenhamer				
1. HPCA Requests				
• Vision	May-10	Aug-10	Complete	Annual Update to Council Complete
• Street Dining	Nov-10	Feb-11	In Progress	Year-end debrief complete. Fine tuning 2011 implementation.
• Prioritization		Jun-11	In Progress	Continue to work with HPCA on implementation strategy
3. Implementation of 2010 Economic Development Plan	Dec-10		Ongoing	
4. Tents and Temporary Structures	Dec-08	Feb-11	In Progress	Part of event overhaul
5. City-wide market analysis & carrying capacity study	Dec-08	Mar-11	In Progress	
2. Public Art - Sharon Bauman				
1. Art in Public Places Implementation	Ongoing		Ongoing	
2. Ice Rink Artistic Banners	Apr-09	Jun-10	Complete	
3. Strategic Plan	Jun-10		Complete	
4. Marsac Building Exterior Art				
• Three finalists selected to prepare proposals	Sep-10		Complete	
• Selection of artist for Marsac Project	TBD	Feb-11	Complete	Artist selected. Next step is Council Approval of Agreement.
• Installation 2011	Nov-11		Pending	
3. Community Amenities and Events: Evaluation, Future Direction - Jonathan Weidenhamer				
1. Event Overhaul Discussion				
• Event Fees, revenues and costs	Jun-09	Feb-11	In Progress	Finalizing Trail Fees.
• Criteria to Close Main Street	Jun-10	Feb-11	In Progress	
• Update Municipal Code	Jun-10	Feb-11	In Progress	
• Update of administrative processes (applications, etc.)	Jun-10	Feb-11	Complete	Finalizing implementation with regional stakeholders.
2. Event Overhaul Implementation	Mar-11		Pending	
3. Regional Event Calendar Cooperation	Jun-11		Ongoing	

2010 Park City Council Goals & Targets for Action (October - December 2010)					
Top Priority					
Goal 3 Effective Transportation System					
Target for Action / Actions / Staff Coordinator		Initial Target Date	Revised Target Date	Status	Comments
1. Neighborhood Traffic Management - Kent Cashel See Attached Neighborhood Traffic Management Summary Report					
2. Regional Transportation - Kent Cashel					
1. Enhance Transit Marketing	Annual			Ongoing	
2. Implement employee vanpool incentive program	Annual			Ongoing	Program implemented. One van operational
3. Regional/Rural Transportation Issues - COG	Ongoing			Ongoing	
4. Iron Horse Expansion					
•Begin Construction	Nov-09 Dec-10	Mar-10 Dec-11		Complete	Construction began March 2010
•Construction Complete				In Progress	
3. Transportation Strategic Plan - Kent Cashel					
1. Annual Progress Report to City Council	Annual			Annual	2010 Transportation Annual Report scheduled for delivery to Mayor and Council January 2011.
2. Implement Transportation Plan Strategies	Ongoing			Ongoing	
3. Implement PCSD/PCMC Task Force Recommendations	Ongoing			Complete	
5. General Plan - Transportation Element	May-10	Mar-12		In Progress	Pending General Plan Transportation Element Update
4. Update Strategic Plan to include pedestrian-bicycle and transit modes - Pending General Plan Update	Sep-08	Jun-12		Pending	Pending General Plan Transportation Element Update
4. Public Parking - Kent Cashel					
1. Conduct Main Street Circulation Study	Ongoing			Ongoing	Gathering circulation data during winter 2010/11, awaiting expression of interest/input from HPCA
2. Taxi Drop-off/Pick-up	Oct-11			Pending	Awaiting completion of circulatori study (see above)
5. Community Transportation Plan -Matt Cassel, Kent Cashel, Jonathan Weidenhamer, Thomas Eddington					
1. Entry Corridor	Ongoing			Ongoing	
2. Citywide Transportation Plan and Modeling	Dec-10 Jan-10	Mar-11 Jun-11		In Progress In Progress	First draft of plan nearing completion and Council comment/input Park and Ride occupied by contractor through 4/15/11. Park and Ride operations plan is element of Short Range Transit Development Plan. Transportation Model projects currently underway.
3. Park and Ride					Pending General Plan Transportation Element Update
6. Highway 248 - Kent Cashel					
1. Complete Environmental Study for Richardson Flat Road Intersection	Apr-10	Jan-11		In Progress	
2. Engineering design of Richardson Flat Road Intersection	Aug-10 Sep-10	Mar-11 Aug-11		In Progress In Progress	Engineering contract executed. Design work underway Working with UDOT to define scope & requirements. Seeking to secure study funding. Funding delayed by lack of congressional appropriations for 2009 and 2010.
3. Complete Environmental Work for Corridor					
4. Engineering Design of Strategic Plan Improvements	Feb-11	Feb-12		Pending	Delayed due to lack of federal environmental study funding. Revised target date dependent on congressional funding action.
5. Secure Funding for Strategic Plan Improvements	Mar-11	Mar-12		Pending	Delayed due to lack of federal environmental study funding. Revised target date dependent on congressional funding action.
6. Construct Improvements	Oct-11	Oct-12		Pending	Delayed due to lack of federal environmental study funding. Revised target date dependent on congressional funding action.
7. Traffic Study - Kent Cashel (tie with economic carrying capacity)					
1. Complete Transportation Network Modeling	Oct-10	Jan-11		Complete	
2. Complete Highway 224 Strategic Plan	Oct-10	Mar-11		In Progress	Component of Transportation Master Plan Study

2010 Park City Council Goals & Targets for Action (October - December 2010)

Top Priority

Goal 4 Quality and Quantity of Water

Target for Action / Actions / Staff Coordinator	Initial Target Date	Revised Target Date	Status	Comments
1. Pipeline Preferred Project Agreements - Kathy Lundborg				
Determine a preferred project with Weber Basin and Bureau of Reclamation				
1. Quinn's Treatment Plant - design	Dec-08		Complete	Pipelines complete.
2. Pipeline Construction - Incremental - All Sections in progress	Apr-09	Jul-11	In Progress	Quinn's Segment - complete Lower Silver Creek Segment -complete Promontory segment - complete Rail Trail Water Lines - Cathodic protection will be complete by July 2011 Scheduled completion in late 2011/early 2012
3. Quinn's Treatment Plant - Under Construction	Sep-09	Dec-11	In Progress	
2. Judge Water Treatment Plants - Kathy Lundborg				
1. NPDES Permit	Sep-05	Aug-11	Pending	Staff recommended a schedule to UDEQ with a draft UPDES application submission of Dec 2011. UDEQ requested date be moved to August 2011. The schedule is not yet final.
2. Judge delivery system to Quinn's Water Treatment Plant construction	Apr-06	Mar-12	Pending	See EA comments below.
3. Determine Scope and Timing for Plant Design and Construction (Evaluating alternatives due to antimony level increases)	Aug-04	Aug-12	Pending	Draft EA w/EPA since 2010. They have reviewed but stated they will not issue a FONSI until UPDES requirements are determined for Judge Tunnel. Final design cannot begin until after FONSI. Original plan was to bid in 2011 and start construction of pipeline in 2011. Schedule depends on EPA's issuance of FONSI. STAG grant extended to Dec 2012.
3. Other Water Solutions - Supply Options/Conservation - Kathy Lundborg				
1. Summit County, Snyderville Basin Water Reclamation District Cooperation Discussions/Stream Flow Enhancements	Annual		Ongoing	
2. JSSD Water Discussions	Annual		Ongoing	
3. Supply/Demand Update to City Council		Jul-11	Pending	Awaiting on-going discussions with Summit County, SWDC and SBWRD
4. Water Funding Strategy - Kathy Lundborg				
1. Pursue future appropriations and authorizations	Annual		Ongoing	

2010 Park City Council Goals & Targets for Action (October - December 2010)

High Priority

Goal 5 Recreation, Open Space and Trails

Target for Action / Actions / Staff Coordinator	Initial Target Date	Revised Target Date	Status	Comments
1. Ongoing Open Space Acquisition - Diane Foster, Matt Twombly				
1. Flagstaff - Distribution of open space contribution	Ongoing		Ongoing	
2. Osguthorpe Conservation Easement Acquisition	Feb-10	Feb-10	Complete	
3. Red Maple/Air Force	Oct-04	Dec-10	In progress	
4. Other Properties	Ongoing		Ongoing	
2. Open Space Management - Diane Foster, Matt Twombly				
1. Additional easement monitoring on new acquisitions	Ongoing		In Progress	
2. Install legacy signage on all open space acquisitions	Jun-09	Oct-10	Complete	
3. Kimball and new Round Valley Conservation Easement	Feb-10	Jul-11	In Progress	
4. Gambel Oak & White Acre Conservation Easement	Jul-10	Jul-11	Pending	
3. Trails - Matt Twombly/Heinrich Deters				
1. Trailhead Parking Phase III - as sites are available	Ongoing		Ongoing	Preliminary review/coordination with Talisker underway
2. Coordinate new connections by development/TMP CIP	Ongoing		Ongoing	
3. Flagstaff Trails reconstruction	Ongoing		Ongoing	
4. Implement back-country trails maintenance plan and budget	Ongoing		Ongoing	
5. Quinn's to Silver Summit through IHC/PR!	Aug-10	Oct-10	Complete	
6. Trails Webpage	Feb-10		Ongoing	
7. Citywide Pedestrian/Street Lighting guidelines consistent with General Plan, Trails Master Plan and WALC	Jan-09	Apr-11	Pending	Coordinating with Transportation Mater Plan Update
8. Bike Route Plan	Jul-10	Apr-11	In Progress	Coordinating with Transportation Mater Plan Update
9. Armstrong OS trail connection	Jul-10	Jul-11	In Progress	Under Construction
10. April Mountain Trails & Recreation Plan	Jul-10	Nov-11	In Progress	Access road has been improved
11. Evaluate and Improve backcountry trail signage	Aug-10		Ongoing	
4. Neighborhood Parks - Ken Fisher/Matt Twombly				
1. Dog Park	Jan-10		Complete	
• Receive \$10,000 Donation from Dog Park Fundraiser	May-10		Complete	
• Install Shade Structure at Dog Park				
2. Creekside Park on Holiday Ranch Loop	Jun-09	Sep-10	Complete	
• Park construction	May-09	Nov-10	Complete	Developing conceptual master plan with IBI
3. Begin Master Plan for north and south ends of City Park	Jul-10	Jan-11	In Progress	County has delayed action until January 2011
4. Recommendation on amended Summit County Leash Law Ordinance				
5. Off-leash Dog Park at Library Field - Install signage at field	Jul-10	May-11	Pending	

Target for Action / Actions / Staff Coordinator			Initial Target Date	Revised Target Date	Status	Comments
5. Ice Rink - Jason Glidden & Jon Pistey						
1. Install new scoreboards on sports fields			Aug-08	May-10	Complete	
2. Work with PAAB to install artistic banners			Dec-08	Jul-10	Complete	
3. Install event lighting inside ice arena			Aug-10		Complete	
4. Repaint locker rooms and party rooms			Oct-10	Nov-10	Complete	
5. Dismantle and move Trailside rink to the dirt lot for storage			Dec-10		Complete	
6. Install sump pump into elevator shaft			Jan-11		Complete	
7. High Altitude Training/Master Planning City property at Quinn's						
● Goal Setting with USSA and UOP			Jan-10	Jul-11	Pending	Setting up meetings with USSA and UOP in January to begin planning process
● Develop Model			Mar-10	Dec-11	Pending	
6. Recreation and Racquet Club: Next Steps - Ken Fisher						
1. Racquet Club Renovation						
● Development of Construction Documents			Feb-10	Apr-10	Complete	
● Bid for construction			Apr-10	May-10	Complete	
● Relocation of Recreation to Ironhorse			Jul-10		Complete	
● Construction - Completion			Oct-11		In Progress	On schedule: completed F&F 11/10; begin masonry 11/10; begin steel 12/10; complete architectural wall at mezzanine 1/11; backfill, plumbing, electrical ongoing.
7. Outdoor Recreation Complex - Matt Twombly						
1. Phase II Improvements			FY'10	FY'13	Pending	
8. Walkability Implementation Phase I - Matt Twombly, Heinrich Deters						
1. SR-248 Tunnel			Oct-09	Nov-10	Complete	
● School Campus ped/Connectivity Improvements Construction (SR248)			Aug-11		Pending	1) WALC plan calls for exterior connections; 2) tunnel implementation plan includes inter-campus connectivity
2. Holiday Ranch Loop Path - Construction			Aug-10	Nov-10	Complete	
3. Bonanza Tunnel						
● Tunnel Infrastructure			Oct-10	Mar-11	In Progress	Under Construction
● Tunnel Streetscape & Final Landscaping			Oct-10	Jul-11	In Progress	To be completed in Spring
4. Traffic Calming Improvements						
● Monitor Drive - Island			Oct-10	Oct-11	Pending	
● Wyatt Earp - Entry Feature / Island			Oct-11		Pending	
5. Comstock Sidewalk			Oct-09	Oct-11	In Progress	Survey Complete/Design Award 2/11
6. Sidewinder Drive Sidewalk			Oct-11		In Progress	Survey Complete/Design Award 2/11/Gold Dust Intersection Included

2010 Park City Council Goals & Targets for Action (October - December 2010)

High Priority

Goal 6 Regional Collaboration and Partnerships

Target for Action / Actions / Staff Coordinator	Initial Target Date	Revised Target Date	Status
1. Transportation - Kent Cashel			
2. Flagstaff-Wasatch County - Tom Bakaly 1. Work with Wasatch County re SR-224 and public versus private access	Ongoing		Ongoing
3. Recreation - Ken Fisher See Goal 5			
4. Health - Pace Erickson 1. Noxious weed coordination and enforcement on private property	Ongoing		Ongoing
5. Water - Kathy Lundborg See Goal 1	Ongoing		Ongoing
6. Solid Waste - Pace Erickson 1. Implementation of Solid Waste Alternatives	Ongoing		Pending
7. Mosquito Abatement - Pace Erickson 1. Continued coordination with Summit County	Ongoing		Ongoing
8. Library - Linda Tillson 1. Library Reciprocal Borrowing for Summit County Students	Ongoing		Ongoing
9. Inter-Agency Task Force 1. Continued Participation	Ongoing		Ongoing
10. Open Space Acquisition See Goal 5	Ongoing		Ongoing
11. SOG - Community Carbon & Water Action Plan - Diane Foster 1. Engage community, in partnership with Summit County and other groups (non-profit, HMBA, Chamber, School District) in reducing water consumption and carbon emissions	Ongoing		Ongoing
12. Rocky Mountain Power Transmission Line and Substation Siting Task Force - Thomas Eddington, Matt Cassell and Diane Foster 1. Provide direction to RMP with regard to the location of future transmission lines & substations (Task Force & RMP meetings)	Sep-10		Complete
13. Public Safety - Special Events 1. Information Sharing 2. Special Event Staffing to Reduce Overtime Costs 3. Police/Sheriff's Spillman records Management Data Merge	Ongoing Ongoing Apr-11		Ongoing Ongoing Ongoing
14. Council of Governments - Kent Cashel 1. Continued Participation	Ongoing		Ongoing
15. Utah League of Cities and Towns - Michael Kovacs 1. Continued Participation	Ongoing		Ongoing

2010 Park City Council Goals & Targets for Action (October - December 2010)					
Other Priorities					
Goal 7 Open and Responsive Government to the Community					
Target for Action / Actions / Staff Coordinator	Initial Target Date	Revised Target Date	Status	Status	
1. Community Vision - Phyllis Robinson					
1. Update Material for Vision Presentations annually following Council Visioning sessions	Annual		Annual		
2. Community Visioning Plan					
• Project Deliverables	Jul-10	Jul-11	In Progress		Framework complete. Included in Treasure Hill discussions and Budgeting for Objectives process. Additional strategies under development.
3. Utilize Vision Plan and four levers for inclusion in General Plan (with Michael Kovacs and Thomas Eddington)	Jul-10	Dec-11	Pending		
2. Budget Review & Benchmark - Bret Howser					
1. Budgeting for Outcomes	Jan-11	Feb-11	Pending		Council Visioning delayed until February, which is target finale for BFO.
2. ICMA Resort Consortium	Fall 2011		Pending		Have buy-in from several resort communities through CAST. Working with ICMA to develop a strategy/workplan.
3. Customer Service: Evaluation and Action Plan - Craig Sanchez, Phyllis Robinson					
1. Accountability/responsibility training for Staff	Quarterly		Ongoing		
2. Employee Survey & Training - communication of results	Annual		Annual		
3. Customer Service Survey (P Robinson)	Oct-09	Aug-10	Complete		
4. Citizen Satisfaction Surveys (P Robinson)		May-11	Pending		Scheduled for Spring 2011
5. City "Fam" Program	Annual		Ongoing		Next program in November 2011
4. Public Safety - Wade Carpenter					
1. Incident Command Training for Public Safety		Apr-10	Complete		
2. Senior Elected Officials Emergency Training (new members)	Feb-10	May-10	Complete		
3. Community Oriented program - Citizens Academy	Ongoing		Ongoing		Class Two graduated July 14, 2010. Class Three scheduled for Spring 2011.
4. Lexipol Service Evaluation (Comprehensive Police Policy Manual Program based on model policies developed by a national board)	Ongoing		Ongoing		Living document. Updated every six months - next update mid-2011
5. Emergency Response Plan Update					
• Input		Dec-10	Complete		Manager's Intern assisted with input
• NIMS Training for new employees	Ongoing		Ongoing		Test Sessions scheduled for new employees.
6. Create problem-solving committees, physical fitness criteria, and take-home vehicle committees	Jul-10	Jul-11	Pending		Ideas submitted for review during budget process.
5. Communications - Phyllis Robinson, Scott Robertson, Myles Rademan					
1. Leadership 101	Annual		Ongoing		Scheduled for February 2, 2011
2. Media Seminars	Annual		Ongoing		
3. Sustainability Promotion	Ongoing		Ongoing		
4. Park City University - (rebrand)	Ongoing		Ongoing		
5. Annual Communications Plan & Implementation	Annual		Ongoing		2011 Communications Plan to be presented at Council Visioning
6. Community Emergency Preparedness	Ongoing		Ongoing		Reverse 911 Campaign launched in October. Ready Your Business campaign in November.

2010 Park City Council Goals & Targets for Action (October - December 2010)					
Neighborhood Traffic Management Summary Report Attachment "A" to Quarterly Status Report					
Location	Date Recd/ Phase 1 Mtg	Citizen Concerns	Phase 1 Follow-up	Status	Target Completion
Crescent Tram/Empire Avenue					
	Jan-10	Traffic Calming Requests	- Committee Response to Initial Phase I Request - Neighborhood Moved Request to Phase II - Schedule Phase II Neighborhood Meeting - Conduct Crescent Tram Engineering Study - Evaluate and study neighborhood requests	Complete Complete In Progress In Progress	Complete Complete Feb-11 Mar-11
Norfolk Avenue					
	Aug-10	Traffic Calming Request	- Committee Response to Initial Phase II Request - Winter Traffic Counts - Conduct Crescent Tram Engineering Study - Street sign review and facility inventory	In Progress In Progress Complete	Jan-11 Feb-11 Complete
Woodside Avenue (Upper)					
	Oct-10	One Way Request	- Committee response to initial Phase I Request - Engineering peer review of study conducted in 2008 - Neighborhood meeting end of January or early February	Complete Pending	Complete Feb-11

PROJECTS COMPLETED IN 2010					
Daily Avenue - COMPLETE					
	Mar-10	Traffic Calming request	- Traffic Counts - Committee Response to Request	Complete Complete	May-10 May-10
McHenry/Rossi Hill - COMPLETE					
	Sep-08 Oct-08	Sight lines at intersection	- Field Study and Data Gathering - Committee Meeting - Implement Action Plan	Complete Complete Complete	Oct-08 Oct-08 Nov-08
Rail Trail Cross Walk @ Wyatt Earp - COMPLETE					
	Jul-09	Traffic Calming Requests	- Traffic Counts - Crosswalk Study - Order and Install Signs - Stripe Crosswalk	Complete Complete Complete Complete	Sep-09 Sep-09 Spring-10 Spring-10
Iron Mountain Drive - COMPLETE					
	Jan-10	Parking restriction request	- Staff visit - Order and Install Signs	Complete Complete	Jan-10 Apr-10

2010 Park City Council Goals & Targets for Action (October - December 2010)

Neighborhood & Business District Needs Assessment

Request for Elevated Levels of Service Request (RELS) Attachment "B" to Quarterly Report

Status Report

Staff met with neighborhood and prioritized requests - Project 1 sidewalk on Deer Vally Drive completed. Bus stop installed. School bus stop pending completion by private developer.

Target for Action / Actions / Staff Coordinator

Target Date

Status

Budget

1. Pedestrian Lighting - Matt Cassel

1. Install street and pedestrian lights from Stonebridge condos to roundabout.

Summer 2012 Cost identified

State Road Funds Grant

2010 Park City Council Goals & Targets for Action (October - December 2010)				
Neighborhood & Business District Needs Assessment Request for Elevated Levels of Service Request (RELS) Attachment "B" to Quarterly Report				
Status Report Staff met with HPCA. Step 6 of RELS				
Target for Action / Actions / Staff Coordinator	Target Date	Status	Budget	
1. Main Street Improvements 1. Conduct feasibility study regarding installation of lighting system on Main Street Buildings - pending discussion with HPCA	Pending	Pending	\$5,000	

17



City Council Staff Report

Subject: After Construction Discussion for
Bonanza Drive Reconstruction Project
Author: Matthew Cassel, P.E., City Engineer
Department: Engineering
Date: January 13, 2011
Type of Item: Informational

Summary Recommendations:

This report is for discussion. The construction for Bonanza Drive is nearly complete and staff is looking back on the project to determine what went right, what went wrong and what changes we can make for future and highly impactful construction projects.

Background:

In January 2008, H. W. Lochner completed the Bonanza Drive Corridor and Pedestrianization Plan. City Council reviewed and approved this concept plan during their January 24, 2008 meeting. The design included raised medians along a short section of Bonanza Drive (near the intersection of Kearns Boulevard), acceleration lanes at Prospector Avenue, "no left turn" restrictions, Bicycle lanes, northbound bus pull-out, trail connection including a pedestrian tunnel at the Iron Horse intersection, pedestrian crossing, consistent 6 foot wide sidewalks, speed limit feedback signs, right turn lane at Iron Horse and lengthened southbound left turn lane at Deer Valley Drive. As part of this work, the existing sewer line was relocated due to the pedestrian tunnel and replaced to SR-248, the existing water line was relocated due to the pedestrian tunnel and a new transmission water line was installed.

The waterline was designed by Bowen, Collins & Associates through their contract with the City's Water Department and incorporated into the construction plans. The sewer was also designed by Bowen, Collins and Associates in a separate contract with Snyderville Basin Water Reclamation District (SBWRD) and incorporated in the construction plans.

Because of the size of this project and based upon input from merchants, it was decided early in the design process to break the project into two construction seasons. The first construction season included the installation of the transmission waterline from Deer Valley Drive to Kearns Boulevard and the reconstruction of Bonanza Drive from Deer Valley Drive to a point just north of Upper Iron Horse Drive. The second construction season completed the utilities, completed the pedestrian tunnel and reconstructed the rest of Bonanza Drive and its associated facilities. The project was originally anticipated to be bid as one complete project in June of 2009.

In the spring of 2009, numerous issues still remained unresolved on the project and UDOT indicated they would not proceed with bidding until those issues were resolved. All of the unresolved issues pertain to the second season of construction. To keep the

project moving forward, staff decided to split the project not only over two construction seasons but also into two biddable phases. The first phase was all work associated with the first season of construction (2009) and the second phase is all work associated with the second season of construction (2010).

Analysis:

To better prepare for future highly impactful projects, a list of what went right, what went wrong and what changes we could make for the future are listed below. The list developed below is from staff's perspective. In developing this list, we issued a survey monkey poll (see attached) and our public involvement team talked with the adjacent businesses to understand their issues and concerns.

Elements of the project that staff believes went right

- ✓ Phase 2 road construction was substantially completed and the road fully opened in just over four months,
- ✓ Breaking the project into two phases and two seasons helped minimize broader impacts to the business corridor – this project was too huge to be completed in one year without a major road shut down,
- ✓ The level of Public Involvement (PI) support was appropriate for the scope of the project and the firm providing the public involvement (Fehr and Peers) was successful in communicating between PCMC, the contractor and businesses . Fehr and Peers provided Public Involvement during the first phase of construction, so they had developed relationships with the surrounding businesses. Staff believes this helped to allow businesses open up more, vent when needed but also provided a known direction and person to go to when an issue arose. The Public Involvement included the use of radio, e-mail, websites and weekly walkthroughs and meetings with every business and housing complex to inform and catch problems as early as possible. The PI firm was also instrumental in planning the "Holiday Stroll",
- ✓ Adjacent land owners were very helpful in addressing specific issues during construction including providing land for an alternative entrance to facilities, pedestrian movements, storage of equipment and directing and adjusting their internal traffic to facilitate the project construction,
- ✓ Granite Construction was the right contractor for the job – Granite is a large contractor and was able to shift tasks quickly and bring in other crews to keep the project moving forward. Granite was the phase 1 contractor, so they had a good understanding of the issues that they were going to be facing when they won Phase 2 of the job. The shifting of task helped to keep the contractor on schedule, but this did cause communication issues as discussed later in this report,
- ✓ The revisal of the Backhoe Report was useful in keeping City Council appraised of the construction activity. I know it did not answer all questions but hopefully it helped to address major concerns and issues,
- ✓ Before the start of construction, we held a marketing meeting with the affected business owners. The goal was to help the businesses help themselves not just

during the construction season, but also afterward. The meeting was decently attended and some items discussed were enacted such as the Facebook site, advertising through the Park Record. Some businesses really took initiative and we see a huge potential for similar elements in the future,

- ✓ Except for the change to the design and construction of the retaining walls and ramps down to the pedestrian tunnel, the project was able to stay close to on schedule,
- ✓ A successful kick-off celebration was held for the completion of the road bringing the merchants together to celebrate the completion of the road construction,
- ✓ Stanley Consultants was a key in completing this phase 2 construction. There were two points in the summer where staff was close to shutting the construction of the tunnel down. The direction staff provided to Stanley was to find a way to get through the issues and keep the project on schedule. Stanley spent many man-hours with the utility companies ironing out the issues developing action plans to complete the work,
- ✓ With the help of Stanley Consultants, the utility companies soon understood the immensity of this construction project and especially the true impacts of the pedestrian tunnel. Once they were on board, they stopped pushing back and telling us that the tunnel was not going to be installed this summer to helping create plans to relocate their facilities. The tunnel would not have been constructed this year if the utility companies had not responded in such a positive manner and helpful manner,
- ✓ No businesses went out of business during Phase 2 of construction,
- ✓ Coordination with numerous special events using the corridor went smoothly.

Elements of the project that staff believes could have been improved

- ✓ Delays to the start of construction occurred due to unsecured easements. Without these easements secured, UDOT delayed the bidding of the project. This delay caused us to lose part of April, May and June for construction. This loss of time caused use to approach construction differently. The original plan was to complete sections of the road at a time, such as from Kearns to Prospector Avenue, and then move onto the next section. The delay forced us to start at the north end of the project and continue each task until it was fully complete,
- ✓ During construction, the contractor used a rolling road closure so they could complete full road cross sections work. These rolling road closures were difficult on the adjacent businesses because access to their stores changed on a daily basis. When we closed the road from Prospector Avenue to Iron Horse Drive in September, we found that we could maintain consistent access to the businesses, which helped them to better inform their customers,
- ✓ Control of pedestrians and bicyclists as they crossed through the construction zone was very difficult to get a full handle on. Even with signage and barricades strategically located, pedestrians and bicyclists consistently ignored them and found their own route through the construction zone. A preliminary pedestrian plan was provided in the construction documents but did not work well,

- ✓ The utilities and their impacts were not fully realized during the design. Once construction started, coordinating with the utilities to get their work done in a timely manner and before the contractor was impacted consumed many hours of our teams time,
- ✓ Even with all the detour signs and routes, motorists refused to use alternative routes. There were numerous instances, where staff would see the same vehicles multiple times daily passing through the corridor without stopping at a business. The vehicles driving constantly through the project area caused the work to slow down and were simply dangerous at times. All of our teams efforts to influence motorist to use other routes failed,
- ✓ Frustrated motorists would not stay on Bonanza Drive nor follow the detour routes instead they found their own routes usually across private properties. This was frustrating for the adjacent business owners as motorists sped through their parking lots and frustrating for the flaggers as they tried to stop the shortcutting,
- ✓ The flaggers during phase 1 of this project were consistently reported as being friendly and helpful. The flaggers for this phase 2 of construction were verbally abused constantly throughout the project. In turn, they became abusive. The flaggers were our #1 complaint issue that we had to deal with throughout the project,
- ✓ The signage package developed for the project met UDOT standards but did not meet the expectations of the business owners. UDOT standards allow for detour signage and general business access signage, but not specific business signs,
- ✓ During construction, there were numerous waterline, gas and power outages. It seemed like most of these outages occurred during or near lunch time. The waterline, gas and one of the power outages were due to utilities being hit by the contractor, the other two power outages occurred elsewhere but effected the Bonanza Drive area,
- ✓ As indicated above, Granite Construction was the right contractor for this project and one of the reasons was their ability to shift tasks to keep the project on schedule. The problem, though, with moving tasks around was it hampered our public involvement team's ability in providing the correct and appropriate message. This was frustrating not only for our public involvement team but more importantly with the businesses affected by the work,
- ✓ The start of construction in the intersection of Bonanza Drive and Kearns Boulevard was an immediate impact to traffic flow in town. Additionally, the work within the intersection was extremely difficult and left very little room for the contractor, utilities and motorists to share,
- ✓ Control of information was difficult. Staff did spend quite a bit of time trying to dispel bad information and rumors as they worked their way through the Bonanza Drive area,
- ✓ During the design phase of this project, we heard from numerous local businesses that they survived on drive by customers, so it was imperative to keep Bonanza Drive open for motorists while under construction. This concept was attempted but it was extremely frustrating for the businesses (constantly changing access), contractor (dangerously tight construction site) and the City,

- ✓ There were four known minor accidents (two vehicles and two bicyclists) during the construction; none of them were serious in nature though).

Project elements staff can better control

- ✓ Even though the adjacent businesses were mostly concerned about keeping Bonanza Drive open during construction, once construction started, their concern shifted to finding a consistent access to their shops. Staff's goal at the start of the project was also to maintain the drive by traffic but early on saw the flaw with this concept in that the contractor was not able to provide a consistent access to the businesses. Business dropped off because motorists could not find a consistent route to the shops. Once the road was closed in September and permanent access points were established, the businesses were able to notify their clients on how to access their shop,
- ✓ Better communication with City Council during construction. The weekly backhoe report helped to provide good information but it was not started until later in the construction season. For the upcoming season, this report will be provided at the start of construction and continue until the impacts of construction projects are minimal,
- ✓ The accuracy of information concerning shutdowns and progress provided to the general public did get better in the second half of the construction but could have been better at the start. Progress information was provided to our team by the contractor and was reviewed during each Tuesday construction meeting. The problem was that the schedule was constantly changing due to site conditions and utility issues. The change in schedule was good in that the contractor worked diligently to complete the work in four short months, but created difficulties in providing accurate information to the general public. As the project progressed, our PI team was better able to take the contractors information and not over promise on progress to the public. This is one of the lessons as we start future projects, do not over promise to the general public on the progress of a project and if information turns out to be inaccurate, get to those affected immediately to help them through the adjusted information,
- ✓ The coordination with the utilities can be done better. In the summer of 2008, we spent time doing a subsurface utility investigation to determine the exact location of all known utilities within the Bonanza Drive corridor. Additionally, last year City staff had a meeting with all the utility companies in November to let them know that this project was happening next summer and to finalize the work they would need to perform as part of the project. These steps were taken because the utility companies had very little accurate information on their own facilities. Even with the pre-work completed, we still found numerous unknown utilities and other utilities located in conflict areas that had to be dealt with amidst the construction. These issues should be able to be better dealt with in the future by going to a more comprehensive subsurface utility engineering (SUE) investigation that more accurately locates known utilities. A higher level SUE investigation has a proven track record of minimizing impacts during the construction phase of the project,

- ✓ Finalizing the easements acquisitions earlier in the project would have allowed for construction to occur during the shoulder months of April and May and during the month of June. To keep easement acquisitions from impacting the start of a construction project in the future, staff proposes to set a hard date for the acquisition. If that date is not met, the project needs to be evaluated to determine if it is better to delay it for a season, or take a chance and move forward,
- ✓ The ability to use eminent domain where it is allowed by law as a means to obtain the easements may not have saved money but most likely would have sped up the acquisition process. Staff is not suggesting that we use eminent domain as a first means to obtain property when legally permissible but rather to have it as an available tool during negotiations. Without this tool, staff never controlled the negotiations or the timeliness of the negotiations for needed property along the corridor. Staff recommends adding the ability to use eminent domain in our negotiation toolbox,
- ✓ Shifting additional project management resources into efforts to minimize impacts of the construction on local business would have been prudent. Most important would have included more specific outreach for each of the different business areas prior to construction to understand the needs and challenges of each area. A stronger presence from the City was needed beyond the PI involvement.

Others information and thoughts

- ✓ During design phase of the project, the team had numerous discussions concerning construction methodology, should the work be done at night and how do we maximize the work efforts during the shoulder seasons and minimize the work efforts during the summer months. With the delays in starting the construction, the ability to maximize the shoulder seasons was lost before the construction even started. Because of the numerous residents near the intersection Of Bonanza Drive and due to the utility companies who do not work at night, it was decided that doing the work during the nighttime hours was not feasible,
- ✓ Between the recreation center, Iron Horse transit, Holiday Ranch Loop, Comstock tunnel, water projects and Bonanza road and tunnel projects all City project and construction management staff were maxed out; as was the community's threshold for construction impacts,
- ✓ To help incentivize the contractor to complete project sections on time or earlier, three different incentives were provided. An incentive was provided to the contractor:
 - o 15 days to complete the Kearns intersection. Every day less the contractor was provided with an incentive
 - o 17 days to complete the Iron Horse intersection
 - o 135 days to complete the total project

If the contractor did not complete the work within the time frame, liquidated damages were to be assessed. To date, no liquidated damages were assessed, but between \$50,000 and \$60,000 in incentives will be paid. It should be noted

that liquidated damages will not be fully assessed until the retaining walls and ramps to the tunnel are completed,

- ✓ Numerous businesses have made requests to staff and our project team to be compensated for lost revenue during the construction of Bonanza Drive. As much as staff would like to complete a road construction project without any impacts to adjacent businesses and property owners, the reality is that the road construction will be impactful. Staff's goal is to minimize these impacts but we recognize that impacts will still exist. Staff recommends to not compensate for lost revenue because it is not standard in the industry and if you chose to compensate, where do you draw the limits of eligibility (would a business on Main Street be eligible since access to Main Street is impacted?),
- ✓ It should be noted that during this construction project, the contractor did work his crews to their legal limit of 70 hours per week. It was noted on numerous occasions by nearby businesses that the contractor was not on site long enough, but the fact is they did work to their legal limit every week.
- ✓ Moving forward staff has committed to installing wayfinding signs in and around the tunnel and hosting a grand opening street party upon final project completion of medians and tunnel.

Survey results

- ✓ After Thanksgiving a survey was posted on-line and emailed directly to the 160 addresses on our Bonanza Drive mailer. The survey link was also included in the story printed in the Park Record in early December. We received a total of 33 responses. Twenty-two responses came after the e-mail blast and 11 responses came after the Park Record story. The survey did not differentiate as to whether the business/resident/employee was contiguous with Bonanza Drive. The survey did not allow for multiple responses from the same IP address,
- ✓ The purpose of the survey was to evaluate the effectiveness of the PI tools used during the construction and to determine the effectiveness of specific construction elements. Staff did not expect glowing reviews, rather our intent was to use this to evaluate previously used tools and construction elements for future projects,
- ✓ Results from the survey are attached to this staff report. Four questions were asked as part of the survey. The questions included;
 - The users relationship with the project (business, resident or employee) – 28 out of 33 individuals answered this question with residents being the highest responders,
 - Rating of the traffic, safety, noise and length of schedule – These questions were rated as very good, good or poor. The majority of responders rated traffic movement and length of schedule as poor, and noise as good while 50% of the responders rated safety as either very good or good and 50% rated safety as poor,
 - Rating of several traffic strategies during the construction – The intermittent detours were rated as not effective while the partial road closure and use of private property for secondary access

were almost evenly scored between the options (very effective, effective or not effective), and

- An evaluation of the public involvement effort – The responders indicated in the poll that the project website, weekly email updates and local media updates were helpful during construction.

Department Review:

This report has been reviewed by Building, Sustainability, Legal, and the City Manager's office.

Recommendation:

This report is for discussion. The construction for Bonanza Drive is nearly complete and staff is looking back on the project to determine what went right, what went wrong and what changes we can make for future and highly impactful construction projects.

Exhibit – Survey Monkey Results

Bonanza Drive Roadway and Utility Improvements - Phase 2



Are you:

		Response Percent	Response Count
A business owner/manager		25.0%	7
A resident		46.4%	13
An employee		28.6%	8
answered question			28
skipped question			5

Bonanza Drive Roadway and Utility Improvements - Phase 2



During the project's environmental and design phases, key construction components such as construction phasing, maintenance-of-traffic, detour routes and residential/business access were analyzed. During these phases, the public had opportunity to provide feedback which also guided subsequent decisions made by the City and the contractor during the construction phase. Please rate the City's and contractor's performance on the following Phase 2 construction elements:

	Very Good	Good	Poor	N/A	Rating Average	Response Count
Traffic movement	0.0% (0)	36.7% (11)	63.3% (19)	0.0% (0)	1.37	30
Safety (traffic)	13.8% (4)	37.9% (11)	44.8% (13)	3.4% (1)	1.68	29
Safety (pedestrian)	10.7% (3)	35.7% (10)	50.0% (14)	3.6% (1)	1.59	28
Noise	14.8% (4)	44.4% (12)	29.6% (8)	11.1% (3)	1.83	27
Length of schedule	11.1% (3)	25.9% (7)	63.0% (17)	0.0% (0)	1.48	27
Please provide addt'l comment here:						13
answered question						31
skipped question						2

Bonanza Drive Roadway and Utility Improvements - Phase 2



In an effort to keep traffic circulation and business access open while preventing construction delays, the City and contractor used several strategies. Please rate the following:

	Very Effective	Somewhat Effective	Not Effective	N/A	Rating Average	Response Count
Intermittent detours near construction zones	6.9% (2)	41.4% (12)	48.3% (14)	3.4% (1)	1.57	29
Partial road closure during construction milestone	32.1% (9)	32.1% (9)	35.7% (10)	0.0% (0)	1.96	28
Use of private property right-of-way (for secondary access to businesses and residences)	33.3% (9)	29.6% (8)	29.6% (8)	7.4% (2)	2.04	27
Please provide addt'l comment here:						6
answered question						29
skipped question						4

Bonanza Drive Roadway and Utility Improvements - Phase 2



Staying informed during roadway construction is key to minimizing impacts to local businesses and residences. The City used several methods of informing the community during Phase 2 construction. Please rate the materials and methods the City used to keep you informed about construction activities and schedules:

	Helpful	Not helpful	N/A	Rating Average	Response Count
Business Owner Marketing Workshop	37.0% (10)	29.6% (8)	33.3% (9)	1.56	27
Public Open House	38.5% (10)	42.3% (11)	19.2% (5)	1.48	26
Project Website	48.1% (13)	37.0% (10)	14.8% (4)	1.57	27
Weekly on-site business visits	37.0% (10)	40.7% (11)	22.2% (6)	1.48	27
Weekly email updates	57.1% (16)	32.1% (9)	10.7% (3)	1.64	28
Project Telephone Hotline	25.9% (7)	40.7% (11)	33.3% (9)	1.39	27
Local media updates (KPCW, Park Record)	51.9% (14)	33.3% (9)	14.8% (4)	1.61	27
Please provide addt'l comment here:					8
answered question					28
skipped question					5

City Council Staff Report



Subject: Rossi Hill Subdivision
Author: Katie Cattan/Kirsten Whetstone
Application: PL-10-00983
Date: January 13, 2011
Type of Item: Property

Summary Recommendations

Staff recommends that the City Council approve the transfer of City property, namely a portion of McHenry Avenue (816.12 sf) adjacent to 350 McHenry Avenue with several deed restrictions.

Topic

Applicant: Matt and Helen Alvarez
Location: 350 McHenry Avenue
Zoning: Historic Residential Low-density (HRL) and Estate (E) with Sensitive Lands Overlay (SLO) on the Estate portion.
Adjacent Land Uses: Residential
Reason for Review: City Council must authorize all property transfers on behalf of the City

Background

On September 16, 2010, the Rossi Hill Subdivision was approved by Council which creates four clean lots of record for the properties at 310, 320, 330, and 350 McHenry Avenue. The Subdivision has not yet been recorded pending the outcome of this item. At the time of the subdivision application, the owners of 350 McHenry requested that the 816.12 sf portion of land owned by Park City Municipal Corporation between their property and existing McHenry be deeded from the City to them. The property owners requested the property to create a straight property line along the north property line.

Analysis

The 816.12 sf portion of land is part of a Remnant piece from Royal Street Land Company that was quit claimed to Park City Municipal Corp on December 29, 1982 (Entry 199788 Book M244 Page 20). The majority of the land originally quit claimed to Park City Municipal Corp is within the existing McHenry Avenue. The portion requested from the applicant is on a sloped area between McHenry Avenue and the applicant's property. The applicant is not offering compensation to the City for the parcel. The applicant is requesting the land to create a clean edge along the north property line.

Within the approved plat, the owner of 350 McHenry Avenue is dedicating 976.52 square feet square feet of street right of way to the City. The City Engineer does not view this as a trade because uphill residents already have a prescriptive right to use the McHenry ROW. The streets master plan addresses prescriptive McHenry as

needing more ROW to widen the street. However, widening the prescriptive right in the location of the subject parcel is not practical due to the steep slope of the land. Future expansion along this portion of McHenry on the uphill side would negatively impact the existing home at 350 McHenry due to the necessary excavation cuts. If McHenry were to be expanded, the downhill side would be the more practical area in which to expand. The area being quit claimed will not be allowed to be utilized for future access onto 350 McHenry avenue.

As part of the Subdivision, the follow restrictions were required as conditions of approval in regards to the Quit Claim parcel:

- The quit claimed parcel shall not be utilized for access;
- The quit claimed parcel shall not have any structure(s) built upon it; and
- The quit claimed parcel shall not be included in any calculation for building footprint now or in the future.

Staff recommends including these restrictions on the transferred deed.

Summary Recommendations

Staff recommends that the City Council approve the transfer of City property through quit claim procedure, namely a portion of McHenry Avenue (816.12 sf) adjacent to 350 McHenry Avenue with several deed restrictions.

Consequence of not taking the Summary Recommendations

The parcel would have to be removed from the subdivision application. The subdivision application would have to be reviewed by the Planning Commission and City Council again.

Notice

Notice of this hearing followed local and state noticing requirements.

Public Input

No comments have been received by staff at the date of this writing.

Alternatives

1. The City Council may approve the transfer of City property through a quit claim deed to the residence of 350 McHenry Avenue; or
2. The City Council may deny the transfer of City property to the residence of 350 McHenry Avenue; or
3. The City Council may continue the discussion to a date certain.

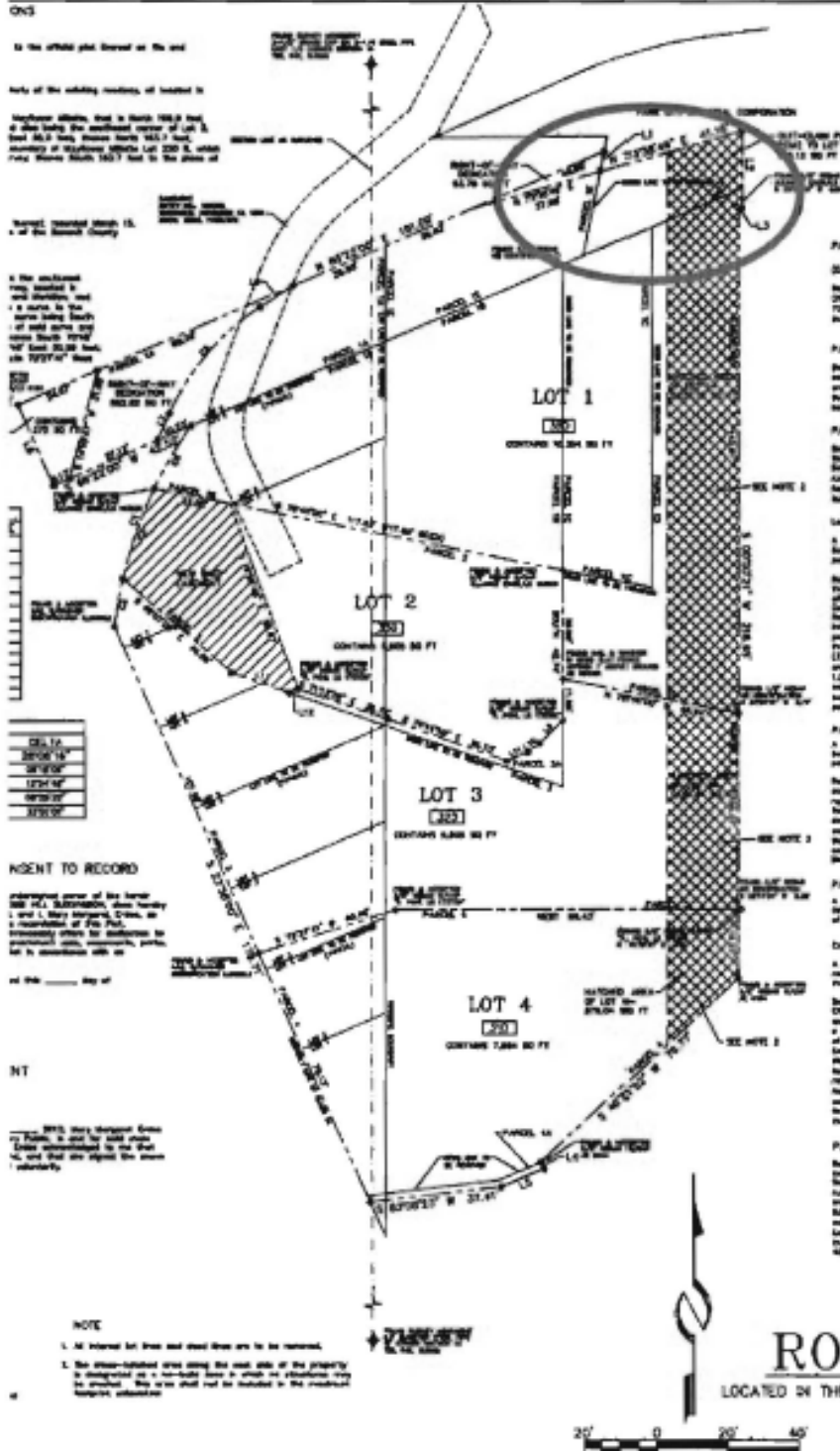
Exhibits

Exhibit A- Approved Subdivision plat which includes proposed quit claim parcel

Exhibit B- Survey

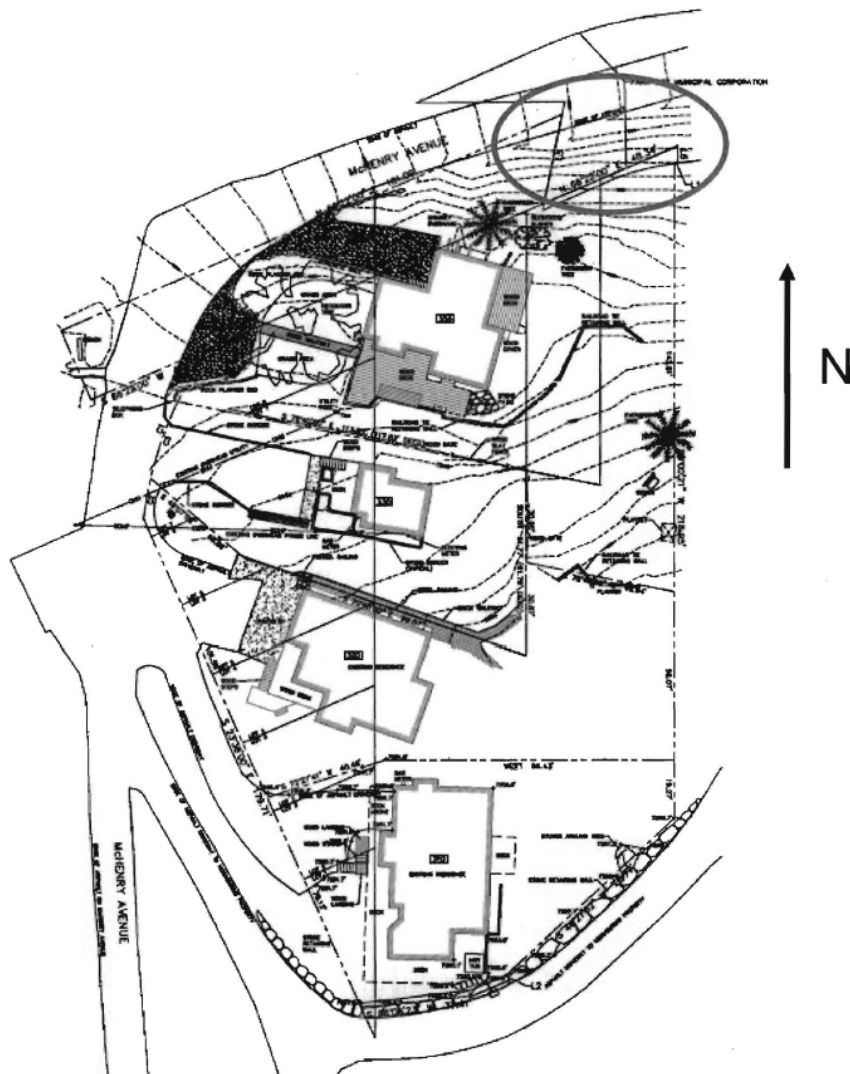
Exhibit C – Ordinance

Exhibit A – Subdivision showing parcel



4G COMMISSION	ENGINEER'S CERTIFICATE	APPROVAL AS TO FORM	CERTIFICATE OF AT
BY THE PARK CITY COMMISSION THIS 2010 A.D.	I FIND THIS PLAT TO BE IN ACCORDANCE WITH INFORMATION ON FILE IN MY OFFICE THIS DAY OF 2010 A.D.	APPROVED AS TO FORM THIS DAY OF 2010 A.D.	I CERTIFY THIS RECORD OF A MAP WAS APPROVED BY PARK COUNCIL THIS DAY OF 2010.
CHAIRMAN	BY PARK CITY ENGINEER	BY PARK CITY ATTORNEY	BY PARK CITY RECORDER

Exhibit B: Survey



Ordinance No. 10-33

ORDINANCE APPROVING A REZONE FROM ESTATE (E) TO HISTORIC RESIDENTIAL LOW DENSITY (HRL) AND A CHANGE TO THE EAST BOUNDARY OF THE SENSITIVE LANDS OVERLAY (SLO) ZONE FOR PROPERTIES LOCATED AT 310-350 MCHENRY AVENUE, PARK CITY, UTAH

WHEREAS, the Planning Staff has petitioned the City Council for approval of a Zone boundary change for the HRL zoning district along the east property boundary of the properties of 310 – 350 McHenry Avenue changing the Estate (E) zoned portions to Historic Residential Low Density (HRL) and removing the Sensitive Lands Overlay (SLO) designation from HRL zoned portions; 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 August 25, 2010 to receive input on zone boundary change; and

WHEREAS, the Planning Commission, on August 25, 2010, forwarded a positive recommendation to the City Council; and

WHEREAS, on September 16, 2010 the City Council conducted a public hearing regarding the Zone boundary change for the HRL and SLO zoning districts along the east property boundary of the properties of 310 – 350 McHenry Avenue; and

WHEREAS, it is in the best interest of Park City Utah to approve a Zone boundary change for the HRL and SLO zoning districts along the east property boundary of the properties of 310 – 350 McHenry Avenue.

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

SECTION 1. APPROVAL The above recitals are hereby incorporated as findings of fact. The zone boundary change for the HRL and SLO zoning districts along the east property boundary of the properties of 310 – 350 McHenry Avenue, as described in Exhibit A, is approved subject to the following Findings of Facts, Conclusions of Law, and Condition of Approval:

Findings of Fact:

1. Currently, there are four homes located at 310, 320, 330, and 350 McHenry Avenue that are located within three zoning districts, namely the Historic Residential Low-Density (HRL) zone, the Estate (E) zone and the Sensitive

- Lands Overlay Zone (SLO) that currently exists as an overlay on the Estate (E) zoned portion.
2. The Planning Department is requesting a zone change to move the HRL and SLO boundary line to the East boundary of the above properties replacing the Estate zoned portion with HRL. The primary reason for the request is change the zone boundary line to match the ownership property lines.
 3. There are no existing HRL properties with the sensitive lands overlay (SLO) designation.
 4. The HRL zone was in part created by the residents of McHenry Avenue to specifically reduce the density allowed in the area under the previous HR1 zone.
 5. When the HRL zone was adopted, the description of the zone line followed the East property line of Block 61 of the Park City Survey. It did not follow the ownership boundary that exists within NW ¼ SW ¼ Section 15 of the Park City Survey. The property owners of 310, 320, 330, and 350 McHenry Avenue owned the parcels of land East of Block 61 in 1983. These parcels were zoned Estate.
 6. LMC Section 15-1-6(B) states "where the zoning district lines appear to have intentionally divided a lot or parcel between two (2) or more districts, the applicable zoning for each portion of the lot or parcel must be determined by using the scale shown on the map."
 7. If the rezone is not approved, any future improvements to these properties would have to follow the HRL zone lot and site requirements in the front yard and the Estate zone lot and site requirements in the back yard. With existing homes, the current zoning creates many instances of non-conformity.
 8. No non-complying structure may be moved, enlarged, or altered, except in the manner provided in Section 15-9-6 of the LMC or unless required by law. By moving the HRL and SLO zone boundary lines to the East ownership boundary, the majority of the non-conformities will not exist, due to the decreased setback requirements in the HRL. The structures will be more compliant with the zone.
 9. The zone change would allow increased density on Lots 1, 3, and 4 due to the minimum lot size in the HRL zone. The property owners have submitted a subdivision application under which Staff has recommended and subdivision applicants have agreed to a condition of approval that a note be added to the subdivision plat being reviewed concurrently with this zone change, that that there shall be only one house per Lot and the Lots shall not be re-subdivided. The property owners also suggested a condition of the subdivision plat be to have a no-build area for the 20' strip along the eastern property lines. They have also agreed that the no-build area shall not be included in the lot area for determination of footprint.
 10. Notice for this application was sent to all property owners within 300' of the affected properties and was noticed in the Park Record.
 11. The Park City Zoning Map shall be amended at the time of Council Action.
 12. The Findings in the Analysis section are incorporated herein

Conclusions of Law:

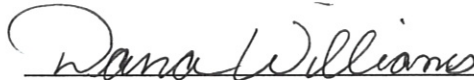
1. There is good cause for this rezone.
2. The rezone is consistent with the Park City Land Management Code and applicable State law.

3. Neither the public nor any person will be materially injured by the proposed rezone.
4. The rezone is consistent with the Park City General Plan.

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

PASSED AND ADOPTED this 16th day of September, 2010.

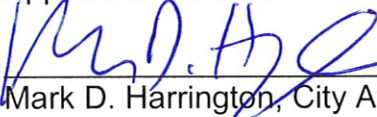
PARK CITY MUNICIPAL CORPORATION

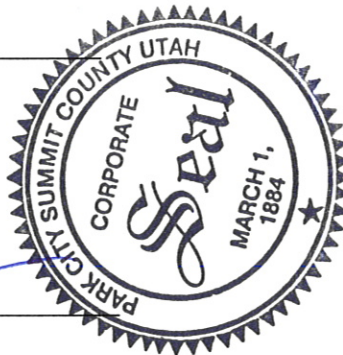

Dana Williams, Mayor

Attest:


Janet M. Scott, City Recorder

Approved as to form:


Mark D. Harrington, City Attorney

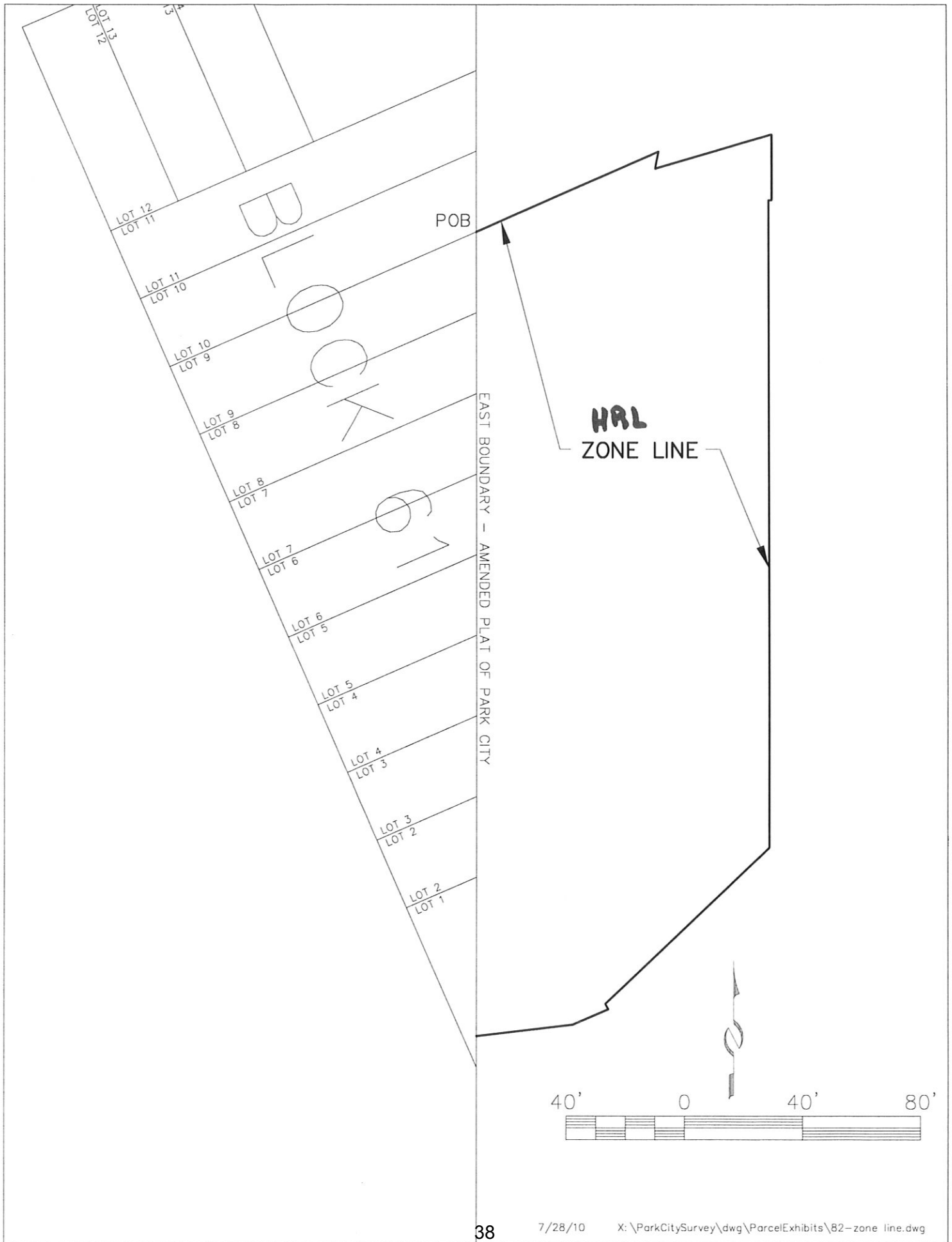


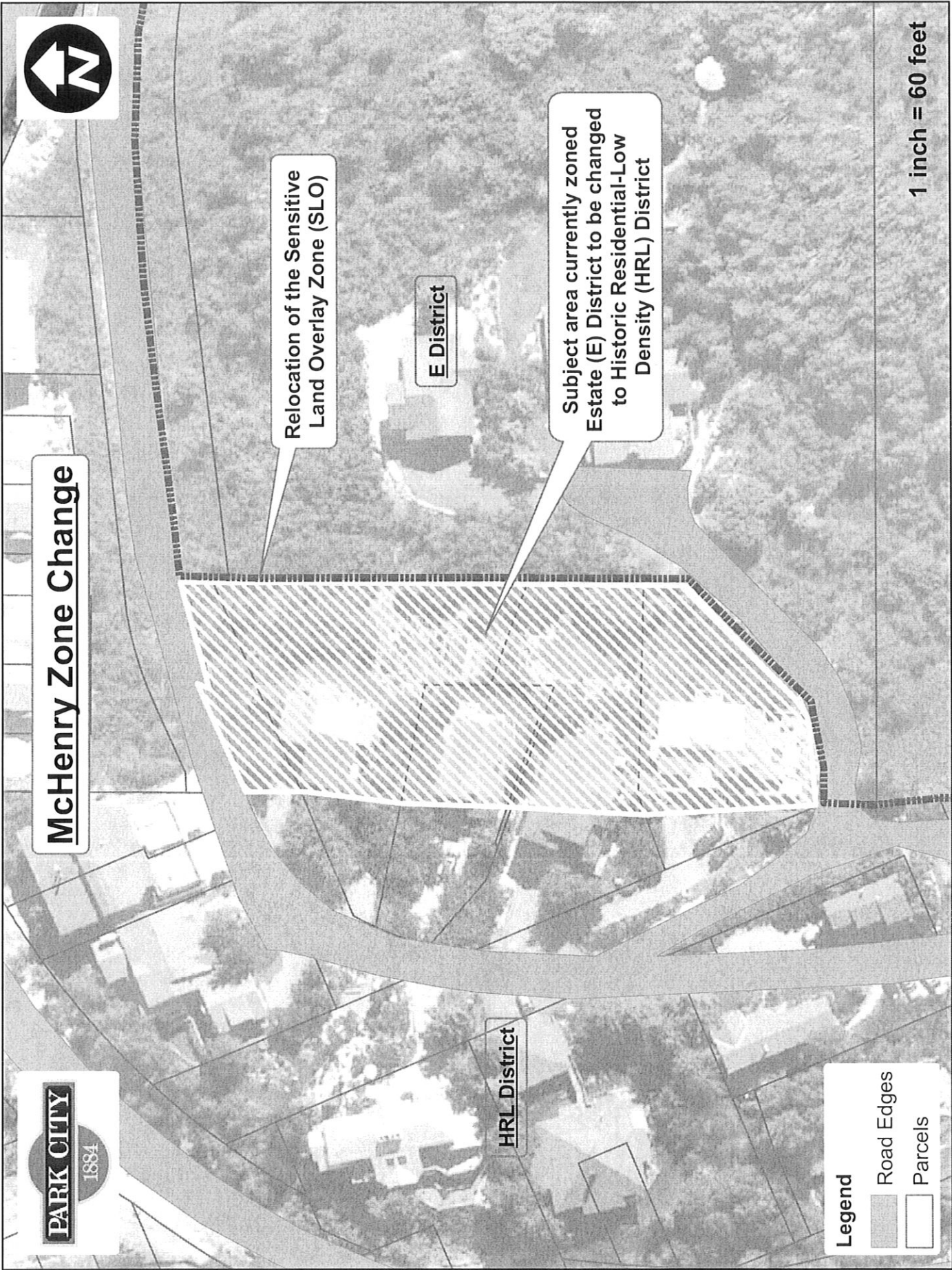
ZONE LINE
July 28, 2010

Located in the southwest quarter of Section 15, Township 2 South, Range 4 East, Salt Lake Base and Meridian, being more particularly described as follows:

Beginning at the northeast corner of Lot 9, Block 61, Amended Plat of Park City, according to the official plat thereof on file and of record in the office of the recorder, Summit County, Utah; and running thence North $66^{\circ}22'00''$ East 67.71 feet; thence South $11^{\circ}13'46''$ West 5.85 feet; thence North $73^{\circ}38'49''$ East 41.16 feet; thence South 22.18 feet; thence South $82^{\circ}39'46''$ West 1.08 feet; thence South $00^{\circ}00'21''$ West 218.95 feet; thence South $46^{\circ}21'52''$ West 76.77 feet; thence South $29^{\circ}53'59''$ East 2.08 feet; thence South $66^{\circ}22'00''$ West 13.13 feet; thence South $83^{\circ}08'23''$ West 32.98 feet to the easterly boundary of the Amended Plat of Park City and terminating.

X:\ParkCitySurvey\Docs\Desc\82-zone line.doc







City Council Staff Report

Subject: Reimbursement to Rocky Mountain Power for
Electric Utility Line Bypass (Shoofly) for the
Bonanza Drive Reconstruction Project

Author: Matthew Cassel, P.E., City Engineer

Department: Engineering

Date: January 13, 2011

Type of Item: Administrative

Summary Recommendations:

The Council should consider approving a reimbursement to Rocky Mountain Power (RMP), Inc for electric utility line relocations related to the construction of Phase 2 for Bonanza Drive in the amount of \$11,048.04.

Topic/Description:

This reimbursement is with Rocky Mountain Power to construct a shoofly (temporary line bypass) which was required in order to relocate the electrical conduits around the tunnel located in the Bonanza Drive/Iron Horse Intersection. A Work Order agreement with Rocky Mountain Power was signed on July 14, 2010 in an amount of \$18,315 to relocate and construct this temporary shoofly. With the work complete, the actual cost for the temporary shoofly was \$29,363.04, which is \$11,048.04 higher than what Rocky Mountain Power had estimated and over the \$20,000 threshold which requires City Council approval.

The Council has approved funding for this project as follows:

Capital Project cp0097 (Bonanza Drive Reconstruction) initially contained \$2,593,671 for the project and our Water Department provided funding for the new transmission waterline. Additional monies in the amount of \$1,072,616 were encumbered through UDOT's STP Small Urban Funds Program and up to \$1,893,900 may be allocated in the walkability bond. SBWRD also provided funding for the replacement of their sewer line. Design services, construction management services, soft costs and the actual construction are all included in the funding package for this project.

Background:

In January 2008, H. W. Lochner completed the Bonanza Drive Corridor and Pedestrianization Plan. City Council reviewed and approved this concept plan during their January 24, 2008 meeting. The design included raised medians along a short section of Bonanza Drive (near the intersection of Kearns Boulevard), acceleration lanes at Prospector Avenue, "no left turn" restrictions, bicycle lanes, northbound bus pull-out, trail connection including a pedestrian tunnel at the Iron Horse intersection, pedestrian crossing, consistent six (6') foot wide sidewalks, speed limit feedback signs, right turn lane at Iron Horse and lengthened southbound left turn lane at Deer Valley

Drive. As part of this work, the existing sewer line was relocated due to the pedestrian tunnel and replaced to SR-248, the existing water line was relocated due to the pedestrian tunnel and a new transmission water line was installed.

The waterline was designed by Bowen, Collins & Associates through their contract with the City's Water Department and incorporated into the construction plans. The sewer was also designed by Bowen, Collins and Associates in a separate contract with Snyderville Basin Water Reclamation District (SBWRD) and incorporated in the construction plans.

Because of the size of this project, it was decided early in the design process to break the project into two (2) construction seasons. The first construction season included the installation of the transmission waterline from Deer Valley Drive to Kearns Boulevard and the reconstruction of Bonanza Drive from Deer Valley Drive to a point just north of Upper Iron Horse Drive. The second construction season completed the utilities, completed the pedestrian tunnel and reconstructed the rest of Bonanza Drive and its associated facilities. The project was originally anticipated to be bid as one complete project in June of 2009.

In the spring of 2009, numerous issues still remained unresolved on the project and UDOT indicated they would not proceed with bidding until those issues were resolved. All of the unresolved issues pertain to the second season of construction. To keep the project moving forward, staff decided to split the project into two (2) biddable phases. The first phase was all work associated with the first season of construction and the second phase is all work associated with the second season of construction.

Analysis:

This shoofly was an excellent afterthought by Rocky Mountain Power. The original contract for the relocation of the conduits and power around the Bonanza Drive tunnel required for the contractor to have their facilities in the ground by August 1, 2010. To facilitate the construction, RMP was simply going to shut off the power in the conduits crossing the tunnel and backfeed the City. Once the tunnel was completed, the conduits would be relocated and the power would be turned back on. With the Notice-to-Proceed not being issued until early July, the possibility of the contractor meeting this date was very slim. If this date was not met, Rocky Mountain Power would not allow for the relocation of their lines this year, and thus the tunnel construction would not be able to commence.

After numerous meetings with Rocky Mountain Power, they proposed the shoofly, which would allow a temporary power bypass to be used until mid-October (extended from August 1) and thus allow for the construction of the tunnel. The shoofly diverted power near the intersection of Bonanza Drive and Munchkin into the backfeed to Park City, which allowed the conduits in Bonanza Drive to be off for a much longer period. Without this shoofly, the tunnel would not have been constructed this season.

Rocky Mountain Power is a sole source provider of power to Park City. The electrical utility lines to be relocated are owned and operated by Rocky Mountain Power. The utility lines are located within Park City's Right-Of-Way based on our franchise agreement with this utility company.

RMP originally estimated the cost of the shoofly to be \$18,315. Once they started construction the shoofly, numerous issues arose including other utility conflicts with the power lines and the need to make adjustments to the design because their buried power lines they were connecting into where not in the location as planned. The Public Service Commission (PSC) regulates Rocky Mountain Power. PSC allows RMP to charge for the actual cost of the work completed, not what was estimated prior to construction.

Department Review:

This report has been reviewed by City Manager, Planning, Sustainability and Legal. All issues have been resolved.

Alternatives:

A. Approve the Request:

This is the staff's recommendation.

B. Deny the Request:

If this request is denied, Rocky Mountain Power could not be paid for their work that has been completed.

C. Continue the Item:

If the Council needs more information the item can be continued.

Do Nothing:

This option would not allow for Rocky Mountain Power to be paid for their work that has been completed.

Significant Impacts:

At this point in the project, the construction impacts to businesses and commuters/travelers have been realized and the only remaining work is to finalize the last remaining construction elements on phase 2 of the construction and closeout of the whole Bonanza Drive Reconstruction project. The initial funds for the construction management contract have been appropriated which the Council considered in the FY2009 and FY 2010 budgets. While the budgets for the Water and Road portions of Bonanza are still slightly under budget, this change order will significantly impact walkability's budget. Funds for this change order would come from CIP account CP0226-031-451-007, which is the walkability bond money. As walkability nears completion on their first 20 projects, they have been constructed for \$3,200,000 less than budgeted, which is the money proposed to be used to offset this change order.

Consequences of not taking the recommended action:

Bonanza Drive is an important commuter link for the City, and has seen a significant increase in traffic congestion. This year's construction is nearing completion and the

project as a whole is almost complete. By not taking the recommended action, Rocky Mountain Power could not be paid for work that has been completed.

Recommendation:

The Council should consider approving a reimbursement to Rocky Mountain Power (RMP), Inc for electric utility line relocations related to the construction of Phase 2 for Bonanza Drive in the amount of \$11,048.04.

Exhibit - Rocky Mountain Power Customer Pro Forma Invoice



December 14, 2010

6280 N. Silver Creek Dr.

Park City, Utah 84098

435) 655-7813

Mr. Matthew Cassel, P.E.
Park City Corporation
PO Box 1480
Park City, UT 84060-1480

RE: Customer Requested Work Agreement
Work Order # 5449378
Customer Acct# 35279126 001
Bonanza Drive Re-Construction Project – Temporary Line Extension - Shoo-fly

Dear Matthew:

Rocky Mountain Power (RMP), has completed all work regarding the above defined "Work Agreement". As you know, more time and materials were needed at the site to accomplish the relocation of our facilities. Per our discussions in the field, and your attached letter, Park City Corporation (PCC) has agreed to pay the actual cost of this project.

Please find enclosed, an invoice showing the estimated cost, the actual cost and a "Total". The "Total" amount reflects the cost difference between (RMP) actual costs, less (PCC) applied payment.

Please remit payment to me at the above address. I will then direct the payment to our work order to zero out all charges.

Sincerely

R Duane Layton
Journeyman Estimator
Park City Area

Cc: file



**ROCKY MOUNTAIN
POWER**

A PACIFICORP COMPANY

Park City Office
6280 North Silver Creek Rd
Park City, Utah 84098

PRO FORMA INVOICE

Customer

Name Park City Corporation
Attn: Matt Cassel, P.E.
Address PO Box 1480
City Park City State UT ZIP 84060

Date 12/14/2010
Request # 5449378
WO # 5449378
Employee: RDL

Qty	Description	Unit Price	TOTAL
	Original Estimated project cost	\$18,315.00	
1	Payment from Park City (applied)	(\$18,315.00)	(\$18,315.00)
1	Actual project cost	\$29,363.04	\$29,363.04
TOTAL			\$11,048.04

Office Use Only

***Invoice costs are valid for only 90 days from invoice date!
Please remit payment to address at top of invoice.***



City Council Staff Report

Subject: Reimbursement to Rocky Mountain Power for
Electric Utility Line Relocation for the
Bonanza Drive Reconstruction Project

Author: Matthew Cassel, P.E., City Engineer

Department: Engineering

Date: January 13, 2011

Type of Item: Administrative

Summary Recommendations:

The Council should consider approving a reimbursement to Rocky Mountain Power (RMP), Inc for electric utility line relocations related to the construction of Phase 2 for Bonanza Drive in the amount of \$26,095.17.

Topic/Description:

This reimbursement is with Rocky Mountain Power to relocate the electrical conduits around the tunnel located in the Bonanza Drive/Iron Horse Intersection. City Council approved a Work Order Agreement with Rocky Mountain Power on April 22, 2010 in an amount of \$131,830 to relocate these conduits. With the work complete, the actual cost for the relocation was \$157,925.17, which is \$26,095.17 higher than what Rocky Mountain Power had estimated.

The Council has approved funding for this project as follows:

Capital Project cp0097 (Bonanza Drive Reconstruction) initially contained \$2,593,671 for the project and our Water Department provided funding for the new transmission waterline. Additional monies in the amount of \$1,072,616 were encumbered through UDOT's STP Small Urban Funds Program and up to \$1,893,900 may be allocated in the walkability bond. SBWRD also provided funding for the replacement of their sewer line. Design services, construction management services, soft costs and the actual construction are all included in the funding package for this project.

Background:

In January 2008, H. W. Lochner completed the Bonanza Drive Corridor and Pedestrianization Plan. City Council reviewed and approved this concept plan during their January 24, 2008 meeting. The design included raised medians along a short section of Bonanza Drive (near the intersection of Kearns Boulevard), acceleration lanes at Prospector Avenue, "no left turn" restrictions, bicycle lanes, northbound bus pull-out, trail connection including a pedestrian tunnel at the Iron Horse intersection, pedestrian crossing, consistent six (6') foot wide sidewalks, speed limit feedback signs, right turn lane at Iron Horse and lengthened southbound left turn lane at Deer Valley Drive. As part of this work, the existing sewer line was relocated due to the pedestrian

tunnel and replaced to SR-248, the existing water line was relocated due to the pedestrian tunnel and a new transmission water line was installed.

The waterline was designed by Bowen, Collins & Associates through their contract with the City's Water Department and incorporated into the construction plans. The sewer was also designed by Bowen, Collins and Associates in a separate contract with Snyderville Basin Water Reclamation District (SBWRD) and incorporated in the construction plans.

Because of the size of this project, it was decided early in the design process to break the project into two (2) construction seasons. The first construction season included the installation of the transmission waterline from Deer Valley Drive to Kearns Boulevard and the reconstruction of Bonanza Drive from Deer Valley Drive to a point just north of Upper Iron Horse Drive. The second construction season completed the utilities, the pedestrian tunnel and reconstructed the rest of Bonanza Drive and its associated facilities. The project was originally anticipated to be bid as one complete project in June of 2009.

In the spring of 2009, numerous issues still remained unresolved on the project and UDOT indicated they would not proceed with bidding until those issues were resolved. All of the unresolved issues pertain to the second season of construction. To keep the project moving forward, staff decided to split the project into two (2) biddable phases. The first phase was all work associated with the first season of construction and the second phase is all work associated with the second season of construction.

Analysis:

Rocky Mountain Power is a sole source provider of power to Park City. The electrical utility lines to be relocated are owned and operated by Rocky Mountain Power. The utility lines are located within Park City's Right-Of-Way based on our franchise agreement with this utility company.

RMP originally estimated the cost of the relocation of the power lines around the tunnel to be \$131,830. Once construction commenced on the project, the relocation spot for the power conduits was changed due to conflicts with newly found other utilities and the change in elevation of the road. RMP ended up re-designing their conduit location to fit the site conditions. The Public Service Commission (PSC) regulates Rocky Mountain Power. PSC allows RMP to charge for the actual cost of the work completed, not what was estimated prior to construction.

Department Review:

This report has been reviewed by City Manager, Planning, Sustainability and Legal. All issues have been resolved.

Alternatives:

A. Approve the Request:

This is the staff's recommendation.

B. Deny the Request:

If this request is denied, Rocky Mountain Power could not be paid for their work that has been completed.

C. Continue the Item:

If the Council needs more information the item can be continued.

Do Nothing:

This option would not allow for Rocky Mountain Power to be paid for their work that has been completed.

Significant Impacts:

At this point in the project, the construction impacts to businesses and commuters/travelers have been realized and the only remaining work is to finalize the last remaining construction elements on phase 2 of the construction and closeout of the whole Bonanza Drive Reconstruction project. The initial funds for the construction management contract have been appropriated which the Council considered in the FY2009 and FY 2010 budgets. While the budgets for the Water and Road portions of Bonanza are still slightly under budget, this change order will significantly impact walkability's budget. Funds for this change order would come from CIP account CP0226-031-451-007, which is the walkability bond money. As walkability nears completion on their first 20 projects, they have been constructed for \$3,200,000 less than budgeted, which is the money proposed to be used to offset this change order.

Consequences of not taking the recommended action:

Bonanza Drive is an important commuter link for the City, and has seen a significant increase in traffic congestion. This year's construction is nearing completion and the project as a whole is almost complete. By not taking the recommended action, Rocky Mountain Power could not be paid for work that has been completed.

Recommendation:

The Council should consider approving a reimbursement to Rocky Mountain Power (RMP), Inc for electric utility line relocations related to the construction of Phase 2 for Bonanza Drive in the amount of \$26,095.17.

Exhibit - Rocky Mountain Power Customer Pro Forma Invoice



December 22, 2010

6280 N. Silver Creek Dr.

Park City, Utah 84098

435) 655-7813

Mr. Matthew Cassel, P.E.
Park City Corporation
PO Box 1480
Park City, UT 84060-1480

RE: Customer Requested Work Agreement
Work Order # 5294814
Customer Acct# 35279126 001
Bonanza Drive Re-Construction Project

Dear Matthew:

Rocky Mountain Power (RMP), has completed all work regarding the above defined "Work Agreement". As you know, more time and materials were needed at the site to accomplish the relocation of our facilities. Per our discussions in the field, and your attached letter, Park City Corporation (PCC) has agreed to pay the actual cost of this project.

Please find enclosed, an invoice showing the estimated cost, the actual cost and a "Total". The "Total" amount reflects the cost difference between (RMP) actual costs, less (PCC) applied payment.

Please remit payment to me at the above address. I will then direct the payment to our work order to zero out all charges.

Sincerely

R Duane Layton
Journeyman Estimator
Park City Area

Cc: file



Park City Office
6280 North Silver Creek Rd
Park City, Utah 84098

PRO FORMA INVOICE

Customer

Name Park City Corporation
Attn: Matt Cassel, P.E.
Address PO Box 1480
City Park City State UT ZIP 84060

Date 12/22/2010
Request # 5294814
WO # 5294814
Employee: RDL

Qty	Description	Unit Price	TOTAL
	Original Estimated project cost	\$131,830.00	
1	Payment from Park City (applied)	(\$131,830.00)	(\$131,830.00)
1	Actual project cost	\$157,925.17	\$157,925.17
TOTAL			\$26,095.17

Office Use Only

Invoice costs are valid for only 90 days from invoice date!
Please remit payment to address at top of invoice.

City Council Staff Report



Author: Heinrich Deters
Subject: Comstock/Sidewinder Pathway Project Professional Service Provider contract award
Date: January 13, 2011
Type of Item: Administrative - Award of Contract

Sustainability

Summary Recommendation –

Authorize The City Manager to enter into a service provider agreement with Horrock's Engineering, Inc., for the Comstock/Sidewinder Pathway project in the amount of \$136,504 in a form approved by the City Attorney.

Topic: Comstock/Sidewinder Pathway Project Professional Service Provider contract.

Background:

The Walking and Biking Liaison Committee (WALC) identified the Comstock/Sidewinder Pathway Project as a priority for completion in 2010. The WALC committee recommended a 5' sidewalk on the east side of Comstock Dr., within the existing pavement prism, traffic calming measures and removal of parking on the east side of Comstock Drive. Furthermore, the WALC committee recommended a 5' sidewalk along the south side of Sidewinder Dr. from Comstock to Gold Dust Lane. Further traffic calming measures were cited by the Fehr and Peers Traffic Calming study at the Gold Dust and Sidewinder intersection.

On May 22nd, 2008 as part of the FY 2009 budget approval Council directed staff to defer the initial \$540,000 sidewalk project on the east side of Comstock Drive and consider an incremental approach. Specifically Council directed staff to remove parking on the east side of the street and provide a 5' at grade pedestrian facility (edge stripe) adjacent to the bike lane. Furthermore, Staff was directed to review the project for a year and return to Council with an assessment of the projects success.

In February of 2009, pursuant to the adopted WALC recommendations, the City entered into a contract with Fehr & Peers Transportation Consultants to perform a study of existing conditions and provide professional recommendations on traffic calming measures at the identified locations. The project scope required the consultants to evaluate the interim 5', striped, at grade pedestrian facility and make a professional and technical recommendation of the construction of a sidewalk at the location.

On April 21, 2009, a public Open House was held to review preliminary findings of the Fehr and Peer's Traffic Calming Study and to provide a forum for public input on possible traffic calming measures. Approximately fifty people attended the meeting. They were provided an opportunity to support specific recommendations, as well as, provide written comments on the projects.

At the June 18, 2009 City Council meeting, staff and the consultants recommended measures for Comstock including several traffic calming devices in addition to a sidewalk on the east side of Comstock Dr. Council approved all recommended measures presented in the June 18th Staff report including a 5' sidewalk on the east side of Comstock, two center medians, two raised crosswalks, sharrow markings (shared use of bike and travel lanes) and signage. Since the

meeting, Council received additional input from a resident opposed to the sidewalk, who was not individually notified of the June 18 meeting. Council directed staff to return with further discussion specific to the sidewalk.

On October 1, 2009, Council and staff provided an additional opportunity for public comment on the proposed sidewalk for Comstock. Based upon the input, Council asked staff to return with additional information on the following items of the project:

1. Confirmation that a pedestrian facility fits within the existing pavement section throughout the entire span of Comstock drive.
2. An estimate of cost associated with widening the intersection of Kearns Boulevard and Comstock drive, to allow an at grade pedestrian zone similar to that existing along much of the corridor.
3. Improvements to the existing bus stop on Comstock.

On October 28, 2009, staff held a public open house for the underpass at Comstock drive and Kearns Boulevard. In addition to providing information on the underpass, staff provided an opportunity for the public to see some conceptual drawings and cross sections of a few options for the proposed sidewalk along Comstock drive, and how the sidewalk and tunnel projects would dovetail. Approximately 30 residents participated in the event and provided feedback.

On December 3rd, 2009, Council and staff provided further opportunity for public comment on the proposed sidewalk. After receiving comment, Council directed staff to move forward with a project designed within the existing pavement prism, noting possible impacts outside the existing pavement prism but within the street right of way during the construction process. The direction included a multi-use path on the east side of Comstock Drive and traffic calming measures.

Analysis:

The Request for Proposals (RFP) was advertised on November 24th and 27th, 2010 in the Park Record and November 25th and 26th in the Salt Lake Tribune. Additionally, the RFP was posted on the City's website.

The scope of work required of the consultants in the RFP is as follows:

IV. Scope of Work

Task 1 - Preliminary Design

1. Review WALC study specific to this project, guidelines and committee recommendations, as well as the City's Traffic Calming Policy.
<http://www.parkcity.org/index.aspx?page=541&parent=11>
2. Review Park City Soils Ordinance and compliancy.
3. Review survey and on site conditions. Identify any additional services that may be required. Survey will be provided to winning service provider after selection process.
4. Attend Park City Municipal pre-application meeting.
5. Assess existing drainage conditions and provide designs and input for any additional drainage needs. There are currently no storm drains for the roadways to the West of Comstock. The selected engineering firm will be required to analyze the storm drain

system on Comstock for increased capacity if storm drains from the area were to be tied into Comstock. (Map Exhibit B)

6. Meet with PCMC staff from all affected departments to go over existing conditions, scope, timing, coordination of other projects and public process.
7. Develop timeline for project.
8. Initial layout including existing utilities and possible conflicts.
9. Coordinate with SBWRD through initial and final design and engineering process.
10. PCMC review of initial layout
11. Determine impacts to neighboring properties.
12. Finalize conceptual design and provide probable cost opinion. Conceptual design should be a 30% complete bid package
13. Present conceptual project design to City Council.
14. Present conceptual design to neighboring property owners/public at an Open House, as well as meeting individually with homeowners along the project corridor.
15. Creating a contact list of adjacent homeowners for weekly notification.
16. Determine temporary or permanent property acquisition needs.
17. Contact existing dry and wet utilities located within the corridor and determine conflicts and impacts.
18. Design must comply with all applicable standards, including but not limited to, PCMC, AASHTO and MUTCD.

Task 2 - Design and Construction Documents

1. Incorporate conceptual design comments from PCMC into final design. Estimate 2 meetings with City staff for this task.
2. Identify and arrange for utility coordination as required.
3. Prepare bid documents including final construction drawings and specifications. Bid package should be specific in permits required for this project.
4. Provide periodic reviews of bid documents (50%, 75% and 90%)
5. Provide periodic (50%, 75%, 90%) updated estimate of construction costs.
6. Meet with PCMC staff to finalized drawings. Estimate at least 2 meetings with PCMC staff and 2 meetings with outside agencies or utilities.

Task 3 – Bidding Support (Advertise Construction Bid April 15, 2011)

1. Provide electronic copies of contract documents for bid packages.
2. Coordinate with PCMC on the advertisement for bidding. City will post advertisement.
3. Conduct pre-bid meeting.
4. Answer questions and issue addendums as required.
5. Conduct the bid opening in accordance with Municipal policies and State code.
6. Provide bid tabulation form.
7. Provide post bid support, by checking references and review bid numbers for accuracy.
8. The Park City Council will award the construction contract during a public meeting. The design engineer shall help City staff present the contract award and possibly respond to questions of Council or public.

Task 4 – Construction Management (Estimated May, 2011 – September 30, 2011)

1. Conduct pre-construction conference.
2. Conduct a pre-construction public open house.

3. Provide construction administration including review of RFI's, submittals, verify monthly pay requests, weekly construction meetings, consultation with PCMC and neighbors (see #3), review and evaluate change orders, as well as construction timeline and milestones.
4. Provide on-site public involvement and coordination by attending 1 weekly construction meeting and taking neighborhood input. (1 day per week, 8hrs per day)
5. Provide on-site construction observation and coordination with utilities, neighboring property owners and HOAs, PCMC departments, School District, Fire District (Water, Streets, Engineering, Building, Police (4 times per week, 8 hrs per day).
6. Coordinate on-site observation and changes in the field with the construction documents.
7. Coordination of construction testing and inspection with contractor. Materials testing will be by an independent testing agency contracted by the contractor.
8. Provide closeout of project including substantial completion, final walkthrough, and generation of punch-list and verification of completion, review of final paperwork, review contractor's as-built drawings, and recommendation of final payment per PCMC construction agreement, and compilation and submittal of final paperwork.
9. Post Construction: Provide record survey of constructed facilities along with contractor drawings for the preparation of record drawings. Record drawings will be submitted in hard copy form (mylar) and electronically in a GIS format.

The intended timeframe for the utilization of the selected consulting firm's services is from February 2011 through October 2011. The project should begin construction by May of 2011 with completion by September 30, 2011.

A selection committee included the following participants:

Sayre Brennan – Transit Department
 Tyler Poulson – Sustainability Department
 Heinrich Deters- Trails Coordinator
 Matt Twombly – Project Manager
 Pace Erickson- Public Works Operations Manager
 Troy Dayley –Streets
 Matt Cassel – City Engineer
 Clint Dayley – Parks Department

There were eight firms who responded and their cost proposals are as follows:

Horrock's Engineering	\$136,504
Civil Science	\$107,380
Alliance Engineering	\$98,825
Epic Engineering	\$121,279
Singletrack/Perigree	\$69,850
Mulholland Development	\$77,250
Ward Engineers	\$115,860
Stanley Consultants	\$213,584

Selection of the consulting firm was based on the following criteria and weighted percentage wise to the overall project RFP:

1. Experience with Roadway design, engineering and consulting services to municipalities. (15%)
2. Ability to be responsive and available to City Staff and the affected neighborhoods and construction management. (15%)
3. Cost Effectiveness in providing the desired services/product. (15%)
4. Traffic Calming, Public Involvement and technical review of project aspects. (20%)
5. Overall design and completion of the RFP. (25%)
6. Local business, strong project management skills. (10%)

The selection committee met on December 21st, 2010 and determined that based on the criteria Horrock's Engineering and Ward Engineering were the most qualified and responsive so both firms were invited to a short list interview. Based on the interviews, the selection committee is recommending Horrock's Engineering being awarded the contract.

Horrock's Engineering established themselves as the most qualified firm for several reasons specific to the project:

1. Horrock's was the design firm for the recently completed Comstock tunnel. Experience specific to soils and utilities within the project location will be greatly beneficial where the two projects tie into one another. Moreover, Horrock's provides established relationships with area homeowners and the school district.
2. As part of the Comstock tunnel design, Horrock's was involved in a 2009 open house, in which conceptual designs for the pathway and tunnel were presented. These presentations stemmed from previous public input concerned with the pathways impact along the corridor. Horrock's then presented to City Council, several renditions of the project and their possible impacts, as well as public input taken from the open house. History garnered from these events, provides Horrock's with a specific understanding of the importance of public input pertaining to the project.
3. Horrock's engineering provides vast experience and tremendous depth in the fields of project management, construction management and public involvement. A proposal, including a full time construction manager with 25 years of experience, a full time inspector and an award winning public involvement team will help mitigate impacts to the neighborhood and provide for a timely construction process. Staff has identified these aspects as vital to the success of the project.

The fees provided by the consultants ranged from a low of \$69,850 to a high of \$213,584. Horrock's fee of \$136,504 is 10% of the project budget, which is consistent with staff's estimate for design, public involvement and construction management.

Park City's purchasing policy states that Professional Service Contracts are exempt from competitive bidding, where the lowest quote need not necessarily be awarded the contract. Furthermore, the policy states that emphasis will be placed on quality, with cost being the deciding factor when everything else is equal. In review of the proposals the committee determined that Horrock's Engineering was the most qualified based on their proposal, including public involvement and construction management, the selection criteria and previous experience with the City on similar projects.

Design will begin immediately upon execution of the contract. The scope of the engineering briefly entails: Preliminary Design, Design and Construction Documents, Project Bidding, Public Involvement and Construction Management. As part of the scope of the engineering, staff and

the consultants will hold an open house and provide Council with a review of the project near the end of the preliminary design phase.

Upon completion of the construction documents the City in conjunction with Horrock's Engineering will publicly bid the project for construction. Staff will return to City Council after the bid opening for the award of the Construction contract. The tentative schedule anticipates the start of construction in June when the schools close and completion by August 30, 2011.

Department Review: This report has been reviewed by representatives of Sustainability, Legal, City Engineer and the City Manager's Office and their comments have been integrated into this report.

Alternatives:

- A. Approve the request, and authorize the City Manager to execute the service provider agreement as attached: (Staff recommendation)**
- B. Modify the request: Council could choose to modify the agreement, which would likely delay the schedule of the project.
- C. Deny the request: Council could choose to not continue with the project at this time.
- D. Continue the Item: Council may feel there is not enough information to make a decision, which will delay the project and the proposed schedule.
- E. Do Nothing: Same effect as continuance.

Significant Impacts:

There is currently \$940,000 budgeted within the WALC budget for the Comstock Dr. project and an additional \$400,000 for projects within the Prospector neighborhood, which includes the Sidewinder sidewalk. Sustainability and on a limited basis other City staff resources will be required to complete the project.

Staff Recommendations:

Authorize The City Manager to enter into a service provider agreement with Horrock's Engineering, Inc., for the Comstock/Sidewinder Pathway project in the amount of \$136,504 in a form approved by the City Attorney.



City Council Staff Report

Subject: Main Street Early Deliveries Ordinance Amendment
Authors: Michael Kovacs, Assistant City Manager
Department: Executive
Date: January 13, 2011
Type of Item: Legislative

Summary Recommendations:

An ordinance amendment is ready for City Council based on your prior direction to take action to allow early Main Street deliveries but still keep restrictions in place for lower Main St., including hours of operation and modifications to the City's noise ordinance and parking codes.

Topic/Description:

Staff has redrafted an amendment to the code using the attached ordinance (Exhibit A) for consideration by City Council. This ordinance would add flexibility for Main St. and Old Town area deliveries to take place earlier in the morning on the south part of the street. The early deliveries would still be subject to the noise ordinance's 65 decibel level limit in the commercial areas before 6 a.m. At your last meeting, the Council enacted an anti-idling ordinance, which will assist in keeping noise levels from deliveries down.

Background:

A resident made a series of complaints in October about early deliveries taking place in Old Town prior to 7:00 a.m. (the time designated in the delivery truck parking code and the noise ordinance). Police responded to the scene and delayed deliveries until 7:00 a.m. In one instance, our Police cleared Old Town of all pre-7:00 a.m. deliveries that were taking place, and not just the truck that generated the complaint. Delivery truck companies began complaining that the 7:00 a.m. ordinance was unrealistic and that it pushed deliveries into peak morning traffic which then impacted businesses and people on the street. The companies have requested that the ordinance be amended, instead of just having a reduced enforcement priority. Council concurred at a work session held last month.

Council met on January 6, 2011, to consider an ordinance loosening rules and adding flexibility for parking to make deliveries in the Main St. and Old Town area. Since then, an effort to change delivery times to 3:00 a.m. from the proposed midnight time and a differentiation between upper and lower Main St. using Heber Avenue have been put in the proposed code change. The Sky Lodge/Zoom loading docks was identified as a major hot spot of complaints.

To refresh yourselves on the work session and last meeting, you may refer to the attached work session minutes and the Council meeting summary for January 6.

Analysis:

Based on your input at the last meeting when we considered a change to these sections, Staff is suggesting the following code section changes that are detailed in Exhibit A:

1. Strike the specific code section, PCMC 6-3-8(F), that designates "Loading Operation" as a prohibited activity between 10 p.m. and 7 a.m.

2. Allow deliveries south of Heber Ave. before 7:00 a.m. and after 7:00 a.m. north of Heber Ave. including allowances for double parking during those hours.

No changes to the decibel levels specified in the commercial zones prior to 6 a.m. are proposed. Any noise exceeding 65 decibels from 10 p.m. to 6 a.m. will be subject to enforcement by the Police, including deliveries. An allowance for Sundance operations and enforcement is included in the new version of the ordinance. Snow hauls will periodically shut down the Main St. and Swede Alley areas to all traffic, but we can put snow haul information into the e-notify system and have delivery companies sign up to receive notices of coming snow haul days.

Department Review:

Legal and the City Manager have reviewed this new Staff Report. Code changes have been discussed with the Police Chief.

Alternatives:

A. Approve

Staff is requesting City Council consider adopting the proposed ordinance adjusting for early upper Main Street deliveries, making modifications to the City's noise and parking codes.

B. Deny

Do not pass the ordinance and provide extra guidance.

C. Modify

Consider adopting an ordinance even less strict than presented based on communities like Breckenridge, Vail, and Jackson that allow higher decibel levels for trucks (see Exhibit C).

D. Continue the Item

Take more time to consider the matter.

E. Do Nothing

Allow staff to handle the issue within their discretion using the existing codes.

Significant Impacts:

Depending on Council direction, impacts vary from economic development issues to increased tensions between businesses and residential property owners and renters.

Consequences of not taking the recommended action:

Taking an approach alternative to the staff recommendation will require staff time dedicated to investigating and/or more proactively enforcing City code related to noise and delivery vehicles. Continuing this item has the potential to increase tensions between area residents and business owners.

Recommendation:

An ordinance amendment is ready for City Council based on your prior direction to take action to allow early Main Street deliveries but still keep restrictions in place for lower Main St., including hours of operation and modifications to the City's noise ordinance and parking codes.

Exhibits (Included):

Exhibit A – Draft Ordinance amending the parking and noise codes to allow earlier deliveries

Exhibit B – Table of 6 ski towns for comparison on delivery related noise codes and Town of Breckenridge code section on higher limits for vehicles.

Exhibit C – Work session minutes & Council meeting notes on the deliveries topic

Exhibit A – Draft Ordinance Amending the Parking and Noise Codes to Allow Earlier Deliveries

Ordinance No. 11-____

**ORDINANCE AMENDING TITLE 6, CHAPTER 3, NOISE
AND TITLE 9, CHAPTER 8, DELIVERIES & SHORT-TERM USE
OF THE MUNICIPAL CODE OF PARK CITY, UTAH**

WHEREAS, the livability and viability of Park City, its residents, businesses, and guests is a high priority and a work session was held by the City Council on December 2, 2010 on potential amendments to Titles 6 and 9 of the Municipal Code regarding anti-idling and Main Street deliveries; and

WHEREAS, the City Council unanimously adopted Ordinance No. 10-42 on December 16, 2010 prohibiting needless idling and demonstrating a proactive and committed position to protect the health, economy and natural environment of our community by addressing both air and noise pollution; and

WHEREAS, complaints about Main Street deliveries are almost exclusively noise-driven and it is felt that enforcement of the decibel level limit described in Title 6, Noise Abatement, and the enforcement of anti-idling legislation will address potential nuisances and conflicts in the Main Street core; and

WHEREAS, public hearings were noticed and held on the following amendments at the City Council's regularly scheduled meeting on January 6, 2011 and January 13, 2011; and

WHEREAS, members of the City Council find it in the best interest of the public to clarify the Municipal Code from time to time and specifically in this instance to realistically promote best practices by minimizing conflicts in neighboring commercial and residential zones and to enact sound legislation that is able to be consistently enforced and understood; and

NOW, THEREFORE, BE IT ORDAINED:

SECTION 1. AMENDMENTS. The following amendments shall be made to Titles 6 and 9 of the Municipal Code of Park City, Utah as follows:

~~**6-3-8(F) — LOADING OPERATION.** Loading, unloading, opening, or otherwise handling boxes, crates, containers, garbage containers, or other objects between the hours of 10 p.m. and 7 a.m.~~

9- 8- 3. DELIVERY VEHICLES IN THE MAIN STREET CORE.

All delivery vehicles parked on Main Street or Swede Alley shall observe the following restrictions;

(A) Delivery vehicles **operating south of Heber Avenue** shall utilize the west side of Main Street during the hours from ~~7:00 a.m.~~ **3:00 a.m.** to 12:00 noon~~7.~~ **Delivery vehicles operating north of Heber Avenue shall utilize Main Street during the hours from 7:00 a.m. to 12:00 noon.** After **12:00 noon** ~~which time~~ no delivery vehicle shall be parked on Main Street. Delivery

vehicles may utilize any parking space on the west side of Swede Alley from ~~7:00 a.m.~~ **3:00 a.m.** to 4:00 p.m.

(B) Delivery vehicles may double park on the west side of Main Street **south of Heber Avenue** from the hours of ~~7:00 a.m.~~ **3:00 a.m.** to 12:00 noon. **Delivery vehicles may double park on Main Street north of Heber Avenue from the hours of 7:00 a.m. to 12:00 noon.** Delivery vehicles may double park provided that: the double parked vehicle is in the course of an expeditious delivery, there is no other curb parking available, the double parked vehicle does not inhibit traffic flow or block a legally parked car from leaving the curb.

(C) Delivery vehicles shall utilize the loading zones on the west side of Swede Alley for deliveries to Main Street after the hour of 12:00 noon.

(D) No delivery vehicle shall park on the east side of Swede Alley.

(E) No delivery vehicle shall be parked in such a manner to impede the flow of traffic.

(F) No delivery vehicle shall be parked with its engine left idling.

(G) No delivery vehicle shall park on Park Avenue, between Heber Avenue and King **Road** ~~Avenue~~, to make deliveries to a business with a Main Street address.

(H) **Special Events and Master Festivals in the Main Street Core that are authorized by the City may impact delivery vehicle operations. Delivery vehicles will have special privileges and restrictions as approved by the City's special events staff in accordance with the standards in Title 4, Chapter 8.**

SECTION 2. EFFECTIVE DATE. This Ordinance shall become effective upon publication.

PASSED AND ADOPTED this 13th day of January, 2011.

PARK CITY MUNICIPAL CORPORATION

Mayor Dana Williams

Attest:

Janet M. Scott, City Recorder

Approved as to form:

Mark D. Harrington, City Attorney

Exhibit B – Table of 6 ski towns for comparison on delivery related noise codes and Town of Breckenridge code section on higher limits for vehicles

Ski Resort Town	Delivery Time Prohibition	Decibel Levels - Night	Definition of Night	Vehicle Noise Higher Limit
Monday - Saturday				
Aspen	No	55	7 p.m. to 7 a.m.	No
Breckenridge	No	65	11 p.m. to 7 a.m.	80 dB small trucks, 90 dB large
Telluride	Yes	3 consecutive complaints	n.a.	No
Jackson	No	n.a.	9 p.m. to 6 a.m.	80 dB
Vail	No	60	11 p.m. to 7 a.m.	80 dB small trucks, 90 dB large
Park City (current)	Yes	65	10 p.m to 6 a.m.	No
Park City (proposed)	No	65	10 p.m. to 6 a.m.	No, but option to enact

5-8-10: MOTOR VEHICLE NOISE:

It shall be unlawful for any person to operate a motor vehicle, or for the owner of a motor vehicle to permit the operation of any motor vehicle or combination of motor vehicles, at any time or place when such operation exceeds the following maximum permissible noise levels for the category of motor vehicle and for the designated time period specified in the table set forth below. The standards set forth in the table shall apply to all noise emitted from motor vehicles, including any equipment thereon, under any conditions of acceleration, deceleration, idle, greater load, and whether or not in motion, and shall include, but shall not be limited to, noise caused by the use of an "engine brake" which converts a power producing diesel engine into a power absorbing air compressor, resulting in a net energy loss (commonly referred to by brand names as "Jacobs Brake", "Jake Brake" or "Dynatard Brake"). Maximum permissible noise levels for motor vehicles shall be as follows:

MAXIMUM PERMISSIBLE NOISE LEVELS; MOTOR VEHICLES

<u>Type Of Vehicle</u>	<u>Time Period</u>	<u>Maximum Allowable Noise Levels</u>	<u>Measurement Distance From Vehicle</u>
Vehicles weighing less than 10,000 pounds, manufacturer's gross vehicle weight	Any time	80 decibels	At least 25 feet
Vehicles weighing 10,000 pounds or more, manufacturer's gross vehicle weight	Any time	90 decibels	At least 25 feet

**PARK CITY COUNCIL WORK SESSION NOTES EXCERPT
SUMMIT COUNTY, UTAH
DECEMBER 2, 2010**

Present: Mayor Dana Williams; Council members Alex Butwinski, Candace Erickson; Joe Kernan; Liza Simpson; and Cindy Matsumoto

Tom Bakaly, City Manager; Mark Harrington, City Attorney; Michael Kovacs, Assistant City Manager; Kent Cashel, Transportation Manager; Pace Erickson, Operations Manager; Deb Wilde, Code Enforcement Officer; Shelley Hatch, Finance Analyst; Matt Cassel, City Engineer; Tyler Poulson, Environmental Analyst; Brian Anderson, Parking Manager; Diane Foster, Sustainability Manager; Roger Evans, Interim Building Official; and Bret Howser, Budget Manager

Justin Dalton, Director of Transportation for Cisco; Sandra Nugent, Clean Air Park City

2. Main Street early deliveries and anti-idling discussion.

Main Street deliveries - Michael Kovacs explained that the City received complaints from the neighborhood in October about early deliveries which triggered enforcement action by the Police Department. Idling of engines contributes to noise issues. Utah Code specifies that unattended vehicles can not be left running and the City has special parking and delivery restrictions on Main Street and Swede Alley together with internal policies. Park City's policy encourages employees limit idling to a minute. He stated that the noise ordinance provides that deliveries can not be made between 10 p.m. and 7 a.m. which is restrictive and the street becomes quickly populated. Running vehicles are limited to 15 minutes unless other equipment is involved and another section of the noise ordinance limits noise by decibel level and zone. The Police Department is currently responding on a low priority complaint-based approach for enforcing the ordinance and delivery companies have suggested moving toward earlier delivery times to better avoid conflicts. Mr. Kovacs suggested maintaining the current ordinance but to reaffirm Council's low enforcement priority.

Liza Simpson emphasized that the flurry of complaints last summer originated from one person. Chief of Police Wade Carpenter explained that complaints are dealt with on an individual complaint basis and sometimes complaints lead to other offenders. He hoped that complaints will be largely curtailed with the anti-idling campaign and agreed that most complaints were from one individual. The Mayor invited public input.

Justin Dalton, Director of Transportation for Cisco, explained that refrigeration units in delivery trucks create most of the noise and these can be shut off. The hours in the ordinance can work in the summer but if enforced in the winter, will create significant traffic problems. Safety is most important and Cisco would like to make deliveries about 3 a.m. Drivers are trained to reduce noise as much as possible. He explained that Cisco was unaware of the ordinance until cited last summer and emphasized that with a small window for deliveries, more trucks will be needed which creates other negative impacts.

Liza Simpson pointed out that 80% of Cisco's deliveries are key-drops which mean businesses have given permission to access their stores and deliver in the early morning hours. In response to a question from Candace Erickson, Mr. Dalton indicated that deliveries are made six days a week. Ms. Matsumoto asked about anti-idling training acknowledging that refrigeration units were described as creating the noise issue and Mr. Dalton described adjusting the units and stated that Cisco trucks are not idling; after one minute engines automatically shut off. The refrigeration units can be turned off and Nicholas & Company has the same policy. The Chief stated that there have been no recent complaints but if there is a complaint, the Department must respond.

Alison Butz, PCHA, stated that the membership's biggest concern is having deliveries made before patrons come to the street. It is felt that enforcement on an individual basis is working. PCHA prefers an earlier delivery time but can tolerate the status quo.

The Mayor suggested that the delivery companies continue to work on adjusting refrigeration units to mitigate potential noise impacts. Liza Simpson reiterated that it was one guy making 99% of the complaints and perhaps this issue needs to be revisited in the spring because of the hours issue. If deliveries are being managed with key drops, and trucks are not idling, and the refrigeration units are turned off, the Mayor felt amendments to the ordinance should be considered. Ms. Simpson suggested 5 a.m. Joe Kernan believed noise can be adequately mitigated which is the problem and is comfortable with changing the time. Candace Erickson discussed moving the time back to 3 a.m. to realistically meet everyone's needs. Ms. Simpson did not believe having a truck on Main Street at 9 or 10 a.m. is a problem. Mayor Williams suggested conducting a trial period for six months over the winter and if successful, eliminate the time limit. Liza Simpson felt that the hours of 3 a.m. to 9 a.m. would be best from the standpoint of conflicts. Cindy Matsumoto encouraged Cisco to instruct its drivers to turn off their engines immediately rather than waiting a minute. She expressed her support of a trial period. Mark Harrington interjected that the times in the ordinance could be different for summer and winter seasons.

Given the level of non-compliance, the City Manager recommended amending the ordinance or enforcing it as written. All members were supportive of amending the ordinance and Tom Bakaly indicated that a draft will return to Council and a public hearing scheduled.

Anti-idling Ordinance - Tyler Poulson stated that the City Council approved an anti-idling resolution in November 2009. Salt Lake City recently completed a public input session on a draft ordinance. An ordinance, rather than a resolution, clearly conveys the public health and environmental damage done by vehicle idling and it more efficiently encourages people not to idle their vehicles. This is similar to the no-texting law which has changed behavior for many individuals and staff feels that an anti-idling ordinance can provide that same type of benefit in Park City. Mr. Poulson discussed the advantages of anti-idling legislation which has become a hot topic in the state of Utah. The EPA designated seven Utah counties as fully or partially non-attainment zones for air quality in the past year which prompted stronger support for action on idling. Utah Monster Clean Air is a state-wide organization and Clean Air Park City is the local chapter with the goals of promoting public awareness and education. The Governor has designated September as idle-free awareness month. Mr. Poulson indicated that 2 billion gallons of fuel are unnecessarily idled away on an annual basis in the United States. Anti-idling ordinances have been adopted by a variety of communities which were collected and reviewed by staff and the ordinance, as drafted, considers Park City's normal operations. The draft resolution specifies one minute and the Salt Lake Council is considering two or three minutes.

Liza Simpson was pleased to learn of the effectiveness of passing an ordinance without it becoming an enforcement burden. Tyler Poulson stated that Parking Services will be the code enforcer within its existing patrol area. Police will also have the ability to respond and enforce the ordinance. Much like the taxi complaint form, there can be an idling complaint form which will help track violations that can be followed up with mailed warning notices. Staff recommends warnings as the first line of defense and will return in a couple weeks with a draft ordinance. Parking Manager Brian Anderson advised that parking enforcement ceases at 8 p.m.

Sandra Nugent, Clean Air Park City, supports the ordinance and noted that the organization will continue their educational efforts. She spoke about campaigning on Main Street and on Bonanza. They have a presence in the schools and the City has done a great job of posting signs at the schools. The Mayor spoke about the airport being well posted and it may be worthwhile to talk to the local banks about installing similar signs.

All members were unanimously supportive of moving ahead with an ordinance. Diane Foster added that Summit County is working on a resolution hoping it could become a County-wide ordinance. PCMR, Deer Valley and the School District all have anti-idling policies in place.

Prepared by Janet M. Scott, City Recorder

**PARK CITY COUNCIL MEETING SUMMARY EXCERPT
SUMMIT COUNTY, UTAH
JANUARY 6, 2011**

I ROLL CALL

All members were present.

III PUBLIC INPUT

Taxi business – ATVs - Gary Moss, Trigger Taxis, asked that he be placed on the agenda next week so he can operate his ATVs as taxis. A majority of members supported a discussion in February when taxis in general will be discussed again.

VII NEW BUSINESS

6. Consideration of an Ordinance amending Title 6, Chapter 3, Noise and Title 9, Chapter 8, Deliveries & Short-Term Use of the Municipal Code of Park City, Utah – Assistant City Manager Michael Kovacs described features of the proposed Ordinance based on previous input. The Mayor opened the public hearing.

Stephanie Johnston, General Manager Summit Watch, opposed to amending extending delivery time to 3 a.m. because of the noise.

Alison Butz, HPCA, suggested conducting a trial before an ordinance is enacted. Deliver to Lower Main Street closer to 7 a.m.

Justin Dalton, Cisco, spoke about being cited during the holidays and not being able to deliver at critical times. They avoid delivering at the dock at Zooms until later.

Rhonda Sedaris, R&R Properties, spoke about the complaints she receives about commercial deliveries on Lower Main Street.

Robert Wilcox felt the problems have been going on a year and a half. 7 a.m. is too early and decibel readings go to 110.

(Recorder had to leave meeting)

Jason Nichols, Nichols Company, restricting delivery hours means more trucks are needed to deliver.

Jeff Turner, caterer, has to do his job too.

Clint, Squatters Restaurant and Old Town resident, spoke about the benefit of key drops. People need to make concessions living in the Historic District.

Mike Sweeney felt there is a solution by working together.

Members agreed that no deliveries be made on the east side of Lower Main Street until 7 a.m. and that a trial be done on Main Street for 3 a.m. deliveries. Staff will return in a week with a draft ordinance.