PARK CITY COUNCIL MEETING
SUMMIT COUNTY, UTAH
DECEMBER 3, 1998

PUBLIC NOTICE IS HEREBY GIVEN that the City Council of Park City, Utah will hold its regularly scheduled meeting at the Marsac Municipal Building, 445 Marsac Avenue, Park City, Utah for the purposes and at the times as described below on Thursday, December 3, 1998.

AGENDA

Work Session - City Council Chambers - Lower Level

4:20 p.m. Swearing-in of Police Officer
4:30 p.m. Council questions and comments
4:50 p.m. SR248 Project
5:20 p.m. City Park Plan
5:40 p.m. Review of regular meeting
Motorcycle MFL
Other questions/comments

Regular Meeting - City Council Chambers - Lower Level

6:00 p.m.

I ROLL CALL

II PUBLIC INPUT

III COMMUNICATIONS FROM COUNCIL AND STAFF

IV WORK SESSION NOTES AND MINUTES OF MEETING OF NOVEMBER 12, 1998

V PUBLIC HEARINGS

1. Ordinance approving the Shackelford Replat of Lots 94, 95 and 96 of the Thaynes Canyon 1 Subdivision, Park City, Utah

2. Deer Crest/Hidden Hollow annexation petitions and amendment to the Official Zoning Map - applicants Deer Crest Associates LLC and Hidden Hollow Associates LLC

3. Master Festival License for Motorcycle Special Event to be held September 15, 1999 to September 19, 1999, including various street closures and closure of the Park City Municipal Golf Course to accommodate a race on September 18, 1999 - Applicant: American Historic Racing Motorcycle Association

VI CONSENT AGENDA

Ordinance approving the Shackelford Replat of Lots 94, 95 and 96 of the Thaynes Canyon 1 Subdivision, Park City, Utah

VII ADJOURNMENT

Posted: 11/30/98

PARK CITY WORK SESSION NOTES
SUMMIT COUNTY, UTAH
DECEMBER 3, 1998

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

Toby Ross, City Manager; Lloyd Evans, Chief of Police; Eric DeHaan, City Engineer; Bob Johnston, Leisure Services Director

Bob Richer, Citizen Open Space Advisory Committee Chairman; Senator Beverly Evans; Mike Haggerty, Michael Baker, Jr., Inc. (UDOT); George Hull, Parks and Recreation Board Chairman

Absent: Councilman Roger Harlan

1. **Swearing-in of Police Officer Darwin Little.** Chief Evans introduced Mr. Little and the Mayor swore him into office.

2. **Citizens Open Space Advisory Committee (COSAC).** Bob Richer reported that there have been two well-attended meetings. Jan Wilking has been appointed the Vice-Chair. He read the mission statement and emphasized that the group is motivated to reviewing proposals the first of the year. In the meantime, they will be formulating criteria for review. There will be a bus tour of the Park City area this Monday for members. He discussed *A Night for Open Space* informational forum scheduled on December 29 for second home owners and stressed that this will not be a fund-raiser. It will be sponsored by COSAC, Utah Open Lands, Swaner Properties, Nature Conservancy, and Trust for Public Lands, and there will be no cost to the City as it is underwritten by private sources. Mr. Richer believed that all members are working as one entity to accomplish goals.

3. **Senator Beverly Evans.** The Mayor pointed out that the sales tax distribution from the Olympics may be disproportionate to impacted venue cities as there may be non-venue cities receiving more revenue than venue cities themselves. Ms. Evans suggested dealing with this issue through an interim committee. Paul Sincock suggested a one-time grant to the venue cities for that particular year. Ms. Evans described an earmarked contingency fund strategy where cities can apply for reimbursement. Toby Ross pointed out that the state accrues the lion's share of the general sales tax not municipalities and counties. He suggested that the state step in and mitigate some of the costs the venue cities would incur so that cities are not divided over the issue.

Chuck Klingenstein brought up the quality growth act and the inclusion of 1/4% option sales tax which will affect cities more than counties. There may be other options like a real estate transfer fee and perhaps the approach should be phased. He expressed his uneasiness about the unavailability of the bill. Senator Evans added that there are several features of the growth act which are already in place. She felt this was a reactionary and politically driven issue prior to the election and the plan was formulated without any input from impacted areas. Mr. Klingenstein feared that this will appear at the legislature with little opportunity for review and comment. He felt there is an opportunity for buy-in from communities for regional type planning and it has been successful in other states, but it take time and consensus. Senator Evans stated she will try to attend City Council meetings during the legislative session to work through issues. Paul Sincock requested that Senator Evans keep track of the status of UDOT's project at Kimball Junction. There was discussion about e-mailing the Senator a meeting packet and the visit from the legislature.

4. Council questions and comments. Shauna Kerr relayed that the Main Street Merchants are still feeling substantially impacted by paid parking and suggested that Council reconsider at the free Sunday concept. She felt that free Sundays is the standard of the industry and understood there may be some financial ramifications but paid parking was initiated to manage parking not raise revenues. If free Sundays would be the "olive branch", it may be worth considering and she asked if there was support from Council to explore this option. Chuck Klingenstein stated that rather than studying the industry to look at resort towns. Hugh Daniels believed that as a resort community, there are a lot of people here on Sundays and suggested that free parking be a marketing tool for special times for locals as opposed to every Sunday being free. There was discussion about guests expecting that parking be free on Sundays. Paul Sincock stated that he would be interested in what other resort communities do. The Mayor believed that some merchant complaints may be based on rents increasing and there may be a combination of things beyond paid parking. Chuck Klingenstein suggested that the Main Street Business Alliance take a look at this issue so there is a comprehensive approach and a marketing program.

Ms. Kerr felt that at some point Council needs to be less defensive, recognize the flaws of paid parking, and make concessions for the good of the whole. She felt that Council will not win this battle by butting heads and it needs to listen to complaints which have not subsided. Hugh Daniels stated he is willing to look at changes but not across the board like free Sundays. Paul Sincock relayed that he is willing to remove the parking meters if the merchants arrive at a sound plan for keeping employees from parking on Main Street. Discussion ensued about employees parking on Main Street on Sundays.

Shauna Kerr suggested that the dedication of the stairway for Shorty Sorenson occur on Christmas Eve. Hugh Daniels reported on a Utah Sports Advisory Committee meeting. Various issues that would probably go to interim committee like sales tax and reorganizing the Committee into an Olympic coordination committee which will have representation of venue cities was

discussed. The Sports Authority is being disbanded. The Utah Athletic Foundation is in the process of organizing so there won't be a lag in booking World Cup events after the Olympics.

Paul Sincock reported that the Board of Directors of the Arts Council voted to establish a Park City/Summit County Cultural Arts Task Force for the Olympics. It will be comprised of representatives of arts organizations, school districts, library boards, historical societies, and people at large. The focus will be planning the cultural and artistic dimensions of the Games with SLOC. The Tourism Symposium sponsored by the Chamber Bureau was excellent. Mr. Sincock pointed out the trend of people taking shorter vacations to new places, which affects marketing strategies.

5. **SR248 Project.** Eric DeHaan introduced Mike Haggerty of Michael Baker, Jr., Inc. which is UDOT's consultant on the SR248 project. He pointed out that the width of the road is designed comparable to the width of the existing road in front of the schools and this plan is not a radical change. This is probably the City's best last chance to have a good road built on SR248. The schedule is to produce construction drawings in February with construction occurring from May to December in 1999. There have been a number of public meetings and a hearing. He clarified that SR248 and the Winter Sports Park Road will be constructed the same year with Kimball Junction scheduled in 2000 to 2001.

Mike Haggerty stated that the public hearing was held on October 6 at the Treasure Mountain Middle School and 42 people provided testimony. Input acted upon include reducing shoulder widths by two feet and adding landscaping. He explained quarter preservation plans which are outlined in an agreement between UDOT and a community. There were comments about left hand turns into the Prospector neighborhood and a solution would be low height medians to prohibit certain left-hand turns. Park City would have to determine the locations and the quarter preservation plan may provide for the potential of future signals once they warrant, like Wyatt Earp. Mr. Haggerty encouraged community meetings to arrive at a plan to present to UDOT. He emphasized that once left hand turns are blocked on certain streets, it affects other streets and there are ramifications which have to be analyzed. He explained that Park City could enter into a quarter preservation plan agreement with UDOT after the construction begins on SR248, as it is a separate matter. The entrance to the school parking lot will be widened to allow right-hand turns and avoid queuing up traffic on SR248. With regard to ranking comments by occurrences not importance, the first is safety of school pedestrians. It is still the intent to have a signal at Comstock with some textured color concrete at the intersection. With regard to speed limits, Mr. Haggerty explained that if speed counts show that 85% or less are meeting the speed limit, there is a chance of lowering the speed limit. He felt that quarter preservation may help the City make its case, as a signal will have a tendency to slow traffic through the whole corridor. The next concern was additional traffic signals and UDOT has conducted warrant counts at a number of the intersections. Comstock is pretty much on board. Monday's meeting will address a pedestrian signal at the seminary crossing across from the high school and the possibility of a future signal at Wyatt Earp with Chatham Crossing coming

on line. Improving safety at SR248 was a popular comment. Landscaping and traffic calming was mentioned and an ad hoc committee seemed to be a reasonable way for UDOT to read the pulse of the community; Mr. Haggerty felt that the first meeting went very well. There was discussion of the bicycle lane and a plan to least impact PC Hill, and having the shoulders reduced by four feet will be helpful. Noise studies have been performed which indicate that no abatement is required.

Mr. Haggerty relayed that UDOT could include under-grounding utilities as a part of the project on the south side, but would not be willing to pay for this portion of the project. Toby Ross discussed moving the existing irrigation ditch in a culvert and felt that if the City wanted to underground utilities, now would be the time. He added that UDOT has to acquire part of the City's right-of-way and there may be an opportunity for a possible offset.

Mr. Haggerty suggested that if Council feels UDOT is on track, to submit a letter to UDOT about the features of the project.

6. City Park Plan. George Hull explained that the current master plan dates back to 1981 which identified the north end for high impact and the south end lower impact as a part of its philosophy. One of the catalysts to amend the plan includes the results of the recreation survey. City Park is oversubscribed in some areas and activities could be better placed. The park could be better utilized as opposed to purchasing another facility. The skateboard park and the Olympics are other catalysts. He described the committee who worked with the consultant Todd Claflin & Associates and the process with the Board. The final plan was unanimously supported by the Board. He emphasized that this is not a working drawing but a conceptual plan involving many projects.

Bob Johnston displayed the plan on the bench projector. He explained that the skateboard park prompted a master plan and there were conflicts with the existing basketball courts. The new concept doubles the parking, adds restrooms, and adds half-court basketball areas along the trail. The area around the fields are left as open space and the area around the recreation building includes an expanded playground and a zero depth water park with fountains and water features. This area would be oriented toward children rather than volleyball advocates. It is proposed to remove the fountain at the Miners Hospital Community Center to accommodate a more useable plaza area which could be used as a gathering place during the Olympics. The bandstand would remain the same with modifications to the berm area for seating. The restrooms and picnic area would remain the same. Bob Johnston discussed the possibility of installing a trail down by Poison Creek. The proposed skateboard park is a flat area of concrete slabs which could also be used for special events. He discussed the proposed and existing parking at the south end of the park and the narrowing of Park Avenue. This part of the plan needs to be examined by the City Engineer or a traffic consultant. He pointed out an area which is large enough to accommodate an outdoor skating rink. Four volleyball courts have been moved to the south end and a small area has been reserved for the annual Miners Day drilling and mucking event.

He pointed out that this master plan contemplates that the Mawhinney Building, Offret Office Building, and blue house on Park Avenue all go. Chuck Klingenstein stated that he would still like a non-profit center in this area and one of the buildings could be adapted as an Olympic legacy project. Toby Ross indicated that staff is planning to discuss this some time in January. The master plan is a five to ten year plan and there could be interim uses. George Hull noted that the Board had the preconceived notion that those buildings would be torn down. Mr. Klingenstein reiterated that he would like to have at least one building in the area; he suggested that the master plan also be presented to the Planning Commission. He supported the plan but there are questions with phasing and costs. Mr. Hull emphasized that the master plan is conceptual but should be disbursed so that future plans are integrated.

Paul Sincock pointed out the success of the skateboard park at the Park City Mountain Resort which is contemplated to be moved up by the Alpine Slide. He believes the City should be careful about not competing with this facility. George Hull explained that this would not be high-end but designed for less advanced skaters, unlike the one at the Resort and would meet the needs of the younger skaters. Shauna Kerr agreed that some kids are intimidated by the Resort facility. Mr. Hull added that this facility could have the potential for multi-use. Hugh Daniels felt the plan is good, but is not sure about the buildings on Park Avenue. He suggested that through the public process, there be prioritization of the features of the master plan since it would need to be phased. Mr. Hull announced out that a public meeting will be held by the Parks and Recreation Board. The Mayor thanked the Board for its efforts.

Prepared by Janet M. Scott, City Recorder

PARK CITY COUNCIL MEETING
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DECEMBER 3, 1998

I ROLL CALL

Mayor Brad Olch called the regular meeting of the City Council to order at approximately 6 p.m. at the Marsac Municipal Building on Thursday, December 3, 1998. Members in attendance were Brad Olch, Hugh Daniels, Shauna Kerr, Chuck Klingenstein, and Paul Sincock. Roger Harlan was excused. Staff present were Toby Ross, City Manager; Rick Lewis, Community Development Director; Brooks Robinson, Planner; Nora Shepard, Special Projects Manager; Frank Bell, Director of Olympic Planning, Melissa Call, Special Events Manager; Craig Sanchez, Director of Golf; Eric DeHaan, City Engineer; and Jodi Hoffman, City Attorney.

II PUBLIC INPUT

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

III COMMUNICATIONS FROM COUNCIL AND STAFF

Land Management Code revisions - Phase 1 - Rick Lewis reported that the Planning Commission completed its review of Phase 1 and thanked the planning staff and Legal Department for their efforts.

IV WORK SESSION NOTES AND MINUTES OF MEETING OF NOVEMBER 12, 1998

Hearing no omissions or corrections, the Mayor requested a motion to approve. Chuck Klingenstein, "I so move". Paul Sincock seconded. Motion carried.

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

V PUBLIC HEARINGS

1. Ordinance approving the Shackelford Replat of Lots 94, 95 and 96 of the Thaynes Canyon 1 Subdivision, Park City, Utah - Brooks Robinson explained that the Planning Commission forwarded a positive recommendation and staff recommends approval as conditioned. This clarifies the boundaries of a parcel where a part has been sold to the adjoining neighbor. With no questions from the Council or the public, the hearing was closed.

2. Deer Crest/Hidden Hollow annexation petitions and amendment to the Official Zoning Map - applicants Deer Crest Associates ILC and Hidden Hollow Associates LLC - Nora Shepard explained that it is proposed to annex a portion of the Deer Crest Project into Park City consistent with a 1991 Settlement Agreement between the City and the developer. This proposal includes the Snow Top Subdivision which is a 40 acre parcel with 15 residential building lots. The subdivision received final approval by Wasatch County. Roosevelt Gap is about a 60 acre parcel that received approval for a density determination by Wasatch County for 105 condominium lodge units of about 2,000 square feet plus some commercial, if it is in conjunction with a funicular and development of the Snow Park Hotel site adjacent to Deer Valley and within the Park City limits. The third piece is Deer Valley Village which includes five single family parcels and a multi-family development on about a 100 acre parcel for 83 units of 2,400 square feet in size. Ms. Shepard explained that there is a lot of open space between the three developments and the single family neighborhood and the development occurring off of US40. There is a natural break where the annexation boundary is drawn. Concurrent with the annexation, the applicant is requesting one amendment to the Settlement Agreement which sets forth the development parameters for these parcels. The Agreement currently allows for the construction of a 105 unit hotel if it is done with a funicular in conjunction with the base hotel. She added that the original agreement provided that there be only 50 day parking spaces to encourage parking below and use of the funicular. The request is to amend the Agreement to allow construction of 105 overnight parking spaces for these units. The developer has illustrated that this could be done without increasing traffic on Keetley Road by rearranging some of the units elsewhere in the project and by a parking and traffic management system.

Ms. Shepard continued that at the same time, there is an interlocal agreement that Wasatch County and Park City have been working on addressing service, taxation, and revenue issues. This will have to be acted on prior or concurrent with the annexation. As property is annexed it also has to be zoned, and the zoning for the Deer Crest Project is consistent with the Settlement Agreement and designates the development areas. She pointed out the Recreation Commercial-MPD, single family lots zoned Estate-MPD, and Recreation Open Space zones on a map. The Planning Commission held a public hearing and forwarded a positive recommendation to the City Council. The City Council has held a number of work sessions on this and has received five letters of support from Byron Russell of the Utah Symphony, Felice Marks, Patty Hiss, Francis Umlauf, and Troy Duffin of the Mountain Trails Foundation. The City also received a letter from the Ritz Carlton indicating its desire to construct a luxury hotel.

Ms. Shepard continued that another annexation includes Hidden Hollow which is immediately adjacent to the Snow Top Subdivision. This is currently in Summit County and not Wasatch County. This would include four single family lots on an 84 acre parcel; the majority will be zoned ROS and the building lots zoned Estate. The subdivision will have to be reviewed by the Planning Commission.

There were no questions or comments from the Council; the Mayor opened the hearing to the public.

In response to a question from Joram Lichtenstein, Ms. Shepard explained that the Roosevelt Gap piece is the property the Ritz Carlton is interested in acquiring.

Joan Calder, Executive Director of the Chamber/Bureau, explained that the Board of Directors submitted comments to the Planning Commission regarding its unanimous support of the project and are now urging City Council support. She added that the Mayor disclosed a conflict as a City official and recused from voting as a Board member. The Board feels that Deer Crest will bring significant financial benefits to the City including property taxes, sales taxes and other fees to increase the level of City, School District and County services. The Board is also impressed with the recreational amenities.

Christine Anderson, Habitat for Humanity, expressed her appreciation of Deer Crest's generosity; Habitat is better because they're here.

Bob Wells, Deer Valley Resort, pointed out that Deer Valley has a close contractual working relationship with Deer Crest and it supports the annexation because it is financially beneficial to Park City. As Treasurer of the Chamber/Bureau, he believes that the transient room tax of Deer Crest can be significant and is hopeful that the interlocal agreement will provide for a three party situation providing that the Chamber/Bureau be the marketing arm for the tourism aspect of the development.

John Callahan, coach of the Park City Ski Team, stated that they have hosted a race in conjunction with the Utah Nordic Alliance for the last ten years. It was formerly held in Telemark Park. Deer Crest has been under construction this last season, but has gone out of its way to make trails available and safe. He felt Deer Crest is committed to maintaining the trail systems.

Joanna Charnes, Park City Arts Council Executive Director, stated that she endorses the annexation because Deer Crest has made an effort to include every facet of the community.

Dan Matthews, legal counsel for Wasatch County, relayed that the County and the City have been working diligently on the interlocal agreement. He added that the County is constructing a water system to service the area; culinary water will be available next summer; fire

flows and snow-making water will be available next week. Wasatch County is supportive of the annexation under the terms and conditions of the interlocal agreement which will benefit everyone.

Kurt Abertine, Habitat for Humanity Board of Directors, pointed out that Deer Crest has been a consistent supporter of affordable housing and has been a sponsor of Habitat for two years. They have financed homes directly and indirectly by getting other businesses to contribute. Deer Crest has demonstrated humanitarian and civic leadership.

Chuck Klingenstein asked if the School District rendered a letter of understanding that the Park City School District will not be included in the annexation. David Luber indicated that the letter was received on September 28, 1998 and the District's position is clear.

With no further comments or questions, the public hearing was closed.

3. Master Festival License (MFL) for Motorcycle Special Event to be held September 15, 1999 to September 19, 1999, including various street closures and closure of the Park City Municipal Golf Course to accommodate a race on September 18, 1999 - Applicant: American Historic Racing Motorcycle Association (AHRMA) - Frank Bell explained that pursuant to the Municipal Code, a public hearing is required for new MFL applications. The application process has been completed which generally involves the identification and mitigation of logistical, fiscal and policy issues connected with the event, identification of prominent public impacts, and the determination of necessary municipal services. AHRMA and the Park City Motorcycle Club is requesting a MFL for a series of professional and amateur motorcycle races to be held in Park City September 16 through September 19, 1999. This is a large and complex event with a demonstrated history of success in Steamboat Springs, Colorado since the early 1980s. The event is moving from Steamboat due to a loss of its road course as a result of commercial development. Mr. Bell continued that much of the event occurs on Park City Mountain Resort property and some events occur outside the City limits. Major public impacts occur mostly on Saturday, September 18 and competitors are qualified to compete through professional standards by AHRMA.

Mr. Bell continued that the policy decisions include a series of street closures on Saturday, September 18 from about 6 a.m. to about 6 p.m., including Empire Avenue from Park Avenue to Silver King Drive; Silver King Drive from Empire Avenue to Three Kings; Three Kings Drive from Silver King to Thaynes Canyon Drive; Thaynes Canyon Drive from Three Kings Drive to SR224; and SR224 from Thaynes Canyon Drive to Empire Avenue. The street closures essentially encompass the south end of the Park City Municipal Golf Course and the road closure of SR224 requires consent of UDOT. The MFL application contemplates closure of the Park City Golf Course on Saturday, September 18 and outdoor sales and vending connected with the event to include such things as food, beverages, souvenirs, and motorcycle equipment. It will also include a temporary beer license which will be issued separately, a dinner event and live music at City Park Saturday evening, concluding by 8 p.m. with a waiver of the noise ordinance within the event area.

The staff visited the race site in Steamboat Springs in September 1998 and a video is available for viewing by the Council upon request. This video was shown earlier at a public meeting on November 11. There have been two meetings with AHRMA officials and a number of meetings with local race organizers from the Park City Motorcycle Club. There were about 40 people at the public information meeting in November and there have been letters submitted by the public against and in support. There are also letters from the Chamber of Commerce in Steamboat Springs and city officials. Mr. Bell noted the coverage in the news papers and has every confidence that every effort has been made by the event organizers to alert the public of the various public impacts involved.

Mr. Bell added that the event organizers have completed the initial event planning, including a detailed site plan, race course evaluation, budgetary assessment, and consent of private property owners where the events will be held. However, much is to be done to finalize the race plan including determination of appropriate staffing levels, acquisition of professional staff and volunteers to be assigned to the race, acquisition of materials necessary to secure the race course and accommodate the public, and the finalization of the event budget. He emphasized that this event is at the stage where it makes little sense to proceed without formal consent and licensing by the City. Staff has every confidence that the details can be worked out with the organizers including reimbursement for municipal services and loss of golf course revenue. UDOT has conceptually agreed to the temporary closure of SR224 but requires formal municipal approval before granting final permission to close the highway. Given the size and the scope of the event, AHRMA needs a commitment now so they can plan the event here or attempt to find another site before too much time passes. A number of things need to be done like completion of logistical planning, assignment of public resources, obtaining final consent from UDOT for closure of SR224, and the completion of a final transportation and parking management plan. The City will be providing a number of services including police and traffic control, street sweeping, road maintenance, transportation services, inspection of temporary facilities, code enforcement, and administrative work. While final numbers are not yet certain, City services could run in the area of $10,000 for the event, not including potential reimbursement for lost revenues at the golf course. Frank Bell indicated that the organizers understand the requirements for reimbursement of City services.

This is a large and complex event with substantial public impacts including road closures, residential and commercial access restrictions, noise, pollution, and a large commitment of public resources. However, it is also an event which is anticipated to draw several thousand participants and spectators to the City over several days during an otherwise quiet time of year. The demographics and history of the event indicate a very favorable economic return for the community in such things like retail sales, nightly rentals, entertainment, and dining. Only one day of the event creates significant public impacts and those impacts, other than the noise, are not dissimilar from other large events held in Park City. Though this event is not without its detractors due to the noise, safety, road closures and public access issues, Mr. Bell stated that staff is recommending approval of a MFL at Council's meeting on December 10. He introduced Jim Colburn, Park City Motorcycle

Association, who has been heavily involved in the application process. The Mayor invited Council questions.

In response to a question from Chuck Klingenstein, Jim Colburn explained, that when motorcycles go down, it will be in a sliding situation into bales of hay. With regard to damage to the golf course, Melissa Call indicated that the motorcycle people will patrol the course to keep spectators off certain areas. Craig Sanchez, Director of Golf, noted that his concern are the greens adjacent to the race course and has been assured that AHRMA's volunteers will keep people under control. He will plan on having his staff there also to police critical areas. There was discussion about the 4th of July fireworks activities on the course. Mr. Sanchez expressed his concern about the request to use the parking lot on Friday night which is the busiest evening for locals, and that trash is collected by Sunday morning. Lost revenues to the golf course could range from $6,000 to $8,000 as this is still a popular time to golf.

Ms. Kerr believed that since the paddock area is located in the Park City Mountain Resort parking lot, golf will be compromised on other days because of the noise emanating from people working on bikes. Jim Colburn explained the location of the paddock areas, and assured staff that the golf course parking lot will be vacated by 6 a.m. Sunday morning. Ms. Kerr insisted that there by an offset for noise from the Resort lot on Thursday, Friday, and Sunday which will lessen the golfing experience. Paul Sincock felt that the only day the paddock area would be noisy for golfers is on Sunday.

Chuck Klingenstein indicated that he received some calls about the process as some people complained that they weren't contacted. Jim Colburn explained that they made two sweeps, two weeks apart, and left information in mailboxes when people weren't home. He stated that they will do this again in the spring if Council desires, although this is well publicized. George Hull of the Parks and Recreation Board added that Mr. Colburn offered to speak to the Board. Mr. Hull then felt that the Board shouldn't be involved in micro-managing a MFL, although the golf course committee met with the organizers.

Joram Lichtenstein, Golf Course Advisory Board, indicated that they are not opposed to the event, but had the same concerns about damage to the course and reimbursement for loss of revenue. He emphasized that the City staff will also have to patrol the course.

Council member Chuck Klingenstein asked about the impacts of narrowing SR224 and Mr. Bell felt that a parking and traffic management plan identifying satellite parking and using Snowcreek Drive as a detour will be helpful. There may be a number of alternatives. The organizers also removed activities from the Snowcreek parking lot. Mr. Bell pointed out that many people will be coming to town for the duration of the event; the larger problem may be when patrons leave town at the same time. City Engineer Eric DeHaan explained that Snowcreek Drive is a 40 foot wide road and is adequate to handle the traffic. The Mayor invited the public to comment.

Max Miller, 12 Thaynes Canyon Drive, stated that he will be greatly impacted from the race and the organizers have not been honest regarding neighborhood support. Residents are against the noise and the potential damage to the golf course. He felt that unauthorized motorcyclists will be racing the course before and after the Saturday race. He referred to a petition he will be distributing in the neighborhood against the event.

Art Roscoe, Thaynes Canyon resident, stated that he recognizes the benefits to the community with this type of event, but doesn't like the idea of a race on residential streets. He referred to a letter outlining his concerns, including safety, residential access, and noise and emissions pollution, which has been distributed to Council. In conversations with people in Steamboat Springs, he understood that safety was a major concern and they were working on moving the race to an area by the fairgrounds where there were no neighborhoods. He admitted that he hasn't seen a race, but was told by Steamboat individuals that when the race began 17 years ago, there were no residences around the course. Gradually, over the years, the area began to fill in with primarily condominiums and city officials became concerned with safety issues. Mr. Roscoe emphasized that this was relayed to him by more than one public official and a member of the press in Steamboat Springs. With regard to residential access, these same people indicated that this became a concern because there are accidents and delays. The noise and emissions pollution issue is obvious and one resident of Steamboat who lived 11 miles from the race course heard the race very clearly. Mr. Roscoe requested on these grounds that the MFL be denied. There are plenty of sites around the community to accommodate this sort of race which wouldn't result in the same impacts.

Frank Normile, resident, asked the standard applicable to conflicts of interest as several Council members are members of the Park City Motorcycle Club. City Attorney Jodi Hoffman explained that there is state law which defines conflicts of interest as financial. Personal conflicts of interest should be reported on the record prior to a vote, but the law does not require recusal. This provision is also contained in the Park City Municipal Code. Mr. Normile requested a copy of the City ordinance.

Joan Calder, Executive Director of Chamber/Bureau, stated that the Board of Directors support the Park City Motorcycle Week as it would attract visitors at a time when business is very slow. It is uncertain how many visitors this event will generate, but with participants and spectators, it could be between 5,000 and 20,000 guests over four days. This can have a large economic effect for the community. There are issues with regard to road closures but the Board believes that the Park City Motorcycle Club has shown itself to be responsible in trying to solve problems and recommends the issuance of a MFL permit.

Nancy Garbett, Monitor Drive resident, stated that she has a concern about the process and the event itself. Perception is reality and there is a perception that several Council members are acting out of self-interest. The Parks and Recreation Board was not involved and that

is astounding. Citizens have been contacted separately without being given full and complete information. Two of her friends who expressed their concerns to organizers were told that if they didn't like it, they could leave town permanently or temporarily. They were told that they had no community spirit and these individuals are highly contributing members of Park City. She spoke to friends in Steamboat Springs who were delighted to have this event leave and were not happy to have it there for the same reasons mentioned tonight. She does not see a positive impact and is concerned that we are only looking for economic benefit. Is there not a time when we can have some peace and quiet? Mr. Garbett is concerned about this being pushed through when other events such as cross-country skiing and balloon festivals are not supported. She believes that self-serving Council members are pushing this through without considering the total needs of the community.

Joram Lichtenstein, citizen, stated that he doesn't like the Arts Festival and makes sure he is out-of-town for those two days. He understood that an approval would be for only one year to assess the event. He didn't believe that Council members have a conflict as being members of the Park City Motorcycle Club and they can be objective.

Judy Hanley, Webster Court resident, strongly urged Council not to approve this application. Thaynes Canyon residents already have to put up with the 4th of July fireworks and this event will make them crazy.

Barbara Fontaine, Thaynes Canyon resident, noted that she is noticing many ironies. One of them is Autumn Aloft is gone because it was too noisy but at the same time, it is being replaced by a motorcycle race. The Mayor clarified that losing Autumn Aloft had nothing to do with the noise, but the loss of an open staging area in town because of the development on the Park Meadows Golf Course. Ms. Fontaine added that UDOT refused them a stop light on Thaynes Canyon Drive at SR224 as it wasn't warranted even though a woman was killed at the intersection, and it seems strange that UDOT is willing to close the road for something that doesn't seem very safe. There is a quarter page ad each week and signage around town about driving slowly in residential areas and it doesn't appear that this event will promote "a slower pace or better place".

Rob Slettom, President of Identity Properties, stated that he manages Three Kings and Park Avenue Condominiums which will be land-locked by this race. Both property owners boards have authorized him to voice support of the event. Out of 330 units in the area, there are about 25 permanent residents and he has personally spoken to a majority of them and they do not have a problem with this. He visited Steamboat Springs for the last race and did not witness a problem with traffic control. Typically, there is only a 1% occupancy rate during September and there is some revenue potential to be gained. Mr. Slettom supported approval.

Dolly Makoff, 4 Kings Court, stated she is in favor of Motorcycle Week. She described her experiences with her son who was a motor-cross enthusiast. Although this sounds like a wonderful event, she is against having a motorized race in the City limits as there are plenty of

places to hold it that will cost less money, and be less inconvenient. In the best interest of everyone and to ensure that it is a reoccurring event, she urged organizers to come up with a better site for the race.

Terri Whitney, Snow Flower Condominiums Manager and Park City Lodging Association, stated that both groups are very much in favor of this and urged Council to vote in favor of the MFL. Park City is known for its special events and they support this event at this time of year.

John Duchey, 1002 Woodside Avenue, stated that he is an avid golfer. He tolerates the damage from cross-country skiing and noted that the 7th green was always noisy from the construction across the street last summer, but this did not detract from his golfing. As an Old Town resident he is severely impacted by many events, but special events are part of Park City. Mr. Duchey stated that he and his wife own a business and having visitors in shoulder seasons help support businesses here. He urged Council to support the event.

Jim Steinmetz, Old Town resident, commented that the Motorcycle Week sounds like a really fun weekend and if it doesn't work, don't do it next year.

Rory Singer, resident and avid motorcyclist, stated that he has been to Steamboat for about eight years where he always heard favorable comments from various people. He relayed that Steamboat residents were disappointed to lose the races. The golf course and access are concerns, but the club has just begun to approach this. This is a professional event and could be really exciting because it is the only street race. Ms. Kerr asked why this is the only motorcycle street race. Mr. Singer believes this has been done in Europe and Long Beach and impacts can be mitigated. Ms. Kerr asked that if street races are such a good idea, why aren't more held. Jim Colburn felt that because Utah and surrounding states are remote and lack professional courses, a street race may be the only option.

Chuck Saccio, President of Park City Restaurant Association, urged Council to support the motorcycle race as September is a dead month. He believes that access and inconvenience can be addressed and noise is something people will have to deal with.

Randy Montgomery, Salt Lake City resident and member of AHRMA, noted that there are 60 Utah members and 4,500 nationally. He is also a member of the Park City Motorcycle Club who has 165 members. This is going to be a terrific event and he has visited Steamboat for five years. He raced there last year and looks forward to racing here in Park City. He urged Council to support the event.

Tom Frey, resident, relayed that at high altitudes noise travels much further than at sea level. The intensity of that noise also is proportionately louder at grade distances and to compound that problem there are many hills and mountains here where the noise can reverberate.

In speaking with his family in Steamboat Springs, he understands that when this event started years ago it was held in an open area which since has been encroached by development. He questioned why this race has to occur in a residential area and hoped there was a possibility of having it outside the City limits where people would not be impacted as much by the noise.

Joram Lichtenstein asked if this is a money-making proposition. Jim Colburn explained that they are processing a 501(c)(3) with the IRS. Any money raised will go to local charities.

Max Miller, resident, stated that he is not anti-motorcycle and started riding in 1938. He feels the group has done a good job in organizing the event, but a road race doesn't belong in the City.

Dick Fontaine, Thaynes Canyon resident, asked if there is any plan to protect private property abutting the race course. Jim Colburn explained that crowds will be moved to the inside of the golf course, will be kept against the fence, and the area will be patrolled. The entire race course will be fenced inside and outside. Appurtenances will be protected by straw and straw and barrels will be used on SR224. A lot of thought has gone into the safety of the course for riders and spectators. Mr. Colburn explained the volunteer system. Mr. Fontaine continued that he was contacted by a Council member who is an advocate for the race and who described it as a couple of hours in the morning and a couple of hours in the afternoon. At first he felt it was alright, but the more he found out, it really is much more than that. He agreed with Ms. Makoff that it doesn't make sense to have the venue for the race in a residential area. There must be a better place for the race.

Tom Cullen, Park City Motorcycle Club, stated that he is involved in organizing the road race. He personally talked to as many neighbors as he could and noted that only Mr. Roscoe was not in favor of the race. At that time, everyone else had no objection or was in favor of the race. He has been going to Steamboat Springs for eight years and really enjoys it. Everyone that he talked to there was sad to lose the event. Motorcycles are noisy but AHRMA has a stringent track requirement not to exceed 103 dB from 50 feet. After a warning, violators are disqualified. Some snow guns range between 75 dB to 100 dB. A modern house will eliminate 60 dB of the noise, leaving 40 dB which equates to normal household noise and the races occur in intervals. AHRMA decided to move the race from Steamboat because of construction. He described in detail the strategy for slowing down racers and believed there won't be any pollution, compared to the emissions from fireplaces in the winter. In almost one million racing miles, AHRMA has never had a spectator injured. Ms. Kerr asked if AHRMA looked at other site locations for the road race. Why was the Thaynes Canyon area selected to the exclusion of other areas and in particular, areas that are less densely populated. Mr. Cullen responded that there needs to be a controlled continuous loop so it is safe and explained the line of site required at every corner. If the loop is too large, it would be too difficult for communications to shut the race down if there is a problem. Ms. Kerr felt he didn't answer her question, and asked if there is an alternate site. Mr. Cullen answered that they do

not, and a denial by the Council would probably mean no event. There is no other usable area in Park City. Ms. Kerr asked about other areas outside the City. Mr. Cullen stated that he is familiar with many roads in Summit County and there were no loops that fit their criteria.

Marc Cohen, President of Park City Motorcycle Club, stated that this event has been investigated every way possible. About 50 members visited Steamboat Springs, spoke to many officials there and examined the event. There have been thousands of hours expended on this event. AHRMA is the leading classic motorcycle race organization in the world and the race is sanctioned by AMA which is the largest motorcycle organization in the world. The organizers all live here and if they didn't think this was a good event, they wouldn't be before Council. Any money made will go to Park City charities or non-profit organizations. Mr. Cohen pointed out that Frank Bell is a professional; he visited Steamboat and is in support of the event.

Nancy Nightingale, Kings Court, relayed that some input is based in fact, some in feeling, and some in likes and dislikes. The thing that disturbs her the most is that we're finding ourselves justifying noise based on noise, air pollution based on air pollution, and inconvenience based on inconveniences. She hasn't heard any justification process and it leaves a lot of questions for the community to consider about our standards.

Steve Taylor, part-time resident and motorcycle enthusiast, stated that he was part of the group who visited Steamboat and emphasized that participants are mature. He relayed that the demographics have changed for the motorcycle crowd and these are good, solid people who are dedicated to a hobby. The event had a high level of quality and professionalism especially relative to the risks. He believes everything will be done to eliminate problems. He observed that the noise was intermittent; he stayed in a condo near the track and couldn't hear the noise inside the condo. The races are short and intermittent and there are access and egress procedures that are well thought out. He believes that the process for canvassing the neighborhood was thorough and during that time of the year, there are very few people in the area. Mr. Taylor highly endorsed the race because it would be exciting for the community.

Robert Jergins, Deer Valley resident, recommended that the condition of the streets be thoroughly examined in consideration of liability issues. He urged the City to contact its insurance carrier to explore premiums for coverage during the race. Further, will all of the race participants hold the City harmless in the event someone is injured, and if not, this should be considered. Mr. Jergins referred to the 103 dB estimation and emphasized that this level attenuating at sea level versus at 7,500 feet is an entirely different matter and is in excess of three times what it is at sea level. He urged the Council to consider what this event may cost the City. Jim Colburn explained that the event will be covered under AHRMA's umbrella coverage which is currently $5 million on all of the events, and the City will be named as an additional insured along with anybody else on the premise side. They are also looking at obtaining an excess increasing coverage to $10 million which is well above City requirements. Ms. Kerr asked if some private property owners will

be indemnified in the event of an accident on their property. Mr. Colburn indicated that he was not sure about this but if this is a requirement, they will do that; riders must sign a waiver to race.

Melissa Call indicated that Joanna Charnes who left the meeting asked her to relay her input that she visited Steamboat Springs, experienced the race, and endorses it.

Hugh Daniels and Shauna Kerr disclosed that Jo Scott contacted them by phone and expressed her opposition to the race. There was discussion about arranging to have the Council view the video of the race held in Steamboat Springs. With no further comments, the public hearing was closed. Action is anticipated on December 10, 1998.

With no further comments or questions from the Council or the audience, the public hearing was closed.

VI CONSENT AGENDA

Ordinance approving the Shackelford Replat of Lots 94, 95 and 96 of the Thaynes Canyon 1 Subdivision, Park City, Utah - See staff report and public hearing. The Mayor requested a motion to approve. Chuck Klingenstein, "I so move". Hugh Daniels seconded. Motion carried.

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

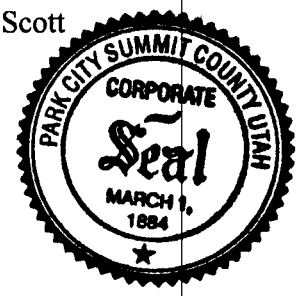
VII ADJOURNMENT

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

* * * * * * * *

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

Prepared by Janet M. Scott



Janet M. Scott, City Recorder

PARK CITY
1884

CITY COUNCIL REPORT

DATE: December 3, 1998
DEPARTMENT: Community Development
AUTHOR: Eric DeHaan, P.E., City Engineer
TITLE: Status Update on S.R.248
TYPE OF ITEM: Work Session - study only

SUMMARY RECOMMENDATIONS: Discuss the status of the S.R.248 improvements.

DESCRIPTION:

A. Topic: UDOT held a public meeting regarding its proposed improvements to S.R.248. Our work session discussion will present the current status as UDOT has outlined it, with the goal being to identify any significant remaining concerns that the Council may have. UDOT's public meeting was Tuesday, October 6, from 4PM to 7PM, at Treasure Mountain Middle School. The general consensus was qualified support for the various elements of the project as a means of reducing the accidents on S.R.248 while planning for the traffic in the year 2020.

B. Background: UDOT hired the consulting firm of Michael Baker Jr., Inc. to prepare an environmental analysis for upgrading S.R.248 between Bonanza Drive and U.S.40. We hope to have Michael Hegarty, P.E., the project engineer for Michael Baker Jr., Inc., with us at the work session to discuss the status of S.R.248. UDOT plans to reconstruct S.R.248 in 1999 so that it will be available for traffic regardless of the potential reconstruction of Kimball Junction and Silver Creek Junction in 2000 and 2001. The plans now include a signal at Comstock and the possibility of restrictions on left turns into Buffalo Bill and Wyatt Earp.

C. Analysis: UDOT's preferred alternative will be to construct a modern two-lane road. There will be one travel lane in each direction, an eight-foot to ten-foot shoulder on each side, and a fourteen-foot median turn lane in the middle. This is very close to what already exists in front of Park City High School. In the corridor on the south side of PC Hill UDOT will pipe the ditch on the south side of 248 in order to gain the necessary width. This will eliminate the need for large cuts into PC Hill. UDOT proposes significant traffic calming and pedestrian amenities as part of the project. The traffic calming will include 35 MPH speed limits (at or below current limits), a raised median (32 inches high to the base of the landscaping) in the area between Wyatt Earp and the existing Park City monument entry sign, and the ability to have trees in the Prospector buffer strip relatively close to the pavement. Pedestrian amenities include a signal at Comstock and an

underpass at the Old Landfill Road crossing near U.S.40. That underpass will be funded using money saved by not excavating PC Hill. UDOT has scheduled a staff meeting on December 2 to coordinate the landscaping, landscape irrigation, and the decorative concrete elements. Council and Staff are encouraged to drive I-15 at 11800 South to see an example of the type of decorative elements which may be incorporated. UDOT is also now suggesting a Corridor Protection Agreement to clarify future access to S.R.248, landscape maintenance, and related items.

D. Department Review: The Planning Commission held a work session with Michael Hegarty earlier this summer and expressed concern that the proposed road is too wide. UDOT has re-evaluated the proposed road width based on this input. Otherwise, the City Staff is supportive of the project as a means to reduce accidents on 248 (such as slide-offs) and to address the concerns about the Comstock pedestrian crossing. Numerous accidents occur on 248, including at least two last week.

ALTERNATIVES:

UDOT has two alternatives identified at this time, and Park City should probably focus our attention on these two alternatives if 1999 construction is important.

A. The No Build Alternative: UDOT clearly desires to use available Federal funds to improve 248, but UDOT has indicated to Park City staff that UDOT will consider a no-build alternative if Park City so desires. In the event Park City asks for expensive changes to the 248 design UDOT may also select a No Build alternative. This alternative would leave up to $8 million of available state and federal funds on the table, and that money would not be available in the Park City area.

B. UDOT's Recommended Alternative: This alternative has been described in the Analysis section above. It will involve Park City's Council agreeing to a minor redefinition of the boundary of Prospector Park Park along Wyatt Earp. It may also allow for the overhead power lines along the south edge of 248 to be placed underground; Mayor Olch has scheduled a separate meeting with UP&L on that issue.

SIGNIFICANT IMPACTS: The Staff is supportive of UDOT making improvements to 248 (including the desired signal crossing at Comstock) at State/Federal expense rather than the City having to become involved in potentially expensive improvements. UDOT's preferred alternative would have an impact on traffic and on Wyatt Earp Drive, although we hope to complete construction in one year rather than two, and the relocation of Wyatt Earp is minor.

RECOMMENDATION: The Council should discuss the alternatives for 248 and direct Michael Hegarty and the City Staff to convey any concerns to UDOT. If the Council supports the UDOT preferred alternative, UDOT would appreciate a letter of support which also indicates our willingness to modify Prospector Park Park along its undeveloped western edge to accommodate the slight relocation of Wyatt Earp.

PARK CITY
1884

CITY COUNCIL AGENDA REPORT

DATE:	November 23, 1998
DEPARTMENT:	Leisure Services
AUTHOR:	Bob Johnston
TITLE:	City Park Redevelopment Plan
TYPE OF ITEM:	Informational

Summary Recommendation: Provide input on Parks, Recreation Beautification Board (PRBB) presentation of City Park Redevelopment Plan.

DESCRIPTION:

A. Topic: Staff has been working closely with the PRBB, on a new direction for City Park. This new direction has come from the Board working on a variety of issues involving the Park from inadequate basketball facilities, skateboard parks and demands for more playground areas.

B. Background: For two years, staff has been working with the PRBB on a variety of issues including the need for additional recreational facilities. The Board has been working on a facilities master plan that will provide direction for Park City's recreational facility development. One recommendation that has already surfaced, is to review existing opportunities to improve or meet current demands, before looking to undeveloped parcels to meet the needs. Given future needs and existing challenges at City Park, the PRBB asked staff to look at the possibilities that might exist.

Staff invited three local landscape architects to bid on the development of a concept plan for City Park. The firm of Claflin and Associates was selected and given four weeks to work with a task force and develop a plan that would be presented to the PRBB during their October meeting. The task was accomplished and the presentation was made in October. During the October presentation, the PRBB suggested some changes. Those changes were made and the plan was again presented at the November meeting. Staff and the PRBB would now like some input from Council.

C. Analysis: The plan addresses a number of issues including; the addition of more basketball facilities, an expanded children play area, improved circulation and additional parking, a skateboard park, improved and additional plaza or public space that could be used for public celebration (Olympics) and improvements made to the existing Poison Creek stream corridor.

While the plan is exciting and very appealing, it is not without its issues. The current proposal contemplates the removal of the three buildings, Mike Hale, Snug and the blue house. It also places very active recreational components in the South End of City Park which is currently designated for passive use only, and there is of course the cost. We have not done any formal cost analysis at this time. A total build out of the current plan could be in the five (5) to eight (8) million dollar range. Fortunately, we would plan and construct this project in phases.

If Council endorses the concept and the process continues, the PRBB would conduct a public hearing during January. Formally recommend an amendment to the current Master plan allowing active uses in the South End. Then, prioritize which elements of the plan they would like to develop first. The current CIP has approximately $500,000, implementation could begin as early as next summer.

D. Department Review: To date, this plan has been reviewed by the Leisure Services staff, Planning staff and Landscape Architects.

ALTERNATIVES:

1. **Approve Request** - Endorse and allow process to continue.

2. **Postpone Action** - Table process until a decision is made with respect to the entire CIP process.

3. **Continue Action-** Provide feedback that would alter or change the course of the proposed process. Establish new direction.

4. **Deny Request** - Discontinue process.

RECOMMENDATION: Provide feedback with respect to concept plan and allow process to continue through public input and prioritization stages.

PARK CITY 1884

DATE: November 30, 1998
DEPARTMENT: Facilities and Special Events
AUTHOR: Melissa Caffey
TITLE: Facilities and Special Events Manager
TYPE OF ITEM: Request for approval of a new public festival, "Park City Motorcycle Week", including one-day street closures and one-day Park City Golf Course closure.

SUMMARY RECOMMENDATION: The City Council should conduct a public hearing on a Master Festival License for the public festival known as "Park City Motorcycle Week" to be held September 15-19, 1999. Staff recommends that the Council approve the Master Festival License at its meeting of December 10.

DESCRIPTION:

A. Topic: Request for a Master Festival License for a public festival, "Park City Motorcycle Week", to be held in Park City September 15-19, 1999, which includes a road race requiring one-day closures of several City streets, a portion of Highway 224 and the Park City Golf Course. For the sake of avoiding redundance and brevity, a portion of the Master Festival License application that describes the actual event and its proposed details, schedules, maps, street closures and other logistics, is included as "ATTACHMENT A".

B. Background: Several months ago, the Park City Chamber Bureau contacted the Park City Special Events department regarding the possibility of Park City hosting what was then the "Steamboat Motorcycle Week". The event organizers were being forced to leave Steamboat Springs due to construction and growth issues and, although Steamboat officials and the race organizers were (and still are) looking for ways to continue hosting the event, the organizers had to look elsewhere for an event site. The situation became critical mainly because of the lack of space to host the road race, which is a key component of the five-day event.

Since that time, the newly-formed Park City Motorcycle Club has diligently taken the lead in organizing the components of the proposed "Park City Motorcycle Week", in conjunction with the staff from AHRMA. Several City Staff and Council members attended the 1998 Steamboat event and met with its organizers, competitors and Steamboat City officials to assess the impacts of the event on the community and the viability of hosting it in Park City.

Staff's initial reaction to and perceptions of "Steamboat Motorcycle Week" are documented in the site analysis (see attached exhibit B) written by Frank Bell. Melissa Caffey met with the Steamboat Director of Public Safety and with the Special Events/Community

Service Coordinator in Steamboat during the event to discuss their concerns, problems and past experiences regarding the festival. Also, both a slide show and a video were produced to demonstrate the impacts and logistics of the event and are available for Council members and others to view at their convenience.

A public information meeting was held on November 11, 1998 at the Santy Auditorium to address the public's concerns and answer questions regarding the proposed event. All adjacent and nearby homeowner's associations were notified of the meeting, in addition to the Main Street Merchants, the Lodging and Restaurant Associations, the Chamber Bureau, property management companies and nearby businesses. Also, press releases were sent to the media and public service announcements were run on KPCW. The Park City Motorcycle Club supplied maps and information to the Park Record, which ran a special story to further inform the public about the event and the meeting. Additionally, the Park City Motorcycle Club had previously canvassed the neighborhoods surrounding the Golf Course and contacted all available homeowners that would be impacted by the one-day street closures to hear their concerns and inform them about the proposed event.

The Park City Motorcycle Club race organizers have since met with concerned citizens, City event staff and the Leisure Services staff to discuss issues and concerns, especially regarding details pertaining to the closure and protection of the Park City Golf Course. The organizers will continue meeting with event staff, Public Safety staff and Public Works/Transportation staff to determine specific plans for event safety, transportation, security issues, municipal services assistance and associated cost estimates. The event organizers will also continue to meet with various appropriate City departments, the Health and Park City Fire Departments and venue hosts until the event logistics are worked out to the satisfaction of all concerned.

C. <u>Analysis</u>: Over the past several months, City event staff has met many times, both individually and collectively, with race organizers from AHRMA and the Park City Motorcycle Club to determine, from the outset, all logistical areas of concern and ways to involve and inform the public.

The initial Master Festival License application and event logistics (see ATTACHMENT A) have been circulated among all pertinent City departments for "conceptual" approval and to determine any critical or insurmountable problems. To date, no huge problems have been identified via the initial feedback, although many areas of concern or logistics that need to be addressed were identified and have either been already addressed , or certainly will be to the satisfaction of all concerned, prior to the final approval of the Master Festival License. Some of the concerns of the various City departments are:

1) Further identifying and clarifying areas of responsibilities for the race organizers, volunteers and City staff and departments for all aspects of the five-day event including, but not limited to, road race setup and construction, storage of any event apparatus, preparation, maintenance and protection of race course streets and the golf course, etc., and determining associated costs.

2) Determining a security plan with the event staff and Police Chief Lloyd Evans that includes a combination of law enforcement officers, private security guards and external traffic control officers and the associated costs.

3) Developing a workable transit routing plan with Public Works staff, especially during the road race, and including off-site parking shuttles and shuttles to Main Street for race

spectators per the commitment of the race organizers and determining associated costs.
4) Developing a mitigation plan for area golfers to have access to other facilities the day of the closure and also determining resulting lost golf revenues to the City and reimbursement amounts.
5) Developing a plan for the outdoor BBQ and ceremonies in City Park on Sept. 18, 1999 and for outdoor amplified music approval at said celebration until 8:00 p.m.
6) Reworking the site plan for the Snowcreek shopping center--as the current plan is believed by staff to be too congested and complicated to meet public safety standards or to allow a decent transit reroute to occur.
7) Develop an event sign plan that will meet with the approval of the Planning staff and that will clearly inform the public regarding transit, parking, schedules, etc. and keep confusion to a minimum.
8) Confirm that all internal (City) and external permits and requirements have been produced (UDOT, PCFD, Health Dept. Permits, etc.) and appropriate venue contracts obtained, well in advance of the event, to ensure overall event safety, cooperation and coordination.
9) Determine parameters for overnight camping in paddock/race areas for technical/logistical necessities and developing a plan to ensure safety and compliance in these areas.

Despite many remaining details to be addressed and plans to be developed, overall, staff feels that the Park City Motorcycle Club race organizers have been tireless and responsible in their efforts to plan carefully, involve the public, mitigate concerns wherever possible and respond to requests from City staff in a timely fashion. Many of staff's initial concerns have already been addressed or corrected and both the Park City Motorcycle Club's and AHRMA's race organizers have assured us that all remaining details will be addressed to our satisfaction and that the City will be reimbursed for its expenses and lost revenues. The total costs to the City are yet to be determined, as indicated above, but the costs estimates for Public Safety, Transportation, Public Works services and Golf Course lost revenues could range from $10,000 to $15,000, depending on services required.

Per the meeting with the Steamboat City officials, surprisingly the most critical logistical challenges their staff had with the five-day event were NOT the noise (certainly a component of the event and a problem for a few area residents) or the security (only two actual law enforcement officers were on duty at any given time) or the participant injuries (several, but usually minor) but the sign plan and public education for the road closures/detours.

In addition to the specific event descriptions and site analysis (ATTACHMENTS A and B), also included for Council's information are ATTACHMENTS C, D, and E which include letters of commitment, endorsement and opposition (ATTACHMENT C), background information about AHRMA and demographics of its members (ATTACHMENT D) and several actual pictures of the Steamboat to give an idea of the event appearance and complexity (ATTACHMENT E). Again, video and slides are available upon request. The City Council previously received a letter from a resident who was opposed to the race.

D. <u>Department Review</u>: Preliminary review and feedback regarding the Master Festival License application has been conducted by CDD, Public Works, Special Events, Public Safety,

Legal and Leisure Services.

ALTERNATIVES:

A. Approve the Request: Approve the Master Festival License application for the "Park City Motorcycle Week" 1999, including listed one-day street closures, Golf Course closure and amplified music at the BBQ/ceremony in City Park.

B. Deny the Request: Deny the request for "Park City Motorcycle Week" 1999.

C. Approve the request: Approve the proposed Master Festival License application, stipulating that all pending concerns and issues are addressed and mitigated to the satisfaction of all City departments and pending approval from all external entities.

SIGNIFICANT IMPACTS: If approved, significant negative impacts of the event to the community would most certainly include issues of noise, inconvenience to residents adjacent to the golf course and street closures, in general. The positive impacts to the community would include a new public event, economic benefits during a shoulder season and the attraction of "new" visitors to Park City.

CONSEQUENCES OF NOT TAKING THE RECOMMENDED ACTION: Without the approval in the next week or two of most components of the event proposal, especially the "key" event, the road race, the event will most likely not be brought to Park City, as organizers are under deadline to receive an approval by early December or take the event to the second-choice City.

RECOMMENDATION: The City Council should conduct a public hearing on a Master Festival License for the public festival known as "Park City Motorcycle Week" to be held September 15-19, 1999. Staff recommends that the Council approve the the Master Festival License at its meeting of December 10.

Based on the apparent support from the Park City Chamber Bureau, the Main Street Merchants, the Park City Restaurant Association, the Lodging and Property Companies, the Park City Motorcycle Club, the American Historic Racing Motorcycle Association (AHRMA) and the general public, the City Special Events Staff recommends that Council approve the request for a Master Festival License for the public festival known as "Park City Motorcycle Week" to be held September 15-19, 1999.

Although the Park City Motorcycle Club and AHRMA officials would like a three-year commitment, this Master Festival License would be for one year only, renewable each subsequent year only if any predominant problems have been appropriately addressed and mitigated.

Staff recommends the approval of this public festival for September, 1999 with the stipulation that certain aspects of the event logistics are resolved to the satisfaction of all involved City departments, including Public Safety, Special Events, Public Works, CDD and Leisure Services. To date, all departments have reviewed the initial Master Festival License application and no apparent "insurmountable" problems have surfaced, however, logistical and financial concerns and details still need resolution.

ATTACHMENT "A"

BACKGROUND:
The proposed "PARK CITY MOTORCYCLE WEEK" is a continuation of a similar event held in Steamboat Springs for the past 17 years. Due to construction in the Steamboat area, the event must be moved. The Park City Chamber Bureau contacted the American Historic Racing Motorcycle Association (AHRMA) to see if the event could be moved to Park City. The Park City Motorcycle Club (PCMC) was then contacted by the Chamber and has taken a lead role in coordinating the event for it's move to Park City.

COMMITMENT:
While the Master Festival License is for 1999 only, AHRMA and PCMC would like a three-year commitment from the City to hold the event. However, we are seeking a permit for 1999 only, with the expectation that if the event is successful and well received by our community, it will continue for two additional years.

EVENT DESCRIPTION:
The Park City Motorcycle Week will create a festival atmosphere centered around vintage motorcycling. It will be comprised of five competitive events plus a rally and vendor expo on motorcycling. Specifically:

Competitive Events (AHRMA):

1. Trials Events: Thursday 9/16/99 8:30 am to 3:00 pm. This is a slow-speed, skill-oriented event where riders go through 10 skill areas (over obstacles, around trees, through ditches, hill climbs, etc). Riders with the fewest demerits win. Four skill levels are involved with 200-300 competitors. Event to be held at the Park City Mountain Resort. About 1,000 spectators are expected for this event.

2. Flat Track Races: Friday 9/17/99 5:00 pm to 10:00 pm. This will be an evening race event in Heber City at the Wasatch County fairgrounds ½ mile track. Vintage motorcycle race in heats around a ½ mile track to determine winners in numerous age and motorcycle classification. We expect 2,500 to 4,000 spectators for this event.

3. Road Races: Saturday 9/18/99 8:30 am to 4:00 pm. This is the 'premier event' of the week and consists of 200-250 competitors racing on city streets. Various classes of motorcycles from pre-1940 to 1974 vintage race around the city golf course. We have applied to UDOT and have secured preliminary approval to close SR224 from 6am to 6pm on the day of the event. We expect 8,000 to 10,000 spectators for this event.

   A full emergency plan will be submitted, including fire department access to the race course, emergency medical vehicles, first aid stations, crowd control issues, and the communication system.

4. Motocross Races: Sunday 9/19/99 8:30 am to 4:00 pm. This is the largest event in terms of competitors (about 450). It consists of a 1.5 mile course over natural terrain

(including hills, gullies, fields, etc) with 10-20 riders per heat. Races are about 15 minutes in duration with three laps of the course. It will also be held at the Park City Mountain Resort. 2,000 to 5,000 spectators are expected for this event.

5. Concours D'Elegance: Fri-Sun 9/17-9/19/99. This is a show of restored vintage motorcycles which compete for 'best of show' in their category. These machines represent hundreds of hours of restoration and are highly valued (up to $50,000 each). Location of this event is not yet determined (Resort Center, Snow Creek Center, Albertsons or lower Main Street) under a large tent or demountable structure with security guards. It is very popular with the public.

6. AHRMA sanctions and stages the above events, providing supervision, course layout, safety certification, rider certification, corner workers, insurance, emergency medical services, course officials, public address announcements and commentary, and more.

7. The paddock area is immediately adjacent to the race event venues. This is where trucks, campers, trailers and equipment are staged for the races. Many participants sleep next to their equipment in the paddock area for security and cost reasons (like the NORBA event). Each paddock area will have portable toilets, water, etc. to meet City and health department standards. The City will need to allow such temporary, overnight arrangements as part of the event. Included in the paddock area are a few vendors which sell and trade old motorcycle parts, sometimes from the back of a pickup truck. Participants also sell and/or trade motorcycles to each other during the events.

8. For the events at PCMR, the lower parking lot will be used as the paddock area. This is also near a portion of the road race course. The main paddock area for the road races will be on the Golf Course parking lot. Participants will begin setting up on the northern portion of that lot on Friday and take over all of it on Saturday for the races. It will be dispersed by early Sunday morning. We anticipate a temporary pedestrian bridge over SR224 to connect spectator areas to the paddock. Visiting the paddock areas is a special feature which spectators enjoy, but each must sign a liability waiver to enter.

9. Noise is a part of these events. The motocross event staged at PCMR will be muted to most of Park City. The Trails events will hardly be heard. However, the road race on Saturday is quite noisy. PCMC has already contacted 44 residences immediately adjacent to the proposed race course to advise them and answer questions. No negative comments were received and, in fact, several residents volunteered for the event. Local access for affected residents will be provided periodically during the race day (about 10 minutes each hour). Noise was never an issue to residents of Steamboat Springs and hopefully will not be a problem in Park City.

Rally & Vendor Expo: (PCMC)

1. Vendor Expo: Thu-Sun 9/16-9/19/99. This consists of 30-50 vendors who sell products and services to the motorcycle public. It's like an outdoor trade show. Temporary tents, trailers and booths are erected by vendors to sell and promote various motorcycle products (similar to the NORBA race event).

2. Demo Rides: Thu-Sun 9/16-9/19/00. Three motorcycle manufactures have already committed to be in Park City: *Triumph Motorcycles*, *BMW Motorcycles* and *Buell Motorcycles* (division of Harley Davidson). One more manufacturer may also be added. Each manufacturer has a large truck/trailer display with 20-30 motorcycles on display. Free demo rides are provided to interested spectators who have a valid driver's license with motorcycle endorsement and a signed liability waiver. These are very popular with motorcycle enthusiasts.

3. Rally: Thu-Sun all day. This consists of planned day-rides of 75 to 150 miles for interested motorcyclists. Some may involve competitive events like a "Dual-Sport Race" (outside City limits) and a "Poker Run" (like a scavenger hunt). Prizes and drawings are included for participants.

4. Location for the Vendor Expo/Rally area will be the Snow Creek parking area. (see attached map). A nominal entrance fee will be collected or the All-Event Pass will gain entrance.

Other Impacts & Aspects:

1. Golf Course: The day of the Road Race (9/18/99) will require suspending operation of the municipal golf course. There is simply no way to provide golf activities while sealing off the front 9 holes for the road race event. We understand that play in mid-September represents about $5,000 revenue for Saturdays. This amount, less one day's operating expenses, is a direct cost of staging the race around the golf course. Mitigations which have been suggested are:

   - Arrange to "exchange" play with another local course for the day, such as Park Meadows, The Homestead, Jeremy Ranch. Park City Golf Course would handle all tee times and pay the host course PCGC standard rates (or 'rent' the course for the day). The players would pay the difference in rates, if higher.

   - The City will receive a boost in tax revenues for hosting Motorcycle Week. This will probably more than offset the net income from one day's play. This can be analyzed once a firm budget for the event is finalized.

TARGET MARKETING:

Local and western marketing efforts will be coordinated between PCMC and the Chamber Bureau and will include contacting motorcycle clubs and dealers throughout the western states, promotional videos, motorcycle magazine announcements and calendars, chambers of commerce

throughout Utah, web page promotions, and others. National marketing will be handled through AHRMA and the American Motorcycle Association.

- Advertising: This will include direct mail to MC dealers and clubs, radio PSA's, TV PSA's and coverage, key event sponsors and others.

- Public Relations: The PCMC will appoint a PR person for the event who will coordinate interviews, PSA announcements, speaker's bureau, etc.

SUMMARY:

Park City Motorcycle Week will be staged during mid-September of each year (hopefully). It is expected to generate 90%+ occupancy for Friday and Saturday nights and 70%+ occupancy for Thursday and Sunday nights (Steamboat was 90% full with a 16,000 bedbase on Friday and Saturday nights). Local restaurants and shops will benefit. Total economic impact of the week could be in excess of $5.0 million. This event will be the *only* motorcycle road race on City streets in the United States. It is very unique. It may be televised by a cable network (SpeedVision) as well. It will also help us "train" ourselves and our community for staging Olympic events in 2002.

PARK CITY MOTORCYCLE WEEK

Vintage Motorcycle Road Race Schedule

September 18, 1999

PRELIMINARY

4:00 AM **8:00 AM**	**Race Course set-up. Hwy 224 closed to thru traffic**

Course open for local access (10 - 15 minutes)

8:30 AM **9:40 AM**	**Practice Session-1** **Practice Session-2** Average 30 - 35 minutes / session

Course open for local access (10 - 15 minutes)

9:50 AM **11:00 AM**	**Practice Session-3** **Practice Session-4** *Average 30 - 35 minutes / session*

Course open for local access (10 - 15 minutes)

11 am - 12 pm	**Race course inspection / final preparations**
12:00 PM **12:45 PM**	**Race - 1** **Race - 2** **Race - 3** *Average 12 - 15 minutes / race*

Course open for local access (10 - 15 minutes)

1:00 PM **1:45 PM**	**Race - 4** **Race - 5** **Race - 6** *Average 12 - 15 minutes / race*

Course open for local access (10 - 15 minutes)

2:00 PM **2:45 PM**	**Race - 7** **Race - 8** **Race - 9** *Average 12 - 15 minutes / race*

Course open for local access (10 - 15 minutes)

3:00 PM **3:45 PM**	**Race - 10** **Race - 11** **Race - 12** *Average 12 - 15 minutes / race*

4:00 PM **Hwy #224 & local streets open to thru traffic**
8:00 PM All barricades / haybales / fencing / bridges etc. removed from Hwy. 224 & local streets.

* *Exact times may vary due to actual practice & race conditions.*

General Maintenance of Traffic Plan

This section describes the anticipated maintenance of traffic plan for the event. Each travel market is addressed individually in order to provide a general description of the overall plan. This section will not discuss detailed issues such as specific traffic control plans or device type and location. These details will be addressed in a future application for the UDOT Right of Way Encroachment Permit.

External trips to and from Park City

Both of the main access points to Park City will have Variable Message Signs (VMS) facing inbound traffic. The signs will notify motorists heading towards Park City that SR-224 is closed and a detour is ahead. The VMS on SR-224 will be located north of the Payday Drive/Holiday Ranch Loop intersection. The VMS on SR-248 will be located east of the Sidewinder Drive Intersection.

SR-224 (Park Ave.) traffic will be detoured to Snow Creek Drive (frontage road between the Top Stop convenience store and Dan's Supermarket), then to Kearns Blvd, then to Bonanza Drive, then back to SR-224 (Deer Valley Drive). Outbound traffic will be detoured on the same route. Both Snow Creek Drive intersections will be controlled by event staff but will remain free flowing because there will not be any opposing traffic.

- Figure 1 shows the proposed detour route for SR-224 traffic
- Figures 2 through 6 show diagrams of preliminary intersection layouts.

SR-248 (Kearns Blvd) traffic will be detoured to Bonanza Drive and then to SR-224 (Deer Valley Drive). Outbound traffic will be detoured on the same route. This will be the detour route for Deer Valley and Park City Main Street Trips

External trips to and from the race event

VMS's will be used to inform incoming spectators where parking is located and that shuttle service is available from remote parking lots. Park City successfully implements this strategy for many other large events in town.

Park City Residents

The traffic from residents located South of the event (Old Town through City Park) will be collected along Park Ave. or Main Street and detoured to Heber Avenue and then to SR-224 (Deer Valley Drive). The traffic will then follow the detour route described for external traffic.

The traffic from residents located north of the event will follow the detour route described for external traffic.

Event advertisements and Official road closure notifications will appear in the local newspaper (Park Record) prior to the event.

Business and residents located inside the racecourse perimeter
As described in the anticipated schedule, there will be periods during the day when traffic will be allowed to and from residences located inside the racecourse perimeter. The local traffic will line up at a designated local street near a racecourse access point. Each intersection will be flagger controlled

Event organizers will personally discuss the race with these property owners prior to the event.

Emergency Vehicles
All emergency vehicles will be given immediate priority to SR-224. The fire station will notify race control prior to any emergency response. The race will be red flagged (temporarily stopped) within 30 seconds and the emergency vehicles will be waived through the racecourse site.

Operational Responsibilities

The following groups will be responsible for various operation elements of the event.

AHRMA
AHRMA's first objective is safety of spectators and riders. They bring a team of operational experts lead by the Race Director and the Safety Control Director. This team is responsible for race logistics and operations. The road race will be AHRMA permitted, AMA Sanctioned, with liability insurance of not less than five million dollars.

Park City Motorcycle Club
The PCMC will host the event and will work with the AHRMA team to organize all aspects of the event. PCMC will also obtain services from other volunteer organizations to assist with the event. PCMC will be the signed applicant for the UDOT permit.

Park City Municipal Corporation
The City will provide traffic control crews and devices as well as police officers for traffic control.

Skip Hudson, P.E.
Skip will personally prepare the detailed traffic control plan for future UDOT review. The plan will be signed and sealed with a Utah Professional Engineers Stamp. He will remain on-site during the event to make sure the traffic control plan is implemented as permitted by UDOT.

Glen Schulte, Traffic Control Supervisor
Glen has graciously volunteered his time to help with the event. As UDOT's lead Traffic Control Supervisor, Glen's on-site expertise will be used to make sure all traffic control devices are correctly placed. Glen will also check the Traffic Control Plan prior to UDOT submittal.

Conclusion

The Park City Motorcycle Club requests that UDOT review this package of information related to the running of a Vintage Motorcycle Road Race in Park City. If the general plan is deemed acceptable, then **we request that UDOT prepare a letter stating conceptual approval of the temporary closure of SR-224** for 12 hours on September 18, 1999. Thank you for considering this request.

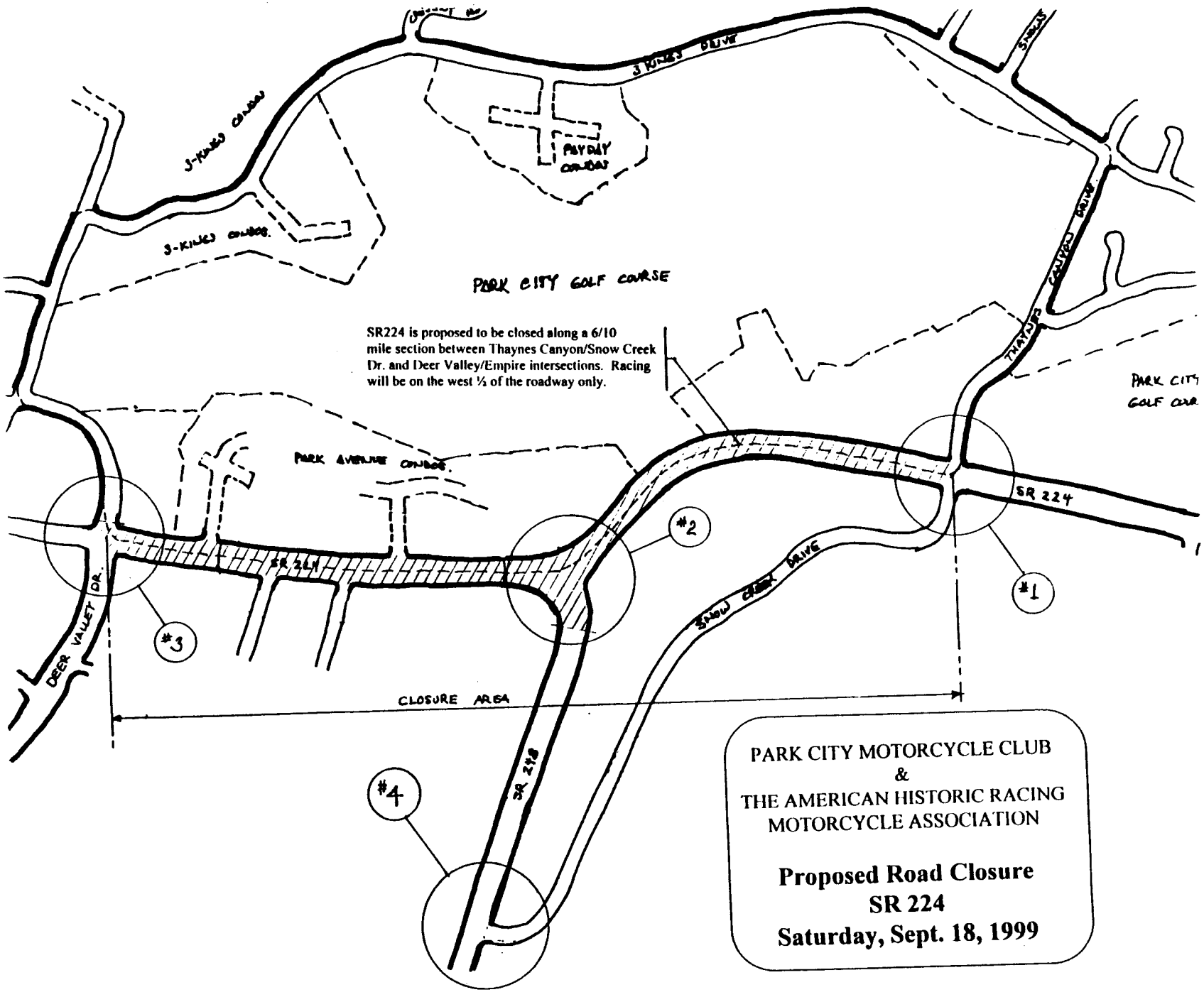
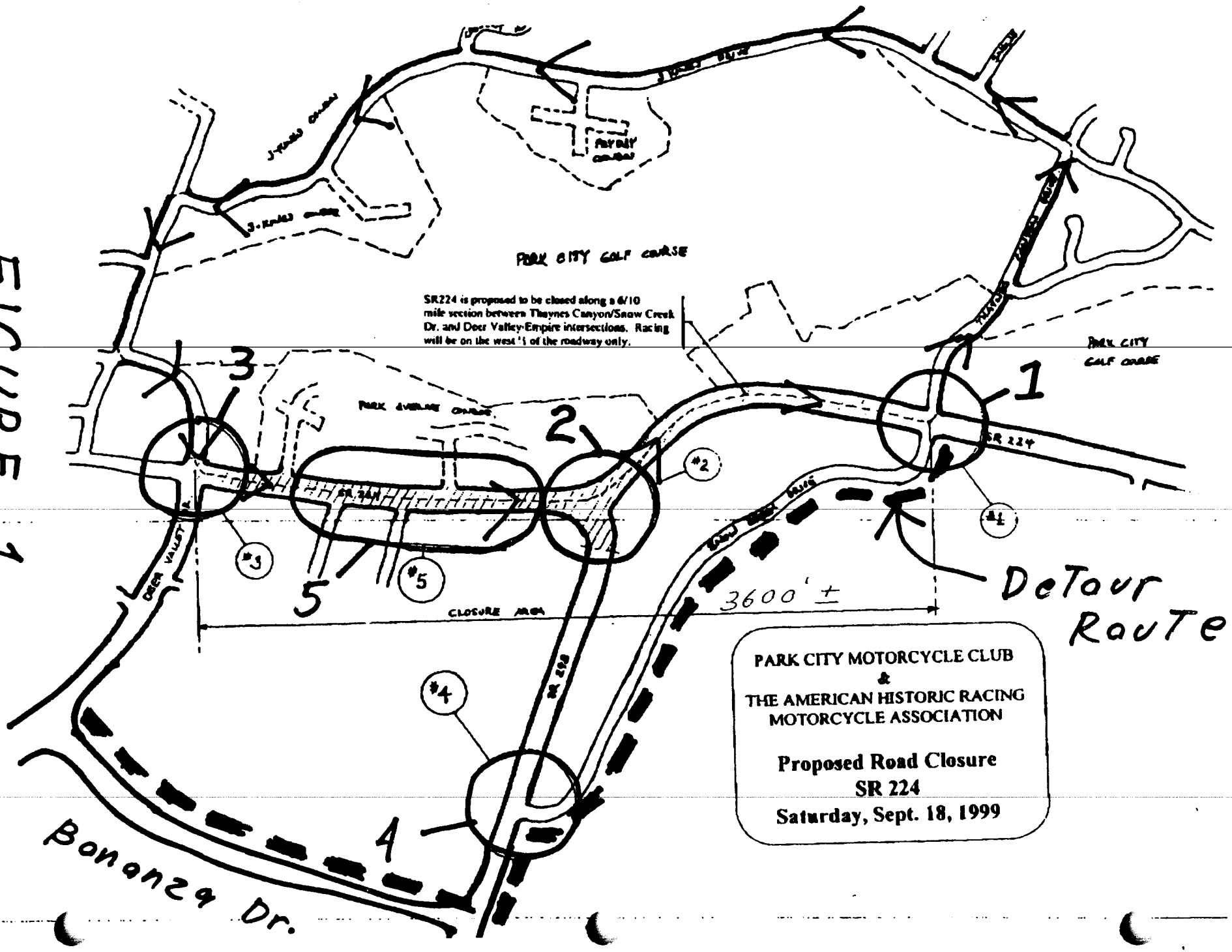
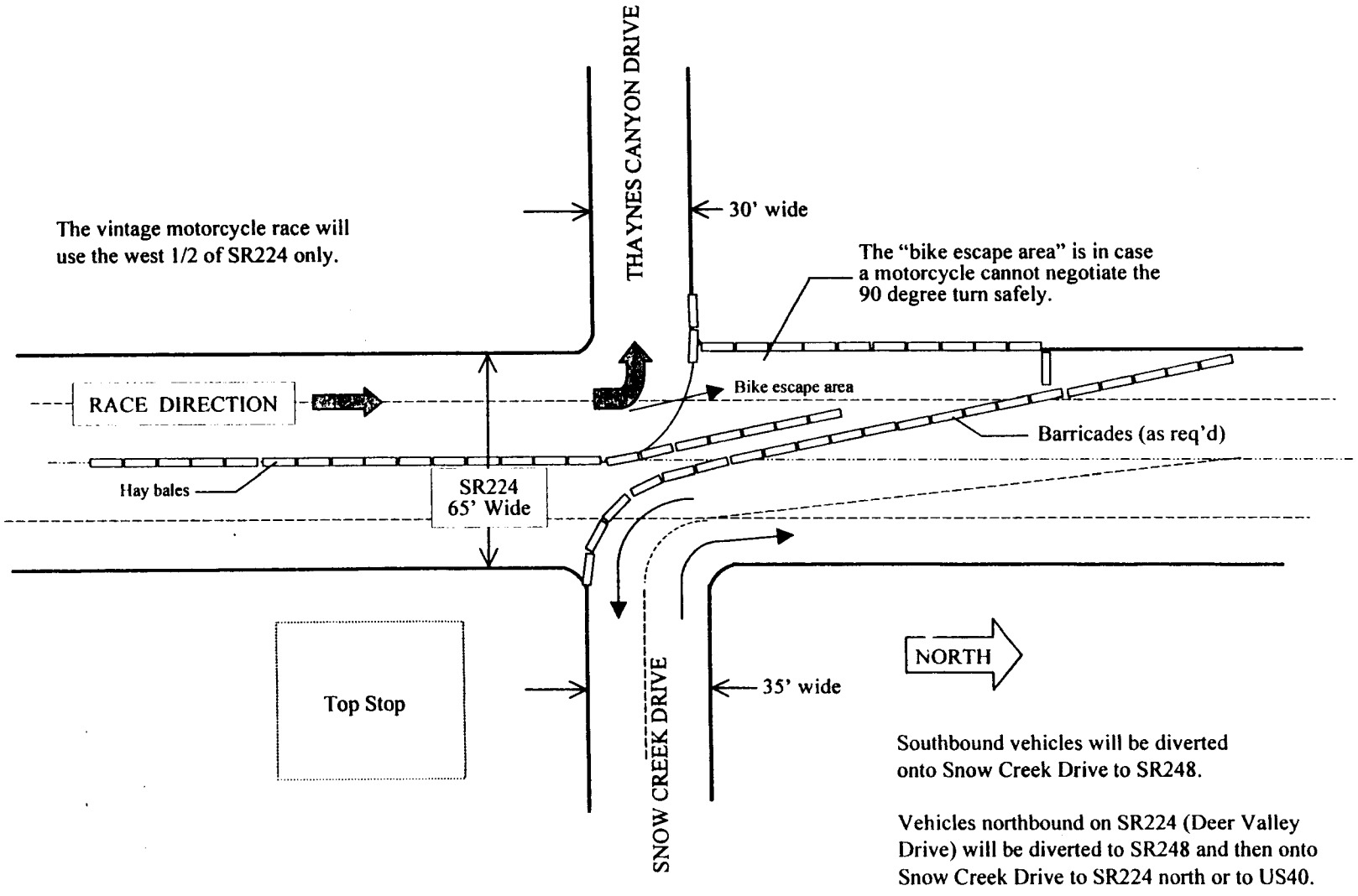
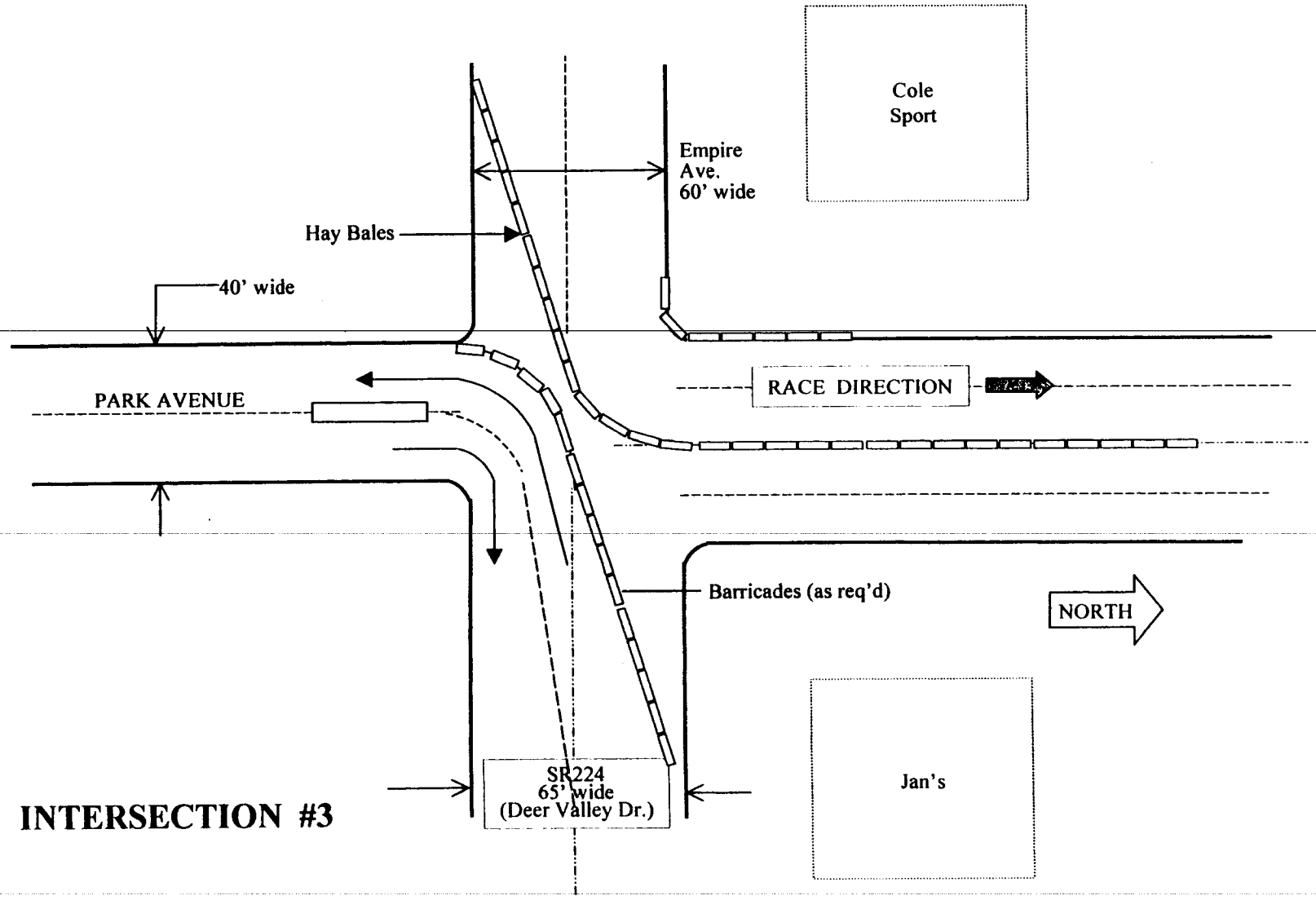

3 KINGS DRIVE
3-KINGS CONDOS
3-KINGS CONDOS.
PAYDAY CONDOS
PARK CITY GOLF COURSE
SR224 is proposed to be closed along a 6/10 mile section between Thaynes Canyon/Snow Creek Dr. and Deer Valley/Empire intersections. Racing will be on the west ½ of the roadway only.
THAYNES CANYON DRIVE
PARK CITY GOLF COUR
PARK AVENUE CONDOS.
SR 224
#1
#2
#3
#4
DEER VALLEY DR.
SNOW CREEK DRIVE
CLOSURE AREA
PARK CITY MOTORCYCLE CLUB
&
THE AMERICAN HISTORIC RACING MOTORCYCLE ASSOCIATION
Proposed Road Closure
SR 224
Saturday, Sept. 18, 1999

FIGURE 1


PARK CITY GOLF COURSE
SR224 is proposed to be closed along a 6/10 mile section between Thaynes Canyon/Snow Creek Dr. and Deer Valley-Empire intersections. Racing will be on the west ½ of the roadway only.
PARK CITY GOLF COURSE
PARK AVENUE COURSE
SR 224
DEER VALLEY
CLOSURE AREA
3600' ±
DeTour Route
Bonanza Dr.
1
2
3
4
5
#1
#2
#3
#4
#5
PARK CITY MOTORCYCLE CLUB
&
THE AMERICAN HISTORIC RACING MOTORCYCLE ASSOCIATION
Proposed Road Closure
SR 224
Saturday, Sept. 18, 1999

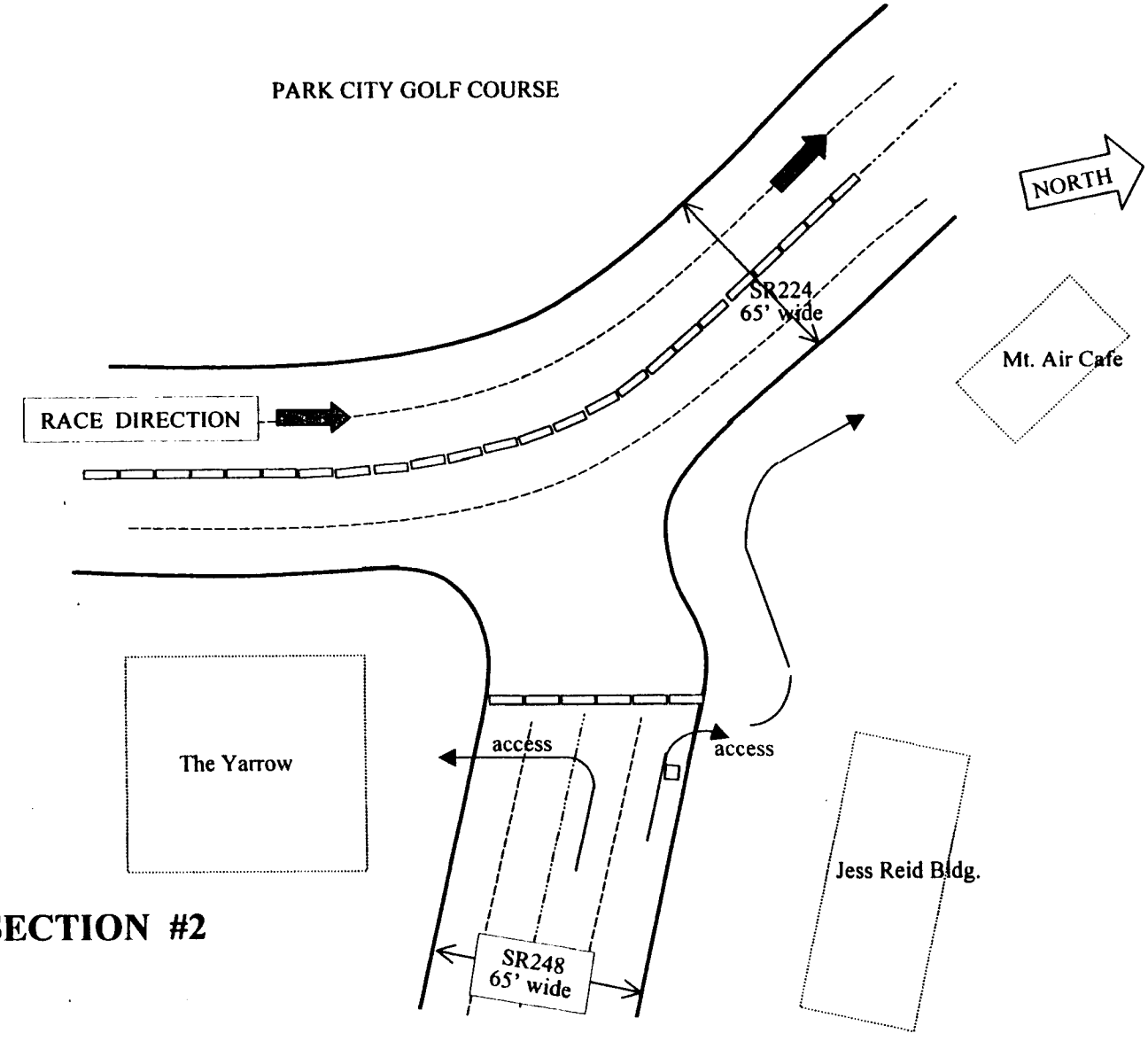


INTERSECTION #1

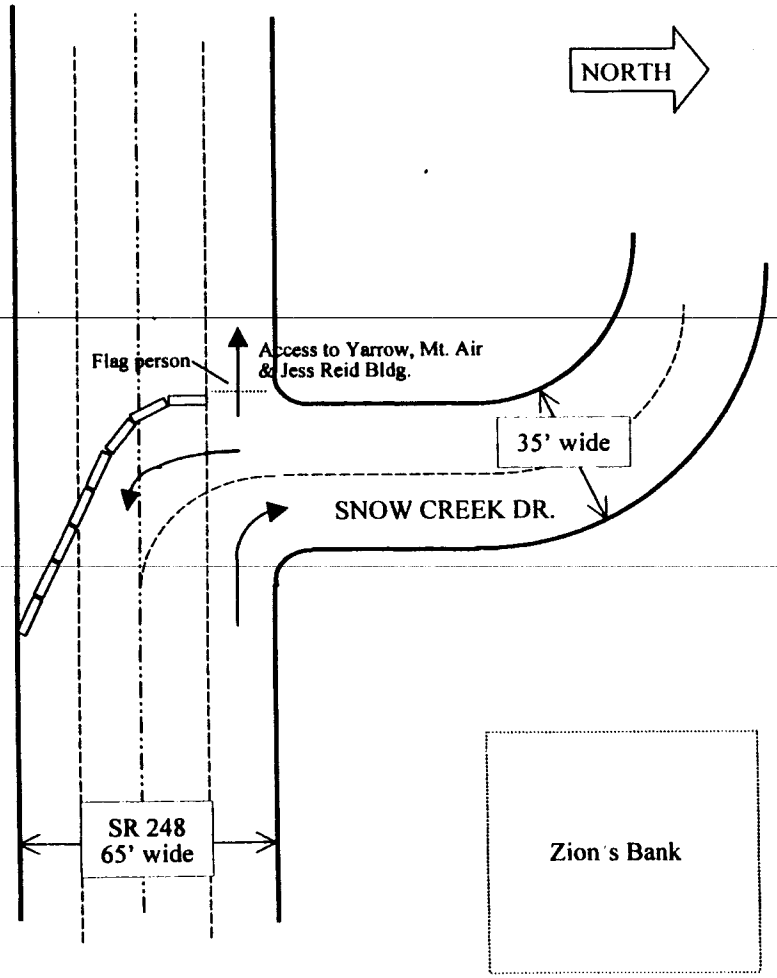


INTERSECTION #3

28

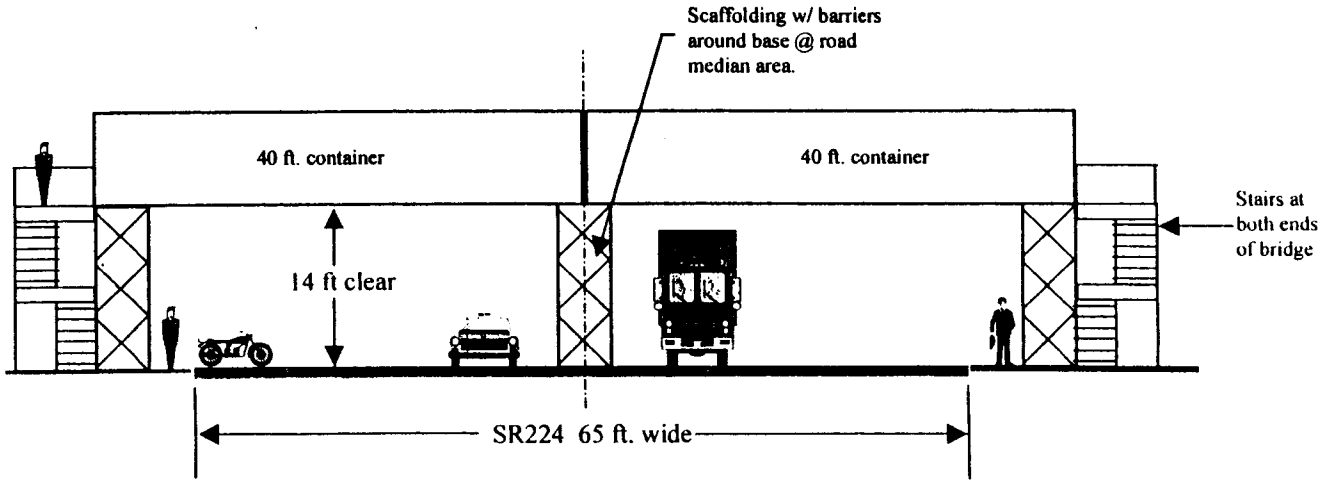


INTERSECTION #2



INTERSECTION #4

30



SECTION OF PEDISTRIAN BRIDGE
OVER SR-224

"ATTACHMENT "B"

22 September 1998

MEMORANDUM

TO: All Concerned

FROM: F.M. Bell

SUBJECT: AHRMA Motorcycle Race - Site Evaluation and Recommendations

ISSUE - The American Historic Racing Motorcycle Association has made preliminary overtures to Park City to host their 1999 racing series. They are proposing a large and economically significant four or five day event. This event carries with it a number of public impacts, will require considerable array of city services, and will conflict with some municipal ordinances. All of these issues can be addressed through the Master Festival Licensing process.

SUMMARY - In conjunction with the Steamboat Springs, Colorado Chamber of Commerce, AHRMA has held their racing events (known as Steamboat Motorcycle Week) in Steamboat for the past 18 years. Development in the Mt. Werner portion of Steamboat has impacted one of their race courses. The event has decided to seek a new host city, and Park City is their first choice. The Park City Motorcycle Club, the Chamber, and city officials, met with AHRMA representatives earlier this summer, and several representatives from Park City recently visited Steamboat during their "Motorcycle Week"

THE EVENT - The agenda for Motorcycle Week in Steamboat includes a vintage dirt track race (held in Hayden, Colorado, about 25 miles away); a vintage trial event (riding skill and maneuverability on rough terrain held near downtown Steamboat); vintage motocross (a track event with more than 400 contestants held in a field at Mt. Werner); a concours d'Elegance display (held in a large tent at Mt. Werner); a series of vintage road races (held on the streets of Mt. Werner); Modern Cycle Road Race (held on the same street course, but not planned initially for Park City); and several cross country rallies around the Steamboat area.

As with most race events, there is a large paddock area where race preparations are made including a sponsor vending area, food and beverage services, spectator grandstands, announcing and judging areas, and race team areas. This area was a paved parking lot of about 120,000 square feet inside the event fence. There is a second paddock about the same size outside the fence that serves similar purposes but has much easier access.

The event seems well financed and well managed. The race organizers are experienced in racing and event management, and have a good sense of what makes their event work. The event has strong community support, and recruits a large number of volunteers (estimating 200) for set up, course management, and participant services. The Chamber of Commerce is heavily involved in the management and operation of this event as are a number of local motorcycle clubs and citizen groups. The event also requires a number of street closures, considerable barricading, hay baling and fencing.

City services include police and special events officers, and public works. Though this event creates substantial public impacts with street closures, parking, noise, and inconvenience, the event is not controversial, and in fact Steamboat is working to retain the event in other locations.

While many people attend this event, they are mostly participants, family, and friends. The spectator base is not large (perhaps 3,000 for the Saturday road races).Attendees largely arrive via motorcycles, and motorcycles are the preferred method of transportation around town. They are parked everywhere, often in large groups. Most area motor hotels were full as were many of the condo complexes. Many condos were inside the race fence and access was a problem. However, most occupants were connected with the race and didn't seem to mind.

The event has an interesting demographic. Participants are older, seemingly well established, family people, and many seem financially secure. Most racers bring a number of cycles and may compete in a variety of categories. Novices seemed few and far between. Spectators in Steamboat were largely local or regional, though I suspect the spectator base in Salt Lake could be considerably larger and broader. Food and beverages (including beer) were sold by area service clubs. There were no signs of alcohol abuse, and the event was not a law enforcement problem. The uniform of the day is leather and hair.

The town of Steamboat is very busy during this event in an otherwise slow season. After the events are over, restaurants and taverns fill. Retailers seemed less busy, particularly during races. Business seemed very slow in the Mt. Werner area in both retail and restaurant activities. Many merchants had sidewalk sales, but there were few browsers. The race severely limits auto access to Mt Werner so they lose there normal daily drop in business.

The road race creates the greatest public impact in street closures lasting most of the day. There is also considerable set up time for the placement of hay bales, water barrels, pedestrian bridges, event fencing and signs. It is critical that the fence line be maintained to keep people and cars from wandering on to the course. The road race is a series of high speed competitions consisting of several laps each. There were several serious accidents during the races I observed. The race area is very noisy - many people wear earplugs all day.

THINGS THAT WORK FOR THIS EVENT IN STEAMBOAT - This is my perception and it is not necessarily shared by the race organizers.

1. The Mt. Werner area is ideal - lots of public spaces, away from downtown, off the main highway - it makes the race a self contained event.
2. Steamboat is a very laid back community - the noise and impacts do not seem to be controversial.
3. Strong community support from clubs, the Chamber, the City, and the media.
4. Demonstrated event history over 18 years is very positive.
5. Event works well in resort environment.
6. Event is economically beneficial for the community.
7. Good viewing areas for spectators.

THINGS THAT DO NOT WORK WELL FOR THIS EVENT IN STEAMBOAT - My impressions as well as the organizers'.

1. Growth and development have edged the event out of its space.
2. The road race course is very complex and somewhat dangerous. The motocross is probably too easy. The racers like Steamboat, but they are not as enamored with the various race courses.
3. As with any long running event, it seems in need of a facelift and some new ideas.
4. The spectator base is quite small and it is hard to tell actual spectators from race participants. While the event does not seem overly dependent on spectator generated revenue, I suspect sponsors would like greater exposure and new markets.

HOW THE EVENT MIGHT WORK HERE - The event has not yet applied for a Master Festival License, though we have had preliminary discussions. The Park City Mountain Resort is interested in hosting the Motocross and some of the paddock activities, but no agreement has been reached. At this writing, the Canyons and Deer Valley are not interested in the event. In some respects, the event resembles the bicycle races we have held in the past and the current NORBA race, only faster and noisier. The organizers have looked at the Heber/Midway area as the site for some of their rally competition. I would anticipate motels in the Heber valley to benefit from this event.

The major event is the road race. The course which has attracted the attention of the organizers runs a circle along SR 224 from Thaynes Canyon Drive to Empire Ave, Empire to Three Kings Drive, Three Kings to Thaynes and back to SR 224. This course would require the closure of SR 224 for more than 12 hours on a Saturday, and lane restrictions for several days before and after to accommodate safety walls and pedestrian crossings. This course would also necessitate closure of the Park City Golf Course for an entire Saturday. Cole Sport would be inside the race fence as would Park Avenue Condos, Payday Condos, Three Kings Condos, Four Seasons Hotel, and several homes. Access to the city water treatment plant and golf maintenance facility would also be severely restricted.

We anticipate the event would draw larger spectator numbers and more media access given our proximity to the Salt Lake area. The Salt Lake area would also provide additional volunteer resources and perhaps some event management expertise. The event appears financially viable and well sponsored. We will ask for more specific numbers. The PCMR site has excellent spectator vantage points, but the SR 224 road course has much poorer spectator vantage than the Steamboat course.

This event is very different than anything we have done. It attracts a somewhat more colorful crowd, and motorcycles will be everywhere around town. It is a very noisy event. Racing motorcycles are noisy as is the activity in the paddock area and the announcing. The hundreds of spectator motorcycles only add more noise to the din. The road race will easily be heard all over town, and near by residents may find the noise most unpleasant if they are not into motorcycles.

HOW THIS EVENT COULD BENEFIT PARK CITY -

1. It has a strong bed and restaurant base. Retail is less promising.

2. It is well organized and well publicized.
3. The event is seeking a 3 year deal with public and private entities.
4. It is scheduled for a slow time of year - mid to late September.
5. It lasts several days and spreads out over several area venues.
6. Races generally run rain or shine.

HOW THIS EVENT MIGHT ADVERSELY AFFECT PARK CITY -

1. The primary concern is the proposed closure of SR 224 for a long period of time. If this course is approved, the entire road must be closed. This creates a cascading series of problems.

   A. Access in and out of Park City will be detoured to Snow Creek Drive or Holiday Ranch Loop Road creating delays and traffic management problems.
   B. Closure of SR 224 could affect business downtown.
   C. Fire and emergency access would be restricted.
   D. Buildings with driveway access to SR224 would be severely restricted.
   E. SR 248 east of town will be under construction next year thus reducing its use as an Alternate route.
   F. Without SR 224, interior parking, satellite, parking, and shuttle bus service become difficult.
   G. City wide bus service would be disrupted and service would not be readily available to PCMR.
2. Any course for the road race within the city will cause significant neighborhood impacts, as with any event, the trick is mitigation.
3. This community is not used to large, noisy events.
4. The event requires 2 large paved lots for paddock and exhibition areas which would decrease the amount of in town parking (presumably at PCMR) for what could be expanded spectator counts. This would likely necessitate a satellite parking and transportation system which would in turn be affected by the conditions surrounding the closure of SR 224.
5. Park City would likely require higher levels of municipal participation.
6. Given the space needs and the uncertainties of the road course, the event's request for a three year commitment could be compromised by road construction around the area and the re-development of PCMR.

CONCLUSION

I do not believe we are to the point where we are ready to embrace this event, mostly because of its size and complexity and the uncertainties of our rapidly developing community, particularly in the area where they want to compete. However, I have been impressed with the event organizers, the success of the event in Steamboat, and our local, private sector commitment to help manage the event. I think this situation requires further discussion and negotiation.

Not surprisingly, the event needs some answers soon as they need to find a new home. I believe we have about 60 days to work out some rather significant details.

In my opinion, the proposed SR 224 road course creates too many public impacts to be successful. Traffic and pedestrian management, event related transportation and staging, and access problems associated with this course will be costly and could create public backlash. This is not to say that it couldn't be done, only that it would be difficult, expensive, and politically risky for a first time event.

That said, I also believe that this event fits in our resort environment (albeit with some public education about the noise), and the economic benefits potentially outweigh the public impacts.

RECOMMENDATIONS

1. That I meet with race organizers in the very near future to discuss these issues in more detail. I saw nothing at this event that we could not do as well or better than Steamboat.
2. That we attempt to find a satisfactory road course that does not involve closing our main access route. It is important in a first time event to have as few public impacts as possible.
3. That we better understand the event budget, revenues, sponsorships, economic benefits to the community, and potential liabilities.
4. That the Chamber and local motorcycle groups work on neighborhood disturbance and access issues. Whatever course is chosen will require a lot of public education and accommodation. Melissa Call made a video of the event which could help in this effort.
5. The event needs to firm up contracts with someone (PCMR) to host the majority of the event which occurs off of public property.
6. Once a host is found, and consensus reached on the schedule and location of events, the event go forward with a MFL application which, by ordinance, will require a public hearing.

NOTE: In the event the SR 224 course is the only option, a consent letter will need to go to UDOT, preferably from the City Council. I suspect UDOT will ask many of the questions I have posed. I suggest that no consent letter be issued until there is better political, staff, and community consensus.

ATTACHMENT "C"

Michael O. Leavitt
Governor
Thomas R. Warne
Executive Director
Clinton D. Topham
Deputy Director
James C. McMinimee
Region Director

State of Utah

DEPARTMENT OF TRANSPORTATION

Region Two
2060 South 2400 West
Salt Lake City, Utah 84104-4295
(801) 975-4900
(801) 975-4913 FAX
www.sr.ex.state.ut.us

October 7, 1998

Paul F. Sincock
Fax: 435-655-7293

Dear Mr. Sincock:

The Utah Department of Transportation Region Two Staff has reviewed and will give conceptual approval for the temporary closure of SR-224, Saturday September 17, 1999, for the AHRMA Vintage Motorcycle Road Race, to be held in Park City, Utah.

We want to thank you and Skip Hudson for all of the work in resolving all the outstanding issues to our satisfaction. Please be aware that before commencing work on the State highway you must obtain an encroachment permit from the Region Two Permits Office.
Also, UDOT must be named as an additional insured on the sponsor's insurance policy.

We hope your event is successful and works well for both AHRMA and UDOT, perhaps the Park City can enjoy this event in the future. If you need further information regarding your project, please contact me at 975-4810.

Sincerely,

Francine Rieck

Francine Rieck
Encroachment & Permits Officer

cc: Skip Hudson
Toby Ross, Park City, City Manager
Richie Taylor, UDOT

H:\WPFILES\FRLTR\1998\224\MOTORCYC.WPD

POWDR CORP.
Box 39
Park City, Utah 84060
(801) 649-8111
Fax (801) 647-5374

October 6, 1998

Melissa Call
Special Events Director
Park City Municipal Corporation

Re: Master Festival Permit Application for "Park City Motorcycle Week"

Dear Melissa:

Park City Mountain Resort supports the application by Park City Motorcycle Club for the "Park City Motorcycle Week" scheduled for September of 1999. We have met with representatives of the Club and reviewed possible locations for the Trails Event and Motocross Races and the Concours D'Elegance on our property. Based on this review it appears that there are locations in the ski runs at the base of the Resort where the races can be staged. In addition there will be sufficient space in our lower parking lot to stage the Concours D'Elegance, regardless of the phasing of our development project. Powdr's support is, of course, subject to a final agreement between Powdr and the event organizers that details the location of the course and related obligations of the various parties in a form acceptable to Powdr.

Sincerely

Douglas Clyde
Vice President Powdr Corp.

cc: executive committee

PARK CITY
UTAH

September 9, 1998

This letter is written to express the strong hope of the Park City Convention & Visitors Bureau that we as a resort community can be successful in our bid to host the American Historic Motorcycle Racing Association event in September of 1999.

To host a successful event will require the dedication and cooperation of many. The Park City Motorcycle Club has certainly enthusiastically embraced the task of chief organizer and the staff of the Park City Chamber/Bureau will also be willing and experienced local organizers. No doubt, the community at large will be called upon to volunteer for the event and no doubt will rise to the occasion.

Securing permission and support for the proposed race course for the motorcycle event is critical to our ability to attract the group. It is our hope that all those involved, UDOT, local police, neighborhood residents and businesses can find ways to solve the problems presented by the proposed course and find a way to support the request.

If we can gain support for the course, then we have as a community added another special event to a special place; we will have welcomed a terrific group of vintage motorcycle enthusiasts to our community and we will have benefited the local economy on a grand scale.

Sincerely,

Joan C. Calder

Joan C. Calder
Executive Director

41

CHAMBER OF COMMERCE
CONVENTION & VISITORS BUREAU
Representing Summit County
P.O. Box 1630, Park City, Utah 84060-1630 · 1910 Prospector Avenue
800-453-1360 · 435-649-6100 · fax 435-649-4132
www.parkcityinfo.com

City of
Steamboat Springs
Police Services

To: Melissa
From: Frank

Mr. Jim Colburn
c/o The Park City Motorcycle Club
P.O. Box 680791
Park City, UT 80468

November 3, 1998

Dear Jim,

Reference our conversation this date, the motorcycle race event took place in Steamboat Springs for eighteen consecutive years. In that time Public Safety and the city as a whole experienced little, if any, problems. The event has always been a lot of fun and I am sorry that the growth of our community necessitated the event moving to Park City. As you probably know we also lost the Vintage Auto Races that occurred two (2) weeks prior to the motorcycle races. Both events were well received and a boon to our economy. If there was a down side it was the inconvenience to some of the residents in close proximaty to the track. However, the event organizers and the city worked very hard to mitigate the problem. This was done by escorting residents in and out of the area between races.

Currently The Steamboat Chamber Association is working diligently to establish another venue in the hope of getting these events back to Steamboat Springs.

One of the local people instrumental in organizing this event is Nick Rose. He can be contacted at 1-970-879-0404. I spoke to Nick and he would be glad to hear from you.

If I can be of further assistance please call.

J.D. Hays
Director of Public Safety

42

840 Yampa Street, P.O. Box 775088, Steamboat Springs, Colorado 80477-5088 • (970) 879-1144 • Fax (970) 870-1271

November 23, 1998

Mayor Brad Olch
Members of the Park City Council

We are writing to ask that you deny the request for a permit to operate a motorcycle race in a residential area of Park City, tentatively planned for September 1999. The race course is to be through the streets around the Municipal Golf Course, requiring the closure of Highway 224, the golf course and surrounding streets. Though we have reviewed plans for the race with it's organizers and believe they have been as conscientious and thorough in their planning efforts as possible when planning a race course on residential streets, we believe there are serious Issues around the proposed race which even the best planning cannot mitigate. Among the issues are:

1. Safety: Motorized vehicles of any kind traveling up to 130 m.p.h. in residential neighborhoods cannot be considered "safe." Further, the plan to locate refueling pits on the parking lot of the municipal golf course seems to court disaster. (The Assistant Chief of Police in Steamboat Springs, an avid motorcyclist himself, cited "safety" as the principal issue involved in moving the race from that community. He said that in the years since the race course was established, the area has become residential. According to Tom Ross, reporter for Steamboat Today, accidents have increased with 1998 being the worst in the 17 year history of the event. As a result, safety has become the major concern. So much so that Steamboat Springs had decided that the course was no longer safe enough for the event <u>prior</u> to the decision to build further ---a new hotel---on the course)

2 Residential access: The race organizers have produced a schedule which provides 10 minutes of each hour for resident access during the race day. Although Steamboat Springs attempted to maintain a similar schedule, their actual experience showed that residents were sometimes kept waiting at ingress or egress points for two or more hours. (This was due to accidents, race delays and other unforeseen events.)

3 Environmental concerns (noise and air pollutants): The noise produced by a vintage motorcycle is significantly in excess of more modern motorcycles and will be heard throughout the Town. To quote Assistant Chief Fiebring, "If you live near the race course, you wouldn't want to plan to sit on your deck that day." Additionally, as the race organizers explained, many vintage motorcycles emit significant amounts of black smoke.

If nothing else, the noise and pollutants produced by this race seem at odds with the image Park City has been attempting to project and maintain.

It is ironic that less than a block from the intersection of Thaynes Canyon Drive and Three Kings Drive is a sign reading "Park City, A slower pace, a better place, 25 MPH."

Art Roscoe

Nancy Nightingale

Copies to: Frank Bell, Special Events Coordinator
Nan Chalat-Noaker, Editor, Park Record
Mark Cohen, President, Park City Motorcycle Club
Lloyd Evans, Chief-of-Police, Park City
Blair Feulner, KPCW
Toby Ross, City Manager

ATTACHMENT "D"

About AHRMA

The American Historic Racing Motorcycle Association Ltd. is a not-for-profit organization dedicated to restoring and competing on classic motorcycles. With over 4,500 members, AHRMA is the largest vintage-racing group in North America and one of the biggest in the world. The association has been growing at a rate of about 500 members annually for the past several years, reflecting the steadily increasing interest in classic bikes.

AHRMA traces its roots to efforts to organize vintage roadracing during the late 1970s in the Northeast. In the early '80s, other groups began emerging around the nation, adding scrambles, observed trials, dirt track and concours events to the competition options available for vintage riders. Among these organizations were the California Vintage Racing Group and, in the Southeast, the Historic Motorcycle Racing Association. By 1986 it was clear that a national organization would be necessary to administer this burgeoning sport. AHRMA was originally formed as a privately held business corporation. Other groups were brought together under one banner and one set of rules, and in 1989 AHRMA was reorganized into the member-owned association of today. The association's national headquarters is in Wausau, Wisconsin, with its publications office in Mt. Jewett, Pennsylvania.

AHRMA offers national and regional roadracing, motocross, dirt track, observed trials, enduro and GP/hare scrambles competition. The machines active in AHRMA vintage events span a full 50 years, from the 1920s to the mid-'70s. The organization occasionally sponsors concours d'elegance, swap meets and banquets featuring world-renowned speakers. The national-championship schedule typical includes 15-20 rounds apiece in roadracing, motocross, dirt track and trials. AHRMA nationals take place at some of the finest and most historic venues: Daytona, Mid-Ohio, Road America, Sears Point, Unadilla, Carlsbad, Southwick and Peoria, to name a few.

AHRMA and BMW of North America in 1992 began promoting the BMW Battle of the Legends®, extremely popular events pitting motorcycling's legends against one another on identically prepared BMW motorcycles. Tens of thousands of fans enjoy the Legends races during Classics Days each year during Daytona's Bike Week. Legends and non-racing Legends Emeritus have included David Aldana, Hugh Anderson, Mark Brelsford, Don Castro, Yvon Duhamel, Chris Draayer, Don Emde, Walt Fulton III, Dick Klamfoth, Kurt Liebmann, Dick Mann, Bart Markel, Eddie Mulder, Jody Nicholas, Gary Nixon, Reg Pridmore, Phil Read, the late Roger Rieman, George Roeder, Jay Springsteen, John Surtees MBE, Don Vesco, Walter Villa and the late Walter Zeller. Races have been held at Daytona Beach, Florida; Loudon, New Hampshire; Sears Point, California; and Lexington, Ohio. The BMW Battle of the Legends Grand Finale took place in March 1997 at Daytona International Speedway.

In an effort to bring single-cylinder roadracing to the U.S. and to rejuvenate twins racing, AHRMA in 1993 began offering Sound of Singles® and Battle of Twins® classes, with a full national series in 1994. Bolstered by the presence of world-class riders on machines such as the exotic Britten V1000,

AHRMA's Daytona SOS/BOT events have attracted worldwide attention. Since 1995 the organization has been offering the almost-anything-goes Sound of Thunder® (BEARS®) for singles, twins and triples, with Daytona as the opening round of the world Sound of Thunder series. Including these innovative modern bikes with the vintage program has met with widespread acceptance and allows AHRMA to host its own events instead being the guest of another racing organization.

AHRMA members enjoy a professionally edited monthly journal, *Vintage Views;* an annual racing rulebook/handbook; access to a site on the World Wide Web (www.ahrma.org); a complimentary subscription to *Roadracing World* (licensed roadracing members only); a variety of AHRMA logo products; and the AHRMA/MBNA MasterCard. The association maintains a Benevolent Fund to aid riders who are injured or otherwise in need.

Surveys have found AHRMA members are mature, fairly affluent, well-educated and very dedicated to motorcycling. Among the findings of the 1996 poll (with 32% of members responding):

Occupation		**Highest level of education**	
Business owner	31.0%	High school	29.5%
Professional/technical	29.3	Trade school	22.9
Craftsman	10.2	Bachelor's degree	36.4
Administrative/management	8.9	Master's degree	7.1
Retired	6.6		
Sales/marketing	5.9	**Average age**	46
Household income		**Membership in other organizations**	
Over $100,000	16.7%	American Motorcyclist Association	90.0%
$60,000-$100,000	29.4	Local club	29.1
$30,000-$60,000	42.7	AMA region	12.8
Under $30,000	9.3	WERA	7.3
		Antique Motorcycle Club	6.7
Average annual spending		**Motorcycle activities**	
Safety equipment	$367	Restoration	67.5

Safety equipment	[illegible]	Restoration	[illegible]
Tires	357	Motocross	53.7
Fuel/lubricants	285	Road riding	45.5
New parts	990	Trail riding	43.5
Used parts	634	Spectating	39.4
Services	617	Roadracing	30.8
Publications	164	Trials	25.2
Travel	1,054	Dirt track	22.9
Lodging	662	Bike shows	23.7
Other	1,195	Crew member	12.5
Total	**$6,326**	Officiating	6.6

- AHRMA members represent over $25.3 million in buying power!
- The typical member owns 13 motorcycles.
- Members participate in an average of seven days of AHRMA events per year.
- When traveling, members spend an average of 17 nights in hotels annually, rent cars for nine days and take four round trips by air.

Promotional opportunities. Advertising space is available monthly in Vintage Views, the annual rulebook, occasional event programs and on the AHRMA website. AHRMA coordinates direct mailings to the entire membership or selected subgroups. Contact Matt Benson (see below) with advertising needs. For sponsorship opportunities and vendor/display space at events, contact Jeff Smith.

For more information:

- Jeff Smith, executive director P.O. Box 882, Wausau, WI 54402-0882; telephone, 715-842-9699; fax, 842-9545.
- Matt Benson, director of communications/advertising P.O. Box L, Mt. Jewett, PA 16740; telephone, 814-778-2291; fax, 778-5375; e-mail mattbenson@ahrma.org

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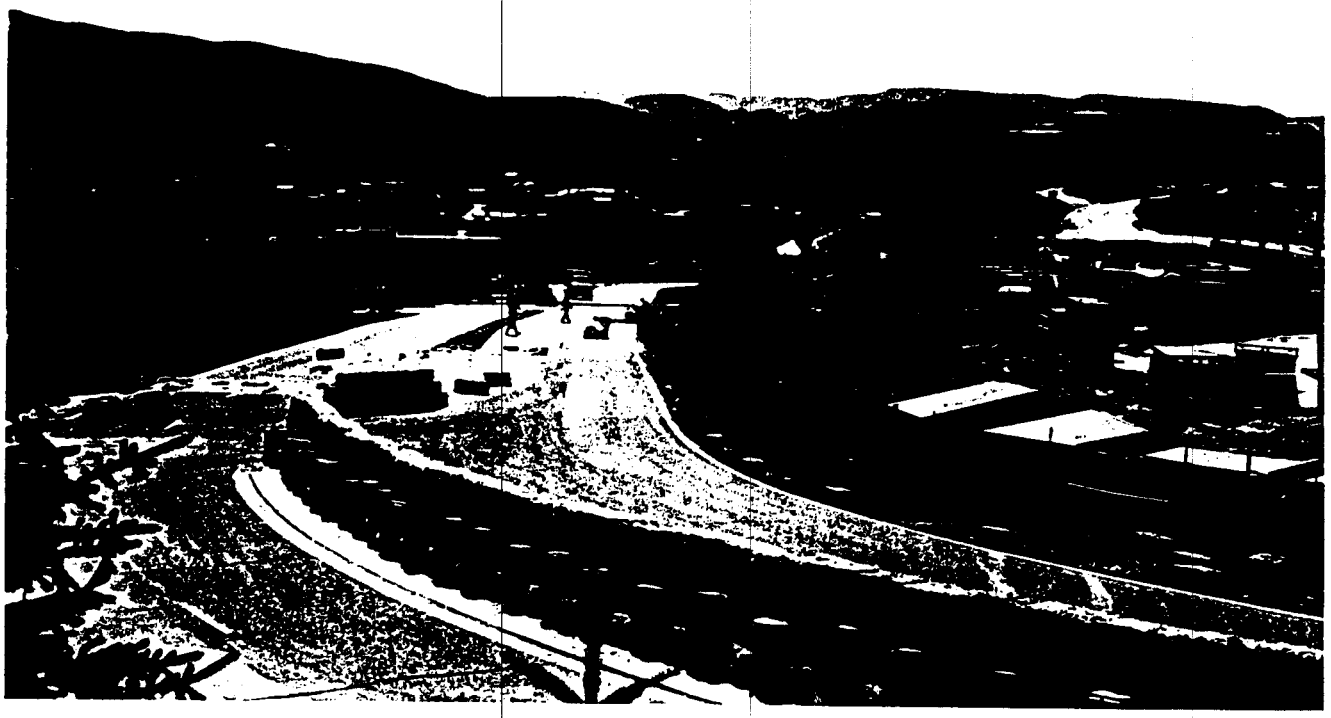
[AHRMA Homepage] [News Flashes] [Calendar] [E-Mail Directory] [Results] [WebMart]

This page last modified September 03, 1998

ATTACHMENT "E"



PARK CITY
1884

CITY COUNCIL STAFF REPORT

DATE: December 3, 1998
DEPARTMENT: Planning
AUTHOR: Brooks T. Robinson
TITLE: Shackelford replat
TYPE OF ITEM: Plat amendment; three lots into two

SUMMARY RECOMMENDATIONS Conduct a public hearing, consider any public input, and approve the replat as conditioned.

DESCRIPTION

Owners	Kenneth and Carol Shackelford
Location	73 Thaynes Canyon Dr
Zoning	Single Family - SF
Adjacent Land Uses	Residential, Municipal Golf Course
Reason for Review	Plat amendments require Planning Commission review and City Council approval

B. Background

The property is legally described as lot 95 of the Thaynes Canyon subdivision. It is somewhat rectangular in shape and approximately 7920 square feet in size. The property is vacant and backs onto the Park City Municipal Golf Course. The owner of lot 94 previously owned all of lot 95 and has subsequently sold a portion of lot 95 to the adjacent owner of lot 96 (Edwards). This replat would reflect the current ownership of lot 95.

The applicant proposes to eliminate lot 95 and divide it between lots 94 (Shackelford) and 96 (Edwards). The existing lot lines between lots 94 and 95 and between lot 95 and 96 would be removed and a new lot line would be created. Approximately 5200 square feet will be added to lot 96 and 2720 square feet added to lot 94.

The Planning Commission reviewed the application at its regular meeting of November 4, 1998. The Commission forwarded a positive recommendation to the City Council.

C. **Analysis**

Lot combinations are allowed within the SF zone. Any increase in house square footage on a combined lot must meet the criteria set forth in section 7.15.7 of the Land Management Code. The two new lots will have square footages of 13,511 (lot 94A) and 12,758 (lot 96A). These sizes are well within the norms of other lots in the Thaynes Canyon subdivision.

D. **Department Review**

This project has gone through an interdepartmental review. There were no issues brought up at that time. At such time as a final plat is required, the City Engineer and City Attorney will review the plat as to form and compliance with the Land Management Code prior to recordation.

E. **Notice**

The property was posted and notice was mailed to property owners within 300 feet. Legal notice was also put in the Park Record.

F. **Public Input**

No public input has been received by the time of this report.

ALTERNATIVES

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

B. The City Council may deny the replat and direct staff to prepare findings supporting this recommendation, or

C. The City Council may continue the discussion to a later date.

SIGNIFICANT IMPACTS

There are no significant fiscal or environmental impacts to the City with this amendment. Some loss of property tax will occur. The lot sizes are in keeping with the rest of the Thaynes Canyon subdivision and there are no compatibility issues.

CONSEQUENCES OF NOT TAKING THE RECOMMENDED ACTION

The ownership and lot lines would remain the same.

RECOMMENDATION

Staff recommends that the City Council hold a public hearing, consider any public input, and approve the Shackelford replat based on the following findings of fact, conclusions of law and conditions of approval:

Findings of Fact:

1. The lot is located at 73 Thaynes Canyon Drive, also known as lot 95 of the Thaynes Canyon subdivision, and is zoned Single Family-SF.
2. Lot 95 is currently vacant and was wholly owned by Kenneth and Carol Shackelford. The

Shackelfords have sold a portion of lot 95 to the adjacent owner of lot 96, the Edwards. This replat reflects the current ownership.

3. The proposed Shackelford replat eliminates lot 95 and adds 2720 square feet to lot 94 (Shackelford) and 5200 square feet to lot 96 (Edwards).

Conclusions of Law:

1. There is good cause for this amended plat.
2. The amended plat is consistent with the Park City Land Management Code and applicable State law regarding subdivision plats.
3. Neither the public nor any person will be materially injured by the proposed amended plat.

Conditions of Approval:

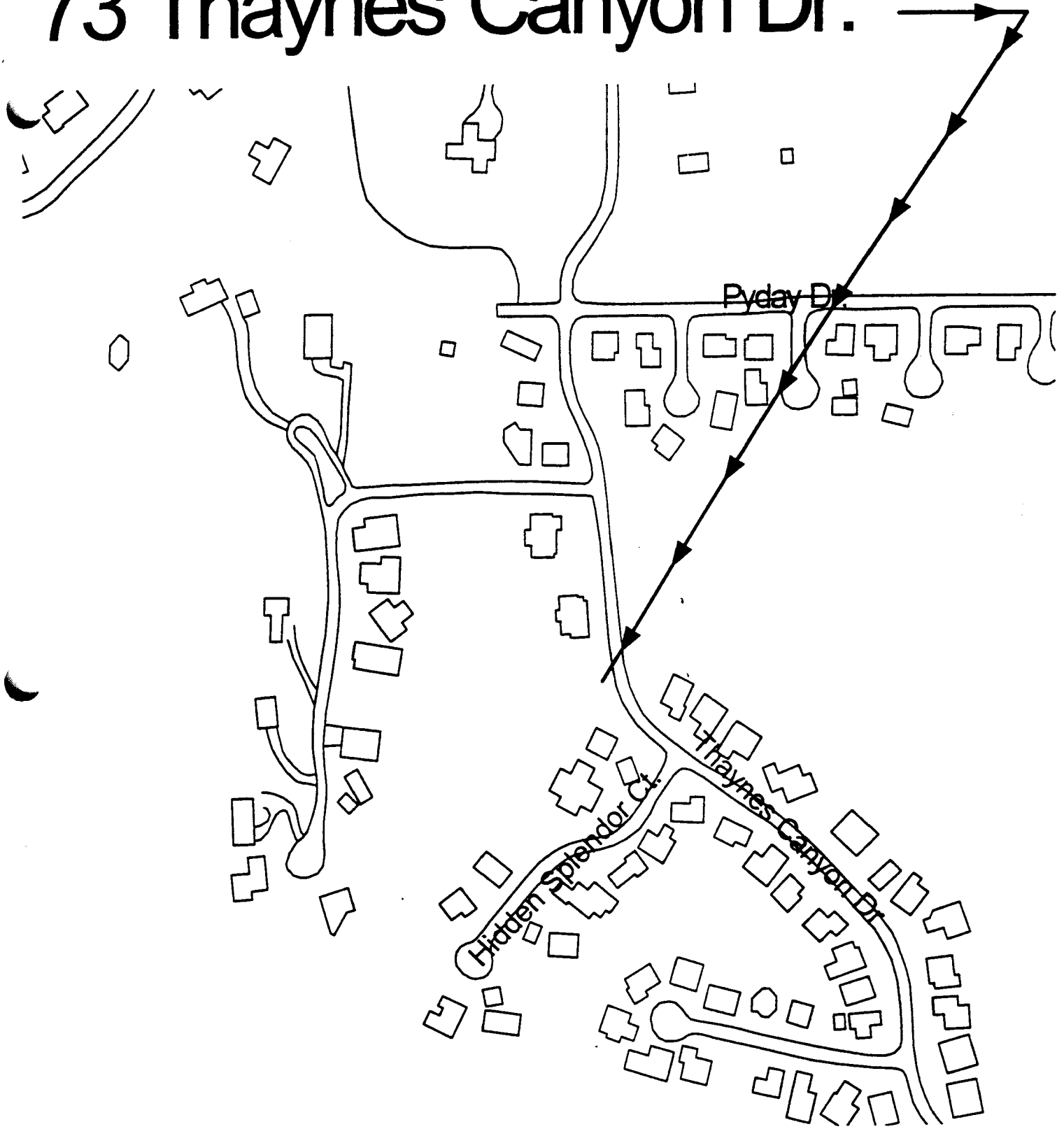
1. The City Attorney and City Engineer will review and approve the final form and content of the amended plat for compliance with State law, the Land Management Code, and the conditions of approval, prior to recordation of the plat.
2. The applicant will record the amended plat at the County within one year from the date of City Council approval. If recordation has not occurred within one year's time, this approval and the plat will be void.
3. All other conditions of approval of the Thaynes Canyon subdivision continue to apply.
4. Increased house sizes, and required setbacks, will be governed by section 7.15.7 of the Land Management Code.

EXHIBITS

Exhibit A - Location Map
Exhibit B - Proposed Shackelford replat

M:\CDD\BTR\COUNCIL\CC98\THCA71.WPD

73 Thaynes Canyon Dr.



PARK CITY 1884

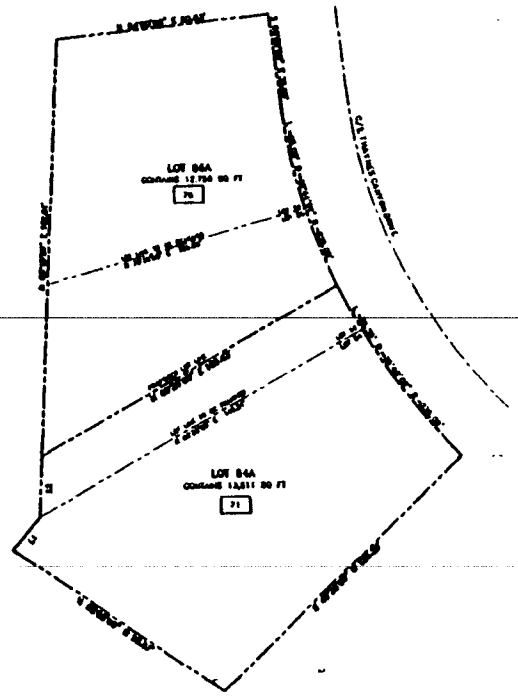
Exhibit A
Vicinity Map

N

SURVEYOR'S CERTIFICATE

LEGAL DESCRIPTION

NOTES



OWNER'S DEDICATION AND CONSENT TO RECORD

ACKNOWLEDGEMENT

OWNER'S DEDICATION AND CONSENT TO RECORD

ACKNOWLEDGEMENT

LOT LINE AMENDMENT PLAT

THE SHACKELFORD REPLAT

LOCATED IN SECTION 8
TOWNSHIP 2 SOUTH, RANGE 4 EAST SALT LAKE BASE
AND MERIDIAN, PARK CITY, SUMMIT COUNTY, UTAH

PAGE 1 OF 3

SNYDERVILLE BASIN SEWER IMPROVEMENT DISTRICT	PLANNING COMMISSION	ENGINEER'S CERTIFICATE	APPROVAL AS TO FORM	COMMUNITY DEVELOPMENT DIRECTOR	RECORDED
REVIEWED FOR CONFORMANCE TO SNYDERVILLE BASIN SEWER IMPROVEMENT DISTRICT STANDARDS ON THIS _____ DAY OF _____ 1998 A.D. BY _____	APPROVED BY THE PARK CITY PLANNING COMMISSION THIS _____ DAY OF _____ 1998 A.D. BY _____ CHAIRMAN	I FIND THIS PLAT TO BE IN ACCORDANCE WITH INFORMATION ON FILE IN MY OFFICE THIS _____ DAY OF _____ 1998 A.D. BY _____ PARK CITY ENGINEER	APPROVED AS TO FORM THIS _____ DAY OF _____ 1998 A.D. BY _____ PARK CITY ATTORNEY	APPROVED BY ADMINISTRATIVE AUTHORITY OF THE PARK CITY COUNCIL THIS _____ DAY OF _____ 1998 A.D. BY _____ COMMUNITY DEVELOPMENT DIRECTOR	STATE OF UTAH, COUNTY OF SUMMIT, AT THE REQUEST OF _____ DATE _____ TIME _____ FEE _____ RECORDER

78

EXHIBIT A

Ordinance No. 98-

AN ORDINANCE APPROVING THE SHACKELFORD RE-PLAT OF LOTS 94, 95 AND 96 OF THE THAYNES CANYON ONE SUBDIVISION, PARK CITY, UTAH

WHEREAS, the owners of the property known as lots 94, 95, and 96 of the Thaynes Canyon One subdivision have petitioned the City Council for approval of a revision to the final plat; and

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

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

WHEREAS, the Planning Commission held a public hearing on November 4, 1998, to receive input on the proposed subdivision plat;

WHEREAS, the Planning Commission, on November 4, 1998, forwarded a positive recommendation to the City Council; and,

WHEREAS, on December 3, 1998, the City Council held a public hearing to receive input on the proposed plat amendment; and

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

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

SECTION 1. APPROVAL. The Thaynes Canyon One subdivision plat is hereby amended and the Shackelford re-plat is approved as shown in Exhibit A subject to the following Findings of Facts, Conclusions of Law, and Conditions of Approval:

Findings of Fact:

1. The lot is located at 73 Thaynes Canyon Drive, also known as lot 95 of the Thaynes Canyon subdivision, and is zoned Single Family-SF.
2. Lot 95 is currently vacant and was wholly owned by Kenneth and Carol Shackelford. The Shackelfords have sold a portion of lot 95 to the adjacent owner of lot 96, the Edwards. This replat reflects the current ownership.
3. The proposed Shackelford replat eliminates lot 95 and adds 2720 square feet to lot 94 (Shackelford) and 5200 square feet to lot 96 (Edwards).

Conclusions of Law:

1. There is good cause for this amended plat.
2. The amended plat is consistent with the Park City Land Management Code and applicable State law regarding subdivision plats.
3. Neither the public nor any person will be materially injured by the proposed amended plat.

Conditions of Approval:

1. The City Attorney and City Engineer will review and approve the final form and content of the amended plat for compliance with State law, the Land Management Code, and the conditions of approval. prior to recordation of the plat.
2. The applicant will record the amended plat at the County within one year from the date of City Council approval. If recordation has not occurred within one year's time, this approval and the plat will be void.
3. All other conditions of approval of the Thaynes Canyon subdivision continue to apply.
4. Increased house sizes, and required setbacks, will be governed by section 7.15.7 of the Land Management Code.

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

PASSED AND ADOPTED this 15th day of October 1998 .

PARK CITY MUNICIPAL CORPORATION

_____

Bradley A. Olch, MAYOR

ATTEST:

_____

Jan Scott, City Recorder

APPROVED AS TO FORM:

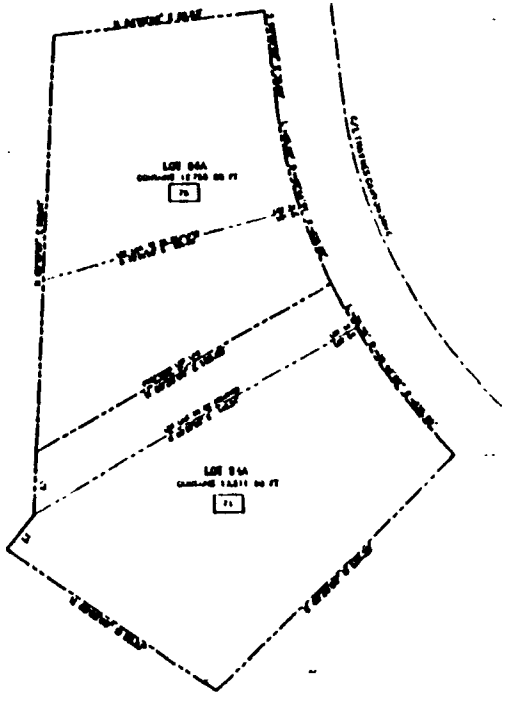
_____

Mark Harrington, Deputy City Attorney

SURVEYOR'S CERTIFICATE

LEGAL DESCRIPTION

NOTES



OWNER'S DEDICATION AND CONSENT TO RECORD

ACKNOWLEDGEMENT

OWNER'S DEDICATION AND CONSENT TO RECORD

ACKNOWLEDGEMENT

LOT LINE AMENDMENT PLAT

THE SHACKELFORD REPLAT

LOCATED IN SECTION 8
TOWNSHIP 2 SOUTH, RANGE 4 EAST SALT LAKE BASE
AND MERIDIAN, PARK CITY, SUMMIT COUNTY, UTAH

SNYDERVILLE BASIN SEWER IMPROVEMENT DISTRICT	PLANNING COMMISSION	ENGINEER'S CERTIFICATE	APPROVAL AS TO FORM	COMMUNITY DEVELOPMENT DIRECTOR	RECORDED
APPROVED FOR CONFORMANCE TO SNYDERVILLE BASIN SEWER IMPROVEMENT DISTRICT STANDARDS ON THIS ____ DAY OF _____ 1998 A.D. BY _____	APPROVED BY THE PARK CITY PLANNING COMMISSION THIS ____ DAY OF _____ 1998 A.D. BY _____ Chairman	I FIND THIS PLAT TO BE IN ACCORDANCE WITH INFORMATION ON FILE IN MY OFFICE THIS ____ DAY OF _____ 1998 A.D. BY _____ PARK CITY ENGINEER	APPROVED AS TO FORM THIS ____ DAY OF _____ 1998 A.D. BY _____ PARK CITY ATTORNEY	APPROVED IN ACCORDANCE WITH AUTHORITY OF THE PARK CITY COUNCIL THIS ____ DAY OF _____ 1998 A.D. BY _____ COMMUNITY DEVELOPMENT DIRECTOR	STATE OF UTAH, COUNTY OF SUMMIT, RECORDED AT THE REQUEST OF _____ DATE ____ TIME ____ BOOK ____ PAGE ____ FEE $____ ___ RECORDER

PAGE 1 OF 1

79

EXHIBIT B

PARK CITY 1884

CITY COUNCIL REPORT

DATE: November 23, 1998
DEPARTMENT: Planning
AUTHOR: Nora L. Shepard, Special Projects Planner
TITLE: Deer Crest Annexation
TYPE OF ITEM: Annexation

SUMMARY RECOMMENDATIONS: Public Hearing on proposed annexation and amendment to the Park City Zoning Map.

DESCRIPTION:

A. Topic:

PROJECT STATISTICS:

Applicant:	Deer Crest Associates I, L.C.
Location:	East of Deer Valley
Zoning:	Wasatch County RF-1 with an approved Density Determination
Adjacent Land Uses:	Ski Area, Vacant Land
Date of Application:	July 10, 1998
Project Planner:	Nora Shepard

B. Background:

In 1991, Wasatch County granted a density determination for Telemark Park, a residential resort development on 524 acres. The approval consisted of chairlift and ski run development along with residential development in 6 "neighborhoods." The developer also controls an additional 84 acres within unincorporated Summit County and 70 within the Park City limits. The development plan for the entire property consists of not more than 545 units (150 single family and 395 multifamily) with 42,000 gross square feet of commercial space and a 20,000 gross square foot Ski Academy.

After several years of litigation, the developer (Park City Consolidated Mines Company and

Trans-Wasatch Company) and Park City entered into a settlement agreement in order to settle the outstanding disputes and to redefine certain rights and obligations. A copy of the Settlement Agreement is available at your request. The Settlement Agreement addresses density, limited access on Keetley Road, and options for partial annexation to Park City. The applicant has submitted a petition for annexation consistent with the Settlement Agreement.

C. Project Description

Annexation Request

Deer Crest proposes to annex the following parcels of land which are contiguous to each other and which are contiguous to the existing easterly boundary of Park City:

*Snowtop - a 39.51 acre parcel that has received final approval by Wasatch County for the subdivision of 15 residential building lots. The Snowtop parcel consists of 67% open space.

*Roosevelt Gap - a 60.87 acre parcel that has received density determination approval by Wasatch County for 105 condominium lodge units of 2,000 square feet, plus 5% support commercial,[1] and final master parcel plat approval (authorizing the recordation of a plat for ownership purposes but not for purposes of further development). The Roosevelt Gap Master Parcel consists of 84% open space.

*Deer Hollow Village - a 97.71 acre parcel that has received final approval by Wasatch County for the subdivision of 5 residential lots on 8.51 acres, and, on the balance of the acreage, density determination approval by Wasatch County for 83 residential units of 2,400 square feet, plus 5% support commercial, and final master parcel plat approval (authorizing the recordation of a plat for ownership purposes but not for purposes of further development). The Deer Hollow Village Master Parcel consists of 77% open space.

Amendment to the Settlement Agreement

Concurrent with the Annexation, the applicant is requesting one amendment to the Settlement Agreement. The Settlement Agreement allows for the development of hotel units (105 units of 2,000 sq. ft. in size) at the Roosevelt Gap site, if it is developed in conjunction with the Snow Park Hotel site and is connected to the Snow Park Hotel by a funicular. Access to the Roosevelt Gap portion of the hotel was to occur primarily from the Snow Park site via the funicular. Only 50 day parking spaces were allowed at the Roosevelt Gap site in an effort to decrease vehicle trips on Keetley Road.

The applicant now requests an additional 105 overnight spaces at Roosevelt Gap. The applicant

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[1]Applicable square footages are calculated as provided in the applicable Wasatch County Density Determination and exclude certain spaces such as circulation space, lobbies, mechanical spaces and other spaces necessary for building function.

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PARK CITY
1884

CITY COUNCIL REPORT

DATE:	**November 24, 1998**
DEPARTMENT:	**Planning Department**
AUTHOR:	**Nora L. Shepard**
TITLE:	**Hidden Hollow**
TYPE OF ITEM:	**Annexation**

SUMMARY RECOMMENDATIONS: Public Hearing

DESCRIPTION:

A. Topic.

PROJECT STATISTICS:

Applicant:	Hidden Hollow Associates, LLC
Location:	East of Deer Valley and North of Deer Crest
Zoning:	Summit County Mountain Remote
Adjacent Land Uses:	Residential Development
Date of Application:	July 22, 1998
Project Planner:	Nora Shepard

B. Background.

The Hidden Hollow property was included in the litigation and Settlement Agreement for Telemark Park, now known as Deer Crest. This portion of the project lies in Summit County unlike the balance of the project which lies in Wasatch County. It is not currently owned by Deer Crest, and is being developed separately. The property is immediately adjacent to the Snowtop Subdivision. It is anticipated that Hidden Hollow will develop concurrent with the Snowtop Subdivision.

The proposal is for annexation of 84 acres, upon which are planned four single family parcels. It is accessed via an extension of the road serving the Snowtop subdivision. A

secondary, emergency access is planned to extend from Hidden Hollow and connect to the emergency access road from Morning Star Estates. The secondary access road is to be a 20 foot wide gravel road.

If and when annexation is complete, a subdivision will be processed to create the 4 single family parcels. At that time, the Planning Commission will review and determine exact building locations and maximum home sizes. The developed area will be zoned Estate-Master Planned Development (E-MPD) and the balance of the property will be zoned Recreation Open Space (ROS). The Jordanelle Special Service District (JSSD) will serve water and sewer to the lots.

C. Analysis

A preliminary review indicates that there is general consistency of the project with the Settlement Agreement. Provision of services will also need to be decided and appropriate interlocal agreements entered into.

D. Planning Commission Action

The project will have to come before the Planning Commission as a subdivision. At that time, specific issues such as house location, size, building height and architectural restrictions will be considered. The Planning Commission fowards a positive recommendation on the annexation of Hidden Hollow as follows:

1. The Planning Commission received and reviewed information on the proposed Annexation of Hidden Hollow.

2. A public hearing was held before the Planning Commission on the proposed Annexation on August 26, 1998.

E. NOTIFICATION REQUIREMENTS

The Annexation Petition was accepted by the City Council, was Certified by the City recorder after consultation with both Wasatch and Summit Counties. Notification of Certification was conducted according to the state statute. The Notification of Certification triggers a 60 day protest period which will run until December 21, 1998.

The City Council is required to hold a Public Hearing prior to annexation. This Public Hearing was noticed according to state law. The City Council could take action on the Annexation Petition, but the annexation could not be recorded until the protest period lapses.

has agreed to make modifications to other areas of the project and to propose a parking management plan to ensure that this increase in parking will not result in an increase in traffic on Keetley Road. Any Council action to amend the Settlement Agreement to allow the 105 additional spaces could be based upon a condition that the project be otherwise modified to result in a net decrease in the vehicle trips on Keetley Road.

Interlocal Agreement

The Deer Crest Project was approved in Wasatch County and the majority of it is being developed under Wasatch County's jurisdiction. Park City and Wasatch County have been negotiating an interlocal agreement to cover those areas which would be annexed into Park City. That interlocal agreement would have to be acted on by the City and the County prior to, or concurrent with, annexation.

Zoning

As property is annexed, it must be zoned. Concurrent with annexation, the Council will be asked to amend the official Zoning Map for Park City. The zoning designated to the property will refer to the densities set forth in the Settlement Agreement. The development areas in Roosevelt Gap and Deer Hollow will be zone Recreation Commercial - Master Planned Development (RC-MPD). The areas outside the development areas will be zoned Recreation Open Space - Master Planned Development (ROS-MPD). The building envelop areas in Snowtop will be zoned Estate - Master Planned Development (E-MPD) and the areas outside the building areas will be zoned ROS-MPD.

D. Analysis

Planning Commission Action

The Planning Commission was asked to review the proposed annexation and those amendments to the Settlement Agreement which would affect the annexation areas. The Planning Commission therefore considered square footage modifications (which are not now a part of the annexation request) and the increase in parking at the Roosevelt Gap Lodge. The Planning Commission forwarded a positive recommendation to the City Council as follows:

1. The Planning Commission received and reviewed information on the proposed Annexation of a portion of the Deer Crest Project.

2. A public hearing was held before the Planning Commission on the proposed Annexation on August 26, 1998.

3. The Planning Commission has reviewed and discussed traffic information submitted by the developer and by the City's consultant.

Based upon the above findings, the Planning Commission recommends to the City Council that the Roosevelt Gap, Deer Hollow and Snowtop areas of Deer Crest should be annexed to the City prior to development and consistent with the Wasatch County approvals.

The Planning Commission further recommends to the City Council that the proposed revisions to the Settlement Agreement relative to increased square footage, increased commercial square

footage and increased parking at Roosevelt Gap are appropriate and that traffic impacts have been adequately addressed by other modifications to the project proposed by the developer.

The recommendation is based upon the following assumptions and conditions:

1. This approval does not constitute final plat approval for the Snow Top Subdivision or MPD approval for Roosevelt Gap or Deer Hollow. If the property is annexed to the City, the normal review procedures shall commence.

2. If the annexation is consummated and an MPD is entered into, the applicant will submit a detailed and enforceable plan for the management of traffic on Keetley Road with the objective of reducing, to the greatest degree possible, non-guest traffic on Keetley Road and emphasizing the use of the funicular. This includes management of the gate and through access, identification of how the gate will be managed and who will go through it, restrictions on employee parking at the Roosevelt Gap site, and other mechanisms designed to reduce non-guest traffic on Keetley Road.

3. A reversion clause shall be inserted in the amended settlement agreement that, if the project is not constructed as proposed in Roosevelt Gap, funicular, and Snow Park in some time certain, the revisions to the settlement agreement being recommended tonight shall revert back to the original settlement agreement.

4. There shall be no variation in height within the annexation area as a direct result of the increases in square footage which the Planning Commission is recommending to City Council.

5. Employee housing standards shall be revised to meet Park City Employee Housing Standards, and additional employee housing shall be reviewed before the additional square footage being proposed at the Roosevelt Gap site.

Process After Annexation
If this annexation is approved, Roosevelt Gap and Deer Hollow will be required to go through the normal Planning Commission review process.

E. NOTIFICATION REQUIREMENTS

The Annexation Petition was accepted by the City Council, was Certified by the City recorder after consultation with both Wasatch and Summit Counties. Notification of Certification was conducted according to the state statute.

The City Council is required to hold a Public Hearing prior to annexation. This Public Hearing was noticed according to state law. The City Council could take action on the Annexation Petition, the Interlocal Agreement and the Amendment to the Settlement Agreement on December 10 or 17, 1998.