PARK CITY
1884

PARK CITY COUNCIL MEETING
SUMMIT COUNTY, UTAH
OCTOBER 30, 1997

PUBLIC NOTICE IS HEREBY GIVEN that the City Council of Park City, Utah will hold its regularly scheduled meeting at the Yarrow Hotel, 1800 Park Avenue, Park City, Utah for the purposes and at the times as described below on Thursday, October 30, 1997.

AGENDA

Closed Session - Yarrow Hotel, "Summit A" Room

3:30 p.m. Property acquisition

Work Session - Yarrow Hotel, "Summit A" Room

4:00 p.m.	Council questions and comments
4:20 p.m.	Ken Bullock - ULCT
4:40 p.m.	Chamber/Bureau update
5:00 p.m.	Report on Osguthorpe Barn
5:20 p.m.	Review of regular meeting

Regular Meeting - Yarrow Hotel, "Summit A" Room

After adjournment of RDA meeting:

I ROLL CALL

II PUBLIC INPUT

III COMMUNICATIONS FROM COUNCIL AND STAFF

IV WORK SESSION NOTES AND MINUTES OF MEETING OF SEPTEMBER 25, 1997 AND OCTOBER 9, 1997

V PUBLIC HEARING

1. Ordinance approving a plat amendment to combine Lots 1, 2, 3 and half of Lot 4 of Block 53 at 210 Ontario Avenue, Park City, Utah

2. Ordinance vacating a parcel of land covered by an existing building, said parcel measuring 8 feet by .1 foot, in Swede Alley, Amended Park City Survey, Park City, Utah

VI CONSENT AGENDA

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2. Ordinance vacating a parcel of land covered by an existing building, said parcel measuring 8 feet by .1 foot, in Swede Alley, Amended Park City Survey, Park City, Utah

3. Authorization for an allocation to cover insurance costs in the amount of $50,000

4. Resolution of the City Council of Park City consenting to and approving the financing by the Redevelopment Agency of Park City, Utah of certain public improvements within the Main Street/Swede Alley Project Area; declaring that such improvements are of benefit to said "Project Area"; and related matters

VII NEW BUSINESS

First year paid parking operations policy and program in the Historic Core:

(a) Public hearing

(b) Consideration of parking operations policy and program

VIII ADJOURNMENT

Posted: 10/27/97

PARK CITY WORK SESSION NOTES
SUMMIT COUNTY, UTAH
OCTOBER 30, 1997

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

Toby Ross, City Manager; Jodi Hoffman; City Attorney; Lloyd Evans, Chief of Police; Jerry Gibbs, Public Works Director; and Bob Wells, Leisure Services Director

Bob Wells, Deer Valley Resort; Ken Bullock, Executive Director of Utah League of Cities and Towns (ULCT); Joan Calder, Chamber/Bureau Executive Director; George Hull, Chairman Parks and Recreation Board; Bruce Feyerabend, Parks and Recreation Board member; and Rebecca Champion, resident

Absent: Hugh Daniels

1. **Council questions and comments.** Shauna Kerr suggested that the Council participate in the wildflower project this weekend and scatter seeds in the Sweeney switch-back area. Ms. Kerr noted that she received additional requests for closing Main Street on Halloween. Chief Evans explained that Main Street could not be closed early enough to get the parked cars off the street, and officers detailed to this event will assist monitoring traffic and will have a presence. Ms. Kerr hoped that a Christmas party committee will consider inviting all employees. The Mayor indicated that he has contacted Neal Richardson a number of times about 740 Kearns Blvd., but has not received a response. City Attorney Hoffman indicated that she will send a follow-up letter. Ms. Kerr relayed that the Senior Citizen Center appreciated the driver for the summer picnic and have requested a Christmas shopping outing. She referred to a letter to the editor from Peter Yogman and discussed INS services for hiring employers.

Paul Sincock reported that he attended the Governor's Conference on Hispanic Affairs yesterday at The Yarrow. There were representatives from the Mexican Consulate, Department of Labor, and a large turn-out by our local Hispanic community. Most of the assimilation issues relate to federal services and things like cashing checks; there are also housing issues. He emphasized that tracking Olympic expenses should be implemented and the City Manager stated that he will follow-up. Roger Harlan reported that the Park City Girls High School Soccer Team captured the state championship for the first time and suggested that Jan Scott draft a proclamation. Roger Harlan complimented the new Public Works facility and Jerry Gibbs noted that there will be an open house in May. Mr. Harlan discussed the progress of the sexually oriented business committee. Mr. Sincock added that the Office of Hispanic Affairs has issued a report on Park City's Hispanic population where there were two references to housing situations indicating there were 18 to 28 people were being housed in a single dwelling unit. In following-up, Mr. Sincock contacted the woman who wrote the report who identified the Summit County Public Health Department as a source. Health Department Director Steve Jenkins stated that he knew nothing about it and added that he has not had a single call to check out occupancy in any dwelling unit in the County. Mr. Sincock indicated that he will follow-up on the other source.

Chuck Klingenstein reported on the UDOT open house where he focused on improvements to SR248. The environmental assessment is underway and the wetlands have been delineated. There will be a soils analysis and slope analysis and UDOT will be getting back to the City. He explained that there are huge constraints on the area and UDOT is very attuned to the concerns of residents. UDOT is looking at crossing systems for school children and connecting trails, and there should be enhanced signage at the school crossing. He pointed out locations of graffiti and thanked Public Works for better signing the pedestrian crossing on Bonanza Drive. Toby Ross clarified that the report in the Manager's Report about the City entering into an interlocal agreement with the County on planning is misleading. It is recommended that in lieu of a local agreement to have language in the Summit County General Plan and development code, however annexation may not be addressed which is an important issue.

Bob Wells reported that the Deer Valley master plan for Snow Park involves underground parking. In conjunction with the recreation study, Snow Park was identified as a possible location for a multi-use facility tieing into skating, swimming and a conference center. Deer Valley is excited about looking at this possibility as it is an amenity and there aren't many locations available within the City. He added that the consultants have provided some preliminary programming information. Deer Valley is incorporating this information into its plans and will get back to the City with its findings and concerns. This will involve relooking at the entire Snow Park plan.

2. **Ken Bullock - ULCT.** The City Manager explained that Mr. Bullock is here to provide some insight on the Olympic process and what role he played in SLOC. Mr. Bullock explained that in 1989, he, Tom Welsh, and Speaker Nolan Karras became involved in the Olympic referendum. During the bid process, the cities were not involved outside of individual communities with venues and it was very clear that the bid process was being conducted with private funds. However, the Sports Authority was created for the construction of venues at that time, and is well represented by municipal officials. Mr. Bullock emphasized that he believes the organization of the Olympics is a public process as there would be no games if the cities didn't step up and build facilities. Mr. Sincock pointed out difficulties in Atlanta and asked how SLOC is different as it is a private non-profit organization. Mr. Bullock alleged that SLOC doesn't seem to have a sensitivity to communities and didn't believe there is a sense of partnership. Mr. Harlan asked if he would be the point person for various cities with major issues as the Games approach. Mr. Bullock thought not, as Frank Bell is the representative of the City and there are Park City representatives on the board. He felt he would bring the perspective of the communities, but has a good feel for Park City's

objectives. Mr. Bullock clarified that he could assist Park City in service contracts but would not venture to represent that he understood how the resorts work. He emphasized that he would bring the perspective of local government as there is no such person on the Executive Committee with the exception of Mayor Corradini. Ms. Kerr asked who is on the Executive Board and if anyone has a stake in the outcome or a business relationship relating to the Olympics. Ken Bullock explained that the membership includes three IOC members, George Killian, Anita deFrance, and Jim Easten. There are two USOC representatives, and one is an alternate and Earl Compton(?), Spence Eccles, Bob Garff, Nolan Karras, and Dee Dee Corradini add to the current make-up of the board. He added that there is an on-going discussion about conflicts and there are a lot of vested interests. Ms. Kerr commented that is her concern. She doesn't view Mr. Bullock as having any vested interests and would be a proponent of Mr. Bullock's appointment. She continued that whether board members acknowledge it publicly, many may have a vested interest and she believes that local governments should have an advocate to offset business interests.

Mr. Bullock referred to the $30 million cities have contributed through sales tax, and after 13 years, they will only receive $30 million back. He distributed figures from the Department of Finance showing projections, construction costs, inflation, and the difference in lost purchasing power. Every city has been paying its proportional share; Salt Lake City at about $5.5 million; Provo at $1.47 million; and Park City at $428,000. Mr. Bullock explained that in January 2002, the sale of the facilities to the Organizing Committee from the Sports Authority will be consummated and cities will be reimbursed. Mr. Bullock discussed a potential legislative proposal to defer compensation to cities.

In response to a question from Chuck Klingenstein, Mr. Bullock explained that the Executive Committee meets once a month, but believes they talk to each other on a regular basis. Mr. Klingenstein expressed that the would like to have a public perspective on the board. The public's health and welfare needs to be addressed and he is interested in an appointment on the committee. Mr. Bullock noted that the majority of the cities in Davis County will be submitting resolutions to the Governor recommending his appointment. Mr. Bullock believes that the cities are 50/50 partners as they took the risk up-front and in the end in the event of a deficit. The importance of being partners also relates to the infusion of federal funding and he spoke about the improvements to Rice Stadium, housing and highway projects which funding is relieving the state's budget. He asked where the relief is for municipalities who are partners in the Olympics. It was the consensus of the Council to write a resolution supporting Mr. Bullock's appointment to the Executive Committee. Ms. Kerr recommended that a copy also be sent to Lt. Governor Olene Walker and Dee Dee Corradini.

Gordon Strachan commended the incumbents on the campaign. He added that he has a different view about the Executive Board and felt that public interests are protected and that Park City is unique as it is paying close attention to what the Board is doing. Mr. Strachan suggested that

Park City may be better served if it appointed the Mayor to SLOC, where there are three current vacancies.

3. **Chamber/Bureau update.** Joan Calder, Executive Director, reported that the bed base has grown to 4,274 units, 500 of which are timeshare units. This is an increase of about 250 standard and 50 timeshare units, and guest capacity has been bumped up to 13,000. Ms. Calder reported that the business community is preparing to implement the 1/4% sales tax increase which brings the total lodging tax after January 1 to 10.25%. The new visitor information center will be on the corner of the newly remodeled Jess Reid building which will be open in about two months. She invited Council to a Tourism Symposium which will be held on November 12.

4. **Report on Osguthorpe Barn.** Bob Johnston explained that the Parks and Recreation Board has worked very hard on this project. Mr. Hull explained that this project goes back five years ago when the corridor master plan was designed and last year, the Board visited other barns in other states. In April, the Board arrived at priorities including protecting the barn by installing a fire suppression system and in order to be able to invite the public on the property, it is important to demolish the McPolin residence because it is unsafe. Through illustration of a rendering, Mr. Hull pointed out a gazebo concept and suggested that there be a basement for storage and perhaps lavatories which is a need. He added that they have had discussions with people interested in cross-country skiing who have a legitimate need for facilities there for storage, a warming hut, and lavatories. There was discussion about the McPolin house which is being used by Public Works to store materials. Mr. Hull believed that the plan should be taken to the HDC or the Planning Commission as it is an historical site and that the dangerous structures be removed by next year when people are using the trails. Ms. Kerr believed that even though the McPolin house is not in the Historic District, that the HDC should provide input on its replacement and/or replication and Mr. Hull agreed that would be wise.

Mr. Hull emphasized that the Board looked hard at uses for the barn, and noted that our barn is much larger than most converted barns. Access, parking and trails will have to be worked out but the mandate from Council has been to "tread gently". Although the process is slow, Mr. Hull believed it to be the right way to proceed and pointed out that there are on-gong discussions with the Snyderville Basin Planning Commission on trail coordination. The Council thanked the Parks and Recreation Board for its work. There was discussion about the demolition of the buildings, and Bruce Feyerabend, board member, recommended that some of the material could be recycled or salvaged.

Rebecca Champion, resident, suggested that the barn be considered for an art museum. She stated that there is a collection of art work in Salt Lake "waiting for a home" and described a barn in Brandywine, Delaware exhibiting Andrew Wyeth's work. She spoke to Governor Leavitt about this who suggested that it would have to be done in conjunction with the state, city and a private citizen group which would raise money for the collection. Ms. Champion felt that a state museum in Park City would be more appealing than Salt Lake.

5. Review of the regular meeting. There were no questions or comments about the regular meeting. See regular meeting minutes.

Prepared by Janet M. Scott

PARK CITY 1884

PARK CITY COUNCIL MEETING
SUMMIT COUNTY, UTAH
OCTOBER 30, 1997

I ROLL CALL

Mayor Brad Olch called the regular meeting of the City Council to order at approximately 6:15 p.m. at The Yarrow Hotel, 1800 Park Avenue, Park City, Utah on Thursday, October 30, 1997. Members in attendance were Brad Olch, Shauna Kerr, Chuck Klingenstein, and Paul Sincock. Hugh Daniels was excused. Staff present were Toby Ross, City Manager; Jodi Hoffman, City Attorney; Mark Harrington, Assistant City Attorney; Kevin LoPiccolo, Planner; Eric DeHaan, City Engineer; Hope Bleecker, Transportation Director; and Brian Anderson, Parking Operations Manager.

II PUBLIC INPUT

Don Bloxxom, resident, stated that the Council is always seated above the audience and it should be the other way in the classic senatorial style. The Mayor indicated that the dias in the remodeled Council Chambers has been lowered quite a bit.

III COMMUNICATIONS FROM COUNCIL AND STAFF

None.

IV WORK SESSION NOTES AND MINUTES OF MEETING OF SEPTEMBER 25, 1997 AND OCTOBER 9, 1997

Chuck Klingenstein, "I move approval". Paul Sincock seconded. Motion carried.

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

V PUBLIC HEARING

1. Ordinance approving a plat amendment to combine Lots 1, 2, 3 and half of Lot 4 of Block 53 at 201 Ontario Avenue, Park City, Utah - Chuck Klingenstein disclosed that many years

ago, he listed a property owned by the applicant, but has no current financial interest or relationship. Planner Kevin LoPiccolo explained that this is a request to combine three and a half lots at 201 Ontario Avenue. With no questions from the Council or the public, the public hearing was closed.

2. Ordinance vacating a parcel of land covered by an existing building, said parcel measuring 8 feet by .1 foot, in Swede Alley, Amended Park City Survey, Park City, Utah - City Engineer Eric DeHaan explained that this issue was brought to the City's attention through a construction error of the Burgie's Building. The building is 1.2" on the City's property, and the owner is requesting conveyance to clear the title. With no further comments or questions from the Council or the public, the public hearing was closed.

VI CONSENT AGENDA

Shauna Kerr, "I move approval of Consent Agenda Items 1 through 4 with the correction on Item 3, not to exceed an amount of $55,000". Roger Harlan seconded.

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

1. Ordinance approving a plat amendment to combine Lots 1, 2, 3 and half of Lot 4 of Block 53 at 210 Ontario Avenue, Park City, Utah - See public hearing and staff report.

2. Ordinance vacating a parcel of land covered by an existing building, said parcel measuring 8 feet by .1 foot, in Swede Alley, Amended Park City Survey, Park City, Utah - See public hearing and staff report.

3. Authorization for an allocation to cover insurance costs in the amount of $50,000 - See staff report.

4. Resolution of the City Council of Park City consenting to and approving the financing by the Redevelopment Agency of Park City, Utah of certain public improvements within the Main Street/Swede Alley Project Area; declaring that such improvements are of benefit to said "Project Area"; and related matters - See staff report.

VII NEW BUSINESS

First year paid parking operations policy and program in the Historic Core:

Hope Bleecker, Transportation Director, explained that consideration will be limited to policies involving the initial implementation of the program. She stated that the City hired Wilbur Smith Associates in July 1995 to determine Main Street parking deficits and the paid parking program is one piece in a larger puzzle of greater mobility strategies. She introduced Terry Rookard from the Frederic R. Harris Group, who was hired in February 1997 to design larger scale mobility strategies, which involve transit centers, pedestrian thoroughfares, circulation avenues, transit plan, etc.

Terry Rookard, architect and urban designer with Frederic R. Harris, reinforced that paid parking is one small piece of a much larger transportation planning effort. There are five or six prime components dealing with overall transit design and transit services, roadways, traffic and circulation, enhanced pedestrian and bike connections, and parking management. There is an initiative to develop transit nodes which focus on circulation and the overall objective is to improve transit operations by making it more efficient and more productive. He stated that a lot of work has been done to date on Phase 1 and paid parking is a part of Phase 2. He pointed out that over the last couple of years, there has been increased frequencies, new routes, and traffic improvements. Parking management has been on-going and last year there have been a number of bike and pedestrian improvements. This year, the City has started its long-term planning and transit center concepts, new services, and increased frequencies. There are ideas about traffic calming and trying to make more room on the roads. Next year, it is hoped to implement new transportation elements, including signalization intersection improvements, and pedestrian improvements. He reiterated that paid parking is just one small piece of transportation planning.

Transportation Director Hope Bleecker added that this has been a very long and involved public process which began in June 1995 when the City contracted with Wilbur Smith to identify a parking deficit. There has been an effort to get out to the public to discuss the findings which is approximately a 900 space deficit on peak evening weekends. Average total space to build additional garage parking would probably be somewhere between a 200 to 300 space range. In October 1995, this was discussed with the Main Street Merchants and several months later, Wilbur Smith arrived at preliminary recommendations. One recommendation was paid parking to create additional spaces by better managing the parking around the Main Street core. She explained that the City Council with stakeholders, visited Aspen to investigate its parking management program, which won an award from the International Parking Institute, and Council decided that paid parking deserved some study. Subsequent to that, the staff met with the Chamber/Bureau Board, Greater Lodging Association, Park City Restaurant Association, and there were a series of meetings with the City Council for a period of about five months, where paid parking was always on the table. On March 27, 1997, Council directed staff to develop a program and staff met with the Main Street Merchants and general stakeholders group. On July 31, 1997, there was an advertised public hearing on paid parking. The City Council received comment and directed staff to develop a program. She continued that after the approval for paid parking, the Mayor formed an Advisory Committee, composed of merchants, restaurant owners, Chamber/Bureau members, and an office worker. That group has held three meetings and have formulated recommendations. Ms. Bleecker stated that the recommendations were discussed in work session a couple of weeks ago, where Council asked that another public hearing be held.

Ms. Bleecker explained that the Wilbur Smith study was an initial step to better manage parking with time limit enforcement. There was also enhanced transit service, adding two additional routes last year including the Prospector evening express which was very successful. Wilbur Smith also recommended that paid parking should begin in the winter season of 1997-98. Along with the recommendation to implement paid parking, Wilbur Smith also recognized there is a deficit and additional parking should be constructed. She referred to the new parking lot on Sandridge which is close to completion where 40 spaces will be available. Wilbur Smith also recommended an extension to the China Bridge Parking Garage and the project is in an RFP process; this project will be studied in the course of the next six months. She continued that Wilbur Smith also recognized that when the valet parking project was implemented for two seasons, it created additional customer access to downtown during peak periods.

Ron Holmes of Wilbur Smith Associates, stated that he was the project manager involved in the parking study and monitoring the results of the actions the City has taken. Valet parking was a success. It demonstrated that people were willing to pay and it helped gained utilization of lots that were previously under-utilized. He specifically discussed the significant increase in use of the fourth level of the China Bridge Parking Structure during valet parking. Mr. Holmes stated that paid parking will result in a 10% to 15% increase in turnover and the overall result will be that 200 to 300 cars will be able to park on Main Street and Swede Alley and frequent businesses, that can't do that today. He believes that paid parking will increase transit ridership.

Ms. Bleecker explained that Wilbur Smith recommended to enforce parking year-round, which has been done. Also, valet parking was conducted for two seasons but will not be necessary this season if the paid parking moves forward. Increased transit services, the Sandridge lot, and the expansion to the China Bridge are accomplished or are being worked on. The City Council must make critical policy decisions which were presented by the Mayor's Advisory Committee on Parking. Those decisions involve the number of months the paid parking should be in effect, durations for each lot, time limits, and employee parking. She indicated that it is very difficult to go from unregulated parking, to slightly enforced parking, to paid parking. Goals need to be reinforced including managing parking to assure efficient use and turn-over on Main Street and utilizing under-utilized lots during peak periods. It is important that staff assess public opinion and responsiveness and it is working with the committee to develop criteria by which this program can be measured. This will involve logging complaints, counting cars, and measuring utilization and turn-over on Main Street. She continued that it is important to generate revenue to cover operating and capital costs and to protect residential areas from encroachment from motorists seeking parking elsewhere in the residential district. Staff is working on policies now with the Advisory Committee to develop three zones in the residential area which will be mutually exclusively permitted and strictly enforced. It is desirable to minimize user inconveniences and Ms. Bleecker described the pay and display meters. She continued that the committee looked at five and twelve month options, and based on the peaks and influx of parking, the committee is recommending six months. This would be implemented on December 16, and no paid parking following April 15, however time limits and enforcement would still occur. July 1 through September 1 is a recommendation for the summer season when there is still a deficit. There are about 993 spaces; paid parking on Main Street and Swede Alley, with other areas which are remote to the Main Street District. These would be shared user parking and designated as free zones. This system also accommodates deliveries with free 30 minutes spaces on Main Street and Swede Alley. There are approximately 184 spaces on Main Street which is recommended at a time limit of two hours at $1 per hour. Swede Alley, the Brewpub lot, the first and second levels of the China Bridge Garage, the Gateway lot, and the "flagpole lot" would charge $.50 per hour and have a 24 hour limit. A two hour limit encourages turn-over of spaces, and the 24 hour limit is associated with a shared permit system of residential permits and all-day parkers. Ms. Bleecker discussed a free park and ride system with reserved spaces at the Miners Hospital parking lot which adds 80 spaces; transit would be on a five to ten minute frequency between the hours of 7 a.m. and 11 p.m. The next policy decisions involve resident parking, marketing, public information campaign, fee and ticket schedule, collections, and other adjustments. She again reviewed the decisions needed from Council this evening.

Ms. Bleecker stated that it is recommended that there be an immediate six month implementation program which would commence in January and would extend to April 15. There would be no paid parking enforced during the shoulder season. The program would pick up again on July 1 and extend through Labor Day. The committee is recommending a two hour limitation on Main Street, but meters can be feed. She described the pay and display system and purchasing additional parking. There is a 24 limit in all other zones and parking will be enforced between 11 a.m. and 8 p.m. In the Main Street area, there are 18 free 30 minute spaces available after use by the delivery trucks. She discussed 20 spaces on Park Avenue and lower Main Street fronting the Town Lift Project which would be introduced into the system. There are 463 spaces in Zone 2 which includes Swede Alley and levels one and two of the China Bridge Garage. There are 267 spaces in Zone 3 would be free shared employee and customer parking. It is known that approximately 600 people will park in the area if it is free. Fees will be in effect between 11 a.m. and 11 p.m.

Paul Sincock noted that his past figures show a shortage of about 20 spaces in Zone 2 and asked if the 184 included the new 20 spaces. Ms. Bleecker recalled that the initial counts didn't include the delivery zones. He asked why staff is recommending 24 hour parking when four hours was already too much supply. The Transportation Director responded that there will be a lot of shared use and paid parking and duration needs to be studied and monitored in the area. Shauna Kerr asked if the 24 hours was a recommendation of the Mayor's Task Force, instead of four hours. Ms. Bleecker responded that 24 hours is a system of simplicity and the 24 hour parkers are probably less than 40 but more than 30. Because the use couldn't be determined, it was decided to make the parking as simple as possible. Brian Anderson explained that the spaces by the post office will remain short-term parking. The Mayor invited the public to comment.

(a) Public hearing:

Robert Jergens, 2412 Amundsen Court, expressed his opposition for paid parking. The ambiance should remain a mining town. The buildings, sidewalks and street should reflect our heritage. Meters or other devices will not enhance our history. He urged Council to table this and to provide Main Street merchants an opportunity to participate with the City in the construction of parking.

Mariann Hoffman, 2579 Creek Drive, stated that she and her husband don't have an opinion about the parking plan, however, they are troubled about the lack of mention of handicap parking. There are many full-time residents who qualify for handicap parking and she hoped that their needs would be addressed. Brian Anderson, Parking Operations Manager, stated that all parking on Main Street would be free to disabled parkers.

Mike Andrews, City Council candidate, stated that the efforts of staff and the Council on parking have been sincerely motivated, but there are many who feel there are other aspects that need to be studied. If the program is implemented in the middle of January and there is a "forgiveness month", the program will not begin until the middle of February which is the busiest time of year. The program will be in place for eight weeks and the $80,000 projection will be decreased. Mr. Andrews acknowledged that he is late in the discussion but criticized having a public hearing on July 31 when many residents are out-of-town. He added that not one meeting was scheduled for the public living in Old Town. The whole issue of parking should be revisited with what Old Town is going to look like. He did not feel that another single space needs to be built as the Park City Mountain Resort and Deer Valley Resort will be building over 5,000 permanent parking spaces and suggested bus service on a five to ten minute basis from remote lots. Mr. Andrews also believed that parking management should be handled by City personnel and urged Council to postpone this decision. He reiterated that there should be a plan for all of Old Town, including parking and transportation as it is not going to hurt to wait another season.

Rob Makeall suggested providing a bus system in the Pinebrook and Summit Park area. He felt that paid parking will promote double parking and increase traffic congestion problems. He suggested that there be an employee permit system in Swede Alley.

Mike Jorgansen, Thaynes Canyon resident, stated that he testified in July. He didn't feel that paid parking will affect him very much, but objected to the time limits. He again relayed a story about his guests shopping on Main Street, spending a lot money, and receiving a parking ticket. He doubted if people will feed the meters and feeding meters is an inconvenience to visitors on Main Street which could total as much as 30% of the tourists.

Carly Riley, 84 Daly Avenue, stated that she has been a resident for 32 years. She felt the proposal is ludicrous and the meters are going to ruin the look of Main Street. She asked if the revenue is going toward a five story parking structure. The Mayor responded that the Council is looking at the meters to be revenue neutral. Ms. Kerr further clarified that there is a split on the Council, where some don't support a parking structure. Ms. Riley presented a petition with 176 signatures against paid parking and added that most signatories suggested closing Main Street and making it a pedestrian area. Chuck Klingenstein continued that paid parking revenues will demonstrate that the City is capable of handling a revenue bond to offset the cost of a parking structure, should one get built. He added that no one wants to pay for this structure. Ms. Riley countered that he is wrong as she has 176 signatures. She urged Council to take a good look at the program, although she understood that the Council has already purchased the meters.

Chris Wickland, 510 Main Street, recognized that this proposal will heavily affect him. He noted that he has just returned from Aspen where he had no difficulty with the meters and didn't find any negative impacts. He stated that he sees the same cars in the same spots on Main Street for six hours at a time. Something needs to be done to rotate them off of Main Street and he doesn't see anyway of doing that short of paid parking at this point. Mr. Wickland stated that he currently parks on the fourth level of China Bridge or the north Marsac lot and clarified that many cars parked on Main Street are not shoppers but employees who want to be close to work. He discussed the shortfalls of enforcement and reiterated the ease of using meters in Aspen. The focus should be solving the problems on Main Street.

Karen Vanhecky, King Road, stated that she was an employee of Ampco where there was a lack of training. After she left Ampco there were people calling her at home asking questions about tickets and complaining that they were cited improperly. If there is paid parking, instead of hiring a company, enforcement should be done by the City.

Frank Normile, Daly Avenue, pointed out that Ampco is the enforcement, adjudication, collection, and appeals agent and there is a significant lack of due process in a ticket situation. He explained that if a ticket is not paid, and the amount increases with the second and third notices, but those notices are not sent, the City collects 50% of that fine. When he asked Ampco to show him his second and third notice, it could not. He asked Hope Bleecker when he could see his second and third notice to know that he wasn't "ripped off".

Jan Fisher-Rush, 713 Norfolk Avenue, expressed her concern that not many were involved in the process, there has not been enough public input and citizens need to be involved. She is pleased that the City has hired consultants but objects to the meters on Main Street as it needs to look historic. Parking meters should go in Swede Alley, so Main Street can be saved. Ms. Fisher-Rush was pleased that employees will not be charged as she heard earlier about a $40/month permit. The park and ride needs to run later than 11 p.m. for employees of restaurants and bars. She recognized the problem of employees parking on Main Street, and suggested that rather than meters to strictly enforce time limits. There was a discussion about closing Main Street to cars.

Russ Wong, member of the Mayor's Advisory Committee, emphasized that the Council has already made the decision to install the meters, and the committee would like to see its plan implemented as a lot of thought has been put into this. There are still some loose ends that need to be worked out, but members have tried to be fair. The intent of the plan is to increase the turn-over on Main Street. He personally would like to see more free parking for employees and the transit plan needs to be worked out with the paid parking. He pointed out that the Wilbur Smith study included consideration of a parking structure and it appears some Council members are not supporting that, and asked if Council members are going to selectively support recommendations and not others. The committee needs to know what will be supported so they can make recommendations for the future. If the plan is implemented, he hoped that the Advisory Committee will have the authority to fine tune it and make adjustments as needed. The Mayor stated that he felt that paid parking is a lead-in to creating additional parking, but wants to make sure that what is being created can be used, i.e., spending $20 million to create 900 spaces in Swede Alley, when in fact, only one-third of it will be used 10 months of the year. He supports the direction the Council is going with the preliminary study of the expansion of China Bridge. Mr. Wong had hoped that Wilbur Smith would have discovered the number of spaces needed in a parking structure. Paul Sincock referred to the Wilbur Smith study and the on-gong transportation study, and stated that he would like to have all of the conclusions before Council makes a decision on building structures. Each phase has to be implemented to judge the effect and paid parking is another step. Mr. Wong agreed with the phasing, but disagreed with purchasing meters without a plan in place. He acknowledged the many meetings held with the Main Street Merchants where there was a lot of input, but their voice was not being heard. Shauna Kerr clarified that she has been very outspoken all along that she will not support any structures until the circulation problem is solved. She can not make a decision on a structure until the transportation component is completed. Mr. Wong agreed, but reiterated that the studies should be completed before the purchase of the meters.

Paul Brown, owner of Wasatch Brewpub and member of Advisory Committee, stated that paid parking is a reality and the real question is how it will be implemented. He believes the recommendations of the committee are very good and parking is the single largest problem facing businesses on Main Street. The City is not in the business of putting Main Street out of business, and if paid parking does not work, it will be discontinued. He continued that meters have not affected the century old cities in Europe and did not feel it will affect Main Street's historic quality. These recommendations on paid parking are a part of a much larger plan and paid parking is not a single solution. Mr. Brown noted that transit is a huge part of the plan as is the employee parking. Enforcement has to be consistent throughout the year. There is the coming reality of when to add on to the China Bridge and constructing an additional parking structure. He didn't believe customers cared about the cost of parking as he couldn't give away valet parking validation stickers last year. Employee parking on Main Street was discussed.

Leslie Miller, Old Town resident, asked the traffic consultant the purpose of charging for parking. Ron Holmes answered that the program is designed to be revenue neutral and creates the turn-over needed for customers on Main Street. Ms. Miller understood this to mean to rotate or move parking spaces. Mr. Holmes agreed and added that he believes this will generate 200 to 300 spaces on a peak day. Ms. Miller asked what other options other than rotating those spaces were looked at by the consultants before parking meters were suggested. Ron Holmes responded that there are a whole series of items including increased enforcement, valet parking, and paid parking. He discussed the additional parking at the Sandridge lot. Ms. Miller interjected and asked if they looked at other options other than meters to create turn-over. Mr. Holmes responded that enforcement is an option and Ms. Miller stated that enforcement could have been considered in lieu of parking meters. Mr. Holmes felt that both parking meters and enforcement need to be considered. Ms. Miller clarified that her question is whether there was ever an option that did not include parking meters that could solve the particular issue of rotating the spaces. Mr. Holmes felt that without paid parking, the other components would not work. Ms. Miller discussed the parking program in Carmel, California where the curbs are painted different colors, representing different time limits. The issue here is that meters are uncharacteristic in the Historic District and it seems that not all of the options have been explored. She explained that the City and citizens go to great expense to protect the Historic District and this issue should be addressed. Mr. Holmes stated that his professional opinion was that paid parking needed to be a part of the program. Mike Andrews interrupted that they started with that premise and worked to that premise.

Steve Hooker, representing the Historic Main Street Association, emphasized that four or five people would show up at the meetings last summer and paid parking would not be an issue today if there was a turn-out like tonight. Since the parking meters have already been purchased, they have to work. The Association and Task Force have arrived at excellent ideas and he urged Council to implement those recommendations. There is limited free parking for employees, and Mr. Hooker added that employees have been driving too many cars for too long to Main Street. The bed and breakfasts have free parking but condos on Main Street will probably pay for parking, but those people are used to paying for parking anyway. The post office and pick-up and drop-off zones are free. He believes that this could turn into a revenue generating program and believed that a parking structure is eminent. He didn't believe that people will use public transportation as it hasn't worked in the western United States and never has. He referred to the transportation frequencies of five to ten minutes, the added hours, new Sandridge lot, addition to China Bridge, and a brand new structure for 400 cars. He believes the estimates for construction of a structure the consultants have provided are about 200% higher as above ground parking structures run about $6,000 per space. Mr. Hooker urged Council not to delay so that things will be up to speed as soon as possible. The reasons for doing this is for congestion and to reduce employee utilization. China Bridge is currently very inefficient and should be improved. The City Council and its managers have to make sure that the City is run properly, and the public trusts them with that.

Maria Marcat, Main Street employee, stated that she doesn't like the meters on Main Street for all of the same reasons earlier expressed. She stated that she works in a restaurant and arrives and leaves when it is dark and doesn't like the idea of having to walk to the Sandridge lot and would prefer to take a shuttle to Park City Mountain Resort as it is safer. Safety has not been addressed.

Lucy Sezlowski, Woodside resident and manager of Hey Charlie, pointed out that valet parking should not be used as a comparison as it was one flat rate for the evening. Main Street really doesn't have a bus system -- there's the trolley, but it is not consistent and breaks down. She added that the park and ride system has to operate until 3 a.m. She discussed a burglary at Hey Charlie and has since requested police presence on Main Street. She suggested that the police walk the beat and also conduct the parking enforcement, and didn't believe the City should hire Ampco. There has been no mention of towns where parking meters have been unsuccessful and she named three tourists towns where the tourists have gone elsewhere. She questioned if Council walks or rides the bus to the Marsac Building.

Dee Fisher, Main Street office owner, recalled that turning Main Street into a pedestrian area has been discussed for years, and suggested that it be done now avoiding the parking meters. It may be necessary to have the trolley and delivery trucks there, but it should be pedestrian, and the parking meters should be in other places downtown. She can't understand spending $700,000 for meters that no one wants.

Peter Marth, Old Town resident, applauded the City for taking a comprehensive approach solving some of our biggest problems including congestion and car traffic. For the last five years, he has seen the congestion in Old Town grow incredibly to the point where people are tired of all of the cars in Old Town. Parking meters increase the amount of turn-over and encourage people to carpool. Old Town is a limited size and more and more cars cannot continue to be crammed in a dead-end canyon. Mr. Marth stated that he is very opposed to building additional parking structures as it costs $10 to $20 million and that could be spent for open space. He felt it very wise to consider parking structures only as a last resort. Mr. Marth believes that people will change their habits to get to Main Street, cited the Film Festival as an example, and felt that that approach needs to be continued to be encouraged. The City should not respond by building parking structures, and he stated that he supports Council progressive way of approaching parking.

Jeff Zinger, resident, referred to Mr. Holmes comments about the effectiveness of increased enforcement. He felt that the only reason there is paid parking is to pay for meters.

Jim Helfin asked how much the City is paying the consultants. Mr. Holmes of Wilbur Smith answered that they were paid $50,000 for their study. Mr. Helfin added that that would pay for two enforcement people for a couple of years. He noted that when the Silver King Coalition Building burned down, the City lost some of its character, and when it was decided not to rebuilt it, the City again lost. Putting parking meters on Main Street will just be another chip off the character of the town. He suggested that the City simply sell the meters.

Laura Alaman, Main Street employee, asked Mr. Holmes for clarification about his total counts on spaces in the historic core and estimates on the number of turn-over spaces per day. Mr. Holmes explained that the inventory of parking in 1995 was about 1,700 spaces, but some are private and some are residential. It was explained that those spaces are not included in the turn-over estimates. Mr. Holmes added that a space may turn-over four times a day and there isn't necessarily a direct correlation between the percentage increase and number of spaces. There are about 900 or so spaces included in this program and it is fully expected that this will generate 200 to 300 spaces in the district. In response to a question from Ms. Alaman about employee parking, Ms. Bleecker stated that the survey indicated that during the winter months, 500 to 600 employees are estimated coming into the district a day. Ms. Alaman pointed out that only 267 spaces are allocated for employees and free parking in general. Ms. Bleecker agreed, and clarified that part of the goal of the program is to force employee sharing and park and ride. Ms. Alaman asked what she will do when she doesn't find a free space. Paul Sincock emphasized that in Ms. Bleecker's memo of July 31, it is indicated that about 70% of all of the spaces in Old Town are used by employees, leaving 258 for customers, and 600 or so spaces for employees. The Council is trying to establish a financial incentive to consider park and ride facilities outside the downtown core. Ms. Alaman pointed out that there won't be free parking at the Park City Mountain Resort and it probably doesn't want to inherit the City's problem. Ms. Bleecker noted that the Miner's Hospital lot will be employees only. Ms. Alaman stated that at her gallery, six out of seven employees live outside the Park City bus route area and everyone works different shifts, making it difficult to carpool. Ms. Alamar asked how Council will solve her problem. Mr. Sincock responded that her employees do have a parking space but they may have to pay for it and Ms. Alamar asked if that was fair. Mr. Sincock continued to described the discounted hang tags which will cost about $3.50 per employee for an eight hour shift anywhere in Swede Alley under this plan, which he felt is reasonable parking. Additionally, he pointed out free parking areas and increased customer access. Ms. Alamar stated that she is not against that, but is against not providing for free employee parking as it is difficult to keep quality employees and inconvenient parking is one reason people leave employment. Chuck Klingenstein described a program the City will have to match employees' schedules with other businesses and suggested that everyone will have to think differently about transportation. Ms. Alaman asked if Council has set a time frame to evaluate the paid parking program and if there will be a public input meeting. The Mayor responded that the Advisory Committee will be meeting on an on-going basis to evaluate the program and he doesn't have a problem with scheduling a public meeting in April. He emphasized that there will be flexibility in the program to make changes to accommodate people.

Ed Brophy, Deer Valley Drive, thanked staff for a wonderful presentation. He is pleased to see a good turn-out tonight, but stressed that these meetings have been going on for two years and asked where the audience has been during that time. The meetings have been properly noticed and he hoped this is not an election year get-together. Mr. Brophy encouraged the public to attend more meetings and to become more active in the community.

Rick Scott, Main Street employee and Park Meadows resident, asked if there is a plan to extend bus service this season. The Mayor responded that this is a recommendation of the committee and the City is exploring contracting with a private provider for the park and ride. Ms. Bleecker added that City-wide service ends at 1:10 a.m. and the Mayor discussed the expansion of the bus service. Paul Sincock discussed the on-demand service in Aspen for employees, and asked the status of this program. Hope Bleecker responded that it has not been fully established; it would be done in conjunction with the park and ride but would probably not be door-to-door service. Staff is continuing to formulate options.

Bonnie Deffenbach, Old Town resident and Main Street business owner, suggested that Main Street be pedestrianized, putting the meters in the garage. She pointed out that many Old Town residents park in the China Bridge Parking Structures and suggested that tokens be given to employees for a minimum amount, thereby accommodating visitors and employees.

Scott Helpman, merchant on Main Street, stated that some of his customers have objected to the concept of paid parking. Park City is different than big cities or Aspen, and the nature of the town needs to be considered.

Carrie Hill, Quality Interiors and Gifts, noted that 80% of his Salt Lake customers have indicated that they object to paid parking and he will lose a lot of his clients. Park City is a small mining town and is very much against the meters.

With no further input, the public hearing was closed, and the Mayor invited Council comments.

(b) <u>Consideration of parking operations policy and program:</u>

Roger Harlan recommended that the third and fourth levels of the China Bridge be dedicated for employees only. He believes that the Council has examined the issues for two years and paid parking is part of the sequence that must be addressed. The Council is prepared to make hard decisions, but if it doesn't work, then there is a clear mandate that we need to take another direction. Mr. Harlan stated that the professional consultants are recommending paid parking, and this town cannot afford to guess at the size of a parking structure if the City is to go that direction. They are too costly and there needs to be sound data that stricter enforcement and paid parking render. He views paid parking as an incremental step in arriving at the best solution possible.

Paul Sincock pointed out that there are five items in front of Council, but there are six additional areas also listed and asked when Council will have information on those. Ms.

Bleecker stated that they will be finalized at the committee meeting on November 13. Mr. Sincock stated that he has a problem with a partial plan as the plan should be comprehensive and implemented all at one time. He is not in favor of supporting this program until there is a whole plan and would vote on the policy area contingent on getting this other plan approved within a time frame that could be implemented. You can only make a first impression once, and the impression we give our visitor is going to be negative unless the plan is thought out very well. He stated that he is sensitive to the merchants' situation as it is a difficult to make a living on Main Street and fear dominates the decision process. There is always enormous resistance on Main Street when there is a change, including the flowers. Paul Sincock stated that he doesn't agree with a number of recommendations which were crafted by a special interest group, mainly the Main Street merchants as it does not include the broad-based citizenry. He doesn't support any free parking, but could support employee permit parking which could be discounted by a number of things and he discussed a token program. Free parking in the Old Town zone is not appropriate, and Mr. Sincock does not agree with the revenue-neutral approach. He discussed paying off of the parking meters, and the need for a revenue stream to offset improvements. The Transportation Department has been extraordinarily conservative in projecting $200,000 to $300,000 while he projects about $1 million and Wilbur Smith estimated about the same; there is too much of a variation. Mr. Sincock commented that he has a problem with not providing accurate numbers or sharing them with the public. He is prepared to support to implementing the plan, with the provision that the rest of the plan is in front of Council quickly.

Shauna Kerr explained that this is not necessarily the plan she would champion, but appreciates the efforts that the Advisory Committee and Main Street merchants have expended. They worked hard to work toward a solution that is palatable, and she will defer to their judgement. She agreed with Mr. Harlan that the third level of the China Bridge should be marked clearly "employees only" for tagged cars, and the fourth level should be free shared parking. Ms. Kerr shares concern with Mr. Sincock about implementation and residential parking restrictions and zones. She believes there should be transportation alternatives later into the evening for employees. Ms. Kerr encouraged staff to get back to Council as soon as possible.

Chuck Klingenstein stated that he agrees basically with Ms. Kerr and Mr. Harlan, and believes that paid parking needs to get on line now. Park City cannot afford to wait any longer and pointed out that Park City is considered to be a part of the 1.6 million population in the Salt Lake metropolitan area which is projected to grow to 2.5 million by 2020. It is not only the resort economy but also the Wasatch metropolitan region economy affecting traffic and other congestion problems. He cited several resort communities which are involved in paid parking in one form or another. People are going to have to think differently about transportation and the goals here are to make sure that the primary parking areas are available for citizens, day visitors and destination tourists in the Main Street area. There needs to be turn-over and residents and employees need to go to periphery areas and walk or use the transportation system. He reiterated that in the event of constructing a parking garage, the City cannot approach bond counsel for revenue bonds unless there is a demonstrated ability to generate revenue from a parking system. Mr. Klingenstein could not think of a better group to introduce paid parking to than the Film Festival patrons, who are used to paid parking. Mr. Klingenstein assured Mr. Andrews that the City is exploring parking relationships with the Resort and it is part of the base resort expansion, and stated that historic cities all over America and Europe are recognizing there are options other than building parking lots. He emphasized that this is just a small part of an overall program and supports what is being done here.

The Mayor thanked Hope Bleecker and her staff and members of the committee, as there is much work to be done. One of the issues addressed this evening is the Ampco contract and he would like to take a look at the City doing its own enforcement. From campaigning door-to-door, he is hearing that traffic enforcement is a big concern among residents. Mr. Olch echoed Mr. Brophy's comments and added that when there is a good turn-out, it makes Council's job easier and residents need to become involved. The City has a $30 million budget and no one shows up at the budget hearings year after year.

Chuck Klingenstein added that having Main Street a pedestrian mall has been discussed for many years, and the design charette identified this again. It is something that has to be brought to the Main Street Merchants Association, and he has no problem looking at that option. Roger Harlan continued that in talking with people, it has been indicated that enforcement is very critical and he recommended a fair policy that is well monitored.

With no further comments, the Mayor requested a motion. Shauna Kerr, "<u>I move approval of the parking implementation plan as outlined in the staff report with the directive to staff to come back with the second phase of the implementation as soon as possible, and have it on our November 20 meeting, and strive for a decision the first meeting of December, and a change on the third floor (of the China Bridge Parking Structure) that it would be parking for employees with permits only</u>". Chuck Klingenstein seconded. Paul Sincock stated that he can't support the motion as a public hearing was just held and the plan isn't comprehensive. He didn't believe the third floor of the parking structure should be free. Residents should be able to buy permits as well. <u>Motion carried</u>.

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

VIII ADJOURNMENT

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

MEMORANDUM OF CLOSED SESSION

The City Council met in closed session at approximately 3:30 p.m. Members in attendance were Mayor Brad Olch, Roger Harlan, Shauna Kerr, Chuck Klingenstein, and Paul Sincock. Hugh Daniels was excused. Staff present were Toby Ross, City Manager; Mark Harrington, Assistant City Attorney; and Jodi Hoffman, City Attorney. Chuck Klingenstein, "<u>I move to close the meeting to discuss property acquisition</u>". Shauna Kerr seconded. <u>Motion carried</u>.

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

The meeting opened at approximately 4 p.m.

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The meeting for which these minutes were prepared was 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

Janet M. Scott, City Recorder

PARK CITY
1884

COUNCIL AGENDA REPORT

DATE: October 23, 1997
DEPARTMENT: Leisure Services
AUTHOR: Bob Johnston, Director of Leisure Services
TITLE: Two-year capital improvement program for farm compound
TYPE OF ITEM: Informational

SUMMARY RECOMMENDATION: Provide feedback to Parks, Recreation, Beautification Advisory Board and staff on the proposed capital improvement program for farm compound.

DESCRIPTION:

A. Topic: Farm Compound Capital Improvement Program

B. Background: The Parks, Recreation and Beautification Board has to date, played a significant role in the planning and development of the farm parcel. In 1994 the Board worked with staff on the development of the entry corridor master plan and recommended formal adoption by the City Council in 1995. In May of 1996 the Parks, Recreation Beautification Advisory Board (Board) toured Oregon to learn what communities there had done with similar properties under similar circumstances. Shortly afterward and opportunity arose for funding improvements to the farm compound area. The City Council asked the Board to work with staff on the development of a two-year plan to make basic improvements to the farm compound area. On April 29, 1997, the Board met with staff in a retreat format to discuss what should be done with the compound. It was understood from the beginning that the interior of the barn itself was not part of our program agenda.

We began with two primary objectives; 1) Secure and protect the barn - the group felt strongly about the prevention of vandalism and more important, fire. 2) To ensure safe public access to the compound area while making it more available for public use. The outcome of the evening was as follows:

Farm Capital Improvement Program Outline
Priority Items

I. **Secure Barn**
- ✓ Install Fire Suppression System
- ✓ Install Alarm System

II. **Demolition and Clean Up**
- ✓ Raise existing buildings that are determined to be unsafe and/or have no significant historical value.
- ✓ Clean out silos.
- ✓ Clean up dangerous debris from farm compound area.

III. **Access and Parking**
- ✓ Improve service road to barn.
- ✓ Improve parking on east side of Hwy 224.
- ✓ Create a pedestrian boardwalk or paths throughout compound area.

IV. **Landscape and Greenbelt**
- ✓ Maintained lawn and grass areas.
- ✓ Picnic tables
- ✓ Gardens

Other Priorities

I. **Trails**
- ✓ Work with Mountain Trails Foundation to explore a trails foundation to explore a trail construction program on farm property.

II. **Outbuildings**

Given the relative low cost of improvements, recommendation that they be incorporated into the landscape and greenbelt component of the project.

Implementation on the program began early this summer with the installation of a fire suppression system in the barn. This component was the highest priority for the Board and is now operational.

The next step in the process is demolition and clean up. Two of the eight buildings have been deemed by our Chief Building Official as unable to restore or unsafe with no historical value. Those buildings are the McPolin residence and the shed or lean-to building on the north side of the barn. If Council is comfortable with the proposed program, it will go next to the Planning Commission and then to the Historic District Commission for their input and feedback.

This winter, we would like to begin work on developing options for what may ultimately become of the McPolin residence and lean-to shed. One option, conceptualization on the site plan would enable us to create a gazebo similar in size and scale to the Jack Green Memorial Bandstand in City Park. The design could in some respects, replicate the McPolin residence currently on the site.

C. Department Review This program has been reviewed by the Board, Leisure Services staff and Senior Management Team.

PARK CITY

CITY COUNCIL STAFF REPORT

Date: **October 30, 1997**
Department: **Planning Department**
Title: **201 Ontario Avenue-Plat Amendment**
Type of Item: **Legislative**

Summary Recommendations:
Adopt the attached Ordinance approving a plat amendment as conditioned to combine Lots 1, 2, 3, and half of Lot 4 of Block 53 of the Park City Survey.

Description

A. Topic

Applicant:	Kurt Peterson
Location:	201 Ontario Avenue
Proposal:	Plat Amendment
Zoning:	Historic Residential (HR-1)
Adjacent Land Uses:	Residential
Project Planner:	Kevin LoPiccolo

B. Background

On September 24, 1997, the Planning Commission voted to forward to City Council a positive recommendation to approve the final plat amendment to combine 3.5 lots at 201 Ontario Avenue. The existing lots are vacant with Ontario Avenue crossing the upper portions of all 3.5 lots. The remaining portions of the lots are exception parcels for the historic railroad grade serving the nearby mine portal. These parcels are "excepted" from the replat because the Title Report identifies the Union Pacific Railroad as the owner of the exception parcels.

By combining these 3.5 lots into one lot of record, the property will be approximately 5,300 square feet, excluding Ontario Avenue and the exception parcels. Ontario Avenue has existed in this location for more than 75 years, and is a prescriptive Public Right-of-Way.

C. Analysis

Staff has evaluated the overall project against the Land Management Code, Section 7.1, Historic Residential, HR-1 and determined the proposed lot combination complies as presented with all requisite City codes. The combined lot will be consistent with lot sizes in the immediate area. In addition, the proposed lot combination will allow for greater building articulation, design, and preservation of existing vegetation since the applicant has a larger lot. Also, under the existing lots configuration, the applicant would have the possibility to construct two dwellings under the HR-1 zoning guidelines. The proposed plat amendment would allow the applicant to combine the 3.5 lots and locate a buildable pad for one structure (See Exhibit B).

Although Exhibit B shows where the location of the building pad would be, staff believes that there may be several alternatives available to the applicant on the location of the building pad. Staff's intention is to allow the applicant an area that will be buildable and allow for greater building articulation, design and preservation of existing vegetation. Staff would like to continue to work with the applicant to achieve the best alternative that is available.

D. Department Review

This project was noticed to property owners within 300' of the affected property and all property owners within the affected subdivision plat on October 14, 1997. No comments were received at the time of this report.

Alternatives

A. Approve the proposed plat amendment combining 3.5 lots into one lot of record.

B. Deny the plat amendment and retain the original form of the property.

C. Continue the item and request further evaluation from the staff.

Significant Impacts

This proposed lot combination will create one new lot. Under the current lot configuration there are 3.5 legal lots with the potential of constructing two dwellings. The impacts associated with leaving the lots under their current configuration would allow the potential of two structures to be built and create narrower lots than what is currently proposed. The new lot has been conditioned to allow only one single-family dwelling. The applicant has agreed to this condition of approval, despite having enough lot area to build a duplex.

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Consequences of not taking the recommended action

If the plat amendment is not approved as proposed, the owner can potentially construct two dwellings, although an application of a plat amendment would be required to comply with the States subdivision and HR-1 zoning requirements.

Recommendation

Staff recommends approval of Ordinance, attached as Exhibit "A" that combines 3.5 lots into one lot of record for property at 201 Ontario Avenue, based on the following Findings of Fact, Conclusions of Law, and Conditions of Approval:

Findings of Fact

1. The plat amendment combines 3.5 Lots into one 5,300 square foot lot.

2. The proposed lot size is consistent with some existing lot sizes in the surrounding area.

3. The project is on Ontario Avenue with dense residential uses. Minimal construction staging area is available along Ontario Avenue.

4. Dedication of a ten foot (10'-0") nonexclusive snow storage easement, along Ontario Avenue, is necessary to provide adequate snow removal services.

5. The property is in the HR-1 District.

6. The property owner is applying for a plat amendment to combine 3.5 lots into a single lot of record to construct one single-family dwelling only.

7. Ontario Avenue is a prescriptive Public Right-of-Way that has existed as a public street on the property for many years and bisects the lots, leaving a portion to the southeast.

8. The lot area that is non-buildable may be used for Floor Area Ratio calculation.

9. The applicant stipulates to all conditions of approval.

Conclusions of Law

1. There is good cause for the amendment.

2. Neither the public nor any person will be materially injured by the proposed plat amendment.

3. The proposal is consistent with both the Park City Land Management Code Chapter 7 and Chapter 15 and State subdivision requirements.

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Conditions of Approval

1. City Attorney and City Engineer review and approval of the plat amendment, for compliance with the Land Management Code and these conditions of approval, is a condition precedent to plat recordation.

2. All Standard Project Conditions and Land Management Codes shall apply.

3. The final plat shall be recorded at Summit County within one year from the date of City Council approval. If recordation has not occurred within the one year time, this approval and the plat shall be considered void.

4. The public prescriptive Ontario Avenue street right-of-way and a ten foot (10'-0") nonexclusive snow storage easement along Ontario Avenue shall be dedicated to the City on the amended plat.

5. Receipt and approval of a construction mitigation plan (CMP) by the Community Development Department is a condition precedent to the issuance of a building permit. The plan shall address staging, material storage, construction time lines, special signs, parking, fencing, and any other construction-related details to the satisfaction of the Community Development Department.

6. The lot area to the southeast of the Ontario Right-Of-Way is non-buildable, but may be used for Floor Area Ratio calculation.

7. No remnant lots (Exception Parcels) created hereby are separately developable without a discretionary plat amendment.

8. The final plat shall be conditioned to reflect the property owner has agreed to limit the allowed development on the new lot.

Exhibits

Exhibit A- Ordinance
Exhibit B- Location map
Exhibit C- Proposed plat map
Exhibit D- Proposed building pad

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Ordinance No. 97-

AN ORDINANCE APPROVING A PLAT AMENDMENT TO COMBINE LOTS 1, 2, 3, AND HALF OF LOT 4 OF BLOCK 53 AT 201 ONTARIO AVENUE, PARK CITY, UTAH.

WHEREAS, the owner, Kurt Peterson, of the property known as 201 Ontario Avenue of Lots 1, 2, 3, and half of Lot 4 of Block 53, Park City Survey, has petitioned the City Council for approval of an amendment to the amended Park City Survey; and

WHEREAS, proper notice was sent and the property posted according to requirements of the Land Management Code and state law; and

WHEREAS, on September 24, 1997 the Planning Commission held a public hearing to receive public input on the proposed final plat amendment and forwarded a positive recommendation of approval to the City Council; and

WHEREAS, a financial guarantee for all public improvements is necessary to ensure completion of these improvements and to protect the public from liability and physical harm if these improvements are not completed by the developer or owner.

WHEREAS, the proposed plat amendment combines the north half of Lots 1, 2, 3 and half of Lot 4 of Block 53 into one parcel of record;

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. FINDINGS OF FACT. The above recitals are hereby incorporated as findings of fact.

1. The plat amendment combines 3.5 lots into one 5,300 square foot lot.

2. The proposed lot size is consistent with some existing lot sizes in the surrounding area.

3. The project is on Ontario Avenue with dense residential uses. Minimal construction staging area are available along Ontario Avenue.

4. Dedication of a ten foot (10'-0") nonexclusive snow storage easement, along Ontario Avenue, is necessary to provide adequate snow removal services.

5. The property is in the HR-1 District.

6. The property owner is applying for a plat amendment to combine 3.5 lots into a single lot of record to construct a single-family dwelling only.

7. Ontario Avenue is a prescriptive Public Right-of-Way that has existed as a public street on the property for many years and bisects the lots, leaving a portion to the southeast.

8. The lot area that is non-buildable may be used for Floor Area Ratio calculation.

9. The applicant stipulates to all conditions of approval.

Conclusions of Law

1. There is good cause for the amendment.

2. Neither the public nor any person will be materially injured by the proposed plat amendment.

3. The proposal is consistent with both the Park City Land Management Code Chapter 7 and Chapter 15 and State subdivision requirements.

Conditions of Approval

1. City Attorney and City Engineer review and approval of the plat amendment, for compliance with the Land Management Code and these conditions of approval, is a condition precedent to plat recordation.

2. All Standard Project Conditions and Land Management Codes shall apply.

3. The final plat shall be recorded at Summit County within one year from the date of City Council approval. If recordation has not occurred within the one year time, this approval and the plat shall be considered void.

4. The public prescriptive Ontario Avenue street right-of-way and a ten foot (10'-0") nonexclusive snow storage easement along Ontario Avenue shall be dedicated to the City on the amended plat.

5. Receipt and approval of a construction mitigation plan (CMP) by the Community Development Department is a condition precedent to the issuance of a building permit. The plan shall address staging, material storage, construction time lines, special signs, parking, fencing, and any other construction-related details to the satisfaction of the Community Development Department.

6. The lot area to the southeast of the Ontario Right-Of-Way is non-buildable, but may be used for Floor Area Ratio calculation.

7. No remnant lots (Exception Parcels) created hereby are separately developable without a discretionary plat amendment.

8. The final plat shall have a note that states that development on the new lot is limited to one single - family dwelling only.

SECTION 4. EFFECTIVE DATE. This Ordinance shall take effect upon publication.

PASSED AND ADOPTED this 30 th day of October, 1997.

PARK CITY MUNICIPAL CORPORATION

____

Mayor Bradley A. Olch

Attest:

____

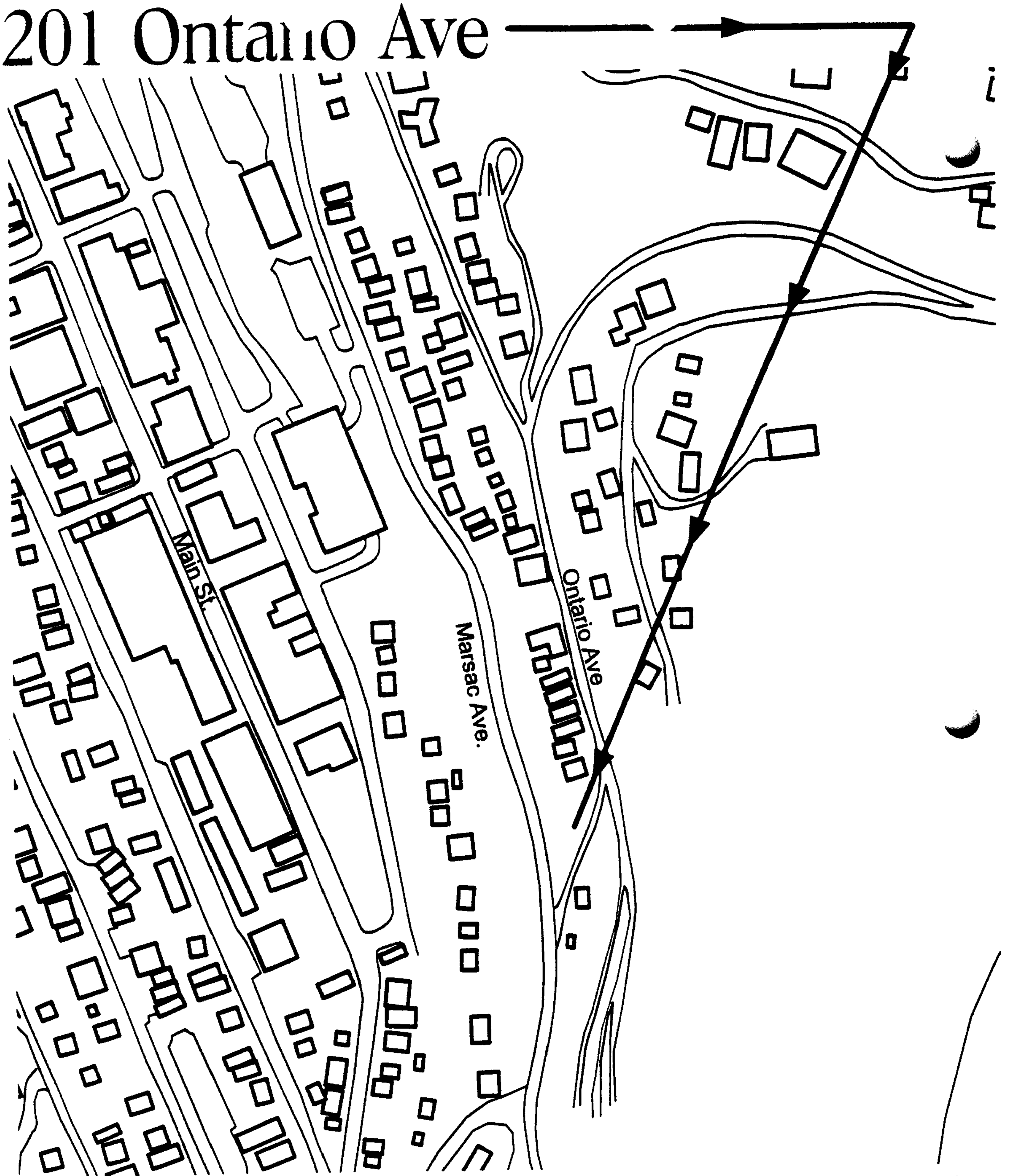
Janet M. Scott, City Recorder

Approved as to form:

____

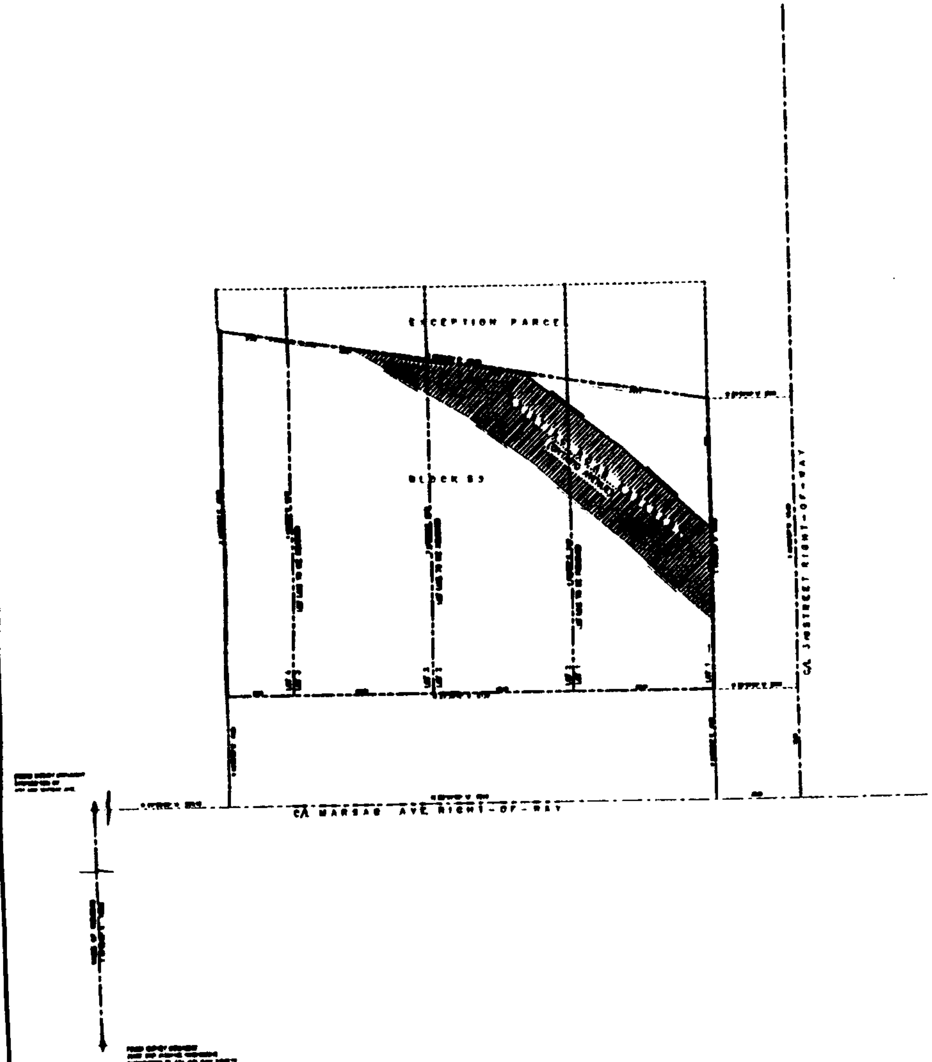
Mark D. Harrington, Deputy City Attorney

201 Ontario Ave



PARK CITY 1884

EXHIBIT B- LOCATION MAP



SURVEYORS CERTIFICATION

DEED DESCRIPTION

CONSOLIDATED BOUNDARY DESCRIPTION

OWNERS DEDICATION

ACKNOWLEDGEMENT

10 0 10 20 feet

LOT LINE ADJUSTMENT

THRILL HILL PLAT AMENDMENT

SECTION 21, TOWNSHIP 2 SOUTH, RANGE 4 EAST, SALT LAKE BASE AND MERIDIAN
PARK CITY, SUMMIT COUNTY, UTAH

PAGE 1 OF 1

JOB NO. 7 01-97

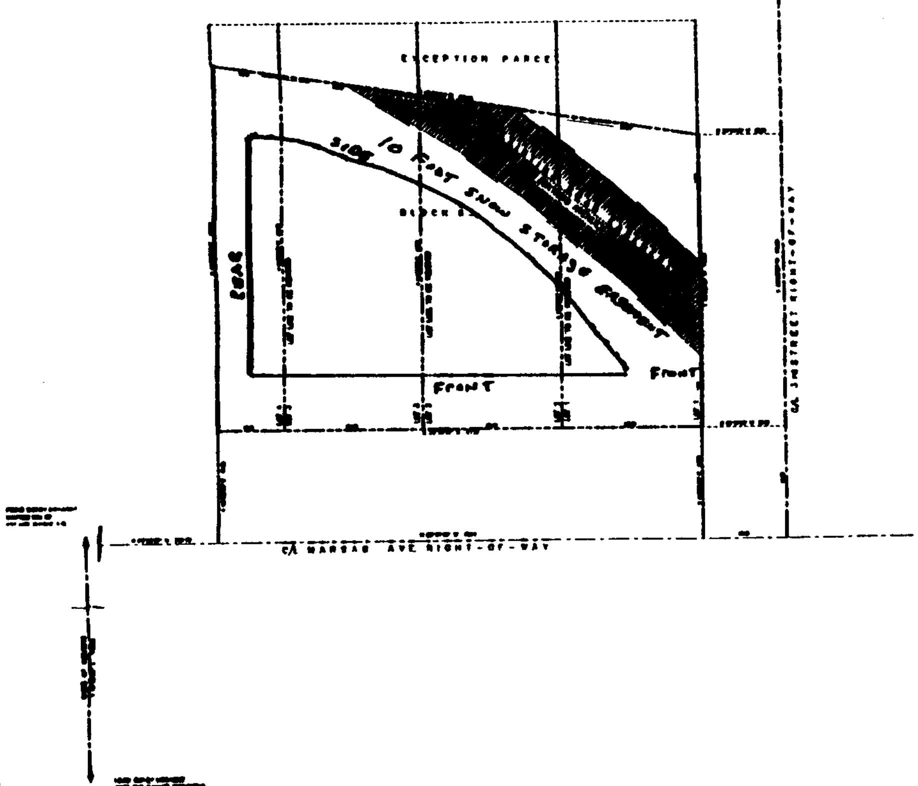
ALLIANCE ENGINEERING INC.	SNYDERVILLE BASIN SEWER IMPROVEMENT DISTRICT	ENGINEERS CERTIFICATE	APPROVAL AS TO FORM	CERTIFICATE OF ATTEST	COUNCIL APPROVAL AND ACCEPTANCE	RECORDED
P.O. BOX 2664 323 MAIN STREET PARK CITY, UTAH 84060 (801) 649-9467	REVIEWED FOR CONFORMANCE TO SNYDERVILLE BASIN SEWER IMPROVEMENT DISTRICT STANDARDS ON THIS ______ DAY OF __________, 1998 A.D. BY __________ S.B.S.I.D.	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	I CERTIFY THIS RECORD OF SURVEY MAP WAS APPROVED BY PARK CITY COUNCIL THIS ____ DAY OF __________, 1998 A.D. BY __________ PARK CITY RECORDER	APPROVAL AND ACCEPTANCE BY THE PARK CITY COUNCIL THIS ____ DAY OF __________, 1998 A.D. BY __________ MAYOR	STATE OF UTAH COUNTY OF SUMMIT AND FILED AT THE REQUEST OF __________ DATE ______ TIME ______ BOOK ______ PAGE ______ FEE ______ RECORDER ______

RECEIVED

PLANNING DEPT

EXHIBIT C- PROPOSED PLAT MAP

55



LOT LINE ADJUSTMENT

THRILL HILL PLAT AMENDMENT

SECTION 21, TOWNSHIP 2 SOUTH, RANGE 4 EAST, SALT LAKE BASE AND MERIDIAN
PARK CITY, SUMMIT COUNTY, UTAH

PAGE 1 OF 1

ALLIANCE ENGINEERING INC.	SNYDERVILLE BASIN SEWER IMPROVEMENT DISTRICT	ENGINEERS CERTIFICATE	APPROVAL AS TO FORM	CERTIFICATE OF ATTEST	COUNCIL APPROVAL AND ACCEPTANCE	RECORDED
P.O. BOX 2664 323 MAIN STREET PARK CITY, UTAH 84060 (801) 649-9467	REVIEWED FOR CONFORMANCE TO SNYDERVILLE BASIN SEWER IMPROVEMENT DISTRICT STANDARDS ON THIS ____ DAY OF ________, 1996 A.D. BY ________ S.B.S.I.D.	I FIND THIS PLAT TO BE IN ACCORDANCE WITH INFORMATION ON FILE IN MY OFFICE THIS ____ DAY OF ________, 1996 A.D. BY ________ PARK CITY ENGINEER	APPROVED AS TO FORM THIS ____ DAY OF ________, 1996 A.D. BY ________ PARK CITY ATTORNEY	I CERTIFY THIS RECORD OF SURVEY MAP WAS APPROVED BY PARK CITY COUNCIL THIS ____ DAY OF ________, 1996 A.D. BY ________ PARK CITY RECORDER	APPROVAL AND ACCEPTANCE BY THE PARK CITY COUNCIL THIS ____ DAY OF ________, 1996 A.D. BY ________ MAYOR	STATE OF UTAH COUNTY OF SUMMIT AND FILED AT THE REQUEST OF ________ DATE ____ TIME ____ BOOK ____ PAGE ____ FEE ____ RECORDER

EXHIBIT D- PROPOSED BUILDING PAD

56

PARK CITY
1884

CITY COUNCIL REPORT

DATE: October 30, 1997
DEPARTMENT: Community Development
AUTHOR: Eric DeHaan, City Engineer *Eric DeHaan*
TITLE: Vacation and Conveyance of Parcel at 570 Main Street
TYPE OF ITEM: Administrative

SUMMARY RECOMMENDATIONS: Hold a public hearing on the matter. After considering public input, if the Council wishes to vacate the parcel, approve the ordinance vacating and conveying a 0.4-square-foot-parcel of Swede Alley to Baheyma, LLC.

DESCRIPTION:

A. Topic: When Burgie's was built, a minor construction error caused one of the rear corners of the building to encroach one-tenth of one foot, or one and two-tenths inches, onto city property. This action will allow Baheyma, LLC, the record owner of Burgie's, to become the fee owner of the encroachment sliver, thus resolving what they and their attorney felt was a significant title problem.

B. Background: The Burgie's building is slightly skewed on its site. One corner (the southeast corner) is 0.10 feet onto City property in Swede Alley. The north side of the Burgie's building encroached onto the Galleria Hotel property between 0.21 feet and 0.34 feet. That encroachment was resolved between the private property owners at considerable expense to the Burgie's owners. The issue is before the City Council because of a petition to the City from Bruce Shapiro, the attorney for Baheyma, LLC. A copy of Mr. Shapiro's letter is attached.

C. Analysis: The encroachment in question is a long triangle of property. Although the triangle is 8 feet long, it is only 0.10 feet wide at its widest point. The area of the triangle, of course, is one-half of the product of the base of the triangle times its hypotenuse, or 0.4 square feet in this case. The paper you are reading this on is almost 0.65 square feet in area. The staff has alerted Mr. Shapiro that we expect his client to pay the entire cost of advertising this item for a public hearing, which will amount to several hundred dollars. The per-square-foot cost, therefore, will be about $1,000.00. Although there is no evidence that the Burgie's contractor was aware of his 0.10-foot encroachment, we hope that the resulting hassle together with a $1,000 per square foot cost will discourage further encroachments from occurring.

D. Department Review: This item has been discussed at a couple of staff meetings and in Community Development Department coordination meetings. Because we don't anticipate significant public concern, the staff feels that taking the item to the Council is a sensible alternative.

ALTERNATIVES:

A. Approve the Request: The Ordinance is worded so that Park City is reimbursed for all of our direct costs. Because no landscaping, parking, streets, utilities, or current open space is affected, this seems to be an acceptable alternative.

B. Continue the Request: If the Council wants more background information or additional research, the ordinance can be continued.

SIGNIFICANT IMPACTS: There is virtually no impact on Park City as a result of this item. The staff doesn't feel that a precedent is being set, namely one of "it is easier to ask forgiveness than to ask permission" since a more significant encroachment would probably be reversed at great cost to the negligent party. For example, a building wall can be moved. In this case there is no identified damage to the public health, safety, or welfare, and no person or segment of the general public is being injured. Direct costs to Park City will be reimbursed, and we get to use the word "hypotenuse" in a staff report.

RECOMMENDATION: The Council should approve the ordinance vacating a 0.4-square-foot sliver of Swede Alley and authorizing the Mayor to execute a deed to Baheyma, LLC, for said sliver upon reimbursement to Park City of all direct costs and reasonable administrative costs.

BRUCE H. SHAPIRO, P.C.

ATTORNEYS AT LAW

3760 S. HIGHLAND DRIVE, SUITE 500
SALT LAKE CITY, UTAH 84106
TELEPHONE: (801) 273-3314
FACSIMILE: (801) 273-3912

PARK CITY OFFICE: (801) 649-9429

September 8, 1997

HAND DELIVERED

Eric W. Dehaun
City Engineer
Park City Municipal Corporation
PO Box 1480
Park City, UT 84060-1480

Re: Application for Vacation of Property
Encroachment 570 Main Street (Burgies Bldg.)

Dear Eric,

This letter will serve as Baheyma, L.L.C.'s formal application to Park City Municipal Corporation for vacation of property consisting of an approximately .10ft encroachment onto Park City municipal property in the rear of the Burgies building. The description of the encroachment is attached as Exhibit "A". As we previously discussed, Baheyma, L.L.C. is the record owner of the Burgies building located at 570 Main Street. The encroachment was discovered while purchasing the property pursuant to obtaining an ALTA Extended Owners Policy of Title Insurance. While the encroachment seems to be minimal in area, it did cause problems with the most recent purchase and would most likely cause similar problems in the future. To assist Baheyma with preventing any problems in the future, Baheyma is respectfully requesting that Park City Municipal Corporation vacate the encroachment property to It. This will allow Baheyma to have clear record title to the property should it decide to sell the building or utilize it in a manner requiring clear title that is free from encroachments. Pursuant to this application, Baheyma presents the following:

ENCROACHMENT

The encroachment is .10 of a foot and is located in the rear of the building as shown on the survey attached as Exhibit "B". The detail of the encroachment can be shown on detail "D" on the survey. The encroachment represents approximately 0.4 square feet of property.

REASON FOR VACATION AND SALE

The encroachment was discovered pursuant to the issuance of an ALTA Extended Owners Policy which required a survey of the property. The encroachment caused problems with the sale to Baheyma and had to be evaluated, negotiated and addressed prior to closing. Future purchasers will have to be put on notice of the problem and the encroachment could affect a sale of the property to the detriment of Baheyma. In addition the encroachment has a strong likelihood of causing a problem should Baheyma or any future purchaser attempt to obtain bank financing on the property or utilize the property for any other purpose requiring unencumbered title. As is the case with many homes and buildings in "Old Town" Park City, problems of this type are not uncommon. The vacation of this property would represent the clean up of another Old Town problem.

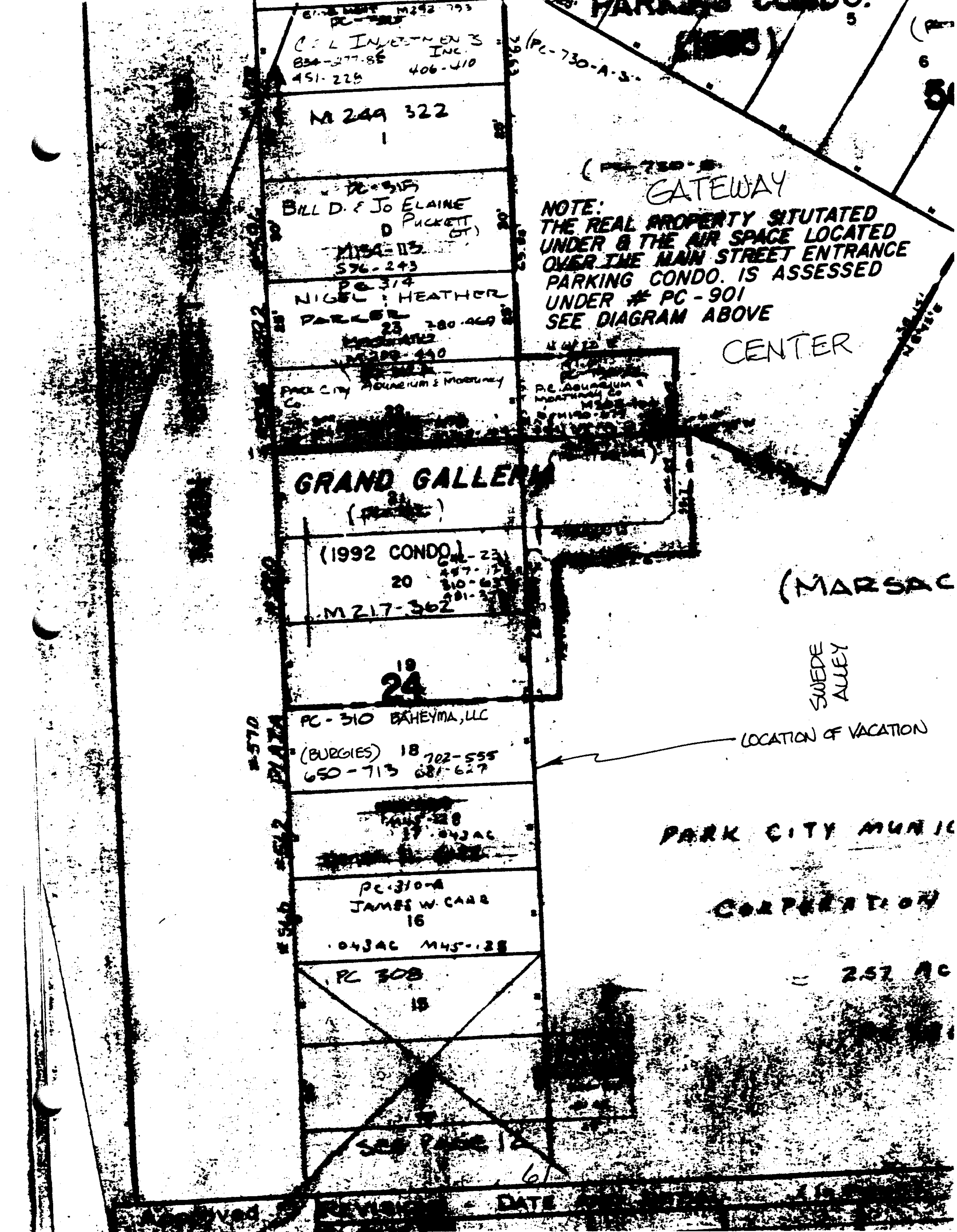
CONCLUSION

I have enclosed two copies of the survey showing the encroachment, photos of the rear area for your review and a description of the property with the square footage analysis. While the encroachment seems to be limited in scope, it is not the size of the encroachment that presents the problem it is the mere existence of the encroachment that causes the problem. Could you please present said application to the appropriate authority for review and consideration. If you are in need of any additional information please do not hesitate to contact me. Thank you for your assistance in this matter.

Sincerely,

BRUCE H. SHAPIRO
Attorney at Law

BHS:sn
ENCLOSURES
cc: Baheyma, L.L.C.



C L INVESTMENTS INC.
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451-225
406-410
(PC-730-A-3
M 249 322
1
GATEWAY
NOTE:
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OVER THE MAIN STREET ENTRANCE
PARKING CONDO. IS ASSESSED
UNDER # PC-901
SEE DIAGRAM ABOVE
CENTER
BILL D. & JO ELAINE PUCKETT
D
596-243
PC 314
NIGEL & HEATHER PARKER
23
280-469
PARK CITY AQUARIUM & MORTUARY CO.
GRAND GALLERIA
21
(1992 CONDO)
20
M217-362
19
24
(MARSAC
SWEDE ALLEY
PC-310 BAHEYMA, LLC
(BURGIES) 18
702-555
650-713
681-627
LOCATION OF VACATION
PLAZA
PARK CITY MUNIC
.043AC
PC-310-A
JAMES W. CARR
16
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CORPORATION
PC 308
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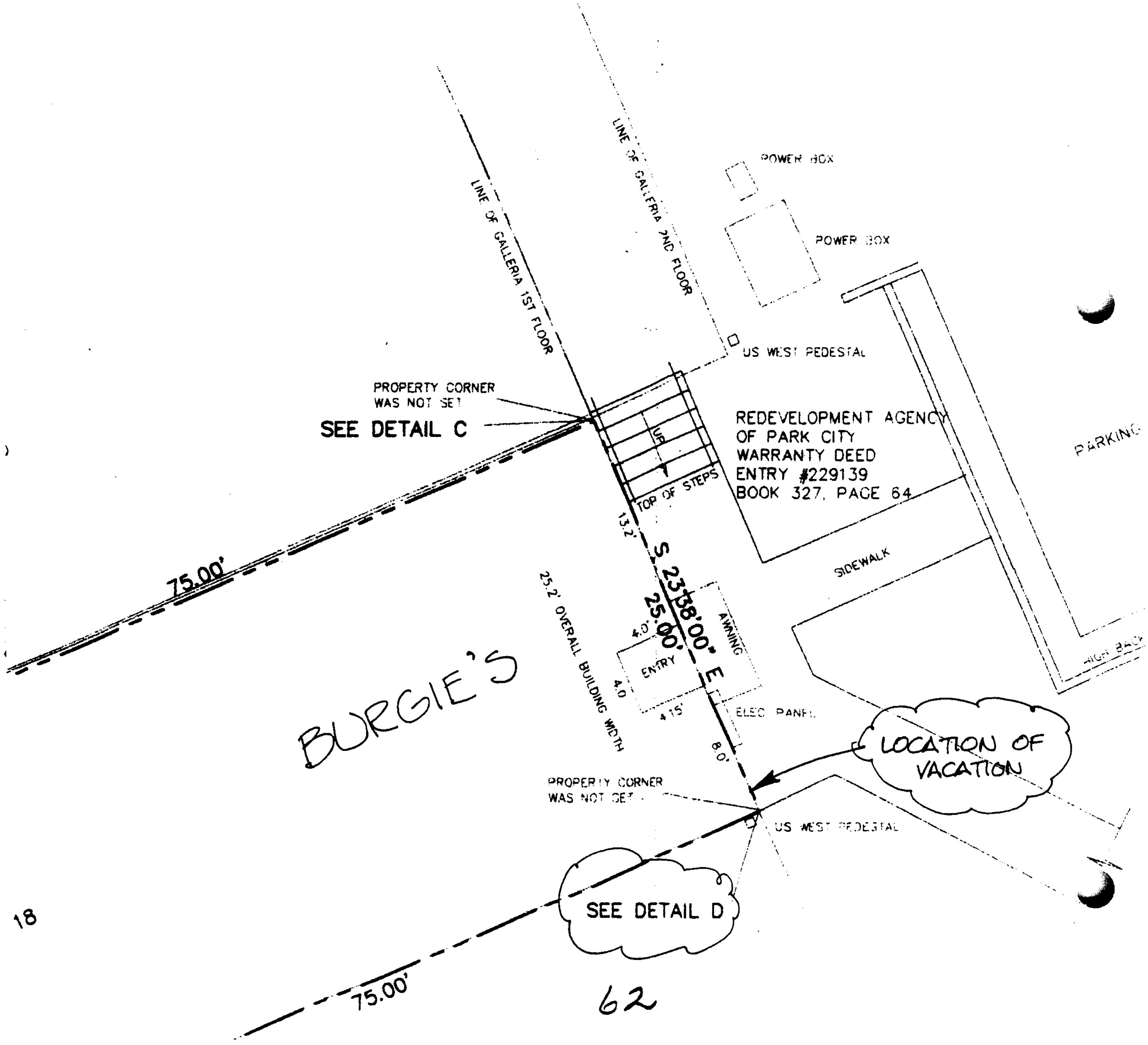
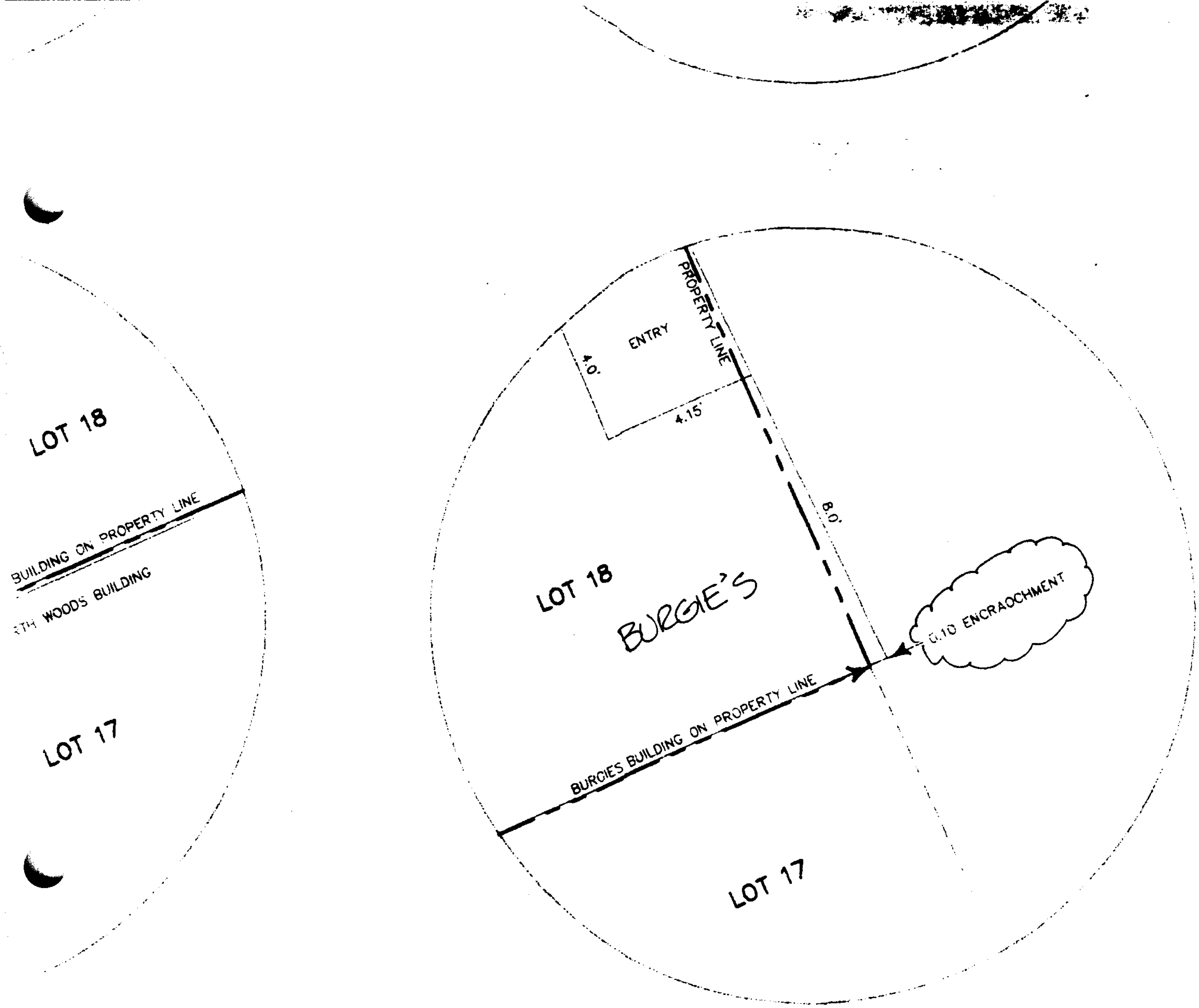
DATE


LINE OF GALLERIA 1ST FLOOR
LINE OF GALLERIA 2ND FLOOR
POWER BOX
POWER BOX
US WEST PEDESTAL
PROPERTY CORNER WAS NOT SET
SEE DETAIL C
UP
TOP OF STEPS
REDEVELOPMENT AGENCY OF PARK CITY WARRANTY DEED ENTRY #229139 BOOK 327, PAGE 64
PARKING
SIDEWALK
75.00'
13.2'
S 23°38'00" E
25.00'
25.2' OVERALL BUILDING WIDTH
AWNING
4.0'
ENTRY
4.0
4.15'
ELEC PANEL
8.0'
BURGIE'S
LOCATION OF VACATION
PROPERTY CORNER WAS NOT SET
US WEST PEDESTAL
SEE DETAIL D
75.00'

18

62



DETAIL D
SCALE = N.T.S.
NOT TO. SCALE

When recorded return to:
PCMC
Attn: City Recorder
PO Box 1480
Park City UT 84060

ORDINANCE NO. 97-____________

AN ORDINANCE VACATING A PARCEL OF
LAND IN SWEDE ALLEY AND AUTHORIZING THE MAYOR
TO EXECUTE A DEED TO BAHEYMA, LLC, FOR
SAID PARCEL

WHEREAS, Park City Municipal Corporation owns irregularly-shaped parcels of land in the vicinity of Swede Alley; and

WHEREAS, the City owns the parcels in fee and only a portion of said parcels are used for vital public purposes such as streets, sidewalks, utilities, landscaping, and open space; and

WHEREAS, the building at 570 Main Street was built with a finished wall which extends 0.10 feet onto City property; and

WHEREAS, Baheyma, LLC, the owners of the property abutting the proposed area to be vacated, petitioned the City Council to vacate the area subject to the encroachment; and

WHEREAS, Baheyma, LLC, agrees to reimburse Park City for its direct costs and for reasonable administrative costs arising from the Council's consideration of this item;

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

<u>SECTION 1. FINDINGS.</u> The City Council hereby determines that there is good cause for the vacating and that the vacating will not be detrimental to the public interest.

<u>SECTION 2. VACATION.</u> That parcel of land described in Exhibit "A" attached, entitled "LEGAL DESCRIPTION ENCROACHMENT PARCEL", which description contains 0.4 square feet of City property, is hereby declared vacated.

<u>SECTION 3. DEED.</u> The Mayor of Park City is hereby authorized to execute a quit-claim deed to convey said parcel to Baheyma, LLC, upon payment to Park City of all direct costs in this action, such as but not limited to the cost of advertising this ordinance and its related public hearing, together with reasonable administrative costs.

SECTION 4. EFFECTIVE DATE This ordinance shall be effective upon publication.

PASSED AND ADOPTED THIS ______DAY OF _____________, 1997.

PARK CITY MUNICIPAL CORPORATION

____
Bradley A. Olch, Mayor

ATTEST:

____
Janet M. Scott, City Recorder

Approved as to Form:

____
Mark D. Harrington, Deputy City Attorney

EXHIBIT "A"

LEGAL DESCRIPTION

ENCROACHMENT PARCEL

Beginning at a point N 66°22'00" E 0.10 feet from the southeast corner of Lot 18, Block 24, Park City Survey, according to the official plat thereof on file and of record in the office of the recorder; Summit County Utah, said point also being the southeasterly corner of an existing structure located at 570 Main Street, and running thence along the easterly face of said structure N 24°21'00" W 8.00 feet to a point on the east line of said Lot 18; thence along the east line S 23°38'00" E 8.00 feet to the southeast corner of said Lot 18, said point also being on the southerly exterior face of said structure; thence along said southerly face S 66°22'00" E 0.10 feet to the to the Point of Beginning.

Description contains 0.4 square feet

Y:\pcs\docs\burgiel2.wpd.

PARK CITY
1884

DATE: October 27, 1997
DEPARTMENT: Legal
AUTHOR: Tom Daley
TITLE: Insurance Renewal
TYPE OF ITEM: Administrative

SUMMARY RECOMMENDATIONS:

1) Authorize the payment of $54,356.15 in premiums for insurance coverage through September 1, 1998, in the following areas: Property ($18,144.00), Boiler & Machinery ($2,080.00), Auto Physical Damage ($28,720.00, plus $1,449.15 taxes and fees), Crime Coverage ($2,581.00), Builder's Risk Insurance (250.00), and Treasurers Bonds ($1,132.00).

DESCRIPTION:

A. **Topic:** Insurance Renewal

B. **Background:** Costs for the above-listed areas of coverage are finally final and will be added to the previous authorization of $89,500.00 for commercial general liability coverage.

C. **Analysis:** The payment of the $54,356.15 in premiums as set out above, in addition to the $89,500.00 already authorized for commercial general liability coverage, would provide Park City with adequate comprehensive coverage through September 1, 1998 and also pay for the builder's risk insurance which was purchased to cover the City Council Chamber renovation.

D. **Department Review:** The insurance renewal was reviewed principally by the Legal Department. Several other departments were consulted regarding their real property, vehicles, operations, and personnel changes.

ALTERNATIVES:

A. Approve the request. This is the recommended action.

B. Deny the request. This is not recommended. The proposed coverage is comprehensive for Park City's purposes, and a comparison of other rates and policies reveals this proposal as a sound option.

C. Continue the item. The Council may continue the item, and Park City could extend coverage under its current policy.

D. Do nothing. Still a bad idea.

<u>CONSEQUENCES OF NOT TAKING THE RECOMMENDED ACTION</u>:
We would be left to choose insurance coverage that was not as attractive as the current proposal.

<u>RECOMMENDATION</u>: Authorize the payment of premiums totaling $54,356.15 for insurance coverage for the year 1997-1998.

PARK CITY
1884

COUNCIL AGENDA REPORT

DATE: October 30, 1997
DEPARTMENT: Administrative Services
AUTHOR: Tom Bakaly
TITLE: Final Bond Resolutions - RDA Refunding Bonds, 1997 Series
TYPE OF ITEM: Legislative/administrative

SUMMARY RECOMMENDATIONS: The Park City Redevelopment Authority and the City Council should consider and approve the respective Final Bond Resolutions relating to the issuance of Park City Redevelopment Agency Tax Increment Revenue Refunding Bonds, 1997 Series (Main Street Project Area). In addition to refunding existing bonds and saving the City approximately $167,000 in interest payments, additional proceeds from these bonds may also be used to finance a portion of the City's share of the Intermodal Transportation Facility, parking improvements and meters, property acquisition in the Main Street Redevelopment area, and projects budgeted in the Main Street RDA for FY 1997-98 and FY 1998-99.

DESCRIPTION:

A. Topic: Consideration and adoption of a resolution that does the following: 1) Approves the sale of issuance of Park City Redevelopment Agency Tax Increment Revenue Refunding Bonds, 1997 Series (Main Street Project Area); 2) Establishes the amount, length to maturity, and interest rates of the bonds and; 3) Authorizes the City Manager and Finance Manager to facilitate the closing of the bond issuance which includes executing closing documents and the purchase agreement.

B. Background:

On October 9, 1997, the Redevelopment Agency approved the acquisition of property from Bernice Watts located on Park Avenue. On October 9, 1997, the RDA also adopted a parameters resolution that preliminarily authorized the issuance of Park City Redevelopment Agency Tax Increment Revenue Refunding Bonds, 1997 Series (Main Street Project Area). In addition to refunding existing bonds within the Main Street Project area, the proposed bond issue also creates approximately $1,743,000 in additional funds that could be used for projects such as the Bernice Watts property. Attached is a resolution that finalizes the bond issuance and memorializes the parameters that were adopted by the RDA on October 9, 1997.

As was mentioned on October 9th, staff and the City's Financial Advisor have been working with First Security Bank to "privately place" the bonds. This means that First Security will purchase the bonds for their investment portfolio. Staff has been working with First Security to determine a rate of interest for the bonds. The attached resolution finalizes the interest rate for the bonds. The $167,704 in interest savings and the relatively low cost of issuance have shown that the "privately placed" pricing strategy has been beneficial to the City.

C. Analysis:

The attached Final Bond Resolutions authorize and confirm the sale of bonds as Tax Increment Revenue Refunding Bonds sold through the Redevelopment Agency (RDA). The Final Bond Resolutions set the final issuance amount of the bonds, the interest rate of the bonds, the length to maturity for the Lease Revenue bonds, and designates the eligible projects for the additional funds created by the bond issuance.

1) Size: As of the printing of this report, the total amount of the bond issue is $5,718,204.90 This amount is comprised of the following components:

Refunding of 1991 Bonds	3,873,013.52
Additional Funds (projects)	1,743,000.00
Placement Fee	54,600.00
Financial Advisor	18,000.00
Bond Counsel	23,000.00
Misc. (Title ins.., Trustee, etc)	6,591.38
TOTAL	**5,718,204.90**

Staff will be prepared to answer questions regarding any of the components listed above at the Meeting on Thursday, October 30, 1997.

2) Length to Maturity: The maximum length to maturity cannot exceed 8 years.

3) Interest Rates of the Bond Coupons: The Net Interest Cost (NIC) for the bonds as of Monday, October 27, 1997 was approximately 4.8%.

4) Eligible Projects: Please note that the "additional money" amount changed from approximately $2.1 million to approximately $1,700,000. From an interest rate standpoint, it was advantageous to the City to make its first payment next year, thus reducing the additional money component by approximately $400,000. This means that funds budgeted for FY 1997-98 will not need to go towards bond payments and will be used as intended.

City's share of the Intermodal Transportation Facility: It is possible to fund a portion of the City's match requirement for the Old Town Intermodal Facility if it is located in the Main Street Redevelopment Area.

Parking improvements and meters: Parking improvements in the Main Street area such as China Bridge and Sandridge could be funded with the additional bond proceeds. Bond proceeds could also be used for the purchase of the parking meters, but the Council indicated a preference to use Parking Fund revenues to pay for these purchases.

Property acquisition in the Main Street Redevelopment area: On October 9, 1997, the RDA approved the purchase of the Watts property. Because this property is within the Main Street RDA, bond proceeds can be used for the purchase.

Projects budgeted in the Main Street RDA for FY 1998-99: Currently, tax increment not used to pay off the 1991 bonds is budgeted for capital projects in the Main Street RDA such as Hillside Ave Reconstruction and Old Town Streets. Bond proceeds will need to be used for the 1998-99 projects, or another funding source for those projects will need to be identified.

D. Department Review: The Final Resolution has been reviewed by the City Manager's Office, the Legal Department, and the Administrative Services Department.

ALTERNATIVES:

A. Approve the Request: Adopting the resolutions will approve the sale of bonds and authorize the City Manager and Finance Manager to complete the bond issuance process. If the resolutions are approved, it is anticipated that the bond deal will "close" on November 10, 1997.

B. Deny the Request: Denying the resolutions will cause the bonds to not be sold at the negotiated price contained in the resolution on Thursday. Staff would need to receive direction from the City Council at the time as to how they would like to proceed.

C. Continue the Item: Continuing the item would mean that the resolutions would not be before the City Council again until November 6, 1997. This action would require that the bonds be priced by First Security again, closer to that date.

D. Do Nothing: This would have the same impact as continuing the item.

SIGNIFICANT IMPACTS: Adoption of this resolution will allow the City and the Redevelopment Agency to proceed with the issuance of the bonds in a timely and efficient manner. Swift completion of the bond issuance is needed to take advantage of favorable interest rates and meet the financing needs of the projects.

CONSEQUENCES OF NOT TAKING RECOMMENDED ACTION: Not adopting the resolution will impact the City's ability to issue the RDA bonds and finance the projects.

RECOMMENDATION: Adopt the attached Final Bond Resolutions relating to the issuance of Park City Redevelopment Agency Tax Increment Revenue Refunding Bonds, 1997 Series (Main Street Project Area).

443737.001(PF)

Park City, Utah

October 30, 1997

The Board of Directors of the Redevelopment Agency of Park City, Utah (the "Board"), met in regular public session at the regular meeting place of the Board in Park City, Utah, on October 30, 1997, at the hour of 6:00 p.m., with the following members of the Board being present:

Bradley A. Olch	Chair
Chuck Klingenstein	Boardmember
Roger Harlan	Boardmember
Paul Sincock	Boardmember
Hugh Daniels	Boardmember
Shauna L. Kerr	Boardmember

Also present:

Toby Ross	Executive Director
Tom Bakaly	Treasurer
Janet M. Scott	Secretary

Absent:

After the meeting had been duly called to order and after other matters not pertinent to this matter had been discussed the Chair announced that the meeting had been called for, among other things, the purpose of holding a public hearing with respect to the proposed issuance by the Redevelopment Agency of Park City, Utah (the "Agency") of the Agency's Tax Increment Revenue Refunding Bonds, Series 1997A in the aggregate principal amount of not to exceed $1,760,000 (the "Series 1997A Bonds"). Notice of said public hearing having been given at least 14 days prior to the date hereof (see the attached Exhibit "A".) The Chair then opened the public hearing and invited all present desiring to comment with respect to the issuance of the Series 1997A Bonds to come forward. After each and every person, if any, desiring to comment with respect to the Series 1997A Bonds had been heard and comments submitted in writing, if any, had been reviewed, the public hearing was closed. Thereupon the following Resolution was introduced in written form along with a Certificate of Compliance with Open Meeting Law with respect to this October 30, 1997 meeting, a copy of which is attached hereto as Exhibit "B".

The following resolution was then fully discussed, and pursuant to motion duly made by Boardmember ____________________ and seconded by Boardmember ____________________ was adopted by the following vote:

YEA:

NAY:

The resolution was then signed by the Chair and recorded in the official records of the Redevelopment Agency of Park City, Utah. The Resolution is as follows:

RESOLUTION NO. _____

A RESOLUTION OF THE BOARD OF DIRECTORS (THE "BOARD") OF THE REDEVELOPMENT AGENCY OF PARK CITY, UTAH (THE "AGENCY") AUTHORIZING THE ISSUANCE AND SALE OF (I) THE AGENCY'S TAX INCREMENT REVENUE REFUNDING BONDS, SERIES 1997A (THE "SERIES 1997A BONDS") IN THE AGGREGATE PRINCIPAL AMOUNT OF $1,645,000 PURSUANT TO A SERIES A INDENTURE OF TRUST, BY AND BETWEEN THE AGENCY AND U.S. BANK NATIONAL ASSOCIATION, AS TRUSTEE AND (II) THE AGENCY'S TAX INCREMENT REVENUE AND REFUNDING BONDS, SERIES 1997B (THE "SERIES 1997B BONDS") IN THE AGGREGATE PRINCIPAL AMOUNT OF $3,555,000 PURSUANT TO A SERIES B INDENTURE OF TRUST, BY AND BETWEEN THE AGENCY AND U.S. BANK NATIONAL ASSOCIATION AS TRUSTEE; AND RELATED MATTERS.

WHEREAS, the Agency is a redevelopment agency (a public body, corporate and politic) duly created and established by Park City, Utah (the "City") and authorized to transact business and exercise its powers, all under and pursuant to the Utah Neighborhood Development Act, Title 17A, Chapter 2, Part 12, Utah Code Annotated 1953, as amended (the "Redevelopment Act"), and the powers of the Agency include the power to issue bonds for any of its corporate purposes; and

WHEREAS, a redevelopment plan (the "Redevelopment Plan") for the Agency's Main Street/Swede Alley Project Area (the "Redevelopment Project Area") has heretofore been adopted and approved and all requirements of law for, and precedent to, the adoption and approval of the Redevelopment Plan have been duly complied with; and

WHEREAS, the Agency has previously entered into a Series A Financing Agreement, dated as of June 5, 1991 (the "Series A Financing Agreement"), between the Agency and the Utah Municipal Finance Cooperative ("MFA") to borrow funds from the MFA for the purpose of (i) refunding the Agency's Neighborhood Development Tax Allocation Variable Rate Refunding Bonds, Series 1986A, (ii) funding the Series A Financing Agreement Reserve Account and (iii) paying costs of issuance; and

WHEREAS, pursuant to an Indenture of Trust dated as of August 1, 1989 (the "MFA Indenture"), by and between the MFA and First Security Bank, N.A. (the "MFA Trustee"), the MFA remarketed bonds designated as the MFA's Local Government Revenue Bonds (Pooled Capital Improvement Financing Program), Series June 5, 1991A--Redevelopment Agency of Park City, Utah (Tax Increment Revenue Refunding Obligation) (the "1991A MFA Bonds"), for the purpose of lending the proceeds thereof to the Agency pursuant to the Series A Financing Agreement; and

WHEREAS, in order to achieve a debt service savings and to accomplish other objectives of the Agency, the Agency has determined that it would be in furtherance of its public purposes to issue $1,645,000 of tax increment revenue refunding bonds to be designated "Redevelopment Agency of Park City, Utah Tax Increment Revenue Refunding Bonds, Series 1997A" (the "Series 1997A Bonds") to (i) prepay its payment obligations under the Series A Financing Agreement and thereby effect an advance refunding of the 1991A MFA Bonds and (ii) pay certain costs associated with the issuance of the Series 1997A Bonds; and

WHEREAS, the payment obligations under the Series A Financing Agreement have been incurred for the purpose of refinancing costs of certain of the Agency's redevelopment projects, all of such indebtedness having been originally incurred prior to April 1, 1983; and

WHEREAS, the Agency has previously entered into a Series B Financing Agreement, dated as of June 5, 1991 (the "Series B Financing Agreement", together with the Series A Financing Agreement, the "Financing Agreements"), between the Agency and the MFA to borrow funds from the MFA for the purpose of (i) refunding the Agency's Neighborhood Development Tax Allocation Variable Rate Revenue Bonds, Series 1986B, (ii) funding the Series B Financing Agreement Reserve Account and (iii) paying costs of issuance; and

WHEREAS, pursuant to the MFA Indenture, the MFA remarketed bonds designated as the MFA's Local Government Revenue Bonds (Pooled Capital Improvement Financing Program), Series June 5, 1991B--Redevelopment Agency of Park City, Utah (Tax Increment Revenue Refunding Obligation) (the "1991B MFA Bonds", and together with the 1991A MFA Bonds, the "MFA Bonds"), for the purpose of lending the proceeds thereof to the Agency pursuant to the Series B Financing Agreement; and

WHEREAS, in order to achieve a debt service savings and to accomplish other objectives of the Agency, the Agency has determined that it would be in furtherance of its public purposes to issue $3,555,000 of tax increment revenue and refunding bonds to be designated "Redevelopment Agency of Park City, Utah Tax Increment Revenue and Refunding Bonds, Series 1997B" (the "Series 1997B Bonds", and together with the Series 1997A Bonds, the "Bonds") to (i) prepay its payment obligations under the Series B Financing Agreement and thereby effect an advance refunding of the 1991B MFA Bonds, (ii) finance certain additional redevelopment projects in the Redevelopment Project Area, including without limitation, an intermodal transit facility, acquisition of property and buildings, parking improvements and meters, and road and other public improvements, and other related improvements thereto (the "Project") and (iii) pay certain costs associated with the issuance of the Series 1997B Bonds; and

WHEREAS, the payment obligations under the Series B Financing Agreement have been incurred for the purpose of refinancing costs of certain of the Agency's redevelopment projects, all of such indebtedness having been originally incurred after April 1, 1983; and

WHEREAS, pursuant to the Redevelopment Act and the Utah Refunding Bond Act, Title 11, Chapter 27, Utah Code Annotated 1953, as amended (the "Refunding Bond Act"), the Agency is authorized to issue refunding bonds to refund outstanding obligations issued by the Agency for any of its corporate purposes and to issue bonds for any of its corporate purposes; and

WHEREAS, the Financing Agreements provide that the Agency can prepay the principal component of the Financing Agreements on or after March 1, 1999 at a prepayment price of 102% of the principal amount thereof, plus accrued interest to the date of prepayment upon not less than forty-five days prior written notice (the "Prepayment Notice") to the MFA, the Program Administrator of the MFA (as defined in the Financing Agreements) and the MFA Trustee; and

WHEREAS, the MFA Indenture provides that upon prepayment of the principal component of the Financing Agreements, an equal amount of the respective MFA Bonds shall be redeemed; and

WHEREAS, the Agency desires to provide the Prepayment Notice in accordance with the provisions of the Financing Agreements; and

WHEREAS, the MFA Indenture requires that the MFA Trustee, at the direction of the MFA, give notice of any redemption (the "Redemption Notice") of the MFA Bonds by mail (as provided therein) at least 30 days prior to the Redemption Date (hereinafter defined); and

WHEREAS, the MFA Bonds are subject to redemption at a price of 102% of the principal amount thereof (plus accrued interest) on March 1, 1999 (the "Redemption Date"); and

WHEREAS, the Board desires to authorize the giving of the Prepayment Notice in substantially the form attached hereto as <u>Exhibit "C"</u> and requests the MFA to authorize and direct the MFA Trustee to mail the Redemption Notice with respect to the MFA Bonds at least 30 days prior to the March 1, 1999 Redemption Date; and

WHEREAS, on October 9, 1997, the Agency adopted a resolution (the "Parameters Resolution") authorizing the issuance of the Bonds and directing publication of a Notice of Bonds to be Issued with respect to the Bonds; and

WHEREAS, First Security Bank, N.A. (the "Purchaser") has offered to purchase the Bonds on the terms and conditions set forth in the Bond Purchase Agreement which was before the Board at the time of adoption of this Resolution (the "Bond Purchase Agreement"); and

WHEREAS, in the opinion of the Board, it is in the best interests of the Agency that the offer of the Purchaser for the purchase of the Bonds be accepted and the sale of the Bonds to the Purchaser be ratified and confirmed; and

WHEREAS, the Bonds are to be issued pursuant to the terms of the respective Indentures in substantially the forms which were before the Board at the time of adoption of this Resolution; and

WHEREAS, the Board and U.S. Bank National Association desire to enter into a Series A Escrow Agreement dated as of October 1, 1997 (the "Series A Escrow Agreement") in substantially the form which was before the Board at the time of adoption of this Resolution in order to effect the prepayment of the Agency's payment obligations under the Series A Financing Agreement and the advance refunding of the 1991A MFA Bonds; and

WHEREAS, the Board and U.S. Bank National Association desire to enter into a Series B Escrow Agreement dated as of October 1, 1997 (the "Series B Escrow Agreement" and together with the Series A Escrow Agreement, the "Escrow Agreements") in substantially the form which was before the Board at the time of adoption of this Resolution in order to effect the prepayment of the Agency's payment obligations under the Series B Financing Agreement and the current refunding of the

1991B MFA Bonds; and

WHEREAS, the Bonds will be payable solely from the sources pledged therefor in the respective Indentures.

NOW, THEREFORE, the Board of Directors of the Redevelopment Agency of Park City, Utah does hereby resolve as follows:

Section All terms defined in the foregoing recitals hereto shall have the same meanings when used herein.

Section All action heretofore taken (not inconsistent with the provisions of this Resolution), by the Agency and by the officers of the Agency directed toward the issuance of the Bonds, the prepayment of the principal component of the Agency's payment obligations under the Financing Agreements and the redemption of the MFA Bonds and the financing of the Project are hereby ratified, approved and confirmed.

Section The Board hereby authorizes, approves and directs the prepayment of the principal component of the Agency's payment obligations under the Financing Agreements and the redemption of the MFA Bonds and the financing of the Project all in accordance with the provisions the Indentures. The Indentures in substantially the forms presented to this meeting are in all respects approved, authorized and confirmed. The Chair and Secretary of the Agency are hereby authorized to execute said Indentures in substantially the forms presented at this meeting and with such changes as are authorized by Section 13 hereof.

Section The Agency hereby finds and determines that it is in the best interest of the Agency and of the residents of the City, for the Agency to issue (i) $1,645,000 aggregate principal amount of the Series 1997A Bonds, and (ii) $3,555,000 aggregate principal amount of the Series 1997B Bonds. The Bonds shall bear interest at the rates per annum and shall mature on the dates and be subject to redemption, all as provided in the respective Indentures and as summarized in an exhibit to the Bond Purchase Agreement (approved herein).

Section For the purpose of providing funds to (i) prepay the principal component of the Agency's payment obligations under the Series A Financing Agreement and thereby effect the redemption of the 1991A MFA Bonds and (ii) pay the costs of issuance of the Series 1997A Bonds, the Agency shall issue the Series 1997A Bonds which shall be designated "Redevelopment Agency of Park City, Utah Tax Increment Revenue Refunding Bonds, Series 1997A."

Section For the purpose of providing funds to (i) prepay the principal component of the Agency's payment obligations under the Series B Financing Agreement and thereby effect the redemption of the 1991B MFA Bonds, (ii) finance the Project and (iii) pay the costs of issuance of the Series 1997B Bonds, the Agency shall issue the Series 1997B Bonds which shall be designated "Redevelopment Agency of Park City, Utah Tax Increment Revenue and Refunding Bonds, Series 1997B."

Section The form, terms and provisions of the Bonds and the provisions for the signatures, authentication, payment, registration, transfer, exchange, redemption and number shall be as set forth in the respective Indentures. The Chair and Secretary of the Agency are hereby authorized to execute and seal manually or by facsimile the Bonds and to deliver the Bonds to the Trustee for authentication.

Section The appropriate officials of the Board are hereby authorized to execute and deliver to the Trustee the written order of the Agency for authentication and delivery of the Bonds in accordance with the provisions of the respective Indentures.

Section The Series 1997A Bonds shall be sold to First Security Bank, N.A. (the "Purchaser") at a price of $1,627,727.50 (being the par amount thereof, less a purchaser's fee of $17,272.50) plus accrued interest, if any, to the date of delivery. The Series 1997B Bonds shall be sold to the Purchaser at a price of $3,517,672.50 (being the par amount thereof, less a purchaser's fee of $37,327.50) plus accrued interest, if any, to the date of delivery. The sale of the Bonds to the Purchaser shall be made pursuant to the terms of a Bond Purchase Agreement in substantially the form as was presented to the Board at the meeting where this Resolution was approved. The appropriate officials of the Agency are hereby authorized to execute and deliver the Bond Purchase Agreement with respect to the Bonds for and on behalf of the Agency, in substantially the form as was before the Board at this meeting.

Section The Escrow Deposit Agreements, in substantially the forms as were presented to the Board at this meeting are in all respects authorized, approved, and confirmed. The appropriate officials of the Agency are hereby authorized to execute and deliver the Escrow Agreements for and on behalf of the Agency in substantially the forms as were before this Board at this meeting.

Section The appropriate officers of the Agency are authorized to take all action necessary or reasonably required by the parties to carry out, give effect to and consummate the transactions as contemplated hereby and are authorized to take all action necessary in conformity with the Redevelopment Act and the Refunding Bond Act to accomplish prepayment of the Agency's payment obligations under the Financing Agreements and the redemption of the MFA Bonds and the financing of the Project, as herein described.

Section The Agency elects to prepay the principal component of the Financing Agreements at a prepayment price of 102% of the principal amount of the principal components coming due on and after March 1, 1999. The Agency hereby authorizes and approves the giving of the Prepayment Notice. In connection with such prepayment, the Agency requests the MFA to call the MFA Bonds for redemption on

March 1, 1999 at a redemption price of 102% of the principal amount thereof plus accrued interest to the Redemption Date. The Agency further requests that the MFA instruct the MFA Trustee to give notice of said redemption, as required by the MFA Indenture at least 30 days prior to the Redemption Date.

Section The Chair is hereby authorized to make any alterations, changes, or additions in the Indentures, the Bond Purchase Agreement and the Escrow Agreements herein authorized and approved which may be necessary to finalize the terms of the Bonds, to correct errors or omissions therein, to remove ambiguities therefrom, to conform the same to other provisions of said instruments, to the provisions of this Resolution or any resolution adopted by the Agency, or the provisions of the laws of the State of Utah or the United States. The execution of said documents by the Chair shall conclusively establish the approval of the Agency of any such changes, alterations or additions.

Section Upon their issuance, the Bonds will constitute special limited obligations of the Agency payable solely from and to the extent of incremental tax revenues pledged therefor and other moneys pledged therefor under the respective Indentures. No provision of this Resolution, the Indentures, the Bond Purchase Agreement, the Escrow Agreements nor any other instrument, shall be construed as creating a general obligation of the Agency or the City, or of creating a general obligation of the State of Utah or any political subdivision thereof, nor as incurring or creating a charge upon the general credit of the Agency or the City.

Section The appropriate officials of the Agency are hereby authorized to execute and deliver for and on behalf of the Agency any or all additional certificates, documents and other papers and to perform all other acts they may deem necessary or appropriate in order to implement and carry out the matters authorized in this Resolution and the documents authorized and approved herein.

Section After any of the Bonds are delivered by the Trustee to the Purchaser and upon receipt of payment therefor, this Resolution shall be and remain irrepealable until the principal of, premium, if any, and interest on the Bonds are deemed to have been fully discharged in accordance with the terms and provisions of the respective Indentures.

Section The Secretary of the Agency shall cause a copy of this Resolution to be kept on file in the Agency's offices for public examination during the regular business hours of the Agency.

Section If any provisions of this Resolution should be held invalid, the invalidity of such provisions shall not affect the validity of any of the other provisions of this Resolution.

Section All resolutions of the Agency or parts thereof inconsistent herewith, are hereby repealed to the extent only of such inconsistency. This repealer shall not be construed as reviving any bylaw, order, resolution or ordinance or part thereof.

Section This Resolution shall become effective immediately upon its adoption.

APPROVED AND ADOPTED this 30th day of October, 1997.

REDEVELOPMENT AGENCY OF PARK CITY, UTAH

____

Chair

ATTEST:

____

Secretary

(S E A L)

After the conduct of other business not pertinent to the foregoing, the meeting was, on motion duly made and seconded, adjourned.

Chair

(S E A L)

ATTEST:

Secretary

STATE OF UTAH)
) ss.
COUNTY OF SUMMIT)

I, the undersigned, duly qualified and acting Secretary of the Redevelopment Agency of Park City, Utah (the "Agency") do hereby certify:

1. The foregoing is a true, perfect and complete copy of the record of proceedings of the Board of Directors of the Agency, had and taken at a lawful public meeting of said Board held at the regular meeting place of said Board, in Park City, Utah, on the 30th day of October, 1997, commencing at the hour of 6:00 p.m., as recorded in the regular official book of the proceedings of the Agency kept in the office of the Agency, and said proceedings were duly had and taken as therein shown, and the meeting therein shown was duly held, and the persons therein were present at said meeting as therein shown.

2. All members of the Board of Directors of said Agency were duly notified of said meeting, pursuant to law.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the seal of said Agency this 30th day of October, 1997.

____
Secretary

(S E A L)

EXHIBIT "A"

NOTICE OF PUBLIC HEARING

EXHIBIT "B"

CERTIFICATE OF COMPLIANCE WITH OPEN MEETING LAW

STATE OF UTAH)
) ss.
COUNTY OF SUMMIT)

I, the duly qualified and acting Secretary of the Redevelopment Agency of Park City, Utah (the "Agency") do hereby certify according to the records of the Agency in my official possession, and upon my own knowledge and belief, that in accordance with the requirements of Section 52-4-6, Utah Code Annotated 1953, as amended, I caused to be given not less than twenty-four (24) hours public notice of the agenda, date, time, and place of the October 30, 1997, public meeting held by the Agency as follows:

(a) By causing a Notice, in the form attached hereto as Schedule "1", to be posted at the Agency Offices on or before October __, 1997, a date and time not less than 24 hours prior to the date and time of said meeting; said Notice of Meeting having continuously remained so posted and available for public inspection during the regular office hours of the undersigned until the date and time of said meeting; and

(b) By causing a copy of said Notice, in the form attached hereto as Schedule "1" to be provided on the ___ day of October, 1997, a date and time not less than 24 hours prior to the date and time of said meeting to at least one newspaper of general circulation within the geographic jurisdiction of Park City, Utah or to any other local media correspondent which has requested notification of meetings of the Agency.

In addition, the Notice of 1997 Annual Meeting Schedule for the Board of Directors of the Agency (attached hereto as Schedule "2") was given specifying the date, time and place of the regular meetings of the Agency to be held during the year, by causing said Notice to be posted on ____________ at the principal office of the Agency and by causing a copy of said Notice to be provided to at least one newspaper of general circulation within Park City, Utah on _______________.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the official seal of said Agency this 30th day of October, 1997.

____
Secretary

(S E A L)

SCHEDULE "1"

Notice of Public Meeting
Held on October 30, 1997

SCHEDULE "2"

1997 Annual Meeting Schedule

EXHIBIT "C"

FORM OF PREPAYMENT NOTICE

449722.001(PF)

Park City, Utah

October 30, 1997

A regular meeting of the City Council of Park City, Summit County, Utah was held on the 30th day of October, 1997 at the hour of 6:00 p.m, at the regular meeting place of said City Council at which meeting there were present and answering roll call the following members who constituted a quorum:

Present:

Bradley A. Olch	Mayor
Hugh Daniels	Councilmember
Roger Harlan	Councilmember
Shauna L. Kerr	Councilmember
Chuck Klingenstein	Councilmember
Paul Sincock	Councilmember

Also present:

Toby Ross	City Manager
Tom Bakaly	Treasurer
Janet M. Scott	City Recorder

Absent:

After the meeting had been duly called to order and after other matters not pertinent to this resolution had been discussed, the following Resolution was introduced in written form along with a Certificate of Compliance with Open Meeting Law with respect to this October 30, 1997 meeting, a copy of which is attached hereto as Exhibit "A".

The following resolution was then fully discussed, and pursuant to motion duly made by Councilmember ____________________ and seconded by Councilmember ____________________ was adopted by the following vote:

AYE:

NAY:

The Resolution is as follows:

RESOLUTION NO. ____

A RESOLUTION OF THE CITY COUNCIL OF PARK CITY CONSENTING TO AND APPROVING THE FINANCING BY THE REDEVELOPMENT AGENCY OF PARK CITY, UTAH OF CERTAIN PUBLIC IMPROVEMENTS WITHIN THE MAIN STREET/SWEDE ALLEY PROJECT AREA; DECLARING THAT SUCH IMPROVEMENTS ARE OF BENEFIT TO SAID PROJECT AREA; AND RELATED MATTERS.

WHEREAS, the City Council (the "Council") is the legislative body for Park City, Utah (the "City"), an incorporated city within the State of Utah; and

WHEREAS, the Redevelopment Agency of Park City, Utah (the "Agency") is a redevelopment agency (a public body, corporate and politic) duly created and established by the City and authorized to transact business and exercise its powers, all under and pursuant to the Utah Neighborhood Development Act, Title 17A, Chapter 2, Part 12, Utah Code Annotated 1953, as amended (the "Redevelopment Act") and the powers of such Agency include the power to issue bonds for any of its corporate purposes; and

WHEREAS, a redevelopment plan (the "Redevelopment Plan") for the Agency's Main Street/Swede Alley Project Area (the "Redevelopment Project Area") in the City has heretofore been adopted and approved and all requirements of law for, and precedent to, the adoption and approval of the Redevelopment Plan have been duly complied with; and

WHEREAS, the Board of Directors of the Agency on the date hereof has or is expected to adopt a bond resolution authorizing the issuance of the Agency's Tax Increment Revenue and Refunding Bonds, Series 1997B (the "Series 1997B Bonds"); and

WHEREAS, a portion of the proceeds of the Series 1997B Bonds will be used to finance, in part, certain additional redevelopment projects in the Redevelopment Project Area, including without limitation, an intermodal transit facility, acquisition of property and buildings, parking improvements and meters, and road and other public improvements and other related improvements thereto (the "Public Improvements"); and

WHEREAS, the Council desires to approve the expenditure of moneys available to the Agency (including proceeds of the Series 1997B Bonds) to finance the Public Improvements.

NOW, THEREFORE, the City Council of Park City, Utah does hereby resolve as follows:

Section 1. The Council hereby finds and determines that it is in the best interest of the residents of the City for the Agency to finance, by the issuance of the Series 1997B Bonds, the Public Improvements within the Redevelopment Project Area.

Section 2. The Council hereby consents to the payment by the Agency of the costs of the Public Improvements. The Council declares and determines that the Public Improvements are of benefit to the Redevelopment Project Area.

Section 3. Upon their issuance, the Series 1997B Bonds will constitute special limited obligations of the Agency payable solely from and to the extent of the sources set forth in the Series 1997B Bonds and a Series B Indenture of Trust dated as of October 1, 1997 (the "Indenture") between the Agency and U.S. Bank National Association as trustee. No provision of this Resolution, the Indenture, the Series 1997B Bonds, nor any other instrument, shall be construed as creating a general obligation of the Agency, the City, the State of Utah or any political subdivision thereof, nor as incurring or creating a charge upon the general credit of the Agency or the City.

Section 4. If any provisions of this Resolution should be held invalid, the invalidity of such provisions shall not affect the validity of any of the other provisions of this Resolution.

Section 5. All resolutions of the City or parts thereof inconsistent herewith, are hereby repealed to the extent only of such inconsistency. This repealer shall not be construed as reviving any bylaw, order, resolution or ordinance, or part thereof.

Section 6. This Resolution shall become effective immediately upon its adoption.

ADOPTED AND APPROVED this 30th day of October, 1997.

Mayor

ATTEST:

City Recorder

(S E A L)

After the transaction of other business not pertinent to the foregoing matter, the meeting was on motion duly made, seconded and carried, adjourned.

____
Mayor

ATTEST:

____
City Recorder

(S E A L)

STATE OF UTAH)
: ss.
COUNTY OF SUMMIT)

I, Janet M. Scott, the duly appointed, qualified and acting City Recorder of Park City, Utah, do hereby certify that the above and foregoing is a full, true and correct copy of the record of proceedings had by the City Council of Park City, Utah, at its meeting held on the 30th day of October, 1997, insofar as the same relates to the Redevelopment Agency of Park City, Utah Tax Increment Revenue and Refunding Bonds, Series 1997B, as the same appears of record in my office.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the corporate seal of said City this 30th day of October, 1997.

____
City Recorder

(S E A L)

<u>EXHIBIT "A"</u>

CERTIFICATE OF COMPLIANCE WITH OPEN MEETING LAW

I, Janet M. Scott, the undersigned City Recorder of Park City, Utah (the "City"), do hereby certify, according to the records of the City Council of the City in my official possession, and upon my own knowledge and belief, that in accordance with the requirements of Section 52-4-6(2), Utah Code Annotated 1953, as amended, I gave not less than twenty-four (24) hours public notice of the agenda, date, time, and place of the October 30, 1997, public meeting held by the City Council as follows:

(a) By causing a Notice, in the form attached hereto as <u>Schedule "A"</u>, to be posted at the principal offices at the Park City offices in Park City, Utah on October ___ , 1997 at least twenty-four (24) hours prior to the convening of the meeting, said Notice having continuously remained so posted and available for public inspection until the completion of the meeting; and

(b) By causing a copy of such Notice, in the form attached hereto as <u>Schedule "A"</u>, to be delivered to <u>The Park Record</u> on October ___, 1997, at least twenty-four (24) hours prior to the convening of the meeting.

In addition, the Notice of 1997 Annual Meeting Schedule for the City Council (attached hereto as <u>Schedule "B"</u>) was given specifying the date, time and place of the regular meetings of the City Council to be held during the year, by causing said Notice to be posted on __________________ at the principal office of the City and by causing a copy of said Notice to be provided to at least one newspaper of general circulation within the City on ________________.

IN WITNESS WHEREOF, I have hereunto subscribed my signature and impressed hereon the official seal of the City this 30th day of October, 1997.

____
City Recorder

(S E A L)

SCHEDULE "A"

Notice of Meeting

SCHEDULE "B"

1997 Annual Meeting Notice

PARK CITY
1884

DATE: October 30, 1997
DEPARTMENT: Public Works
AUTHOR: Hope E. Bleecker, Transportation Director Hope 10/27/97
TITLE: Winter Parking Operations
TYPE OF ITEM: Public Hearing

SUMMARY RECOMMENDATIONS: Hold a public heading of proposed winter parking policies for paid parking in the Main Street Core. Approve policies for program length, duration, parking fees, zone size, and employee parking.

A. Topic. Winter Paid Parking: First-Year Objectives and Five Operating Policies

B. Background.

In August 1995, Park City commissioned Wilbur Smith Associates to prepare a parking and transportation study of the Historic Main Street Core. The study goals were to define existing parking deficits and corresponding measures to reduce the deficits. The physical area of study was bounded by Park Avenue on the west, Marsac Avenue on the east, the Town Lift on the north (9TH Street), and Hillside Avenue on the south. The recommendations targeted the mitigation of peak winter seasonal deficits of 300-900 parking spaces, and peak period summer deficits of 100 spaces. The report recommended that the City begin a parking enforcement program, increase transit frequencies into the Main Street Core, design and implement a paid parking system and to construct additional parking. Following public review of the report, the Council directed staff to implement an initial series of recommendations, including increased transit frequency, a parking enforcement program, and revisions to the parking code.

Paid parking is one element in a larger strategy for mobility management which includes recommendations of the Wilbur Smith Study. The ongoing development of the long-range transportation plan which is being conducted by Frederic R. Harris, Inc., builds on the plan developed by Wilbur Smith and will function as a twenty-year master plan for parking, transit, facility construction, circulation and pedestrian improvements. The first-year objectives and operating policies for paid parking are part of a comprehensive program to address travel in Park City. To illustrate the context for the public hearing and discussion scheduled for October 30, 1997, staff has prepared a table that summarizes some of the projects for transit, parking and circulation anticipated for short-range implementation. The table includes projects which were completed during the 1996-97 season, those which are ongoing, and those which are targeted for the 1998-99 season.

TRANSIT	PARKING	CIRCULATION
	PHASE ONE 1996-97 Season	
Increased evening frequency between Prospector and Main Street	Increased parking enforcement focussing on Main Street area	Redesign intersections at Bonanza and Deer Valley Drive & SR 248
Service to Mine Adventure & Silver Lake	Attended parking program in Swede Alley	Traffic calming on Park Avenue
Purchase equipment/start construction new maintenance and storage facility	LMC revision requiring parking or fees for development in excess of 1.5 FAR	Revised signals on Deer Valley at Park Ave & SR 248
	PHASE TWO 1997-98 Season	
Design intermodal facility	Adopt 1st year operating policies; commence pay parking; monitor results	Review traffic calming on Park Avenue & get direction on future projects
Complete construction of new maintenance and storage facility	Construct Phase 1 of Sandridge Parking	Transportation Element of General Plan & and Streets Master Plan
Begin year-round transit service; consider extending service to the Canyons	Design alternatives (5th level or north of China Bridge) for parking in Swede Alley	Commence discussions on SR 248 design & highway jurisdiction
Complete long-range transit plan		Complete long-range circulation plan'
	PHASE THREE 1998-99 Season	
Policy decision on intermodal facility	Construct Phase 2 of Sandridge Parking	Implement traffic calming projects
Begin implementing long-range transit plan	Provide policy direction for parking in Swede Alley	Begin implementing long-range circulation plan
Consider implementing service to SLC/Airport	Adopt 2nd year operating policies; monitor results	

In keeping with their support of the Wilbur Smith recommendations, Council directed staff to design a paid parking program following their return from Aspen, Colorado in May 1996. Public Meetings were held on March 27 and July 31, 1997, where the Council received input and provided direction on a paid parking proposal. Pursuant to the decision to implement a program, the Mayor established an advisory committee on parking to assist staff and the Council with first-year implementation. In accordance with the Wilbur Smith recommendation, the proposal is targeted at maximizing availability of "close-in" spaces for shoppers and workers who are willing to pay a reasonable fee. If public lots which are less proximate to Main Street are free, utilization in these areas should increase, thereby making more space available in the paid lots.

The area proposed for paid parking is the entire length of Main Street, Park Avenue between Heber and the Town Lift, and public lots which are accessed from Swede Alley (except for the third level of China Bridge, which is proposed to be used as a free lot). Thirty-one electronic pay-and-display meters, which were authorized for purchase in July 1997, will be located throughout these areas.

The Mayor's Parking Advisory Committee has reviewed the first-year operating objectives and five critical operating policy areas for the paid system. The Council discussed and took public comment on these items at its meeting of October 16 without providing formal direction. At that time, the Council requested a Public Hearing on the first-year operating objectives and five critical operating policies and asked that staff provide some historical information for those members of the public who may not have followed earlier discussions. The public hearing was scheduled for October 30, the earliest date for which adequate notice was possible. Prior to the public hearing, staff will review the historical and functional context for the paid parking plan.

Those policy areas are:

- **Number of months per year paid parking will remain in effect;**
- **Time Limits of Main Street Core paid parking areas;**
- **Number of spaces in each zone;**
- **Parking rates by zone; and**
- **Employee parking.**

Policies concerning residential parking and lodging permits are being deliberated by the advisory committee and are not items for discussion during this hearing because they will be directly affected by decisions on the items listed above. Staff can provide brief updates on the following items. Many will be reviewed as part of the parking code and will be the subject of an additional public meeting in November.

- **Resident Permit Policies**
- **Lodging Permit Policies**
- **Marketing**
- **Transit/Park and Ride**
- **Parking Fees and Fines**
- **Enforcement, Collection and Adjudication**

C. Analysis.

Based on the Council's prior discussions of paid parking, staff recommends that Council endorse the following objectives for the first year of the paid parking program:

First Year Objectives

a) Manage parking to assure efficient use of the existing parking in the Main Street Core.

- Enhance customer access to businesses during peak periods with strategies such as charging for the more convenient spaces; designating short-term parking, and providing discounts to frequent users.
- Provide low-cost parking for employees in the Main Street Core.
- Encourage motorists (customers and employees) to use alternatives to the single passenger automobile.
- Discourage use of parking in the Main Street Core by people with destinations outside of the area (for example, Silver Lake or Park City Municipal Residents).

b) Monitor and assess the receptiveness of the various user groups to parking rates and regulations and adjust the program accordingly.

c) Design and operate the parking program to generate at least sufficient revenue to pay for program costs including parking enforcement.

d) Mitigate the unintended impacts of paid parking.

- Manage parking in the residential areas surrounding the Main Street Core to assure that limited parking is available to residents and visitors.
- Retain flexibility in the management of parking; authorize administrative adjustments to enforcement, rates, program design and permit requirements.
- Design the initial program for ease of administration and monitoring.
- Develop a comprehensive public information program.
- Monitor any impacts of the parking program on circulation and transit and adjust the program as needed.

These objectives are intended to guide the parking management program in the first year of paid parking. They likely will be modified and expanded in future years to respond to long-term requirements such as incorporating financing strategies to pay for construction of new parking; integrating circulation and transit programs and facilities; and addressing deficiencies in the first year of the program. The Council should hear the recommendations of the Parking Advisory Committee and public comment on the following items and render policy decisions for each element of the plan.

Item 1: Number of Operational Months

Background

The peak seasons in Park City are active slightly less than seven months per year depending on snowfall amounts. The true peak period, during which the 900 space deficit occurs, begins in late December and concludes during the first week of April. Following this period, there is a shoulder season of approximately two and a half months, and another peak summer period which commences in July and extends through Labor Day. Staff does not recommend year-round paid parking during the first year since deficits are not experienced throughout the entire year.

Analysis
The available options for enacting paid parking in the first year are:

1) Five months to include the winter ski season only;
2) Six months inclusive of the winter and the majority of the summer seasons;
3) Nine months of the summer and winter seasons, excluding May and October, and
4) Twelve Months.

Option	***Implications***
5 months Dec 1-April 30	• no parking charges for shoulder and summer visitor • eases into the program • requires varied sign types or sign covers • does not generate sufficient revenues
6 months Dec 15-April 15 July 1-September 1	• no parking charges for shoulder visitors • generates sufficient revenues • ensures efficient peak period summer utilization • requires varied sign types or sign covers
9 months Dec 1 - April 30 June 1-September 30	• no parking charges for the shoulder visitor only • higher revenue generation • requires less guest education • requires varied sign types or sign covers
12 months	• parking charges for all visitors • may become inevitable with future growth • provides the basis for a consistent program • highest revenues

One of Council's goals is to generate enough revenue for the program to break even. A listing of proposed costs and anticipated revenues are presented on the next page. In the initial start-up period, it is very important to balance this goal with the objectives of achieving public acceptance and measuring program performance. Both goals could be appropriately achieved by selecting the six-month option because the choice will allow for a break even revenue balance and will operate long enough to demonstrate the merits of peak season utilization. This is less aggressive in comparison to the nine and twelve-month approaches. Terms of the operation can be altered in subsequent seasons in order to achieve more consistency or higher revenue income. **The 6 month recommendation is supported by the Parking Advisory Committee.**

Item 2: Time Limits

Background
The current time limit on Main Street is two hours which has remained in effect for several years. The present time limits for Zone 2 Swede Alley Spaces are four and twenty-four hours. The four-hour spaces were implemented in 1993. Staff originally recommended a discounted rate of 50 cents with no time limit for the entire area. **The committee has agreed that the program for Main and Swede Pay Zones should be enforced between the hours of 11:00 a.m. and 8:00 p.m.**

Analysis
Efficient paid parking space turnover can be achieved by choosing reasonable rates and by placing restrictions on the amount of time a user is allowed to remain in an area.

Proposed Time Limitation Main St.	***Potential Outcomes***
2-hour	• promotes turnover and improves utilization/fosters perception of available parking spaces • increases parking revenue income • reduces potential shopper browsing time
4-hour	• decreases turnover and utilization unless there is a rate high enough to promote turnover • allows a longer Main Street experience
Proposed Time Limitation on Swede Alley	***Potential Outcomes***
4-hour and 24-hour	• allows short and long-term use • difficult to sign because of parking lot design
24-hour	• allows short-term and long-term use • increases availability • allows affordable long-term customer parking

Main Street Time Limit

The Historic Main Street Merchants' Association requested the Council to consider a 4-hour time limit for the premium spaces on Main Street adjacent to storefronts. The reason for this recommendation was their belief that most parkers desire to park in close proximity to shopping and dining for in excess of 3 hours. Whereas most business owners understand that the 2-hour limit opens up additional access to the street, they repeatedly claim that the enforcement consequences of 2-hour duration limits do not encourage visits to Main Street.

Since retaining the 2-hour limit may be easily achieved if there is a rate differential of 50 cents per hour between Main Street and Swede Alley, staff recommends a 2-hour limit. The Merchant's Association request can be honored to the extent that meter feeding is allowed and the 2-hour limitation remains. Over 70% of all parkers now park for 1.5 hours. It is likely that this percentage will increase with paid parking. **Staff now recommends signing Main Street as a 2-hour parking limit, and allowing meter feeding. The committee concurs with this recommendation.**

Swede Alley Time Limit

Staff's recommendation is to place a time limit on Zone 2 of 24-hours because of the shared use potential and the requirement to accommodate residential permits. The characteristics of the lot are 1) The average duration in the area is 6 hours or more; 2) The area must accommodate resident parking; 3) The alley spaces should accommodate parkers who want to park all day and enjoy shopping amenities; 4) There is little need for motorists other than permanent residents to park overnight. The area frequently functions as a long-term use lot for shoppers and should continue with this pattern after paid parking. Paid parking will achieve some increased space utilization and availability on Main Street because of the rate structure. **Staff's recommendation is to sign the area with 24-hour limits and evaluate the impacts. The committee concurs with this recommendation.**

Item 3: Number of Spaces in Each Zone

Background
In the March 1997 presentation, staff recommended a tiered rate structure in which the premium on street spaces would be most expensive and remote areas located adjacent to the core would be free. Feedback from the Main Street business owners indicates concern for the paid parking plan and its effect on area hiring patterns. For this reason, the recommendations for reserved car-pooling spaces on the first level of the China Bridge Garage and the importance of free spaces in the upper tier, which should be signed accordingly and retained for use by employees and shoppers of the Main Street core.

Analysis
Zone 1 The parking advisory committee and staff concur that 200 spaces on Main Street and Park Avenue between 9TH Street and Heber Avenue should be placed in Zone 1.

Zone 2 All lots with access off of Heber or Swede Alley should be considered a part of Zone 2. However, because of the potential shortage of employee parking, the third level of China Bridge Garage should be an exception, and should be used as free parking in order place some additional parking into the system for employees. If the third level is removed from the pay system, it reduces annual revenue income. However, the program will still break even. There are two options for third level as specified below.

China Bridge Garage Level 3 Options	*Potential Implications*
Place Level 3 in Zone 2 (50 cents per hour)	eliminates confusion to guests increases parking for guests and patrons
Place Level 3 in Zone 3 (free unlimited parking)	provides more parking that can be utilized by employees

If too many employee spaces are set aside, there will be no incentive for employees to use the rideshare program and the Miner's Hospital Lot. Conversely, if there are not enough free spaces, there will be insufficient employee parking and little public acceptance of the program.

Because of the need to create enough employee spaces, staff recommends that China Bridge Levels 3 and 4, as well as the Sandridge Parking Lot, and the North Marsac lot should be free parking. According to previous studies of peak period employee forecasting, this should create enough parking to accommodate 400 employees. In the event that there are frequent complaints from employees, staff could easily implement a permit system which would ensure priority for the employee and free 4 hour limits for other motorists. Until the problem develops, staff recommends retaining these areas as free lots so as to ensure peak utilization and available free guest parking.

Item 4: Parking Rates by Zone

Background
The recommended rate structure follows the principle that the premium on-street spaces are the most expensive ($1) and the Swede Alley spaces are more moderately priced (50 cents). The purpose of this rate structure is to provide Main Street customer access to the prime spaces while allowing "off-Main" parking for longer shopping and dining trips.

Analysis
Market rate and duration should be considered concurrently along with their effect on utilization. Market rates for hourly customer parking for an available sample of peer groups indicates ranges of 25 cents to $1 per hour. Resort areas are more likely to have higher rates and to accommodate longer duration periods than large municipalities. Larger business districts typically encourage low rates with a short term duration in order to accommodate access for large populations with wider varieties of trip purposes which are business related.

Peer Group Respondents

City	*Hourly Rates*	*Employee Discounts*
Aspen, CO	$1 on-street, 75¢ garage	30% in garage
Boise, ID	$0.50	33% in garages
Breckenridge, CO	$1.00	undecided
Chapel Hill, NC	75¢	50%
Charleston, SC	50¢ on-street, 75¢ garages	none
Danbury, CT	25¢	none
Helena, MT	25–50¢	15%
Monterey, CA	25¢ Downtown, $2 Cannery Row	30%, 1½-block walk
Salt Lake City, UT	50¢	30%
Santa Barbara, CA	90-min. free, then $1/hr up to $9	75%, 1-block walk
Santa Fe, NM	75¢	none
Tempe, AZ	75¢	100%, permitted areas

Based on the existing high winter demand, the proposed Park City rate structure will achieve increased utilization in all Zones. The $1 per hour premium fee is within the market rate for resort communities. It can be adjusted in the summer according to winter revenue income and according to recommendations from the advisory committee. **Staff recommends $1 per hour for Main Street and 50 cents per hour for Swede Alley Zone 2 spaces. Zone 3 will be free. The advisory committee concurs with this recommendation.**

Item 5: Employee Parking

Background
As is evident from the preceding table, a variety of approaches to employee parking can be rendered. Three fundamental questions for permit pricing should be answered.

1) Should there be discounted employee parking permits?
2) Should there be designated and permit parking areas for employees?
3) How do the options offered to employees affect the amount of available customer parking?

Analysis
Most resort communities do provide employee discounts and provide for shared utilization among employee lots depending on deficit size and regional transit service availability. Since so many Main Street employees drive to work from Salt Lake City, and other outlying areas, staff has recommended that at least 200 spaces within the system be dedicated to free parking for shared use among employees and shoppers. Until employee demand can be adequately measured, staff does not recommend a system of dedicated spaces for employees in Zone 3.

In the event that employee parking were to become a more serious issue, adjustments would be made mid-season and some of the lots could be reserved as permit parking for employees. An alternative measure would be to implement permits that could be issued for 10-hour employee parking in Zone 3. The employee could pay an administrative cost of $25-$50 for the winter season. This would allow transportation staff to successfully track trip patterns and provide more incentives to enter a rideshare bank so that they would be encouraged to car pool. In the initial term of the parking project, Level 3 of the China Bridge Garage should remain as free parking. If the employee deficit proves to be insignificant, the Level 3 of China Bridge could be turned into paid parking in subsequent seasons.

Since the overall goal of the project is to maximize utilization of the upper lots, it would be preferable to direct employees into the free zone. The lots should not be designated as permit only, as employee peaks occur during the midday hour and cease at times when peak customer use increases at night. Discounts for, and limitations on Lodging and Residential Permits will be recommended by the committee to ensure sound marketing of the program in its first season. The fees for those permits and any other limitations will be designed within the budget constraints of the program.

Within the Zone 2, employees should be able to purchase hang clocks at the recommended local discount rate. The market rate to park for eight hours in Zone 2 per day is $4.00. In the first season, if the average forecasted 84 day use by the employee occurred over a four month period, the market rate for the permit would be $336 over a winter season. A twenty percent discount equates to approximately $265 for the winter season. Staff recommends use of the clock as a simplified mechanism to permit employees willing to pay the market rate. The hang clock ensures value for employees who frequently come and go from Main Street because the cost is only drawn in the event that the clock is turned on. Therefore, they would realize more of a value than a hang tag sold for $265, and could be allowed to cash in remaining time at the end of the season. Additionally, if free parking is available in Zone 2, employees who typically park in Zone 2 would have an alternative to park in Zone 3 without using their in-car meter, thereby "freeing up" customer parking in Zone 2. This system would therefore allow both employees and customers access to the free lots and would maximize utilization among all zones. **Staff's recommendation is to allow free 24 hour parking in Zone 3 and to allow unlimited sales of local hang clocks to all employees and residents at a 20% discounted rate. The committee concurs with this recommendation.**

D. Department Review. This proposal has been reviewed by the City Manager, The Director of Public Works, the Director of Public Affairs, and the Mayor's Advisory Committee on Parking.

ALTERNATIVES:

A. Accept Committee Recommendations.
B. Modify Committee Recommendations.
C. Delay Decision on Implementation of the Program.

SIGNIFICANT IMPACTS:

Accepting the Committee recommendations will establish a policy direction for the winter schedule only. The program would be evaluated throughout the winter season and revised accordingly for the following season. The significant impacts of the recommendations are that utilization in Zone 3 will significantly increase, turnover on Main Street will increase and the new parking developed in the Sandridge lot will be well used. The strategy proposed should generate sufficient revenue to cover the costs of implementation and enforcement. If a decision is reached now, the code can be finalized, and all print work and advertising can proceed. Other tasks which need approval are contracts to purchase supplies and support services in preparation for a January implementation.

CONSEQUENCES OF NOT TAKING THE RECOMMENDED ACTION:

The Committee has carefully considered the recommended terms of the project, recommended zone sizes and corresponding fees, time limitations and employee parking. Any modifications to one or more of the committee recommendations could affect the system as a whole.

Delaying the decision on the First-Year Objectives and Five Operating Policies could delay implementation of paid parking. Delay for additional hearings or to extensively rework some aspect of the policies, would prevent key implementation tasks and divert staff's attention from the complex tasks required for implementation in the early winter. Staff does not recommend a mid or late winter implementation of paid parking because of logistical and public education problems. A summer introduction of paid parking would be preferable if the requested policy decisions are significantly delayed.

A decision to delay would permit a longer public education process and more time to resolve some logistical problems. However, a decision to delay would put back for one year the opportunity to assess pay parking during the peak winter season and would make efficient use of the Sandridge lot very difficult. It could also delay any decision to construct additional structure parking, since the potential of pay parking to generate revenue or encourage efficient use of existing parking would remain untested during periods of peak parking demand.

RECOMMENDATION:

Endorse implementation of committee policies. Approve a six-month operation of paid parking in the initial term. Allow 2 hour time limitations with meter feeding and 24-hour time limits in Zones 2 and 3. Provide levels 3&4, the Sandridge Lot, and the North Marsac Lot for free unregulated parking for both customers and guests. Define and implement performance measures for the program which track revenue, complaints, utilization, turnover and total traffic entering the area. Evaluate comprehensive operation of the program at the end of the winter season and design policy for summer recommended changes.

Attachments:

1. Proposed Six Month Program
2. Notice widely distributed in Old Town...author unknown

Moderate Employee Accommodation - 6 months

Zone	Area	Spaces	30-min.	Metered Rate
1 (182 spaces)	**Main Street**	**164**	**18**	**$1/hr 180 days**
2 (483 spaces)	**Swede**	**163**	**20**	**$.50/hr 180 days**
	Brew Pub	**57**		
	China 1	**82**		
	China 2	**81**		
	Gateway	**40**		
	Flagpole Lot	**40**		
3 (267 spaces)	**China 3**	**82**		**Free**
	China 4	**77**		
	No. Marsac	**43**		
	Hill	**25**		
	Sandridge	**40**		
4 (80 spaces)	**Miner's**	**80**		**Carpool** Reserved

*recommend 20% discount on in-car meters and discount or free carpool/vanpool.

First Year Financial Projection

	1998
1) Estimated Revenue	**$415,000**
2) Projected Program Cost	$286,333
3) Capital Cost ($353,000 10-yrs, 6%)	$47,961
4) Contingency Costs	$20,000
5) Total Projected Costs	**$334,294**
6) Annual Income	**$80,706**

1. ARE YOU An innocent RESIDENT OF PARK CITY, UT.? ✓ yes ○ no

2. DO YOU want to be caught in yet Another tourist TRAP? ○ yes ✓ NO!

IF You're answers Fit those above then you will be interested in the hearing that will occur on October 30th regarding the parking meters on Main street. But it isn't hopeless! There is somethinc YOU CAN DO! LET YOUR VOICE BE HEARD! We can't let them do what so many others have done! We can't let them make us pay to park on our beloved street that we've so happilly parked on for so many years! And we WONT! So be there, be heard, and become someone you can be proud of! So be there 6:00 p.m. on the 30th of October 1997