

STAFF REPORT

TO: Tom Fisher – County Manager
FROM: Matt Jensen – Management Analyst
DATE: April 8, 2015
SUBJECT: Consideration of Transportation Coordination



This staff report reviews the ongoing issue of coordinating transportation solutions in Summit County. The County Council has rightly placed transportation as THE strategic priority moving forward in 2015. In this report, a review is provided on organizational steps the County may take to place emphasis and investment on this strategic need.

IMPORTANCE OF TRANSPORTATION COORDINATION

Transportation coordination is a driving strategic need for Summit County. Several factors reinforce the practical need for effective long-range coordination of transportation. First, population in Summit County is projected to increase by 97% over the next twenty-five years according to the Governor’s Office of Management and Budget. The fastest growing area will be in South Summit County where population is expected to increase 189% during that same time. Second, the resorts continue to develop in an effort to draw more tourists into the area. The combination of Park City Mountain Resort and The Canyons Resort will result in over \$50 million of improvements in 2015 alone. Third, retail and business opportunities continue to expand throughout the County. Combined, these issues present serious transportation planning challenges.

Proposing answers to these issues is not the issue; developing collaborative processes to include impacted stakeholders requires an intense, continuous effort. Case in point, between UDOT, Park City Transit District and Summit County, over \$300 million will be spent on infrastructure and public transit improvements and programs over the next two decades – mainly located in the Snyderville/Park City/US-40 areas. This does not include figures for Transportation Demand Management (TDM) efforts or other worthwhile projects that are in discussion. It is important to consider how the needs of the many stakeholders will be considered during the implementation of these projects and whether the County’s strategic goals will be used as a guiding principle for these projects.

- | Transportation Stakeholders That Impact Summit County |
|--|
| Summit County |
| All Municipalities |
| Park City Transit District |
| UDOT |
| UTA |
| Federal Entities |
| Utah State Legislature |
| School Districts within the County |
| Ski Resorts |
| Salt Lake County |
| Wasatch County |
| Salt Lake County |
| Mountainland Assoc. of Governments |
| Wasatch Front Regional Council |
| Snyderville Basin Recreation Center |
| Mountain Accord |
| Significant Landowners |
| County Residents |

SPECIFIC NEEDS IN TRANSPORTATION COORDINATION

Solving transportation-related issues goes beyond capital infrastructure improvements. While that response seems the most logical answer, studies show that when roads are built or widened, more people choose to drive them and additional land development expands along the transportation corridors. Such solutions run counter to the interests of many of the local stakeholders. Transportation coordination in Summit County must balance effective infrastructure improvements with expanding public transit and reaching out to community members in order to change traditional understanding of transportation through TDM efforts.

To holistically address this approach, the County's needs in transportation coordination efforts can be grouped into three categories; Leadership, Development, and Investment. Aspects of these categories can be summarized in the following bullet points:

LEADERSHIP NEEDS

- **Take an equitable lead on transportation.** Past transportation efforts have relied on other government and private organizations driving transportation solutions. The County should look to take the lead on identifying issues and working toward solutions rather than being seen solely as a revenue source.
- **Foster further collaborative solutions.** As the regional entity, the County is in a key position to build and formalize stakeholder relationships as a resource to develop sound transportation solutions. Agreements such as the Joint Transportation Advisory Board with Park City Transit District are an example of such agreements. Additionally, synergy of efforts should be sought with Wasatch and Salt Lake Counties as they are impacted by changes along common interest transportation corridors.
- **Countywide solution.** Transportation issues extend far beyond the Snyderville Basin/Park City area. South Summit County's continued growth is stressing the existing system. Now is the time to review and extend successes from other parts of the county.

DEVELOPMENT NEEDS

- **Constant awareness/connection with community.** Reaching out to the community on transportation efforts should be a continual effort as strategic plans and projects are developed and implemented. These efforts range from individual contact with businesses and residents to formalized processes such as a citizens advisory committee.
- **Generate, gather and assess innovative, effective ideas.** The total sum of transportation solutions can be daunting. The County must provide a guiding policy threshold for solutions and then push for focused efforts on finding or creating effective solutions that match the approved parameters.
- **Explore Rural Planning Organization (RPO) option.** Under the direction of a Municipal Planning Organization, organizing an RPO may provide additional clout and consideration at State levels when it comes to transportation needs. An RPO would allow the County to access UDOT and MPO resources and provide initial, startup funding from UDOT to assist in developing transportation plans.

INVESTMENT NEEDS

- **Understanding and application of ALL funding sources.** The County should explore all available funding sources for transportation efforts and how each source impacts strategic transportation plans. Federal and state level should be explored. County funding, possibly through bonding efforts and utilizing tax options, should be prioritized for transportation as needed.
- **Focused effort on TDM.** TDM can provide a significant impact on transportation issues as residents and businesses are educated on activities that alleviate traffic during known congestion periods. This requires a definitive investment of County resources and staff time for the development and outreach necessary for such programs.

TRANSPORTATION COORDINATION APPROACHES

As may be noted, several of the County needs listed above involve transitioning transportation coordination efforts from a policy decision making phase into a more active, implementation and outreach effort. This is vital in order to realize the needs of the Council's strategic prioritization of transportation. Organizationally, this emphasis can be approached through the following three options:

Option 1 – Transportation Committee Directed Efforts – The County currently uses a transportation committee composed of representatives from Public Works, Engineering, and Planning. This approach provides a mix of experience and viewpoints to address issues and challenges. However, while extremely capable, the committee does not feature a dedicated transportation expert that can focus discussion and efforts. Additionally, committee members direct departments that do not solely concentrate on transportation. This can lead to potential prioritization conflicts and a lack of time and resources to engage in community engagement efforts.

Option 2 – Directed Contractor/Consultant Involvement – This option would bring in an outside contractor/consultant to provide areas of expertise and analysis per specific County needs. This approach Use of contractors is usually task based initiatives and has a tendency to focus on plan development or initial program setup activities. While this can provide flexibility for the County in deciding when to use these services, it does not generally lend itself to long-term community development issues. A potential detraction from this approach is that contractors/consultants do not have to “live with their solution” and may have a tendency to use cut-and-paste solutions from other communities. Costs for this option are variable based on the task given though generally an hourly rate for such services range between \$100 to \$150 per hour plus expenses. In 2014, the County spent \$156,000 to develop the Snyderville Basin Long Range Transportation Plan.

Option 3 – New Transportation Management Position – Creating a position to focus solely on transportation issues could send a clear message on priorities. The position would realize additional in-house controls and priorities that would not be available for a contractor/consultant relationship. Reporting to the County Manager, this position would act as a bridge between the technical and policy sides of transportation and work to implement directives of the Transportation Committee as approved by Council. A full time position would provide focused implementation of community and stakeholder outreach programs. This approach would mirror what the County has done with placing emphasis on economic development and sustainability matters. Budget impact would be in the \$250,000 to \$300,000 range annually; \$130,000 to cover a management level salary and benefit and the remaining to cover operational needs including consultant operations.

While the committee option 1 is currently in place, Options 2 and 3 would require 10 to 12 weeks in order to review, publish, and interview potential candidates. If one of these two options is chosen, the committee would need to continue with short term objectives while the selection process and initial ramp up periods are completed. Additionally, any new expenses during 2015 would need to come from County contingency funds.

RECOMMENDATION

The County needs to reiterate organizationally how transportation coordination will be handled. The current committee system provides an excellent sounding board for policy review and direction. However, implementation efforts and community engagement could be more focused through a dedicated position. A full-time position would provide an indication of the County’s emphasis on Transportation is of long-term strategic importance and deserves a champion to engage stakeholders in proactive solution development. This investment further provides commitment and consistency that a contractor/consultant’s efforts have difficulty in matching. ***As such, it is recommended to proceed with Option 3 and pursue a new management level position for Transportation Coordination.*** The investment in staff and resources best represent the strategic importance that the Council has placed on the issue.

Sources –

“Easing the Burden”, Surface Transportation Policy Project Washington, DC. (May 2001).

Governor’s Office of Management & Budget; <http://gomb.utah.gov/budget-policy/demographic-economic-analysis/>

Six-Year Capital Investment Plan, 2015-2020, Summit County (December 2014)

Snyderville Basin Long Range Transportation Plan, Fehr & Peers (January 2015).

Utah’s Unified Transportation Plan, 2011-2040



Summit County Aerial Weed Spray Program

The Utah Noxious Weed Control Act was established to provide a means to control destructive noxious weeds. Each county in Utah is required to submit an "Annual Progress Report of County Noxious Weed Control Program" to the Commissioner of Agriculture and Food by January 15th of each year, covering the activities of the previous calendar year. Some of the activities included in the report are Summit County services to aid private homeowners in complying and controlling invasive noxious weed growth that knows no boundaries.

- The Summit County aerial weed spray cost-share program is an effective way to combat the spread of noxious weeds. It also saves money that would otherwise be spent on a drawn-out, costly enforcement process.
- Furthermore, the county receives grant funds from the Department of Agriculture that help offset other weed abatement issues, freeing up more County funds to go towards this effective program.
- In 2014, aerial spraying cost \$40,000. The county received \$24,000 in revenue from property owners paying for the herbicide sprayed (net-zero cost).
- This cost is less than 1% of the Public Works budget yet yields effective results.
- The aerial spray program enables Summit County residents to effectively manage hard to reach landscapes and ward off the spread of noxious weeds on inter-facing public lands.
- The rate of spread of noxious weeds in the western United States is estimated to be 4600 acres per day.
- Many of the noxious weeds in Summit County (Musk Thistle, Scotch Thistle, Leafy spurge, spotted knapweed, etc.) are among the most aggressive and quick spreading weeds.
- Controlling noxious weeds has been compared to controlling wildfire. In a wildfire, the outlying "hot spots" need to be found and extinguished early to prevent expansion and a loss of control.
- Currently, the County offers weed sprayer usage free to the public to combat noxious weed invasion.
- We believe all our of programs to combat noxious weed growth in Summit County are effective ways to keep this issue under control, keep agriculture alive, and public lands free of invasions that would otherwise effect our recreation and local economies.

Frequently ask questions from the Wildland Urban Interface Code

Question: Are structures less than 1000 square feet located in the wildland-urban interface exempt from permits and other codes.

Answer: No; if a structure would normally require a permit it would still require a permit. The exception given from the requirements of the wildland-urban interface code is only applicable to the wildland-urban interface code. All other applicable codes standards and ordinances still apply.

Question: What should we designate as the Wildland-Urban Interface?

Answer: The following definitions are found in the Utah Administrative Code and NWCG.

R652-122-200(2) Minimum Standards for Wildland Fire Ordinance.

(p) ...Wildland Urban Interface ... definition "The line, area or zone where structures or other human development (including critical infrastructure that if destroyed would result in hardship to communities) meet or intermingle with undeveloped wildland or vegetative fuel."

(r) ..."The legislative body shall declare the urban-wildland interface areas within the jurisdiction. The urban-wildland interface areas shall be based on the maps created through Section 302."

*Note: Wildland-urban interface and urban-wildland interface are used interchangeably in the state rule.

National Wildfire Coordinating Group (NWCG), Glossary of Wildland Fire Terminology

Wildland Urban Interface (WUI)

The line, area, or zone where structures and other human development meet or intermingle with undeveloped wildland or vegetative fuels. Describes an area within or adjacent to private and public property where mitigation actions can prevent damage or loss from wildfire.

It is clear by these definitions that each individual jurisdiction has the authority to determine what constitutes wildland-urban interface in their jurisdiction. It is not the intent of this code to designate the entire unincorporated county, or other jurisdiction, as wildland-urban interface. Jurisdictions should designate areas as wildland-urban interface where a wild fire would significantly impact: water shed; the economy of the jurisdiction; and where the natural beauty of the area would be severely impacted or destroyed by a wild fire. Areas in close proximity to National or State Forest, or other forested areas may also be considered as part of the wildland-urban interface. Areas where fire is a regular part of the eco system, (areas that burn almost annually) and areas where a fire would have little impact on the community, and would not impact the economy or water shed should not be considered part of the wildland-urban interface.

Subdivisions developed adjacent to wildland, with access to a municipal type water supply and where paved roads would normally be required, should be built following the jurisdictions development code, complying with common requirements for fire flow and fire apparatus access, and adding the requirements for defensible space.

Question: What is the definition of, and who has the authority to define, what is an all-weather surface for a road? (Section 403.3)

Answer: Section 104.1 of the International Fire Code, 2012 edition, states that: the fire code official...shall have the authority to render interpretation of the code. Section 102.1 of the Utah Wildland-Urban Interface Code states: The code official shall have the power to render interpretations of this code... This being said, it is up to the individual jurisdiction to decide what constitutes an all-weather surface. For example; what constitutes an all-weather surface in Salt Lake City and what constitutes an all-weather surface in Duck Creek may be very different things.

One of the changes being recommended to the Wildland-Urban Interface code is to remove the term “all weather” and replace it with “approved “. Many of the roads in the wildland areas are not intended to be open for much of the year. Constructing these roads to be plowed when it is never the intention to plow them is an unnecessary expense and serves no purpose. Furthermore, many cabins are built in areas where we would never take a structural firefighting apparatus that can be easily accessed by wildland firefighting apparatus. It is the intent to have roads designed and built to accommodate the apparatus that will be responding to fight the fire. Approved means: acceptable to the authority having jurisdiction.

Section 103.2 of the Utah Wildland-Urban Interface code is a tool that the authority having jurisdiction may use to determine if a road is acceptable or not, and should not be used in all cases. For instance: A road that is used regularly to access wildland areas, has areas for vehicles to pass and has a solid surface would not require engineering. Another example is a road that has been used many times as a fire apparatus access road and has been proven to be adequate, would not require engineering.

Question: What is the water supply requirement for structures in the wildland-urban interface?

Answer: Section 402.2.2 of the Utah Wildland-Urban Interface Code requires a conforming water supply to be provided for new structures constructed or moved into the wildland-Urban interface. Section 404.1 specifies that an approved water source shall have an adequate water supply for the use of the fire protection service...

Section 404.5 Adequate water supply. Adequate water supply shall be determined for purposes of initial attack and flame front control by the local Jurisdiction. NFPA 1142 may be used as a reference.

The statement in section 404.5 “shall be determined...by the local jurisdiction” gives each jurisdiction the ability to set water supply requirements based on their individual needs. The Utah Wildland-Urban Interface code does not set any water supply, or fire flow, requirements. Some jurisdictions may require full fire flow based on appendix B of the International Fire Code, other jurisdictions may not have any requirements for onsite water supply in the more remote areas of the county and rely solely on the water carried to the fire scene by the fire department. This is left to the sole discretion of the local jurisdiction.

The statement in section 404.5 “NFPA 1142 may be used as a reference”. NFPA 1142 is not adopted as part of this code and should not be enforced by the local jurisdiction unless it has been specifically adopted by the jurisdiction as part of their wildland-urban interface code. As written, NFPA 1142 may be used by a developer/owner as a guide to assist them in meeting the intent of the Utah Wildland-Urban Interface Code.

Question: If a jurisdiction allows the use of NFPA 1142, what is the difference between water supply for structures without exposure hazards and structures with exposure hazards?

Answer:

First, NFPA 1142 defines Exposure hazards as: A structure within 50 ft. of another building and 100 square feet or larger in area.

Examples:

The minimum water supply requirement for structures **without** exposure hazards shall not be less than 2000 gallons, remember this is a minimum(Section 4.2.2). A 2500 square foot, single family dwelling with 8 foot ceilings would require 2857 gallons of water supply using the formula shown in NFPA 1142 section 4.2.1.

The minimum water supply requirement for structures **with** exposure hazards shall not be less than 3000 gallons, remember this also is a minimum (Section 4.3.2). A 2500 square foot, single family dwelling with 8 foot ceilings would require 1.5×2857 gallons= 4286 gallons of water supply using the formula shown in NFPA 1142 section 4.3.1.

As you can see it is difficult to set one water supply requirement, using NFPA 1142, for the entire wildland-urban interface in your jurisdiction. You can also see that increased square footage and ceiling height will increase the required water supply. One way to approach this is to calculate the maximum size structure that could be built, based on the maximum amount of water your fire department can provide at the scene. Once this is established you can set that size structure as the maximum that can be built in the wildland-urban interface with a conforming water supply. The owner/developer would still have the options of providing some other water supply, or build the structure as a nonconforming structure.

*Note: On site reservoirs and cisterns have not proven effective in Utah. As a general rule our crews are not trained on them and don't look for them on scene. It has also proven difficult to ensure the maintenance of the water level and FDC. A jurisdiction should give serious consideration before allowing these as an acceptable water supply.

Question: What is meant by "Defensible Space"?

Answer: Both the 2006 Utah Wildland-Urban Interface Code and the 2015 International Wildland-Urban Interface Code define Defensible Space as: "An area either natural or man-made, where material capable of allowing a fire to spread unchecked has been treated, cleared or modified to slow the rate and intensity of an advancing wildfire and to create an area for fire suppression operations to occur."

Defensible space is not:

1. A clear cut around your structure
2. A fire break around a structure
3. The devastation of the forest
4. The removal of all vegetation

The Department of Natural Resources has assigned a Fire Warden to each county as a resource in wild fire related issues. These fire wardens can assist the counties with any wild fire question.

FIRE PROTECTION WITHIN DESIGNATED URBAN WILDLAND

4-5-1: ADOPTION OF MINIMUM STANDARDS:

4-5-2: AREAS DESIGNATED:

4-5-3: ADMINISTRATION AND ENFORCEMENT:

4-5-1: ADOPTION OF MINIMUM STANDARDS:

The county hereby adopts the ~~international urban wildland interface code~~ 2006 Utah Wildland-Urban Interface Code, published by the International Code Council, with the following amendments: ~~identified in R652-122 of the Utah administrative code, as currently set forth or as amended in the future by the division of forestry, fire and state lands, unless specifically excepted by amendment to this section. (Ord. 06-246, 8-28-2006)~~

Chapter 1

Section 101.1 Scope

Exceptions:

1. A structure that is no more than 1,000 square feet, with the required defensible space and without reasonable access to a municipal, or similar, water system.
2. A structure that originally did not exceed 1,000 Square feet, when adding an addition of 25% or less to the total square footage.

Chapter 2 Definitions

Approved. Acceptable to the building official, fire official, or authority having jurisdiction.

Approval by the code official as the result of review, investigation or tests conducted by the code official or by reason of accepted principles or tests by national authorities, or technical or scientific organizations.

Chapter 4

Section 402.2 Individual structures

402.2.1 Access. Individual structures hereafter constructed or relocated into or with-in the wildland urban interface areas shall be provided with approved fire apparatus access roads in accordance with the International Fire Code and driveways in accordance with section 403.2. ...

402.2.2 Water Supply

Exception:

2. ~~Buildings containing only private garages, carports, sheds and agricultural buildings with a floor area of no more than 600 square feet.~~ A structure that is no more than 1,000 square feet, with the required defensible space and without reasonable access to a municipal, or similar, water system.
3. A structure that originally did not exceed 1,000 Square feet, when adding an addition of 25% or less to the total square footage.

Section 403.2 Driveways

Exceptions:

1. New structures and additions to existing structures on existing approved driveways.
2. Approved driveways through easements less than the required driveway width.

Section 403.3 Fire apparatus access roads. When required, fire apparatus access roads shall be all-weather approved roads with...

Exceptions:

1. Fire apparatus access roads on federal and state land.
2. Fire apparatus access roads through easements less than the required road width
3. Existing fire apparatus access roads.

FIRE PROTECTION WITHIN DESIGNATED URBAN WILDLAND

This ordinance can be made by the county without any action from the state. These changes have been approved by the State Forester. Counties have the authority to adopt all of these changes, some of them or none of them. It is our recommendation to adopt this as written.

4-5-1: ADOPTION OF MINIMUM STANDARDS:

4-5-2: AREAS DESIGNATED:

4-5-3: ADMINISTRATION AND ENFORCEMENT:

The 4-5- numbering for this ordinance is common in at least some of our counties. Each county will need to check their ordinance for correct numbering.

4-5-1: ADOPTION OF MINIMUM STANDARDS:

The county hereby adopts the ~~international urban wildland interface code~~ 2006 Utah Wildland-Urban Interface Code, published by the International Code Council, with the following amendments: ~~identified in R652-122 of the Utah administrative code, as currently set forth or as amended in the future by the division of forestry, fire and state lands, unless specifically excepted by amendment to this section. (Ord. 06-246, 8-28-2006)~~

4-5-1 is not a change, it is a clarification. Rather than referencing the State Rule we are referencing the actual document that an owner or developer may obtain to direct them in the construction of structures in the wildland-urban interface.

Chapter 1

Section 101.1 Scope

Exceptions:

1. A structure that is no more than 1,000 square feet, with the required defensible space and without reasonable access to a municipal, or similar, water system.

One of the issues that have been specifically noted as a problem with the WUI code is that it is overly restrictive to the construction of small structures like a line shack a rancher may use during the lambing or calving seasons. This language was taken from the legislation that passed concerning exempting small fruit stands from all of the code requirements. If municipal services like are available this exception would not apply. It should also be noted that if this exception is granted, a defensible space around the structure is still required.

2. A structure that originally did not exceed 1,000 Square feet, when adding an addition of 25% or less to the total square footage.

This exception is written to allow someone adding a small addition to a cabin, a bedroom and a bath, to make that addition and not be required to meet all of the requirements of the WUI code.

Chapter 2 Definitions

Approved. Acceptable to the building official, fire official, or authority having jurisdiction.

~~Approval by the code official as the result of review, investigation or tests conducted by the code official or by reason of accepted principles or tests by national authorities, or technical or scientific organizations.~~

This definition is easier to understand and more closely matches the same definition in the Building and Fire code. Approved means: acceptable to the local jurisdiction, the county.

Chapter 4

Section 402.2 Individual structures

402.2.1 Access. Individual structures hereafter constructed or relocated into or with-in the wildland urban interface areas shall be provided with approved fire apparatus access roads ~~in accordance with the International Fire Code~~ and driveways in accordance with section 403.2. ...

Access has been one of the key issues with the WUI code. In the WUI, IBC and IFC access road are required to be constructed with an “all-weather surface”. As much of the wildland-urban interface is under snow for much of the year this requirement does not always make sense. Roads that have existed for years and have functioned as access roads for many fires can be approved by the county as approved fire apparatus access roads. The idea that every road needs to be paved and constructed to accommodate structural firefighting apparatus is not the intent of the WUI code. Roads should be constructed to accommodate the equipment that you would expect to respond to a fire in that area. If a responding agency would only be expected to respond with wildland equipment then the road should only be constructed to accommodate wildland equipment. Many of our existing dirt roads should be considered approved roads.

402.2.2 Water Supply

Exception:

- ~~Buildings containing only private garages, carports, sheds and agricultural buildings with a floor area of no more than 600 square feet.~~ A structure that is no more than 1,000 square feet, with the required defensible space and without reasonable access to a municipal, or similar, water system.
- A structure that originally did not exceed 1,000 Square feet, when adding an addition of 25% or less to the total square footage.

These are the same exceptions already addressed in section 101.1

Section 403.2 Driveways

Exceptions:

1. New structures and additions to existing structures on existing approved driveways.
2. Approved driveways through easements less than the required driveway width.

This is similar to the access road issue. Driveways generally serve up to 5 structures. So if someone is building a cabin on a driveway that already serves four cabins they would not be subject to the access requirements of the WUI code. Also some easements are not wide enough to accommodate the requirements of the WUI code. In these instances the driveway would be constructed as wide as is reasonable through the existing easement.

Section 403.3 Fire apparatus access roads. When required, fire apparatus access roads shall be all-~~weather~~ approved roads with...

Exceptions:

1. Fire apparatus access roads on federal and state land.
2. Fire apparatus access roads through easements less than the required road width
3. Existing fire apparatus access roads.

Again we are deleting the term "all-weather surface" and replacing it with the term "approved". It is the local jurisdiction; in this case the county that determines what is an approved road for the area being considered. The three exceptions are either areas where someone building a cabin does not have the authority to alter the road or where the county has already determined that the existing road is acceptable.



EMERGENCY MANAGEMENT

Wildland Fire & Emergency Management Overview

Presentation to Summit County Council 04/15/15

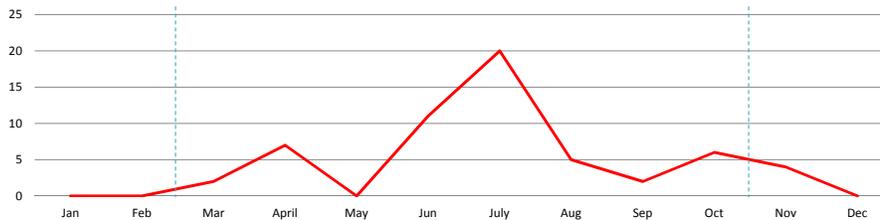
Key Points

- Fire Danger is projected to be **HIGH to EXTREME**
- Fire Season is **MARCH** through **OCTOBER**
- Response Agencies are **PREPARED**
- Resources & Training are **CRITICAL**
- Hot Spots include
 - Chalk Creek
 - Echo Canyon
 - Weber Canyon
 - Agricultural Lands

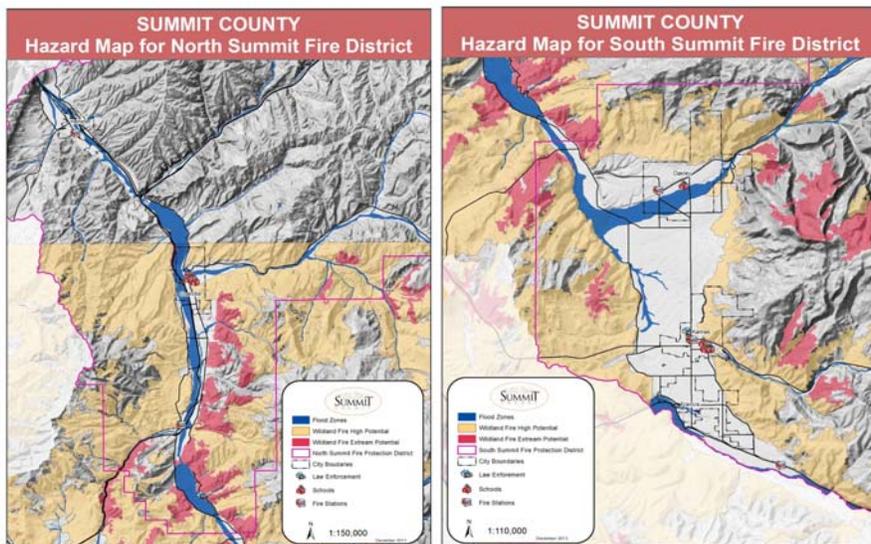
Summit County Fire Season

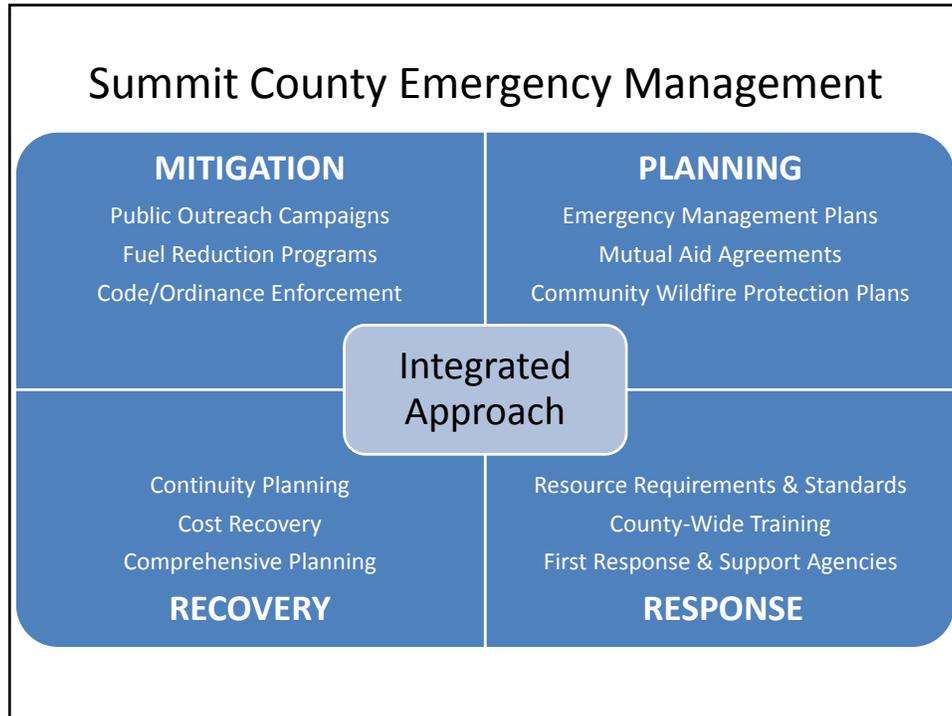


Summit County Wildland Fire Activity - 2014



Summit County Wildland Urban Interface Areas





2015 Legislation - SB 56

Requires the director of the Division of Forestry, Fire, and State Lands to:

- coordinate a state-wide wildland fire policy;
- report to the *Natural Resources, Agriculture and Environment Interim Committee* on a state-wide wildland fire policy;
- describes goals of a state-wide catastrophic wildfire reduction strategy;
- use funds to promote wildfire prevention, wildfire mitigation, and wildfire preparedness.

- AMENDS
 - [65A-8-103](#), as last amended by Laws of Utah 2011, Chapter 342
- ENACTS
 - [65A-8-103.5](#), Utah Code Annotated 1953

Emergency Management Next Steps

- **HAZARD PRIORITIES**
 - Wildland Fire: Fire Danger Forecast due early **May**
- **BUILD**
 - Integrated approach to Emergency Management
 - Hazard specific planning
 - Robust network of internal and external stakeholders
- **FOCUS**
 - Priority support to FIRST RESPONSE & related agencies
 - Training, resources, outreach and preparedness
- **EXPAND**
 - Community preparedness planning & mitigation
 - Mutual Aid Agreements
 - Level of preparedness throughout Summit County

Thank You

KAMAS LIBRARY COMMITTEE

Summit County Library Board

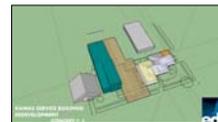


Building Right
To Serve Our
Residents

March 19, 2015

History

- Summit County Services Building Feasibility and Needs Assessment
 - EDA Architects Inc.
 - August 22, 2014 – 4 concepts
- 5 page document created by EDA
 - Visualization aide to accompany Budget Request to County Council
 - November 6, 2014



Current Situation

- South Summit Service Area Population
 - 2010 Census 6,692
 - 2014 Estimate 7,950
 - 2034 Projection 10,498
- Kamas Library
 - Smallest Library in the County 2,063 sq. ft.
 - *Coalville (3,500), Kimball Junction (12,867)*
 - Circulation (2013) 80,608
 - *Coalville (53,618), Kimball Junction (219,810)*
 - 39.1 circ/sq. ft.
 - *Coalville (15.3), Kimball Junction (17.1)*
 - 0.31 sq. ft. per person
 - *Coalville (1.1), Kimball Junction (0.71)*
 - American Library Association Guidance = 1.0-1.75 sq. ft. per person

**Kamas is the Busiest Library in the County
Per Square Foot**

Proposed New Kamas Library



**A New 11,000 sq. ft. Kamas Library Will Satisfy
Community Needs and Accommodate Future Growth**

Committee Approach

- Review Staff Input and National/State Guidance
- Collect Resident Input
- Meld Into Preliminary Summit County Plans

Our goal is to provide the appropriate/needed library to our residents

Staff and National/State Guidance

- When building a new library, do not build the best library of the previous century.
- Create an environment that facilitates new patterns of interaction, learning, and accessing information.
- Provide sufficient flexibility to accommodate changes that inevitably will come.

UpClose: Designing 21st-Century Libraries | Library by Design

By Peter Gisolfi on June 16, 2014

Features For Consideration

- An informal community cultural center, and a model for sustainable practices
- Transparency among spaces so patrons can be seen and more easily served
- Reading spaces interspersed with the various collections
- Larger and more varied spaces for children and teens
- Community, meeting, and activity rooms of varied sizes
- Daylight in all areas with connections to outdoor spaces
- Wireless internet throughout, and spaces devoted to computers and internet instruction and online research
- Automated systems and increased staff efficiency
- Digital card catalogs throughout library

UpClose: Designing 21st-Century Libraries | Library by Design

By Peter Gisolfi on June 16, 2014

What our patrons said – Survey conducted Jan-Feb 2015 – 281 responses

“More space to sit and large tables to work from.”

“More & private computers, private workspace, more audiobooks.”



“Bigger - More book selection!”

“Quiet space.”

“I love the idea of drive thru return!”

“Larger book selection.”

What our patrons said....



"A whole separate building."



"Modernization that is up with the times."



"Community gathering space. People in Kamas like to see their neighbors at the library and chat a bit."

"Gathering place for community events like small concerts and movies."



What our patrons said....

"A more inviting kid space."

"Lovely spaces for everyone to enjoy books, especially children and teenagers. I feel that teenagers need more focus in our community."

"When I help my kids browse for their books, I worry that we are disturbing patrons who are there studying and reading. I always feel like I need to rush in order to avoid ruining their library experience."



Our Methodology – Needed Features

Staff Recommends	Preliminary Plans	Patron Survey Feb. 2015	National/State Guidance	
Separate Children & Teen Areas – Larger and more varied spaces	Separate Children & Teen Areas	93% would like separate Children & Teen Areas	“Design your building to be easy for parents and caregivers to use by making the spaces interesting for children and offering both caregivers and children a place to rest the body, soul, and mind. Include comfort rooms where children can calm down, or nursing mothers can have a quiet, private space.” -Library Journal, 2012	 
 				

Staff Recommends	Preliminary Plans	Patron Survey Feb. 2015	National/State Guidance	
Adult Seating & Quiet Reading Room Away From Children’s Area	Adult Seating Only	54% Would Utilize a Quiet Reading Room	“Locate quiet reading areas away from the fray.” -Library Journal, 2011	
Outdoor Space - Comfortable Seating & Possible Programming Area	Not included	43% Somewhat or Very Likely to Use Comfortable Seating Outside	“Connecting to outdoor space is an emerging trend.” -Library Journal, 2014	

Staff Recommends	Preliminary Plans	Patron Survey Feb. 2015	National/State Guidance	
At least 3 Study Rooms	2 Small Study Rooms and 1 Group Study Room	43% Somewhat or Very Likely to use a Study Room	76% of Americans ages 16+ say quiet study spaces for adults and children at the library are "very important." -Library Services in the Digital Age, 2013 The Pew Research Center's Internet & American Life Project	 
8-10 Public Computers for Adults/Teens A space devoted to computer and Internet instruction and online research 2-4 Early Literacy Stations in Children's area	Not specified	27% Who Visit the Library Use the Public Computers – T-3rd highest reason	State Benchmarks 2014 – Libraries serving under 50K # Internet Terminals 70 th percentile = 82 50 th percentile = 48 lowest 10 th % = 15 The Summit County Library currently has only 20 total terminals between 3 branches (6 in Kamas)	

Staff Recommends	Preliminary Plans	Patron Survey Feb. 2015	National/State Guidance	
Drive-Thru Book Return	Included	79% Somewhat or Very Likely to Use a Drive-Thru Book Return	Installed at the KJ Branch in 2014 due to request from patrons Summit County harsh winters	
Community Room that can seat at least 100 – include partition(s) to make the room versatile for different programs	Included, but not sure of the exact size	27% Who Visit the Library come for Story Time T-3rd highest reason Current space – 436 sq. feet	63% of Americans ages 16+ say free events/activities at the library are "very important." 49% say free public meeting spaces are "very important." -Library Services in the Digital Age, 2013 The Pew Research Center's Internet & American Life Project	

Summary & Path Forward

Staff, Community, and National/State Guidance are aligned to support a new 11,000 sq. ft. Kamas Library

- Committee report to Summit County Council
- Dan Compton and Kate Mapp to work with County Planning Staff on Layout Optimization
- Propose Dan Compton and Alex Peterson be liaisons for continued planning effort

A Library Facility to Benefit County Residents that Meets Future National/State Guidance



MEMORANDUM:

Date: April 15, 2015

To: Council Members

From: Tom Fisher

Re: Recommendation to appoint members to the Summit County Library Board of Directors

Advice and consent of County Manager's recommendation to reappoint Mickey Adams Grames and Vic Jackson, and to appoint Stacy Kueser, to the Summit County Library Board of Directors. Mickey, Vic and Stacy's terms of service to expire February 28, 2019.



MEMORANDUM:

Date: April 15, 2015
To: Council Members
From: Annette Singleton
Re: South Summit Cemetery Maintenance District

Jack Marchant has served on the South Summit Cemetery Maintenance District for over 14 years; he resigned as of March 31, 2015. Council recently interviewed applicants for a separate vacancy on the South Summit Cemetery Maintenance District. It was agreed that Council would like to:

Appoint Jack Clegg to serve as the Subdistrict 3, Peoa/Oakley area representative on the South Summit Cemetery Maintenance District. Jack Clegg's term to expire December 31, 2018.

MINUTES

SUMMIT COUNTY
BOARD OF COUNTY COUNCIL
MONDAY, MARCH 2, 2015
SHELDON RICHINS BUILDING
PARK CITY, UTAH

PRESENT:

Kim Carson, *Council Chair*

Roger Armstrong, *Council Vice-Chair*

Chris Robinson, *Council Member*

David Ure, *Council Member*

Claudia McMullin, *Council Member*

Tom Fisher, *Manager*

Anita Lewis, *Assistant Manager*

Kent Jones, *Clerk*

Chair Carson called the Council to order at 8:30am.

**WORK SESSION – REVIEW OF MISSION STATEMENT, STRATEGIC ISSUES
REPORT, AND COUNCIL LEADERSHIP PRIORITIES**

The Council and County Manager met to discuss and review their Mission Statement, strategic issues and priorities for the coming year. Pam Gardiol facilitated the discussion and helped create lists of short term and long term goals. The vision discussion included a strong fiscal foundation, planning and collaboration, multi-modal transportation, economic vitality and diversity, environmental stewardship, and an engaged and well informed citizenry as the continuing and important topics to be moved forward.

The Council dismissed for lunch at noon.

The Council reconvened at 1:10 p.m.

CONTINUED WORK SESSION

The work session continued after lunch with Elected Officials and Management Team department heads. The vision and goals were presented and discussed by all.

No action was taken or motions made. The Council adjourned at 2:35 p.m.

Kim Carson, Council Chair

Kent Jones, Clerk

MINUTES

SUMMIT COUNTY
BOARD OF COUNTY COUNCIL
WEDNESDAY, MARCH 25, 2015
SHELDON RICHINS BUILDING
PARK CITY, UTAH

PRESENT:

Kim Carson, *Council Chair*
Roger Armstrong, *Council Vice Chair*
Claudia McMullin, *Council Member*
Chris Robinson, *Council Member*
David Ure, *Council Member*

Tom Fisher, *Manager*
Anita Lewis, *Assistant Manager*
Robert Hilder, *Attorney*
David Thomas, *Deputy Attorney*
Kent Jones, *Clerk*
Karen McLaws, *Secretary*

WORK SESSION

Chair Carson called the work session to order at 2:40 p.m.

- **Interview applicants for vacancies on the Eastern Summit County Planning Commission**

The Council Members interviewed Sam Baptista, Carrie Boyer, Marvin Jensen, Walter Brock, Gene Dunlap, Jon Hellender, Josh Sargent (by telephone), and Brendon Longley for a position on the Eastern Summit County Planning Commission. Questions included why the candidates want to serve on the Planning Commission, how well they know the area, what they understand about zoning for what currently exists, why they want to serve at this time, whether they have the time to serve, their opinion of what is currently happening on the Planning Commission, how their background would help the Planning Commission, their opinion of what the Planning Commission is proposing for the highway corridor, why the value of property is important, the greatest challenges Eastern Summit County faces, what skills they would bring to the Planning Commission, if they would be willing to serve on other boards or committees, how they would balance private property rights with the rights of the surrounding community to maintain order and protect natural resources, their thoughts about the direction of the current Eastern Summit County Development Code amendments.

CLOSED SESSION

Council Member Robinson made a motion to convene in closed session to discuss personnel. The motion was seconded by Council Member Robinson and passed unanimously, 5 to 0.

The Summit County Council met in closed session for the purpose of discussing personnel from 4:25 p.m. to 4:35 p.m. Those in attendance were:

Kim Carson, *Council Chair*

Roger Armstrong, *Council Vice Chair*

Claudia McMullin, *Council Member*

Chris Robinson, *Council Member*

David Ure, *Council Member*

Council Member McMullin made a motion to dismiss from closed session and to reconvene in work session. The motion was seconded by Council Member Ure and passed unanimously, 5 to 0.

WORK SESSION – (Continued)

- **Update on transportation planning; Derrick Radke, Leslie Crawford, Pat Putt, and Peter Barnes**

County Engineer Leslie Crawford reported that Planning and Zoning Administrator Peter Barnes would talk about connectivity in the Snyderville Basin. Mr. Barnes presented a diagram of the transportation connections in the Snyderville Basin. From a design standpoint, he discussed the factors that make places desirable for people to live in, which include making it easy for people to get to places and move around. The most desirable means of transportation in order of priority should be by foot, bicycle, public transportation, and car.

Community Development Director Patrick Putt explained Staff will continue to emphasize certain things in meetings with the Planning Commission, County Council, and the Community because they are important, and solving the transportation problem will include many solutions and come from many different perspectives. They want to demystify the problem and break it down to where it applies to the individual. To be successful, they need to get individuals to appreciate that how and when they move is part of the problem and that how and when they move is also part of the solution. That ties into choices, and they want to explain to people what those choices are. He stated that they are competing against the private automobile, and the goal is to curb the car culture by being competitive and reliable in providing other options. He was confident they could better integrate transit options through a neighborhood master planning process, and everyone should be able to quickly and safely step out their front door and have options for transportation other than using their car. The master planning process can help create a strategy for how and where to integrate transportation options. He discussed transportation demand management (TDM), which is a combination of public policy and private sector innovation to help deal with curbing the car and is a more collaborative approach that includes both the private and public sectors. It includes competing with the automobile by providing improved travel services and options, educating users, and making it cost effective. They will also move toward developing transportation mitigation plans for new development, parking reduction, smart locations for park and rides, standards to promote integration of transit stops into development projects, accountable measures for alternative transportation infrastructure to insure trip reduction, incorporation of way finding, and complete streets audits, which is recognition that a public right-of-way can be used for more than just moving vehicles and can be used to move people as efficiently as possible. He described some ways in which a complete

streets program might be accomplished and explained that it means evaluating the opportunities to improve the infrastructure at the right time and increasing the mobility options within a right-of-way. He stated that it is all about efficiency.

Council Member Robinson encouraged Staff to ask the right questions to be sure these concepts and standards are incorporated into the Code and emphasized how important this is. Council Member Armstrong asked that this not just apply to new development but also to redevelopment.

Ms. Crawford discussed the Ride Amigos software, which has a subscription cost of \$7,000 per month. She explained that the County would market it and show people how to use it, and the resources needed to get it up and running would be about 20 hours per week, which should decrease over time. She provided a demonstration of the Ride Amigos software features. She discussed options for a public relations campaign to encourage people to use public transportation. With the Ride Amigos campaign, they could do a digital campaign and educate people how to use the software. She reported that two proposals were received for the Kimball Junction Transit Center, and the firms will be interviewed on April 3. She recalled that the Council previously discussed creating an agreement between Park City and the Snyderville Basin Special Recreation District for special events and explained that the County is already doing that, but an agreement would formalize that process to better utilize emergency services and manage traffic. Staff resources would be required to draft and review the agreement, and it may also allow for Park City to help with the Ride Amigos costs. She discussed options for a citizens' transportation advisory committee, which could be either permanent or temporary. She recalled that the Council had discussed an overpass or underpass for Highway 224 and explained that an overpass does not have to be a large concrete structure but can be a beautiful structure.

Mr. Barnes explained that statistics show that people will not use an overpass or underpass if it is more than 150 feet from where they want to go. It should be a desirable object in and of itself and can be a destination that draws people more than 150 feet out of their way because it is interesting. He believed they might get more value out of an overpass if they spend a little more money up front. He also discussed Zero Energy Development technology and how it is being used in Asia. He believed they would be able to incorporate that in this community by tapping into the skills, resources, and high-tech solutions available locally. He discussed using solar lighting on trails that would draw people to the trails for the unique experience of walking or cycling on a path lit with LEDs embedded in the paths. He stated that new development needs to be flexible enough to respond to future changes in use, technology, traffic management, lifestyle, etc. It is all about places and people and thinking about people first.

Ms. Crawford reviewed other forms of transportation technology that are on the horizon. She asked for direction from the Council about how they would like Staff to proceed and what they would like them to work on.

Chair Carson requested that they remove the optional section of the citizens' advisory committee application and explained that the Council tries to maintain diversity on committees when they interview candidates. Council Member Robinson suggested that they include a requirement that applicants already use transit or alternative transportation. Ms. Crawford asked if the Council would like the advisory committee to be appointed by the Manager and work with Staff or if the Council would like to appoint a permanent committee with term limits. Chair Carson suggested that they start with a less structured committee appointed by the Manager, and they can switch to

a more permanent level of structure if needed. Council Member Armstrong stated that he would like to accelerate the process now and execute some of these ideas sooner. Council Member Robinson suggested that the committee be advisory and appointed by the Manager. Council Member Armstrong discussed the makeup of the participants on the committee and stated that he would like people on the committee who have had experience with writing grants, people with a technology background, and various other areas of expertise. Council Member Robinson noted that the Council has interviewed a lot of people recently for the Planning Commission, and it might be a good idea to look at appointing them to the citizens' advisory committee.

Ms. Crawford explained that, if they hire a consultant to help with a wayfinding program, a grant is available from the Health Department to help print and install wayfinding signs.

Council Member Robinson commented that Ride Amigos, a PR firm, and an interlocal agreement with Park City transcend the County's boundaries and suggested that Ride Amigos and the PR program be underwritten by both the County and Park City or by the Transit District. He asked if Staff has done research to see if there are other programs like Ride Amigos or other options with Ride Amigos.

County Manager Tom Fisher noted that there is a tourism component to this as well, and other sources of funding might be tapped for some of what they are looking at.

Deputy County Attorney Dave Thomas asked what the Council would like the interlocal agreement with Park City to become in the end. If they were to look at a regional transit authority that could be done through interlocal agreements, all the things they have discussed could be a part of that, including the citizens' advisory committee. He noted that funding options would also be a regional solution. Mr. Fisher agreed that they could discover some of that along the way, but if they want to achieve some of their strategic planning goals and show leadership, he believed they should step out and do this ad hoc in a smart and thoughtful way. He believed the other governments would likely follow.

Chair Carson stated that Ride Amigos is intriguing, and she would like more information on some of the funding options.

Council Member McMullin stated that she would like to know what the funding options might be and where the money would come from if they do not have other funding options. She was excited about a citizens' advisory committee, Ride Amigos, hiring a public relations firm, an electric bicycle trail pilot project over SR 224, the transit center, wayfinding, and the lit trail.

Council Member Robinson asked if they want to discuss PR campaign options. Ms. Crawford replied that Julie Booth has come up with some additional options, and they would like to present additional information at a later time. She stated that the overpass depends on discussions with UDOT and others and is pending until Staff has further information.

Council Member Armstrong did not want to give the PR component short shrift, because a comprehensive campaign should have an important psychological component to it. He believed it should be a concerted, long-term effort with multiple tiers that are well conceived and implemented in stages. He noted that they have not included in this presentation the opportunity to involve students in planning the portions of transportation that affect them specifically. If they

are involved in the planning, he believed it would help them adopt the solutions. Ms. Crawford noted that, although it was not included on the list, Staff did discuss a student design competition and getting Park City Leadership to help with a project. Council Member Robinson suggested including a student on the advisory committee. Council Member Armstrong emphasized the importance of doing something as soon as possible with the existing transportation system, because it is not getting any better. Mr. Putt explained that Staff understands the crucial nature of that, but they do not have answers yet. Council Member Armstrong stated that it would be nice to have something in place by mid- to late summer and at least a reasonable band-aid by the next ski season.

REGULAR MEETING

Chair Carson called the regular meeting to order at 5:55 p.m.

- **Pledge of Allegiance**

CONVENE AS THE GOVERNING BOARD OF THE MOUNTAIN REGIONAL WATER SPECIAL SERVICE DISTRICT

Council Member Robinson made a motion to convene as the Governing Board of the Mountain Regional Water Special Service District. The motion was seconded by Council Member Armstrong and passed unanimously, 5 to 0.

The meeting of the Governing Board of the Mountain Regional Water Special Service District was called to order at 5:55 p.m.

DISCUSSION AND POSSIBLE APPROVAL OF RESOLUTION NO. 2015-10 MRW, A RESOLUTION ANNEXING CERTAIN REAL PROPERTY TO THE MOUNTAIN REGIONAL WATER SPECIAL SERVICE DISTRICT (TAX PARCEL #PP-87-13-C)

Board Member Ure made a motion to approve Resolution 2015-10, a Resolution annexing certain real property to the Mountain Regional Water Special Service District. The motion was seconded by Board Member McMullin and passed unanimously, 5 to 0.

DISMISS AS THE GOVERNING BOARD OF THE MOUNTAIN REGIONAL WATER SPECIAL SERVICE DISTRICT AND RECONVENE AS THE SUMMIT COUNTY COUNCIL

Board Member Ure made a motion to dismiss as the Governing Board of the Mountain Regional Water Special Service District and to reconvene as the Summit County Council. The motion was seconded by Board Member McMullin and passed unanimously, 5 to 0.

The meeting of the Governing Board of the Mountain Regional Water Special Service District adjourned at 5:56 p.m.

ADVICE AND CONSENT OF COUNTY MANAGER TO APPOINT MEMBER TO THE SUMMIT COUNTY FAIR ADVISORY BOARD

Council Member Robinson made a motion to consent to the County Manager's recommendation to appoint Leslie Rees to the County Fair Advisory Board, with her term to expire on December 31, 2017. The motion was seconded by Council Member McMullin and passed unanimously, 5 to 0.

APPOINT MEMBER TO THE SNYDERVILLE BASIN SPECIAL RECREATION DISTRICT ADMINISTRATIVE CONTROL BOARD

Council Member McMullin made a motion to appoint Gary Resnick to the Snyderville Basin Special Recreation District Administrative Control Board to fill the unexpired term of Jim Shea, with his term to expire December 31, 2015. The motion was seconded by Council Member Ure and passed unanimously, 5 to 0.

APPOINT MEMBERS TO THE SNYDERVILLE BASIN PLANNING COMMISSION

Council Member Robinson made a motion to reappoint Chuck Klingenstein and Colin DeFord to the Snyderville Basin Planning Commission, with their terms to expire February 28, 2018. The motion was seconded by Council Member Armstrong and passed unanimously, 5 to 0.

APPROVAL OF COUNCIL MINUTES

MARCH 4, 2015

Council Member McMullin made a motion to approve the minutes of the March 4, 2015, County Council meeting as written. The motion was seconded by Council Member Ure and passed unanimously, 5 to 0.

COUNCIL COMMENTS

Council Member Robinson reported that he and Council Member Armstrong, Mr. Fisher, and Economic Development Director Jeff Jones met on Monday evening with the Coalville City Council. They discussed issues related to the existing fair grounds. Council Member Armstrong reported that they also discussed economic development and the County's willingness to support Coalville City in economic development efforts. Council Member Robinson stated that they were very appreciative. Mr. Fisher commented that at each of the city council meetings he has attended so far, they have enjoyed the interaction with the County.

Council Member Ure reported that Community Development Block Grants were awarded in the amount of \$66,000 to Hoytsville to complete their system, \$166,000 to Kamas City to provide a 6-inch line to a very critical area for fire protection and culinary water, and \$35,000 to Summit Meals on Wheels for a new truck. He confirmed that these were the full amounts requested and explained that the State has new rules that will not allow them to partially fund requests.

Chair Carson reported that she had the opportunity to deliver some Meals on Wheels last week with the Mayor of Coalville, and it was a good experience. She recalled that they are asking County employees to carpool, minimize trips, and use mass transit whenever they can, and she believed the Council should do that, too.

MANAGER COMMENTS

Mr. Fisher reported that he sent a survey to employees this week as part of the strategic planning process and received over 170 responses. He believed they would receive a lot of comments and good information.

Mr. Fisher reported the Library Board is ready to present their part of the Kamas Building project, which will be scheduled with the Council soon.

Mr. Fisher stated that he spoke with Des Barker, and he will provide a legislative update soon. He also reported that he and Council Member Robinson met with the Board of Health and water providers regarding water concurrency, and it appears that things have moved well beyond the original discussions regarding concurrency.

Assistant Manager Anita Lewis offered to schedule a quarterly meeting with the Park City Council, and the Council Members agreed that they could meet on April 13, 20, or 27.

PUBLIC INPUT

Chair Carson opened the public input.

There was no public input.

Chair Carson closed the public input.

PUBLIC HEARING AND POSSIBLE DECISION THROUGH THE ADOPTION OF ORDINANCE #837 OR EXTENSION REGARDING SILVER CREEK VILLAGE CENTER DEVELOPMENT AGREEMENT, LOCATED ON THE SOUTHEAST CORNER OF I-80 AND US-40; WADE BUDGE, APPLICANT; JENNIFER STRADER, PLANNER

County Planner Jennifer Strader provided background information on the Silver Creek Village Center development, which was approved in 2011. She explained that, once a Specially Planned Area (SPA) is approved, the developer has two years to submit a development agreement, which becomes the Code for the SPA project. That deadline has been extended twice for this project pending completion of the development agreement. On March 3, 2015, the Planning Commission voted unanimously to forward a positive recommendation to the Council for the proposed development agreement after holding a work session and public hearing. The Council held a work session on March 18 and today will hold a public hearing. She presented a diagram of the proposed conceptual layout of the project on 220 acres with a mix of single-family, multi-family, and townhome units, and a neighborhood commercial component. She briefly reviewed some of the community benefits proposed with the SPA. Staff recommended that the County

Council either make a final decision on the development agreement through adoption of an ordinance or extend the expiration of the SPA.

Chair Carson opened the public hearing.

Boyana Martinova and Teia Swan with the Park City High School Debate Team asked how the Council would please the people who already live here once they take away their open space and water. Chair Carson noted that a lot of open space is incorporated into the design of the project as well as some water resource management. Wade Budge, representing the master developer, explained that they have tried to be sensitive to both open space and water issues in planning the project. He noted that a large regional park will be dedicated as part of this project for the public to use, which will provide open space opportunities that do not currently exist, as currently all of this property is private land. In addition, they will build trails that provide community benefits. They have also planned for future technology to allow for water re-use and water conservation measures. Ms. Martinova stated that, if they put buildings on what is now open land, the wildlife in the open land will be killed. She asked how they will protect the wildlife if they take away their home and turn it into neighborhoods. Mr. Budge stated that he was not aware of any wildlife that would be killed by this project. Wildlife may come onto this property, and it will not be prevented from coming onto the open space parcels. Chair Carson explained that something the Council faces with almost every decision is how to balance what they feel is good for the community with the rights people have as property owners. She explained that the community has made a concerted effort to raise funds to purchase open space and preserve wildlife corridors, and they will continue to do that. Ms. Swan stated that people have moved here because they like the outdoors, but once the development is in place, she asked how they plan to differentiate Park City from places in California where development has gone overboard and no wildlife is left. Council Member Armstrong explained that the community just passed a \$25 million bond to buy more open space. At the same time, people who have lived here for generations who own property acquired development rights long before people moved here and tried to stop them. He explained that the Council tries to find the right balance. People have property rights and have the right to do things, and if the County tells them they cannot use their property rights, they sue the County, the County loses, and then people use their property rights the way they want. Instead, the County tries to manage that process and get concessions and amenities for the community from those who have the right to build. There are always balances, and that is what they are trying to do here.

Pierce Dirakis, representing Ecker Hill Middle School, commented that this will affect Park City for the next 50 or 60 years, and they cannot support an extra 5,000 people when they are in the middle of a drought that will last another 20 to 30 years according to NASA. He asked how they would manage the water problem. Mr. Budge explained that one thing they are trying to do with this project is improve the overall environment. There is a need for workforce housing, and a great deal of the workforce in Summit County comes from Salt Lake County, which means a lot of extra cars come up Parley's Canyon or from Utah County or Wasatch County. Having workforce housing in this development will allow people who work in this community to live in this community, which will reduce the number of car trips that add to the pollution. He stated that they are not taking anyone else's water to build this project, and this water has been developed for growth in the area where it will be utilized.

Ms. Martinova stated that, with more houses will come more people who will drive to their work places, and she asked how they plan to accommodate for the additional traffic that will come in Park City. Chair Carson explained that will be part of the conversation tonight.

Mr. Dirkis asked why they are not building in areas that have already been used and have run out of funding like the area off of Kearns Boulevard where the movie studio ran out of funding and the wildlife has already been kicked out. Council Member McMullin explained that the Park City Film Studio is continuing to move forward. It has funding and will open in June 2015. Chair Carson explained that goes back to private property rights and their ability to move forward with a project under certain circumstances.

Skyler Scoggan expressed concern about the traffic issues he sees in the community, and the 3,000 to 5,000 extra cars that would be put on the road because of this project will not be offset by an 80-acre park, a petrified wood park, and some other small contributions. He did not know what the South Summit School District would do to take in so many children in the future, and he felt it would be a huge burden on the community. If he already experiences a 10- to 15-minute wait during ski season to get through Kimball Junction and into Park City, he could not imagine what it would be like in the future with another 3,000 to 5,000 cars on the road. He acknowledged that this is vested and asked what could be done to cut down on the number of units, because this seems dangerous for the future in terms of roads and infrastructure.

Kip Bigelow with the South Summit School District expressed concern about Article 2.14.4 in the development agreement. When the School District was originally approached with this, they were told there would be a little over 9 acres available for a school use. Because the developer was trying to achieve LEED certification, they later approached the School District and proposed a 5-acre site for an elementary school. Typically in the State, they recommend a minimum of 8 acres. They spoke with the developer and agreed that the playground area would be shared with the Snyderville Basin Recreation District as part of the park. The architects did have some concerns about the 5-acre piece of property because of the depth and some wetlands issues around the property but felt they could make it work with a 2-story school and sharing the playground area with the park. Now the agreement states that the site must maintain 2.5 acres of open space that will contribute to the overall project open space requirements, which now cuts the school site down to 2.5 acres to build a school. The School District feels that is inadequate to provide a school considering parking, bus lanes, and all the things needed for the students that will attend the school.

Glenn Wright, speaking for Habitat for Humanity, discussed the affordable housing requirements in the agreement and expressed concern that the short time frame for finding pre-qualified buyers for the affordable housing units may result in most of the housing being sold at above the 140% of AMI level, and Paragraph 5.2.2.G may result in buyers not currently residing in Summit County being able to benefit from the affordable housing. He stated that the document does not address how to enforce resale requirements in the development in terms of income levels and Habitat for Humanity has ways to control that. He noted that the document refers to Energy Star 2.5, which is now outdated, and the current version is 3.0. He explained that Energy Star standards will change over the years, and with a potential time frame for development of 25 years, the developers would be developing to obsolete standards. He suggested that they change the language to state that they will comply with the Energy Star requirement at the time the building permit is issued. He commented that, in general, it is to the economic benefit of

developers who build affordable housing to build it as cheaply as possible and sell it to whomever wants to buy it. He believes non-profits such as Habitat for Humanity and Mountainlands Affordable Housing Trust can do a better job of ensuring that people who actually need the housing in the community benefit from the housing. He believed the developer could include penalties for not meeting the AMI requirements or require that a certain percentage of the development be developed by Mountainlands or Habitat through means of land donations. He requested that the Council think about that before the agreement is finalized.

Debi Scoggan stated that a Realtor friend of hers asked her to bring up the fact that the affordable housing requirements are still a little hazy and need to be better defined. She recalled that there have been problems in the past with vagueness in affordable housing requirements. She apologized that she was not part of the process sooner and stated that she and her neighbors were distracted by other developments, so they could not put more time into this development, but people are talking about this now and are very concerned. She stated that the roundabout donated by the developer to mitigate future traffic impacts of this development is already busy and fully utilized, and traffic mitigation must be addressed. The County is having trouble dealing with the traffic it has now, and they cannot continue to pass the buck on to their children and grandchildren. She believed this project would be the tipping point in the community's tolerance of the overwhelming traffic. She stated that they need to put it on the developer to provide transportation alternatives, because the highways already have problems.

Rena Jordan with the Snyderville Basin Special Recreation District stated that they have been working with the developer over the last two and a half years on this larger community benefit of the park, open space, and trail connections. As this gets closer to becoming a reality, they need to finalize the memorandum of understanding between the Recreation District and developer about what will be done in the park. She felt it was important for the Council to know that the memorandum of understanding will be an exhibit to the development agreement, and it has not been completed and will need to be completed before final approval.

Council Member Robinson asked if the Recreation District is comfortable with the approach in the development agreement of the developer donating the land to the Recreation District and turning over the obligation to the District to construct and maintain the park. Ms. Jordan explained that the most recent discussions with the developer relate to the end point for water runoff or detention ponds shown in the park parcel, and the District is not comfortable with that because of how it would impact the use of the park. They want to be sure the developer provides the points needed to connect to sewer, water, and electricity. She confirmed that no water rights will come with this parcel. Their biggest concern is the impacts to the park if the park parcel becomes part of the transportation solution. She expressed concern about having a traffic artery come through the park considering how many children and recreationists will be in the park. She explained that the developer will have to pay the impact fees to the Recreation District, even if they never build the park. They are buying in to the current level of recreation provided for the whole community. The level of service will change when the population in this community changes, which will likely increase the impact fees in the future. Council Member Robinson believed new development should pay for the impacts it will cause in addition to the current level, and this is the point where they need to capture the proper reimbursement for impacts. Ms. Jordan explained that the District just updated its capital facilities plan, and because this parcel does not currently belong to the Recreation District, they could not include it in the capital facilities plan. The Recreation District will build the park in a phasing method such that the

impact fees collected from the homes that are built will help to fund the park without having to ask for another bond. Mr. Budge explained that the idea would be that, as the land is donated, the Recreation District could update its impact fee facilities plan to include it, and the developer's impact fees may go up. He stated that they are not fixed to any impact fee level in the development agreement. The impact fees would be paid at the time they apply for building permits to develop. Council Member Robinson asked to what degree there has been an irrevocable meeting of the minds on the level of community benefits or to what degree that may still be a topic for discussion, because he might want to trade some things if the opportunity still exists to do that. Ms. Jordan explained that one of the paid benefits the Recreation District and developer worked on is that the developer will build and pay for the trail infrastructure, but she noted that the trails are the least expensive piece. Mr. Langvardt explained that the park will be a community park, and it is in an ideal location. A 14.5-acre neighborhood park is also proposed for just this neighborhood, and if the community park were never built, they would still have the equivalent of a Willow Creek Park for the use of this neighborhood specifically. Council Member Robinson responded that the number of homes in this development would be more than the community served by Willow Creek Park.

Ashley Heil, representing Another Way School, explained that her school is located at the Highway 40 underpass. She asked a series of questions for the Council to think about and stated that she is here to speak for the children and the wildlife that lives in the field where this development is proposed. She asked where the animals would live, where and when Park City would lose its charm, whether they want nature to mean grass and concrete for their grandchildren, whether this product for housing is worth the cost of the children's smiles, if moving forward means pouring more asphalt, and if they could put their money into preservation and deal with the financial loss of habitat stability for a species besides humanity.

Kathy Silver stated that she has a young child who is getting ready to go to middle school and asked about a high school and what they would do to support that infrastructure. Chair Carson explained that Utah law does not allow them to take that into consideration.

Diane Bode stated that Aspen came here a few years ago and warned that when they put down asphalt and buildings, it reflects and generates heat and bumps storms. She stated that they need to work with developers to design things differently. This used to be a wild state with wild and fabulous people in it, and they can do things differently. She asked that they slow down and look at this carefully and work as one people to preserve the beauty of this place. She thanked them for including the public in the process.

Chair Carson closed the public hearing.

Mr. Thomas reviewed the latest draft of the development agreement and areas where there is still some disagreement. He stated that he understands the 50,000 square feet of commercial is not a cap but a minimum amount the developer is required to provide. There are about 115 potential residential units that could potentially be converted to another 184,000 square feet of commercial if it were all converted. Mr. Budge explained that it is not possible to convert all of it, because the residential parcels are so small. Council Member Armstrong asked what restrictions there are and confirmed with Staff that there would be height restrictions. He asked what the maximum amount of commercial would be if they converted everything they could to commercial. Mr. Budge replied that is difficult to know, because it would depend on the use and

parking requirements. He stated that they would not be opposed to setting a ceiling. Mr. Langvardt explained that there are site restraints as well as limits on what types of neighborhood commercial uses could be included in the development. He explained that they are not trying to pull even one person off the highway to come shop at this development. Council Member Armstrong stated that his concern is that they achieve a balance of satisfying the neighborhood needs without drawing people in from outside. Mr. Langvardt explained that the market and the size of the property will dictate how the property will be used for commercial uses. With regard to parking, they have referenced that they will meet the current Code at the time of development. He explained that they also propose shared parking for the mixed uses as promoted by LEED standards. Council Member Armstrong confirmed with Staff that there are enough restrictions in place on the commercial development to avoid the problems he is concerned about. Council Member Robinson suggested that they put a cap on the amount of residential that can be converted to commercial, noting that they can always amend the agreement later to remove the cap. Mr. Budge suggested that they put together some scenarios with different types of uses to address the Council Members' concerns.

Mr. Thomas noted that the Council Members expressed concern about the technical modifications, that the language is vague and broad, and that they could vary a block by 25% without going through a substantial amendment. He stated that the developer would like to better understand those concerns. Council Member Robinson stated that he does not know what the language "must facilitate" means. The statement "land appropriate for development" could mean any land. He stated that each item in this section seems to be extremely broad and could be manipulated to construe almost any change as a technical modification and bypass a substantial amendment. Mr. Budge explained that the intent was to provide the Community Development Director with the flexibility to handle an issue that might arise while a contractor or surveyor is on site. Council Member Robinson argued that this language does not refer to minor field corrections but implies more wholesale modifications, noting that 25% is substantial, not a minor tweak. Mr. Budge explained that a technical amendment is an amendment that occurs to make this plan work. The idea was that, if they needed to modify to make the specific plan work, they would like to be able to do it through a technical change, but they cannot move density or uses off of these parcels through that process. He referred to the blocks as shown and described on the exhibits and explained that they each contain a number of parcels. He offered to work on the language to improve it. Council Member Armstrong discussed potential scenarios under which the technical modifications as described in the agreement would instead be substantial amendments. He did not believe they should talk in terms of percentages but rather about de minimis changes needed to slightly move things for one reason or another. Council Member Robinson suggested that they set a limit of 5%. He was not sure whether square footage is the right metric for uses and densities. He stated that he was not as concerned about the laundry list of modifications if the wiggle room is real narrow. Chair Carson stated that she does not want to be so restrictive that it creates a lot of extra work for the Planning Commission and Planning Staff. Mr. Putt stated that Staff is supportive of the direction that came out of the Planning Commission. To the degree that any of these things can be as measurable as possible, the better it would be, but he believes he has the ability to make fair, sound, and fact-based decisions. He acknowledged that putting some of this in the hands of one individual has its downside. Council Member Armstrong noted that this is a 35-year process. Mr. Putt stated that, as things become less measurable, it would be good policy to have as many eyes review it as possible, and the best forum for that is the Planning Commission. Council Member Armstrong believed they could draft the language around the issue rather than trying to

rely on percentages. Mr. Budge suggested that they draft language that would tier the amount of approval needed. If it is de minimis, the Community Development Department could make the call, if it is more than that, it would go to the Planning Commission, and if it passes a certain threshold, it would come to the County Council. Mr. Putt suggested that, if the Community Development Director makes a decision on a technical modification, it will be communicated to the Planning Commission and County Council with some findings or justifications to ensure that there are no surprises.

Mr. Thomas asked the Council to discuss requiring the school/civic parcel to maintain 2.5 acres of open space, reducing the buildable area to 2.5 areas. Council Member Robinson asked what is meant by “the developer will provide,” and if title would be conveyed to the School District. Mr. Thomas replied that would have to be worked out between the developer and whatever school may use the site. Council Member Ure stated that he believed the School District always thought the school site would be transferred to them as part of the impact on the area, and it only came up within the last week that the School District would have to purchase the site and could only build on 2.5 acres. Mr. Budge explained that the uses of the site are restricted to a civic use. The discussion was not to dedicate this parcel to the School District as part of the SPA approval. Council Member Robinson asked what it would take for that to be the case. Mr. Budge replied that they would have to re-open the exactions analysis in the SPA. He explained that there is another civic parcel designated as a church parcel, and they will not give that away to a church, either. He explained that they are being consistent in how they treat the civic parcels. Council Member Robinson asked where the 2.5 acres of open space on that parcel came from and what open space means. Mr. Langvardt stated that open space by definition is as it is defined by the County. He explained that the school in Salt Lake they looked at in the last Council meeting is on 5 acres, and it works. Council Member Robinson asked if half of it is open space. Mr. Langvardt replied that he would have to check, but he believed it is close to that. He noted that they are sharing with the park, and all the parking does not have to be on the school site. The developer is asking them to build two stories, and the School District’s architects said it was feasible. He noted that with 1,290 units, the school will serve this community, so buses will not be going to this school. He explained that the goal is to make this compact and efficient, and they do not want a lot of asphalt if they do not need it. Joe Tesch, representing one of the property owners, explained that the park next to the school is 14.5 acres and will be built and entirely paid for by the developer and shared with the school. Mr. Langvardt explained that they also clustered the civic parcel across the street from the school so parking would be available when the school has an event, so they are accounting for things outside of the 5-acre lot that can be used by the school. He believed there might be a little wiggle room on the amount of open space on this parcel. Ms. Strader offered to check the original exactions analysis to see if the school site was to be donated or sold. Chair Carson asked who would determine whether the civic use would be something other than a school. Mr. Budge replied that the Council would make that decision using the civic uses identified in the land use table in Exhibit D-1. Mr. Thomas explained that, if a willing buyer comes to the developer and wants to purchase the civic parcel, the use would be limited to the civic uses defined for the property. Chair Carson expressed concern that someone could outbid the School District for that parcel when the site is really needed for a school. She believed the school should be the highest use and receive the first consideration, and she wanted to add some protection for a school use. Council Member Robinson noted that it says the school must be a minimum of two levels and asked if they would be forced to build vertically on the site. Mr. Langvardt explained that, whatever the use is, they do not want it to look like a sprawling campus. Mr. Budge stated that they would work on

language to bring back to the Council that would include a first option for a school on the civic parcel. Council Member Armstrong requested to see the civic parcel pages from the SPA. Council Member Robinson stated that he would like to know how much is discretionary and what they have been committed to do.

Mr. Thomas stated that there was a question about the language regarding the financial contribution for a regional transportation facility that states the improvements may be funded by the developer if the required traffic improvements for the area are not prioritized and funded by the County prior to the level of service for the impacted area reaching a failed status. The concern was that they want those improvements to happen before the interchange fails, not after it fails. He explained that a level of service (LOS) D is acceptable for an urban intersection, but LOS E is not. Council Member McMullin believed it should be reversed so that the developer is required to do it, and if they do not, the County will. Mr. Budge explained that the question is when it makes sense to do a supplemental traffic study. Council Member Robinson asked what is supposed to be done when 271 units have been developed. Mr. Budge replied that they will do a supplemental study when they reach 271 units. Mr. Tesch explained that the philosophy has always been to build for ordinary traffic conditions, not the worst-case scenario, and he believed they should rely on the experts and not overbuild the roads. He referred to the September 28, 2011, minutes when the SPA was approved in which the County Engineer indicated that an additional interchange would not be needed on Highway 40 or I-80 based on this project and that there are more economical ways to do it. At 271 units they will do a new study, and the developer will do whatever is required. Council Member Armstrong expressed concern about additional commercial development that could go into that area and add to the pressure on that intersection and asked whether that was anticipated in the County Engineer's analysis.

John Dorny with Horrocks Engineers recalled that they did a Silver Creek roundabout study in 2008, a peer review of the roundabout study, a traffic study in July 2008, a trip generation comparison study in June 2010, an I-80/US 40 intersection analysis in July 2010, an emissions study at a roundabout in 2010, and the September traffic study referenced by Council Member Robinson. Instead of looking at buildout, knowing things would change over time, Staff asked them to look at how many units they could build before something would have to be done to address traffic, and the first change came at 271 units. At that time MIDA was looking at the triangle parcel, and they did not take a reduction for internal capture rates for traffic using the on-site commercial. It was determined that at 271 units a roundabout would be needed, but that has already been built. By the time 271 units have been built, so many things will have changed that they recommend looking at traffic again. He quoted from a letter from then County Engineer Kent Wilkerson about the roundabout capacity and safety. Chair Carson noted that no land was dedicated for a transit center in the development. Mr. Langvardt recalled that they looked at that as a community benefit, and in discussions with Kevin Callahan and Kent Cashel, they were not interested in a transit center in this development. Council Member Armstrong discussed existing and future conditions and development in the surrounding area and asked what they are looking at when this is fully built out in 25 years. Mr. Dorny replied that they included everything in the background at the time and looked carefully at the County's travel demand model, which accounts for land use, socio-economic data, where jobs are located, etc. Council Member Armstrong asked what 35,000 cars leaving for work in the morning would look like going through the roundabout. Mr. Dorny explained that roundabouts work better for everyone throughout the day, whereas traffic signals cause peak delay, and the efficiency of a roundabout is better than adding intersection lanes. He explained that they took all the data they had

projected to 2030, and the roundabouts showed as working when installed at LOS D or above. Council Member Armstrong asked what they would expect to see as movement on the single road for this project at a LOS D. Mr. Dorny replied that the average delay for LOS D is 35 to 55 seconds. He explained that LOS A and B means they are overbuilt, C is good, and D is acceptable. Mr. Tesch explained that they do not want to build a road for the 7:30 in the morning or 5:00 in the evening high demand. Council Member Armstrong stated that it is hard to believe they can get 45,000 cars through a two-lane roundabout. Mr. Langvardt noted that there will be neighborhood commercial in the development and workforce housing that will use mass transit. Other things such as bike share are the developer's attempt to help mitigate the traffic, which is something a destination like Costco cannot do. Council Member Robinson asked if they accounted for the proposed NUDA density. Mr. Dorny replied that they were told another interchange would be needed if anything were developed on the triangle parcel, so it was not included in the traffic study. The numbers they were given by the County included the region without MIDA and without an additional interchange. Council Member Robinson requested that they strengthen the language to state that the developer will be responsible for implementing whatever other mitigation measures may be indicated by an updated traffic analysis. Council Member Robinson asked about the Recreation District's concerns that a road might bisect the open space. Mr. Langvardt explained that they already have the frontage road to provide secondary access through the underpass under I-80. Council Member Robinson asked what could be done other than the three roundabouts to provide more capacity for this project. Mr. Dorny explained that multiple entities would be responsible for the roundabouts failing, and they would quantify their fair share and look at building a secondary route. He explained that housing developments do not surprise anyone like the opening of a big box store would. This traffic will slowly build, and they will see it coming and can address additional traffic mitigation measures as the traffic begins to increase.

Mr. Thomas noted that there was concern about the retention basins and how that would work with the park. He believed that is something the Recreation District is still working out in the memorandum of understanding. He asked the developer to explain why they are requesting 24 months instead of 12 months to complete the improvements. Mr. Budge explained that 24 months would give them two building seasons to complete the improvements that need to be done in the first phase. They want them to all run together, because it is efficient to have the workers out there doing the work at the same time, and they want the trail feeding into the tunnel at the same time as the tunnel is done so the tunnel is not done before a trail leads to it. Mr. Thomas clarified that the memorandum of understanding with the Recreation District will become effective at the same time as the development agreement. Mr. Budge explained that the pocket parks and village green will be developed when they start to develop on one of the parcels adjacent to it so they don't have a park out in a sea of sagebrush and so they can bring the infrastructure to the park site as it is installed for the adjacent development.

Mr. Thomas noted that the developer has an obligation to cooperate but not provide land or anything else to pay for the transit stops. Mr. Langvardt explained that the transit stops have been identified, but they are not static locations, because ridership changes. They will be provided either adjacent to park space or on the right-of-way, and they have discussed that with the transit district. They have agreed to provide a minimum of five transit stops that will be built within a quarter mile of every home, and the transit district wants flexibility to run their system as needed.

Mr. Thomas explained that there were questions about the County's role in the affordable housing for this project and offering it to County residents in certain income categories for a period of time and whether the time is sufficient to allow for sufficient market penetration. Council Member Robinson asked if it is feasible and better to dedicate land to a non-profit to build the affordable housing or to have the developer build it. Scott Loomis with Mountainlands Affordable Housing Trust explained that this gives the developer the option depending on the market. It would allow them an opportunity to land bank if the opportunity is not available to market the affordable housing units at the point when development occurs. He stated that they have seen various scenarios throughout the County where a builder has dedicated a lot to Mountainlands or Habitat if they are willing to accept it, which gives the developer flexibility as contained in Chapter 5 of the Development Code. Council Member Robinson asked if it would be to the County's benefit to have the land donated or if that should be left up to the developer. Mr. Loomis stated that, from Mountainlands' position, if they get the lots and it makes sense, it would cost less for them to build them, but that is not a requirement they should mandate. He believed that is something they could discuss as they get to each phase of the development. The developer might look at this as having to assume the cost of putting in the infrastructure anyway and maybe breaking even if they actually develop the affordable housing themselves and sell it for the allowed price. Mr. Budge explained that they want to disperse the affordable housing throughout the development so it looks like all the other housing, and they want the developer to be incentivized to place that in the development so it looks no different than the market-rate units. They want it to all be integrated, and they do not want to be compelled to just go down one avenue to provide that. Mr. Loomis addressed the waterfall agreement and suggested language that states, "if a unit is not under contract with a qualified buyer." Mr. Thomas asked how long they would want to keep it open before the waterfall provision applies. Mr. Wright discussed the process for finding qualified buyers under the Habitat for Humanity program. Mr. Loomis explained that Mountainlands works with the developers from the beginning to decide how the affordable housing will be marketed, and before they even start, the developer will want to know there are a number of qualified buyers who have expressed interest in this product, and the qualified buyer should be ready to move in by the time the certificate of occupancy is issued. When people know some affordable housing is coming, they start to express an interest in it and sign up for it. The Council Members stated that they were comfortable with the 90 days for the waterfall provision as it is currently written. Council Member Armstrong requested that they refer to the Code to establish the mechanism for determining the percentage of AMI. Council Member Robinson asked how property would be conveyed to the Recreation District or to other entities and whether that would include title insurance. Mr. Thomas replied that would be addressed through the memorandum of understanding with the Recreation District. Council Member Robinson requested that it also be spelled out in the development agreement.

Mr. Thomas discussed the language regarding a waiver of the no implied covenant of good faith and fair dealing. He explained that development agreements are legislative acts, and sometimes it is hard to apply something from contract law to a quasi-contract. Mr. Budge explained that this provision helps both parties and requires them to treat each other with good faith. He did not believe they should put in a provision that says that rule does not apply. County Attorney Robert Hilder clarified that it means more than that. It means that a covenant of good faith and fair dealing in any contract means that neither party will do anything to intentionally prevent the other from getting the benefit of the bargain. Mr. Budge explained that the waiver would take out that covenant of good faith, but they want that covenant to remain in.

Mr. Thomas discussed the County's waiver of claims or defects and that they do not waive them unless they have actual knowledge of the claim or defect and would have to notify the developer within six months or they would lose their claim. His concern is that the County does not know about things until someone comes to the County and complains about it. He inserted language that the Community Development Director must have actual knowledge in order for it to be waived after six months. Mr. Budge explained that the intent was to motivate each party to bring to the other's attention any concerns or problems they see within a defined time period. Mr. Budge stated that he would be fine with 18 months. Mr. Tesch stated that he believed 12 months is reasonable. The Council Members were comfortable with 12 months.

Mr. Thomas suggested that the Council extend the SPA for at least 30 days to allow time for the changes to be made and brought back to the Council.

Council Member Robinson made a motion to extend the requirement to have a development agreement for the Silver Creek Village Specially Planned Area to May 31, 2015. The motion was seconded by Council Member Armstrong and passed unanimously, 5 to 0.

The County Council meeting adjourned at 9:05 p.m.

Council Chair, Kim Carson

County Clerk, Kent Jones

4. Continue participation in (with exit options in place) to ensure Summit County needs are studied, represented and funded.
5. Maximize available revenue sources to implement our most needed solutions.
6. Investigate mobile transportation application (county-wide, multiple uses) Ride Amigos or something similar; transit messaging.
7. Acquire, seek and build fixed guide way (rail, cable, BRT) systems connecting Kimball Junction, Quinn's Junction, Park City.
8. Create transit hubs and parking areas to reduce car use (KJ & QJ).
9. Initiate transit or other transportation mode options to connect Eastern Summit County and Wasatch County with the Snyderville Basin.
10. Explore and implement corridor capacity improvements to Snyderville Basin Highways.
11. Create a regional transportation entity that would focus on the following areas: reduce trip generation, increase ridership for public transit, timing and sequencing of planned infrastructure improvements and developing funding for implementation.
12. Develop, partner for and implement housing solutions that provide the Summit County workforce an opportunity to live in Summit County.
13. Create measureable short-, mid- and long range transportation plans.
14. Acquire or motivate new ridership for alternative modes of transportation.
15. Develop a plan to service neighborhoods with alternative modes of transportation.
16. Provide incentives and work with employers to encourage employees to take the bus or use alternative forms of transportation.
17. Appoint a Citizen Advisory Group to explore focused but "big" ideas for our most pressing needs.
18. Adopt a revised Snyderville Basin Transportation Plan. (*continued from 2013*)
19. Adopt and Eastern County Transportation plan. (*continued from 2013*)

Effective Planning and collaboration to manage and guide growth consistent with community needs and values.

Action Steps:

1. Pursue a Regional Planning Group among Wasatch County, Park City and other municipalities to deal with truly regional land use issues.
2. Pursue strategies that emphasize clustering to avoid sprawl i.e. commercial/residential nodes, redevelopment, TDR's, agricultural preservation, conservation easements.
3. Complete general plan & code (new zones).
4. Develop neighborhood plans, where appropriate, to reflect neighborhood needs.
5. Adopt updated General Plan and revised development codes for Snyderville Basin and Eastern Summit County. (*continued from 2013*)
6. Master Plan for area east of Hwy 40 and north of I-80. (*continued from 2013*)

Environmental stewardship that ensures a positive future for our water, land, and air quality.

Action Steps:

1. Move forward with “Be Wise, Energize” including revolving loan fund.
2. Take advantage of urgency in Georgetown University Energy Prize (GUEP) competition to focus on renewable energy over next two years.
3. Pursue and consider implementation of the Community Choice Aggregation (CCA) concept specific to Summit County.
4. Continue our relationship with Rocky Mountain Power pursuing grants and renewable initiatives. Lead by example in becoming energy efficient in County buildings.
5. Identify sources and develop strategies/ordinances to achieve better air quality.
6. Continue PM2.5 and ozone monitoring and continue planning to reduce these sources.
7. Adopt an Air Quality and Water Quality Strategy. (*continued from 2013*)
8. Develop a Wood Burning Appliance Ordinance that recognizes a balanced approach in heating with an exception for those that use wood as a sole source of heat. Create an incentivized behavior modification plan to encourage less wood burning.
9. Develop education to disperse in schools, traditional media, website and social media regarding the negative effects of idling and other common behavior that negatively affects our air quality.
10. Pursue media attention in promoting information for better air quality (KPCW Air Quality Report, fun facts, Park Record, PSA’s etc.).
11. Adopt a comprehensive environmental clean-up strategy with emphasis on the Hwy 40 corridor. (*continued from 2013*)

Economic diversity to ensure management of growth in each area of the county according to geographical needs and desires, enabling county-wide economic stability.

Action Steps:

1. Develop land use plans that harmonize with community economic realities; working toward best outcomes that optimize multiple use.
2. Pursue a Fairground/Events facility that is an asset to economic growth for its community.
3. Regular attendance of County Council Members at municipal council meetings and meetings with Mayors to determine what economic growth their communities want.
4. Offer and provide economic development planning assistance to Summit County communities.
5. Develop strategic plan for preserving Summit County history and for actively using our historical perspective in tourism promotion.



Summit County Strategic Plan - 2015

VISION

Summit County is a vital community that is renowned for its natural beauty, quality of life, economic diversity and supporting a healthy, prosperous culturally-diverse citizenry.

MISSION

Provide excellent, ethical and efficient services that ensure quality of life for present and future generations.

VALUES

Regional Collaboration: Work closely with our federal, state, municipal and community partners producing lasting results for County residents.

Preservation: Preserve our land, water, culture and agricultural heritage.

Responsive: Take action in a timely manner, meet the needs of citizens.

Leadership: Motivate and inspire others to collaboratively achieve goals.

Operational Effectiveness: Maximize the efficiency of operations to support service delivery at the right time and place.

FOUR CORE AREAS:

A transportation system that connects people to jobs, services and communities, while limiting congestion.

Action Steps:

1. Enhance or build our transportation planning capacity and expertise, in order to lead and represent our County's most important needs.
2. Create a Regional Transportation Plan to better represent our County's needs to state and federal governments.
3. Initiate discussions between Summit County, Park City Municipal, Ski Resorts & School Districts to holistically plan our transportation future.

4. Continue participation in **Mountain Accord** (with exit options in place) to ensure Summit County needs are studied, represented and funded.
5. Maximize available revenue sources to implement our most needed solutions.
6. Investigate mobile transportation application (county-wide, multiple uses) Ride Amigos or something similar; transit messaging.
7. Acquire, seek and build fixed guide way (rail, cable, BRT) systems connecting Kimball Junction, Quinn's Junction, Park City.
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15. Develop a plan to service neighborhoods with alternative modes of transportation.
16. Provide incentives and work with employers to encourage employees to take the bus or use alternative forms of transportation.
17. Appoint a Citizen Advisory Group to explore focused but "big" ideas for our most pressing needs.
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19. Adopt and Eastern County Transportation plan. (*continued from 2013*)

Effective Planning and collaboration to manage and guide growth consistent with community needs and values.

Action Steps:

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