



**PARK CITY COUNCIL MEETING MINUTES
445 MARSAC AVENUE
PARK CITY, SUMMIT COUNTY, UTAH 84060**

October 6, 2022

The Council of Park City, Summit County, Utah, met in open meeting on October 6, 2022, at 3:30 p.m. in the City Council Chambers.

WORK SESSION

Mayor Pro Tem Doilney opened the meeting and indicated Mayor Worel would be joining the meeting remotely.

2022/23 Winter Transportation Plan:

Andy Stevenson, Transit Marketing Coordinator, introduced one of the Transit Department's bus drivers, Ovie Eyetan, and related he had been accident free since he began working for Park City in 2009. Stevenson recognized him for his defensive driving as he avoided a child who rode a bike in front of Eyetan's bus. Eyetan thanked Council for the opportunity to work for the City.

Matt Neeley, Kim Fjeldsted, Scott Burningham, Transit Department, and Caroline Rodriguez, High Valley Transit (HVT) Executive Director, were present for this item. Neeley listed the options for Transit's Winter Transportation Operations Plan, including implementing Transit service to Richardson Flat Park and Ride, a microtransit pilot, and enhancing frequency on existing transit routes. He indicated each option had challenges and strengths and noted Richardson Flat did not have convenient access. He listed external partners that his team coordinated with to produce the winter plan.

Stevenson reviewed the efforts made in community outreach regarding the Winter Transit Plan. He indicated marketing materials were distributed at open houses, the Solomon Event, to each household, and at the Transportation hubs. There was also radio and social media outreach as well. During the process, comments were heard regarding bus frequency, direct service, support for a park and ride, the need to prioritize the community and serve the workforce, and support for microtransit. There were also questions about the HVT routes, service to additional areas in the communities, expanded hours of service, room for ski gear, and route layout changes.

Fjeldsted discussed the fixed route analysis and indicated there were overcrowding issues. Frequency was increased in high density areas. The microtransit service was a feeder to take people to the closest bus stop. She noted some microtransit routes could

become fixed-routes based on demand. Fjeldsted stated using the HVT microtransit system would allow users to use the HVT app to call for microtransit. The pilot would consist of five vehicles that would operate 7:00 a.m.-10:00 p.m. seven days per week in Thaynes Canyon, Park Meadows, Quinn's Junction by the hospital, Royal Street, and possibly Park City Heights.

Fjeldsted reviewed the pros of having a microtransit pilot, including being able to reach areas not easily accessible by buses, and she noted fewer resources would be used for low demand areas. Those traveling in the same direction could share a ride, and an app was available for trip planning. Some cons to the pilot included riders would have to schedule a ride instead of knowing a set schedule, the maximum capacity would be four passengers, and fewer passengers could be served per hour. She identified the three options in more detail:

Option One: Implement Richardson Flat Park and Ride service, enhance frequency on key existing fixed-routes, and onboard a microtransit pilot. The pros included increasing parking options while reducing the parking and congestion in town and providing a fixed-route service to PC Heights. Cons included the park and ride being inconveniently located for Salt Lake and Heber communities, the option exceeds the FY23 Transportation budget, and it would require additional fleet and operator staffing. The additional funding needed for this option would be \$1.8 million.

Option Two: Enhance peak-hour frequency on key existing fixed-routes (Red, Yellow, Green, and Blue Lines), and onboard a microtransit pilot with expansion to PC Heights. The pros included more frequent service for the community which would reduce in-town parking, the community was already familiar with the routes, and it would reduce overcrowding on buses. The cons included it would not reduce the number of vehicles coming into the City, it would require additional fleet and operator staffing, and it wouldn't provide an overflow parking option. The additional funding needed for this option would be \$580,000.

Option Three: Implement the typical winter service. The pros included the community was familiar with the existing routes, it was within the existing Transportation budget, and it would maintain a sufficient spare bus ratio. The cons included overcrowded buses, transit access would remain the same, and it wouldn't provide an overflow parking option or help reduce traffic in town.

Neeley stated one-time funds could be used for Options One or Two, but they were not sustainable going forward.

Burningham indicated there was also an Option One and a Half: Routes would go directly from Richardson Flat to the Old Town Transit Center. There would be 20-minute frequencies during peak times and 40-minute frequencies during non peak times. The

additional funding needed for this option would be \$227,000-\$580,000 depending on the preferred frequency option. He didn't think this would have the same demand as the other options, but there would be demand during the Sundance Festival. It was possible to have this bus make a stop or two at PC Heights, the high school, and/or Bonanza, but then it wouldn't be a direct route.

Council Member Rubell asked where the collectors would be for microtransit. Rodriguez explained the app looked at an algorithm to determine the most efficient trip and drop the passenger at the optimal bus stop. Council Member Rubell stated last year, the high school was used as overflow parking for the resorts. The buses would leave the lot at full capacity and they wouldn't be able to pick up people at subsequent stops. He asked if one bus line could skip the high school so the Prospector residents could be served better. Neeley didn't recommend skipping stops and thought it would confuse riders. He thought Options One and Two would help with bus overcrowding.

Mayor Pro Tem Doilney asked if Option One and a Half would increase the overcrowding. Burningham indicated that bus could go to another stop on Bonanza. Council Member Rubell suggested having a bus skip the high school only on weekends. Burningham indicated residents used the high school stop and they wouldn't know which stop to go to. Council Member Rubell noted other lines stopped at the high school as well, so those riders would be serviced.

Mayor Worel asked how success would be measured for the microtransit pilot and Richardson Flat Park and Ride. Neeley stated the calls, usage, and number of hours would be tracked and HVT would provide the data to analyze the success rate. For Richardson Flat, they would look at the cars parked there and how many riders were using the buses. Rodriguez added the data was collected real time and she would send it to staff weekly. Staff could adjust the system regularly after looking at the trends to optimize the program. She indicated staff could plan in advance of events so there would not be long wait times.

Council Member Toly asked for an overview of the bus coming in town from Heber. Rodriguez stated there would be peak time routes from a few stops in Heber to the Fresh Market stop in Park City.

Council Member Gerber asked if there was outreach to Main Street employees on the options presented tonight. Stevenson stated Option One had 20-minute frequency and Option Two had 15-minute frequency. The feedback was that higher frequency was preferred. He did not provide outreach on Option One and a Half. Council Member Rubell noted Deer Valley had a transit incentive.

Victoria Schepler, Deer Valley, stated Richardson Flat was trying to prove the park and ride concept before investing in Quinn's Junction Park and Ride. Although she felt

Richardson Flat was not the ideal location, Deer Valley committed funds for employees commuting to work via alternate modes of transportation. She noted Park City Mountain Resort was doing the same.

Mike Lewis, Senior Director of Operations, Park City Mountain (PCM), indicated PCM had incentivized employees for years and they would continue to do that.

Mayor Pro Tem Doilney opened the item for public input.

Sue Rosenberg was concerned about the Red Line. The Red was overcrowded 30% of the time last year. She stated the assumption was Richardson Flat Park and Ride would reduce the impact of the Red Line. She noted that line serviced the residents as they went shopping and she hoped residents would be prioritized. She felt the resorts should be responsible for getting their guests to the mountain. She also noted the Council turned down the Quinn's Park and Ride, but the Richardson Flat Park and Ride was less convenient. She suggested having the Red Line stop at the Old Town Transit Center.

Mayor Pro Tem Doilney noted the Quinn's Junction Park and Ride was still being considered.

Haley Dockerty represented residents and guests of Ontario Lodge and other houses on Royal Street. She indicated seven units were rented to guests and they marketed their units by noting the units were on a bus line going to the resorts. Having the bus line allowed them to charge their current prices so they could live in Park City. She requested Council support Option Three.

Helen Davies, Park City employee, stated she lived in PC Heights and there was no bus service from her neighborhood into town. She rode her bike to work, but she wouldn't be able to in the winter. She noted the City built affordable housing but didn't provide transit to the area. She supported Option One.

Leon Gladstone, Ontario Lodge owner, stated his concern was for his family. He used the bus to get to the resort and microtransit would not meet their needs in the winter. The vehicles could not take ski equipment and couldn't take families. The absence of buses would force the families on Royal Street to use their vehicles and contribute to the congestion. He thought transit could be timed with peak hours or smaller buses could be used to save money.

John Greenfield lived in PC Heights and he thought his neighborhood could be the only neighborhood in the City without direct transit access to the resorts. If there was no direct access, he didn't think it would be used. He supported Option One with a direct

route to the resorts. He also agreed the resorts should cost share to get their guests to the resorts.

Victoria Shepler thanked the Transit team for providing options. She thought Options One or Two were the best options. She indicated Option Two would be the best option if the City would commit to building Quinn's Junction Park and Ride next year.

Catherine Fragan lived in Park Meadows and she drove around town because of the lack of convenient transit service. She hoped the frequency would be increased because 30-minute frequencies were a deterrent.

Angela Moschetta supported the reservation system that PCM was implementing this year. She supported microtransit. She encouraged Council to listen to the residents and workforce and not use the City's transportation system for people using rental units. She asserted service was needed at PC Heights and she also agreed the Red Line got the residents around town. She suggested using the Bonanza Park lot as an alternate parking lot for this winter.

Doug Whitney lived at Ontario Lodge and he enjoyed the transit service. He thought the Transit budget was funded by sales tax. He wanted to experience the resort feel and he thought Option Three was the most viable. He didn't think microtransit would work well for those on Royal Street.

Mayor Pro Tem Doilney closed the public input.

Council Member Gerber agreed Quinn's Park and Ride would serve the community better in the long run, but Council needed to try something now. She supported Option One and a Half and thought the money saved from the \$1.8 million Option could be spent on something more enhanced next year. She could also support Option Two. She thought microtransit was a great option.

Council Member Rubell could not support Option One if the resorts didn't think Richardson Flat was a viable solution. He thought PC Heights and the workforce needed to be serviced. He supported Option One and a Half with 20-minute frequency from 6:00 a.m.-11:00 p.m. He knew transferring wasn't ideal, but it was a good option. He stated only Prospector had a direct route to the resorts. He appreciated the resorts incentivizing employees to park at Richardson Flat. He felt the City's duty was to serve the residents in the community. He hoped for consideration to having some buses skip the high school on weekends. He liked the microtransit pilot and looked forward to seeing the metrics.

Council Member Dickey agreed with a lot of Council Member Rubell's comments. He supported the expansion of Transit and the microtransit pilot. Council Member Toly

stated the resorts did not support Richardson Flat so she wanted the City to focus its efforts on PC Heights and the workforce. She asked if the Red Line would be reduced. Burningham indicated Option One would keep the Red Line at its current frequency. Option Two would increase the frequency to 20 minutes. Mayor Pro Tem Doilney noted Option One and a Half would incorporate the frequency from Option Two and serve PC Heights with a fixed route. He thought there was unanimous support for Option One and a Half with the Option Two frequency.

Council Member Gerber asked if there would still be five microtransit drivers if PC Heights had a fixed route bus service and also asked if microtransit could be scaled up for events, to which Rodriguez affirmed. Council Member Rubell asked to consider having some buses on the Red Line skip two stops. It was decided to see how the increased frequency helped the situation before considering skipping stops.

516 Marsac Avenue (Old Peace House) Project Update:

Browne Sebright, Affordable Housing Program Manager, reviewed the history of this property and indicated a feasibility study and a property upgrade study had been performed. He stated options for this property would be to use it as City employee housing by converting the property into a triplex, or to use it as transitional housing by issuing an RFP and requiring the City to do repairs and upgrades. He noted the maximum density for the zone was a triplex as a conditional use. The building envelope was limited so using the existing envelope and modifying the interior was the best option.

Sebright indicated the City had an employee housing program and the units were primarily used for transitional housing. If this was used as employee housing, the building would be converted to one – two-bedroom unit and two- one- bedroom units. The cost was estimated at \$960,000 and it would be a longer term option. This would increase the long-term use units for employees from six to nine units. The transitional use option would continue with what the building layout was currently, with five bedrooms and three baths. The upgrade cost estimate was \$97,000. There was outside interest for using this property as transitional housing so an RFP would be issued to analyze all bids. He indicated a housing survey was conducted with City employees and there was a housing need. He recommended using the property for City employee housing.

Council Member Gerber asked if this would be long-term employee housing or would it be for new hires as they transitioned to the City, to which Sebright stated it would be long-term rentals.

Council Member Toly asked how long it would take to make the upgrades. Sebright stated it would take 12-18 months for City employees. Mayor Worel asked if the Transit Fund would be reimbursed if this became City employee housing. Sebright stated the

property was part of the City's overall housing program and the money came from the same source.

Council Member Rubell asked if other configurations were considered for the property since there was not a lot of demand for one-bedroom units. Sebright stated staff tried to balance maximizing the number of units with the demand and noted if two-bedroom units were constructed a unit would be lost. Council Member Rubell suggested eliminating some garage parking to increase the unit sizes. Sebright stated he could look at different configurations. Stauffer stated she managed employee rentals and one-bedroom units were needed because everything in the inventory was two- and three-bedrooms.

Council Member Gerber supported getting two- and three-bedrooms if possible and asked that an employee housing waitlist be created. Council Member Rubell did not support so much of the space being used for parking.

Mayor Pro Tem Doilney thought if Council wanted to consider other options, this property could be used as transitional housing for a few years until the long-term plans were set. Jen McGrath, Deputy City Manager, stated an email was sent to employees encouraging them to get on the waitlist. Also, Council could give staff direction on looking at another scenario that would decrease parking and increase the number of bedrooms, even if it meant losing a unit.

Council Member Dickey supported the property as employee housing and he recommended investigating the feasibility of reconfiguring the building to reduce parking and increase bedrooms. Council Member Toly stated there was a shortage of seasonal housing and she thought it would be great to use as transitional housing for this winter.

Matt Dias, City Manager, stated this building could not be used in the interim because of the condition of the property. He noted because the property was within the Historic District, there were many restrictions the City had to abide by in renovating the property. Council Member Rubell supported both options and thought an RFP could be submitted with the condition that the tenants make the improvements while a construction contract was getting approved. It was noted the building was not currently livable. After further discussion, the Council agreed to use the property for City employee housing. Dias noted other design options would be looked at in the process. McGrath stated staff could come back to present design options.

Discuss Deed Restriction Template for the Live Local Park City Lite Deed Restriction Program:

Browne Sebright, Affordable Housing Program Manager, reviewed the Council approved the creation and appointment of the Live Park City Advisory Committee and this discussion would finalize the language. Dias asked that Sebright work with the

Housing liaisons on the language and this item would come back as a Staff Communications Report on October 27th. Council Member Dickey asked the Council members to send all their feedback to Council Member Gerber and himself so that could be considered when looking at the language.

Save People Save Wildlife Presentation by Dr. Patricia Cramer, Tom Farkas, Lorelei Combs, and Erin Ferguson:

Lorelei Combs stated Dr. Cramer and Save People Save Wildlife wanted to work with the Bus Rapid Transit (BRT) system along SR-224 to help wildlife connectivity and increase motorist safety by constructing a wildlife underpass. This group's goal was to decrease motorist and wildlife collisions.

Dr. Cramer stated she had worked with UDOT in researching wildlife crashes with vehicles. The SR-224 route was the fifth highest hotspot for vehicle and wildlife collisions. The McPolin farm area was a space where wildlife moved freely and that was the biggest problem area. Council Member Dickey asked if the majority of accidents happened at night. Dr. Cramer stated mule deer were the main inhabitants and they migrated at all times of the day and night, but dawn and dusk were high crossing times.

Dr. Cramer stated most of the crashes were property damage only. But injury crashes increased the impact greatly. She hoped to put two underpasses with it open in the median near the McPolin farm to help wildlife cross safely to get to the Swaner Preserve. An eight-foot fence would also be needed to encourage the animals to use the underpasses.

Farkas stated there was an estimated cost of \$4 million for the underpasses and two miles of fencing on each side of SR-224. This amount was four percent of the cost of the BRT project. High Valley Transit already secured most of the needed funds from federal and state sources. Additional funds could be available from similar sources, especially the Highway Safety Improvement Program Fund. His group requested that Park City collaborate with its partners to increase the safety of people and wildlife.

Combs indicated this group raised money to purchase six reflective wildlife silhouettes and asked to place two of them on the northeast side of the McPolin farm. This would help promote driver safety and wildlife awareness.

Council Member Toly asked if there was federal grant money for this project. Dr. Cramer listed possible funding sources and noted most of them required a City match.

Council Member Rubell asked if this group had talked to the County about this proposal. Farkas stated they presented to the County Council and had submitted comments to HVT as part of its environmental study. He thought the entire underpass would be in Park City limits but some of the fencing would be on County property. The County told

him SR-224 was UDOT property and he would have to work with them. He noted the \$50 million General Obligation Open Space bond passed by the County included language that allowed some of that money to be used for wildlife safety measures such as underpasses and fencing. He also noted the County had a long-range transportation plan and two projects across I-80 and SR-224 would be studied and evaluated for wildlife mitigation measures.

Council Members Rubell and Gerber favored placing the wildlife silhouettes on McPolin farm.

REGULAR MEETING

I) ROLL CALL

Attendee Name	Status
Mayor Nann Worel – via Zoom Mayor Pro Tem Max Doilney Council Member Ryan Dickey Council Member Becca Gerber Council Member Jeremy Rubell Council Member Tana Toly Matt Dias, City Manager Margaret Plane, City Attorney Michelle Kellogg, City Recorder	Present
None	Absent

II) PRESENTATION

1. Park City Leadership Class 28 Senior Housing Project - Survey Findings and Recommendations:

Leslie Thatcher stated she and Kathy Kahn proposed this project to the Leadership Class. Each class member was asked to get 10 surveys. Kahn reviewed the process for selecting this project.

Karen Kendall discussed the survey questions and results and stated it could help inform decisions around building Senior housing in Park City and the greater Summit County area. She indicated 450 people took the survey and over half were in retirement age. Fulltime residents of 84060 or 84098 made up 87% of respondents. Some questions included if seniors lived alone or with someone and if they owned or rented their homes. Half of the respondents would need affordable senior housing. She indicated 83 respondents hoped to move into a Senior facility within 10 years. Kendall stated there were only two senior facilities in Summit County at this time.

Cami Richardson indicated several people from the City attended a meeting with an Idaho company that focused on senior housing. She reviewed different funding sources to help with affordable housing, including housing authorities, financing associations, deferred developer fees, private foundations, and banks. She recommended Council review the housing survey and examine opportunities to create affordable senior housing. She requested expediting the Woodside Park Phase II project which would include senior housing and a new senior center. She also recommended the County build a continuing care retirement community on the Gillmor property within the next five to 10 years. Another recommendation was to change the City code to allow uses for senior housing in as many zones as would be deemed appropriate as an incentive for developers. She asked that the City and County require all new residential development to have a set percentage of units for senior housing.

Mayor Worel stated this was a tremendous amount of work in an area that was really needed. Now the City had data that would give staff and Council direction moving forward. She asked for more information on how the code should be changed. Richardson stated that recommendation was for the City and County to look at creative ways to help the seniors. The Council thanked the Leadership Class for all their work.

III) RESOLUTIONS

1. Consideration to Adopt Resolution 2022-19, a Resolution Recognizing October 2022 as Domestic Violence Awareness Month in Park City:

Kendra Wycoff, Peace House Executive Director, stated Peace House was the nonprofit in Summit and Wasatch Counties to protect people from domestic and sexual violence. They provided many services to help people rebuild their lives. She was proud of the staff and volunteers as they provided emotional support to victims. Over the last several years, Peace House saw an increase in individuals reaching out for help. Wycoff reviewed statistics on the number of calls and overnight stays.

Mayor Pro Tem Doilney opened the item for public input. No comments were given. Mayor Pro Tem Doilney closed the public input.

Council Member Toly moved to adopt Resolution 2022-19, a resolution recognizing October 2022 as Domestic Violence Awareness Month in Park City. Council Member Gerber seconded the motion.

RESULT: APPROVED

AYES: Council Members Dickey, Doilney, Gerber, Rubell, and Toly

2. Consideration to Adopt Resolution 18-2022, a Proclamation Recognizing the Sustainable Tourism Plan:

Jennifer Wesselhoff, Park City Chamber and Visitors Bureau President/CEO, reviewed the plan was explained last week at the joint City Council and County Council meeting. She stated during the City's Vision 2020, sustainable tourism was defined as a pillar in the City's plan, and she indicated the Sustainable Tourism Plan had shared values, vision, priorities, and initiatives.

Wesselhoff indicated the board had begun many of the programs and initiatives over the last 18 months, including changing the Chamber's mission and priorities, shifting from Destination Marketing to Destination Management, hiring a sustainable tourism manager, creating a sustainable tourism event grant to mitigate the impacts of events on the community, and influencing visitor behavior. She stated this was the first sustainable tourism plan that was passed in Utah.

Luke Cartin, Environmental Sustainability Manager, stated other mountain towns were looking at this plan and it was great to share things with each other. Mayor Worel stated many residents asked how the community could maintain its authenticity with all the visitors who come to town, and she felt this was the answer. She appreciated the detailed analysis that went into this plan and she looked forward to the implementation. Council Member Gerber thanked Wesselhoff and her group for taking on this role and coming up with this plan.

Mayor Pro Tem Doilney opened the item for public input.

Andre Dumas stated sustainable tourism was important. He thought residents were onboard and he hoped to get businesses onboard.

Mayor Pro Tem Doilney closed the public input.

Council Member Toly indicated the City's most important step was to figure out how to get the community involved. She thought there were some people not currently involved who would be assets in moving the plan forward.

Council Member Rubell noted the Council just approved the Winter Transportation Plan which would help the workforce get into town and that was one way to be sustainable.

Council Member Dickey moved adopt Resolution 18-2022, a proclamation recognizing the Sustainable Tourism Plan. Council Member Gerber seconded the motion.

RESULT: APPROVED

AYES: Council Members Dickey, Doilney, Gerber, Rubell, and Toly

IV) APPOINTMENTS

1. Appoint Henry Sigg to the Planning Commission for a Four-Year Term Expiring July, 2026:

Michelle Downard, Resident Advocate, reviewed Council approved an ordinance that amended the City code to require one member of the Planning Commission to have professional experience in construction, planning, architecture, or real estate development. She asked Council to consider the Mayor's recommendation of Henry Sigg to the Planning Commission.

Council Member Dickey moved to appoint Henry Sigg to the Planning Commission for a four-year term expiring July, 2026. Council Member Toly seconded the motion.

RESULT: APPROVED

AYES: Council Members Dickey, Gerber, Rubell, and Toly

ABSTAIN: Council Member Doilney

Council Member Gerber asked if there would be a land use training for new Planning Commissioners to know Council priorities. Gretchen Milliken, Planning Director, stated there would be a training and she would let the Council know so they could participate.

V) COMMUNICATIONS AND DISCLOSURES FROM COUNCIL AND STAFF

Council Questions and Comments:

Council Member Toly noted the Prospector Square Owners Association was holding an event on Saturday. She indicated the Club Free group would have a meeting at Red Banjo on October 20th to discuss what a program would look like for a sober fun social programming for adults.

Council Member Gerber stated the City held its service dinner recognizing staff for their longevity with the City and noted it was important to show appreciation to staff.

Staff Communications Reports:

1. August 2022 Budget Report and June 2022 Sales Tax Report:

2. Arts District Programming Update:

3. Efforts to Promote Bicycle Safety:

VI) PUBLIC INPUT (ANY MATTER OF CITY BUSINESS NOT SCHEDULED ON THE AGENDA)

Mayor Pro Tem Doilney opened the meeting for any who wished to speak or submit comments on items not on the agenda.

Ed Rutan, Summit County Mental Wellness Alliance, stated he was part of a new program called Club Free. The aim of Club Free was to create a fun sober social culture with activities and events. He stated the meeting that would be held October 20th was to get community input.

Laura Carlton and Carrie Belchek, Park City Condos HOA, reviewed they gave public comment in July and came back tonight to voice their concern with the problems with the building. There were corners cut during the construction process which resulted in health and safety risks. She was concerned the City was not doing enough since it invested so much in this project. She requested a meeting with Council.

Mayor Pro Tem Doilney closed the public input portion of the meeting.

VII) CONSIDERATION OF MINUTES

1. Consideration to Approve the City Council Meeting Minutes from September 1, 14 and 15, 2022:

Council Member Rubell moved to approve the City Council meeting minutes from September 1, 14 and 15, 2022. Council Member Toly seconded the motion.

RESULT: APPROVED

AYES: Council Members Dickey, Doilney, Gerber, Rubell, and Toly

ABSTAIN: Council Member Gerber from September 1, 2022

VIII) CONSENT AGENDA

1. Request to Authorize the City Manager to Execute a Contract for Environmental Regulatory Consultant Services, in a Form Approved by the City Attorney, with AECOM Technical Services (AECOM) Inc., in an Amount Not to Exceed \$100,302:

Council Member Gerber moved to approve the Consent Agenda. Council Member Rubell seconded the motion.

RESULT: APPROVED

AYES: Council Members Dickey, Doilney, Gerber, Rubell, and Toly

IX) OLD BUSINESS

1. Consideration to Approve Ordinance No. 2022-21, an Ordinance Amending the Land Management Code Sections 15-2.5-2 Historic Recreation Commercial, 15-2.6-2 Historic Commercial Business, 15-2.13-2 Residential Development, 15-2.14-2 Residential Development - Medium Density, 15-2.16-2 Recreation Commercial, 15-

2.17-2 Regional Commercial Overlay, and 15-2.18-2 General Commercial to Allow "Single-Family Dwelling, Fractional Ownership/Use," Enacting Section 15-4-23, Single-Family Dwelling Fractional Ownership Use, and Amending Section 15-15-1 Definitions to Define "Single-Family Dwelling, Fractional Ownership/Use" (A) Public Hearing (B) Possible Action or Continue to October 27, 2022:

Makena Hawley, Planner, presented this item, reviewed the history and noted the Council direction given to the Planning team.

Mayor Pro Tem Doilney opened the public hearing.

Evelyn Saunders lived in the Aerie Subdivision and across the street from a Pacaso home. There were no parties, but the people came and went like it was a hotel. They were not part of the community and neighborhoods. She encouraged Council to ban fractional ownership in single-family home neighborhoods. She noted areas that banned fractional ownership and she wanted the Aerie to be part of the banned areas.

Andre Dumas was a mortgage officer and he stated the homes could not be mortgaged. The buyers paid with cash. He thought second homeowners wanted to be part of the community but people buying a timeshare were not trying to be part of the community. He thought fractional ownership should be banned Citywide.

Angela Moschetta indicated timeshares were in her neighborhood. She attended a Pacaso meeting and she appreciated that they committed not to acquire new properties until this was worked out. She was concerned with the map provided because of the single-family neighborhoods affected. She felt a second home used all year would impact the City. The City needed to educate the HOAs on their options.

Jason Boren, Ballard Spahr representing Pacaso, indicated Pacaso urged Council not to adopt the changes and amendments to the City code as proposed. Utah was a property rights state but regulating ownership through a land use code was not permissible. He stated this regulation was not tested. In calling other cities, Park City staff found no other city had regulated fractional ownership with their land use code, and they were looking to see what happened when Park City passed the ordinance. He felt a study should be conducted prior to a code amendment. Pacaso asserted their properties were more beneficial to a community than a second home. Boren stated the ordinance violated the protection of ownership.

Sarah Filosa, Pacaso Public Affairs Manager, indicated Pacaso wanted a fair and equitable solution for fractional ownership. She noted a property in Thaynes Canyon that was opposed by the neighborhood was sold and thought that was a sign of being a good neighbor. She discussed some language in the ordinance that did not affect Pacaso. She opposed having a cap for fractional ownership in the Historic District and

stated most nightly rentals in the Historic District did not have a cap. She stated the properties bought by Pacaso were not workforce homes.

Megan McKenna, Mountainlands Community Housing Trust, stated Mountainlands supported the proposed ordinance. She felt these were uncharted waters and bold action was needed.

Paul Zane Pilzer was an Aerie resident and stated fractional ownership was a timeshare. He thought this was a failed business model. He enjoyed living in the community and thought residents cared about problems in the community. These people would use the services, but not have part in the community.

Carol Sletta attended the meeting with Pacaso this summer. She lived in the Historic District and she was safe from this issue. She indicated Pacaso wanted to trade second homes and slightly used homes to homes where people were continuously rotating in and out. She did not want this to be in the future of the City.

Mayor Pro Tem Doilney closed the public hearing.

Council Member Rubell stated he read 36 pages of public input and listened to the comments tonight. The ordinance was not directed specifically to Pacaso, but to the idea in general. He asked Margaret Plane, City Attorney, when the pending ordinance would expire, to which she stated October 29th.

Council Member Rubell moved to continue Ordinance No. 2022-21, an Ordinance Amending the Land Management Code Sections 15-2.5-2 Historic Recreation Commercial, 15-2.6-2 Historic Commercial Business, 15-2.13-2 Residential Development, 15-2.14-2 Residential Development - Medium Density, 15-2.16-2 Recreation Commercial, 15-2.17-2 Regional Commercial Overlay, and 15-2.18-2 General Commercial to Allow "Single-Family Dwelling, Fractional Ownership/Use," Enacting Section 15-4-23, Single-Family Dwelling Fractional Ownership Use, and Amending Section 15-15-1 Definitions to Define "Single-Family Dwelling, Fractional Ownership/Use" to October 27, 2022 with a public hearing.

Council Member Gerber asked if the townhomes in the Racquet Club were single-family homes. Hawley stated those were considered multifamily dwellings and units that had four or more owners constituted a private resident club which required a conditional use permit. Fractional ownership would only be for single-family homes, and a multifamily unit with less than four owners would not need a conditional use permit. Council Member Gerber asked if the map should be changed to prohibit fractional ownership in areas such as the Homestake Condos. Hawley clarified the ordinance was only looking at single-family homes. Council Member Gerber asked for staff to look at clarifying the map.

Mayor Pro Tem Doilney suggested assigning Council liaisons to work with staff to address all the Council's questions. Council Member Rubell stated he and Council Member Dickey had been working with staff on this ordinance and they would continue to work on this.

Council Member Gerber seconded the motion.

RESULT: CONTINUED TO OCTOBER 27, 2022

AYES: Council Members Dickey, Doilney, Gerber, Rubell, and Toly

2. Consideration to Approve a Microtransit Service Agreement, in a Form Approved by the City Attorney, with High Valley Transit, to provide Microtransit Services, Not to Exceed \$850,000 for a Five-Month Pilot Program:

Matt Neeley, Transportation Manager, presented this item and indicated the material on this issue was covered in the Work Session. The areas covered by microtransit would be Park Meadows, Thaynes Canyon, Quinn's Junction area and Royal Street. Key performance measures would be monitored weekly. At the end of the pilot, the data would be analyzed and evaluated. The pilot would have five vehicles operating seven days a week from 7:00 a.m.-10:00 p.m., November 13, 2022, to April 15, 2023. He reviewed the set up and hourly costs to the City.

Mayor Pro Tem Doilney opened the public input.

Andre Dumas indicated microtransit in town would be great and was a good alternative to places where fixed routes were not feasible. He asked about increasing the frequency of other bus routes. Mayor Pro Tem Doilney stated that was discussed earlier and this item was only for microtransit discussion.

Mayor Pro Tem Doilney closed the public input.

Council Member Rubell asked if the plan would be modified if the service wasn't being used as estimated, to which Neeley affirmed. Council Member Rubell asked if data would be captured on how many people were using the service, to which Caroline Rodriguez affirmed.

Council Member Rubell moved to approve a microtransit service agreement, in a form approved by the City Attorney, with High Valley Transit, to provide microtransit services, not to exceed \$850,000 for a five-month pilot program. Council Member Gerber seconded the motion.

RESULT: APPROVED

AYES: Council Members Dickey, Doilney, Gerber, Rubell, and Toly

X) NEW BUSINESS

1.Consideration to Approve Speed Limit Recommendations within Park City Limits:

John Robertson, City Engineer, Wade Carpenter, Police Chief, and Officer Casey Coleman, were present for this item. Robertson proposed a three-tiered classification for speed limits on City roads. He reviewed a speed limit amendment was passed during the past legislative session that now allowed cities to change the speed limits without an analysis first. He stated in looking at speed limits, safety and driver frustration were concerns. He discussed studies that looked at speeds and the risks associated with driver frustration.

Robertson indicated that in looking at the local and collector roads in the City, several factors were considered. The majority of the collectors were 30 feet or wider and had sidewalks. The minor collectors were narrower in width and in higher residential areas. He recommended the major collectors maintain the speed of 25 mph. The minor collectors and local roads were recommended to be 20 mph. The Historic District roads were recommended to be set at 15 mph. The cost for signage replacement and public outreach would be \$65,000. He noted the challenge would be compliance to the changes.

Chief Carpenter stated he went to 400 North and Center in Salt Lake City and there were signs placed as part of a neighborhood campaign that read "20 is Plenty." He felt something similar could be implemented here. Officer Coleman indicated the traffic team recently focused on traffic enforcement and there were 25 stops and seven citations. They put most of their effort in education. Chief Carpenter noted Officer Eves had a goal of 30 traffic stops per shift to slow down traffic.

Robertson asked Council to approve the recommended speed limits and any future requests for speed limit changes, and to grant authority to the City Engineer to modify speed limits upon completion of a technical review and approval through the Neighborhoods First Committee.

Council Member Rubell asked how often the same violator received education versus a citation. Officer Coleman stated warnings were documented so if the violator was pulled over again, an officer felt more justified citing that individual. Chief Carpenter explained efforts made with teenage drivers. Council Member Rubell asked if speed limits applied to e-bikes as well. Officer Coleman stated he made flyers and passed them out at trailheads and bike rental stores. Bikers needed to abide by traffic laws, with the exception of being able to yield at stop signs. Chief Carpenter noted the Police Department's effort to help more drivers become licensed.

Mayor Worel asked how soon the new program could be implemented, to which Robertson stated a contractor could be hired or Public Works staff could do it within six months. Council Member Dickey asked what the cost would be having staff do the work or hiring a contractor. Robertson stated the cost would be the same. Council Member Dickey asked if Robertson thought about having a speed limit pilot, to which Robertson stated it was discussed at the last meeting, but the decision was made to make the change.

Council Member Toly asked that Swede Alley speed limit be reduced. She noted other Historic Streets should be changed to 15 mph such as Daly Avenue. She asked what the process would be if a speed limit was lowered and then a decision was made to change it back. Robertson indicated he and his team would be monitoring the limits and he could make the decision to reverse the lower speed limit.

Mayor Pro Tem Doilney opened the public input.

Steve Rowe stated this was a great first step. He represented folks in the Prospector neighborhood. He thought there would be a continued conversation on some of the streets and they would contact the City Engineer. He thought speed limits focused on the traffic centric problem and in the future, he would like to see a conversation on the bike problem.

Andres Dumas stated this issue was tied to the public transit survey. He thought it was hard to get Americans out of cars. He saw cars not stopping at stop signs and other traffic violations. He noted various intersections in town where Police monitored, and he thought it would be more efficient to have them directing traffic and overriding the lights. This would keep traffic moving and drivers would not feel inclined to take a shortcut.

Haley Wintzer was grateful when the police monitored the area, but when they weren't around, there was a big speeding problem. She appreciated decreasing the speed limit and asked for any measure that could help.

Emil Carazo lived in Park Meadows and noted there were not sidewalks. Traffic slowed down only with Police presence. He felt citations were the only way to slow down the traffic. He asked how the success of the program would be measured.

Justin Lagotic stated the speed limit reduction was huge and was a great first step. He supported it and agreed with the previous commenter that enforcement needed to increase.

Mayor Pro Tem Doilney closed the public input.

Council Member Rubell stated a lot went into making the speed limits effective and he appreciated the work. He indicated Utah was on track for having the most accidents in history. He knew speed limits wouldn't solve the issue completely. He encouraged people to go to the Neighborhoods First web page and submit a request for striping crosswalks, putting up signage, medians, traffic calming measures, etc.

Mayor Pro Tem Doilney thought reducing speeds was a good first step and other initiatives would be looked at as well.

Council Member Dickey expressed concern with the minor collectors and thought 20 mph would be frustrating to many drivers. He supported reduced speeds for where they were needed. He thought the proposal was overreaching. He knew there was a need for slower speeds in Prospector, and noted Robertson promoted traffic calming measures. He supported a pilot.

Council Member Toly agreed with Council Member Dickey and stated the higher neighborhoods didn't want the reduced speeds. She wanted to support the Police with a consistent plan, and she was glad individuals could make requests with the City Engineer. Robertson indicated he and the Police would monitor the situation and he could raise those limits if problems arose. This plan would make it easier to change speed limits. Council Member Rubell noted if a driver reduced their speed a couple of miles per hour, it would be beneficial.

Council Member Rubell moved to approve the proposed speed limit recommendations within Park City limits and grant authority to the City Engineer to modify speed limits upon completion of a technical review and approval through the Neighborhoods First Committee. Council Member Gerber seconded the motion.

RESULT: APPROVED

AYES: Council Members Dickey, Doilney, Gerber, Rubell, and Toly

NAYS: Council Members Dickey and Toly

2. Consideration to Approve Ordinance 2022-39, an Extension of City Council's July 15, 2021 Approval of Ordinance No. 2021-32, an Ordinance Approving the 245 Woodside Plat Amendment, Located at 245 Woodside Avenue, Park City, Utah:

Alex Ananth, Senior Planner, presented the item. This project was a plat amendment to remove an internal lot line at 245 Woodside in the Historic District. The existing house had several encroachments and the applicant had to enter into an encroachment agreement with the City; however, their last approval expired, so they were seeking a one-year extension.

Mayor Pro Tem Doilney opened the item for public hearing.

Justin Keith, stated he represented the applicant and had worked closely with Ananth on this plat.

Mayor Pro Tem Doilney closed public hearing.

Mayor Worel asked why the owners needed a full year extension if the plat was at its final stages. Ananth responded that it was the standard amount of time for plat extensions, but she did not expect them to use the full year.

Council Member Rubell commented that owners presenting on land use approvals should not assume that extensions would be granted so easily, that they were discretionary.

Council Member Gerber moved to approve Ordinance 2022-39, an extension of city council's July 15, 2021 approval of Ordinance No. 2021-32, an ordinance approving the 245 Woodside Plat Amendment, located at 245 Woodside Avenue, Park City, Utah. Council Member Rubell seconded the motion.

RESULT: APPROVED

AYES: Council Members Dickey, Doilney, Gerber, Rubell, and Toly

3. Consideration to Approve Ordinance No. 2022-40, an Ordinance Approving an Extension of City Council's June 18, 2020 Approval of Ordinance No. 2020-40, An Ordinance Approving the 1162 Woodside Avenue Plat Amendment, Located at 1162 Woodside Avenue, Park City, Utah:

Planner Jaron Ehlers presented this item and reviewed it was an extension to a plat amendment. It is a landmark, historic structure and located in the HR1 zone. In 2020, Council granted the plat amendment, but it required two encroachment agreements. The owners were unable to complete the agreement with the neighbor within the time frame, so they requested an extension which was approved last July 15th. They secured the encroachment agreement, but there was a change of ownership which meant that the plat had to be updated, and that was not completed before the deadline.

Mayor Pro Tem Doilney, opened the public hearing. No comments were given. Mayor Pro Tem Doilney closed the public hearing.

Council Member Gerber moved to approve Ordinance No. 2022-40, an ordinance approving an extension of City Council's June 18, 2020 approval of Ordinance No. 2020-40, an ordinance approving the 1162 Woodside Avenue Plat Amendment, located at 1162 Woodside Avenue, Park City, Utah. Council Member Dickey seconded the motion.

RESULT: APPROVED

AYES: Council Members Dickey, Doilney, Gerber, Rubell, and Toly

4. Consideration to Approve Ordinance No. 2022-41, an Ordinance Approving the Park City Fire Station Subdivision, Located at 7805 Royal Street, Park City, Utah:

Spencer Cawley, Planner, and Fire Marshall Mike Owens were present for this item. Cawley reviewed the former fire station required additional space to accommodate eight personnel and a larger fire apparatus because of the building heights in the area. In 2002, the Fire District received an approved variance from the Board of Adjustment so they could expand and encroach into the setbacks. They also received a conditional use permit from the Planning Commission allowing expansion of the central municipal facilities. Last year, Ordinance 2021-43 approved a zoning map amendment and had a condition of approval that required a subdivision plat because it was a meets and bounds parcel. The proposal for this subdivision complied with the Public Use Transition Zoning District. The proposed height of the fire station was 38 feet. The proposal complied with the non-residential parking ratio requirements. The size of the building designated that they were required to have eight off-street parking spaces; there were five onsite parking spaces proposed and there were four parking spaces at ground level due to an agreement with the Chateau at Deer Valley. The Chateau provided a statement that they would continue to maintain this parking agreement with the Fire District. The proposal complied with the sensitive land overlay regulations. The development and review committee met on July 5th and did not identify any issues.

Mayor Pro Tem Doilney opened the public hearing. No comments were given. Mayor Pro Tem Doilney closed the public hearing.

Council Member Dickey moved to approve Ordinance No. 2022-41, an ordinance approving the Park City Fire Station Subdivision, located at 7805 Royal Street, Park City, Utah. Council Member Gerber seconded the motion.

RESULT: APPROVED

AYES: Council Members Dickey, Doilney, Gerber, Rubell, and Toly

XI) ADJOURNMENT

PARK CITY HOUSING AUTHORITY MEETING

I) ROLL CALL

Attendee Name	Status
Chair Nann Worel via Zoom	Present

Chair Pro Tem Max Doilney Board Member Ryan Dickey Board Member Becca Gerber Board Member Jeremy Rubell Board Member Tana Toly Matt Dias, Executive Director Margaret Plane, City Attorney Michelle Kellogg, Secretary	
None	Absent

II) PUBLIC INPUT (ANY MATTER OF CITY BUSINESS NOT SCHEDULED ON THE AGENDA)

Chair Pro Tem Doilney opened the meeting for any who wished to speak or submit comments on items not on the agenda. No comments were given. Chair Pro Tem Doilney closed the public input portion of the meeting.

III) NEW BUSINESS

1. Consideration to Approve Modifications to the Restrictive Covenant Protecting the Affordability and Sustainability of Units EMP-A and EMP-B at Argent at Empire Pass Condominiums, 7677 Village Way:

Browne Sebright, Housing Program Manager, and Bill Fiveash, developer team, were present for this item. Sebright indicated the developer team worked with the Housing staff to address issues with the existing deed restrictions for two employee units at the Argent. There were some technical issues with wrong CCRs; thus, there were three requests tonight: 1) correct those incorrect technical references; 2) the straw deed requirement should remain; and 3) qualified renter area median income (AMI) threshold should accurately reflect a current income of those employed in that area. Sebright clarified that one of these units was a studio and the other was a one bedroom, so a one-person household and 2-person household, respectively. Limits included 80% AMI for the studio and 150% AMI for the one bedroom. The Housing team recommended that the Housing Authority approve requests One and Three and deny Request Two. Fiveash mentioned the denial did not reflect their willingness to do the straw deeds, and they would do those, but sometimes they were confusing.

Board Member Rubell stated he would like more clarification with the AMIs and thought 45% AMI wouldn't work based on income. He did not understand why the one-bedroom unit would be placed at 150% AMI. Sebright clarified that AMI categories weren't linear. Fiveash added that required employment for occupancy of the properties had been a constant, but none had an income limitation for an employee housing unit. He further stated that other projects, such as Founders, had duality in structure, meaning two of

the six units were allowed at 150% AMI, two were allowed at 80% AMI, and the other two were lower. With that, there was a resident manager on site; in this case, a high-level individual who was paid \$60,000-\$70,000 annually. But that manager would not be able to have a partner who made a high-level income and still retain residency; thus, a higher AMI would be necessary in this case.

Board Member Rubell wondered what the difference between percentages was. Board Member Dickey clarified that the one-bedroom was at 150% AMI regardless of household size, but previously it was 80% AMI for a single and 150% AMI for a double. Fiveash stated it was not the intent to have 150% AMI set for a single individual, but rather to accommodate life changes if a partner were to inhabit the unit to create a combined income.

Board Member Gerber appreciated the flexibility in the language. She concurred that it made sense to have one set at a high AMI as well as a lower AMI to target varied incomes and additional members that might inhabit the unit. Fiveash clarified that he would be okay with 80% AMI for a single and 100% AMI for a double for a non-Deer Valley employee. Board Member Dickey thought the AMIs should be less restrictive for Deer Valley employees and indicated that he would like both proposals to be consistent and account for all scenarios.

Fiveash noted he disagreed with the AMI for Unit A if they were Deer Valley employees. He affirmed that a 100% AMI and 150% AMI instead of 80% AMI and 150% AMI might put this group of owners at a disadvantage. A good standing employee with similar qualifications may be swayed to purchase elsewhere if there wasn't an attached income requirement.

Board Member Rubell stated the issue was the intent of affordability and the intent was to provide workforce housing. Chair Pro Tem Doilney stated he was not hearing support for bumping the lower AMI up to 100% and maintained that the affordability component seemed important. He understood the situation of an employee who received salary increases, and then was no longer within the income limits of affordable housing. He stated the language regarding AMIs needed to be more defined.

Board Member Rubell asked the board members if they agreed to changing it to a workforce requirement instead of an affordable requirement. Fiveash stated they were always intended to be employee units; one was to be more restrictive and the other was to be less restrictive. Board Member Dickey felt they had a better chance at being employee units with raised AMIs, especially with double occupancy, since the more affordable AMIs didn't allow for a two-person household.

Board Member Rubell questioned why the AMIs would be in place if it was a qualification of the building to be an employee. Fiveash stated that none of the other

units had AMIs except for these two. Board Member Toly asserted she would not want to restrict people in upward mobility in their profession or based on the income of their partner.

Chair Pro Tem Doilney stated he supported a workforce component with a higher AMI. He clarified that Empire A and Empire B would both be at 150% with an employee requirement built into the language. Board Member Rubell stated that a table or chart of what they were approving would be helpful. Fiveash noted they could edit the AMIs and language surrounding the units and bring them back at the next meeting.

Board Member Gerber moved to continue the modifications to the Restrictive Covenant Protecting the Affordability and Sustainability of Units EMP-A and EMP-B at Argent at Empire Pass Condominiums, 7677 Village Way to October 27, 2022. Board Member Toly seconded the motion.

RESULT: CONTINUED TO OCTOBER 27, 2022

AYES: Board Members Dickey, Doilney, Gerber, Rubell, and Toly

IV) ADJOURNMENT

With no further business, the meeting was adjourned.

Michelle Kellogg, City Recorder

WINTER TRANSPORTATION OPERATIONS PLAN

2022-2023

PARK CITY

1881

EXTERNAL COORDINATION

Since May we have engaged with the following:

- Utah Department of Transportation
- Park City Mountain
- Deer Valley Resort
- Summit County
- High Valley Transit
- HPCA
- Transportation Advisory Committee
- Transportation Liaisons



COMMUNITY ENGAGEMENT

Park City Transit significantly increased outreach efforts for winter 22-23.

- Used multiple methods to connect with the community
- We received over 200 total comments from open houses and the online comment form.



COMMENT THEMES

- Frequency
- Fast and Direct Service
- Support Park and Ride Service (if frequent and direct)
- Prioritize the Community
- Serve the Workforce
- Microtransit support/concerns

We Also Heard:

- High Valley Transit Routes
- Service to additional areas (Daly Ave, Solamere, Aerie Dr)
- Earlier and later service
- Ski infrastructure on transit
- Route layout changes



Fixed-Route Analysis

Proposed Frequency Improvements:

- **Red, Yellow, Green, Blue**

- Most overcrowded routes/top 4 ridership routes for winter 21-22
- Green/Blue frequent service to support microtransit connections to fixed route
- Increase frequency in key areas (HS, resorts, Prospector/high density areas)

How Micro Works

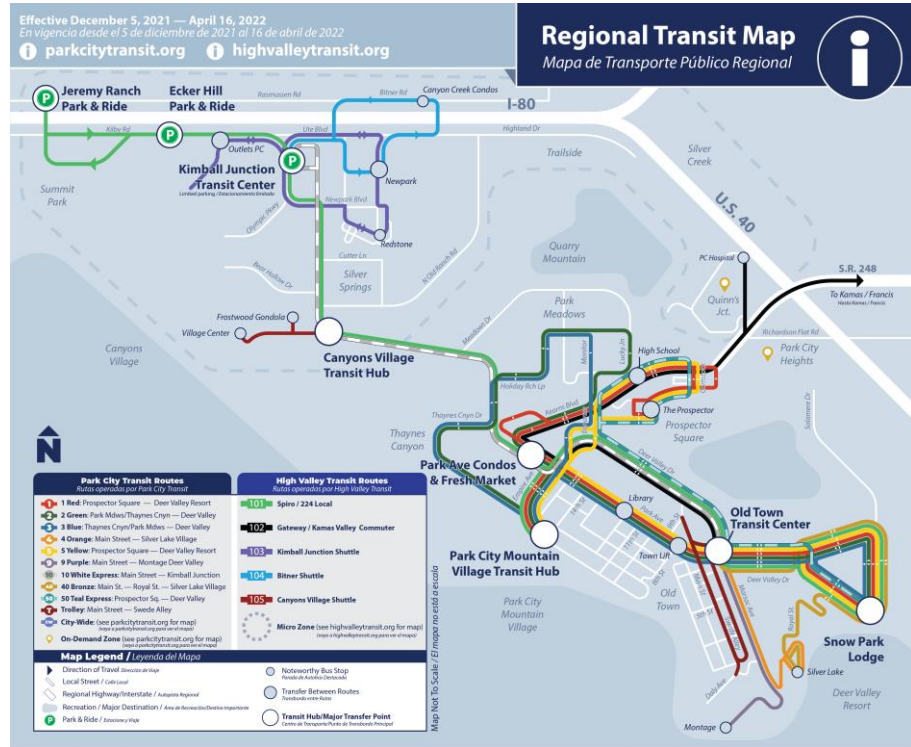
- Feeder/first-last mile
- Not meant to compete with door-to-door service

How Fixed Route Works

- More direct routes/larger ridership volumes

Analysis Process

- Ridership/feedback
- Possible ridership density
- Appropriate service for area, micro/fixed



WINTER TRANSPORTATION MICROTRANSIT

On [July 28, 2022](#), Council supported Park City using High Valley Transit (HVT) as our microtransit service provider.

What We Know About Microtransit:

- Benefits to the community
- Infrastructure needed to implement the service
- Additional transit needs in the community



MICROTRANSIT PILOT

The proposed microtransit pilot would serve several neighborhoods:

- Thaynes Canyon
- Park Meadows
- Quinn's Junction (Hospital, Peace House, Health Dept.
- Possibly PC Heights (based on Richardson Flat service decision)
- Royal Street



MICROTRANSIT PILOT

Pros and Cons to consider:

Pros:

- Microtransit reaches areas not easily accessible by fixed-route and requires fewer resources in low demand areas.
- Shared rides to those traveling in the same direction.
- App available for trip planning across the entire journey.

Cons:

- Schedule a ride in advance vs. fixed and dependable schedules.
- The maximum seating capacity is 4 passengers.
- Specialized service results in fewer passengers per hour.



WINTER TRANSPORTATION OPTIONS

After months of planning and incorporating community and stakeholder input, there are three options for Council to consider:

Option 1:

Implement Richardson Flat Park & Ride service, Enhance Frequency on Key Existing Fixed-Routes, and Onboard a Microtransit Pilot;

Option 2:

Enhance Frequency on Key Existing Fixed-Routes and Onboard Microtransit Pilot with expansion to PC Heights; or

Option 3:

Implement Typical Winter Service.



WINTER TRANSPORTATION OPTIONS

Option 1:

Richardson Flat Park & Ride Express Service to the Resorts, Enhanced Peak-Hour Frequency on Key Existing Fixed Routes (Green and Blue), and a Microtransit Pilot

Goal – Reduce extreme periods of traffic and congestion and expand access to transit services within Park City.

Pros

- Increasing parking options and free's up parking in town
- Reducing congestion in town by providing 7 day a week overflow parking option
- Provides fixed-route service to PC Heights

Cons:

- Inconvenient location for SLC and Heber commuters
- Exceeds FY23 transportation budget
- Requires additional fleet availability and operator staffing

Cost – The additional funding needed for this option is \$1.8M.



WINTER TRANSPORTATION OPTIONS

Option 2:

Enhance Peak-Hour Frequency on Typical Winter Service (Red, Yellow, Green, and Blue), expand Microtransit Pilot to include PC Heights, and Exclude Richardson Flat Service

Goal – Provide enhanced service to Park City residents and visitors within City limits, increasing access to in-town transit.

Pros:

- Enhanced transit services provides more frequent service for the community
- Free's up parking
- The community is familiar with the routes
- Reduce overcrowding on buses

Cons:

- Doesn't help keep cars from coming into the city
- Requires additional fleet availability and operator staffing
- Doesn't provide 7 day a week overflow parking option

Cost – The additional funding needed for this option is \$580k.



WINTER TRANSPORTATION OPTIONS

Option 3: Typical Winter Service

Goal – Continue typical winter service (same level of service offered winter 2021-2022).

Pros:

- Community is familiar with existing routes
- Stays within existing funding levels
- Maintains more than sufficient bus spare ratio
- Currently on track to staff this option

Cons:

- Overcrowded buses
- Transit access will remain the same as prior years.
- Doesn't provide 7 day a week overflow parking option
- Doesn't help keep cars from traveling into or within the city

Cost – No additional funding needed.

WINTER TRANSPORTATION OPTIONS

Options for Council to consider:

Option 1:

Implement Richardson Flat Park & Ride service, Enhance Frequency on Key Existing Fixed-Routes, and Onboard a Microtransit Pilot;

Option 2:

Enhance Frequency on Key Existing Fixed-Routes and Onboard Microtransit Pilot with expansion to PC Heights; or

Option 3:

Implement Typical Winter Service.

Questions?



A photograph of a two-story red house with a dark roof and multiple gables. A silver car is parked in the driveway in front of a two-car garage. To the right of the garage, there is an exterior staircase leading to a second-floor deck. The house is surrounded by greenery, including a large evergreen on the left and deciduous trees on the right. The sky is blue with scattered white clouds.

516 MARSAC AVENUE

OLD PEACE HOUSE REDEVELOPEMENT

City Council
October 6, 2022



Image Source: Google Maps

BACKGROUND

- Property was acquired in 2017 using Transit Funds
- Intent was to use the property for Transit housing
 - Split in operations with HVT has reduced the need for short-term seasonal housing for Transit employees
- Council heard this item in a work session on June 23, 2022, and identified two preferred target uses:
 - City Employee Housing
 - Transitional Housing

BACKGROUND

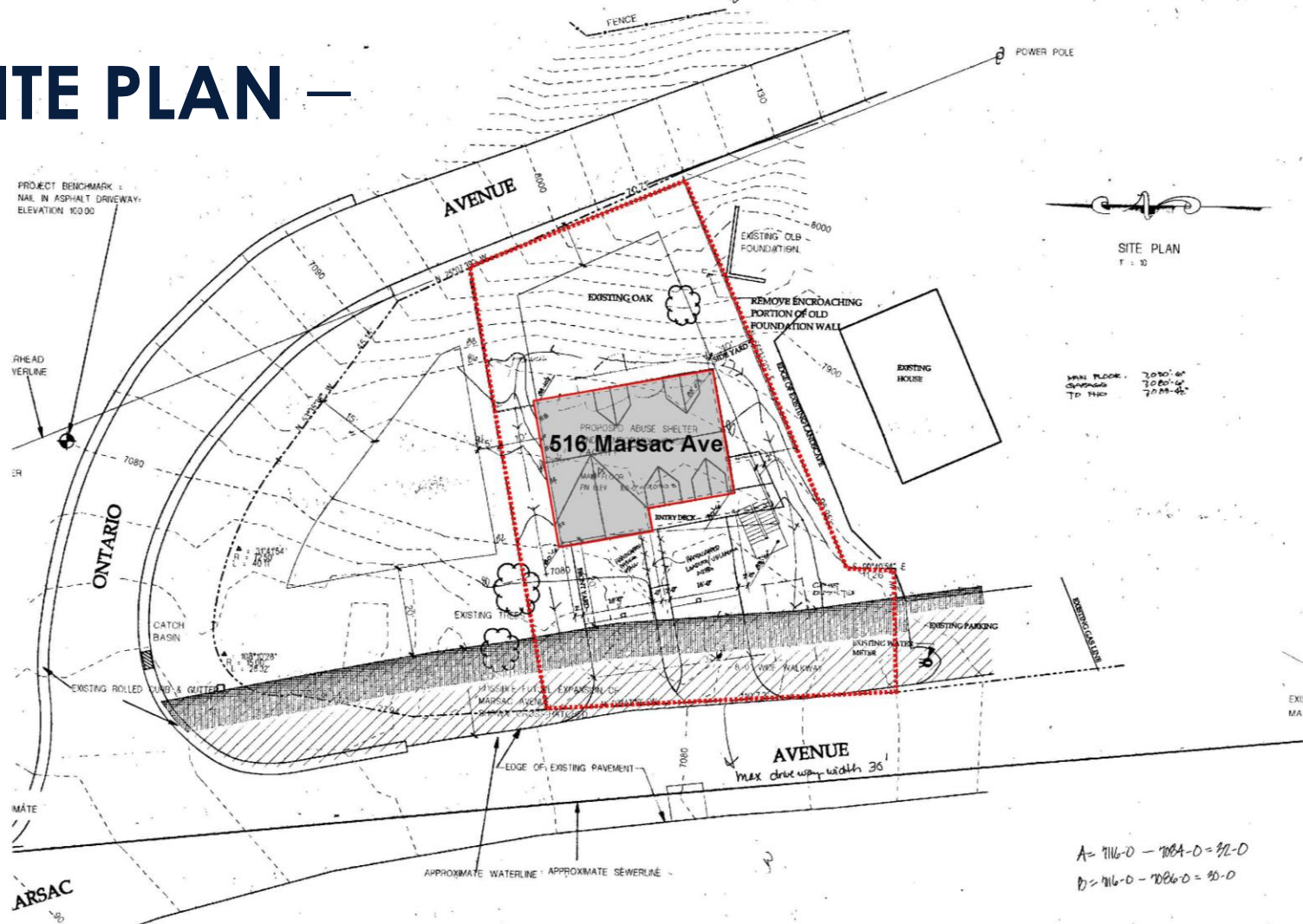
- City has conducted two feasibility studies and a property repairs and upgrades assessment
- Housing Team requests Council determine the preferred redevelopment option:
 1. Use of the property as City Employee Housing via conversion into a Triplex
 2. Use of the property as Transitional Housing via an RFP and property repairs and upgrades

516 Marsac Avenue

Property and Zoning Context



PROJECT BENCHMARK :
NAIL IN ASPHALT DRIVEWAY:
ELEVATION 100.00


$$A = 7116 - 0 - 7084 - 0 = 32 - 0$$
$$D = 716.0 - 706.0 = 10.0$$

POTENTIAL USES

- City Employee Housing
 - This would expand the number of units dedicated to City employees (police, public works, water, recreation, and general administration). To consider this use, the property requires a major renovation.
- Transitional Housing
 - This is the building's designed use. To continue this use, the property requires renovation due to considerable wear and tear.

— CITY EMPLOYEE HOUSING —

- City currently has a limited employee housing program that provides units on a short-term basis for new and transitioning employees
- In 2017, the Employee Housing survey identified that 22% of City Employees lived in City limits
- The 2022 Employee Housing survey shows that the percent of City employees living within City limits is decreasing, currently at 18.3%



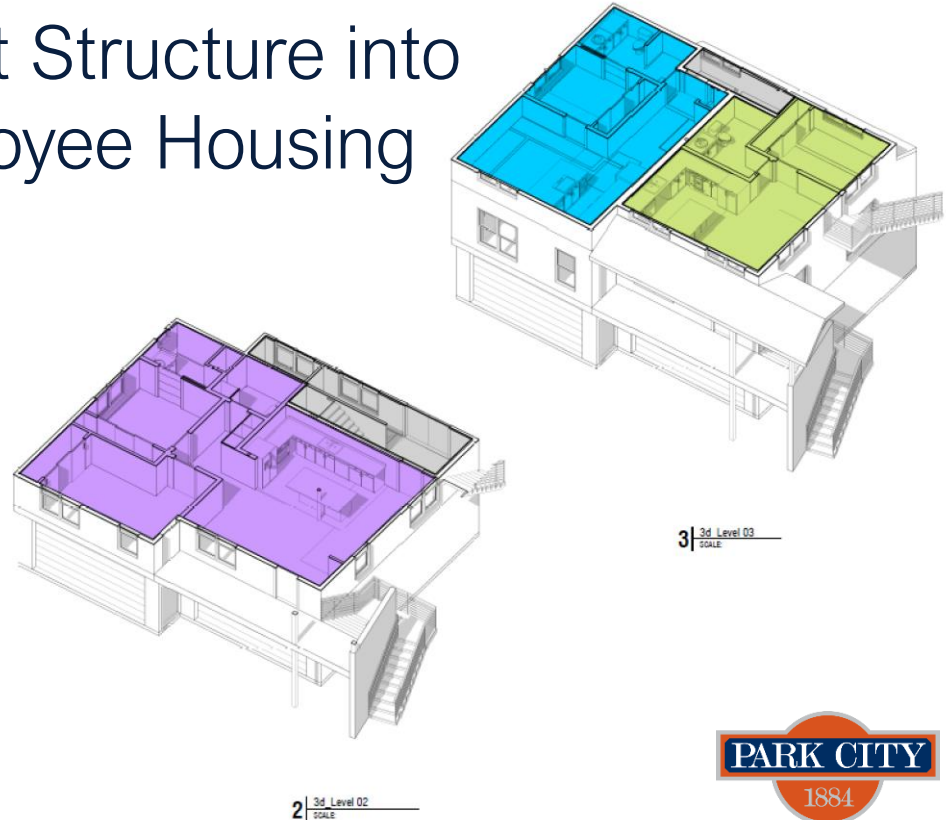
— CITY EMPLOYEE HOUSING —

1. Redevelop the Current Structure into a Triplex for City Employee Housing

— Create three units:

- 1 bedroom / 1 bath
- 1 bedroom / 1 bath
- 2 bedroom / 2 bath

— Estimated cost for conversion is \$960,092



— CITY EMPLOYEE HOUSING —

- The 2022 survey identifies that 30% of employees who do not live in the City are looking for housing in town
- There are approximately 48 to 97 employees and their families who do not live in Park City but wish to live in town
- Addition of three units would increase the number of regular City employee units from six to nine
 - Will not decrease the number of units currently in use for new and transitioning employees.

— TRANSITIONAL HOUSING —

2. Repairs and Upgrades for Transitional Housing

- Maintain the current configuration of the building:
 - 5 bedrooms / 3 baths (2 half-baths)
- Estimated cost for upgrades is \$97,385
- Proposed term of use is 3-5 years
- Use by a third-party would require a public RFP process to accept bid proposals

ANALYSIS

- Both options are viable but have different costs and benefits
- The 2017 and 2022 Employee Housing surveys indicate a trend of a declining local workforce
- Council may consider offering other municipal housing units for transitional housing use if this use is a priority.

RECOMMENDATION

- Housing Team recommends that the targeted use of the property be City employee housing
 - The Triplex option increases the City's inventory of unit types that are in demand
 - This use helps address the declining percentage of the municipal workforce living locally
- We request that Council consider the two options and determine which will best meet the needs of PCMC and the Park City Community.



LIVE PARK CITY - LITE DEED RESTRICTION PROGRAM

Restrictive Covenant Template

October 6, 2022



BACKGROUND

- Park City Council approved the creation of the Advisory Committee for the Live Park City – Lite Deed Restriction Program on April 28, 2022 (Resolution 08-2022).
- City Council approved the appointment of the Advisory Committee members on September 15, 2022
- The Housing Team seeks final input from Council on the restrictive covenant template before opening the program

– REMOVAL OF NON-APPLICABLE LANGUAGE –

- The Housing Team has removed erroneous references:
 - Section 3 *Event of Default* referenced a non-applicable section of the municipal code
 - Section 2.3 *Occupancy Restrictions* was modified to provide clarity to occupancy requirements
 - References to “Maximum Resale Price” were removed
- Minor edits were made to address numbering, typos, and grammatical mistakes

CLARIFICATIONS

- Prior draft made long-term rental use appear more onerous than owner-occupied unit use
 - New language streamlines the requirement for an owner to notify the City of each long-term rental
- Timeframes were adjusted to clarify when the City would begin assessing monetary penalties for non-compliance
- Borrowing from peer programs in other resort communities, a “buy out” tool was included should the owner or City seek to exchange the unit in the future

NEXT STEPS

- The Housing Team is working with the Housing Legal Council and members of the Advisory Committee for a final review of any outstanding technical issues in the template
- Housing Team and Communications Team will finalize marketing content by October 10th
- Go-live date is set for October 17th

RECOMMENDATION

- Take public input; and
- Consider approving the draft Deed Restriction Template for the Live Park City – Lite Deed Restriction Program



PARK CITY VISION 2020

FINAL VISION AND STRATEGIC ACTION PLAN

February 2021



4.0 STRATEGIC PILLARS FRAMEWORK – BUILDING BLOCKS FOR THE NEW FUTURE

The Strategic Pillars were developed from community input, prior to the Vision 2020 Future Summit – Part 1 in November 2019. The pillars represent the major theme or topic areas that underpin the aggregated preferred future, called 'Embracing Bold Action'. They have been synthesized directly from the scenario planning and community engagement process. The Strategic Pillars are the fundamental building blocks for the future actions that support the vision. From November through to February, teams of subject experts and stakeholders worked as focus groups to craft and refine the strategic Key Action Areas for each pillar.

PARK CITY VISION 2020 STRATEGIC PILLARS





4.3 SUSTAINABLE TOURISM

Create a harmonious balance between resident and visitor quality of experience

4.3.1 IMPORTANCE OF SUSTAINABLE TOURISM

Park City has become a world-renowned tourism destination due to its exceptional recreational offerings and its reputation as a key ski destination - including serving as the Alpine Heart of the 2002 Olympic Winter Games. However, throughout the Vision 2020 process, many residents have stated that the balance has reached a tipping point in relation to the city catering to visitors, rather than residents. The impact of large visitation has led to citizens being concerned about how Park City is no longer Park City for its residents.

In a rapid polling exercise at the Future Summit – Part 1, held in November 2019, 48% of participants at the event felt that the balance of Tourism in Park City was “already out of kilter”, with 47% of participants “worried that the balance was getting out of kilter”. During a live polling exercise at the Future Summit – Part 2, held in February 2020, 33% of respondents felt that Park City was already suffering irrevocable damage from ‘over-tourism’, with 28% of respondents feeling that the damage would be felt by 2025. Interestingly, 82% of respondents felt that Tourism was ‘essential’ to Park City’s local economy.

It is also necessary for Park City to initiate a regional dialogue between resorts, local businesses, tourism operators and civic entities in order to build a long-term sustainable tourism approach. This will create shared values, objectives and priorities. Park City’s success as a progressive, prestigious and unique mountain town ensures that its leadership can contribute its knowledge and experience to broad, regional conversations especially in terms of the transitioning to sustainable practices and social evolution.

How can Park City maintain the balance of the day to day life and routine for its residents and still cater to its visitors?



4.3.2 KEY ACTION AREAS

The Key Actions identified during the visioning process, focus on building a sustainable tourism approach. The challenge is in finding the right balance between a vibrant tourism industry that delivers huge economic benefit, with ensuring Park City remains a functioning and connected community in its own right. **Focusing on a sustainable tourism approach will help find new solutions and bold actions.**

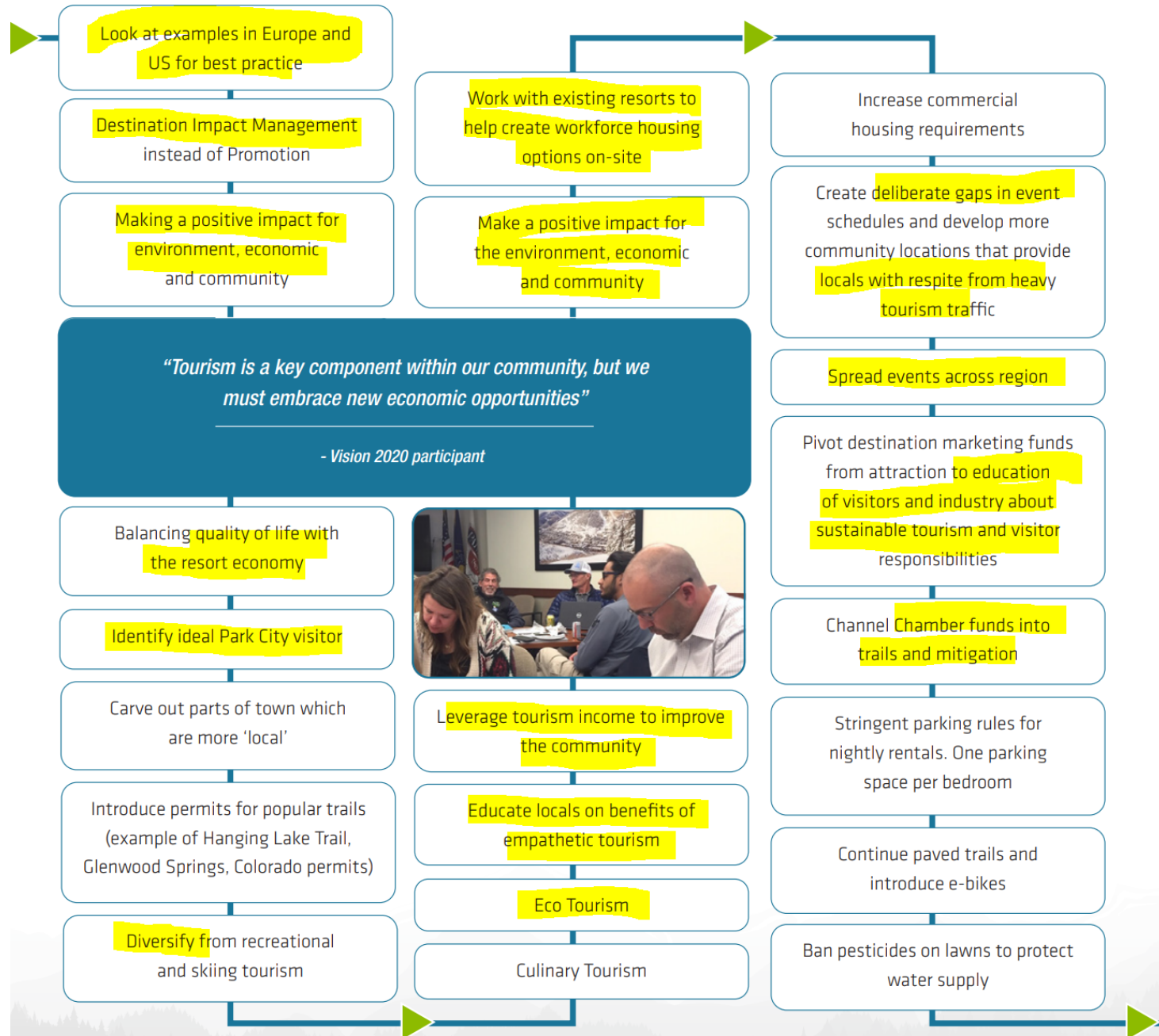
- **Impact Mitigation** - Adopt a destination impact management approach, built on the philosophy of sustainable tourism that addresses local community and environmental impact.
- **Holistic Analysis** - Undertake a comprehensive review of the tourism property expansion and impact, including the scale and penetration of nightly rental market, to set parameters and policies that shape workforce housing options, transit, commercial housing requirements and accommodation balance at neighborhood levels.
- **Local Refuge** - Create deliberate gaps in event schedules and develop more community 'protected spaces' that provide locals with respite and enhance locals sense of contentment.
- **Regional Synergy** - Build alignment between community aspirations and resort industry goals, by initiating regional dialogue between resorts, local businesses, tourism operators and civic entities to build a long-term sustainable tourism approach and seek funding to amplify community values and ethos to the market.

The Coronavirus pandemic has dramatically disrupted the tourism industry. Rebuilding the industry offers an opportunity to rethink how potential negative impacts can be better managed.



4.3.3 IDEAS FROM THE COMMUNITY

Ideas from the Community





Plan Components

Sustainable Tourism Plan

Methodology

Vision

Stewardship Principles

Objectives

Indicators

Initiatives

Appendices

A: Indicators & Sources

B: Timeline

C: GSTC Cross-reference



Stewardship Principles



Value and respect the **health of our local environment and natural resources**



Foster our **local spirit**, our values, our **sense of place**, and the **well-being of our community**—residents, employers, employees, and visitors alike



Ensure that **benefits of the visitor economy are shared equitably** by people of all races, ages, gender identities, sexual orientations, abilities, income levels, and by Summit County's communities



Enable Summit County's tourism industry to **lead by example**, championing tourism's benefits, mitigating its impacts, and harnessing its regenerative power for the community and the environment



Be **bold, creative, and action-focused**, supporting transparency and measurable outcomes

Plan Objectives



Cultivate local pride and respect for the Park City / Summit County experience



Implement sustainable infrastructure, management policies, and initiatives



Protect and manage our natural environment to enable sustainable outdoor recreation



Ensure the long-term resilience of the Park City / Summit County economy



Equalize the economic benefits and burdens mitigate impacts of the visitor economy



Leverage messaging and programming to accelerate sustainable tourism



Foster the development and management of Summit County's art and culture tourism assets

C (a) Protecting cultural heritage		
C1 Protection of cultural assets	1.67	
Lists of cultural assets, including evaluation and indication of vulnerability	1	Initiative 7.2
Program of rehabilitation and conservation of assets	2	Initiative 7.2
Mechanisms for using income from tourism to support conservation of cultural assets	3	Initiative 7.1
C2 Cultural artifacts	1.67	
Reference to relevant laws relating to historical artifacts pertaining in the destination (title, date)	3	N/A
Evidence of communication of relevant laws to tourism enterprises and visitors	0	Initiatives 4.4, 6.4
Evidence of enforcement of relevant laws	2	N/A
C3 Intangible heritage	2.25	
Identification and listing of intangible cultural heritage	2	Initiative 7.2
Examples of celebration and visitor experiences of intangible cultural heritage (events, distinctive products etc.)	3	Initiative 7.2
Evidence of involvement of local and indigenous communities in developing and delivering visitor experiences based on intangible cultural heritage	2	Initiative 7.2
Feedback from visitors and local communities on delivery of intangible heritage experiences	2	Initiative 6.1

Programs in action – last 18 months

1. New organizational mission, vision, values
2. New organizational long range strategic plan
3. Shift towards destination management with a focus on visitor behavior
4. Hired a person dedicated to sustainable tourism
5. Completed the GSTC destination assessment
6. Shifted funds towards sustainable tourism
7. Resident survey, 2500+ responses
8. Green business certification redevelopment and enhancements
9. Mental wellness business forum with organizers and HR professionals
10. Held transit forum with public and private sector entities
11. Financial sponsorship with Mountainlands Housing Trust for affordable housing advocate and navigator
12. Created a Sustainable Tourism Event Grant
13. Developed Trails Less Travelled brochure and landing page (visitor dispersion)
14. Reimagining Kamas Valley Business Association
15. Implementing a local communications plan
16. Publish Small Town Stories series weekly
17. Hold bi-monthly coffee chats for residents
18. Funding program to apply for historic designations for heritage sites
19. Reimagining Visitor Center
20. Funding comprehensive map for trails and webcam with Mountain Trails and Basin Rec
21. Financial support and enhanced marketing of Summit bike share program
22. Enhanced marketing of Transit to Trails
23. Developing Tourism Give Back Days
24. Visitor Education Campaigns
25. Focus on quality over quantity visitation
26. Park City rebranding underway
27. Leave No Trace partnership
28. Sustainability pages on website
29. Stewardship videos
30. Development of business toolkit
31. Visitor education materials for lodging partners
32. Partnership with PandoLabs for entrepreneurship programming
33. Incentivizing and promoting “Ride On” employee commuter program
34. Partnering with Heber Valley Chamber of Commerce on Wasatch Back Economic Summit
35. Invested in new data / research to help identify visitor movements and capture behavior
36. Enhanced meeting planner messaging – how to host a green meeting
37. Development of Legislative Policy Agenda
38. Developing self-guided tour highlighting local culture

NO COST



GSTC Task Force

Sarah Pearce	Park City Municipal
Luke Cartin	Park City Municipal, Sustainability
Pat Putt	Summit County
Emily Quinton	Summit County
Tom Fisher	Summit County
Ginger Wicks	PCARA, PCALA, HPCA
Carolyn Wawra	Recycle Utah
Tom Bradley	Park City Mountain Resort
Susie English	Deer Valley
Dana Jones	Snyderville Basin Recreation Representative
Chris Crowley	Summit County Emergency Manager
Mike McComb	PCMC Emergency Manager
Joe Frazier	Summit County Historical Museum Director
Mike Luers	Snyderville Basin Water Reclamation District
Colin Hilton	UOP
Jeff Jones	Summit County
Daniel (Dano) P. Jauregui	District Ranger, Forest Service, Uinta-Wasatch-Cache National Forest
Bruce “Goose” Juhl	All Seasons Adventures
Bob Kollar	Park City Chamber CVB
Kelly Bricker	University of Utah/GSTC

Stewardship Council

Roger Armstrong

Summit County Council

Colin Hilton

Utah Olympic Legacy Foundation

Bonnie Park

Friends for Responsible Dev.

Tom Bradley

Park City Mountain Resort

Daniel (Dano) P. Jauregui

Uinta-Wasatch-Cache National Forest,
Forest Service

Pat Putt

Planning & Zoning, Summit County

Luke Cartin

Sustainability, Park City Municipal

Dana Jones

Snyderville Basin Recreation

Emily Quinton

Sustainability, Summit County

Chris Conabee

Snyderville Basin Planning
Commission

Brooks Kirchheimer

Hearth and Hill

Lora Smith

Mountain Trails Foundation

Max Doilney

Park City Council

Patrick Matheson

Mountainlands Community
Housing Trust

Carolyn Wawra

Recycle Utah

Susie English

Deer Valley

Aldy Milliken

Kimball Art Center

Ginger Wicks

PCARA, PCALA,
HPCA

Tom Fisher

Summit County Manager

David Nicholas

Summit County Resident

Diego Zegarra

Park City Community Foundation

EXECUTIVE COMMITTEE



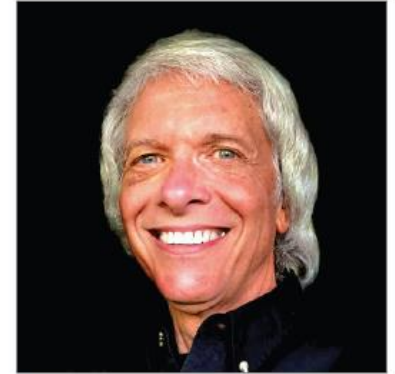
Brooks Kirchheimer
Board Chair, *Hearth and Hill*



Betsy Wallace
Past Chair/Treasurer,
Sundance Institute



Rhonda Sideris
Park City Lodging



Roger Armstrong
Summit County Council



Spencer Byrne
All Seasons Adventures



Susie English
Deer Valley Resort



Melanie Welch
Utah Olympic Legacy Foundation



Janna Young
Summit County

BOARD MEMBERS



Rachel Alday
*Abode Luxury
Rentals*



Lindsay Arnold
*US Ski &
Snowboard*



Matt Dias
*Park City
Municipal*



Shaydar
Edelmnn
*Park City
Mountain*



Greg Gendron
Stein Collection



Erin Grady
*Park City Board
of Education*



Rob Harter
*Christian Center
of Park City*



Revive Jordan
*Posh
Management
Group*



Stephen
MacKay
Old Town Cellars



Pat Matheson
*Mountainlands
Community
Housing Trust*



Dave March
*Summit Events
DMC*



Aldy Milliken
*Kimball Art
Center*



Myles Rademan
*Park City
Municipal*



Rosa Salguero
*Top Shelf
Services*



Rob Sergent
Alpine Distilling



Lora Smith
*Mountain Trails
Foundation*



Chelsea
Steinbach
RMC Park City



Tana Toly
Park City Council



Richard Wales
*Pendry
Park City*



Deirdra Walsh
*Park City
Mountain*



Carolyn Wawra
Recycle Utah



Jennifer
Wesselhof
*Park City
Chamber &
Visitors Bureau*



Lori Weston
*Park City
Hospital*



Diego Zegarrra
*Park City
Community
Foundation*



COMING TOGETHER IS THE BEGINNING.

KEEPING TOGETHER IS PROGRESS.

WORKING TOGETHER IS SUCCESS.

---Henry Ford

Park City | Summit County Sustainable Tourism Plan



DOWNLOAD

LMC AMENDMENTS

FRACTIONAL OWNERSHIP

City Council

PL-22-05210

October 6, 2022

PARK CITY

1884

BACKGROUND

To address primary residential neighborhood impacts, the Planning Department has proposed LMC Amendments to direct Fractional Ownership to zones that allow Timeshares and Private Residence Clubs.

- May 25, 2022 – The Planning Commission reviewed the proposed amendments and unanimously forwarded a positive recommendation to the City Council, amending the definition of Single-Family Dwelling Fractional Ownership/Use to include “corporations” and “unrelated co-owners” and proposing a CUP process for FO entities.

BACKGROUND

To address primary residential neighborhood impacts, the Planning Department has proposed LMC Amendments to direct Fractional Ownership to zones that allow Timeshares and Private Residence Clubs.

- June 23, 2022 – The City Council reviewed the proposal and requested clarification on the definition and its differences from a relationship-based ownership model and nightly rentals, and a review of the permitting process.

BACKGROUND

After additional research and outreach to the Board of Realtors, property management companies, homeowner associations, similar mountain towns and Pacaso the analysis considers the following:

- (I) Clarify the proposed Fractional Ownership definition.
- (II) Describe the differences between Nightly Rentals and Fractional Ownership.
- (III) Consider Fractional Ownership of Single-Family Dwellings compared to Duplexes, Triplexes, and Multi-Unit Dwellings (including Townhomes).
- (IV) Re-evaluate the permitting process – Could the Conditional Use Permit review process be a staff-level administrative review?
- (V) Enact the proposed amendments with a clause that requires re-evaluation in two to five years and conduct a study during that time evaluating the impacts of Fractional Ownership of Single-Family Dwellings.
- (VI) Consider allowing Fractional Ownership in residential Historic Districts with parameters.

— PROPOSED AMENDMENTS —

- (1) define Single-Family Dwelling Fractional Ownership/Use;
- (2) establish Single-Family Dwelling Fractional Ownership/Use in Zoning Districts where Timeshares and Private Residence Clubs are allowed and require an Administrative Permit with staff-level review rather than a Conditional Use Permit with Planning Commission review, with potential consideration in the residential Historic Zoning Districts;
- (3) establish regulations regarding management and use of the Fractional Ownership; and
- (4) require an active Business License for companies that operate under the Single-Family Dwelling Fractional Ownership/Use model and require such companies to submit an annual list of properties purchased/managed as part of the Business License renewal to track compliance.

— Fractional Ownership Definition —

SINGLE-FAMILY DWELLING, FRACTIONAL OWNERSHIP OR CO-OWNERSHIP/USE.

Any Single-Family property which is owned by an LC, LLC, or corporation which limits the LC, LLC, or corporation member's shareholder's/owner's right to occupy the property by member/shareholder agreement or any other contract which limits owner use of the property to fractional reservations. Other factors include but are not limited to unrelated co-owners, centralized management, advanced reservation systems, maximum day limits on each owner overall reservation/use of the property, and fixed management subscription fee as part of initial purchase, although subscription may be cancelled.



– Fractional Ownership Definition –

SINGLE-FAMILY DWELLING, FRACTIONAL OWNERSHIP OR CO-OWNERSHIP/USE

1. The property must be a Single-Family Dwelling
2. The property must be owned by an LC, LLC, or Corporation
3. This LC, LLC, or Corp. must limit the owner's right to occupy the property by a contract which limits the owner's use to fractional reservations

ALSO –

1. The property is controlled by a centralized management entity
2. The property uses an advanced reservation system
3. The owners have specific limited use of the property
4. The property has a fixed management subscription fee as part of the initial purchase (even if it is later cancelled)



— Fractional Ownership/Nightly Rental —

Fractional Ownership

Zones Allowed In:

- HRC
- HCB
- RD (except for seven subdivisions)
- RDM
- RC
- RCO
- GC

Nightly Rental

Zones Allowed In:

- HR-1
- HR-2
- HRM
- HRC
- HCB
- E-40
- E
- SF – only allowed in Prospector Village Subdivision
- R-1
- RD – (except for seven subdivisions)
- RDM
- RM
- RC
- RCO
- GC
- LI

— Fractional Ownership/Nightly Rental —

- There are few zoning districts where Nightly Rentals are regulated under certain circumstances.
- Currently, the Planning Team proposed FO in zones where Timeshares and Private Residence Clubs are allowed because these areas are near commercial and resort areas rather than primary neighborhoods.
- Reviewing Nightly Rentals may be appropriate, and the City Council may direct the Planning Team to review mitigation solutions to the impacts to our neighborhoods, however, the Planning Team does not recommend reviewing these issues together.

Single Family Homes

- FO Amendments don't regulate Duplexes, Triplexes, and Multi-Unit Dwellings (including townhomes).
- Private Residence Club already exists in the LMC that regulates Multi-Unit Dwellings shared by 4 or more owners and is operated by a property management service that provides reservations and registration. Requires a CUP.
- The Planning team recommends the City conduct a study and monitor, track, and evaluate Fractional Ownership over the next two years, discussed in more detail below. Based on the findings of the study, the Planning team may recommend expanding the Fractional Ownership regulations to include Duplexes and Triplexes.

Permitting

Administrative Permit rather than a CUP

The Planning Team finds that an administrative process may achieve the goals of public notice, a public hearing, and compliance tracking without requiring Planning Commission Review.



Permitting

Conditional Use Permit	Administrative Permit	Administrative Letter
• Public Hearing and Planning Commission Approval • Public notice mailed 14 days prior to Public Hearing to owners within 300 feet of the property • Public notice posted to the property • Public notice posted to City Hall, and the Main Street Post Office • Public notice published in the Park Record, the Utah Public Notice website, and the City website 14 days prior to the Public Hearing • Proposal must comply with the 16 criteria outlined in Section 15-1-10(E) and the Zoning District	• Public notice mailed 10 days prior to Public Hearing to adjacent property owners • Public notice posted to the property 10 days prior to Public Hearing • Public notice posted to the City website, City Hall, and the Main Street Post Office • Proposal must comply with the criteria outlined in the proposed new LMC Section 15-4-23, and the Zoning District	• No Public Notice • No Public Hearing • Planning Director issues a letter if the proposal meets the requirements of the proposed new LMC Section 15-4-23, and the Zoning District

Permitting

Additional Standards for management and use including:

The following are prohibited:

1. Nightly Rentals;
2. On-Street Parking;
3. Outdoor display of goods and merchandise;
4. Signs;
5. Commercial uses not otherwise permitted in the Zoning District.

A Management Plan must be submitted describing appropriate level of management and maintenance.

(Trash collection, snow removal, landscaping, routine upkeep, etc.)



Future Studies

- The Planning Team proposes a codified requirement for the Department to conduct a study over the next 2 years to:
 - Observe and understand whether this model contributes to reductions in primary residences in Park City
 - Identify areas where Fractional Ownership are most prevalent
 - Does this form shift from Single Family Dwellings to Duplexes and Triplexes?
 - Look to other communities to evaluate best practices.

Is there support for requiring re-evaluation of the proposed amendments in two years? Is there support for a study? If so, what other factors do the City Council recommend be considered as part of the study?

Additional Zones

- Pacaso requested the City consider expanding the recommended Zoning Districts, subject to a maximum of 30% in these areas.
- Example: the amount of Single-Family Dwellings in the residential Historic Districts is approximately 820 homes.
 - 30% of 820 homes = 246 Homes.



Additional Zones

If the Council is supportive of a limited number of Fractional Ownerships in the residential Historic Districts, the following could be considered:

- A proximity requirement for the residential Historic Districts – for example, no more than one Fractional Ownership of a Single-Family Dwelling within 1,000 feet of another
 - The former LMC established a similar proximity buffer for accessory apartments, which presented challenges for tracking purposes and favored those property owners who first take action over others
- A cap on the total number of Fractional Ownership of Single-Family Dwellings allowed in residential Historic Districts
 - This cap would apply to all companies who operate under the fractional ownership model
 - A cap establishes a set number, which is easier to monitor and track
 - A 1% cap would allow eight Fractional Ownership Single-Family Dwellings in the residential Historic Districts, which could be a good number to monitor over the next two years as a starting point

Additional Zones

If there is Council support to allow a limited number of these in the residential Historic Districts, the Planning team could come back with additional analysis.

Is there support for opening the residential Historic Districts to Fractional Ownership of Single-Family Dwellings? If so, does the City Council recommend establishing a restriction on the number allowed in these Historic Districts?

Additional Zones

If there is Council support to allow a limited number of these in the residential Historic Districts, the Planning team could come back with additional analysis.

Is there support for opening the residential Historic Districts to Fractional Ownership of Single-Family Dwellings? If so, does the City Council recommend establishing a restriction on the number allowed in these Historic Districts?

Public Input

Staff received a large amount of Public Input (Exhibit B)

Open House – August 16, 2022

The main concerns voiced by the community at the Open House included:

- Maintenance and upkeep of properties
- Transparency (i.e., management contact information, when a Fractional Ownership company acquires a property, how many fractional owners)
- Enforcement fatigue— HOAs and neighbors of Nightly Rentals are policing violations, how can the City assure they do not have to police fractional ownership as well?
- Public education between different types of permitting (CUP, Admin CUP, Admin Letter, Business Licensing)
- Intensity of use for secondary homes increases with Fractional Ownership, some neighbors prefer secondary homes that stay empty most of the year.
- Possibility to enact moratorium until all impacts are understood.



Discussion

#1

Is there support for requiring re-evaluation of the proposed amendments in two years? Is there support for a study? If so, what other factors do the City Council recommend be considered as part of the study?

#2

Is there support for opening the residential Historic Districts to Fractional Ownership of Single-Family Dwellings? If so, does the City Council recommend establishing a restriction on the number allowed in these Historic Districts?

Recommendation

The Planning Team recommends the City Council:

(I) Conduct a public hearing on the draft Ordinance No. 2022-21 (Exhibit A);

and

(II) Consider adopting the Ordinance as presented or continue to October 27, 2022, if further discussion and input is preferred.



Microtransit Service Agreement for 2022/23 Winter Pilot 2022-2023



MICROTRANSIT PILOT

The proposed microtransit pilot would serve several neighborhoods currently without service, including:

- Thaynes Canyon
- Park Meadows
- Quinn's Junction (Hospital, Peace House, Health Dept., NAC)
- Possibly PC Heights (based on Richardson Flat service decision)
- Royal Street

PERFORMANCE MEASURES

Monitor Key Performance Measures

The following metrics will be tracked during the pilot program and reported back to Council at the conclusion of the winter season:

- Number of riders per day/week;
- Vehicle utilization - number of riders per driver hour;
- Amount of time before a rider is picked up;
- Rider service feedback and reviews; and
- Comparison of costs and efficiency versus traditional, fixed-route service.

MICROTRANSIT PILOT

Recommendation

Authorize a 5-month Microtransit Service Agreement, in a form approved by the City Attorney, with High Valley Transit to provide microtransit services not to exceed \$850,000.

- Pay for actual service rendered
- The pilot program will start with five vehicles operating from 7am – 10pm, 7 days a week, from November 13 – April 15
- Hourly costs include a per hour vehicle fee of \$69.50 and per hour administrative and maintenance fee of \$6.50
- Number of vehicle hours and hours of service are flexible
- Start-up fee of \$45,000 to cover technology, zone expansion, vehicle wraps, and initial driver acquisition costs; and
- Ability to cancel with 30 days notice.



Speed Limits

Speed Limits within Park City - Recommendation



Speed Limit Recommendations

Background

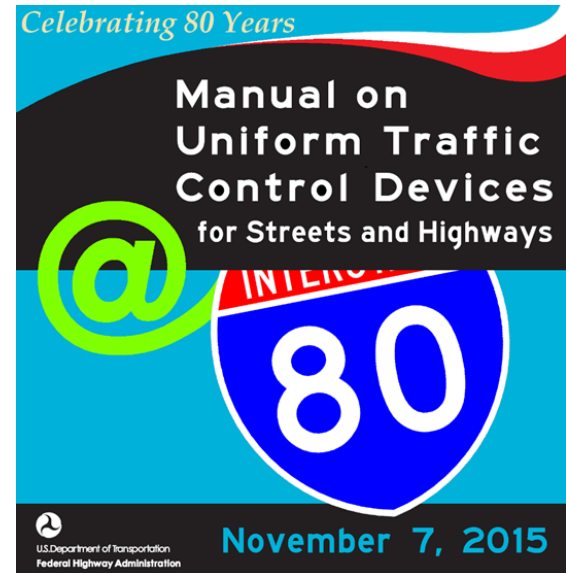
PCMC Municipal Code adopted Utah Code 41-6a as the City's Uniform Traffic Code

Establishes lawful general speeds:

- 20 MPH school zones
- 25 MPH in any urban district
- 55 MPH for all other locations

All other speed limits are established after the preparation of a traffic engineering and safety study per the **Manual of Uniform Traffic Control Devices**:

- Roadway Design Speed
- 85th Percentile Speed
- Accident History
- Roadway Conditions



Speed Limit Recommendations

— H.B. 235 Speed Limit Designation Amendment —

Grants authority to counties and municipalities to establish speed limits on municipal roads without completing the MUTCD process

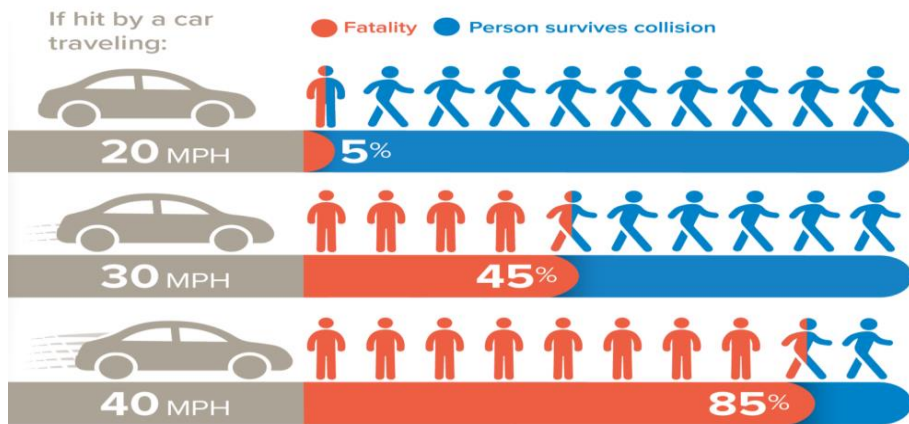
Council Direction:

- Establish speed limits that are based on roadway classifications (arterial/collector/local) but also consider roadway width, grades, curvature, operational uses, connectivity, sidewalks/no sidewalks to allow for variability for roadways with the same classification.

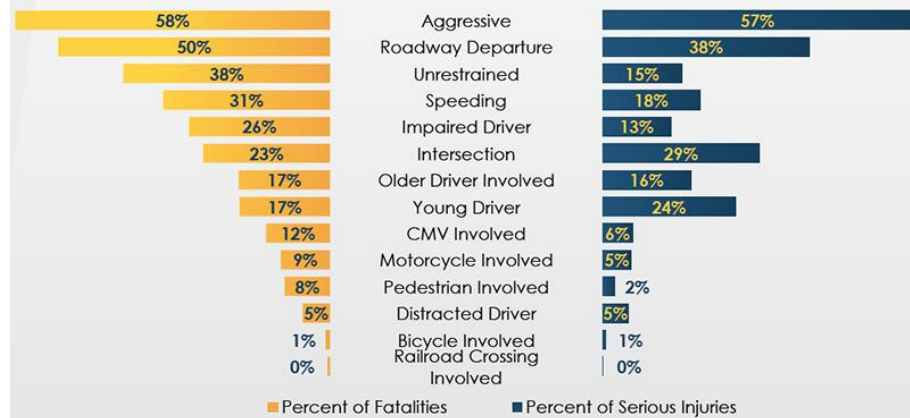


Speed Limit Recommendations

Balancing Safety & Driver Frustration

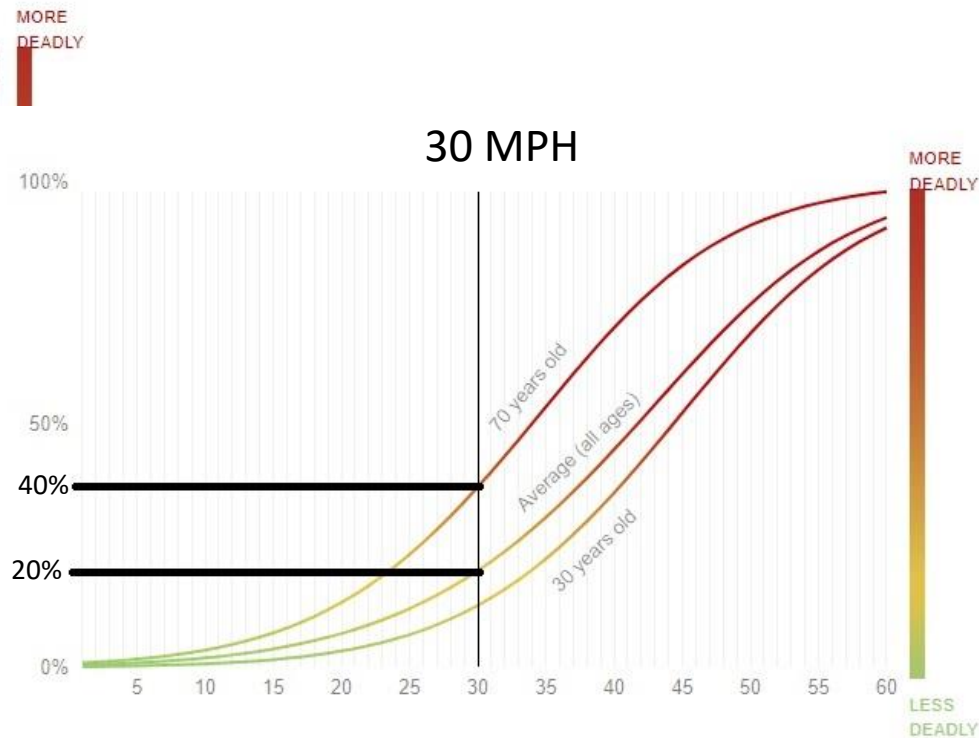
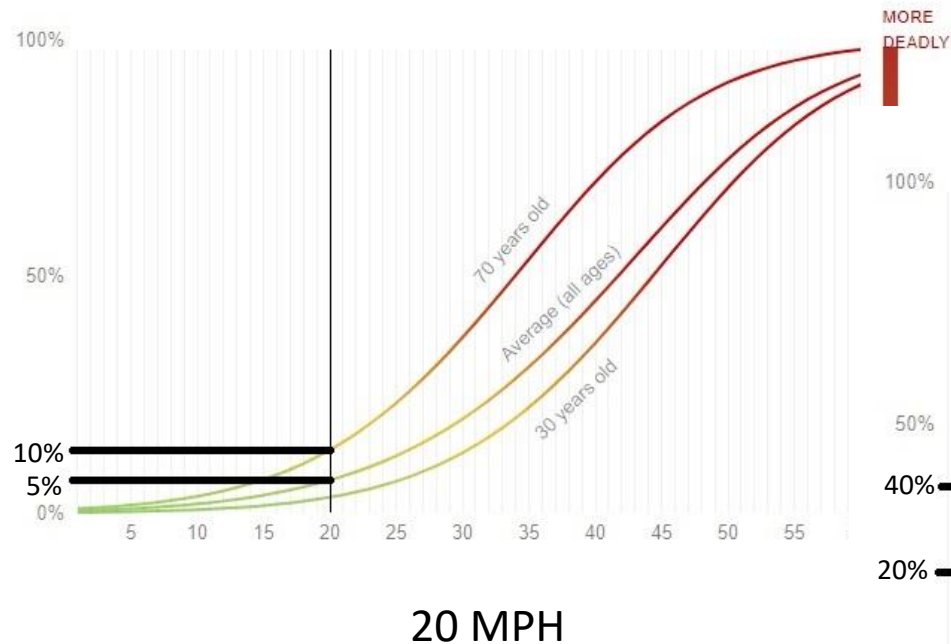


National Traffic Safety Board (2017) Reducing Speeding-Related Crashes Involving Passenger Vehicles.
Available from: <https://www.nts.gov/safety/safety-studies/Documents/SS1701.pdf>



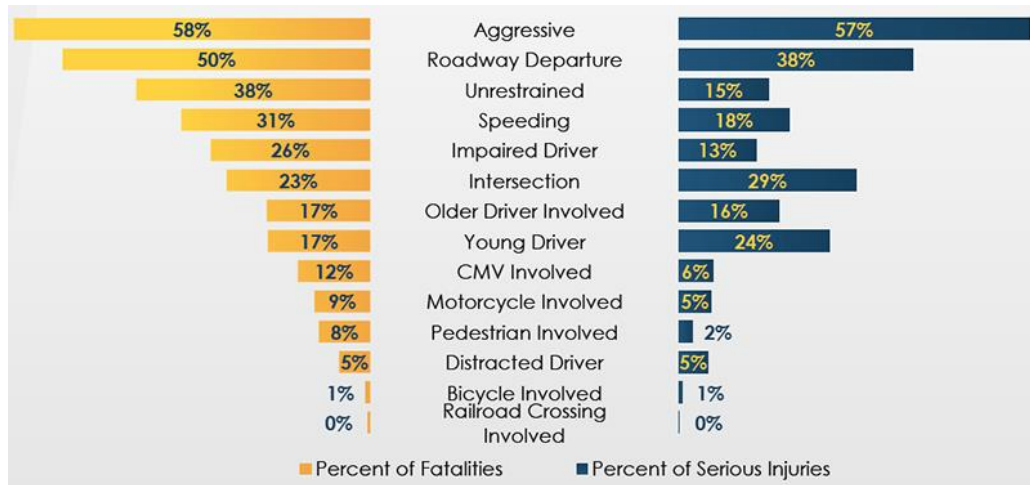
Speed Limit Recommendations

Safety



Speed Limit Recommendations

Driver Frustration



“Larger differences between the posted and engineering-recommended speed-limit values were found to increase crash frequency and reduce speed limit compliance.” *2018 Penn State Civil Eng. Study*

Speed Limit Recommendations

Park City Roadway Network

Collector Roads:

Major or minor roads that connect local roads with arterials.

Technical data:

Roadway width

Curvature

Grade

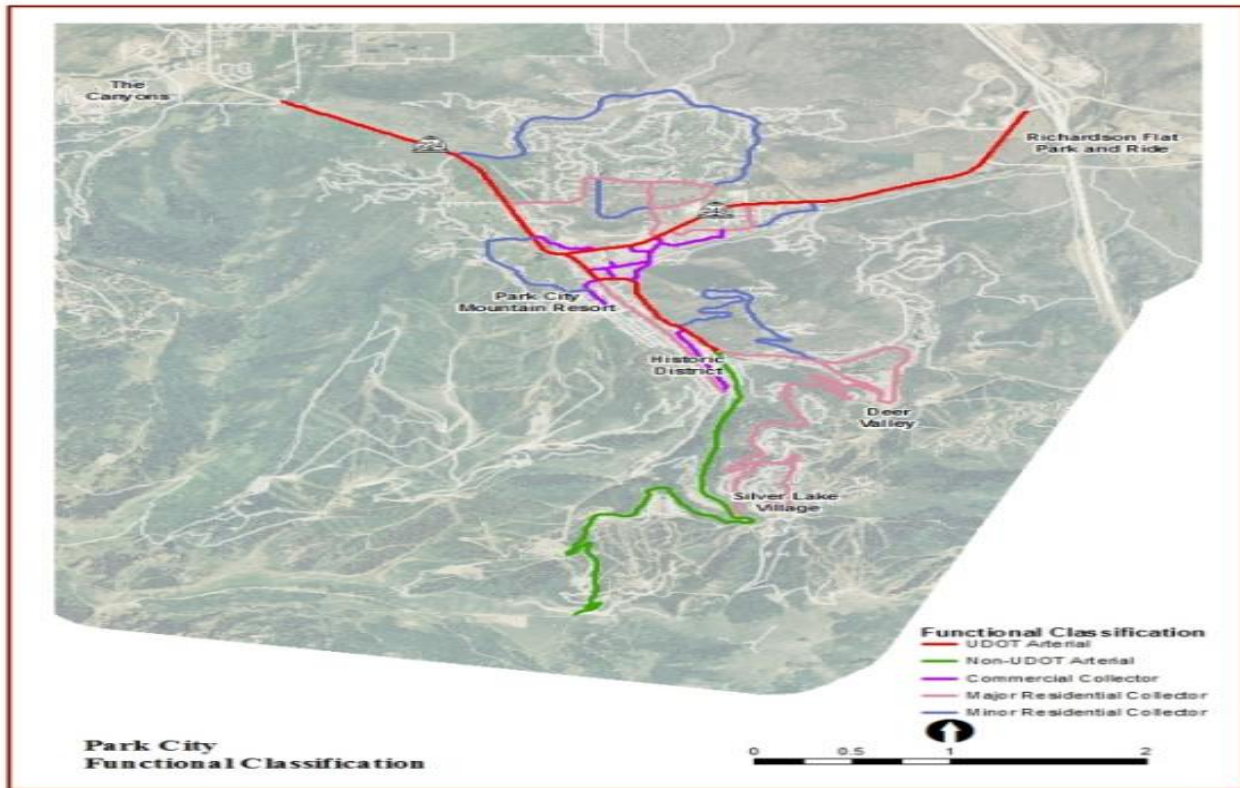
Adjacent land uses

Connectivity

Sidewalks/No Sidewalks

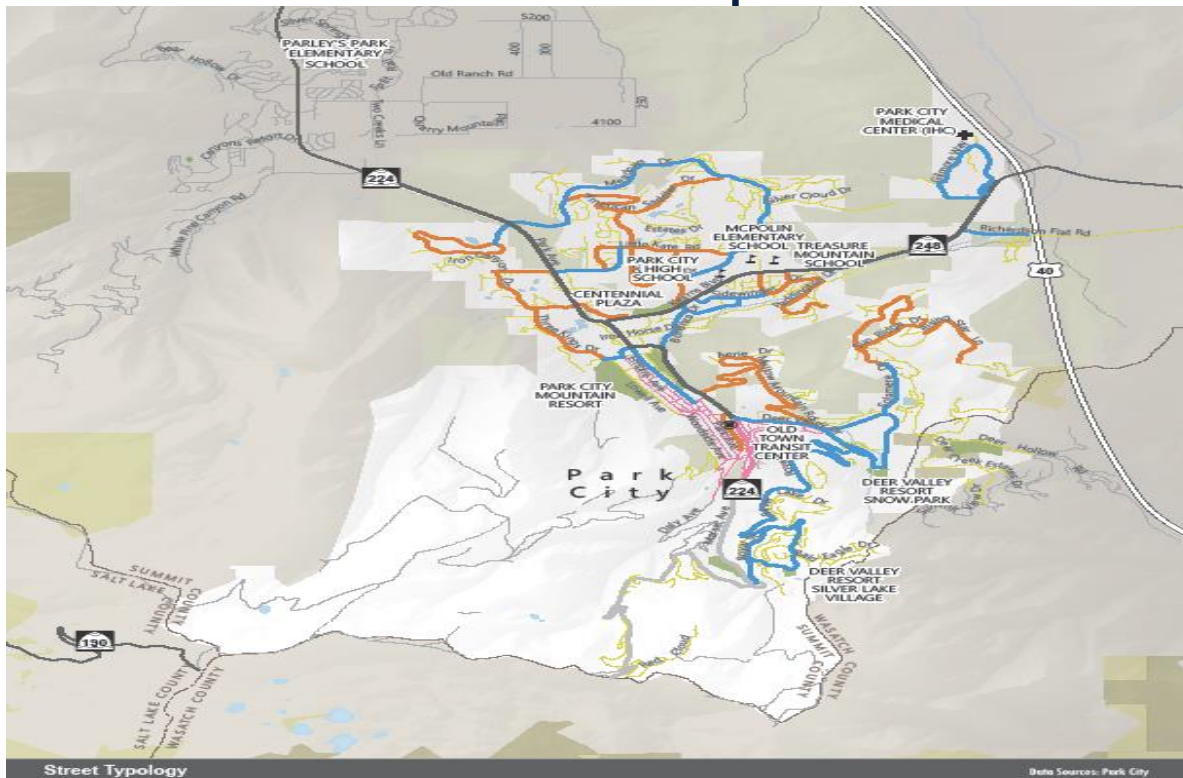
Parking/No Parking

Figure 4-3: Park City Functional Classification



Speed Limit Recommendations

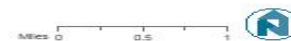
Classifications & Speed Limits



Street Typology

Data Sources: Park City

- Local Roads - 20 mph
- Minor Collector - 20 mph
- Major Collector - 25 mph
- Historic District - 15 mph
- UDOT Arterial
- Non-UDOT Arterial



Speed Limit Recommendations

Impacts

- Approximately, 330 streets to change from 25 MPH to 20 MPH
- Approximately, 40 streets to change from 20 MPH to 15 MPH
- Lowering speed by 5 MPH will increase travel time by 4.1 seconds every 600 feet (length of a typical block)
- Costs to make Improvements - \$65K (replacing existing signage and public service announcements other public outreach efforts)

Speed Limit Recommendations

Community Engagement

- Community Engagement Scenarios Based on Council Direction
 - Speed Limit Reduction Awareness Campaign
 - Community Engagement and Education
 - Hybrid Education and Engagement
 - Communication Strategies
 - Long Term vs Short Term

Speed Limit Recommendations

Recommendations For Council Approval

1. Approve the recommended speed limit modifications as shown on Exhibit A.
2. Regarding future requests for modification of speed limit, grant authority to the City Engineer to modify speed limits, on roadways under Park City jurisdiction, upon completion of a technical review and approval through the Neighborhoods First Committee.

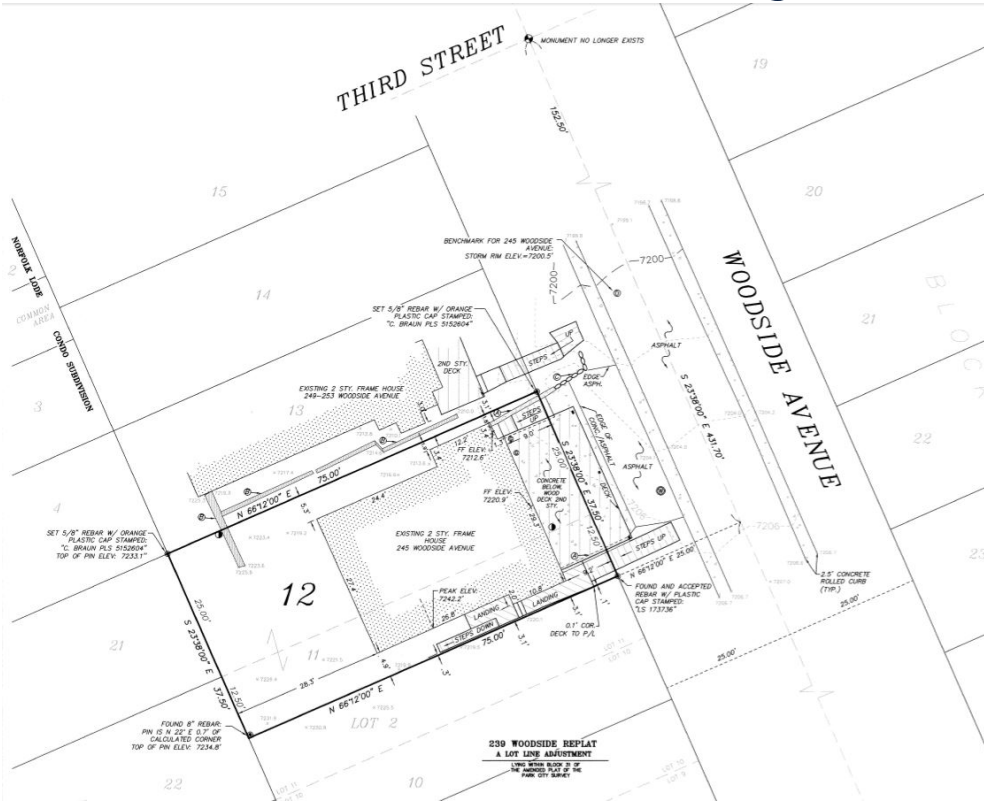
An aerial photograph of a mountain town covered in snow. The town features numerous buildings with snow-laden roofs, interspersed with evergreen trees. In the background, snow-covered mountain peaks are visible under a clear sky. The overall scene is serene and wintry.

245 WOODSIDE AVENUE PLAT AMENDMENT

Extension of Time Request
October 6, 2022



Project Info.



Site Plan

- Located within the Historic Residential - 1 District (HR-1)
- Applicant amended the original metes and bounds Lots to remove one (1) interior lot line to form one (1) Lot of Record.



Background

- December 5, 2019 City Council approved Ordinance 2019-60 245 Woodside Avenue Plat Amendment.
- Condition of Approval #2 of Ordinance 2019-09 requires recording of Subdivision and Plat Amendment by December 5, 2020.
- Condition of Approval #3 of Ordinance 2019-09 requires the removal of existing encroachments from the City Right-of-Way or for property owners to enter into an Encroachment Agreement with the City prior to recording the approved Plat.
- The applicant entered into an encroachment agreement with the City on June 9, 2022.



Application

- Applicant has been working to satisfy the COAs and is seeking a one-year extension of time until October 6, 2023.



Additional Info.

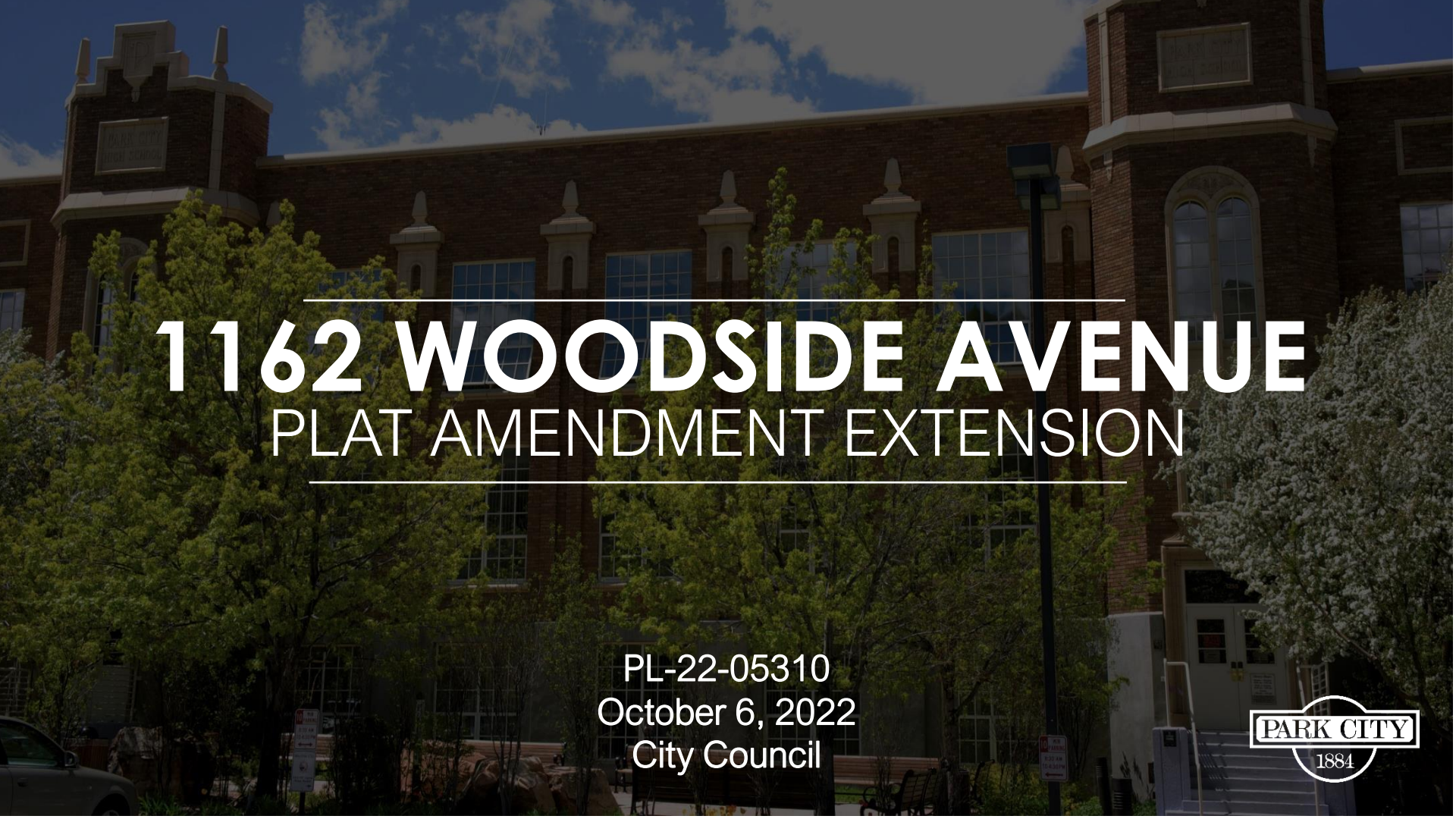
- Per [LMC 15-7.1-6\(C\)\(5\) Final Subdivision Plat](#), applicants may request time extensions of City Council approvals by submitting a request in writing to the Planning Department prior to expiration of the approval
- The City Council may grant an extension to the expiration date when the applicant is able to demonstrate **no change in circumstance that would result in an unmitigated impact or that would result in a finding of non-compliance** with the Park City General Plan or the Land Management Code in effect at the time of the extension request



Recommendation

- Staff recommends that the City Council hold a Public Hearing and consider approving a request for a one-year extension of time for the 245 Woodside Avenue Plat Amendment, based on the Findings of Fact, Conclusions of Law, and Conditions of Approval as found in the attached Ordinance.



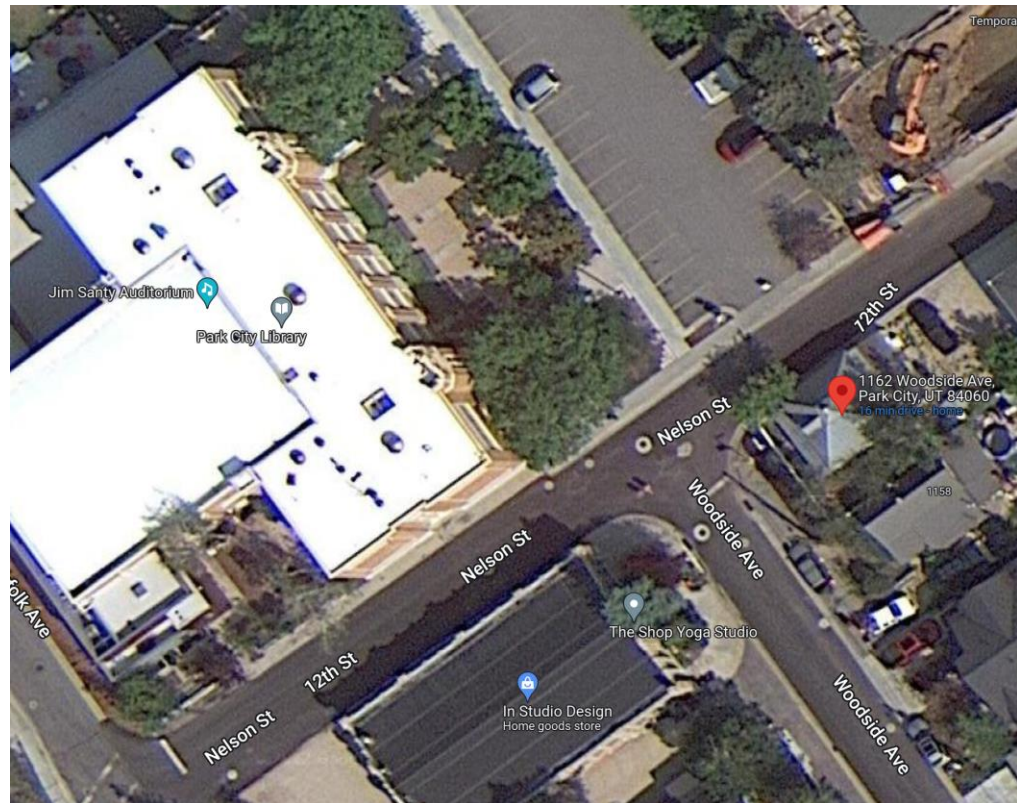


1162 WOODSIDE AVENUE

PLAT AMENDMENT EXTENSION

PL-22-05310
October 6, 2022
City Council





BACKGROUND

1162 WOODSIDE AVENUE

- Landmark Historic Structure
- Located in HR-1 Zone
- Plat Amendment approved June 18, 2020
- Encroachment Agreements were Required
- Extension approved July 15, 2021
- Change of ownership
- Second extension requested July 13, 2022



ANALYSIS

1162 WOODSIDE AVENUE

(I) The proposal to extend the 1162 Woodside Avenue Plat Amendment complies with the Land Management Code § 15-7.1-6(C)(5)

- “The City Council may grant an extension to the expiration date when the Applicant is able to demonstrate no change in circumstance that would result in an unmitigated impact or that would result in a finding of non-compliance with the Park City General Plan or the Land Management Code”
- Extension of the 1162 Woodside Avenue Plat Amendment does not result in an unmitigated impact or non-compliance with the General Plan or Land Management Code



ANALYSIS

1162 WOODSIDE AVENUE

(II) The proposal to extend the 1162 Woodside Plat Amendment complies with the HR-1 Zone Requirements



PUBLIC INPUT

1162 WOODSIDE AVENUE

Staff did not receive any public input at the time the report was published.



PUBLIC NOTICE

1162 WOODSIDE AVENUE

Staff published notice on the City's website and the Utah Public Notice website on September 20, 2022. Staff posted notice to the property and mailed courtesy notice to property owners within 300 feet on September 21, 2022.



DEPARTMENT REVIEW

1162 WOODSIDE AVENUE

The Planning Department, Engineering Department, and City Attorney's Office reviewed this application.



RECOMENDATION

1162 WOODSIDE AVENUE

(I) Review the proposed 1162 Woodside Avenue Plat Amendment extension, (II) conduct a public hearing, and (III) consider approving Ordinance No. 2022-40 based on the Findings of Fact, Conclusions of Law, and Conditions of Approval.



ALTERNATIVES

1162 WOODSIDE AVENUE

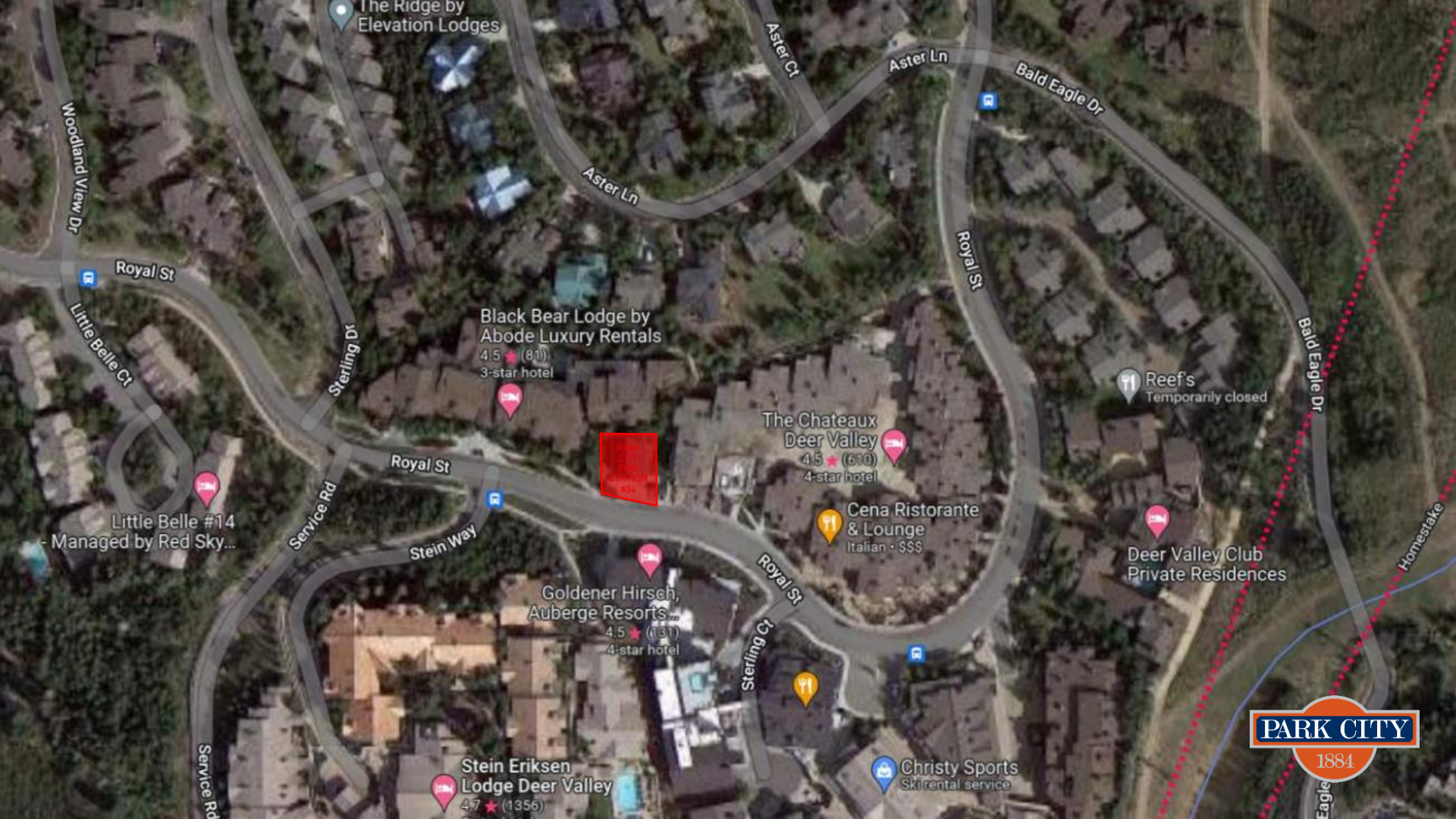
- The City Council may approve Ordinance No. 2022-40;
- The City Council may deny Ordinance No. 2022-40 and direct staff to make Findings for the denial; or
- The City Council may request additional information and continue the discussion to a date certain.

PARK CITY FIRE STATION SUBDIVSION PLAT

7805 ROYAL STREET

City Council
October 3, 2022
PL-22-05264





The Ridge by
Elevation Lodges

Black Bear Lodge by
Abode Luxury Rentals
4.5 (811)
3-star hotel

The Chateaux
Deer Valley
4.5 (610)
4-star hotel

Cena Ristorante
& Lounge
Italian • \$\$\$

Reef's
Temporarily closed

Deer Valley Club
Private Residences

Goldener Hirsch,
Auberge Resorts...
4.5 (131)
4-star hotel

Stein Eriksen
Lodge Deer Valley
4.7 (1356)

Christy Sports
Ski rental service





Background

- Station #34 requires additional space to accommodate eight (8) personnel and a larger fire apparatus (four per shift).
- May 21, 2002: BOA approved Variance allowing the PCFD to expand and encroach into Setbacks.
- May 22, 2002: Planning Commission approved CUP allowing expansion of essential municipal and public facilities.
- October 28, 2021: Ordinance No-2021-43, Zoning map amendment & Condition of Approval.
- August 24, 2022: Planning Commission forwards a unanimous positive recommendation

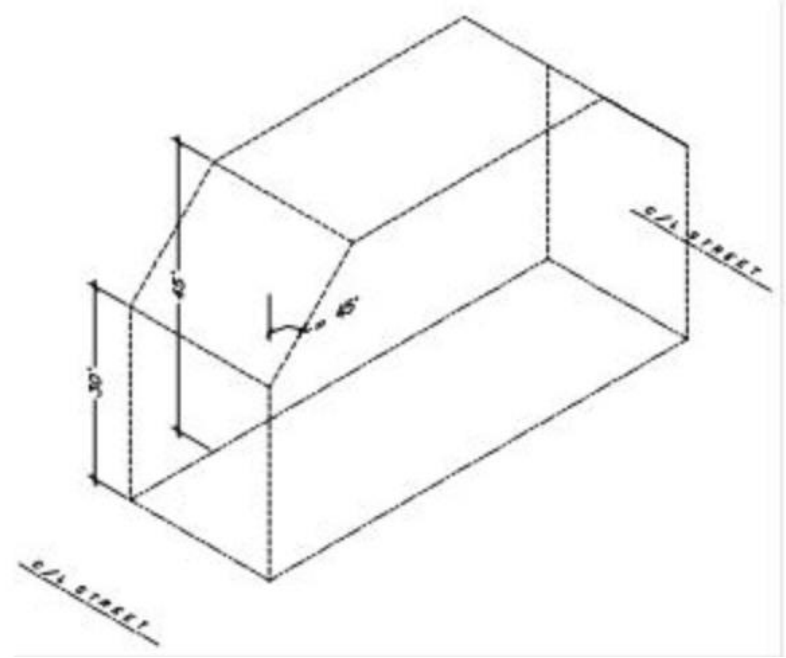


PARK CITY FIRE STATION SUBDIVISION PLAT

ANALYSIS

(I) The proposed Subdivision complies with the Public Use Transition (PUT) Zoning District Requirements (LMC Chapter 15-2.22).

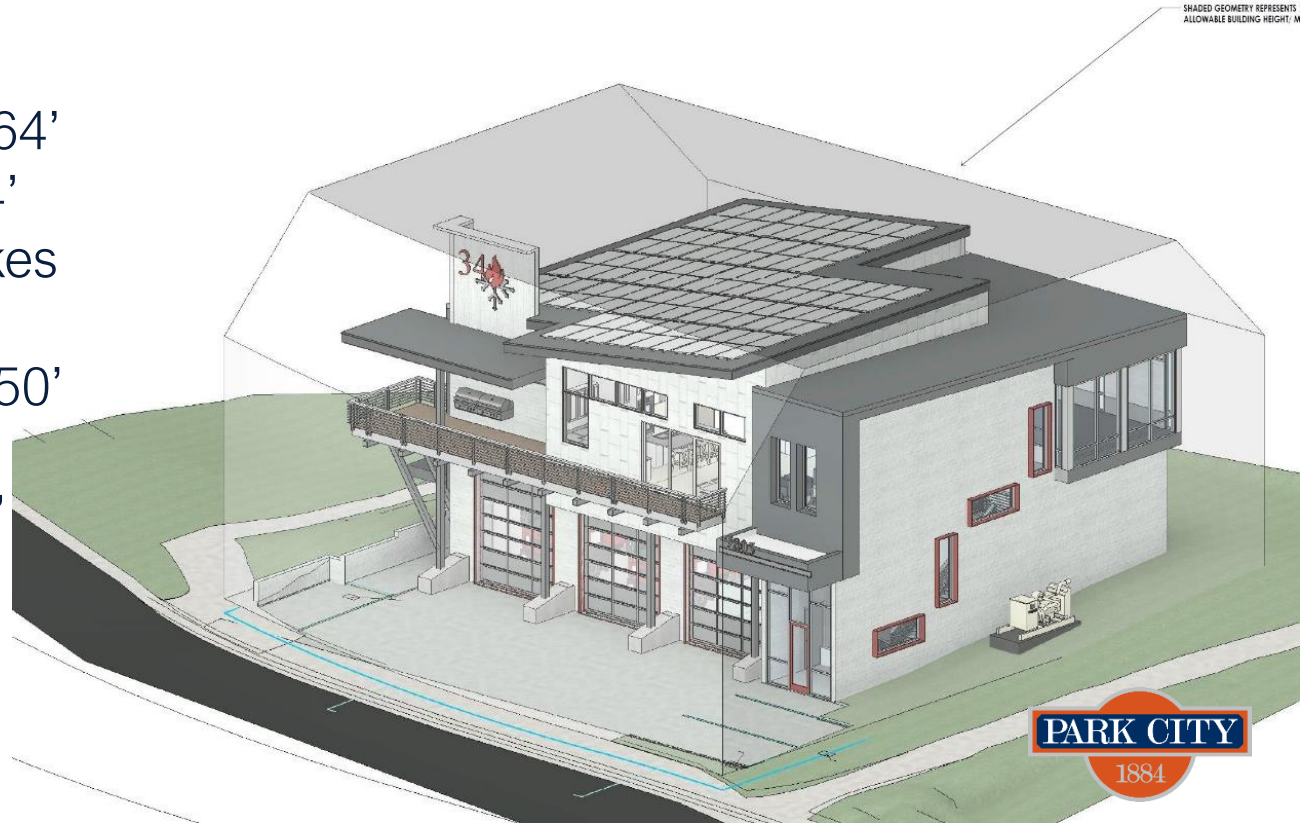
- No minimum Lot size
- Setbacks match the abutting residential zone minimum Setbacks
- Maximum Building Height: *45 feet measured from Existing Grade. 30 feet at Front Lot line measured above the average Natural Grade, then proceeds at a 45-degree angle toward the rear of the Property until it intersects with a point 45 feet above the Natural Grade and connects with the rear portion of the bulk plane.*



PARK CITY FIRE STATION SUBDIVISION PLAT

Height Considerations

- MPD limits height to 64'
- Goldener Hirsch – 64'
- Chateau at Silver Lakes Condo – 45'
- Black Bear Condo – 50'
- Proposed height of Fire Station #34 – 38'



PARK CITY FIRE STATION SUBDIVISION PLAT

ANALYSIS

(II) The proposal complies with the non-Residential parking ratio requirements (LMC § 15-3-6(B)).

- Requires 8 off-street parking spaces
- 5 on-site parking spaces (3 outside and 2 inside)
- 4 parking spaces at ground level parking at The Chateau Deer Valley parking structure.
- The Chateau agrees to maintain this parking agreement with PCFD



PARK CITY FIRE STATION SUBDIVISION PLAT

ANALYSIS

(III) The proposal complies with the Sensitive Land Overlay Zone Regulations (LMC Chapter 15-2.21)

(IV) Staff finds Good Cause for the Park City Fire Station Subdivision because (A) the Subdivision creates one (1) Lot-of-Record and allows PCFD to house the personnel and equipment necessary to continue to serve the residents and businesses of Upper Deer Valley, (B) no Public Street or Right-of-Way is vacated or amended, and (C) no easement is vacated or amended.

(V) The Development Review Committee met on July 5, 2022, reviewed the proposal, and did not identify any issues.



PUBLIC NOTICE

Staff published notice on the City's website and the Utah Public Notice website. Notice posted to the property on August 8, 2022.

Staff mailed courtesy notice to property owners within 300 feet on August 8, 2022.

The Park Record published notice on August 10, 2022.



PUBLIC INPUT

Staff did not receive any public input at the Planning Commission meeting nor prior to tonight's City Council meeting.



RECOMMENDATION

(I) Review the Park City Fire Station Subdivision Plat, (II) hold a public hearing, and (III) consider approving Ordinance No 2022-41.



7677 VILLAGE WAY ARGENT AT EMPIRE PASS CONDOS

MODIFICATION OF EMPLOYEE HOUSING
RESTRICTIVE COVENANTS

October 6, 2022



BACKGROUND

- Project was approved in 2017 with an affordable housing requirement that was to be satisfied with two employee units
- Two deed-restricted units appear on the plat as Private ownership units
- Both units have been constructed, and have Temporary Certificates of Occupancy for their use as employee housing



BACKGROUND

- Corrections to dates in the staff report:
 - Deed Restriction was sent from the applicant to the City on January 6, 2020
 - City responded with revisions on January 12, **2020**
 - Final Deed Restriction was recorded on February 28, **2020**
- Housing Team records show that upon recordation of the restrictive covenants, we identified that there were erroneous references to previous projects in the recorded deed restriction
- In July of 2022, the developer team contacted the Housing Team to address these incorrect references, and to discuss other changes that appeared to have been incorrectly included in earlier drafts



ANALYSIS

- The developer team has three requests to be addressed:
 1. **Exhibit B** – an incorrect reference to CC&Rs of a different project
 2. **Straw Deeds** – a technical requirement of deed restrictions
 3. **“Qualified Renter” definition** – recorded deed restriction included conjunctive language that had been changed in prior drafts

ANALYSIS

3. **“Qualified Renter” definition** – in addition to correcting the conjunctive language, the developer team also asked that the units, which are of different sizes, have distinct qualifications based on the expected household size
- EMP-A is a larger one-bedroom unit that has an expected occupancy for a 1.5-person household
 - EMP-B is a smaller studio unit that has an expected occupancy for a 1-person household

ANALYSIS

- For renters that are employees of Argent, Empire Pass, and Deer Valley, a qualified renter's income must be:
 - 80% or less of AMI for EMP-B (anticipated household size of one adult)
 - 150% or less of AMI for EMP-A (anticipated household size of two adults)
- For renters that are employed within the Park City School District, a qualified renter's income must not exceed:
 - 80% or less of AMI for a one-adult household
 - 100% or less of AMI for a two-adult household

RECOMMENDATION

- Approve requests 1 and 3, and deny request 2, at the recommendation of the Housing Legal Counsel
 1. **Exhibit B** – Recommendation is to Approve
 2. **Straw Deeds** – Recommendation is to Deny
 3. **“Qualified Renter” definition** – Recommendation is to Approve

Deb Rentfrow eComment: “In reviewing the Staff Report for the Winter Transportation Operations Plan, a few questions and considerations arose. Your attention, clarification or response to the following aspects would be appreciated:

1. Regarding Express Route Buses

- a. Are planned buses 35’ or 40’? Was under impression we have both and not sure about new bus lengths.
- b. How many buses will be dedicated to the ‘express route’ from Richardson's Flats?
- c. What is the estimated passenger count for each size (if applicable) without ski equipment?
- d. What is the estimated passenger count for each size (if applicable) with an estimated split between workforce and skier assuming perhaps a greater number of workforce users at certain hours and a larger skier number at others? For example, workforce 6:00 – 8:00am and skier 8:00am – 10:30am and again in afternoon/early evening.
- e. What are the anticipated operating hours at Richardson’s Flats?

2. Regarding Micro-transit Data

- a. Report states 4 passengers; is this with ski equipment?
- b. What is the sense on understanding micro does not take someone in most cases to their final destination but instead to the nearest transit stop that has a bus going to their destination creating potential for multiple load/unloads?
- c. Per HVT, the micro app adjusts and optimizes based current conditions. Related to point b. – does this mean it is possible micro will determine it is in fact quicker to go directly to final destination?
- d. Related to point c. – if this is the case, the wait for micro may increase and become less efficient due to limited number of vehicles in operation.

3. Participation

- a. Resorts unwilling to market/advertise Richardson’s Flats; is this a hard “no” this season or if there is a level of success are they willing to change their stance mid-season?
- b. Are any of the large property management companies willing to advertise the changes? Per a stakeholder’s meeting with PCMR, they are willing to advertise the reservation and parking program for Vail and should be encouraged to participate in the City’s efforts as well.
- c. Will the Chamber be advertising regularly the transit offerings and schedule on visitparkcity website, twitter, Instagram, etc?
- d. Has the City considered sharing the info on popular skier forums on various social media outlets?

4. Costs

- a. Does the \$1.8m cost for Option I include the premium port-a-lets, warming hut, coffee truck, etc?
- b. Option 3 while cheapest sticks with the 2021-22 level of service. This service was not reliable for various reasons, but regardless, buses did not keep schedule and excessive wait times were the norm. At peak times, buses were packed to the max. Making no adjustments and hoping the paid parking scenario fixes the problem seems naïve.

Citizens have ranked traffic/transportation as a number one priority; doing nothing seemingly ignores this concern.

- c. Use of Transportation Funds Balance to provide additional transit options seems reasonable; however, a review of which projects will be potentially delayed or drop down the list in terms of priority should occur before making a final decision. Based on the Open House on October 4th, there is work on Main Street, Lower Park Avenue, the Kearns tunnel (Snow Creek) and Homestake area in the pipeline.
 - i. Given the Homestake project will likely receive approval from the Planning Commission this month and construction begin March 2023, the infrastructure in this area (roadwork, multi-use path, water, sewer, transit service) should take priority.
 - ii. Main St and Park Ave need improvements and have thousands of users which should also rank it near the top (but below Homestake if project approved).
 - iii. Per the last staff report on the tunnel under Kearns, only 15 people crossed Kearns during peak periods. The aforementioned projects will serve a larger portion of the community as well as visitors.

5. Future Funding

- a. If statistics indicate 20% or more of users from Richardson's are skiers, time to play hardball with the resorts. The City is not responsible for delivering their guests to their door step. They either pony up with dollars and advertising for next season or the City needs to respond accordingly.
- b. Chamber financial contribution in line with workforce and visitor usage to City Transportation Fund as part of their 'sustainable' tourism plan.

6. Public Comment/Engagement

- a. Were statistics gathered on the type of user for the comments provided? For example, what was the percentage of workforce (both resident & non-resident) transit users vs percentage of resident (non-workforce)transit users who commented?
- b. Under 'Comment Themes form Online Comment Form', clarification is needed with regard to the Theme Option 2 as the Detail states Positive response to 15-minute frequency at Richardson Flat park and ride. Option 2 **EXCLUDES** Richardson Flat. Perhaps it is flip flopped with the Theme Option 1 three line items down where the detail refers to frequency on 1 Red and 5 Yellow which fits under Option 2. If options were given in a different order on the survey then what is being presented to Council, this should be explained to Council to insure an accurate picture of the community's response is painted.

7. Other

- a. A few comments submitted suggested parking at the Arts Center. We used a portion of the lot for Transit to Trails. Why not use as additional hub for transit usage during the ski season?
- b. A few comments submitted suggested parking at the McPolin lot on 224. It should be noted that people will figure out workarounds to avoid paid parking at base. Hopefully people will not start crossing 224 to access an inbound bus stop (tunnel much further distance to access).
- c. Has the decision been made on whether micro-transit will be allowed to use shoulders?

Fractional Ownership:

Clive Bush eComment: "Please continue with your restrictive measures on Pacaso and other similar business models - we have enough destructive influences on our once small town as it is."

Vincent Novack eComment: "I wholeheartedly support any ordinance or regulation that greatly limits the establishment of fractional ownership in Park City. This is especially true for established single-family neighborhoods or any HOA that already prohibits nightly rentals or timeshares."

Winter Transportation:

Clive Bush eComment: "It's not clear what the purpose of the Microtransit service is for - to reduce car trips? reduce transit costs? Rush hour congestion is just that - a rush because generally people have a reason to be somewhere at a given time - switching transit modes to a full bus on the main line seems problematic during this rush hour, and very cumbersome in reverse order? Waiting for a service and not knowing if its then going to pick up another rider or two and delay one further provides an inconsistent service each time to a regular rider on a time clock. AVO (including the single AVO trip for the driver alone) should be reported in your pilot being as its the metric being used by the planning department to justify the base development projects."

Eric Benson eComment: "Richardson Flat should have a dedicated bus route straight to the mountain and back. A route that goes to another spot to wait for another van or bus sounds very inefficient and not something I would ever use. Richardson Flat has the offsite parking you are looking for and will keep hundreds of cars out of the mountain base area. If option one is something other than this, I will just have a friend drop me off and pick me up at the mountain base area. Say three hundred other people have the same idea to save the money and not waste their day waiting for rides and you have added six hundred and one potential cars coming and going from your base area, sounds like a lot of traffic to me. Option one that is a direct route to and from Richardson flat will service a large number of visitors and makes sense to me. I ride almost every day, and like others am trying to adjust to Vail's new pay plan and find my best option."

Michael Forgeron eComment: "If one of the functions of the Micro Transit vans is to be help alleviate expected congestion and over demand at the PCM parking lot, then I feel the vans will need to take riders all the way to PCM. If the plan is to use the vans to only transport riders to a nearby bus pick-up point where riders will then have an additional wait for the next bus, I don't see much interest in using the system. Based on demand levels, van wait times could be horrendous. Additionally, think about trying to return home near the end of the day....you get to ride the bus to your selected drop off point and then order the van for the ride home. What will be the wait times, standing outside in the weather, until you get your ride? Additionally, will the vans be equipped to handle skiers in boots and skis/poles ? Would you be willing to use a system like this? I don't

think many people will try to get to the mountain if my assumptions on the rides are correct?"

MicroTransit:

Connor McCarthy and Caroline Matthews eComment: "Hi and thank you to City Council and the PC Transit Team. We're Royal St residents and big proponents of public transit. We're not opposed to Micro Transit in theory but are concerned with predictability and reliability, especially after the challenges faced by Summit County. Specifically, can you please respond to our primary concerns? 1. Will there be a Town / Main St pickup and dropoff location? This is so, so important to our family. 2. How will capacity be increased for peak season? Many more visitors will be in town, and many of our neighbors who rent out their homes have committed to reliable transit to their renters. 3. What is van size and what is normal capacity / vans dedicated to Royal St? We often have family and friends in town and need 5+ seats. 4. What is the summer schedule and off-season schedule? We believe public transit is a better option than driving, for many reasons and need predictable options year-round. 5. What will hours be? We're not night owls, but we're often in town as late as midnight. ***Finally, can we PLEASE COMMIT to a transit plan for the next several years? This is our fourth transit plan in four years. It's exhausting to spend every September working through this. We're proud to be members of the Park City community, and our world class transit is one of many reasons."

Clive Bush eComment: "An increase in Average Vehicle Occupancy (AVO) is a primary metric and objective of the resort developments. it seems appropriate to report the AVO as part of this pilot program in order to assess its suitability to deliver on this objective? Collecting how this service changes the habits of the rider (more trips, less trips and or separating trips between families) would be useful for proper evaluation of comparable service. On certain days (weekend skiing) its likely many families living in close proximity have the same schedule - is there an effort being put into scheduling these in advance to increase efficiency?"

Speed Limits

Clive Bush eComment: "Speed limits are most effective when they are credible. When they are not - a great deal of police enforcement is required to have any significant impact. A credible reduction in speed without persistent police ticketing requires visual and/or physical changes to the street in order to have the desired effect."

Peter Wright eComment: "My first thought when I heard about this a while ago was something like- here we go again letting the loud voices of a few cause pain for everyone else. And I still feel that way. Prior to enacting a very difficult to enforce speed limit why don't we enforce the limits we already have. And have you carefully

considered just how difficult it is to drive at 15mph when the road tells the driver it's capable of a higher speed? One cannot watch for children while watching the speedometer and cautious drivers will try to abide with the limit even though doing so means they will be watching their speedometers. If Council believes some roads or sections of roads with parked cars on the sides and kids in the area deserve a 15mph limit then treat those specific sections accordingly. However, to apply that solution to other areas is overkill and not a thoughtful, balanced approach."

Eric Ulman eComment: I'd like to thank the council for addressing this issue as I know there will be significant pushback from some that value the extra 30 second drive over the safety of our community. I for one think the speed limits set must reflect the city's desire for increased pedestrian and bicycle usage. There are certain neighborhoods (Prospector and Oldtown) with narrow, unpainted and no sidewalk roads that must be lowered significantly to protect these goals as well as the most important aspect which is protecting our children! Please make bold changes to protect our community and slow the ever increasing traffic down.

TESCH
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A Professional Law Corporation

Joseph E. Tesch
joet@teschlaw.com

360 Cottage Creek Court
Midway, Utah 84049

MAILING ADDRESS:
PO Box 3390
Park City, Utah 84060-3390
Tel: (435) 649-0077

October 4, 2022

Via Email:

Makena.Hawley@parkcity.org

Spencer.Cawley@parkcity.org

Park City Mayor and City Council
c/o Makena Hawley and Spencer Cawley

Re: Fractional Ownership

Dear Mayor and City Council:

I represent Solamere Subdivision which requests it be included from permitted Fractional Ownership. During Covid we have all learned to communicate outside of personal appearance, so please excuse my absence at the public hearing on October 6 and substitute this correspondence for public comment.

We received and reviewed the Staff Report made available the afternoon of September 28 and immediately prepared and filed on September 30 a Land Management Code Amendment (LMCA) with attachments and a cover note to Planning Staff. The basis of requesting an exclusion from Fractional Ownership is the Staff Report's statement that subdivisions were purposely excluded if they had applied for an exclusion from Nightly Rentals, the only requirement. Our LMCA is both an application to be excluded from Nightly Rentals and a request to be added to the list of subdivisions in the Planning Staff proposed ordinance which prohibit Fractional Ownership.

Therefore, if Planning Staff does not propose an amendment to its proposed ordinance prohibiting Fractional Ownership in the Solamere Subdivision, we request that the City Council make and pass a motion adding Solamere to the subdivisions where Fractional Ownership is prohibited.

When you read our LMCA please note the attached statement from Charles Haggerty, President of the Solamere HOA Board of Trustees first delivered on August 29, 2022 and you will note that Solamere has always opposed Fractional Ownership. While the Staff Report appears to prohibit Fractional Ownership in some subdivisions on the inferred basis that they

Park City Mayor and City Council

October 4, 2022

Page 2 of 2

probably would want to oppose it, Solamere may be the only subdivision that has formally requested it be prohibited. We respectfully request that the City Council honor this request.

Sincerely,
TESCH LAW OFFICES, P.C.

A handwritten signature in black ink, appearing to read "Joseph E. Tesch". The signature is stylized with a large, sweeping "J" and a long, horizontal stroke at the end.

Joseph E. Tesch

Attachments

Cc: Makena Hawley, Park City Planning Staff
Spencer Cawley, Park City Planning Staff

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October 5, 2022

Via Email:

Makena.Hawley@parkcity.org
Spencer.Cawley@parkcity.org

Park City Mayor and City Council
c/o Makena Hawley and Spencer Cawley

Re: Fractional Ownership - Errata

Dear Mayor and City Council:

I am sorry for this inconvenience. However, we made a clerical error in the first line of our October 4, 2022 letter concerning Fractional Ownership. The sentence currently reads “I represent Solamere Subdivision which requests it be included from permitted Fractional Ownership.” (*Emphasis added*). The word “included” should be replaced with the word “excluded.” I hope that was obvious from the rest of my letter which all supported Solamere’s exclusion.

Once again, sorry for this inconvenience.

Sincerely,
TESCH LAW OFFICES, P.C.



Joseph E. Tesch

Cc: Makena Hawley, Park City Planning Staff
Spencer Cawley, Park City Planning Staff