



**PARK CITY COUNCIL MEETING
SUMMIT COUNTY, UTAH
September 15, 2022**

NOTICE OF HYBRID IN-PERSON AND ELECTRONIC MEETING: The Council of Park City, Utah, will hold its regular meeting with an anchor location for public participation at the Marsac Municipal Building, City Council Chambers, 445 Marsac Avenue, Park City, Utah 84060 on September 15, 2022. Council members may participate in person or connect electronically by Zoom or phone. Members of the public may attend in person or participate electronically. Public comments will also be accepted virtually. To comment virtually, use eComment or raise your hand on Zoom. Written comments submitted before or during the meeting will be entered into the public record but will not be read aloud. For more information on attending virtually and to listen live, please go to www.parkcity.org.

WORK SESSION

2:45 p.m. - Planning Commission Interviews

[Planning Commission Interviews Staff Report](#)

[Exhibit A: Planning Commission Interview Schedule](#)

3:45 p.m. - Ice Arena and Interlocal Agreement Update

[Ice Arena Update Staff Report](#)

[Exhibit A: Ice Arena Interlocal Agreement Staff Report 3.2022](#)

4:30 p.m. - Discuss Soil Remediation Options at the Gordo Property

[Gordo Remediation Staff Report](#)

[Exhibit A: Gordo Remediation Presentation](#)

5:15 p.m. - 7700 Marsac Avenue (Mine Bench) Work Plan and RFP Update

[7700 Marsac Ave \(Mine Bench\) RFP Staff Report](#)

[Exhibit A: Existing Conditions Survey](#)

[Exhibit B: Land Analysis](#)

[Exhibit C: Work Plan](#)

[Exhibit D: Draft Mine Bench RFP](#)

5:45 p.m. - Break

REGULAR MEETING - 6:00 p.m.

I. ROLL CALL

II. PRESENTATION

1. Environmental Project for Erosion Control Presentation by Lanie Pidwell
[Wildlife Water Reservoir Presentation](#)

III. APPOINTMENTS

1. Appoint John Guilds, Elyse Kats, Bill Pidwell, Ian Poor, and Lisa Wilkinson to the Live Park City Advisory Committee for One-Year Terms, or for the Duration of the Pilot

Program

[Live Park City Advisory Committee Staff Report](#)

IV. COMMUNICATIONS AND DISCLOSURES FROM COUNCIL AND STAFF

Council Questions and Comments

Staff Communications Reports

1. Transportation Demand Management Update
[Transportation Demand Management Staff Report](#)
2. Park City 2022 Utah Wellbeing Survey Results
[2022 Utah Wellbeing Survey Results](#)
3. Full-Scale Community Evacuation Exercise on September 28, 2022
[Community Evacuation Exercise Staff Report](#)
4. Bus Stop Improvement Program 2022-2024
[Bus Stop Improvements Staff Report](#)
[Exhibit A: Bus Stop Inventory and Accessibility Study](#)
[Exhibit B: Concept Design of 10 Bus Stops](#)
[Exhibit C: Park City Transit Stop Improvement Maps 2022-2024](#)

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

VI. OLD BUSINESS

1. Consideration to Approve Park City Forward, the Long-Range Transportation Plan
(A) Public Input (B) Action
[Park City Forward Staff Report](#)
[Exhibit A: PC Forward Vision Summary](#)
[Exhibit B: PC Forward Blueprint](#)

VII. NEW BUSINESS

1. Discuss Setting Speed Limits on City Roadways
(A) Public Input
[Speed Limits Staff Report](#)
2. Consideration to Approve Ordinance No. 2022-37, an Ordinance Approving the Bardsley Plat Amendment, Located at 517 Park Avenue, Park City, Utah
(A) Public Hearing (B) Action
[Bardsley Plat Amendment Staff Report](#)
[Exhibit A: Bardsley Plat Amendment Draft Ordinance No. 2022-37 and Proposed Plat](#)
[Exhibit B: July 28, 2022 - Historic District Design Review Final Action Letter](#)
[Exhibit C: Survey No. S-983](#)
[Exhibit D: History of Prior Approvals](#)
[Exhibit E: Determination of Lot Area and Lot Width](#)
[Exhibit F: Applicant Narrative of Plat Intent](#)
3. Consideration to Approve Ordinance 2022-38, an Ordinance Approving the 51 Daly Avenue Subdivision, Located at 51 Daly Avenue, Summit County, Park City, Utah
(A) Public Hearing (B) Action
[51 Daly Avenue Staff Report](#)
[Exhibit A: 51 Daly Avenue Draft Ordinance No. 2022-38](#)

Exhibit B: Proposed Plat
Exhibit C: 51 Daly Avenue Staff Report 7-2022
Exhibit D: 51 Daly Variance Final Action Letter Signed
Exhibit E: Site Plans and Survey

4. Consideration to Purchase 1835 Three Kings Drive, #25-1, for \$295,609, in a Form Approved by the City Attorney's Office, Make Repairs, and Re-Sale to a Qualified Household
(A) Public Input (B) Action
[Purchase of Silver Star #25-1 Staff Report](#)
[Exhibit A: Letter Regarding SSP 25-1 Repairs & Purchase](#)
[Exhibit B: MRP for 1835 Three Kings 25-1 Howard](#)
5. Consideration to Approve Ordinance 2022-36, an Ordinance Amending Title 4a - Special Events, Chapter 1 Definitions; and Chapter 2 Special Event Permitting; of the Municipal Code of Park City, Utah
(A) Public Hearing (B) Action
[Special Event Code Changes and Fee Policy Staff Report](#)
[Exhibit A: Special Events Code Amendment Ordinance](#)
[Exhibit B: Draft Special Event Title 4A Redlines](#)
[Exhibit C: Draft Peak and Quiet Time Period Calendar](#)

VIII. CLOSED SESSION

To Discuss Property, Personnel, Litigation, and Advice of Counsel

IX. ADJOURNMENT

A majority of City Council members may meet socially after the meeting. If so, the location will be announced by the Mayor. City business will not be conducted. Pursuant to the Americans with Disabilities Act, individuals needing special accommodations during the meeting should notify the City Recorder at 435-615-5007 at least 24 hours prior to the meeting.

***Parking is available at no charge for Council meeting attendees who park in the China Bridge parking structure.**

Council Agenda Item Report

Meeting Date: September 15, 2022

Submitted by: Michelle Kellogg

Submitting Department: Executive

Item Type: Work Session

Agenda Section: WORK SESSION

Subject:

2:45 p.m. - Planning Commission Interviews

Suggested Action:

Attachments:

[Planning Commission Interviews Staff Report](#)

[Exhibit A: Planning Commission Interview Schedule](#)



City Council Staff Report

Subject: Planning Commission Interviews
Author: Michelle Downard, Gretchen Milliken
Department: Executive Department
Date: September 15, 2022
Type of Item: Administrative

Summary Recommendation

At the request of the Mayor, City Council will briefly interview Planning Commission applicants as the City seeks to appoint one member.

Background

The Planning Commission reviews and recommends a wide range of significant land use applications, including Conditional Use Permits, Subdivision and Condominium Plats, and Master Planned Developments for consistency with the General Plan and Land Management Code.

The Park City Planning Commission consists of seven members who serve four-year staggered terms that expire on the second Wednesday in July. Members continue to serve until their successors are appointed. Members must be residents of Park City and reside within the City for at least 90 days before being appointed.

[PCMC 15-12-1](#) establishes that Planning Commission members are appointed by the Mayor with the advice and consent of the Council. On [September 1, 2022](#), Council adopted Ordinance 2022-30, slightly amending Planning Commissioner qualifications as follows:

Members of the Planning Commission shall be residents of Park City and have resided within the City for at least ninety (90) days prior to being appointed. *There should be a priority for at least one Planning Commissioner to be a land use professional, including but not limited to experience in construction, planning, architecture, or real estate development.*

Analysis

Recently, three Planning Commissioners completed their terms. Commissioner John Kenworthy's term ended in July 2021, while Commissioners John Phillips and Laura Suesser ended in July 2022. In addition, Commissioner Doug Thimm resigned effective May 31, 2022. Three of the four vacancies were appointed on [July 28, 2022](#) ([Audio](#)), leaving one vacancy effective immediately through July 2026.

The vacancy was advertised through the Park City Website, Park City Newsletter, and social media.

This staff report was published prior to closing the Planning Commission recruitment. Accordingly, an update on the number of qualified applications will be provided at the September 15, 2022, Council meeting.



Planning Commission Interviews

Interviews – September 15, 2022	
2:45	Brianna Callaway
2:57	Roger Robinson
3:09	Stefanie Wilson
3:21	William (Bill) Ciraco
3:33	Henry Sigg

Council Agenda Item Report

Meeting Date: September 15, 2022

Submitted by: Michelle Kellogg

Submitting Department: Ice Rink

Item Type: Staff Report

Agenda Section: WORK SESSION

Subject:

3:45 p.m. - Ice Arena and Interlocal Agreement Update

Suggested Action:

Attachments:

[Ice Arena Update Staff Report](#)

[Exhibit A: Ice Arena Interlocal Agreement Staff Report 3.2022](#)



City Council Staff Report

Subject: Ice Arena and Interlocal Agreement Update
Author: Amanda Angevine, General Manager
Department: Ice Arena
Date: September 15, 2022
Type of Item: Work Session

Recommendation

This report serves as an annual update on the complex operations, maintenance, and management of the Park City Ice Arena. The Ice Team also seeks Council direction before updating the [Interlocal Agreement](#) between Park City Municipal and the Snyderville Basin Special Recreation District (Basin).

Background

The Park City Ice Arena was built in 2006 as a joint venture between the City and the Basin to serve Park City and Summit County residents primarily. The facility offers a variety of instructional classes, drop-in programs, camps, leagues, and ice rentals. Local clubs facilitate additional recreation and competitive programs for figure skating, hockey, speedskating, and curling.

Utilization

Initially, the facility operated ten months a year until demand justified year-round programming. Today, the building opens at 5 a.m. year-round and closes after 11:00 p.m. in the winter. Since last fall, Academy classes for figure skating, hockey, and speedskating combined 1,252 registrations across 143 different classes. Adult hockey leagues run year-round, with three levels of play and 869 registrations last year alone. Ice rentals are another important offering, with 1,256 hours rented by local clubs and camps and 148 hours contracted for private events. We calculate ice utilization using an 18-hour operating day. Last year, ice utilization was 91%, a very high metric compared to public rinks across the country.

Using cell phone data from 2022, 24% of the facility visitors reside in the Basin (84098), and the next highest utilization is from Salt Lake City at 16%. Park City (84060 and 84068) residents represent 7% of users. On the other hand, program registrations reflect significantly higher utilization from Basin area residents, at 40%, with only 15% residing in Park City.

Area	Registrations	Cell Phone
		Traffic
Basin	40%	24%
Park City	15%	7%
Wasatch County	10%	7%
Salt Lake City	8%	16%
Other Summit County	8%	8%
Other (3% or less)	18%	38%

Budget

Ice arenas are costly and labor-intensive amenities to own, operate and maintain. Not unlike other services, Park City's Arena has grown more expensive to operate and maintain due to rising inflation, labor, and equipment costs.

For example, before the recent period of excessive inflation, in the fiscal year 2017, 2018, and 2019, the Arena's cost recovery exceeded 90%. By contrast, cost recovery dropped to 82% in FY 2022. The most expensive aspects of running the Arena remain personnel and utilities, making up over 86% of operational expenses.

In FY 2022, the operational budget exceeded 1 million for the first time, and revenues were the highest ever collected, at a little over \$870k. This was \$25k more than 2019 revenue, our next best year, despite being closed for scheduled maintenance six weeks in fall 2021.

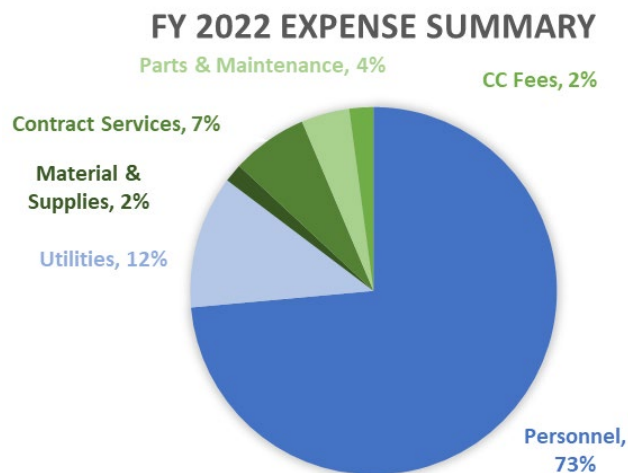
While cost recovery remains a priority for the Council and Ice leadership team, so too is providing affordable and accessible recreation for residents and greater Park City. Fees are set with consideration to cost recovery and market demand. In addition, comparatively speaking, the Ice Arena's cost recovery metrics are very competitive, as most publicly funded ice sheets are significant cost centers for local cities and towns.

Programs

We provide a variety of programming to engage the community in ice sports; these include figure skating, hockey, speedskating, sledge hockey, and curling. Classes and programs introduce community members to ice sports and provide programming to complement various user groups and competitive programs.

A few highlights from this past year:

- The 2022 Olympic winter games brought excitement and intrigue to programs and activities offered at the facility, with visitation and revenues peaking just following the games.
- Late winter classes had 258 participants, roughly a 60% increase over the previous session. While we offer fewer classes during the summer, many classes reached capacity for the first time.
- We saw a rise in interest among adult beginner figure skaters, which grew to 19 skaters by the end of the winter session.
- High-Performance Figure Skating Camp continues to gain popularity. This summer's camp had 58 skaters bringing in \$34k in revenue. While our camp



maintains a local focus, we had skaters attend from 5 different states and siblings from Singapore, with a second home in Park City.

- We continue to find ways to maximize ice usage. This summer, three beginner-level camps, with a combined 50-60 skaters, shared morning ice for two weeks, providing an additional week of camps for local children.
- Unfortunately, the local Speedskating Club of Park City dissolved in 2020. With no opportunity for new participants to try the fastest sport on ice, Matt Genther and Erika Roberts recruited speedskating instructors, solicited new participants, offered free clinics, and created a new Learn to Speedskate program. We expect the local Club to return this fall as an independent program. Learn to Speedskate will continue to be offered through the Academy.
- *Social Equity:* We focused additional time and energy on reducing barriers and creating more access to ice sports. For example, since September 2021, we have provided fee reductions for 79 individuals and over 131 unique registrations. We also worked closely with the PC Community Foundation, attending local outreach events and streamlined registrations in both English and Spanish. Three grants were obtained in recent years to support additional outreach and inclusion.

Outdoor Ice pilot program

City Park hosted three outdoor ice sheets on the tennis courts from mid-December through February. Our staff and a small contingency of dedicated residents and volunteers maintained the rinks.

The program was well received by the community. The venue offered free outdoor ice and was used primarily for recreational ice skating and pickup hockey. Toyota Winter Sports Festival offered free beginner lessons and equipment over three weekends during the Olympic and paralympic games, which helped offset operational costs for our customers and our taxpayers.



We plan to expand available hours with part-time staff this season and facilitate more frequent maintenance and snow removal. Last season we used a fire hydrant 600 yards away from the rinks to initially fill and regularly flood the sheets until a water truck was donated to support the Toyota Winter Festival. This season, we plan to lease a water truck to improve water access for the season. We are also working on limited programming, including a pond hockey tournament and one weekend of free clinics to promote outdoor skating and ice sports.

Capital Infrastructure

After 16 years of operation, we have begun planning to replace large pieces of equipment. We are optimistic that new technology will lead to more efficient operations. This past year, for example, we completed the replacement of our dehumidification system. Dehumidification is an essential piece of equipment for an ice facility, allowing quality ice and desirable ambient conditions for patrons. Dehumidification is also vital for preserving equipment and fixtures.

Technology advancements also allowed for the original two-component system to be replaced with one energy-sharing system expected to reduce utility costs and greenhouse gas emissions. We submitted a joint RAP Tax application with the Basin for grant cycles 2020 and 2021 and received the entire project cost, a total of \$377,777.

In addition, we plan to replace the entire refrigeration system in the next three to five years. Rinks across North America are installing new technologies, and we look forward to learning from them. We are optimistic that a new refrigeration system will further the City's energy reduction goals. The facility's most significant challenge is attaining adequate funding to replace aging equipment moving forward.

Interlocal Agreement

The Interlocal Agreement between the City and Basin is due for its 3- year review, as outlined in the [2004 agreement](#). In the fall of 2021, Ice requested the Basin increase its annual contribution from \$50k to \$66k and contribute a one-time \$275k payment to help meet increased equipment costs and facility maintenance. The Basin denied the request and countered. They offered to increase the annual contribution to \$66k and eliminate 3-year reviews and expenditure reporting but were not supportive of a one-time \$275K payment.

In response, we are seeking a third party to conduct a facility asset study to ascertain a more accurate view of facility needs. During that time, the City and the Basin continue to seek joint funding for RAP Tax Grants. Several elected officials representing the County, City, and Basin have also discussed cost sharing, responsibility, and utilization.

We are asking Council for direction based on the Basin's current position. Approximately one year into the current review, we would like to return to Council with a drafted Letter of Consent to memorialize the 2021 process and complete the review.

Exhibits

A [Ice Arena Interlocal Agreement Staff Report, March 3, 2022](#)



City Council Staff Report

Subject: Interlocal Agreement with Basin Recreation
Author: Amanda Angevine, Ice Arena General Manager
Department: Ice Arena
Date: March 3, 2022
Type of Item: Work Session

Summary

The 2004 Interlocal Agreement between Park City Municipal (City) and the Snyderville Basin Special Recreation District (Basin) is up for its contractually obligated three-year review. After several staff level discussions, the Basin remains committed to their \$50,000 annual contribution to the Ice Arena's capital budget, as outlined in the 50-year Interlocal Agreement.

Despite rising costs, inflation, and facility needs that far exceed what was anticipated in the 2004 Interlocal Agreement, the Basin does not support additional funding to share in the capital needs of the Ice Arena beyond their contractual obligation.

Accordingly, staff seeks Council direction on next steps that could include:

1. Approving a three-year extension;
2. Approving a three-year extension with modifications (discussed below); or
3. Identifying a Council liaison to continue discussions with the Basin's Leadership.

Background

In 2001, the City and the Basin announced their intention to jointly develop an indoor ice arena. In 2004, the entities established an interlocal agreement that names the City as the owner and operator of the facility. The sole obligation of the Basin is an annual contribution of \$50,000 for ongoing capital expenditures.

The Basin has contributed \$50,000 annually since the facility's opening in 2006. In 2017, the Basin made an additional one-time payment of \$31,000 towards the replacement of the evaporative condenser. In total, the Basin has paid \$831,115 for the Ice Arena since 2006.

In comparison, the City has spent approximately \$3.9 million, including annual capital contributions of \$50,000 since 2015 to match that of the Basin. The City has also covered \$400,000 for three ice resurfacers and well over \$2.9 million in operational subsidies from the General Fund.

The 2004 Interlocal Agreement requires the parties to review operations and facility funding every three years. Beginning in 2015, Ice Arena team began requesting additional funding to help keep up with inflationary cost increase and the facility's significant capital needs. For example:

- **2015:** The City proactively began to match the Basin's \$50,000 annual contribution to the Capital Reserve Replacement Fund. The City did not request

an increase from the Basin at that time. While the City had not made annual capital contributions prior to 2015, the City regularly paid capital expenses that benefited the Ice Arena using capital funds. Significant items include ice resurfacers (Fleet) and major repairs to the mezzanine.

- **2018:** With equipment aging and to promote energy efficiency goals, the City proactively approved an annual increase of \$30,000 to support ongoing capital needs (bringing our annual allotment to \$80K), and a one-time \$100,000 contribution from the general fund. The purpose twofold – support facilities needs and incentivize the Basin to also enhance their financial support given our level of commitment.
 - The Basin did not increase their annual payment and reaffirmed their commitment to the 2004 Interlocal Agreement.
 - While the City initially approved the increase, the City decided to move forward with \$50,000 annual contributions with a desire to maintain matching funding levels as the Basin.
- **2021/2022:** Since a \$100,000 annual capital commitment (\$50,000 from each entity) remains insufficient to support significant capital investments, staff continued to seek additional funding from the Basin:
 - The current need is approximately for \$132,000 annually, as well as a one-time infusion of \$550,000;
 - The 2022 PCMC budget included \$66,000 and a one-time \$275,000 contribution, in anticipation that the Basin would consider matching new contribution;
 - The one-time allocation anticipates several costly equipment replacements for FY 2024 (refrigeration system and rubber flooring);
 - The Basin does not support increasing their annual payment and reaffirmed their commitment to meeting the intent of the 2004 Interlocal;
 - The Basin is also willing to provide advanced payment of their \$50,000 annual contribution to help forward fund the 2024 capital projects, provided they are credited by 2030.
 - If the Interlocal Agreement is amended, the Basin requests the removal of Section 4.3 (2), to eliminate the review of annual contributions every three years and removing restrictions on how their annual contribution is spent.

Staff seeks Council direction on next steps that could include:

1. Approving a three-year extension;
2. Approving a three-year extension with modifications (discussed below); or
3. Identifying a Council liaison to continue discussions with the Basin's Leadership.

Analysis

Financial Summary, Operating Budget

	Expenses	Revenues	Subsidy	Cost Recovery
2006	\$ 321,326	\$ 161,313	\$ 160,013	50%
2007	\$ 631,680	\$ 407,766	\$ 223,914	65%
2008	\$ 765,285	\$ 403,641	\$ 361,644	53%
2009	\$ 809,901	\$ 457,582	\$ 352,319	56%
2010	\$ 689,737	\$ 459,311	\$ 230,426	67%
2011	\$ 779,222	\$ 597,030	\$ 182,192	77%
2012	\$ 826,081	\$ 687,932	\$ 138,148	83%
2013	\$ 848,861	\$ 648,237	\$ 200,624	76%
2014	\$ 868,714	\$ 785,764	\$ 82,950	90%
2015	\$ 854,227	\$ 770,736	\$ 83,491	90%
2016	\$ 848,720	\$ 753,837	\$ 94,883	89%
2017	\$ 907,307	\$ 824,721	\$ 82,586	91%
2018	\$ 896,345	\$ 837,788	\$ 65,852	93%
2019	\$ 922,124	\$ 845,330	\$ 76,794	92%
2020	\$ 882,361	\$ 700,731	\$ 181,630	79%
2021	\$ 902,239	\$ 640,490	\$ 261,749	71%
2022 Budget	\$ 1,031,668	\$ 913,628	\$ 118,040	89%

Demographic of Ice Arena Users

The Ice Arena is a well-used community and regional facility. The breakdown of zip codes for participants fluctuates slightly year to year depending on whether information is collected via liability waiver or program registration.

The percent of participants from Park City and the Basin increases when looking at programs and leagues versus all activities.

FY 2021 Liability Waiver:

84060 or 84068	84098	Elsewhere in Summit County	Wasatch County	Elsewhere in Utah	Out of State	Total
11%	28%	5%	9%	19%	28%	100%

2022 Early Winter Program:

Zip Code	Area	County	Zip %	Area %
84068	PCMC	4	2%	17%
84060		37	15%	
84098	Basin	68	59%	59%
84033	Other Summit County	0	0%	8%
84036		7	6%	
84017		3	1%	
84055		1	1%	
84024		0	0%	
84061		0	0%	
84032	Wasatch County	16	8%	11%
84049		4	3%	
84082		2	0%	
	Other Utah	0	4%	4%
	Out of State	0	1%	1%
	Total	1847	100%	100%

Adult Hockey League, Current League:

Zip Code	Area	County	Zip %
84068	PCMC	10	13%
84060		29	
84098	Basin	136	45%
84036	Kamas	17	6%
84032	Heber	27	9%
84100s	SL Valley	57	19%
Other	Various	26	9%
Total		302	100%

As you can see, at 59%, Basin residents are the primary participants Ice Arena programs, 45% of our league participants, and just under 30% of all users annually. The Basin's is a major beneficiary from the facility and their ongoing support of the facility given their level of utilization is important to our ongoing success.

Alternatives

1. Approve a three-year renewal of the 2004 Interlocal Agreement with no changes.
2. Approve a three-year renewal of the 2004 Interlocal Agreement and request two changes:
 - a. Forward fund Basin's contribution in FY 2024 and reduce payments in FY 2025-2030, ensuring the total contribution does not exceed the value of \$50,000 annually. Payments in 2030 return to \$50,000 annually.

- b. Eliminate Section 4.3 (2), of the 2004 Interlocal Agreement, removing the review of funding and Use Guidelines every three years, and eliminating spending restrictions on Basin's contributions.
3. Direct staff to include Council members in further discussions with the Basin's leadership team.

Exhibits

- A 2004 Interlocal Agreement

Council Agenda Item Report

Meeting Date: September 15, 2022

Submitted by: Michelle Kellogg

Submitting Department: Sustainability

Item Type: Work Session

Agenda Section: WORK SESSION

Subject:

4:30 p.m. - Discuss Soil Remediation Options at the Gordo Property

Suggested Action:

Attachments:

[Gordo Remediation Staff Report](#)

[Exhibit A: Gordo Remediation Presentation](#)

City Council Staff Report

Subject: Temporary Soil Storage “Gordo” Remediation

Author: Ryan Blair

Department: Sustainability

Date: 15, September 2022

Type of Item: Administrative

Recommendation

Discuss and receive input from City Council on possible alternatives for the future of the soils temporarily stored on the “Gordo” property. Given the public attention the soils received last year, we anticipate several discussions over the next few months in anticipation of a Spring remediation plan.

Background

- Historically, the City negotiated the use of the Richardson Flat Soil Repository to dispose of Bevill exempt soils from miscellaneous City infrastructure projects.
- In 2010, the City’s use of the Richardson Flat Soil Repository was discontinued, and the City needed to find an alternative soil disposal pathway.
- With approval from the Utah Department of Environmental Quality (DEQ) and acknowledgment from the Environmental Protection Agency (EPA), the City temporarily stored 34,000 cubic yards of Bevill exempt soil at the Gordo property. At the same time, the City worked to regain access to the Richardson Flat Soil Repository or develop another disposal method.
- In 2021, the City initiated a public process to identify a longer-term solution for the Bevill exempt soils temporarily stored at the Gordo property and consider an expanded soils storage strategy for other City infrastructure projects.
- The proposed project included permitting the Gordo property as a permanent soil repository with Utah Department of Waste Management and Radiation Control (DWMRC) to permanently store the soils on site and receive soils from other City projects (affordable housing, cultural district, tunnels, etc.).
 - DWMRC supported the project and worked with the City to complete the appropriate permit application.
- After a very vocal public comment period against locating an open facility, the City withdrew the permit application in favor of seeking alternative solutions.
- In November 2021, DWMRC requested a plan of action, and several meetings have taken place with City staff and the Mayor to identify and consider alternative solutions.
- For example, we reengaged with the EPA (attempting to access the Richardson Flat Soil Repository), DWMRC, other landfills, trucking companies, and other regulatory entities.
- Working with the DWMRC, we aim to restart a public process to responsibly remediate the Gordo property.

Options

After careful consideration and close coordination with environmental regulators, we recommend three alternatives for Council and community consideration:

1. **Haul** contaminated Beville exempt soils off the property to a Class D permitted landfill.
2. **Permit** Gordo as a Utah DEQ Soils Repository and immediately close the facility after meeting all regulatory and environmental requirements; or
3. **Redevelop** Gordo through the Voluntary Clean Up program with either the Utah Department of Response and Remediation ([DERR](#)) or the [DWMRC](#).

Option 1: Haul Soil

The City currently has an account with the Wasatch Regional Landfill operated by Republic to dispose of soil from within the City's soils [ordinance](#). The current tipping fee is \$42 for Beville exempt soil with Republic Services. Utah landfills are permitted to receive Beville exempt soil as daily cover for landfill operations, and two landfills have already expressed an interest in our soil. The prices are \$14.50/ton and \$20/ton, which significantly lowers disposal costs.

However, hauling (trucking) costs are the largest proportion of the cost estimates for this type of project, not the disposal. In addition, removing the Beville exempt soils stored at Gordo would require additional environmental insurance, estimated at \$100K-\$300K, for 10 years of coverage.

Option 1 Analysis

The Gordo site was always intended to be a temporary storage location. This option rectifies the situation by removing approximately 52,500 tons of Beville exempt soil. A 2021 evaluation estimated that it would take roughly 4,000 truckloads over a 4–6-month period to remove the soil. The site would also require best management practices to control dust and erosion. Finally, approximately 900-1,400 tons of CO₂ would be generated through hauling, depending on the distance to the landfill. Once the soil is removed, the site would be available for redevelopment.

Figure 1

Project Costs Estimates:

Description	Total Cost
Site Improvements/Hauling 2021 Estimate	\$2,614,000
Environmental Insurance	\$300,000
Soil Disposal @ 14.50/Ton	\$3,921,117
Soil Disposal @ 20/Ton	\$4,235,717

Option 2: Reengage DEQ and complete soil repository permit

Consider a focused and time-limited approach to remediate the soils on-site using the existing environmental permitting programs under the Utah DEQ. In contrast to the approach previously rejected by the community, this approach would instead only deal with the soils currently stored on site and eliminate the several-year window of active tipping activity as previously contemplated.

In other words, this option would quickly and responsibly deal with the soils on site by capping the soils in place and eliminating the need for trucking and hauling costs.

Option 2 Analysis

The soils temporarily stored on Gordo meet Park City Municipal Ordinance 11-15, commonly referred to as the City's "soils ordinance." However, the site does not comply with Utah State Admin Code R315-302. This option would bring the site into compliance by immediately closing the repository after completing environmental site remediation, and not allowing any new soils to be brought to the site.

This option would meet all DEQ requirements, use environmental and engineering best management practices, and keep the soils closer to their origin (Park City). The property would likely look how it does today but with greater environmental controls, such as a liner and groundwater monitoring wells. Once a permit was obtained, and the site met all requirements of DEQ, the facility would immediately close and have strict oversight about future uses.

Cost

The cost for the project would be approximately **\$1,917,000**. This option only looks at completing the permitting requirements with DEQ and closing the facility immediately. No new soil would be disposed or brought to the site. Closing the facility immediately and not moving additional soils are important differences from the previous concept. Under the previous concept, soils from the Bonanza Park/Cultural District project and other areas, such as future housing and transportation projects, would have been moved to the site over several years.

Option 3: Redevelopment – Community Benefit Project

Cities and towns across the country and state often utilize environmental cleanups as catalysts for community redevelopment, economic development, or transportation and infrastructure projects. For example, numerous examples of permanently capped soil repositories already exist within our community – Old Town Transit Center, Park City Heights, and the Mayflower Resort have capped repositories.

The community redevelopment alternative would likely require hauling some soil to an offsite landfill but leave most in place to accommodate a future community project. Examples from other communities include parks and playgrounds, schools, and mixed-use developments. In our case, one might consider an extension of Quinn's recreation campus facilities, transportation infrastructure (park and ride), or affordable housing.

Option 3 Analysis

Two regulatory programs allow for community redevelopment: the [Voluntary Clean Up program](#) (DERR) and the [Environmental Cleanup program](#) (DWMRC). Both allow organizations to responsibly manage existing soils on-site while redeveloping. The most notable VCP we have is the Old Town Transit Center. There, soils are capped on-site with 1' of cover, and DERR visits every two years to inspect. More recently, the Park City Heights developer, Ivory Homes, completed a VCP within the residential subdivision in 2016. The completed site management plans for both the Old Town Transit Center and Park City Heights projects can be [Found here](#).

The Environmental Cleanup (EC) program is similar to the VCP program. Examples in other cities and towns include a former dry cleaner site in Murray and a Geneva Steel plant in Vineyard. The VCP has a longer and more detailed application process, but it

allows a transfer of the certificate of completion to a new owner. The EC is less cumbersome at the outset, but the assurances do not transfer, making it a viable option for institutional property owners like local and state governments.

Engaging in a VCP/EC on Gordo would protect the environment and public health while turning what is now an environmental liability into a community asset. The cost of a VCP/ED is difficult to estimate but likely less than hauling due to the accompanying redevelopment. DWMRC believes the Gordo property is an appropriate location for safe and thoughtful environmental remediation that propels a community benefit.

Recommendation

Given the considerable community input and opposition to an active soil repository within Park City, the project Team recommends that Council carefully consider the three alternatives laid out above, as well as a public engagement program.

Funding

The FY23 budget includes \$4,043,377 in CIP funds to help offset future soil remediation costs.

Exhibits

A Gordo Remediation Options PowerPoint Presentation

An aerial photograph of a mountain town, likely Park City, Utah, covered in a thick layer of snow. The town's buildings, mostly multi-story structures with dark roofs, are densely packed in the lower half of the frame. In the background, steep, snow-covered mountains rise, with some rocky outcrops visible. The sky is a pale, overcast blue.

Gordo Remediation Options

Environmental Regulatory Program

— Introductions —

- Ryan Blair- Park City
 - Environmental Regulatory Program Manager
- Jalynn Knudsen- Department of Waste Management and Radiation Control (DWMRC)
 - Assistant Director
- Brad Maulding- DWMRC
 - Environmental Clean Up Program Manager

Outline

- Brief History of Site
- Broad Overview of Options
- Option 1 Haul Away
- Option 2 Keep soil onsite
- Option 3 Redevelopment
- Future Project Options
- DEQ
 - Utah Department of Environmental Quality
- DWMRC
 - Division of DEQ, Dept of Waste Management and Radiation Control
- DERR
 - Division of DEQ, Dept of Environmental Response and Remediation
- VCP
 - Voluntary Clean Up Program (administered by DERR)
- OU1
 - Richardson Flat Disposal Facility

Environmental Regulatory Initiatives

Gordo

Blue Ribbon
Commission 2.0

EPA Partnership

OU4/Prospector
Drain

Digitizing COC's

Soil Ordinance

History

- 2010 City lost access to OU1 as a soil disposal facility
- 2010-2013 City placed soil from several projects at Gordo
 - DEQ and EPA supported decision
 - Intended to be temporary
- 2016 City Water Department utilized site for project
 - Capped and reseeded
- 2021 Water department utilized site for temporary soil storage
 - Capped and reseeded
- 2021 City attempted to permit Gordo as a soil facility
 - Permit withdrawn after public comment
- November 2021 DEQ requested a plan of action on Gordo

Solutions

- Haul all temporarily stored soil off site
 - Beville Exempt Meaning
- Keep soils onsite through a permit with DWMRC
 - Close immediately
 - Put in a liner
 - BMPs for environmental controls and monitoring
- Repurpose site with community benefit project
 - Hybrid of first two options
 - Haul some soil and keep some onsite
 - Regulatory oversight by DEQ
 - DERR
 - DWMRC



Solutions Breakdown

Option 1 Haul Away

- RCRA Standards
 - Beville Exemption to Subtitle C
 - Waste from beneficiation of ores
 - DEQ recognizes soil in Park City as Beville Exempt
- Exemption allows for → Sustainable Product
 - Landfills can use as a part of their daily operations
 - Instead of traditionally landfilled



Option 1 Haul Away

- How much dirt is 34,000 cubic yards?
 - Enough to fill in 10 Olympic sized swimming pools
- Interest from several landfills outside County
 - Drop tonnage fee from \$42/ton to \$14.50/ton
 - Price is Gordo only soil
 - Pollution Cost = 1,385 tons of CO2
 - Equivalent to 244 homes' electricity use for one year

Gordo Soil Disposal Options				
Cost to Haul				
Landfill	County	Distance	Tonnage Fee	Total C2H
Intermountain Regional	Utah	76 Miles	\$14.50	\$3,921,117.00
Duchesne Wasatch Bluebench	Duchesne	95 Miles	\$20	\$4,235,717.00
Wasatch Regional	Tooele	87 Miles	\$25	\$4,521,717.00

An aerial view of a construction site. A yellow excavator is in the center, dumping a load of reddish-brown soil into the bed of a blue dump truck. The truck is parked on a dirt surface. In the background, there's another blue dump truck and a white pickup truck near some blue storage containers. The ground is uneven and covered in dirt.

Option 1 Next Steps

- Haul all temporarily placed soil from Gordo
- No DEQ permit needed
- Budget
 - CIP Fund
- RFP for hauling and site prep
- 4-6 months timeline
- Final testing and reseedling

Option 2

Keeping Soil Onsite

- Requires DEQ permit
 - Mechanism used to keep soils onsite
- Remediate site with liner
- Put in environmental controls and monitoring
- Immediately close facility
 - No future soils could be deposited
- Budget
 - Expected cost ~ 1.7 million

Option 2 Next Steps

- RFP for soil facility
- Budget
 - Funds appropriated
- Re-engage DEQ in permit
- 4-month site development



— Option 3 Redevelopment —

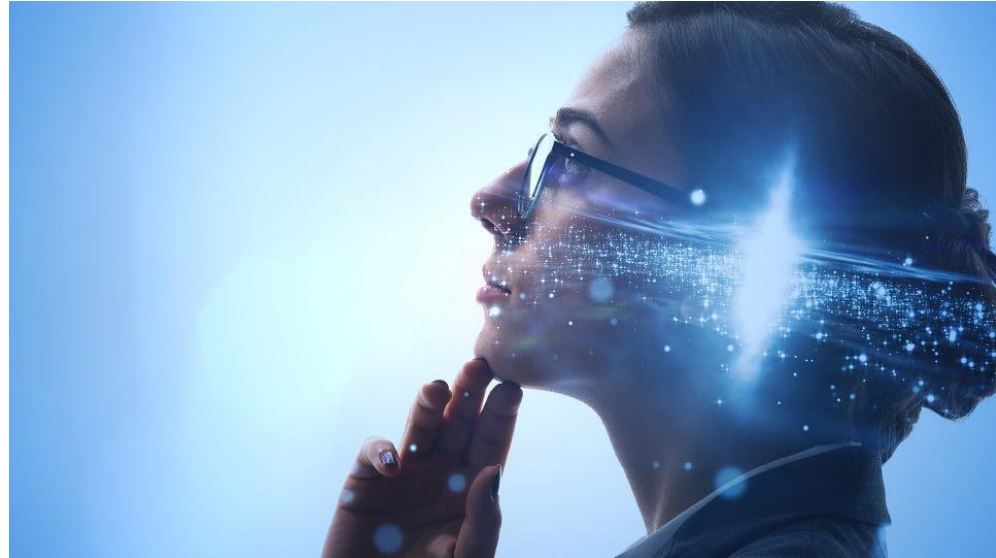
- Hybrid of previous two options
- Amount of soil determined by project
- City has experience with this option
- Valuable working relationships
- Two options
 - Voluntary Clean Up Program through DERR (CERCLA)
 - Environmental Clean Up Program through DWMRC (RCRA)



Redevelopment

— Option 3 Next Steps —

- Select Regulatory Mechanism
 - Environmental Cleanup Program
 - Voluntary Cleanup Program
- Select Redevelopment Project
- Budget
- Apply for program



Cost Comparison

Option	Site Costs	Soil Disposal Costs		Insurance	Total Costs	
		\$14.50/ton	\$20/ton		\$14.50/ton	\$20/ton
1 Haul Away	\$ 2,614,000	\$ 1,007,117	\$ 1,321,717	\$ 300,000	\$ 3,921,117	\$ 4,235,717
Option	Site Costs	Closure Cost				Total Cost
2 Keep Onsite	\$ 1,717,000	\$ 200,000		N/A		\$ 1,917,000
Option	Site Costs	Soil Disposal Costs			Total Costs	
3 Redevelopment	Unknown	Unknown		\$ 300,000	Unknown	
Comparison Option	Site Costs	Soil Disposal Costs		2022 Cost Estimation		
2017 Est. at OU1	N/A	\$ 650,000	\$ 1,650,000	N/A	\$ 747,500	\$ 1,897,500

Recommendation

- Environmental Cleanup Program
 - Administered by DWMRC
- Reclaim Gordo for a net positive community project
 - Past projects
- Management of soil through regulated Environmental Cleanup Program with DWMRC
 - Worked with City throughout process last year
 - Institutional knowledge of site
 - Familiar with the contamination
 - Technical experts with solid and hazardous waste disposal

— Questions? —

Ryan Blair

ryan.blair@parkcity.org



Council Agenda Item Report

Meeting Date: September 15, 2022

Submitted by: Michelle Kellogg

Submitting Department: Community Development

Item Type: Staff Report

Agenda Section: WORK SESSION

Subject:

5:15 p.m. - 7700 Marsac Avenue (Mine Bench) Work Plan and RFP Update

Suggested Action:

Attachments:

[7700 Marsac Ave \(Mine Bench\) RFP Staff Report](#)

[Exhibit A: Existing Conditions Survey](#)

[Exhibit B: Land Analysis](#)

[Exhibit C: Work Plan](#)

[Exhibit D: Draft Mine Bench RFP](#)

City Council Staff Report



Subject: 7700 Marsac Avenue (Mine Bench) Work Plan
Author: Browne Sebright - Housing Program Manager
Department: Housing
Date: September 15, 2022
Type of Item: Administrative

Recommendation

Review and consider a draft Request for Proposals (RFP) to allow City Council the ability to contemplate the potential development of affordable housing on portions of the Mine Bench Property. Given the opposition faced in the past with regard to in-fill affordable housing development, in addition to seeking feedback on the technical materials, we also suggest the Council reserve time for public input.

Executive Summary

Park City continues to push forward strategies to meet the aggressive community goal of creating 800 new affordable/attainable units by 2026. The plan to reach this goal has several strategies, such as partnering with private entities to develop affordable housing on City land. Without multiple projects in the affordable housing pipeline, PCMC is unlikely to reach its unit creation goal. To date, or since the 800 goal was set by City Council, we have created 156 additional units.

More recently, the City released and awarded a Request for Qualification (RFQ) with the J. Fisher Company to select a preferred development partner to build a 100% affordable rental housing development on the "Homestake" Lot ([LINK](#)). The Homestake project, currently before the Planning Commission for review, is proposed to create 123 new units of affordable rental housing.

To continue using partnerships to produce affordable housing, the Housing Team went to Council to identify future affordable housing development sites. On March 17, 2022, ([Staff Report](#), [Minutes](#)), the City Council discussed a desire to consider an RFP for the Mine Bench property as a potential location to site affordable housing. This report summarizes the property's history and creates a potential work plan to consider an RFP.

Background

Development of City-Owned Land for Affordable Housing

Park City has been developing affordable housing for the better part of 30 years using a variety of tools. Most notably, four main tools were used - regulatory (inclusionary housing requirement), negotiated (master planned development or annexation), public-private-partnership (working directly with private developers), and owner/developer (PCMC as the developer).

Recent examples include the Woodside Park Phase I (8 units) development, the Retreat at the Park (8 units), Central Park Condominiums (11 units), Iron Horse Transit Housing (13 units), 516 Marsac Avenue (1 unit), Prospector Square Condos (23 units), Snow Creek Cottages (13 units), and Park City Heights (68 units). ([Link to Housing Projects Webpage](#)).

The projects were funded through a variety of sources, including the General Fund, Lower Park Avenue Redevelopment Agency (LPARDA), developer obligations, and the Transit Fund. Most units were developed as deed-restricted, owner-occupied with the sales revenue returned to the Housing Fund to help support the next cycle or round of affordable housing project. In addition, units were also developed or acquired by the City over time to support PCMC-specific employee rental housing.

While these models created many units, it is unsustainable long-term without a new or dedicated revenue source. In other words, the subsidy carried by the City has necessarily increased due to escalating development costs (time, labor, and materials), which in turn either decrease the affordability of the units or reduce the amount of money available in the housing pipeline for the next housing project. The Housing financial model also does not address the increasing need for affordable rental units in the Park City area, as opposed to deed-restricted ownership, which returns nothing to the Housing Fund for the next project.

As Park City looks to the future, public/private partnerships will be an incredibly important tool if we desire to continue towards our 800-unit goal. To this end, the Housing Team recommends additional consideration of a potential public/private partnership on City-owned land, such as the Mine Bench, immediately.

History

On February 11, 2021 ([Staff Report](#), [Minutes](#)), City Council prioritized a list of potential City-owned properties to target for affordable housing development. On March 17, 2022 ([Staff Report](#), [Minutes](#)), City Council supported drafting an RFP and scope of work for the potential entitlement and development of a portion of the Mine Bench. City Council also indicated a relatively low prioritization and desire to place the bulk of the entitlement and development process on a future partner(s). Very little public input was received, other than concerns for the natural environment, trails, traffic, and wildlife impacts.

In order to develop a portion of the Mine Bench, any applicant would require several land use applications, including but not limited to a plat amendment, rezone, Conditional Use Permit (CUP), and likely an Affordable Master Planned Development (AMPD). The draft RFP (Exhibit D) outlines requirements in Section I – Project Information (p. 1).

On May 12, 2022 ([Staff Report](#), [Minutes](#)), the Housing Team reviewed the Mine Bench Work Plan and an overview of potential challenges associated with developing the site, unit affordability mix, and RFP scope. Challenges also include the existing Ontario trail, a mine shaft, tenant leases, mine impacted soils, existing structures, municipal uses, and steep slopes.

Council also provided input on allowing applicants to include dorms in a unit mix, increasing parameters to 100% workforce housing, a provision to target Empire Pass area employees to reduce vehicle trips to and from the area, and the potential to retain units for municipal employees. The Council also discussed having the City initiate land use applications, such as the Plat Amendment, but reached consensus that a developer should take on this work. Moving the responsibility of entitlement is consistent with other

communities that have successfully used public-private partnerships to develop affordable housing.

To prepare the RFP, the Housing Team reviewed several recent public-private affordable housing project RFPs from other jurisdictions, including [Boise, ID](#), [Madison, WI](#), [Billings, MT](#), and [Belmont, CA](#). The examples provide different development typologies, including greenfield and infill development, and project locations with varying transit and multi-modal accessibility. Key from the RFPs noted above, include:

- Making applicants responsible for entitlement approvals, environmental surveys, site surveys, environmental remediation, building permits, and most other predevelopment costs;
- Establishing desired unit mix and affordability levels (no moderate-income housing included), requiring an applicant to proactively identify what, if any, financial support they might require from PCMC;
- Requiring a right of first refusal for PCMC to obtain future units for our own use if necessary; and
- Including a local preference for residents within geographic proximity and requesting a compressed timeline for development.

On July 14, 2022 ([Staff Report](#), [Meeting Audio](#)), the Housing Team reviewed the Mine Bench Work Plan with City Council. Council provided input on the length of time that the RFP would be open, indicated less language regarding a ground lease to allow for proposals with different ownership structures, clarification on the AMI categories outlined in the draft RFP, clarification regarding waterfall provisions, and information regarding the trail disturbance. Additionally, Council sought a more detailed scoring model included in the draft RFP to help select a partner.

Each of Council's requests are addressed in the analysis section below, as well as within the draft RFP.

Analysis

As summarized in the May 12, 2022, staff report, the Housing, Planning, and Sustainability Teams completed an analysis of the Mine Bench property (Exhibit A). On May 12, Council supported a draft RFP that required the developer to entitle the property (rezone, plat amendment, AMPD, etc.) instead of the Housing Team.

The Housing Team, in the collaboration with Sustainability, Transportation Planning, Planning, Engineering, and Legal, drafted an RFP (Exhibit D) and seeks input from Council. The RFP seeks an affordable, multi-unit residential rental project, urban infill, brownfield redevelopment, public/private partnership, and associated tax, grant, and regulatory information, and financing and operations of mixed-income housing.

PCMC would provide the land in Figure 1: Mine Bench Parcel and Proposed Development Sites and work, potentially, to provide financial tools and incentives. The Work Plan (Exhibit C) describes key considerations of the RFP. For example, the Work Plan specifies the portion of the property proposed for development, type of development, range of desired affordability, and other requirements such as relocating the Ontario Trail and other lease requirements.

A potential developer is asked to meet the following:

- Full property entitlement (including, but not limited to, rezoning, plat amendment, and affordable master planned development pursuant to the Park City Land Management Code Chapter 15-6.1);
- Design a workforce housing project containing a mix of uses, including, but not limited to, affordable rental housing, resident amenity spaces, multi-modal transportation infrastructure, parking improvements, and complementary residential support commercial space;
- A site plan and building design that integrates historic mining character of the area and exemplifies mountain town design principles;
- Energy performance in accordance with IECC 2021, and compatible with adopted policies and resolutions; and
- A ground lease contemplated at 50 years. Construct and operate the development per future agreements with PCMC.

Trails

At the July 14, 2022, City Council meeting, the Housing Team was asked to analyze whether development would cause impact or disruption to the existing trails and trailheads on the property. A map of existing trails and trailheads for the property are included in Figure 2.

On August 23, 2022, the Housing Team met with the Trails and Open Space Team to review potential trail impacts and what the City might require from a developer to ensure compliance with the [Park City Trails Master Plan](#). The Trails and Open Space Team described the following as being required for potential development on the property:

- The developer must be able to maintain trail access during construction;
- The developer must demonstrate that there will be no net loss of trails because of the development; and
- If trails are relocated temporarily or permanently, they must be accommodated on property, or on adjacent properties if required.

The Trails and Open Space Team also offered the following parameters to include in the draft RFP:

- The existing Ontario Main Trailhead may be included as part of Development Area “B” to allow for respondents to determine if that portion of the property is viable for proposed workforce housing development;
- If the existing Ontario Mine Trailhead is impacted by the proposal, the developer should demonstrate that the level of service offered by replacement facilities is comparable to that provided by the existing trailhead; and
- The City is open to proposals that supplement the Tour Des Suds Ontario Bypass trail access point on the south end of the property along Marsac Avenue.
 - The City does not recommend additional parking unless physically separated public trail parking from private development parking areas.
 - The City is interested in seeing an improved bike and pedestrian crossing where the Tour Des Suds Ontario Bypass trail cross Marsac Avenue.

AMI Categories

At the July 14, 2022, work session, Council asked to clarify the Area Median Income (AMI) categories discussed in the draft RFP, citing concerns that they may conflict. We reviewed the AMI descriptions in the RFP and offer the following clarifications:

- The first reference is to 80% AMI, in the Introduction (p. 5).
 - Because definitions for “affordable units” vary based on jurisdiction, this reference establishes common language between the developer and the City that our internal definition of an Affordable Unit is for affordable households with incomes ranging up to 80% of AMI.
 - Because the City anticipates that this project will apply under the Affordable Master Plan Development (AMPD) section of the Land Management Code, the developer must produce a plan where, at the minimum, more than 50% of units meet the City’s definition of an Affordable Unit.
- The next reference is to 60% AMI, in Minimum Requirements (p. 23).
 - This section establishes the City’s expectation that we seek a proposal in which 80% of units meet the definition of an Affordable Unit.
 - This section also establishes that of the Affordable units, the rent should average 60% AMI for a minimum of 50 years.
 - This lets developers know that beyond the City’s definition for Affordable Units, we expect project proposals to cater to area workforce wages, which are typically 60% AMI and below.
- The next reference is to 50% AMI, in Preferences (p. 24).
 - This section establishes the City’s preference for proposals that maximize housing affordable to households at or below 50% AMI.
 - This lets developers understand that more deeply affordable proposals are preferred to those with higher average AMIs.
- The final reference to AMI is to 30%-50% AMI, in PCMC Development Tools (p. 16).
 - This section is intended to let developers know that the City may be willing to offer additional support to decrease the overall development cost for a Project that results in a high number of affordable units.
 - This lets developers understand that there may be additional tools available for proposals that cater to more deeply affordable units.

Based on [current AMI categories for Summit County](#), an employee earning \$20/hour would be approximately 44% of AMI. A two-person household making the same wage would be approximately 77% of AMI. Based on these benchmarks, we found that the above descriptions of average AMI levels are required, and which AMI levels are incentivized, are appropriate for this particular workforce housing project.

Net Zero Sustainability Requirements

Net-zero energy performance, in accordance with the 2021 IECC, provides information to developers about what is required to build a highly efficient building that can achieve

net-zero energy performance, specific to Park City’s climate zone. Without these provisions being met, net-zero performance is unlikely to be realized, resulting in higher energy bills for occupants and/or owners, as well adding to the renewable load for which Park City will be responsible to build to meet the City’s goal of 100% renewable electricity by 2030.

According to a study¹ performed by Pacific Northwest National Laboratory for the U.S. Department of Energy, the 2021 IECC provides cost-effective levels of energy efficiency and performance for residential buildings in Utah. Compared to the IECC 2015, which is the current standard under Utah State Energy Code, following the 2021 IECC, on average, results in the following consumer savings:

Consumer Impact

Metric	Compared to the 2015 IECC with amendments
Life-cycle cost savings of the 2021 IECC	\$5,783
Net annual consumer cash flow in year 1 of the 2021 IECC ²	\$152
Annual (first year) energy cost savings of the 2021 IECC (\$) ³	\$325
Annual (first year) energy cost savings of the 2021 IECC (%) ⁴	16.4%

This Code provides developers the guidance needed to achieve the desired performance, using a more familiar “prescriptive” methodology. This Code places energy efficiency, as well as occupant health and comfort, as non-negotiables for the project, instead of add-on efficiency measures that often get value-engineered out. During outreach performed for the Decarbonizing Buildings project, staff heard clearly that developers prefer prescriptive-based approaches over performance-based because the prescriptive measures allow them to much easier develop their pro-forma to hit the target, especially in cases where net-zero design and building is not the specialty of the firm.

Other, performance-based methods of achieving net-zero are also acceptable, but may incur more cost for the project:

- DOE’s Zero Energy Ready ([LINK](#))
- PHIUS+ certified, plus on-site renewables ([LINK](#));
- International Living Future Institute’s Zero Energy ([LINK](#)) or Zero Carbon ([LINK](#)) or full Living Building Challenge ([LINK](#)) certification;
- LEED Zero, all categories must be fulfilled ([LINK](#)); or
- ZE plus electric-ready from Enterprise Green Communities 2020 Criteria ([LINK](#)).

While building cheaper, less efficient buildings ultimately saves cost of developers, the cost gets passed down to whomever ends up paying the utility bills, either building owners or tenants.

Construction Mitigation

¹ Cost-Effectiveness of the 2021 IECC for Residential Buildings in Utah:

https://www.energycodes.gov/sites/default/files/2021-07/UtahResidentialCostEffectiveness_2021_0.pdf

At the last work session, Council asked for clarification on how this potential project would fit in with existing and projected construction activity already occurring in the Flagstaff area.

The Building Department shared that they are aware of three development projects in the Upper Deer Valley neighborhood. These projects include developments with active building permits, or projects that are anticipated to receive permits soon:

- Flagstaff- 3 new homes still open
- Sommet Blanc- 48 condo units (this one is under review and has recently received final plat approval)
- Moonshadow- 7 new condos (single family homes/free standing units)

Waterfall Provision

In Section I – *Project Information* of the RFP, the developer must be willing to develop a tenant selection plan that contains an agreement utilizing a “waterfall” provision that gives preference to applicants working within a certain distance of the Mine Bench. At the July 14, 2022, Council meeting, Council directed staff to review the provision and come back with additional information.

The RFP anticipates that respondents develop a tenant section plan, but the City may offer more specific desired outcomes to present to potential developers. Accordingly, in Figure 4, the Housing Team illustrated sample buffer distances from the Mine Bench property to show which areas of the City would be included at certain distances.

For example, a one-half-mile radius from the site will include Silver Lake and portions of the Empire Pass developments. A one-mile radius is also inclusive of most of the Upper Deer Valley neighborhood. A 1.5-mile radius includes the areas mentioned above, as well as the Snow Park base area of Deer Valley and most of Main Street. A two-mile radius would begin to include areas of the PCMR base area.

Selection Advisory Committee

The Housing Team is recommending that a Selection Advisory Committee be established to review and make recommendations on the responses to the RFP. As done with the Homestake RFQ, we are recommending that the Selection Advisory Committee be made up with local industry experts, to ensure that the selected proposal utilizes best practices for affordable housing development, and City staff to ensure that the project aligns with City goals.

We recommend that industry experts on the Selection Advisory Committee include:

- Development expert
- Lending expert
- Finance expert
- Sustainability expert

From City staff, we recommend that the Committee include representatives from:

- Budget
- Finance
- Housing

- Sustainability
- City Council liaisons

To fill this Selection Advisory Committee, the Housing Team would make an initial list of recommended candidates that would be reviewed by the City Council Liaisons. The Council Liaisons would then make their recommendations to the City Manager, who would approve the selections. All candidates will be required to fill out conflict of interest/disclosure forms prior to selection.

The Housing Team is seeking feedback from City Council on the desired composition of the Selection Advisory Committee and the approval process for their appointment.

Potential next steps for releasing an RFP for the Mine Bench property

- October 2022 - RFP submissions are opened
- January 2023 - RFP Submission close at 3:00 p.m.
- Early 2023 - MOU between PCMC and developer.

Funding

N/A

Exhibits

- A – Existing Conditions – Mine Bench
- B – Land Analysis – Mine Bench
- C – Work Plan – Mine Bench
- D – Draft Request for Proposals

Mine Bench Parcel R-18



Figure 1. Map of Development Areas

Mine Bench Parcel R-18



Figure 2. Map of Existing Trails and Trailheads

Mine Bench Steep Slopes Map

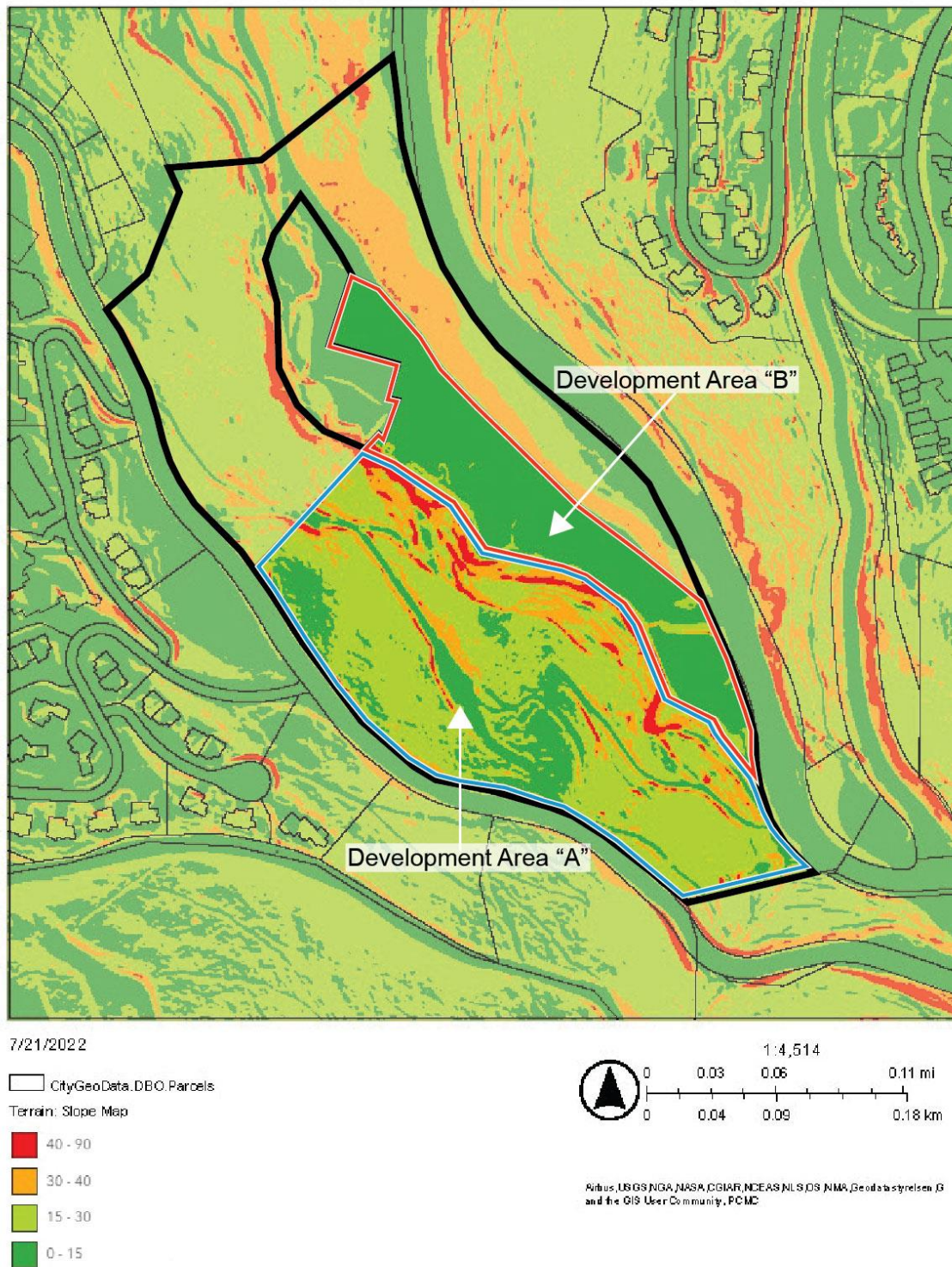


Figure 3. Slope Map of Site

Mine Bench Parcel Waterfall Buffer Distances

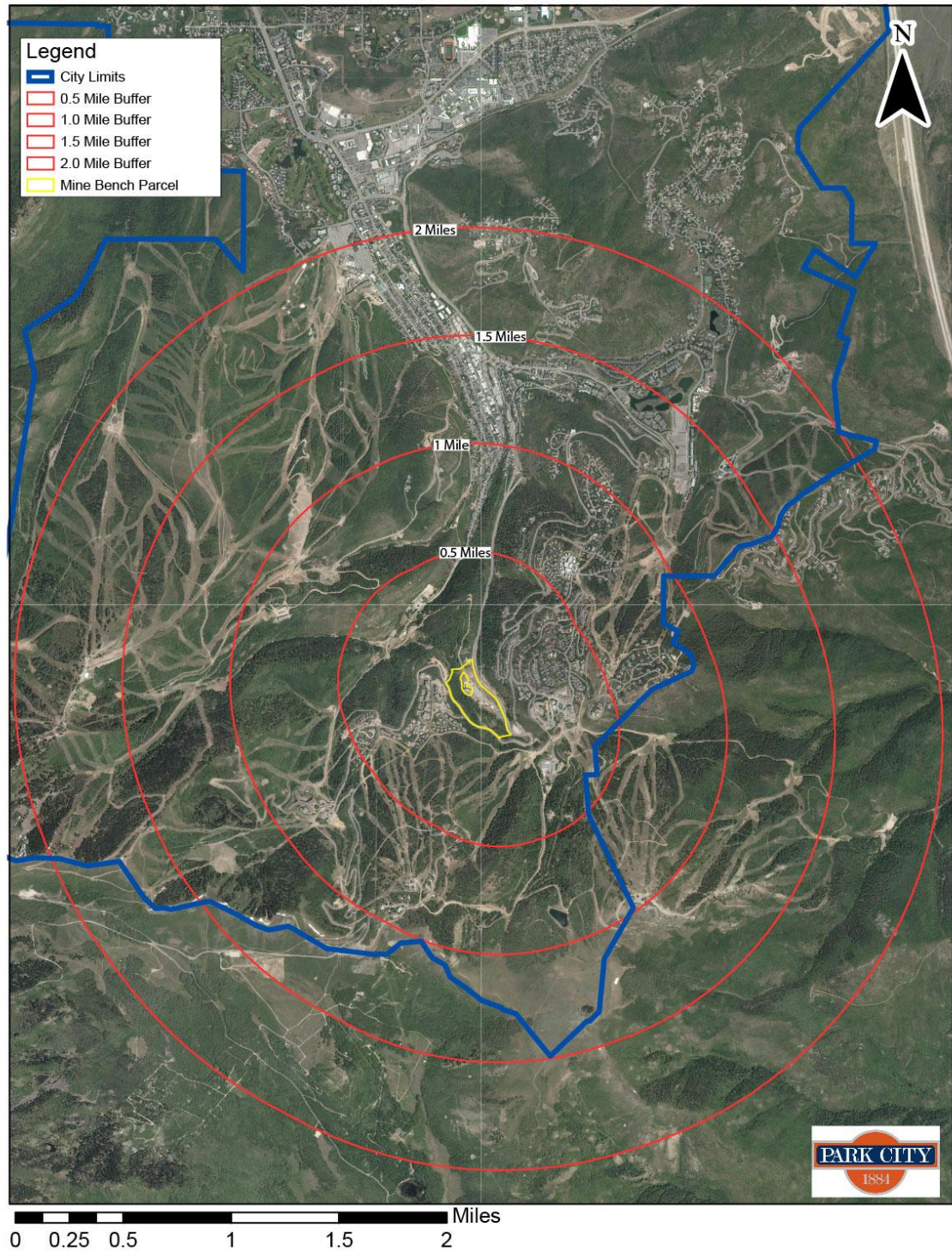
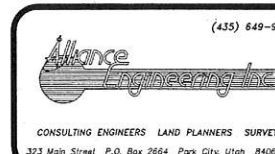
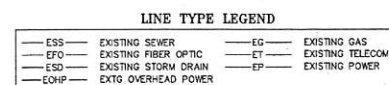


Figure 4. Potential Waterfall Buffer Distances

LOCATED IN THE SOUTHEAST QUARTER OF SECTION 21 AND THE NORTHEAST
QUARTER OF SECTION 28, TOWNSHIP 2 SOUTH, RANGE 4 EAST,
SALT LAKE BASE AND MERIDIAN
SUMMIT COUNTY, UTAH
RECORD OF SURVEY



564 **DATE:** 10/17/17

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54

Exhibit B – Land Analysis – Mine Bench

Mine Bench

Background

Park City annexed the ~30-acre Mine Bench property, which is about one-and-a-half-miles south of City Hall on Marsac Avenue, as part of the 1999 Flagstaff Annexation ([Resolution No. 12-98](#) and [Resolution No. 20-99](#)).

In 2017, Park City acquired ~29 acres of the Mine Bench property in an exchange agreement with REDUS/Wells Fargo through foreclosure proceedings ([Staff Report](#), p. 152; [Minutes](#), p. 7). The City purchased the property for essential municipal uses, including office and storage space for the Streets, Public Utilities, and Parks Departments. Other essential municipal services contemplated for the site include a satellite facility for snow removal and salt storage, emergency response equipment, and contractor staging for City Capital Improvement Projects.

Challenges

Zoning - When the City annexed the Mine Bench property in 1998, the City zoned the property Recreation Open Space. Uses within the Recreation Open Space zone are limited to conservation, trails, horse and livestock grazing, recreation facilities, essential municipal public utilities, and mines and mine exploration. Residential development on the site requires rezoning.

Steep Slope - While the City owns ~29 acres of the Mine Bench Property, much of this property is steeply sloped. Only approximately 13 acres of the site (including the JSSD-owned 1.99 acres) has a relatively level grade. The Sensitive Lands Overlay prohibits development within 50 feet of steep slopes greater than 40%. It imposes additional development restrictions for steep slopes between 15% and 40%, including Planning Commission discretion for additional setback requirements, minimization of cutting and filling for roads, additional retaining wall permits, landscaping and revegetation requirements, and additional open space obligations. However, a portion of the density can be transferred from open space to clustered development on the site.

Contaminated Soils - The City purchased the Mine Bench property with the understanding that future remedial action could be required. Based on the 2017 acquisition [Staff Report](#) (p. 156), “[t]he Mine Bench is a highly impacted former location of mining operations. Lead and other heavy metals have been identified as hazardous substances of concern at the site.” The site is part of the Uinta Mining District, subject to a 2015 Action Memorandum by the U.S. Environmental Protection Agency.

Existing Tenants - The Mine Bench property includes three non-complying structures currently used for office, maintenance, and storage facilities:

- Mine Bench 1 (Exhibit A – Office Building) – The Talisker Club pays the City ~\$12,000 per year as part of a 99-year lease to use the two-story, 5,600-square-

foot office and storage building. The lease includes a provision for relocation on the site or relocation to an equal or better location.

- Mine Bench 2 (Exhibit A – Maintenance Building) – The Empire Pass HOA pays the City ~\$30,000 per year as part of a 99-year lease for the two oversized vehicle bays, shop, office space, and restroom. The lease includes a provision for relocation on the site or for relocation to an equal or better location.
- Mine Bench 3 (Exhibit A – Existing Building) – The City uses the 17,500-square-foot building for public works storage and training. JSSD owns the 13,000-square-foot building to access the Ontario Tunnel water infrastructure (Exhibit A – Building).

Potential next steps for entitlement of the Mine Bench property

- Begin the process to re-zone the property to Residential Development.
- Develop a plan for the possible relocation of existing tenants.
- Hire a professional engineering firm to conduct a steep slope analysis to determine developable land that does not exceed 40% slope.

Mine Bench Work Plan

Request:

Request for Development Partners for the Mine Bench Property

Project Background & Description:

Park City has a community goal of developing 800 affordable units by 2026. In an effort to further that goal, the City has identified public/private partnerships as a possible opportunity, as part of the 2021 Amendment to the 2021 Housing Assessment and Plan. Council requested in the March 17th work session for the Housing Team to move forward with the development of an RFP for the Mine Bench property, with no Housing Team preliminary entitlement work included. Park City Municipal Corporation owns 29.07 acres located at Marsac Ave in the Deer Valley area near the Deer Valley resort and many other hotels & amenities. PCMC is looking to use this property for workforce housing for employees in the area. Only the southern, flatter portion (+/- 4 acres) should be included in the proposals.

PCMC requests responses from experienced developers interested in working with PCMC to design and construct a workforce mixed-income, multi-unit housing project on the Property. The Project goal is a residential, rental development that contains 100% affordable units, ranging from 30-120% AMI. PCMC seeks to enter a partnership to timely deliver a successful and financially viable residential development that maximizes the number of affordable units for the longest term. The scope of the project includes the following:

- Design a workforce housing project for the Property containing a vibrant mix of uses, including, but not limited to, resident amenity spaces, bus/ transit services, parking reductions, re-routing of the Ontario trail, cultural preservation analysis, and possibly complementary commercial space (such as a resident market).
- Develop a site plan and building design that successfully integrates within the character of the area and exemplifies design excellence and sustainability, including net-zero design.
- Lease the Property at 1\$/ year for 99 years. Construct and operate the Project per future agreements with PCMC.

Timeline:

- The timeline of this RFP could be as follows:
- September 7, 2022 - City Council packet published for 7700 Marsac RFP workplan review
- September 15, 2022 - City Council hearing for 7700 Marsac RFP workplan review
- September 19, 2022 - RFP draft routed to Executive and Legal
- September 26, 2022 - RFP is noticed and ads published to Park Record/KPCW, question period is opened
- October 14, 2022 - Question period is closed at 2:00 p.m.
- October 20, 2022 - Question answers are published, final modification or addenda will be made on the website by 5:00 p.m.
- October 24, 2022 - RFP submissions are opened
- January 20, 2023 RFP Submission close at 3:00 p.m.

- February 6, 2023 - RFP Submissions are reviewed and scored by Selection Advisory Committee, and top-ranked applicants are identified
- February 13, 2023 – Top-ranked applicants are notified for selection on shortlist
- February 20, 2023 – Top-ranked applicants are interviewed by PCMC
- February 27, 2023 - PCMC selects the first-ranked respondent and begins negotiation to execute a Lease Agreement with PCMC.
- March 2023 - MOU between PCMC and developer is approved by City Council and/or Housing Authority in a public meeting.
- Mid to late- 2023 – Lease Agreement is finalized
- Construction breaks ground spring 2024.



DRAFT REQUEST FOR PROPOSALS
WORKFORCE HOUSING DEVELOPMENT OPPORTUNITY

7700 MARSAC AVE PARK CITY, UTAH

RELEASE DATE | October __, 2022 [target 10/24/22]

SUBMISSION DEADLINE | January __, 2023 [target 1/20/23]

NOTICE TO DEVELOPERS

REQUEST FOR PROPOSALS FOR DEVELOPMENT PARTNERS

Mine Bench Development Partnership

PROPOSALS DUE: By 3:00 p.m. on Friday, _____, 2023
Via e-mail to Browne Sebright, Housing Program Manager
at: browne.sebright@parkcity.org.

PROJECT NAME: Mine Bench – Development Partnership

RFP AVAILABLE: The RFP is available from Housing Program Manager Browne Sebright at: browne.sebright@parkcity.org. Any modifications or addendums including questions to the RFP will be made in a redlined form on the City website each week. Please check the RFP on the website each Friday.

PROJECT LOCATION: 7700 Marsac Ave, Park City, Utah

OWNER/CONTACT: Browne Sebright
Housing Program Manager
Park City Municipal Corporation
P.O. Box 1480
Park City, Utah 84060

All questions shall be submitted in writing by 2:00 p.m. on Friday, _____, 2022, to Browne Sebright at: browne.sebright@parkcity.org.

Park City Municipal Corporation (“PCMC” or the “City”) reserves the right to reject any or all proposals received for any reason. Furthermore, the City shall have the right to waive any informality or technicality in proposals received when in the best interest of the City.

In the event of difficulty submitting electronically, proposals can be dropped off to the City Recorder, located at 445 Marsac Avenue, Third Floor – Executive Department, Park City, UT 84060. Proposals submitted through the City Recorder should be received on a zip drive. No paper copies should be submitted.

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SECTION I - PROJECT INFORMATION

INTRODUCTION

Park City has community goals of developing 800 affordable units by 2026, and net-zero carbon and 100% renewable electricity by 2030. In an effort to further the housing goal, the City has identified public/private partnerships as a possible opportunity, as part of the [2021 Amendment](#) to the [2020 Housing Assessment and Plan](#). Park City Municipal Corporation (“PCMC”) owns 29.07 acres located at 7700 Marsac Ave (“Property”) in the Upper Deer Valley area in proximity to the Deer Valley Resort and many other hotels & amenities, as described in Exhibit A attached hereto and made a part hereof. PCMC requests Statements of Proposals (“Responses”) from experienced developers (“Respondents”) interested in working with PCMC to design and construct a mixed-income, multi-unit dwelling project (“Project”) on the Property. The Project goal is primarily a residential, rental development that contains 80% or more affordable units. PCMC defines Affordable Rental Housing as housing that is priced affordable to households with incomes ranging up to 80% of AMI. PCMC seeks to enter into a partnership to timely deliver a successful and financially viable residential development that maximizes the number of affordable units.

To this end, PCMC seeks a developer experienced with a combination of workforce/employee housing, multi-unit residential rental projects, brownfield redevelopment, public/private partnerships and associated tax, grant and regulatory matters, and the financing and operation of mixed-income housing.

PCMC will partner in the Project by providing land specified in Exhibit A: Property Site Map and may work with the Developer to provide financial tools and incentives for a Project that achieves a high level of affordable housing and community benefits as outlined in Exhibit E: Project Requirements and Preferences. Refer to Section V – PCMC Development Tools for additional information.

The developer selected by PCMC (“Developer”) must be willing to complete the following as part of the Project:

- Obtain all necessary entitlements (including, but not limited to, rezoning, plat amendment, conditional use permit, and affordable master planned development pursuant to the Park City Land Management Code Chapter 15-6.1). The City will assist with the process to the maximum extent possible, recognizing that the ultimate decision-making will be with the Planning Commission and City Council.
- Design a workforce housing project for the Property containing a vibrant mix of uses, including, but not limited to, affordable rental housing, resident amenity spaces, multi-modal transportation, parking improvements, and possibly complementary commercial space.
- Develop a tenant selection plan that contains an agreement utilizing a “waterfall” provision that gives preference to applicants working within approximately 1 mile of the Property, and applicants that are employed in “critical” public services (including, but not limited to,

emergency services, transportation, utilities, and government and community-based services), as well as Municipal employees, consistent with Fair Housing regulations.

- Develop a site plan and building design that successfully integrates within the historic mining character of the area and exemplifies mountain town design principles.
- Achieve net-zero energy performance in accordance with IECC 2021 with the overall project design, and pursuant to the adopted policies and resolutions.
- Perform a sustainability charette before the end of schematic design to identify early features for passive design to drive down energy use and ensure affordability of utility bills.
- Enter into a ground lease for the Property, for a contemplated period of 50 years. Construct and operate the Project per future agreements with PCMC.

SITE CHARACTERISTICS

The Property is located in the Upper Deer Valley neighborhood of Park City¹. Upper Deer Valley is located on the southern portion of the City, in the mountainside surrounding the Deer Valley Resort. Access to the area is limited to Marsac Avenue and Royal Street. Marsac Avenue experiences occasional limited access in the winter during and after heavy snowfall events. The neighborhood has an extensive trail system for hiking and mountain biking during the summer months. The Property is in proximity to the Deer Valley Resort, Empire Pass, Stein Eriksen Lodge, and Goldener Hirsch Lodge.

The City annexed the Property in 1999 and zoned it [Recreation and Open Space](#) (ROS). Uses within the Recreation Open Space zone are limited to conservation, trails, horse and livestock grazing, recreation facilities, essential municipal public utilities, and mines and mine exploration. Residential development on the site requires rezoning.

The Property is 29.07 acres in size, and the City contemplates developing one of two areas of the site (Development Area “A” and Development Area “B”) for workforce housing, as displayed in **Exhibit A**.

Development Area “A”

Much of this property is steeply sloped, as displayed in **Exhibit B**. The property is in the Sensitive Land Overlay. The [Sensitive Lands Overlay](#) prohibits development within 50 feet of steep slopes greater than 40%. It imposes additional development restrictions for steep slopes between 15% and 40%, including Planning Commission discretion for additional setback requirements, minimization of cutting and filling for roads, additional retaining wall permits, landscaping and revegetation requirements, and additional open space obligations. However, a portion of the density on steep slopes can be transferred from open space to clustered development on the site, subject to Planning Commission approval.

Development Area “B”

The City purchased the Mine Bench property with the understanding that future remedial action could be required. Based on the 2017 acquisition [Staff Report](#) (p. 156), “[t]he Mine Bench is a highly impacted

¹ [Park City General Plan](#), p. 245

former location of mining operations. Lead and other heavy metals have been identified as hazardous substances of concern at the site.” The site is part of the Uinta Mining District, subject to a 2015 Action Memorandum by the U.S. Environmental Protection Agency.

The property is currently used by several lessees, including a private 99-year lease for a 5,600-square-foot office and storage building, and a private 99-year lease for two oversized vehicle bays, a shop, office space, and restrooms. Both of these leases include provisions for relocation on the site or for relocation to an equal or better location. Additionally, the City uses a 17,500-square-foot building for public works storage and training, as well as a trailhead and parking lot (**Exhibit A, Exhibit C**). Park City Fire District currently has temporary use of the property while Fire Station 34 at Silver Lake is reconstructed. The City has not identified potential alternative sites for the lessees but may offer support in any relocation efforts.

The property is currently used for municipal storage and a trailhead. The developer will work with PCMC to conduct a thorough assessment of the soils on the Property and remove and/or remediate them as necessary in order to construct the selected developer’s preferred program on the Property. This includes removal and hauling of any contaminated soils, as well as capping remaining soils left on the property in accordance with Park City’s Soil ordinance, and state, and federal regulations. Condition of title is subject to the developer’s due diligence. Please refer to **Exhibit A** Property Description for additional information about the Property.

The City prefers utilizing Development Area “A” as it has fewer existing encumbrances, but is open to utilizing Development Area “B” should the proposals include adaptive reuse of the historic structures. The land is “as is” and all statements and descriptions herein are general in nature subject to responders’ verification of site conditions and site inspection prior to submission and final agreements. The City makes no implied or express warranties or warranties for a particular purpose regarding the Property.

WRITTEN AGREEMENTS REQUIRED

Land Lease Agreement. Upon completion of the selection process, the successful respondent (“Developer”) will be required to enter into a written Land Lease Agreement (“LLA”) with PCMC or an agreement outlining an alternative ownership model. The responsibilities of the Developer shall be defined and detailed in that LLA or other agreement. The LLA or other agreement will likely contain, but will not be limited to, the below provisions. Developers responding to this RFP shall acknowledge their receipt and review of these terms in their proposals.

1. Developer will develop a construction budget and a proposed operations and maintenance budget for the project, both of which require approval by the City.
2. Developer will investigate (City will provide previous conducted environmental studies) the environmental condition of the site and undertake any necessary remediation or management of

any contamination of the site. The City will have final approval authority over the final construction mitigation plan, including logistics of any proposed soil hauling/removal.

3. Developer will be responsible for financing the entire cost of the project, including predevelopment costs such as entitlement, design, engineering, and other studies along with development costs, such as infrastructure and construction costs, through its own equity, borrowing, tax credits, governmental incentives, or other sources of funds.
4. Developer will prepare a timetable for beginning and completing the construction of the project that is satisfactory to the City.
5. Developer will be responsible for procuring all necessary regulatory approvals for the entitlement, construction, and operation of the project.
6. Developer must actively seek input from community stakeholders, neighborhood associations, and residents of Upper Deer Valley, and the City during the planning phase of all projects. The final development plan must be approved by the City in accordance with all planning and zoning requirements. Transparency and communication are key components of community trust and confidence in public housing and the Housing Authority. Engagement and active participation of residents, businesses, neighborhood associations, governmental officials and agencies, and other community stakeholders is a mandatory requirement under this solicitation. It is expected that the developers will schedule and coordinate meetings, community workshops, and other public forums to assure that all stakeholders in the development process are continuously kept abreast of ongoing activity. All community activities and dissemination of public information shall be coordinated with the Housing Authority, PCMC's Public Information Officer, and the Housing Department Project Manager.
7. Developer will be responsible for monthly progress meetings with the Project Advisory Group (Developer, Architect, General Contractor, Housing Development Manager, Housing Program Manager, City's Project Manager) throughout the planning and construction of the project.
8. Developer will be responsible for the long-term operation and maintenance of the project, ensuring that the project continues to meet all federal, state, and local codes and provides a clean and healthy environment for all residents and guests.
9. In the event Developer does not commence active construction or have a substantial portion of the planning of the project completed (including Affordable Master Planned Development (AMPD) approval) within one (1) year of the lease of the site, the City shall have the right to terminate the lease and take possession of the site. Extensions to this deadline may be negotiated.
10. Developer shall not sell, convey, sublease or otherwise transfer or assign any rights incorporated into any agreement with PCMC without the prior and written consent of the City Council.
11. Developer will present conceptual design, schematic design, design development, and final construction documents for review and approval by PCMC. Approval by PCMC does not in any way relieve the Developer of its obligation to comply with zoning regulations, building codes, and all other applicable regulations adopted by PCMC.
12. Developer will be responsible for obtaining and providing written proof to PCMC of adequate financing for all aspects of the development, including predevelopment, construction, and operations.

13. Developer will be responsible for designing and building the development in a manner that meets net-zero performance requirements, as per IECC 2021 ([LINK](#)). A design charrette focusing on sustainability, including site design, energy efficiency, water conservation and quality, and other low-carbon lifestyle requirements of eventual occupants.
14. Developer's contractor will be required to obtain payment and performance bonds or an equivalent form of security approved by the City.
15. Developer will be required to maintain, or cause others to maintain, property, contractor, architect, and other applicable insurance through a contract in an amount and form ([City template](#)) approved by the City.
16. Developer will be required to prepare and record covenants, conditions, and restrictions ("CC&R's"), and affordable housing deed restrictions against the Property in compliance with the Park City Housing Resolution in effect at the time of signing of the LLA.
17. Developer will be responsible for managing and operating the development consistent with ground lease terms in a manner that ensures long-term financial viability and a high-quality living environment for its residents.
18. Developer will be responsible for a construction plan, including a construction mitigation plan, that helps to meet the [energy goals](#) of Park City. A financial incentive through the City may be available to achieve energy goals.

Additional Agreements. The Developer must be willing to enter into certain agreements in addition to the LLA or other agreement pertaining to the Project that outlines the type, size, uses, and timeframe for development. These agreements include, but are not limited to:

1. Long-term lease of the Property that shall include an option to cancel said agreement if the Project is not completed and used as agreed as well as a City purchase option and first right of refusal for all fixed improvements under Ground Lease or Purchase Agreement. City option to cure and take over in the event of foreclosure or bankruptcy.
2. Restrictive Use Agreement with restrictive covenants on the affordable housing units that run with the land for a period of at least fifty (50) years, including survival in the event of foreclosure or bankruptcy.
3. Easement Agreement that ensures public pedestrian and bicycle access around and through the Property is maintained.

PROJECT MANAGER

For additional information concerning this Request for Proposals, as well as any issued addenda, interested parties may contact Browne Sebright, Housing Program Manager, via email only at browne.sebright@parkcity.org.

SECTION II - SUBMISSION REQUIREMENTS AND PROCEDURE

SUBMISSION REQUIREMENTS

As part of a response to this RFP, respondents shall provide the following information. Responses must address all items and clearly label all sections, graphics, and tables within the Response. The PCMC has not set a specific page limit for Responses; however, there is an expectation to receive Responses that are thorough but concise.

1. Development Interest and Approach

- a. Briefly describe your interest in pursuing the Project.
- b. Provide a description of your approach to managing the complexity of the Project, including dealing with possible contaminated soils, infrastructure/utility deficiencies, steep slopes, and access to the site.
- c. Provide a brief narrative of your preliminary concepts for the site's development. This should provide insight into your general approach to development, proven ability to navigate complex projects, a record of community-responsive urban infill developments that provide public benefits, and understanding of creative solutions and financing tools. This is an opportunity to provide a preliminary high-level vision. However, proposals should detail your plan to:
 - i. Provide housing affordable to a range of income levels in the Project Goals and Preferred Scope of Development described herein;
 - ii. Maintain long-term affordability;
 - iv. Utilize environmentally friendly and sustainable principles for development; and
 - v. Facilitate multi-modal transportation connections within and to the community and surrounding neighborhood in close coordination with PCMC and in accordance with all adopted transportation plans. The multi-modal hierarchy and transportation demand management strategies should also be considered and incorporated into the proposal.

2. Qualifications and Experience. Provide a description of your qualifications and relevant experience with comparable projects, including:

- a. A description of the legal entity with whom PCMC would contract.
- b. Identification, bios for, and descriptions of the roles of key individuals in the development team and any consultants who would be involved in negotiations, project management, project design, and implementation, including their background and experience, reflecting their capabilities and experience with similar projects;
- c. Examples of your experience with comparable projects. Provide no more than five (5) examples highlighting experience with the development and operation of projects of similar size and scope, with particular emphasis on complex projects located in resort communities and projects developed through public-private partnerships. Examples should include images, location, development program, breakdown of residential affordability mix, members of the development team, total development cost, financing structure, project schedule, the role of the public sector, information on challenges faced and solutions achieved, and a local reference.

- d. A description of your experience in financing mixed-use, affordable, or mixed-income housing, securing grants and public funding sources, and financing references. Provide the composition of the current real estate portfolio owned and/or managed by the respondent and a list of all projects in the development pipeline including location, status, schedule, estimated cost, and financing structure. Please also describe the developer's capacity for completing the proposed Project in the context of the current development pipeline.
- e. A description of your financial capacity. The Developer will be required to submit additional financial information about the development entity and its owners while negotiating the Lease Agreement with PCMC. If a newly formed entity is proposed as the legal vehicle for acting as the developer, the proposed guarantors of the entity and their net worth must be identified. This description should include the following:
 - i. Evidence of your ability to fund predevelopment costs; and
 - ii. Anticipated sources of funds, current relationships with lenders and equity investors, and ability to obtain necessary financing for the proposed development, including recent history of obtaining debt and equity financing.
- f. PCMC requires the use of sustainable building practices and the inclusion of energy efficiency elements in all of its development projects. You may include as part of your qualifications a description of the sustainable building practices and/or energy efficiency measures that have been incorporated in previous projects. Any incentive the City may provide will be based on meeting the IECC 2021 net-zero requirements ([LINK](#)).
- g. Disclosure of any litigation that could have a materially adverse effect on the development entity's financial condition and disclosure of any bankruptcy filings by the development entity or affiliates within the past five (5) years.
- h. A Conflict of Interest statement or disclosure that complies with [Section 3](#) of the Park City Municipal Code.

SUBMISSION PROCEDURE

Respondents shall submit an electronic copy of the Response in PDF format and send it via email to Browne Sebright at browne.sebright@parkcity.org. **In the event of difficulty submitting electronically, proposals can be dropped off to the City Recorder, located at 445 Marsac Avenue, Third Floor – Executive Department, Park City, UT 84060. Proposals submitted through the City Recorder should be received on a zip drive. No paper copies should be submitted.**

Submissions lacking one or more of the required documents shall be considered incomplete and subject to disqualification from consideration by PCMC. All Responses, including attachments, supplementary materials, addenda, etc., shall become the property of the City and will not be returned. It is the Respondents' sole responsibility to read and interpret this Request for Proposals and the written instructions contained herein. The first page of the Response shall:

1. State that Respondent "has read and understands this Request for Proposals and accepts the written instructions contained herein".

2. Include the signature of an officer or employee authorized to bind the Respondent contractually.
3. Provide the name, contact phone number, email address, and mailing address of the person to whom all correspondence should be sent regarding questions about the Response, requests for interviews, or notifications regarding potential selection. (This person will be responsible for disseminating information to you and your development team.)

Paper submittals shall be submitted in a sealed envelope with the Respondent's name, address, date of submittal, and the title **"7700 Marsac Avenue"** shown on the outside of the envelope.

Please submit Responses to the Request for Proposals to:

Browne Sebright, Housing Program Manager
Park City Municipal Corporation
445 Marsac Ave., P.O. Box 1480
Park City, Utah 84060
browne.sebright@parkcity.org

Responses are due by 3:00 p.m. on Friday, _____, 2023. Responses to the Request for Proposals that are not received by PCMC by the time and date specified will be considered late and thus subject to disqualification from consideration by PCMC. PCMC reserves the right to reject any late, incomplete, or irregular submissions and reserves the right to waive any non-material irregularity in submissions.

SECTION III – SELECTION PROCESS AND CRITERIA

SELECTION PROCESS

PCMC will make every effort to ensure that all Responses are treated fairly and equally throughout the selection process. PCMC intends to follow the following selection process:

1. Identify a short-list of Respondents: PCMC will form a Selection Advisory Committee comprised of representatives from public and private stakeholders to review the submitted Responses and provide recommendations to PCMC. PCMC will take the Selection Advisory Committee's recommendations into consideration and identify a shortlist of Respondents.
2. Identify a First-, Second-, and Third-ranked Respondent: PCMC will notify the Respondents selected for the shortlist and may ask them to participate in an interview to discuss their qualifications in further detail. PCMC may select first-ranked, second-ranked, and third-ranked Respondents.
3. Negotiations with first-ranked Respondent: The first-ranked Respondent will be given a defined period of time to negotiate and execute a Lease Agreement with PCMC. In the event that exclusive negotiations are conducted and an agreement is not reached, PCMC reserves the right to enter into negotiations with the next highest-ranked Respondent without the need to repeat the formal solicitation process.

4. Final selection and subsequent agreements are subject to approval by the Housing Authority and/or City Council in a public meeting.

SELECTION CRITERIA

PCMC will make every effort to ensure that all Responses are treated fairly and equally throughout the selection process. PCMC intends to follow the following selection process:

Phase I Evaluation

Proposals received will undergo an initial review to determine:

- a. Compliance with instructions stated in the RFP
- b. Compliance with proposal submittal date

Phase II Evaluation

1. Identification of a short-list of Respondents:
 - a. PCMC will form a Selection Advisory Committee comprised of representatives from public and private stakeholders to review the submitted Responses and provide recommendations to PCMC. PCMC will take the Selection Advisory Committee's recommendations into consideration and identify a shortlist of Respondents.
2. Identification of First-, Second-, and Third-ranked Respondents:
 - a. PCMC will notify the Respondents selected for the shortlist and may ask them to participate in an interview to discuss their qualifications in further detail. PCMC may select first-ranked, second-ranked, and third-ranked Respondents.
3. Negotiations with first-ranked Respondent:
 - a. The first-ranked Respondent will be given a defined period of time to negotiate and execute a Lease Agreement with PCMC. In the event that exclusive negotiations are conducted, and an agreement is not reached, PCMC reserves the right to enter into negotiations with the next highest-ranked Respondent without the need to repeat the formal solicitation process.
4. Final selection and subsequent agreements are subject to approval by the Housing Authority and/or City Council in a public meeting.

EVALUATION CRITERIA

The following is a guide to the criteria that will be used in evaluating development teams and their responses to the RFP:

SECTION I - ORGANIZATIONAL CAPACITY & EXPERIENCE (52 Possible Points)	
Housing Development Experience	18
Experience with designing and developing affordable workforce housing projects;	/ 2
Experience demonstrated with Public Private Partnerships	/ 2
Experience in effective property management of affordable workforce housing, commercial space, parking facilities, and other components of mix-use projects;	/ 2
Success of comparable developments, as evidenced by the following:	
- Economic success (success in attracting homebuyers, financing, sustainability, etc.);	/ 2
- Quality of past projects including architectural / site / design / landscape / amenities;	/ 2
- Timeliness of performance; and	/ 2
- Ability to deliver products as initially represented, on time and within budget.	/ 2
Experience of key team members	/ 2
Degree of technical assistance required from the Park City Municipal for implementation.	/ 2
Planning / Design Experience	10
Experience with planning and implementing similar infill projects on environmentally sensitive lands	/ 2
Achievement of past including net-zero energy (ZNE) projects.	/ 2
Universal Design Accessibility Standards met in past projects.	/ 2
Overall architectural and landscape design quality.	/ 2
Ability to complete projects on time and within budget for past projects.	/ 2
Management / Business Experience	8
Management success in comparable developments, including business experience and development.	/ 2
Experience in developing business services / products.	/ 2
Success in marketing and sales of business products.	/ 2
Evidence of commitment to outreach to target population(s).	/ 2
Financial Capacity	10
Ability to raise equity and debt financing including current relationships with major lenders; Degree of capitalization as an entity.	/ 2
Resources and tenacity commonly referred to as “staying power”: - Sufficient liquid assets to meet short / long term needs of the project; - Cash needed for equity contribution, pre-development, overhead during planning and implementation (5 to 10% of total development costs); and - Sufficient financial strength to absorb reasonable project delays and cost overruns	/ 2
Amount and type of financial assistance required.	/ 2
Verifiable likelihood that sources and terms are realistic and accessible.	/ 2
Financial obligations with respect to housing portfolio and other programs present no significant risk to proposed project.	/ 2
Organizational / Management Approach	6
Implementation timeline is feasible; current obligations will not prohibit performance.	/ 2
Clear lines of responsibility within the proposer’s organization, and between the proposer’s organization and any other partner participants.	/ 2

Reasonable affirmative marketing plan, marketing and / or outreach plans and sufficient to deliver an adequate number of homebuyers by the time units are available.	/ 2
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SECTION II - PROJECT DESIGN & SOUNDNESS OF APPROACH (36 Possible Points)	
Project Impact / Design	24
Number of housing units created; number of beds created; number of households served; with higher points for maximizing variety of unit types to meet workforce housing needs.	/ 4
Ability to offer maximum quality / support to residents.	/ 4
Quality of proposed site design / architectural design / landscape plan and other amenities.	/ 4
Resident amenities, description of demographics served.	/ 4
Integration of design and building program with neighborhood, with preference for high level of integration.	/ 4
Proposed services, if any, offered to residents or broader community.	/ 4
Site Control / Physical Project Design	12
Proposed ownership structure, site control plan feasibility.	/ 2
Timeline feasibility (land use entitlements approval, construction start and completion, lease up, permanent loan conversion, etc., with preference for efficient delivery, within a reasonable timeframe).	/ 2
Plans include compliance with the current Net-Zero Energy Performance Requirements	/ 2
Plans include conformity to required building codes	/ 2
Uses are appropriate and in conformance with Park City's Housing Resolution and housing development standards.	/ 2
Site drainage, slopes, sensitive lands, streets, and utilities have been considered.	/ 2

SECTION III - FINANCIAL STRUCTURE & PROJECT IMPLEMENTATION (22 Possible Points)	
Pro Forma, Funding Sources & Uses	12
Sources are appropriate and applied in accordance with federal regulations.	/ 2
Review of subsidy layering and margins.	/ 2
Is the project assured of receiving proposed leveraged funds?	/ 2
Is construction financing pre-arranged?	/ 2
Market assessment demonstrates both need and demand for unit(s) types.	/ 2
Per-unit cost?	/ 2
Economic Impact	10
Total project cost feasible.	/ 2
Leveraging ratio, including donated or subsidized land, labor, in-kind resources, developer contribution, loans, etc.	/ 2
Evaluate per-unit subsidy assistance.	/ 2
Evaluate per-unit leveraging.	/ 2
Developer's ability to meet performance measurements, including cost-benefit data.	/ 2

Initial Proposal Points:

/ 110

SECTION IV – INTERVIEW/PRESENTATION (15 Possible Points)	
Interview/Presentation	15
The Selection Advisory Committee will identify the First-, Second-, and Third-ranked Respondents. PCMC may ask them to participate in an interview to discuss their qualifications in further detail. Proposers will be ranked on the quality of their presentation and responses to questions, up to a maximum of 15 points. Any points awarded during the interview phase will be added to the proposer’s existing cumulative points as per the other evaluation criteria described above, increasing the maximum total points to 125.	/ 15

Total Proposal Points:

/ 125

SECTION IV – DESIGN REVIEW AND PERMITTING

During the period specified in the LLA, the Developer will work with PCMC to finalize the Project’s design, including architectural, urban design, trails, open space, and landscape architectural elements. The developer is also subject to PCMC’s standard processes and requirements for obtaining the required development approvals/permits including but not limited to the following: Rezoning, Plat Amendments, Master Planned Development (or Affordable Master Planned Development), Conditional Use Permits, and Building Permits.

SECTION V – PCMC DEVELOPMENT TOOLS

Given the current status of the Property—as well as the public benefits envisioned for the Property’s redevelopment—PCMC is willing to consider providing specific resources to fill the gap and assist the project in achieving financial viability for a Project that meets a high level of community benefit as outlined in Exhibit E: Project Requirements and Preferences Tools and resources may include the following:

1. Long-Term Ground Lease: PCMC expects to provide a long-term ground lease retaining PCMC ownership of the land in perpetuity. By entering into a long-term (50 years or more) lease with PCMC, Developer receives the right to build and own the Project improvements without having to purchase the land.
2. Rental Subsidies: PCMC may consider a below-market lease rate to decrease the overall development cost for a Project that results in a high number of affordable units with rental rates between 30% - 50% AMI for Summit County.
3. Fee Reductions/Waivers: PCMC may consider requests to reduce or waive certain fees associated with approvals/permits needed for the Project, particularly for affordable units, in accordance with adopted Municipal Code and state law.
4. Soil Remediation Assistance: PCMC will cooperate with seeking opportunities for federal and state grants or other funding for brownfield/environmental costs.

5. Energy Goal Loan: PCMC may provide grants or loans to help meet the City's energy goals.
6. Loans/Financing: PCMC could have the capability to help provide funding through various lending options such as City-backed loans, tax-exempt financing, or conduit financing.
7. Direct Financial Participation: For proposals that exceed the Projects Requirements and Preferences identified in **Exhibit E**, PCMC may consider direct financial participation, including grant matches or land value, in accordance with applicable state and local regulations and policies.

SECTION VI – MISCELLANEOUS

All questions shall be submitted in writing no later than 2:00 p.m. on Friday, _____, 2022, to: browne.sebright@parkcity.org. Final modification or addenda will be made on the website by 5:00 p.m. on Thursday, August __, 2022.

All submittals shall be public records in accordance with government records regulations ("GRAMA") unless otherwise designated by the applicant pursuant to UCA § 63G-2-309, as amended. All proposals shall remain valid for sixty (60) days from submission. PCMC reserves the right to change any dates or deadlines. It is PCMC's policy, subject to Federal, State, and local procurement laws, to make reasonable attempts to support Park City businesses by purchasing goods and services through local vendors and service providers,

PCMC reserves the right to cancel or modify the terms of this RFP and/or the project at any time and for any reason preceding contract award and reserves the right to accept or reject any or all proposals submitted pursuant to this RFP. PCMC will provide respondents with written notice of any cancellation and/or modification. Furthermore, the City shall have the right to waive any informality or technicality in proposals received when in the best interest of the City.

PCMC reserves the right to change any dates or deadlines.

No proposal shall be accepted from, or contract awarded to, any person, firm, or corporation that is in arrears to the City, upon debt or contract or that is a defaulter, as surety or otherwise, upon any obligation to the City, or that may be deemed irresponsible or unreliable by the City. Offerors may be required to submit satisfactory evidence that they have the necessary financial resources to perform and complete the work outlined in this RFP.

SECTION VII – PCMC AND CITY NON-LIABILITY & RELATED MATTERS

1. No Representation or Warranties - All facts and opinions stated herein, any additional data including, but not limited to statistical and economic data and projections, are based on available information, and no representation or warranty is made with respect thereto by the Housing Authority or PCMC.
2. Building Permits, Zoning Variances, and Financial Viability - PCMC through the lease or sale of the Property in no way guarantees or warrants the issuance of building permits, zoning variances, or the financial viability of the Project.
3. Housing Authority/PCMC Discretion, Non-Liability, Waivers, and Hold Harmless - Developers acknowledge by submitting information and Responses to PCMC that PCMC does not undertake

and shall have no liability with respect to the development program, the RFP, and responses thereto or with respect to any matters related to any submission by a Respondent. By submitting a Response to the RFP, the Respondent releases PCMC and the City from all liability with respect to the development program, the RFP, and all matters related thereto, covenants not to sue regarding such matters, and agrees to hold PCMC harmless from any claims made by the Respondent or anyone claiming by, through, or under the Respondent in connection therewith.

SECTION VIII – EXHIBITS

Exhibit A: Property Site Map

Exhibit B: Site Map with Steep Slopes

Exhibit C: Site Map with Trails

Exhibit D: Waterfall Provision Buffer Distances

Exhibit E: Project Requirements and Preferences

EXHIBIT A

PROPERTY SITE MAP

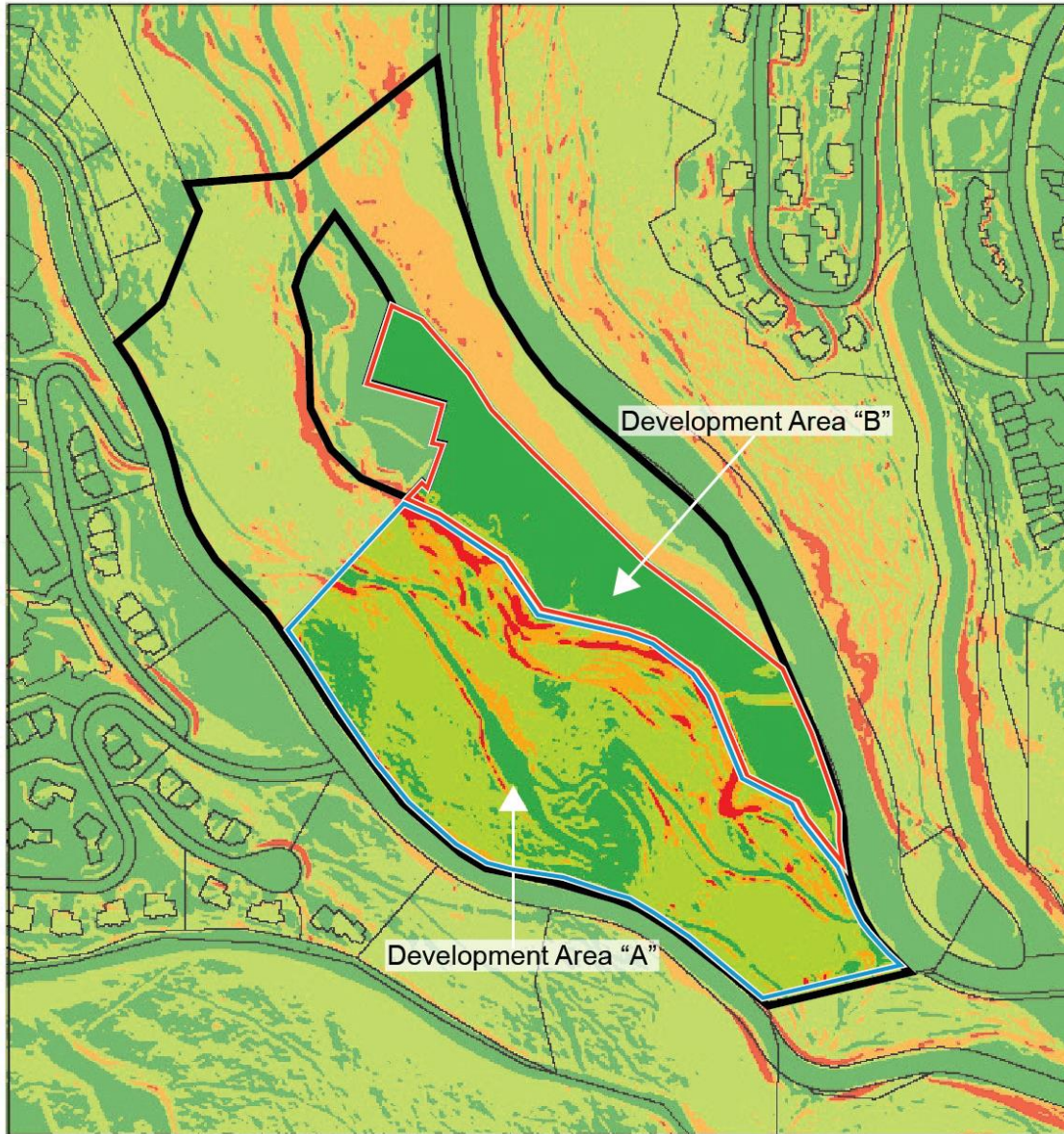
Mine Bench Parcel R-18



EXHIBIT B

STEEP SLOPES MAP

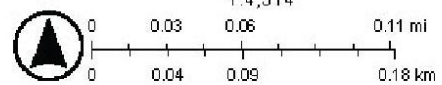
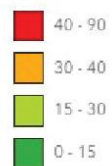
Mine Bench Steep Slopes Map



7/21/2022

CityGeoData.DBO.Parcels

Terrain: Slope Map



Airbus, USGS, NOAA, NASA, CGIAR, NCEAS, NLS, D3, NMA, Geodatastyrelsen, B and the GIS User Community, PCMC

EXHIBIT C

TRAILS MAP

Mine Bench Parcel R-18



EXHIBIT D

WATERFALL PROVISION BUFFER DISTANCES MAP

Mine Bench Parcel Waterfall Buffer Distances



EXHIBIT E

PROJECT REQUIREMENTS AND PREFERENCES

The Project Requirements and Preferences are provided below to help articulate PCMC's vision for redevelopment of the Property. PCMC is willing to provide financial incentives for a Project that demonstrates a high level of consistency with the Requirements and Preferences stated below. Refer to Section V – PCMC Development Tools for additional information.

MINIMUM REQUIREMENTS

The Developer will partner with PCMC to plan and construct a residential or vertical mixed-use project that includes the following:

- A project plan that provides a detailed outline of your organization's successful implementation of this project including a proposed working timeline and staff/ sub-consultants that would be assigned to each task;
- A proposal summary that contains a narrative describing the project proposed with details including target population, quantity and type of housing, commercial elements (if applicable), rental rates, affordability levels, and an estimate of the cost per unit;
- A Development Site Concept that includes a conceptual site plan, including building footprints and massing sited to maximize passive energy performance measures, parking types and layouts, common areas/ site amenities, and/or other major features;
- Energy models including EUI or ERI updated per project design modifications
- Project financial information that demonstrates the feasibility of the project, including a pro forma with estimated project costs and revenues, and a funding plan with estimated sources of funds;
- A residential component with a minimum of eighty percent (80%) of the units offered at affordable rates that meet the standards of [Housing Resolution 05-2021](#). Rents for these households should average sixty percent (60%) of the area median income ("AMI"). Affordable units will have a minimum affordability period of fifty (50) years;
- A tenant selection plan that includes pre-leasing and waitlist requirements for qualified applicants.
- A parking demand and traffic impact study be provided for PCMC review as part of the development proposal.
- A parking strategy that provides the most efficient and cost-effective options but maximizes the number of units on the site as allowed by code.
- A site plan and building design consistent with PCMC's Land Management Code, the Park City General Plan, and current City priorities.
- A site plan that includes elements of transit and connectivity to other areas of the neighborhood, to be publicly accessible and privately owned, operated, and maintained;
- A high level of concern for architectural and mountain town design principles that meet the PCMC [Land Management Code](#);
- A commercial/ retail component that could be incorporated into the project to provide amenities for residents local to the site;
- A community engagement plan that describes how the development team plans to engage the community with each milestone in the project;
- A Construction Mitigation Plan that addresses construction-related impacts and minimizes development impacts on the neighborhood.

- Maximization of density in a manner compatible with neighboring properties; and
- Construction that promotes enduring, healthy, and energy-efficient building(s) that utilize sustainable, environmentally friendly materials and methods ([LINK](#)).

PREFERENCES

In addition to the Minimum Requirements listed above, the City seeks a development partner interested in maximizing the public benefit derived from the Project. As such, Responses from developers with experience in the following areas will receive priority during the selection process:

- A project that proposes rezoning the site to Residential Development (RD);
- A project that is an Affordable Master Planned Development (AMPD);
- Developing more deeply affordable housing beyond the minimum requirements stated above, with a preference for maximizing housing affordable to households at or below fifty percent (50%) AMI;
- Housing that includes robust resident services programming, with programming and operations plan provided;
- A tenant selection plan that contains an agreement utilizing a “waterfall” provision that gives preference to applicants working within approximately 1 mile of the Property, applicants that are employed in “critical” public services (including, but not limited to, emergency services, transportation, utilities, and government and community-based services).
 - The City will give priority to tenant selection plans that retain a percentage of units (e.g. 5%) for municipal employees in the selection process.
- A project that respects and responds to the historic mining context, including the adjacent Ontario Mine #3;
- A project that is constructed to meet the IECC 2021, with 3rd party energy performance certification as per the net-zero buildings benchmark ([LINK](#)), and
- A Transportation Demand Management Plan that promotes accessibility beyond minimum code requirements, supports multi-modal transportation, and contributes to reducing residents' reliance on personal vehicle use. The Plan should include an analysis of active transportation strategies, transit connections, carpooling, and other related strategies.

Council Agenda Item Report

Meeting Date: September 15, 2022

Submitted by: Michelle Kellogg

Submitting Department: Executive

Item Type: Staff Report

Agenda Section: PRESENTATION

Subject:

Environmental Project for Erosion Control Presentation by Lanie Pidwell

Suggested Action:**Attachments:**

[Wildlife Water Reservoir Presentation](#)

Environmental Project for Erosion Control benefiting all local wildlife

By: Lanie Pidwell

What is Wildlife?



- Any animal that is not domesticated or lives with a human
- Examples:
 - Moose
 - Deer
 - Birds
 - Squirrels



The Problem

- Wildlife crossing roads in search of water
- Animals are hit by autos resulting in injury and death



What is Erosion?

- Erosion occurs when natural elements like wind/rain wear away and damage the land
- Unaddressed erosion causes mudslides and flooding



The Problem

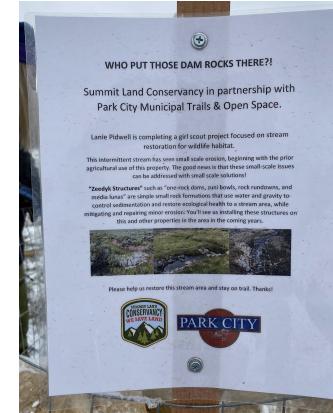
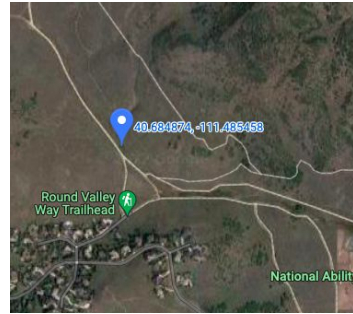
- Snowmelt/rain wash away nutrient rich topsoil
- Plants are unable to grow causing vegetation free exposed land



What I have done

- Worked with SLC to build rock structures to control water flow
- Structures prevent erosion, enable vegetation growth, and secure land

SLC is Summit Land Conservancy,
Park City, UT



One Rock Dam

- Placed in areas of uneven terrain – early stage erosion
- Allowing sediment to accumulate and water pockets to form



Zuni Bowl

- Placed in areas to prevent water fall washout
- Prevents deep erosion of landing zones



Rock Rundown

- Placed in stream forming terrain caused by heavy erosion
- Prevents further erosion and land damage



Wildlife Rescue

- Safe water pools formed for local wildlife feeding



Project Results

- Water source for wildlife
- Erosion prevented
- Natural vegetation restoration
- Environment friendly outcome

Before



Before



After



After



For more information visit my website at:
<https://www.environmentalpec.com/>

Thank You!

Council Agenda Item Report

Meeting Date: September 15, 2022

Submitted by: Michelle Kellogg

Submitting Department: Community Development

Item Type: Staff Report

Agenda Section: APPOINTMENTS

Subject:

Appoint John Guilds, Elyse Kats, Bill Pidwell, Ian Poor, and Lisa Wilkinson to the Live Park City Advisory Committee for One-Year Terms, or for the Duration of the Pilot Program

Suggested Action:

Attachments:

[Live Park City Advisory Committee Staff Report](#)

City Council Staff Report

Subject: Live Park City – Advisory Committee Appointments
Author: Browne Sebright, Housing Program Manager
Department: Housing
Date: September 15, 2022
Type of Item: Appointments – Advice and Consent

Recommendation

Consider appointing John Guilds, Elyse Kats, Bill Pidwell, Ian Poor, and Lisa Wilkinson to the [Live Park City Advisory Committee](#) for one-year terms, or for the duration of the pilot program.

Background

The goal of the Live Park City Lite-Deed program is to help maintain a sense of community by incentivizing new and existing residents to place deed restrictions on their property in exchange for a cash payment from the City in order to promote year-round residency, more workforce housing opportunities, and down payment assistance.

The Advisory Committee reviews applications submitted to the Housing team by potential homeowners or buyers, negotiates the cash value of deed restrictions, and recommends action to the City Manager. As directed, the City Council delegated final approval to the City Manager under the following limitations. The intent of the Manager's restrictions is twofold – program efficiency and public accountability:

- Final approval delegated to City Manager for properties receiving \$200,000 or less; and
- Properties with more than \$200,000 contemplated require City Council approval.

Municipal Resolution 08-2022 established an Advisory Committee appointed by the Mayor with the advice and consent of the Council, via resolution. The Mayor shall appoint Committee members to fill vacancies, should they occur.

The Advisory Committee openings were advertised through the Park City website, Park City newsletter, the City brief and newsletter, KPCW, TownLift, and on social media.

The Advisory Committee consists of five members serving one-year terms, or until the pilot program's funding is exhausted. Committee members should demonstrate a general knowledge of land use, affordable housing, development, financing, or local lending/banking. Members must be residents of or work within Park City at the appointment time.

Applicants

The Housing Team reviewed applications and determined that all the eligible candidates are suitable for appointment. Twelve individuals applied, and three were ineligible as they did not live or work within Park City municipal city limits.

At prior City Council meetings, there was consensus that applicants should demonstrate a general knowledge of land use, affordable housing, development, financing, or local lending/banking. The Housing Team has also recommended that the Advisory Committee include representation from the Board of Realtors, Mountainlands Community Housing Trust, Habitat for Humanity, Summit County Council/staff, and a local lending/ banking professional.

On September 1, 2022, the Mayor, Councilmember Ryan Dickey, and Housing Team reviewed the applications and selected five individuals to recommend for appointment to the Committee.

Analysis

This appointment constitutes the initial filling of the Advisory Committee, and there is the need to appoint five members to the Committee and a City Council liaison.

The Mayor recommends appointing John Guilds, Elyse Kats, Bill Pidwell, Ian Poor, and Lisa Wilkinson to one-year terms, or for the duration of the pilot program.

In addition, the Mayor also recommends extending an invitation to a Summit County Council/staff member to participate, initially, as an ex officio member. Summit County Council recently included a desire to explore a program similar to the Live Park City program in their Moderate Income Housing Program.

Council should discuss and consider approving the Mayor's proposed appointments.

Department Review

The Housing Team, City Attorney's Office, and Executive Department have reviewed this report.

Council Agenda Item Report

Meeting Date: September 15, 2022

Submitted by: Michelle Kellogg

Submitting Department: Transportation Planning

Item Type: Staff Report

Agenda Section: COMMUNICATIONS AND DISCLOSURES FROM
COUNCIL AND STAFF

Subject:

Transportation Demand Management Update

Suggested Action:

Attachments:

[Transportation Demand Management Staff Report](#)



City Council Staff Communications Report

Subject: Transportation Demand Management Update
Author: Hannah Pack, Transportation Planner; Julia Collins, Transportation Planning Manager
Department: Transportation Planning
Date: September 15, 2022
Type of Item: Informational

Summary

Park City Municipal (PCMC) offers the community several programs and initiatives to improve our transportation network, advance multimodal and carpooling options, and help meet our sustainability goals. This report provides an update on several transportation programs the transportation planning team is currently leading and advancing.

Transportation Demand Management (TDM) Program Updates

In accordance with the 2016 [Transportation Demand Management](#) (TDM) Master Plan, several TDM programs continue to operate, including Ride On Park City, Old Town bike rack installations, Request-a-Rack program, Guaranteed Ride Home (GRH), Utah Transit Authority (UTA) Vanpool, educational programs, community outreach, and free UTA transit passes for PCMC employees. TDM programs seek to reduce the number of single-occupancy vehicles to reduce traffic congestion, vehicle miles traveled, and various forms of pollution. These programs help support Park City's high quality of living by providing connections to reliable transportation options for all users.

For the winter of 2021, PCMC partnered with the Park City Chamber of Commerce to offer an "employee commuter challenge" utilizing the Ride On Park City digital platform. Prizes included \$2,500 in cash prizes available to employees in the Park City area. Employees logged over 8,800 trips and reduced carbon dioxide emissions by 36 tons. The winners of the Ride On challenge were Glen Sampson and Hunter Klingensmith.

Notable progress for these programs over the past few months has included advancing coordination with the School District on educational programs like "Bike to School" and the carpool digital platform, Ride On Park City. Coordination with both ski resorts and the Chamber to expand usage of Ride On Park City and to offer the community transportation and transit options during the peak traffic season is ongoing.

Ride On Park City

Ride On Park City (Ride On) is an online platform to help residents and employees make informed transportation choices and reward users through incentives for sustainable transportation choices. The platform combines commute tracking and carpool matching with incentives and prizes to help users travel more sustainably. Once enrolled, users can join incentive programs to get rewarded for rethinking their commuter behavior such as utilizing park and rides, transit, carpooling, vanpool, and walking and biking. Ride On is made possible through funding partnerships between the PCMC, Summit County, Deer

Valley, Park City Mountain, and Canyons Village Management Association. These partners are working collaboratively to launch a robust incentive program for the winter season. All businesses, employees, and residents are eligible to participate. The transportation planning team is also working with PCMC human resources to promote employee utilization of alternative modes of transportation this winter, including the Richardson Flats Park & Ride and PC-SLC Connect. Please visit RideOnParkCity.org for more information.

Bike Rack Programs

Request-a-Rack Program

In partnership with Summit County, PCMC installs free inverted U bike racks at businesses within city boundaries through the [Request-A-Rack](#) program. One or more bike racks can be installed onsite by [Trails & Open Space Rangers](#). Residents and businesses can apply to receive a free bike rack [online](#). Summit County residents and businesses outside of city limits can also request a bike rack using the same application.

Expanding Seasonal Bike Parking on Main Street

To meet demand for more bike parking on Main Street, PCMC has acquired 6 bike racks and 5 bike corrals to be placed on Main Street during warmer months, adding 62 spaces for bike parking in Old Town. They are installed adjacent to Main Street dining decks and in visible, easy to access locations. This effort has supported the goal of increasing the number of bike racks in a seasonally sensitive manner, while providing convenient safe access to bike parking, promoting safer biking, and supporting Main Street businesses.

Guaranteed Ride Home

The Guaranteed Ride Home (GRH) program allows all Summit County residents and employees to take a variety of transportation modes, including transit, carpool, vanpool, bicycle, walking, or employer-provided shuttle or van service, to work with peace of mind. Employees are eligible to receive reimbursement for rideshare expenses if unexpected circumstances prevent them from being able to return home as expected. The GRH program may be used in cases of unexpected personal or family emergency, unexpected illness, unscheduled overtime, or in instances where the user's ridesharing vehicle breaks down. Users must be registered for the program prior to taking a rideshare. [Participation guidelines](#) and [more information](#) can be found online.

UTA Commuter Services

Utah Transit Authority (UTA) operates two programs that provide benefits to commuters from the Salt Lake Valley to Park City. UTA's [vanpool program](#) allows businesses to lease larger passenger vehicles to be used for commuter transportation. Employers with a qualifying number of trips between similar locations can sponsor vanpools to provide a convenient transportation option for their employees. PCMC currently sponsors a UTA vanpool from Salt Lake City to Park City. Free passes are provided for commuter-related trips on all UTA vehicles, including local bus, TRAX, Front Runner, and the PC-SLC Connect. Together, these UTA services help reduce employee commute costs, promote transit utilization, and reduce greenhouse gas emissions, helping the PCMC achieve its sustainability goals.

Youth Educational Programs

The transportation planning team worked with the Park City School District (PCSD) and various community partners over the past year to bring back annual Bike to School Celebrations and educational opportunities. These semi-annual celebrations bring together students, teachers, and PCMC employees to promote bike safety and awareness in our community. The May 2022 event included about 300 participants and 120 helmets were distributed to McPolin Elementary School students. The August 2022 event attracted a large number of participants as well and nearly 100 helmets were distributed.

Council Agenda Item Report

Meeting Date: September 15, 2022

Submitted by: Michelle Kellogg

Submitting Department: Community & Public Affairs

Item Type: Staff Report

Agenda Section: COMMUNICATIONS AND DISCLOSURES FROM
COUNCIL AND STAFF

Subject:

Park City 2022 Utah Wellbeing Survey Results

Suggested Action:

Attachments:

[2022 Utah Wellbeing Survey Results](#)



City Council Staff Report

Subject: 2022 Utah Wellbeing Survey Results
Author: Linda Jager, Community Engagement Manager
Department: Community Engagement
Date: September 15, 2022
Type of Item: Informational

Executive Summary

Park City was invited to participate in the [Utah Wellbeing Survey](#), a project funded by Utah State University and the Utah League of Cities and Towns. The 2022 Utah Wellbeing Survey results were published on August 19, 2022, [here](#).

Park City is one of 33 cities participating in the Utah Wellbeing Survey in 2022. The survey is designed to assess the wellbeing and local perspectives of city residents and provide information to city leaders. The City participated in 2019 and paused in 2020 and 2021 due to Vision 2020 and the pandemic.

Survey Background and Key Findings

The survey was launched in March and ran through April 29, 2022; The survey was promoted via social media, the City's newsletter, weekly City media briefs, [local media coverage](#), and email.

- 390 viable surveys were recorded, with 89% complete responses. In 2019, only 52 individuals participated in the survey.
- The 390 survey responses in 2022 represent 5.5% of the adult population and has a conservative margin of error of 4.82%.

Overall Personal Wellbeing in Park City was *average* among the 33 study cities, while Community Wellbeing was *below average*. Wellbeing, category ratings and importance varied greatly by demographic characteristics, with age and income playing key roles. In 2019, Park City was above average in Personal Wellbeing (2nd highest rating) among 16 participating cities, and Park City was above average (highest rated city) in Community Wellbeing.

Park City's 2022 Survey Results:

Highest Rated Wellbeing Categories: Physical Health; Connection with Nature; Safety and Security; and Living Standards

Most Important Wellbeing Categories: Mental Health; Physical Health; Living Standard; and Leisure Time

Red Zone Categories: (High Importance, Lower Quality) Local Environmental Quality and Mental Health

COVID-19 appears to have had its greatest impact on resident's Social Connections and Mental Health. Overall personal wellbeing *declined* last year for 41% of respondents, and community wellbeing *declined* for 69% of respondents.

Perceptions that residents take action and feelings of community connection were *higher* in Park City than in most other study communities.

The majority of Park City's respondents felt Population Growth and the Pace of Economic Development were *too fast*.

Respondents noted the influence of Natural Landscapes on wellbeing was *highly positive*.

Top concerns for the future of Park City were:

- Water Supply (92% Moderate or Major Concern);
- Roads and Transportation (89% Moderate or Major Concern);
- Air Quality (84% Moderate or Major Concern); and
- Climate Change (82% Moderate or Major Concern).

Survey respondents valued Park City's location with abundant recreation opportunities, access to nature, a positive social climate, high quality of life, and feelings of safety. Park City residents mainly valued the recreation and nature, many citing trails/skiing and easy access to the mountains/outdoors.

Park City residents also valued:

- The social climate, especially being around others who also value recreation;
- The proximity to Salt Lake City and the major airport; and
- Transportation, especially in reference to walkability.

Survey Reports and Presentation

An extended report of Park City's 2022 Utah Wellbeing Survey results can be found [here](#). Park City's 2019 Utah Wellbeing Survey results can be found [here](#).

As this data is valuable for the City's ongoing strategic planning efforts, the Utah Wellbeing Survey project manager, Dr. Courtney Flint, is available to present and discuss the survey's methodology and results at a future Council meeting. A date and time will be scheduled at Council's convenience.

Council Agenda Item Report

Meeting Date: September 15, 2022

Submitted by: Michelle Kellogg

Submitting Department: Executive

Item Type: Staff Report

Agenda Section: COMMUNICATIONS AND DISCLOSURES FROM
COUNCIL AND STAFF

Subject:

Full-Scale Community Evacuation Exercise on September 28, 2022

Suggested Action:

Attachments:

[Community Evacuation Exercise Staff Report](#)

City Council Staff Communication

Subject: September 28 Full-Scale Community Evacuation Exercise
Author: Mike McComb, Emergency Manager
Departments: Emergency Management, Community Engagement, Police, Transit, Public Works
Date: September 15, 2022

Summary

On September 28, Park City's Emergency Management Department, in partnership with a collaboration of community and state emergency agencies, will facilitate a full-scale community wildfire evacuation exercise. This effort is part of the City's ongoing wildfire preparedness efforts. The exercise is also being held in conjunction with National Preparedness Month, which raises awareness about the importance of preparing for disasters and emergencies.

Background

In June 2021, Council requested staff organize an exercise to prepare for a natural or manmade disaster. Exercise planning was underway when the August 2021 Parley's Canyon Fire caused the evacuation of Summit Park and Pinebrook communities, encompassing an estimated 6,000-8,000 people. The community evacuation exercise was postponed until Fall 2022 as a result.

On June 23, 2022, the Emergency Management department's [annual update](#) to Council highlighted programs and initiatives underway to support incident response, critical infrastructure protection, special event security measures, and wildfire risk mitigation. Addressing the latter, Park City Municipal will host a full-scale wildfire evacuation exercise on September 28, 2022, with the participation of several stakeholder agencies and community members. Planning meetings with partner agencies, organizations, and departments were held in April, June, and August to formalize the logistics, concepts, and objectives of the exercise.

The exercise is scheduled for Wednesday, September 28, from 9:00 a.m. to 1:00 p.m. This timeframe was chosen to have the most negligible impact on scheduled special events, peak visitor days, and to draw participation by residents.

The exercise will begin in lower Deer Valley, with Park City Transit buses and participants' vehicles staging in a simulated intermediate 'safety zone.' Participants will then be routed to a selected evacuation point outside the City.

Community participation is encouraged for residents to actively consider personal emergency plans, logistics, roles, and possible scenarios should an evacuation be required. A community outreach campaign was launched on September 6 to recruit

participants. Communication methods included social media, media outreach, and public service announcements. Pre-registration and a signed waiver are required in advance for all community participants. Community members wishing to participate need to register by September 15 at www.bereadyparkcity.org. Due to the complexity, resources, and logistics required to safely organize an effective full-scale exercise, part of the go/no-go criteria for the activity is a minimum of 50 registered community participants.

In addition to Park City Police, Public Works, Streets, Public Utilities, Transit, Community Engagement, Emergency Management, and other supporting City departments, participating agencies and organizations include the Utah Division of Emergency Management, Utah Department of Transportation, Utah Highway Patrol, Summit County Emergency Management, Summit County Public Safety Dispatch, Park City Fire District, Intermountain Health Care, American Red Cross, and several volunteer organizations active in disasters.

Council Agenda Item Report

Meeting Date: September 15, 2022

Submitted by: Michelle Kellogg

Submitting Department: Transportation Planning

Item Type: Staff Report

Agenda Section: COMMUNICATIONS AND DISCLOSURES FROM
COUNCIL AND STAFF

Subject:

Bus Stop Improvement Program 2022-2024

Suggested Action:

Attachments:

[Bus Stop Improvements Staff Report](#)

[Exhibit A: Bus Stop Inventory and Accessibility Study](#)

[Exhibit B: Concept Design of 10 Bus Stops](#)

[Exhibit C: Park City Transit Stop Improvement Maps 2022-2024](#)

City Council Staff Report



Subject: Bus Stop Improvement Program
Authors: Gabriel Shields, Transportation Engineer
Julia Collins, Transportation Planning Manager
Department: Transportation Planning, Engineering
Date: September 15, 2022
Item: Staff Communications

Summary

When developing the community's [Short-Range Transit Plan \(S RTP\)](#) and [Long-Range Transportation Plan \(PC Forward\)](#), a major priority expressed by the community engagement was a desire to improve and enhance Park City bus stops.

Empirical research demonstrates that bus stop enhancement programs increase transit ridership and decrease "perceived" wait times. In response, a Bus Stop Accessibility Study (Exhibit A) was executed to score the condition of all bus stops in Park City for compliance with the American with Disabilities Act (ADA) and overall effectiveness. As a result, 10 bus stops were advanced through concept design, and competitive grant funding in the amount of \$12,742,933 was secured to facilitate complete design and construction for 62 additional stops. Staff plans on starting vendor procurement this fall and construction contracts in the winter to implement this program over the next three years.

Background

The approach to our bus stop improvement program includes a multi-year program that identifies needs, scores ADA compliance, and spends awarded grant funding. The program has three phases: Phase 1 – Inventory, Phase 2 – Prioritization and Seek Grant Funding, Phase 3 – Implementation (current phase).

Phase 1 – Inventory:

In 2018, Park City and Summit County developed the Bus Stop Accessibility Study (Exhibit A) to establish existing conditions. The study evaluated all bus stops and assigned a score based on a combination of ADA factors. The composite score included amenities, sidewalks, ridership, accessibility, and final grading of each stop.

Phase 2 – Prioritization and Grant Funding:

On [June 16, 2020, the Joint Transit Advisory Board \(JTAB\)](#) recommended, and on [February 6, 2020, the City Council approved](#), advancing 10 stops to concept design (Exhibit B). The Concept Design (Exhibit B) and Bus Stop Accessibility Study (Exhibit A) was used to secure over \$12.7 million in Federal, State, and County grant funding to design and construct bus stop improvements.

Phase 3 – Implementation (current phase)

Over the next three years we plan to construct 72 bus stop improvements, primarily

funded through grants. The delivery strategy aligns with staff resources, available grant funding, sufficient public outreach, and flexibility to expand or contract as needs evolve.

Bus stop improvements include everything from minor sidewalk repairs, ADA boarding concrete pads, signage, and seating to full scale overhaul requiring major capital investments of bus shelters, new sidewalk connections, utilities, and grading. For example, next to Aspen Villas on the south side of Kearns/SR248, the bus stop will receive a ADA concrete boarding pad, bus shelter, signage and bike/ski racks. We believe the program will continue to make transit more accessible for our residents, employees and visitors, and strategically align with resort paid and reservation parking.

Three-year bus stop improvement plan.

Neighborhood / Street	2022	2023		2024	
	Final Design	Final Design	Construction	Final Design	Construction
Three Kings/Thaynes	1	8	1		8
Park Meadows		10			10
Prospector	3	7	3		7
SR-224	8	5	8		5
Marsac	12		12		
Deer Valley				5	
Bonanza				5	
Lucky John/Monitor	1		1		
Lower Park Ave				3	
SR-248	3		3		
Old Town		14			14
Totals	28	44	28	13	44

*note that concept design and public outreach are phases before final design can occur

Analysis

The 2018 Bus Stop Accessibility Study (Exhibit A) provided an ADA scoring based on the bus stop condition. Also, it evaluated the engineering properties of the shelter pad, boarding area, walkways, connecting sidewalks, and landing areas. Specific properties include slope, clearance areas, handrails, hazards, and other criteria set forward by the ADA. The properties were combined to achieve a cumulative grade for the overall condition. The grades ranged from A+ to F-. The Study provides comprehensive tables defining how final grades were calculated and applied to each bus stop.

While the ADA grades are the most critical factor in determining proposed improvements, several other factors were considered:

- Bundling transit stop construction may result in higher economies of scale, meaning they will be more attractive to contractors, stretching available funding.

- Grouping improvements by neighborhood minimize construction impacts by getting the work done simultaneously instead of prolonging construction impact periods.
- Engineering principles were applied to prioritize stops where right-of-way, utilities, and other conflicts are avoided. Further, our methodology coordinated with larger capital improvement projects, such as the Park Avenue reconstruction project.
- Project locations where future development is pending were not considered in favor of future coordination.

Improvements to bus stops may include work on surrounding infrastructure, such as trail or sidewalk connections, crosswalks, ADA compliance, retaining walls, concrete flatwork, electrical utilities, shelter pads, and land availability.

A second phase planned for next year will allow for adjustments, revisiting the financial plan, and construction progress. The second phase will consider developing an “amenity-alone improvements plan” to update seating, bike racks, signage, trash receptacles, etc. This will come before City Council for discussion next year.

Funding

The improvement plan maximizes \$12,742,933 in secured grants from Federal, State, and County sources, such as Federal Transit Administration (FTA) 5309 and 5311 capital grants, Utah Department of Transportation (UDOT) Transportation Improvement Fund. The plan uses Summit County Council of Government (COG) 3rd quarter transportation sales tax and \$2,400,000 from the PC Transportation fund for local match requirements.

A summary of grant funding secured by staff is below:

	2022	2023	2024
Federal	\$ 3,560,933	\$ 1,600,000	\$ 4,400,000
State	\$ 37,000	\$ 2,045,000	
County	\$ 1,100,000		
Local	\$ 900,000	\$ 900,000	\$ 600,000
	\$ 5,597,933	\$ 4,545,000	\$ 5,000,000

The Federal and State grants for bus stops are not fungible to other transportation projects. Additionally, a few grants come with restrictions to a specific area or type of improvement. For example, the Transportation Improvement Fund (TIF) from UDOT’s First and Last Mile Program (FLM) grant, available in 2023, is dedicated to the Prospector Area.

Outreach

SRTP and PC Forward conducted extensive community outreach through in-person, virtual, and surveys to determine community priorities. As a next step, an “Engage PC” bus stop improvement interactive webpage will be created to highlight proposed

locations. Engage PC will gather public comments on the recommended improvements from 2023-2025 and remain available to the public, including construction updates.

Department Review

The City Manager, Transit, Transportation Planning, Legal, and Engineering Departments have reviewed this staff report.

Exhibits

- Exhibit A: 2018 Bus Stop Accessibility Study
- Exhibit B: Concept Design for Ten Stops
- Exhibit C: [Draft] Park City Transit Stop Improvement Maps 2022-2024



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1.0 INTRODUCTION

The Bus Stop Inventory and Accessibility Study (the Study) was initiated with the primary purpose of conducting a survey of Park City's bus stops to evaluate existing conditions and applicable accessibility criteria as codified in the Americans with Disabilities Act of 1990 (ADA) and the Proposed Right-of-Way Accessibility Guidelines (PROWAG). Beginning in July 2019 and ending in November 2019, AECOM staff visited over 250 bus stops and documented existing conditions and accessibility conditions using the ESRI Survey123 mobile application. This data, which was merged with Park City's existing bus stop database, will be a vital resource as Park City seeks to prioritize implementation of improvements at bus stops in the community. This technical memorandum is organized into the following sections:

- Section 2: Overview of Federal accessibility standards and documents, and existing local bus stop design guidelines, policies and standards
- Section 3: Survey and field work methodology
- Section 4: Survey results
- Section 5: Next steps



2.0 REVIEW OF FEDERAL AND LOCAL BUS STOP DESIGN STANDARDS AND GUIDELINES

This section provides an overview of Federal accessibility standards and guidelines for bus stops and summarizes the bus stop design policies and standards currently utilized locally.

2.1 Federal Accessibility Standards and Guidelines

A review of Federal accessibility standards and guidelines was conducted to determine what criteria to measure and/or evaluate during the survey component of the Study. This included the following:

- Department of Justice ADA Standards for Accessible Design (2010)
- Americans with Disabilities Act Standards for Transportation Facilities, adopted by the Department of Transportation (DOT) (2006)
- Dimensional Tolerances in Construction and for Surface Accessibility (2011)
- Proposed Right-of-Way Accessibility Guidelines (2011)
- Federal Transit Administration's (FTA) ADA Guidance (2015)

National standards were identified for several bus stop elements including boarding and alighting areas, bus shelters, and accessible routes. The standards are summarized in Table 1.

While all public facilities used in providing public transportation services constructed after January 25, 1992 must be built to ADA standards, the rule is not without exception. Specific circumstances can make it challenging – if not impossible – to fully comply with ADA requirements. For example, adequate right-of-way (ROW) may not exist at a bus stop location to install a transit pad with dimensions to accommodate a mobility device. If an entity can demonstrate that it is structurally impractical to meet the requirements, then compliance to the extent practical, rather than full ADA compliance, is required (49 C.F.R. §37, 2018).

2.2 Local Design Standards, Policies, and Guidelines

Park City does not have specific bus stop design guidelines. The Utah Department of Transportation (UDOT) cites PROWAG in their 2015 Pedestrian Access Ramp Manual and 2017 Standard Drawings.

Table 1. ADA/PROWAG Standards for Bus Stops & Boarding Areas

Stop Element	Category	Standard
Boarding and Alighting Area	Dimensions	Parallel to roadway: $\geq 60"$
		Perpendicular to roadway (from curb or road edge): $\geq 96"$
	Slope	Parallel to the roadway: same as the roadway to the maximum extent practicable
		Perpendicular to the roadway: $\leq 2.0\%$ (+0.5% tolerance)
	Surface	Stable, firm, and slip resistant surface with no changes in level $> \frac{1}{4}"$
Bus Shelter	Clear Floor/ Ground Space	$\geq 30"$ by $\geq 48"$ entirely within shelter
		Connected by an accessible route to boarding and alighting area
Accessible Route	Connectivity	Accessible route between all bus stops within site and accessible entrance
		Accessible route to streets, sidewalks, and pedestrian paths
	Slope	Parallel to roadway: $\leq 1:20$ (5%) (+1.0% tolerance)
		Perpendicular to roadway: $\leq 1:48$ (2.1%) (+0.5% tolerance)
	Width	$\geq 36"$ (exception: may be reduced to 32" minimum for a length of 24" provided reduced width segments are separated by segments that are a minimum of 48" long by 35" wide)
General	Bench	Top of the bench seat surface $\geq 17"$ and $\leq 19"$ above the finish floor or ground

Source: Department of Justice ADA Standards for Accessible Design, 2010; DOT ADA Standards for Transportation Facilities, 2006; Dimensional Tolerances in Construction and for Surface Accessibility, 2011; FTA Circular 4710.1, 2015; Proposed Right-of-Way Accessibility Guidelines (PROWAG), 2011



3.0 SURVEY METHODOLOGY

This section provides a detailed description of the methodology, techniques, and materials used to complete the surveying component of the Study.

3.1 Overview

From July 2019 to November 2019, one team consisting of two staff members followed the alignment of each Park City transit route to evaluate and document the condition and accessibility of each stop. Surveyors also documented each stop with a minimum of one photo. Additional photos were taken as needed to document existing amenities and accessible route conditions. Survey teams recorded their findings using the Survey123 mobile application. Survey123 is an application that allows survey forms to be created and filled out in the app, and connects to a database online at survey123.arcgis.com that can be used to view, export and analyze the data. Features online include graphical summaries of survey categories, a map and datapoint display where points can be selected and survey responses can be viewed, access to raw data and filtering capabilities, among other functions.

In each survey team, one member would take measurements while the other member recorded the measurements and other survey data on the Survey123 mobile application.

3.2 Field Materials

There were several specialized tools and materials that were required to complete the surveying effort. These included:

- AECOM vehicles: AECOM fleet vehicles were utilized as available.
- Measuring tape: a model that measured in feet/inches was utilized.
- Measuring wheel: a model that measured in decimal feet was utilized.
- Digital levels: a model that measured slope in percent was utilized.
- iPads: surveyors utilized iPads with GPS functionality on which the Survey123 mobile application was installed. Survey data was uploaded using Wi-Fi at the end of each field visit.
- Safety vests: surveyors were required to wear reflective safety vests to both identify themselves as AECOM employees and to make them visible while working in high traffic areas.
- First aid kits: each survey team vehicle carried a first aid kit for use in emergency situations.

All survey team members were required to follow applicable safety measures for field work as determined by AECOM.



3.3 Survey Fields

The survey fields are identified in Table 2. AECOM was responsible for preparing and maintaining the electronic survey interface that was used by the survey teams. The results of the survey were incorporated into an ArcGIS bus stop database file that was merged with existing bus stop data provided by Park City. Survey teams uploaded their results at the end of each shift. Any data found to be incomplete, inaccurate, or otherwise inconsistent with expected results was corrected or re-verified in the field as necessary.

3.4 Schedule

Survey teams began fieldwork in July 2019 and continued through November 2019. The teams conducted field visits on weekdays between the hours of 8:30 am and 5:00 pm, with some variation depending on staff availability. While the time spent at each site varied depending on scale and condition, survey teams generally averaged 10-20 minutes per bus stop.

Table 2. Bus Stop Survey Fields

Category	Field	Description	Data Entry Method
ADA / PROWAG Criteria	Accessible Route	Accessible Route to Bus Stop	Radio Button Yes/No
		Accessible Route Cross Slope Measurements (2)	Text box
		Accessible Route Slope Measurements (2)	Text box
		Accessible Route Width	Text box
		Accessible Route Width Note	Text box
	Boarding and Alighting Area	Pad Cross Slope	Text box
		Curb	Radio Button Yes/No
		Pad Curb Height	Text box
		Pad Length	Text box
		Pad Width	Text box
		Pad Longitudinal Slope	Text box
		Boarding and Alighting Area	Radio Button Yes/No
		Sidewalk is Boarding Area	Radio Button Yes/No
	Bus Shelter	Distance from Shelter to Curb	Text box
		Accessible Route from Shelter to Boarding and Alighting Area	Radio Button Yes/No
		Shelter	Radio Button Yes/No
		Shelter Interior Depth	Text box
		Shelter Interior Width	Text box
	General	Pad Slip Resistant Surface	Radio Button Yes/No
Other	Comments	Additional Comments	Text box
	General Information	Date/Time of Inspection	Drop down menu
		Stop ID	Text box
		Correct Stop ID	Radio Button Options
		Bus Stop Location	Map with GPS location

Category		Field	Description	Data Entry Method
Other	Hazard/ Obstruction	Sign Height	Sign is posted how high above finished floor?	Text box
		Route Hazard/ Obstruction	Is there a hazard/obstruction present at the bus stop (e.g. vertical drop offs with no barrier, utility box/pole in accessible route, etc.)	Radio Button Yes/No
		Description of Hazard/ Obstruction	Describe route hazard/obstruction	Text box
	Image	Image of bus stop	Image capturing the full bus stop	Image
		Sign Image (including post)	Image capturing sign and full post	Image
		Sign Image (sign only)	Image capturing sign text	Image
		Boarding and Alighting Photo	Image capturing boarding and alighting area	Image
		Bus Shelter Photo	Image capturing full bus shelter	Image
		Accessible Route Photo	Image capturing accessible route	Image
		Seating Picture	Image capturing condition of seating	Image
		Bike Rack Photo	Image capturing full bike rack	Image
		Trash Receptacle Photo	Image capturing condition of trash receptacle	Image
	Stop Amenities	Behind Shelter	Is there an existing walkway behind the shelter or an obstruction such as a building fence or wall?	Radio Button Yes/No
		Distance from Back of Shelter	Distance from back of shelter to back of sidewalk, building, fence, or wall	Text box
		Bus Stop Sign	Is there a permanent bus stop sign (signs in cement buckets are not permanent)?	Radio Button Yes/No
		Route Map Posted	Is there a route map posted?	Radio Button Yes/No
		Schedule Posted	Is there a schedule posted?	Radio Button Yes/No
		TV Sign	Is a TV with information at stop?	Radio Button Yes/No
		Next Bus Electronic Sign	Is there a next bus electronic sign?	Radio Button Yes/No
		Solar Power	Are there solar panels?	Radio Button Yes/No
		External Power	Does the shelter have external power connect?	Radio Button Yes/No
		Seating	Is there seating available?	Radio Button Yes/No
		Number of Seats	Total number of seats available (estimate benches or large seating areas)	Text box
		Bench Height	What is the height of the bench from finished floor to top of seat?	Text box
		Bench Condition	What condition is the bench in?	Radio Button Options
		Public Bike Rack	Is there a public bike rack installed at or very near to the bus stop?	Radio Button Yes/No
		Bike Share	Is there a bike share directly at or adjacent to the station?	Radio Button Yes/No
		Trash Receptacle	Is there a trash receptacle in the site vicinity?	Radio Button Yes/No
		Other Shade	Is there an object (other than a bus shelter) that provides shade to the bus stop (e.g. tree, building, etc.)?	Radio Button Yes/No



Category	Field	Description	Data Entry Method
	Other Shade Description	Describe the other shade object (e.g. tree, building, etc.)	Text box
	Stop Placement	Where is the stop located in relation to the nearest intersection?	Radio Button Options
	Reciprocal bus stop	On the other side of the street, is there another bus stop serving the other direction?	Radio Button Yes/No
	Transit Routes Served at Stop	Select all routes served at the stop	Check Box Options
	Sign Face Orientation	Is the sign face oriented perpendicular to the curb?	Radio Button Yes/No
	Sign Distance to Street Edge/Curb	Distance from pole/post/other to street edge/curb	Text box
	Bus Pull Out Lane	Is there a bus pull out lane from traffic lane?	Radio Button Yes/No
	Bus Pull Out Lane Distance	What is the distance of the bus pull out lane from end to end? Start and end when the lane starts to taper from traffic lane	Text box
	Stop Defined	Is the stop defined with signs at the beginning and end of the stop?	Radio Button Yes/No
	Traffic Hazards	Does the bus stop create any potential traffic hazards?	Radio Button Yes/No
	Traffic Hazard Description	Briefly describe the traffic hazard that the bus stop creates	Text box
	Stop Mechanics		

4.0 SURVEY RESULTS

The full survey results database is accessible to member agencies so they can review and utilize as needed. The bus stops surveyed are illustrated in Figure 1. Key findings from the survey are illustrated in Figure 2. The region-wide bus stop survey results are summarized in Table 3. Letter grades were given to each stop based on compliance to ADA standards, ADA functionality, and amenities. The grade given for compliance to ADA standards uses the values and tolerances found in Table 1. The ADA functionality grade allows for additional tolerances to filter out nearly compliant stops and assign them a higher grade. The grade given for amenities looks at the presence of 11 amenities and assigns a weighted grade. These reports and corresponding maps are found in Appendices A – D.

Some of the noncompliant stops do not have a paved boarding and alighting area or a paved access leading to the bus stop, but 28 of the noncompliant stops missing a paved boarding and alighting area do have paved access leading to the stop. These stops that already have paved access leading to the stop only need minimal improvements to the boarding and alighting area to become ADA compliant. Flatwork improvements needed for each stop are shown in Figure 3.

Cross referencing needed improvements with stop ridership helps to identify priority improvement areas. Maps showing boardings, alightings, and total ridership are found in Appendix E.

The ten stops with the highest amount of boardings lacking a usable shelter, or without a compliant shelter are:

1. 1000 – PC Mountain
2. 778 - 778 Park Ave at Town Lift
3. 1450 – Edelwiss Haus on Empire Ave
4. 70108 – Outlets Inbound
5. 15050 – The Prospector Bldg 7 on Sidewinder Dr
6. 15070 – Park City High School on Kearns ^Shelter
7. 1493 – 1493 Park Ave at Sunflower Condos
8. 15020 – Prospector Condos on Prospector Ave
9. 50060 – Comstock & Little Bessie
10. 1505 – 1505 Park Ave at Silvertown to Main St

The ten stops with the highest amount of boardings with an overall ADA compliance grade of B+ or worse are:

1. 51 – Canyons Transit Hub
2. 1000 – PC Mountain
3. 1705 – Park Ave Condos
4. 60050 – Grand Summit Hotel at Canyons ^Shelter
5. 778 – 778 Park Ave at Town Lift



6. 1450 – Edelweiss Haus on Empire Ave
7. 15060 – The Learning Center on Kearns ^Shelter
8. 15080 – Parkside Apts on Kearns Blvd ^Shelter
9. 70108 – Outlets Inbound
10. 78050 – Newpark Hotel on Highland Dr ^Shelter

The ten stops with the highest amount of boardings with an overall ADA functionality grade of B+ or worse are:

1. 1450 – Edelweiss Haus on Empire Ave
2. 15080 – Parkside Apts on Kearns Blvd ^Shelter
3. 70108 – Outlets Inbound
4. 78050 – Newpark Hotel on Highland Dr ^Shelter
5. 15070 – Park City High School on Kearns ^Shelter
6. 78080 – Ute Blvd at Wendys ^Shelter
7. 15020 – Prospector Condos on Prospector Ave
8. 1505 – 1505 Park Ave at Silvertown to Main St
9. 1375 – 1375 Park Ave & 14th St
10. 950 – 950 Park Ave & 10th St – Park Station

Figure 1. Total Bus Stops Surveyed

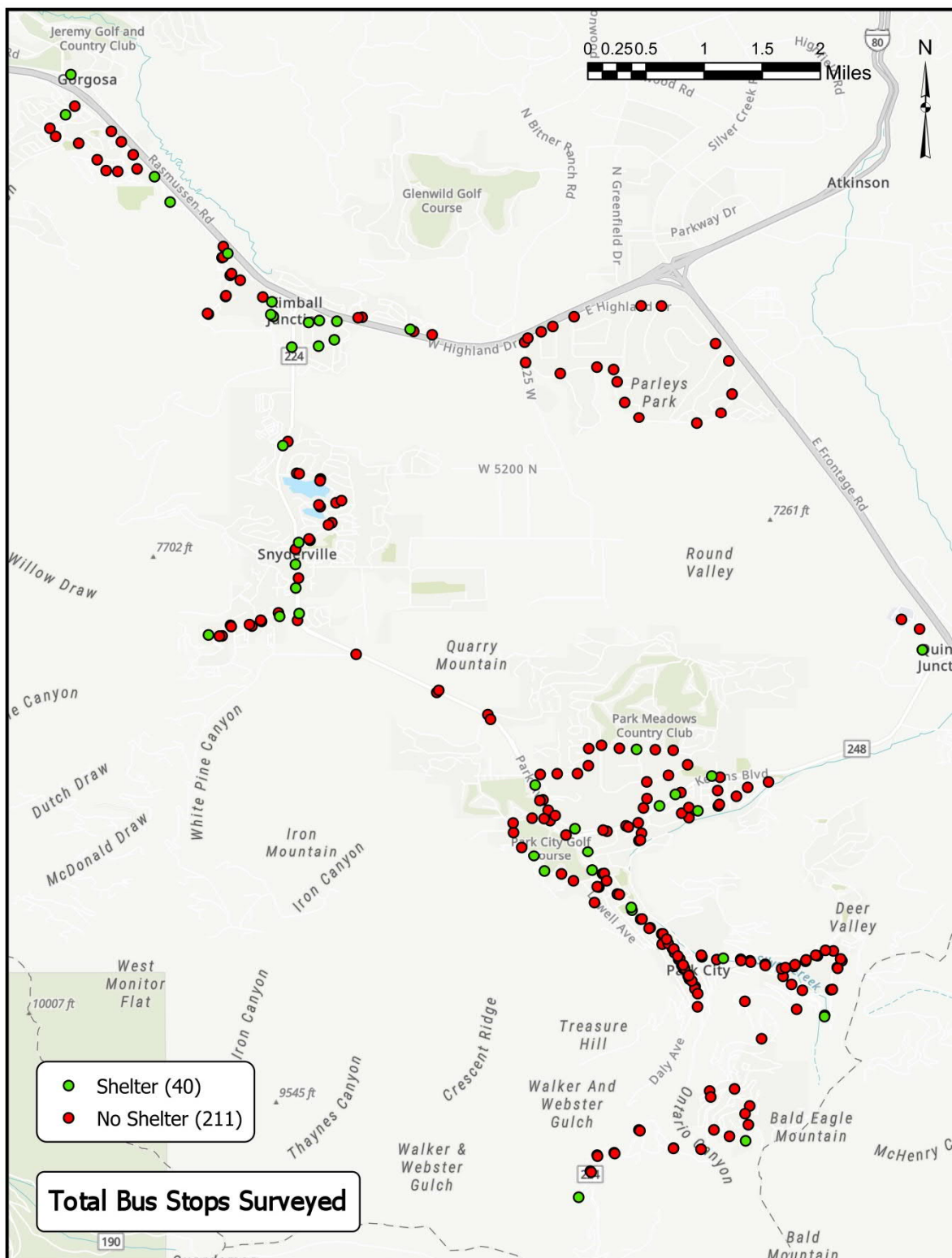


Figure 2. Key Bus Stop Survey Findings

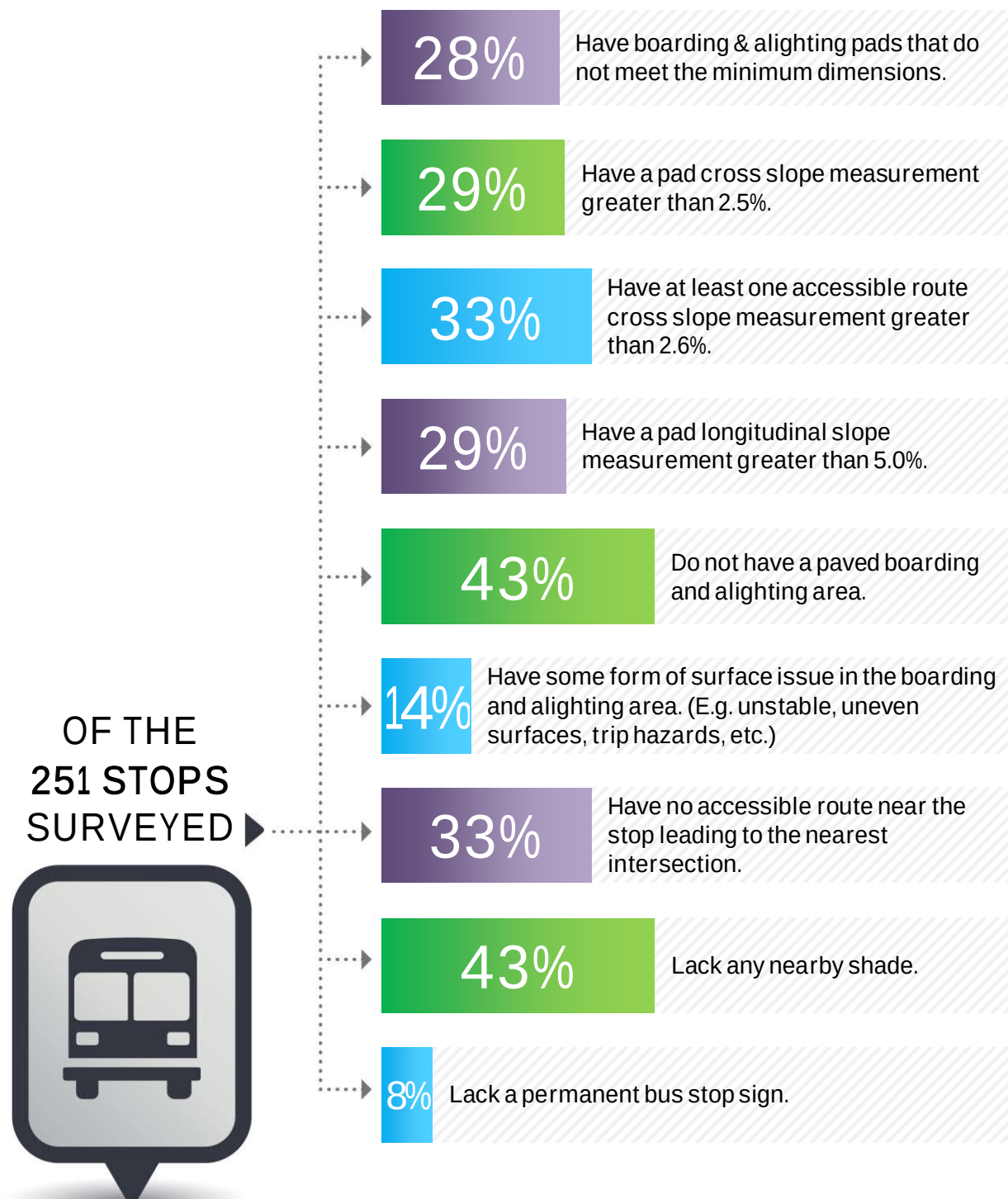


Table 3. Survey Results

Category		Field	Description	Number	Percent	
ADA / PROWAG Criteria	Accessible Route	Yes	Accessible route near stop to nearest intersection is present	168	66.9%	
		↳ Width				
		• Compliant	≥ 3' wide	168	66.9%	
		• Non-Compliant	< 3' wide	0	0.0%	
		↳ Slope				
		• Compliant	Both accessible route slopes ≤ 6%	120	47.8%	
		• Non-Compliant	One or both accessible route slopes > 6%	45	17.9%	
		• Functional	Both accessible route slopes ≤ 9.33%	155	61.8%	
		• Non-Functional	One or both accessible route slopes > 9.33%	10	4.0%	
		↳ Cross Slope				
		• Compliant	Both accessible route cross slopes ≤ 2.6%	83	33.1%	
		• Non-Compliant	One or both accessible route slopes > 2.6%	82	32.7%	
		• Functional	Both accessible route slopes ≤ 3.6%	131	52.2%	
		• Non-Functional	One or both accessible route slopes > 3.6%	34	13.5%	
		↳ Hazard or Obstruction				
		• Yes	There is a hazard or obstruction in or near the accessible route	10	4.0%	
		• No	No hazards or obstructions in or near the accessible route	158	62.9%	
		No	No accessible route near stop to nearest intersection	83	33.1%	
	Boarding and Alighting Area	Yes	Paved pad adjacent to roadway is present	144	57.4%	
		↳ Dimensions				
		• Compliant	Pad dimensions ≥ 8' x 5'	73	29.1%	
		• Non-Compliant	Pad dimensions < 8' x 5'	71	28.3%	
		• Functional	Pad dimensions ≥ 7' x 5'	84	33.5%	
		• Non-Functional	Pad dimensions < 7' x 5'	60	23.9%	
		↳ Slope				
		• Compliant	Pad slopes ≤ 6%	111	44.2%	
		• Non-Compliant	Pad slopes > 6%	30	12.0%	
		• Functional	Pad slopes ≤ 9.33%	135	53.8%	
		• Non-Functional	Pad slopes > 9.33%	6	2.4%	
		↳ Cross Slope				
		• Compliant	Pad slopes ≤ 2.5%	69	27.5%	
		• Non-Compliant	Pad slopes > 2.5%	72	28.7%	
		• Functional	Pad slopes ≤ 3.5%	109	43.4%	
		• Non-Functional	Pad slopes > 3.5%	32	12.7%	
		↳ Surface				
		• Yes	Stable, firm & slip resistant with no changes in level > 1/4"	110	43.8%	
		• No	Surface issues present	34	13.5%	
		No	No paved pad adjacent to roadway	107	42.6%	
		Bus Shelter	Yes	Bus stop shelter is present	40	15.9%
			↳ Clear Floor Ground Space (CFGS)			
	• Yes		Shelter depth ≥ 4'	38	15.1%	
	• No		Shelter depth < 4'	2	0.8%	
	↳ Accessible Route to Boarding and Alighting Area					
	• Yes		Accessible route from shelter to boarding and alighting area	38	15.1%	
	• No		No accessible route from shelter to boarding and alighting area	2	0.8%	
	No		No shelter	211	84.1%	



Bus Stop Inventory and Accessibility Study

Category	Field	Description	Number	Percent
Sign	↳ No shelter improvement necessary	Trolley stops and unused stops without a shelter	26	10.4%
	Yes	Permanent bus stop sign is present	211	84.1%
	↳ Distance from Road/Curb Face			
	• Compliant	Distance from face of pole to edge of road/curb face $\geq 2.5'$	189	75.3%
	• Non-Compliant	Distance from face of pole to edge of road/curb face $< 2.5'$	22	8.8%
	↳ Sign Height			
	• Compliant	Distance from finished floor to bottom of lowest sign $> 6'$	11	4.4%
	• Non-Compliant	Distance from finished floor to bottom of lowest sign $< 6'$	196	78.1%
	No	No permanent bus stop sign	40	15.9%
	↳ No sign improvement necessary	Trolley stops and unused stops without a permanent sign	19	7.6%
	Yes	Seating is present	72	28.7%
	↳ Seat Height			
	• Compliant	Distance from floor to top of seat $\geq 17"$ and $\leq 19"$	44	17.5%
	• Non-Compliant	Distance from floor to top of seat $\leq 17"$ or $\geq 19"$	26	10.4%
	No	No seating	179	71.3%
Stop Amenities	Stop ID Sign			
	↳ Yes	Correct stop ID sign is present	201	80.1%
	↳ No	No stop ID sign	29	11.6%
	• No stop ID sign improvement needed	Trolley stops with a permanent sign post	4	1.6%
	↳ Null	Trolley stops without a permanent sign post and transit hubs with multiple stop ID signs	21	8.4%
	Schedule			
	↳ Yes	Schedule is present	205	81.7%
	↳ No	No schedule is present	46	18.3%
	• No schedule improvement needed	Route 4, Trolley, and unused stops without a schedule	40	15.9%
	Next Bus Electronic Sign			
	↳ Yes	Next bus electronic sign present	9	3.6%
	↳ No	No next bus electronic sign	242	96.4%
	Power			
	↳ Yes	Power source is visible	27	10.8%
	• Solar	Solar panels visible	21	8.4%
	• External	External power conduits visible	7	2.8%
	↳ No	No power source visible	13	5.2%
	↳ Null	No shelter	211	84.1%
	Seating			
	↳ Yes	Seating is present	72	28.7%
	• Seating Condition			
	- Like New	Minimal scratching	5	2.0%
	- Good	Chipped paint, small dents, etc.	58	23.1%
	- Needs Replacement	Major dents, rust, etc.	3	1.2%
	- Other	Atypical seating, very worn paint, not bolted, etc.	6	2.4%
	• Number of seats			
	- 1-2 Seats	1-2 estimated seats	7	2.8%
	- 3 Seats	3 estimated seats	19	7.6%
	- 4-6 Seats	4-6 estimated seats	39	15.5%
	- 7+ Seats	7+ estimated seats	7	2.8%
	↳ No	No seating	179	71.3%
	Bicycles			
	↳ Bike rack			
	• Yes	Bike rack at or near stop	9	3.6%



Bus Stop Inventory and Accessibility Study

Category	Field	Description	Number	Percent
Stop Mechanics	• No	No bike rack	242	96.4%
	↳ Bike share			
	• Yes	Bike share at or near stop	4	1.6%
	• No	No bike share	247	98.4%
	Trash Receptacle			
	↳ Yes	Trash receptacle present at or near stop	75	29.9%
	↳ No	No trash receptacle	176	70.1%
	Shade			
	↳ Yes		143	57.0%
	• Shade excluding shelters	Shade provided at or near station by trees, fence, building, etc. (excluding shelters)	121	48.2%
	↳ No	No shade	108	43.0%
	Curb and/or Gutter			
	↳ Yes	Curb and/or gutter separating paved pad and roadway	141	56.2%
	↳ No	No Curb and/or gutter separating paved pad and roadway	3	1.2%
	↳ Null	No paved pad adjacent to roadway	107	42.6%
	Bus Stop Location			
	↳ Near Side	Stop on near side of an intersection	69	27.5%
	↳ Mid-Block	Stop between two intersections	87	34.7%
	↳ Far Side	Stop on far side of an intersection	95	37.8%
	Reciprocal bus stop			
	↳ Yes	Reciprocal bus stop on other side of street serving opposite direction present	211	84.1%
	↳ No	No reciprocal bus stop on other side of street serving opposite direction	40	15.9%
	Routes Served			
	↳ 0	Stops serving no current routes	3	1.2%
	↳ 1	Stops serving only 1 route	177	70.5%
	• Trolley	Stops serving only the Trolley	23	9.2%
	• Route 4	Stops serving only Route 4	21	8.4%
	• Other	Stops serving only 1 route besides the Trolley and Route 4	133	53.0%
	↳ 2	Stops serving 2 routes	56	22.3%
	↳ 3	Stops serving 3 routes	14	5.6%
	• Route 4 + 2 Other Routes	Stops serving route 4 combined with 2 additional routes	5	2.0%
	• Other	Stops serving 3 routes, not including route 4	9	3.6%
	↳ 4	Stops serving 4 routes	1	0.4%
	Sign Face Orientation			
	↳ Yes	At least 1 sign face is oriented toward the street	198	78.9%
	↳ No	No sign faces are oriented towards the street	12	4.8%
	↳ No permanent signs	No permanent pole and/or no signs	41	16.3%
	Bus Pull Out Lane			
	↳ Yes	Bus pull out lane from traffic is present	106	42.2%
	• Finite Length	Bus pull out lane is marked by curbs and/or paint	42	16.7%
	- 60' - 109.9' Pull Out Lane Distance	Distance from start to end when the lane tapers from traffic lane is between 60' - 109.9'	24	9.6%
	- 110' - 159.9' Pull Out Lane Distance	Distance from start to end when the lane tapers from traffic lane is between 110' - 159.9'	8	3.2%
	- 160' - 209.9' Pull Out Lane Distance	Distance from start to end when the lane tapers from traffic lane is between 160' - 209.9'	8	3.2%

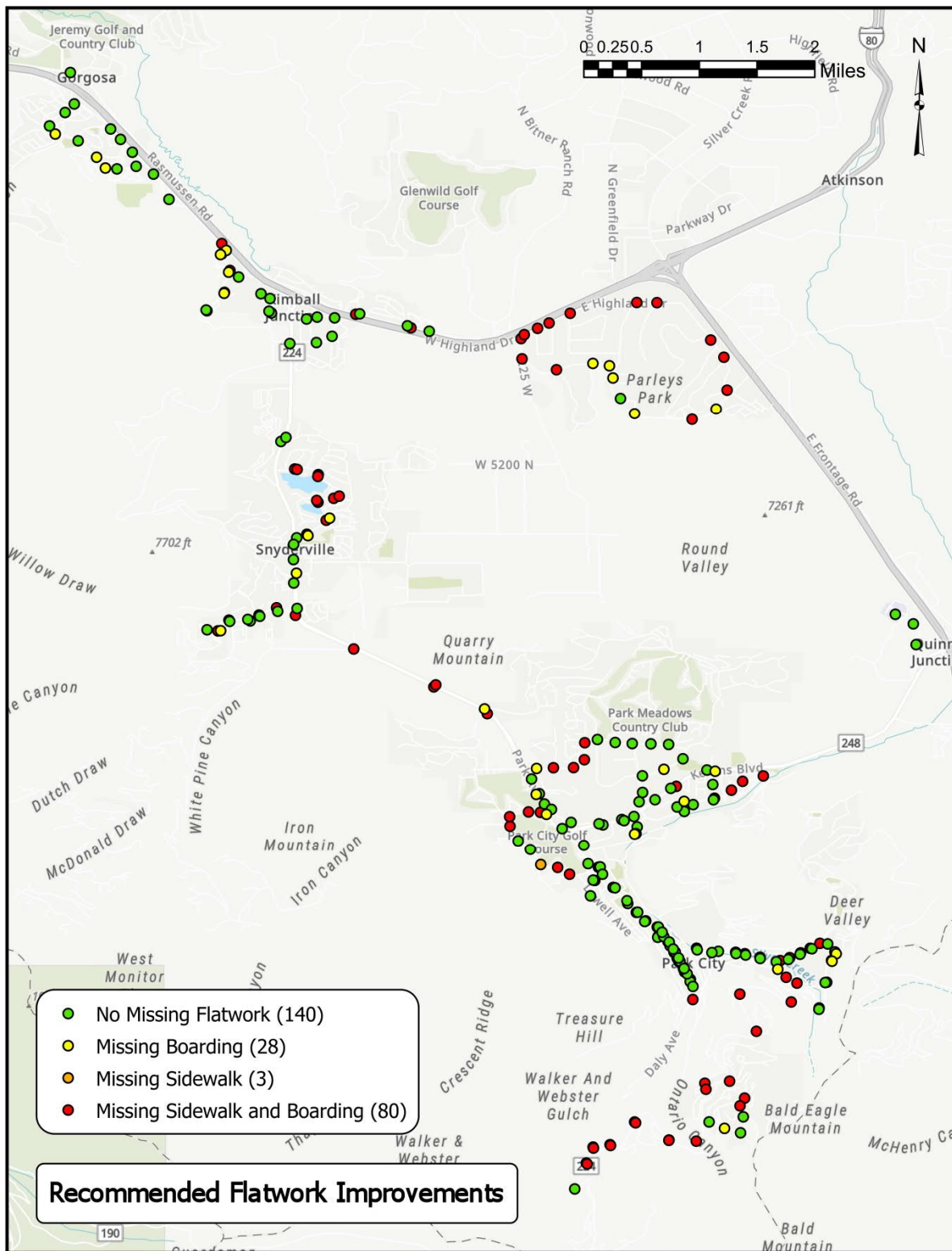


Category	Field	Description	Number	Percent
	- 210' - 260' Pull Out Lane Distance	Distance from start to end when the lane tapers from traffic lane is between 210' - 260'	2	0.8%
	• Continuous Length	Bus pull out lane is a wide shoulder	64	25.5%
	↳ No	No bus pull out lane from traffic	145	57.8%

Table 4. Stops without Boarding and Alighting Areas with a Route Nearby

Stop ID	Stop Name	Boardings	Alightings	Boarding and Alighting Total
50110	Treasure Mnt Kearns	497	6778	7275
70108	Outlets Inbound	5419	452	5871
10130	Park Plaza	1324	2944	4268
40090	Stein Eriksen Lodge on Royal St West	676	1681	2357
2001	2001 Park Ave at Hotel Park City	1032	1203	2235
20150	Peaks Hotel on Holiday Ranch Loop Rd	949	921	1870
2225	2225 Park Ave & Prospector Dr	935	744	1679
4280	4280 Hwy 224 & Old Ranch Rd	866	778	1644
70105	Powderwood Condos Inbound	1347	84	1431
50030	Deer Valley Plaza on Deer Valley Dr	844	322	1166
70020	Silver Springs & Meadow Loop to KJ	749	379	1128
70170	Pinebrook Blvd & Summerhill Dr	322	574	896
70150	Pinebrook Blvd & Cottage Court	391	492	883
70270	Powderwood Condos on Kilby Rd ^Shelter	731	126	857
60060	Silverado on Canyons Dr to Park City	774	76	850
20040	High School Football Field & Lucky John	265	398	663
80140	Trailside Dr & Silver Summit Parkway	230	377	607
70010	Parleys Park Sch & Silver Springs to KJ	385	210	595
80120	Silver Summit Parkway & Sagebrook Dr	231	205	436
70140	Pinebrook Blvd & Cottage Loop	134	234	368
80160	Trailside Dr & Trailside Loop	151	128	279
2590	2590 Park Ave & Meadows Dr (Outbound)	67	151	218
234040	Deer Valley Dr & Queen Esther Dr	162	31	193
234030	The Lodges on Deer Valley Dr to Main St	88	79	167
80180	Trailside Dr & Mountain Ranch Dr (6080)	48	45	93
80170	Trailside Dr & Snowview Dr	44	46	90
70107	Crestview Condos Inbound	75	10	85
56020	Bonanza Dr & Ironhorse Dr	7	4	11

Figure 3. Recommended Flatwork Improvements





5.0 NEXT STEPS

The data collected as part of this study is a resource for Park City as they seek to make bus stop improvements in their communities. The results of the collected data can be used to guide the decision-making process for the selection of additional bus stops to include in Park City's current Bus Shelter Improvement project.



APPENDIX A. ADA COMPLIANCE REPORT



Bus Stop Inventory and Accessibility Study

ADA Compliance Report																												
✔ = Compliant/Present ✖ = Non-Compliant/Not Present																												
Stop Information						Accessible Route Compliance						Boarding and Alighting Pad Compliance						Shelter Compliance					Miscellaneous Compliance				ADA Compliance Grade	
Stop ID	Stop Name	Boardings	Alightings	Boarding and Alighting Total		Cross Slope	Longitudinal Slope	Width	Route Hazards	Accessible Route to Stop Present	Overall Grade	Cross Slope	Longitudinal Slope	Length	Width	Slip Resistance	Boarding and Alighting Area Present at Stop	Overall Grade	Accessible Route from Shelter to Boarding and Alighting Area	Clear Space	Shelter Present at Stop	Overall Grade	Sign Distance from Road	Sign Height	Bench Height	Overall Grade		
																												Limit 1
																												Limit 2
60020	Ambush Condos on Canyons Resort Dr	MISSING	MISSING	0		2.6	6	3	-	-	A	2.5	6	5	8	-	-	B	-	4	-	-	2.5	6	17	B	A	
60030	Canyons Dr & Cedar Lane to Grand Summit	MISSING	MISSING	0		✖	✖	✔	✔	✔	C	✖	✖	✔	✔	✔	✔	D			✖	-	✔	✖		-	B	
51	Canyons Transit Hub	46720	46338	93058		✖	✔	✔	✔	✔	B	✖	✔	✔	✔	✖	✔	C	✔	✔	✔	A	✔	✖	✖	D	B-	
1000	PC Mountain	35503	34413	69916		✖	✖	✔	✔	✔	C	✖	✖	✔	✔	✔	✔	C			✔	-	✔	✖	✖	D	C+	
1705	Park Ave Condos	25208	54070	79278		✖	✖	✔	✔	✔	C	✔	✔	✔	✔	✖	✔	B	✔	✔	✔	A	✔	✖	✔	B	B+	
45090	Snow Park Lodge & Deer Valley-No Shelter	15507	17095	32602		✖	✔	✔	✔	✔	B	✖	✔	✔	✔	✔	✔	C			✔	-				-	A-	
234010	Snow Park Lodge & Deer Valley-Shelter	15507	17095	32602		✔	✔	✔	✔	✔	A	✔	✔	✔	✔	✔	✔	A	✔	✔	✔	A	✔	✔	✔	A	A+	
70115	Ecker Hill Park & Ride	11457	11060	22517		✔	✔	✔	✔	✔	A	✔	✔	✔	✔	✔	✔	A	✔	✔	✔	A			✖	B	A	
60050	Grand Summit Hotel at Canyons ^Shelter	11275	13001	24276		✖	✔	✔	✔	✔	B	✖	✔	✔	✔	✔	✔	C	✔	✔	✔	A	✔	✖	✔	B	B+	
778	778 Park Ave at Town Lift	9891	623	10514		✔	✖	✔	✔	✔	B	✔	✖	✔	✔	✔	✔	C			✖	-	✔	✖	✖	D	B-	
1450	Edelweiss Haus on Empire Ave	9044	755	9799						✖	F	✖	✖	✔	✖	✖	✔	E			✖	-	✔	✖		B	C-	
15060	The Learning Center on Kearns ^Shelter	8535	3788	12323		✔	✖	✔	✔	✔	B	✖	✔	✔	✔	✖	✔	C	✔	✔	✔	A	✔	✖	✔	B	B+	
15080	Parkside Apts on Kearns Blvd ^Shelter	8198	1419	9617		✔	✖	✔	✔	✔	B	✖	✔	✔	✔	✖	✖	D	✔	✔	✔	A	✔	✖	✔	B	B	
20080	PCMARC on Little Kate & Monitor ^Shelter	5472	4405	9877		✖	✔	✔	✔	✔	B	✖	✔	✔	✔	✔	✔	B	✔	✔	✔	A	✔	✖	✔	B	A-	
1245	Library West	5426	4363	9789		✔	✔	✔	✔	✔	A	✖	✔	✔	✔	✔	✖	C	✔	✔	✔	A	✔	✔	✖	B	A-	
70108	Outlets Inbound	5419	452	5871		✔	✔	✔	✔	✔	A						✖	F			✖	-				-	B	
15050	The Prospector Bldg 7 on Sidewinder Dr	5271	353	5624		✔	✔	✔	✔	✔	A	✔	✔	✔	✔	✔	✔	A			✖	-	✔	✖	✔	B	A	
78050	Newpark Hotel on Highland Dr ^Shelter	4950	3283	8233		✖	✖	✔	✖	✔	D	✖	✖	✔	✔	✖	✔	D	✔	✔	✔	A	✖	✔	✔	B	C+	
78040	Redstone on Newpark Blvd ^Shelter	4949	6661	11610		✖	✖	✔	✔	✔	C	✔	✔	✔	✔	✔	✖	B	✔	✔	✔	A	✔	✖	✔	B	B+	
15030	The Prospector on Gold Dust Lane^Shelter	4590	2131	6721		✖	✔	✔	✔	✔	B	✔	✔	✔	✔	✖	✔	B	✔	✔	✔	A			✖	B	A-	
70250	Elk Meadows on Kilby Rd ^Shelter	4492	258	4750		✖	✔	✔	✔	✔	B	✖	✔	✔	✔	✖	✔	C	✔	✔	✔	A			✔	A	A-	
15070	Park City High School on Kearns ^Shelter	3794	786	4580				✔	✔	✔	C			✔	✖	✔	✔	D	✖	✔	✔	D	✖			B	C-	
90070	Empire Lodge & Montage to Main ^Shelter	3762	12073	15835		✖	✔	✔	✔	✔	B	✖		✔	✔	✖	✔	C	✔	✔	✔	A	✔	✖	✔	B	B+	
1493	1493 Park Ave at Sunflower Condos	3451	326	3777		✖	✔	✔	✔	✔	B	✖	✔	✔	✔	✖	✔	C			✖	-	✔	✖		B	B+	
78080	Ute Blvd at Wendys ^Shelter	3427	1322	4749		✖	✖	✔	✔	✔	C	✖	✔	✔	✔	✔	✔	B	✔	✔	✔	A	✖	✖	✔	D	B-	
15020	Prospector Condos on Prospector Ave	3422	2119	5541		✖	✔	✔	✔	✔	B	✖	✔	✔	✔	✖	✔	C			✖	-	✖	✖		D	B-	
50060	Comstock & Little Bessie	3421	577	3998		✖	✔	✔	✔	✔	B	✖	✔	✔	✔	✔	✔	B			✖	-	✔	✖	✖	D	B	
1250	Library East	3377	1968	5345		✖	✔	✔	✔	✔	B	✖	✔	✔	✔	✖	✖	D	✔	✔	✔	A	✔	✖	✖	D	C+	
1505	1505 Park Ave at Silvertown to Main St	3242	1210	4452		✖	✔	✔	✔	✔	B	✖	✔	✔	✔	✖	✖	D			✖	-	✔	✖	✖	D	C+	
511	511 Main St to Top of Main St	3158	1421	4579		✖	✖	✔	✔	✔	C	✖	✖	✔	✔	✔	✔	C			✖	-				-	B+	
1375	1375 Park Ave & 14th St	3068	1061	4129		✖	✔	✔	✔	✔	B	✖	✔	✔	✔	✖	✔	C			✖	-	✔	✖		B	B+	
15010	Carriage House on Poison Creek Lane	2625	2572	5197		✖	✔	✔	✔	✔	B	✔	✔	✔	✔	✖	✔	B			✖	-	✔	✖		B	A-	
70090	Outlets Park City	2453	2405	4858		✖	✔	✔	✔	✔	B	✖	✔	✔	✔	✔	✔	B			✖	-	✔	✔	✔	A	A	
80230	Canyon Crk & 1015 Bitner to KJ ^Shelter	2323	194	2517		✔	✔	✔	✔	✔	A	✔	✔	✔	✔	✔	✔	A	✔	✔	✔	A	✔	✖	✔	B	A	
70220	Kilby Rd & Pinebrook Rd	2321	1560	3881		✔	✔	✔	✔	✔	A	✔	✔	✔	✔	✔	✔	A			✖	-	✔	✖		B	A	
950	950 Park Ave & 10th St - Park Station	2229	198	2427		✖	✖	✔	✔	✔	C	✖	✖	✔	✔	✖	✔	D			✖	-	✔	✖		B	B-	
1615	All Seasons on Empire Ave	2123	3266	5389		✔	✔	✔	✔	✔	A	✔	✔	✔	✔	✔	✖	B	✔	✔	✔	A	✔	✖	✔	B	A	
545	545 Main St to Top of Main St	2079	809	2888		✔	✖	✔	✔	✔	B	✔	✔	✔	✔	✔	✔	B			✖	-				-	A	
40100	Silver Lake Village ^Shelter	1966	4235	6201		✔	✔	✔	✔	✔	A	✔	✔	✔	✔	✖	✖	C	✔	✔	✔	A	✔	✖	✔	B	A-	
80150	Trailside Elementary on Trailside Dr	1885	371	2256		✔	✔	✔	✔	✔	A	✔	✔	✔	✔	✖	✖	C			✖	-	✔	✖		B	A-	
333	333 Main St to Top of Main St	1765	1747	3512		✖	✖	✔	✔	✔	C	✖	✖	✔	✔	✔	✔	C			✖	-			✔	A	B+	
10060	Liquor Store & PC Market ^Shelter	1746	2207	3953		✖	✔	✔	✔	✔	B	✖	✔	✔	✔	✔	✔	B	✔	✔	✔	A	✔	✖	✔	B	A-	



Bus Stop Inventory and Accessibility Study

ADA Compliance Report																														
1378	1378 Park Ave at City Park	1740	1752	3492		X	✓	✓	✓	✓	✓	B	X	✓	✓	✓	X	✓	✓	C			X	-	✓	X		B	B+	
1485	1485 Empire Ave at Silver King Condos	1607	8167	9774		✓	✓	✓	✓	✓	✓	A	✓	✓	✓	✓	X	✓	✓	B			X	-	✓	X		B	A	
291	291 Main St to Top of Main St	1600	4929	6529		X	X	✓	✓	✓	✓	C	X	X	✓	✓	✓	✓	✓	C			X	-			✓	A	B+	
5449	5449 Hwy 224 & Bobsled Blvd ^Shelter	1589	794	2383		X	✓	✓	✓	✓	✓	B	X	✓	✓	✓	X	✓	✓	C	✓	✓	✓	A	✓	X	✓	✓	B	B+
30060	Silver Star & Payday ^Shelter	1521	823	2344		X	✓	✓	✓	✓	✓	B	X	✓	✓	✓	✓	✓	✓	B	✓	✓	✓	A	✓	X	✓	✓	B	A-
70070	Taco Bell on Landmark Dr ^Shelter	1480	370	1850		X	✓	✓	✓	✓	✓	B	X	✓	✓	✓	✓	✓	✓	B	✓	✓	✓	A	✓	X	✓	✓	B	A-
751	751 Main St to Top of Main St	1466	484	1950		X	✓	✓	✓	✓	✓	B	X	✓	✓	✓	✓	X	✓	C			X	-	✓	✓		A	A-	
461	461 Main St to Top of Main St	1447	1424	2871		✓	✓	✓	✓	✓	✓	A	✓	✓	✓	✓	✓	✓	✓	A			X	-				-	A+	
10030	Wyatt Earp Way & Chatham Crossing	1443	1441	2884						X	F							X	F				X	-	✓	X		B	D+	
710	710 Main St to Transit Center	1395	1690	3085		✓	✓	✓	✓	✓	✓	A	✓	✓	✓	✓	✓	✓	✓	A			X	-				-	A+	
70105	Powderwood Condos Inbound	1347	84	1431		✓	X	✓	✓	✓	✓	B						X	F				X	-				-	B-	
10130	Park Plaza	1324	2944	4268		✓	✓	✓	✓	✓	✓	A						X	F				X	-				-	B	
10110	Building 7 North	1322	5185	6507						X	F							X	F				X	-	X	X		D	D-	
70109	Liberty Peak Inbound	1316	133	1449		✓	X	✓	✓	✓	✓	B	✓	✓	✓	✓	✓	✓	✓	A			X	-				-	A	
777	777 Park Ave at Town Lift to Main St	1237	15205	16442		X	✓	✓	✓	✓	✓	B	X	✓	✓	✓	✓	✓	✓	B			X	-	✓	X	X	D	B	
4220	4220 Hwy 224 & Sun Peak Dr ^Shelter	1234	717	1951		X	✓	✓	✓	X	✓	C	X	X	✓	✓	✓	X	✓	D	✓		X	✓	D	✓	X	✓	B	C-
10020	Sidewinder Dr & Buffalo Bill	1221	1233	2454						X	F							X	F				X	-	X			B	D+	
30090	Snow Flower on Ill Kings Dr	1179	333	1512						X	F							X	F				X	-	✓	X		B	D+	
100	Main St Trolley Turnaround	1176	4212	5388						X	F							X	F				X	-	X	✓		B	D+	
6357	6357 Hwy 224 & Olympic Parkway ^Shelter	1143	320	1463		✓	✓	✓		X	✓	B	✓	✓	✓	✓	X	✓	✓	B	✓	✓	✓	A	✓	X	✓	✓	B	A-
70190	Fresh Market on Pinebrook Blvd ^Shelter	1137	1533	2670		X	X	✓	✓	✓	✓	C	✓	X	✓	✓	X	X	✓	D	✓	✓	✓	A	✓	X	✓	✓	B	B-
613	613 Main St to Top of Main St	1130	365	1495		X	X	✓	✓	✓	✓	C	X	X	✓	✓	X	✓	✓	D			X	-	X	✓		B	B-	
126010	Kearns Blvd & Homestake Rd	1076	846	1922		✓	✓	✓	✓	✓	✓	A	✓	✓	✓	✓	X	✓	✓	B			X	-	✓	X		B	A	
2001	2001 Park Ave at Hotel Park City	1032	1203	2235		✓	✓	✓	✓	✓	✓	A						X	F				X	-	✓	X		B	B-	
70200	Jeremy Ranch Park and Ride ^Shelter	1013	1079	2092				✓	✓	✓	✓	C			✓	✓	✓	✓	✓	C	✓	✓	✓	A	✓			A	B+	
1520	1520 Park Ave at 7-11	991	4432	5423		✓	✓	✓	✓	✓	✓	A	✓	✓	✓	✓	X	✓	✓	B			X	-	✓	X		B	A	
20150	Peaks Hotel on Holiday Ranch Loop Rd	949	921	1870		✓	✓	✓	✓	✓	✓	A						X	F				X	-	✓	X		B	B-	
2225	2225 Park Ave & Prospector Dr	935	744	1679		X	✓	✓	✓	✓	✓	B						X	F				X	-	✓	X		B	C+	
900	9th & Main St	920	243	1163		X	✓	✓	✓	✓	✓	B	X	✓	✓	✓	✓	✓	✓	B			X	-	✓	X	X	D	B	
4280	4280 Hwy 224 & Old Ranch Rd	866	778	1644		X	✓	✓	✓	✓	✓	B						X	F				X	-	✓	X		B	C+	
419	419 Main St to Top of Main St	853	1049	1902		✓	X	✓	✓	✓	✓	B	✓	X	✓	✓	✓	✓	✓	B			X	-				-	A	
78070	Silver Mountain Spa on Ute Blvd ^Shelter	844	677	1521		X	X	✓	✓	✓	✓	C	X	X	✓	✓	X	✓	✓	D	✓	✓	✓	A	✓	X	✓	✓	B	B-
50030	Deer Valley Plaza on Deer Valley Dr	844	322	1166		X	✓	✓	✓	✓	✓	B	✓	✓	✓	X	✓	X	X	F			X	-	✓	X		B	C+	
2346	2346 Park Ave at Peaks Hotel^Shelter	831	823	1654		X	✓	✓	✓	X	✓	C	X	✓	✓	✓	X	X	✓	D	✓	✓	✓	A	✓	X	X	D	C	
614	614 Main St to Transit Center	831	726	1557		✓	✓	✓	✓	✓	✓	A	✓	✓	✓	✓	✓	✓	✓	A			X	-				-	A+	
328	328 Main at Egyptian Theatre to OTTC	777	877	1654		X	X	✓	✓	✓	✓	C	X	X	✓	✓	✓	✓	✓	C			X	-				-	B+	
60060	Silverado on Canyons Dr to Park City	774	76	850		✓	✓	✓	✓	✓	✓	A						X	F				X	-	✓	X		B	B-	
660	660 Main St to Transit Center	771	682	1453		X	X	✓	✓	✓	✓	C	X	X	✓	✓	✓	✓	✓	C			X	-				-	B+	
78060	Summit County Field House on Ute Blvd	769	264	1033		X	✓	✓	✓	X	✓	C	X	✓	✓	✓	X	✓	✓	C	✓	X	✓	D	X	X	✓	D	C-	
402	402 Main St to Transit Center	749	671	1420		✓	X	✓	✓	✓	✓	B	✓	X	✓	✓	✓	✓	✓	B			X	-			✓	A	A	
70020	Silver Springs & Meadow Loop to KJ	749	379	1128		X	✓	✓	✓	✓	✓	B						X	F				X	-	X	X		D	C-	
151	151 Main St to Top of Main St	743	2645	3388		✓	X	✓	✓	✓	✓	B	✓	X	✓	✓	✓	✓	✓	B			X	-			✓	A	A	
2100	2100 Park Ave Post Office	742	447	1189		X	✓	✓	✓	✓	✓	B	X	✓	✓	✓	X	✓	✓	C			X	-	✓	X		B	B+	
70270	Powderwood Condos on Kilby Rd ^Shelter	731	126	857		X	✓	✓	✓	✓	✓	B						X	F	X	✓	✓	D	✓	X	✓	✓	B	C-	
234020	Courchevel on Deer Valley Dr East	726	358	1084						X	F							X	F				X	-	X	X		D	D-	
450	450 Main St at Post Office to OTTC	714	582	1296		✓	✓	✓	✓	✓	✓	A	✓	✓	✓	✓	✓	✓	✓	A			X	-			X	B	A	
70230	Kilby Rd & Mustang Loop	713	253	966		X	X	✓	✓	✓	✓	C	✓	✓	✓	✓	✓	✓	✓	A			X	-	✓	X		B	A-	
4377	4377 Hwy 224 Hyatt Place Hotel	706	259	965		X	✓	✓	✓	✓	✓	B	✓	✓	✓	✓	✓	✓	✓	A	✓	✓	✓	A			✓	A	A	
890	890 Main St to Transit Center	695	1035	1730		X	✓	✓	✓	✓	✓	B	X	✓	✓	✓	✓	✓	✓	B			X	-			X	B	A-	
560	560 Main St & Walkway to OTTC	677	480	1157		X	X	✓	✓	✓	✓	C	X	X	✓	✓	✓	✓	✓	C			X	-			✓	A	B+	
40090	Stein Eriksen Lodge on Royal St West	676	1681	2357		✓	X	✓	✓	✓	✓	B						X	F				X	-	✓	X		B	C+	
1108	1108 Park Ave & 11th St	666	260	926		✓	✓	✓	✓	✓	✓	A	✓	✓	✓	✓	X	✓	✓	B			X	-	✓	X		B	A	
30080	Building 4 (Cabanas) on Ill Kings Dr	661	266	927						X	F							X	F				X	-	✓	X		B	D+	



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20050	Ball Field on Lucky John Dr	641	704	1345		X	X	✓	X	✓	D	✓	✓	✓	✓	✓	✓	A			X	-	✓	X	✓	B	B+	
528	528 Main St & Museum to Transit Center	618	460	1078		✓	X	✓	✓	✓	B	✓	✓	X	✓	✓	✓	B			X	-			-	A	A	
4540	4540 Hwy 224 & Canyons Dr to KJ	596	437	1033		✓	✓	✓	✓	✓	A	X	X	✓	✓	✓	✓	C	✓	✓	✓	A			✓	A	A	
20020	Holiday Village Apts on Monitor Dr	589	1776	2365		✓	✓	✓	✓	✓	A	✓	✓	✓	X	X	✓	C			X	-	✓	X		B	A-	
50100	PC HS Kearns-O	563	2948	3511						X	F						X	F			X	-			-	C-		
70180	Pinebrook Blvd at Pointe Rd	547	897	1444		✓	✓	✓	X	✓	B	✓	✓	✓	✓	X	✓	B			X	-	✓	X		B	A-	
20110	Holiday Ranch Loop Rd & Quaking Aspen Ct	544	581	1125						X	F						X	F			X	-	✓	X	✓	B	D+	
45080	Courchevel to Deer Valley Resort	534	1155	1689		✓	✓	✓	✓	✓	A	✓	✓	✓	✓	✓	✓	A			X	-	✓	X		B	A	
1001	1001 Park Ave & 10th St Inbound	520	813	1333		✓	✓	✓	✓	✓	A	✓	✓	✓	X	✓	✓	B			X	-	✓	X		B	A	
1900	1900 Park Ave at Squatters	512	299	811		X	✓	✓	✓	✓	B	X	✓	✓	X	✓	✓	C			X	-	✓	X		B	B+	
685	685 Deer Valley Dr at Greyhawk	512	75	587		X	✓	✓	✓	✓	B	X	✓	✓	X	✓	✓	C			X	-	✓	X		B	B+	
70075	Whole Foods	505	268	773		✓	✓	✓	✓	✓	A	✓	✓	✓	✓	✓	✓	A	✓	✓	✓	A			X	B	A	
50110	Treasure Mnt Kearns	497	6778	7275		✓	✓	✓	✓	✓	A						X	F			X	-	✓	X		B	B-	
4445	4445 Hwy 224 & Park City Nursery^Shelter	487	372	859		✓	✓	✓	✓	✓	A	✓	✓	✓	✓	X	✓	B			X	-				-	A	
70350	Silver Springs Dr & Silver Springs Rd	478	692	1170						X	F						X	F			X	-	✓	X		B	D+	
90030	Silver Strike Lodge to Empire Lodge	478	272	750						X	F						X	F			X	-	✓	X		B	D+	
1117	1117 Park Ave & 11th St Inbound	475	664	1139		X	✓	✓	✓	✓	B	X	✓	✓	X	✓	✓	C			X	-	✓	X		B	B+	
3585	3585 Hwy 224 & White Pine Canyon Rd	454	336	790						X	F						X	F			X	-	✓	X	X	D	D-	
70290	Walmart on Landmark Dr ^Shelter	452	1336	1788		✓	✓	✓	✓	✓	A	✓	✓	✓	X	✓	✓	B	✓	✓	✓	A		✓	✓	B	A	
30070	Ill Kings Dr & Crescent Rd ^Shelter	448	197	645						X	F	X	✓	✓	X	X	✓	D	✓	✓	✓	A	X	X	✓	D	D+	
1115	1115 Deer Valley Dr & Mellow Mountain Rd	448	137	585		X	✓	✓	✓	✓	B	X	✓	✓	X	X	✓	D			X	-	✓	X		B	B	
4525	4525 Hwy 224 & Canyons Dr to Park City	446	103	549						X	F						X	F			X	-	✓	X		B	D+	
126030	Park City Clinic on Kearns & Bonanza	444	2549	2993		X	✓	✓	✓	✓	B	X	✓	✓	X	✓	✓	C			X	-	✓	X		B	B+	
80110	Highland Dr & Sagebrook Dr	442	530	972						X	F						X	F			X	-	X	X		D	D-	
20140	Holiday Ranch Loop Rd & Creek Dr	435	408	843						X	F						X	F			X	-	✓	X		B	D+	
10040	Park City Cemetery on Kearns Blvd	427	443	870		X	✓	✓	✓	✓	B	X	✓	✓	X	✓	✓	C			X	-	✓	X		B	B+	
70340	Silver Springs Dr & Little Lake Dr to PC	409	208	617						X	F						X	F			X	-	✓	X		B	D+	
5472	5472 Hwy 224 & Cutter Lane	404	1284	1688		✓	✓	✓	✓	✓	A	X	✓	✓	✓	✓	✓	B			X	-	✓	X		B	A	
20070	Little Kate & Racquet Club Condos 77-172	398	689	1087		X	✓	✓	✓	✓	B	X	✓	✓	X	✓	✓	C			X	-	✓	X		B	B+	
70150	Pinebrook Blvd & Cottage Court	391	492	883		X	✓	✓	✓	✓	B						X	F			X	-	✓	X		B	C+	
80130	Silver Summit Parkway & Kingsford Dr	390	311	701						X	F						X	F			X	-	✓	X	X	D	D-	
20090	Little Kate & Racquet Club Condos 1-76	386	378	764		✓	X	✓	✓	✓	B	✓	X	✓	X	✓	✓	C			X	-	✓	X		B	B+	
70010	Parleys Park Sch & Silver Springs to KJ	385	210	595		✓	✓	✓	✓	✓	A						X	F			X	-	✓	X		B	B-	
250	250 Main St to Transit Center	380	729	1109		✓	✓	✓	✓	✓	A	✓	✓	✓	✓	X	✓	B			X	-			✓	A	A	
20060	Little Kate Rd & Evening Star Dr	363	406	769		✓	✓	✓	✓	✓	A	✓	✓	✓	X	✓	✓	B			X	-	✓	X		B	A	
45070	The Lodges to Deer Valley Resort	335	535	870		X	✓	✓	✓	✓	B	X	✓	✓	✓	✓	✓	B			X	-	✓	X		B	A-	
20100	Little Kate & Lucky John Dr	323	359	682		X	X	✓	✓	✓	C	X	X	✓	X	X	✓	E			X	-	✓	X	X	D	C-	
70170	Pinebrook Blvd & Summerhill Dr	322	574	896		✓	X	✓	✓	✓	B						X	F			X	-	✓	X		B	C+	
80090	Highland Dr & Silver Sage Dr	318	341	659						X	F						X	F			X	-	✓	X		B	D+	
70120	Elk Meadows on Pinebrook Blvd	316	4107	4423		✓	✓	✓	✓	✓	A	✓	✓	✓	X	✓	✓	B			X	-	✓	X		B	A	
80240	Bitner Rd & Old Stone House Rd	312	168	480		X	✓	✓	✓	✓	B	X	✓	✓	✓	✓	✓	B			X	-	✓	X		B	A-	
20010	Wells Fargo Bank on Monitor Dr	308	974	1282		X	✓	✓	✓	✓	B	X	✓	✓	X	✓	✓	C			X	-	✓	X		B	B+	
126020	Kimball Art Center	301	885	1186		X	✓	✓	✓	✓	B	X	✓	✓	X	✓	✓	C			X	-	✓	X		B	B+	
70360	Blue Roof on Silver Springs Dr	301	466	767						X	F						X	F			X	-	✓	X		B	D+	
80220	Canyon Creek Condos on 715 Bitner to KJ	298	21	319		X	✓	✓	✓	✓	B	X	✓	✓	✓	✓	✓	B			X	-	✓	X		B	A-	
80080	Highland Dr & Mountain View Dr	288	501	789						X	F						X	F			X	-	✓	X		B	D+	
20130	Holiday Ranch Loop Rd & Little Kate Rd	287	250	537						X	F						X	F			X	-	✓	X	X	D	D-	
90110	Silver Strike Lodge on Marsac to Main St	286	148	434						X	F						X	F			X	-	✓	X		B	D+	
4580	4580 Hwy 224 & Silver Springs ^Shelter	280	711	991		✓	✓	✓	✓	✓	A	X	✓	✓	✓	X	✓	C	✓	✓	✓	A		✓	✓	A	A	
70280	Hampton Inn on Landmark Dr	279	416	695		✓	X	✓	X	✓	C	✓	X	✓	✓	X	✓	C			X	-	✓	✓		A	B+	
10010	Sidewinder Dr & Annie Oakley	278	496	774						X	F						X	F			X	-	✓	X		B	D+	
20040	High School Football Field & Lucky John	265	398	663		✓	✓	✓	✓	✓	A						X	F			X	-	✓	X	X	D	C	



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30050	Spiro Water Works on Ill Kings Dr	263	248	511		✓	✓	✓	✓	✓	A	✓	✓	✓	✓	✗	✗	✓	C			✗	-	✓	✗		B	A-
70050	5148 N Silver Springs Rd to Kimball Jct	257	215	472						✗	F							✗	F			✗	-	✗	✗		D	D-
80060	Highland Dr & Starview Dr	243	157	400						✗	F							✗	F			✗	-	✓	✗	✓	B	D+
651	651 Main St & Heber to Top of Main St	232	55	287		✓	✗	✓	✓	✓	B	✓	✗	✓	✓	✓	✗	✓	C			✗	-			✗	B	B+
80120	Silver Summit Parkway & Sagebrook Dr	231	205	436		✗	✗	✓	✓	✓	C							✗	F			✗	-	✓	✗		B	C
80140	Trailside Dr & Silver Summit Parkway	230	377	607		✗	✗	✓	✓	✓	C							✗	F			✗	-	✓	✗		B	C
363	363 Deer Valley Dr & Deer Valley Loop	228	188	416		✓	✓	✓	✓	✓	A	✓	✓	✓	✓	✗	✓	✓	B			✗	-				-	A
10080	Snowcreek Dr & Park Ave & Police Station	222	732	954		✓	✓	✓	✓	✓	A	✓	✓	✓	✓	✓	✓	✓	A			✗	-	✓	✗		B	A
80050	Highland Dr & Parkridge Dr	221	252	473						✗	F							✗	F			✗	-	✓	✗		B	D+
555	555 Deer Valley Dr at The Line ^Shelter	221	125	346		✓	✓	✓	✓	✓	A	✓	✓	✓	✓	✗	✓	✓	B	✓	✓	✓	A	✓	✗	✓	B	A
30010	Hotel Park City on Thaynes Canyon Dr	218	284	502						✗	F							✗	F			✗	-	✗	✗		D	D-
45060	Queen Esther & Deer Valley Dr	208	544	752		✗	✓	✓	✓	✓	B	✗	✓	✓	✓	✓	✓	✓	B			✗	-	✓	✗		B	A-
70030	Silver Springs Dr & Little Lake Dr to KJ	203	216	419						✗	F							✗	F			✗	-	✓	✗		B	D+
45050	Solamere & Deer Valley Dr at Daystar	201	575	776		✓	✓	✓	✓	✓	A	✓	✓	✓	✓	✓	✓	✓	A			✗	-	✓	✗		B	A
80070	Highland Dr & Snowview Dr	198	231	429						✗	F							✗	F			✗	-	✓	✗		B	D+
30040	Ill Kings Dr & Snows Lane	198	185	383						✗	F							✗	F			✗	-	✗	✗		D	D-
60080	Canyons Dr & Chalet Dr to Park City	194	68	262		✓	✗	✓	✓	✓	B	✓	✗	✓	✗	✓	✓	✓	C			✗	-				-	A-
70102	Outlets-O	189	2331	2520						✗	F							✗	F			✗	-				-	C-
2168	2168 Park Ave & Saddle View Dr	189	536	725		✗	✓	✓	✓	✓	B	✗	✓	✓	✗	✓	✓	✓	C			✗	-	✓	✗		B	B+
234050	Daystar on Deer Valley Dr & Solamere	188	156	344						✗	F							✗	F			✗	-	✗	✗		D	D-
70210	Fresh Market on Kilby Rd	186	132	318				✓	✓	✓	C			✓	✓	✓	✓	✓	C			✗	-	✓			A	B+
604	604 Deer Valley Dr & Rossi Hill Dr	185	672	857		✓	✓	✓	✓	✓	A	✓	✓	✓	✓	✗	✓	✓	B			✗	-	✓	✗		B	A
40080	Little Bell on Royal St West	184	337	521		✓	✗	✓	✓	✓	B	✓	✓	✓	✓	✗	✗	✓	C			✗	-	✓	✗		B	B+
80020	Canyon Creek & Bitner to Silver Summit	183	2325	2508						✗	F							✗	F			✗	-	✓	✗		B	D+
50020	Lake Side 1501-1650 on Deer Valley Dr	182	138	320						✗	F							✗	F			✗	-	✓	✗		B	D+
80100	Highland Dr & Kingsford Dr	175	206	381						✗	F							✗	F			✗	-	✓	✗	✗	D	D-
605	605 Deer Valley Dr at Sunspot	173	144	317		✗	✓	✓	✓	✓	B	✗	✓	✓	✓	✗	✓	✓	C			✗	-	✓	✗		B	B+
80210	Old Ranch Rd & Highland Dr	172	4	176						✗	F							✗	F			✗	-	✓	✗	✗	D	D-
70320	5129 Silver Springs Dr to Park City	169	298	467						✗	F							✗	F			✗	-	✓	✗		B	D+
2995	2995 Hwy 224 & McPolin Farm Inbound	162	174	336						✗	F							✗	F			✗	-	✓	✗		B	D+
234040	Deer Valley Dr & Queen Esther Dr	162	31	193		✓	✓	✓	✓	✓	A							✗	F			✗	-	✓	✗		B	B-
45040	Bristlecone on Deer Valley Dr	161	188	349		✗	✓	✓	✓	✓	B	✗	✓	✓	✓	✓	✓	✓	B			✗	-	✓	✗		B	A-
70100	Kilby Road at Powderwood Dr.	160	606	766						✗	F							✗	F			✗	-	✓	✗		B	D+
45030	Fawngrove 1550-1681 to Deer Valley	159	285	444		✗	✓	✓	✓	✓	B	✗	✓	✓	✓	✓	✓	✓	B			✗	-	✓	✗		B	A-
10050	Zions Bank & Kearns Blvd & Snowcreek Dr	158	733	891		✗	✓	✓	✓	✓	B	✗	✓	✓	✓	✓	✗	✓	C			✗	-	✓	✗		B	B+
45010	Pinnacle on Deer Valley Dr to Snowpark	155	1026	1181		✓	✓	✓	✓	✓	A	✓	✓	✓	✓	✓	✓	✓	A			✗	-	✓	✗		B	A
80160	Trailside Dr & Trailside Loop	151	128	279		✓	✓	✓	✓	✓	A							✗	F			✗	-	✓	✗	✗	D	C
90010	Ontario Ridge Parking Lot	150	1904	2054						✗	F							✗	F			✗	-				-	C-
20120	Holiday Ranch Loop Rd & Red Maple Ct	147	137	284						✗	F							✗	F			✗	-	✗	✗		D	D-
70240	Kilby Rd & Engen Loop	139	37	176		✓	✗	✓	✓	✓	B	✓	✓	✓	✓	✗	✓	✓	B			✗	-				-	A
70140	Pinebrook Blvd & Cottage Loop	134	234	368		✗	✓	✓	✓	✓	B							✗	F			✗	-	✓	✗		B	C+
70130	Brook Hollow Village on Pinebrook Blvd	133	212	345		✓	✗	✓	✓	✗	C	✗	✓	✓	✓	✓	✓	✓	B			✗	-	✓	✗		B	B+
70310	1664 Silver Springs Dr to Park City	133	127	260						✗	F							✗	F			✗	-	✗	✗		D	D-
412	412 Main St to Transit Center	131	106	237		✓	✗	✓	✓	✓	B	✓	✗	✓	✓	✓	✓	✓	B			✗	-			✗	B	A-
45020	Fawngrove 1400-1536 to Deer Valley	128	186	314		✓	✓	✓	✓	✓	A	✓	✓	✓	✓	✓	✓	✓	A			✗	-	✓	✗		B	A
70103	Crestview Condos Outbound	126	2493	2619						✗	F							✗	F			✗	-	✓	✗		B	D+
20030	LDS Church on Lucky John Dr	124	242	366		✗	✓	✓	✓	✓	B	✗	✓	✓	✓	✗	✓	✓	C			✗	-	✓	✗		B	B+
5	Park City Medical Center on Round Valley	113	110	223		✓	✓	✓	✓	✓	A	✓	✓	✓	✓	✗	✓	✓	B			✗	-	✓	✗	✓	B	A
80190	Trailside Dr & Mountain Ranch Dr (5740)	113	104	217						✗	F							✗	F			✗	-	✓	✗		B	D+
2585	2585 Park Ave & Meadows Dr to Park City	112	45	157						✗	F							✗	F			✗	-	✓	✗		B	D+
1130	1130 Deer Valley Dr & Stonebridge Court	108	669	777		✓	✓	✓	✓	✓	A	✓	✓	✓	✓	✗	✓	✓	B			✗	-	✓	✗		B	A
690	690 Deer Valley Dr at Foxglove	102	537	639		✓	✓	✓	✓	✓	A	✓	✓	✓	✓	✗	✓	✓	B			✗	-	✓	✗		B	A
30030	Ill Kings Dr & Thaynes Canyon Dr	99	42	141						✗	F							✗	F			✗	-	✗	✗		D	D-



Bus Stop Inventory and Accessibility Study

ADA Compliance Report																															
90080	Hawkeye Place on Marsac Ave to Main St	99	12	111						X	F							X	F					X	-	✓	X		B	D+	
80010	Bitner Rd at Glenwild Dr	89	405	494						X	F							X	F					X	-	✓	X		B	D+	
234030	The Lodges on Deer Valley Dr to Main St	88	79	167		✓	✓	✓	✓	✓	A							X	F					X	-	✓	X		B	B-	
326	326 Deer Valley Dr at Caribou	86	176	262		✓	✓	✓	✓	✓	A	✓	✓	✓	✓	X	✓	✓	B					X	-	✓	X		B	A	
50040	Bonanza Dr & Iron Horse Dr at Rail Trail	83	56	139			✓	✓	✓	✓	✓	A	✓	✓	✓	✓	✓	✓	A					X	-	✓	X	✓	B	A	
40140	Royal St at Belleairbor to Main St	83	45	128							X	F						X	F					X	-	✓	X		B	D+	
50010	Lake Side 1645-1795 on Deer Valley Dr	76	129	205							X	F						X	F					X	-	✓	X		B	D+	
70107	Crestview Condos Inbound	75	10	85		X	✓	✓	✓	✓	✓	B						X	F					X	-	✓	X		B	C+	
70160	Pinebrook Blvd & Pinebrook Rd	71	491	562		✓	✓	✓	✓	✓	✓	A	✓	✓	✓	✓	X	X	✓	C				X	-	✓	X		B	A-	
234080	Fawngrove Units 1400 - 1536 to Main St	71	30	101							X	F						X	F					X	-	✓	X		B	D+	
60070	Canyons Dr & Redpine Rd to Park City	68	46	114		✓	X	✓	✓	✓	✓	B	✓	X	✓	✓	✓	✓	B					X	-	✓	X		B	A-	
2590	2590 Park Ave & Meadows Dr (Outbound)	67	151	218		X	✓	✓	✓	✓	✓	B						X	F					X	-	✓	X		B	C+	
70060	1694 N Silver Springs Rd to Kimball Jct	67	82	149							X	F						X	F					X	-	✓	X		B	D+	
70101	Liberty Peak Outbound	65	1207	1272		✓	X	✓	✓	✓	✓	B	✓	✓	✓	✓	X	✓	B					X	-				-	A	
234090	Pinnacle on Deer Valley Dr to Main St	63	35	98							X	F						X	F					X	-	✓	X		B	D+	
3000	3000 Hwy 224 Outbound	62	64	126							X	F						X	F					X	-	✓	X		B	D+	
70104	Powderwood Condos Outbound	61	903	964							X	F						X	F					X	-				-	C-	
234070	Fawngrove Units 1550 - 1686 to Main St	60	39	99							X	F						X	F					X	-	✓	X		B	D+	
7	Peoples Clinic & Summit County Health	59	31	90		X	✓	✓	✓	✓	✓	B	X	✓	✓	X	✓	✓	C	✓	✓	✓	✓	✓	A	✓	✓	✓	A	A-	
80040	Highland Dr & View Dr	58	108	166							X	F						X	F					X	-	✓	X		B	D+	
40110	Bald Eagle Club on Royal St East	56	76	132		X	✓	✓	✓	✓	✓	B	X	✓	✓	X	X	✓	D					X	-	✓	X		B	B	
234060	Bristlecone on Deer Valley Dr to Main St	56	17	73							X	F						X	F					X	-	✓	X		B	D+	
40180	Centennial Dr & Royal St to Main St	55	71	126							X	F						X	F					X	-	✓	X		B	D+	
30020	Thaynes Canyon Dr & Webster Court	51	24	75							X	F						X	F					X	-	✓	X		B	D+	
90120	Empire Club on Marsac Ave to Main St	50	33	83							X	F						X	F					X	-	✓	X		B	D+	
80180	Trailside Dr & Mountain Ranch Dr (6080)	48	45	93		✓	✓	✓	✓	✓	✓	A						X	F					X	-	✓	X		B	B-	
40120	Cache on Royal St East	47	50	97							X	F						X	F					X	-	✓	X		B	D+	
80200	Old Ranch Rd & Trailside Dr	47	19	66							X	F						X	F					X	-	✓	X		B	D+	
60090	Canyons Parking	45	106	151		X	X	✓	✓	✓	✓	C	X	X	✓	✓	✓	✓	C					X	-	✓	X		D	C+	
80170	Trailside Dr & Snowview Dr	44	46	90		✓	✓	✓	✓	✓	✓	A						X	F					X	-	✓	X		B	B-	
80030	Highland Dr & Old Ranch Rd	43	99	142							X	F						X	F					X	-	✓	X		B	D+	
70330	4937 Silver Springs Dr to Park City	40	71	111							X	F						X	F					X	-	✓	X		B	D+	
297	297 Deer Valley Dr at Winterwood	39	165	204							X	F	✓	✓	✓	✓	X	✓	✓	B				X	-	✓	X		B	C+	
40130	Stag Lodge on Royal St East	38	41	79							X	F						X	F					X	-	✓	X		B	D+	
40150	Look Out Condos on Royal St to Main St	38	13	51							X	F						X	F					X	-	✓	X		B	D+	
70040	4936 N Silver Springs Dr to Kimball Jct	32	47	79							X	F						X	F					X	-	✓	X		B	D+	
67020	7-11 on Canyons Resort Dr	30	28	58							X	F						X	F					X	-	✓	X		B	D+	
90100	The Grand Lodge on Marsac Ave to Main St	27	0	27							X	F						X	F					X	-	✓	X		B	D+	
56010	Bonanza Dr & Munchkin Rd	26	6	32		X	✓	✓	✓	✓	✓	B	X	✓	✓	X	✓	✓	C					X	-	✓	X		B	B+	
40020	Royal St at Golden Eagle to Silver Lake	15	21	36							X	F						X	F					X	-	✓	X		B	D+	
90020	Empire Club to Empire Lodge	12	187	199							X	F						X	F					X	-	✓	X		B	D+	
40050	Ontario Lodge on Royal St to Silver Lake	10	25	35							X	F						X	F					X	-	✓	X		B	D+	
40200	La Maconnerie on Royal St to Main St	7	19	26							X	F						X	F					X	-	✓	X		B	D+	
6	Park City IHC Clinic on Round Valley	7	11	18		✓	✓	✓	✓	✓	✓	A	✓	✓	✓	✓	X	✓	✓	B					X	-	✓	✓		A	A
56020	Bonanza Dr & Ironhorse Dr	7	4	11		✓	X	✓	X	✓	✓	C						X	F					X	-	✓	X	X	D	C-	
90060	Hawkeye Place to Empire Lodge	4	5	9							X	F						X	F					X	-	X	X		D	D-	
90050	Marsac Ave Aimee Court Ironwood	4	2	6							X	F						X	F					X	-	✓	X		B	D+	
60040	Silverado on Canyons Dr to Grand Summit	2	7	9							X	F						X	F					X	-	✓	X		B	D+	
90090	Aimee Court on Marsac Ave to Main St	2	2	4							X	F						X	F					X	-	✓	X		B	D+	
90040	The Grand Lodge to Empire Lodge	1	20	21							X	F						X	F					X	-	✓	X		B	D+	
60010	Canyons Resort Dr & Frostwood Dr	0	0	0							X	F						X	F					X	-	✓	X		B	D+	



APPENDIX B. ADA FUNCTIONALITY REPORT



Bus Stop Inventory and Accessibility Study

ADA Functionality Report																																			
✔ = Compliant/Present ✖ = Non-Compliant/Not Present																																			
Stop Information						Accessible Route Functionality						Boarding and Alighting Pad Functionality						Shelter Functionality					Miscellaneous Functionality												
Stop ID	Stop Name	Boardings	Alightings	Boarding and Alighting Total		Cross Slope	Longitudinal Slope	Width	Route Hazards	Accessible Route to Stop Present	Overall Grade	Cross Slope	Longitudinal Slope	Length	Width	Slip Resistance	Boarding and Alighting Area Present at Stop	Overall Grade	Accessible Route from Shelter to Boarding and Alighting Area	Clear Space	Shelter Present at Stop	Overall Grade	Sign Distance from Road	Sign Height	Bench Height	Overall Grade	ADA Functionality Grade								
						Limit 1																													
						Limit 2	3.6	9.33	2.67	-		-	3.5	9.33	5	7	-		-	-	4		-	2.5	6			0	30						
60020	Ambush Condos on Canyons Resort Dr	MISSING	MISSING	0		✔	✔	✔	✔	✔	A	✔	✔	✔	✔	✖	✔	B			✖	-	✔	✖		B	A								
60030	Canyons Dr & Cedar Lane to Grand Summit	MISSING	MISSING	0		✔	✔	✔	✔	✔	A	✔	✔	✔	✔	✔	✔	B			✖	-				-	A								
51	Canyons Transit Hub	46720	46338	93058		✔	✔	✔	✔	✔	A	✔	✔	✔	✔	✖	✔	B	✔	✔	✔	A	✔	✖	✔	B	A								
1000	PC Mountain	35503	34413	69916		✖	✔	✔	✔	✔	B	✖	✔	✔	✔	✔	✔	B			✖	-	✔	✖	✔	B	A-								
1705	Park Ave Condos	25208	54070	79278		✔	✔	✔	✔	✔	A	✔	✔	✔	✔	✔	✔	B	✔	✔	✔	A	✔	✖	✔	B	A								
45090	Snow Park Lodge & Deer Valley-No Shelter	15507	17095	32602		✔	✔	✔	✔	✔	A	✔	✔	✔	✔	✔	✔	B			✖	-				-	A								
234010	Snow Park Lodge & Deer Valley-Shelter	15507	17095	32602		✔	✔	✔	✔	✔	A	✔	✔	✔	✔	✔	✔	A	✔	✔	✔	A	✔	✔	✔	A	A+								
70115	Ecker Hill Park & Ride	11457	11060	22517		✔	✔	✔	✔	✔	A	✔	✔	✔	✔	✔	✔	A	✔	✔	✔	A	✔		✔	A	A+								
60050	Grand Summit Hotel at Canyons ^Shelter	11275	13001	24276		✖	✔	✔	✔	✔	B	✖	✔	✔	✔	✔	✔	B	✔	✔	✔	A	✔	✖	✔	B	A-								
778	778 Park Ave at Town Lift	9891	623	10514		✔	✔	✔	✔	✔	A	✔	✔	✔	✔	✔	✔	A			✖	-	✔	✖	✔	B	A								
1450	Edelweiss Haus on Empire Ave	9044	755	9799		✔	✔			✖	F	✖	✔	✔	✔	✖	✖	D			✖	-	✔	✖	✔	B	C-								
15060	The Learning Center on Kearns ^Shelter	8535	3788	12323		✔	✔	✔	✔	✔	A	✖	✔	✔	✔	✖	✔	C	✔	✔	✔	A	✔	✖	✔	B	A-								
15080	Parkside Apts on Kearns Blvd ^Shelter	8198	1419	9617		✔	✖	✔	✔	✔	B	✖	✔	✔	✔	✖	✖	D	✔	✔	✔	A	✔	✖	✔	B	B								
20080	PCMARC on Little Kate & Monitor ^Shelter	5472	4405	9877		✖	✔	✔	✔	✔	B	✔	✔	✔	✔	✔	✔	A	✔	✔	✔	A	✔	✖	✔	B	A								
1245	Library West	5426	4363	9789		✔	✔	✔	✔	✔	A	✔	✔	✔	✔	✔	✖	B	✔	✔	✔	A	✔	✔	✔	A	A								
70108	Outlets Inbound	5419	452	5871		✔	✔	✔	✔	✔	A						✖	F			✖	-				-	B								
15050	The Prospector Bldg 7 on Sidewinder Dr	5271	353	5624		✔	✔	✔	✔	✔	A	✔	✔	✔	✔	✔	✔	A			✖	-	✔	✖	✔	B	A								
78050	Newpark Hotel on Highland Dr ^Shelter	4950	3283	8233		✖	✔	✔	✔	✖	C	✖	✔	✔	✔	✔	✔	C	✔	✔	✔	A	✖	✔	✔	B	B								
78040	Redstone on Newpark Blvd ^Shelter	4949	6661	11610		✖	✔	✔	✔	✔	B	✔	✔	✔	✔	✔	✔	B	✔	✔	✔	A	✔	✖	✔	B	A-								
15030	The Prospector on Gold Dust Lane^Shelter	4590	2131	6721		✔	✔	✔	✔	✔	A	✔	✔	✔	✔	✔	✔	A	✔	✔	✔	A			✔	A	A+								
70250	Elk Meadows on Kilby Rd ^Shelter	4492	258	4750		✖	✔		✔	✔	B	✖	✔	✔	✔	✖	✔	C	✔	✔	✔	A			✔	A	A-								
15070	Park City High School on Kearns ^Shelter	3794	786	4580				✔	✔	✔	C			✔	✔	✖	✔	D	✖	✔	✔	D	✖			B	C-								
90070	Empire Lodge & Montage to Main ^Shelter	3762	12073	15835		✔	✔	✔	✔	✔	A	✔	✔	✔	✔	✔	✖	B	✔	✔	✔	A	✔	✖	✔	B	A								
1493	1493 Park Ave at Sunflower Condos	3451	326	3777		✔	✔	✔	✔	✔	A	✔	✔	✔	✔	✔	✔	B			✖	-	✔	✖	✔	B	A								
78080	Ute Blvd at Wendys ^Shelter	3427	1322	4749		✔	✖	✔	✔	✔	B	✖	✔	✔	✔	✔	✔	B	✔	✔	✔	A	✖	✖	✔	D	B								
15020	Prospector Condos on Prospector Ave	3422	2119	5541		✔	✔	✔	✔	✔	A	✔	✔	✔	✔	✔	✔	B			✖	-	✖	✖		D	B+								
50060	Comstock & Little Bessie	3421	577	3998		✔	✔	✔	✔	✔	A	✔	✔	✔	✔	✔	✔	A			✖	-	✔	✖	✔	B	A								
1250	Library East	3377	1968	5345		✔	✔	✔	✔	✔	A	✔	✔	✔	✔	✖	✖	C	✔	✔	✔	A	✔	✖	✔	B	A-								
1505	1505 Park Ave at Silvertown to Main St	3242	1210	4452		✖	✔	✔	✔	✔	B	✖	✔	✔	✔	✖	✖	D			✖	-	✔	✖	✔	B	B								
511	511 Main St to Top of Main St	3158	1421	4579		✔	✔	✔	✔	✔	A	✔	✔	✔	✔	✔	✔	A			✖	-				-	A+								
1375	1375 Park Ave & 14th St	3068	1061	4129		✖	✔	✔	✔	✔	B	✖	✔	✔	✔	✖	✔	C			✖	-	✔	✖		B	B+								
15010	Carriage House on Poison Creek Lane	2625	2572	5197		✖	✔	✔	✔	✔	B	✔	✔	✔	✔	✔	✔	B			✖	-	✔	✖		B	A-								
70090	Outlets Park City	2453	2405	4858		✔	✔	✔	✔	✔	A	✔	✔	✔	✔	✔	✔	A			✖	-	✔	✔	✔	A	A+								
80230	Canyon Crk & 1015 Bitner to KJ ^Shelter	2323	194	2517		✔	✔	✔	✔	✔	A	✔	✔	✔	✔	✔	✔	A	✔	✔	✔	A	✔	✖	✔	B	A								
70220	Kilby Rd & Pinebrook Rd	2321	1560	3881		✔	✔	✔	✔	✔	A	✔	✔	✔	✔	✔	✔	A			✖	-	✔	✖		B	A								
950	950 Park Ave & 10th St - Park Station	2229	198	2427		✖	✔	✔	✔	✔	B	✖	✔	✔	✔	✖	✔	C			✖	-	✔	✖		B	B+								
1615	All Seasons on Empire Ave	2123	3266	5389		✔	✔	✔	✔	✔	A	✔	✔	✔	✔	✔	✖	B	✔	✔	✔	A	✔	✖	✔	B	A								
545	545 Main St to Top of Main St	2079	809	2888		✔	✔	✔	✔	✔	A	✔	✔	✔	✔	✔	✔	A			✖	-				-	A+								
40100	Silver Lake Village ^Shelter	1966	4235	6201		✔	✔	✔	✔	✔	A	✔	✔	✔	✔	✖	✖	C	✔	✔	✔	A	✔	✖	✔	B	A-								
80150	Trailside Elementary on Trailside Dr	1885	371	2256		✔	✔	✔	✔	✔	A	✔	✔	✔	✔	✖	✖	C			✖	-	✔	✖		B	A-								
333	333 Main St to Top of Main St	1765	1747	3512		✔	✔	✔	✔	✔	A	✔	✔	✔	✔	✔	✔	A			✖	-			✔	A	A-								



Bus Stop Inventory and Accessibility Study

ADA Functionality Report																													
10060	Liquor Store & PC Market ^Shelter	1746	2207	3953		X	✓	✓	✓	✓	B	✓	✓	✓	✓	✓	✓	A	✓	✓	✓	✓	A	✓	X	✓	B	A	
1378	1378 Park Ave at City Park	1740	1752	3492		X	✓	✓	✓	✓	B	X	✓	✓	✓	X	✓	✓	C			X	-	✓	X		B	B+	
1485	1485 Empire Ave at Silver King Condos	1607	8167	9774		✓	✓	✓	✓	✓	A	✓	✓	✓	✓	✓	X	✓	B			X	-	✓	X		B	A	
291	291 Main St to Top of Main St	1600	4929	6529		✓	✓	✓	✓	✓	A	X	✓	✓	✓	✓	✓	✓	B			X	-			✓	A	A	
5449	5449 Hwy 224 & Bobsled Blvd ^Shelter	1589	794	2383		X	✓	✓	✓	✓	B	X	✓	✓	✓	X	✓	✓	C	✓	✓	✓	✓	A	✓	X	✓	B	B+
30060	Silver Star & Payday ^Shelter	1521	823	2344		✓	✓	✓	✓	✓	A	✓	✓	✓	✓	✓	✓	✓	A	✓	✓	✓	✓	A	✓	X	✓	B	A
70070	Taco Bell on Landmark Dr ^Shelter	1480	370	1850		✓	✓	✓	✓	✓	A	✓	✓	✓	✓	✓	✓	✓	A	✓	✓	✓	✓	A	✓	X	✓	B	A
751	751 Main St to Top of Main St	1466	484	1950		✓	✓	✓	✓	✓	A	✓	✓	✓	✓	✓	X	✓	B			X	-	✓	✓		A	A	
461	461 Main St to Top of Main St	1447	1424	2871		✓	✓	✓	✓	✓	A	✓	✓	✓	✓	✓	✓	✓	A			X	-				-	A+	
10030	Wyatt Earp Way & Chatham Crossing	1443	1441	2884						X	F							X	F			X	-	✓	X		B	D+	
710	710 Main St to Transit Center	1395	1690	3085		✓	✓	✓	✓	✓	A	✓	✓	✓	✓	✓	✓	✓	A			X	-				-	A+	
70105	Powderwood Condos Inbound	1347	84	1431		✓	✓	✓	✓	✓	A							X	F			X	-				-	B	
10130	Park Plaza	1324	2944	4268		✓	✓	✓	✓	✓	A							X	F			X	-				-	B	
10110	Building 7 North	1322	5185	6507						X	F							X	F			X	-	X	X		D	D-	
70109	Liberty Peak Inbound	1316	133	1449		✓	✓	✓	✓	✓	A	✓	✓	✓	✓	✓	✓	✓	A			X	-				-	A+	
777	777 Park Ave at Town Lift to Main St	1237	15205	16442		✓	✓	✓	✓	✓	A	✓	✓	✓	✓	✓	✓	✓	A			X	-	✓	X	✓	B	A	
4220	4220 Hwy 224 & Sun Peak Dr ^Shelter	1234	717	1951		X	✓	✓	✓	X	C	X	✓	✓	✓	✓	X	✓	C	✓	✓	X	✓	D	✓	X	✓	B	C
10020	Sidewinder Dr & Buffalo Bill	1221	1233	2454						X	F							X	F			X	-	X			B	D+	
30090	Snow Flower on Ill Kings Dr	1179	333	1512						X	F							X	F			X	-	✓	X		B	D+	
100	Main St Trolley Turnaround	1176	4212	5388						X	F							X	F			X	-	X	✓		B	D+	
6357	6357 Hwy 224 & Olympic Parkway ^Shelter	1143	320	1463		✓	✓	✓	✓	X	B	✓	✓	✓	✓	✓	✓	✓	A	✓	✓	✓	✓	A	✓	X	✓	B	A
70190	Fresh Market on Pinebrook Blvd ^Shelter	1137	1533	2670		✓	✓	✓	✓	✓	A	✓	✓	✓	✓	X	X	✓	C	✓	✓	✓	✓	A	✓	X	✓	B	A-
613	613 Main St to Top of Main St	1130	365	1495		X	✓	✓	✓	✓	B	X	✓	✓	X	✓	✓	✓	C			X	-	X	✓		B	B+	
126010	Kearns Blvd & Homestake Rd	1076	846	1922		✓	✓	✓	✓	✓	A	✓	✓	✓	✓	X	✓	✓	B			X	-	✓	X		B	A	
2001	2001 Park Ave at Hotel Park City	1032	1203	2235		✓	✓	✓	✓	✓	A							X	F			X	-	✓	X		B	B-	
70200	Jeremy Ranch Park and Ride ^Shelter	1013	1079	2092				✓	✓	✓	C			✓	✓	✓	✓	✓	C	✓	✓	✓	✓	A	✓		A	B+	
1520	1520 Park Ave at 7-11	991	4432	5423		✓	✓	✓	✓	✓	A	✓	✓	✓	✓	X	✓	✓	B			X	-	✓	X		B	A	
20150	Peaks Hotel on Holiday Ranch Loop Rd	949	921	1870		✓	✓	✓	✓	✓	A							X	F			X	-	✓	X		B	B-	
2225	2225 Park Ave & Prospector Dr	935	744	1679		X	✓	✓	✓	✓	B							X	F			X	-	✓	X		B	C+	
900	9th & Main St	920	243	1163		✓	✓	✓	✓	✓	A	✓	✓	✓	✓	✓	✓	✓	A			X	-	✓	X	✓	B	A	
4280	4280 Hwy 224 & Old Ranch Rd	866	778	1644		✓	✓	✓	✓	✓	A							X	F			X	-	✓	X		B	B-	
419	419 Main St to Top of Main St	853	1049	1902		✓	X	✓	✓	✓	B	✓	X	✓	✓	✓	✓	✓	B			X	-				-	A	
78070	Silver Mountain Spa on Ute Blvd ^Shelter	844	677	1521		✓	✓	✓	✓	✓	A	✓	✓	✓	✓	X	✓	✓	B	✓	✓	✓	✓	A	✓	X	✓	B	A
50030	Deer Valley Plaza on Deer Valley Dr	844	322	1166		✓	✓	✓	✓	✓	A	✓	✓	✓	X	✓	X	X	F			X	-	✓	X		B	B-	
2346	2346 Park Ave at Peaks Hotel^Shelter	831	823	1654		X	✓	✓	✓	X	C	X	✓	✓	✓	X	X	✓	D	✓	✓	✓	✓	A	✓	X	✓	B	B-
614	614 Main St to Transit Center	831	726	1557		✓	✓	✓	✓	✓	A	✓	✓	✓	✓	✓	✓	✓	A			X	-				-	A+	
328	328 Main at Egyptian Theatre to OTTC	777	877	1654		X	X	✓	✓	✓	C	X	X	✓	✓	✓	✓	✓	C			X	-				-	B+	
60060	Silverado on Canyons Dr to Park City	774	76	850		✓	✓	✓	✓	✓	A							X	F			X	-	✓	X		B	B-	
660	660 Main St to Transit Center	771	682	1453		X	X	✓	✓	✓	C	X	X	✓	✓	✓	✓	✓	C			X	-				-	B+	
78060	Summit County Field House on Ute Blvd	769	264	1033		✓	✓	✓	✓	X	B	✓	✓	✓	✓	X	✓	✓	B	✓	X	✓	D	X	X	✓	D	C	
402	402 Main St to Transit Center	749	671	1420		✓	✓	✓	✓	✓	A	✓	✓	✓	✓	✓	✓	✓	A			X	-			✓	A	A+	
70020	Silver Springs & Meadow Loop to KJ	749	379	1128		X	✓	✓	✓	✓	B							X	F			X	-	X	X		D	C-	
151	151 Main St to Top of Main St	743	2645	3388		✓	X	✓	✓	✓	B	✓	X	✓	✓	✓	✓	✓	B			X	-			✓	A	A	
2100	2100 Park Ave Post Office	742	447	1189		✓	✓	✓	✓	✓	A	✓	✓	✓	✓	X	✓	✓	B			X	-	✓	X		B	A	
70270	Powderwood Condos on Kilby Rd ^Shelter	731	126	857		X	✓	✓	✓	✓	B							X	F	X	✓	✓	D	✓	X	✓	B	C-	
234020	Courchevel on Deer Valley Dr East	726	358	1084						X	F							X	F			X	-	X	X		D	D-	
450	450 Main St at Post Office to OTTC	714	582	1296		✓	✓	✓	✓	✓	A	✓	✓	✓	✓	✓	✓	✓	A			X	-			✓	A	A+	
70230	Kilby Rd & Mustang Loop	713	253	966		X	✓	✓	✓	✓	B	✓	✓	✓	✓	✓	✓	✓	A			X	-	✓	X		B	A	
4377	4377 Hwy 224 Hyatt Place Hotel	706	259	965		✓	✓	✓	✓	✓	A	✓	✓	✓	✓	✓	✓	✓	A	✓	✓	✓	✓	A			✓	A	A+
890	890 Main St to Transit Center	695	1035	1730		✓	✓	✓	✓	✓	A	✓	✓	✓	✓	✓	✓	✓	A			X	-			✓	A	A+	
560	560 Main St & Walkway to OTTC	677	480	1157		✓	X	✓	✓	✓	B	✓	X	✓	✓	✓	✓	✓	B			X	-			✓	A	A	
40090	Stein Eriksen Lodge on Royal St West	676	1681	2357		✓	✓	✓	✓	✓	A							X	F			X	-	✓	X		B	B-	
1108	1108 Park Ave & 11th St	666	260	926		✓	✓	✓	✓	✓	A	✓	✓	✓	✓	X	✓	✓	B			X	-	✓	X		B	A	



Bus Stop Inventory and Accessibility Study

ADA Functionality Report																										
30080	Building 4 (Cabanias) on Ill Kings Dr	661	266	927						X	F															
20050	Ball Field on Lucky John Dr	641	704	1345						X	B															
528	528 Main St & Museum to Transit Center	618	460	1078							A															
4540	4540 Hwy 224 & Canyons Dr to KJ	596	437	1033							A															
20020	Holiday Village Apts on Monitor Dr	589	1776	2365							A															
50100	PC HS Kearns-O	563	2948	3511							F															
70180	Pinebrook Blvd at Pointe Rd	547	897	1444							B															
20110	Holiday Ranch Loop Rd & Quaking Aspen Ct	544	581	1125							F															
45080	Courchevel to Deer Valley Resort	534	1155	1689							A															
1001	1001 Park Ave & 10th St Inbound	520	813	1333							A															
1900	1900 Park Ave at Squatters	512	299	811							A															
685	685 Deer Valley Dr at Greyhawk	512	75	587							A															
70075	Whole Foods	505	268	773							A															
50110	Treasure Mnt Kearns	497	6778	7275							A															
4445	4445 Hwy 224 & Park City Nursery^Shelter	487	372	859							A															
70350	Silver Springs Dr & Silver Springs Rd	478	692	1170							F															
90030	Silver Strike Lodge to Empire Lodge	478	272	750							F															
1117	1117 Park Ave & 11th St Inbound	475	664	1139							A															
3585	3585 Hwy 224 & White Pine Canyon Rd	454	336	790							F															
70290	Walmart on Landmark Dr ^Shelter	452	1336	1788							A															
30070	Ill Kings Dr & Crescent Rd ^Shelter	448	197	645							F															
1115	1115 Deer Valley Dr & Mellow Mountain Rd	448	137	585							A															
4525	4525 Hwy 224 & Canyons Dr to Park City	446	103	549							F															
126030	Park City Clinic on Kearns & Bonanza	444	2549	2993							B															
80110	Highland Dr & Sagebrook Dr	442	530	972							F															
20140	Holiday Ranch Loop Rd & Creek Dr	435	408	843							F															
10040	Park City Cemetery on Kearns Blvd	427	443	870							B															
70340	Silver Springs Dr & Little Lake Dr to PC	409	208	617							F															
5472	5472 Hwy 224 & Cutter Lane	404	1284	1688							A															
20070	Little Kate & Racquet Club Condos 77-172	398	689	1087							B															
70150	Pinebrook Blvd & Cottage Court	391	492	883							A															
80130	Silver Summit Parkway & Kingsford Dr	390	311	701							F															
20090	Little Kate & Racquet Club Condos 1-76	386	378	764							A															
70010	Parleys Park Sch & Silver Springs to KJ	385	210	595							A															
250	250 Main St to Transit Center	380	729	1109							A															
20060	Little Kate Rd & Evening Star Dr	363	406	769							A															
45070	The Lodges to Deer Valley Resort	335	535	870							A															
20100	Little Kate & Lucky John Dr	323	359	682							B															
70170	Pinebrook Blvd & Summerhill Dr	322	574	896							A															
80090	Highland Dr & Silver Sage Dr	318	341	659							F															
70120	Elk Meadows on Pinebrook Blvd	316	4107	4423							A															
80240	Bitner Rd & Old Stone House Rd	312	168	480							B															
20010	Wells Fargo Bank on Monitor Dr	308	974	1282							A															
126020	Kimball Art Center	301	885	1186							A															
70360	Blue Roof on Silver Springs Dr	301	466	767							F															
80220	Canyon Creek Condos on 715 Bitner to KJ	298	21	319							B															
80080	Highland Dr & Mountain View Dr	288	501	789							F															
20130	Holiday Ranch Loop Rd & Little Kate Rd	287	250	537							F															
90110	Silver Strike Lodge on Marsac to Main St	286	148	434							F															
4580	4580 Hwy 224 & Silver Springs ^Shelter	280	711	991							A															
70280	Hampton Inn on Landmark Dr	279	416	695							B															
10010	Sidewinder Dr & Annie Oakley	278	496	774							F															



Bus Stop Inventory and Accessibility Study

ADA Functionality Report																										
20040	High School Football Field & Lucky John	265	398	663		✓	✓	✓	✓	✓	A						✗	✗	✗	✗	✗	✗	✗	✗	✗	
30050	Spiro Water Works on Ill Kings Dr	263	248	511		✓	✓				A	✓	✓	✓			✗	✗	✓	✗	✗	✗	✗	✗	✗	
70050	5148 N Silver Springs Rd to Kimball Jct	257	215	472						✗	F								✗	✗	✗	✗				
80060	Highland Dr & Starview Dr	243	157	400						✗	F								✗	✗	✗	✗	✓			
651	651 Main St & Heber to Top of Main St	232	55	287		✓	✓	✓	✓	✓	A	✓	✓	✓				✗		✗	✗		✓			
80120	Silver Summit Parkway & Sagebrook Dr	231	205	436		✓	✓	✓	✓	✓	A								✗	✗	✗					
80140	Trailside Dr & Silver Summit Parkway	230	377	607		✗	✓	✓	✓	✓	B								✗	✗	✗					
363	363 Deer Valley Dr & Deer Valley Loop	228	188	416		✓	✓	✓	✓	✓	A	✓	✓	✓	✓	✓	✓	✓	✗	✗	✗					
10080	Snowcreek Dr & Park Ave & Police Station	222	732	954		✓	✓	✓	✓	✓	A	✓	✓	✓	✓	✓	✓	✓	✓	✗	✗					
80050	Highland Dr & Parkridge Dr	221	252	473						✗	F								✗	✗	✗					
555	555 Deer Valley Dr at The Line ^Shelter	221	125	346		✓	✓	✓	✓	✓	A	✓	✓	✓			✗	✓	✓	✗	✗	✗	✓			
30010	Hotel Park City on Thaynes Canyon Dr	218	284	502						✗	F								✗	✗	✗					
45060	Queen Esther & Deer Valley Dr	208	544	752		✗	✓	✓	✓	✓	B	✗	✓	✓	✓	✓	✓	✓	✓	✗	✗					
70030	Silver Springs Dr & Little Lake Dr to KJ	203	216	419						✗	F								✗	✗	✗					
45050	Solamere & Deer Valley Dr at Daystar	201	575	776		✓	✓	✓	✓	✓	A	✓	✓	✓	✓	✓	✓	✓	✗	✗	✗					
80070	Highland Dr & Snowview Dr	198	231	429						✗	F								✗	✗	✗					
30040	Ill Kings Dr & Snows Lane	198	185	383						✗	F								✗	✗	✗					
60080	Canyons Dr & Chalet Dr to Park City	194	68	262		✓	✓	✓	✓	✓	A	✓	✓	✓	✓		✗	✓		✗	✗					
70102	Outlets-O	189	2331	2520						✗	F								✗	✗	✗					
2168	2168 Park Ave & Saddle View Dr	189	536	725		✓	✓	✓	✓	✓	A	✓	✓	✓			✗	✓		✗	✗					
234050	Daystar on Deer Valley Dr & Solamere	188	156	344						✗	F								✗	✗	✗					
70210	Fresh Market on Kilby Rd	186	132	318				✓	✓	✓	C				✓	✓	✓	✓	✓	✓	✓					
604	604 Deer Valley Dr & Rossi Hill Dr	185	672	857		✓	✓	✓	✓	✓	A	✓	✓	✓	✓		✗	✓		✗	✗					
40080	Little Bell on Royal St West	184	337	521		✓	✗	✓	✓	✓	B	✓	✓	✓	✓	✓			✗	✗	✗					
80020	Canyon Creek & Bitner to Silver Summit	183	2325	2508						✗	F								✗	✗	✗					
50020	Lake Side 1501-1650 on Deer Valley Dr	182	138	320						✗	F								✗	✗	✗					
80100	Highland Dr & Kingsford Dr	175	206	381						✗	F								✗	✗	✗		✓			
605	605 Deer Valley Dr at Sunspot	173	144	317		✓	✓	✓	✓	✓	A	✓	✓	✓	✓		✗	✓		✗	✗					
80210	Old Ranch Rd & Highland Dr	172	4	176						✗	F								✗	✗	✗		✓			
70320	5129 Silver Springs Dr to Park City	169	298	467						✗	F								✗	✗	✗					
2995	2995 Hwy 224 & McPolin Farm Inbound	162	174	336						✗	F								✗	✗	✗					
234040	Deer Valley Dr & Queen Esther Dr	162	31	193		✓	✓	✓	✓	✓	A								✗	✗	✗					
45040	Bristlecone on Deer Valley Dr	161	188	349		✗	✓	✓	✓	✓	B	✗	✓	✓	✓	✓	✓	✓	✗	✗	✗					
70100	Kilby Road at Powderwood Dr.	160	606	766						✗	F								✗	✗	✗					
45030	Fawngrove 1550-1681 to Deer Valley	159	285	444		✓	✓	✓	✓	✓	A	✓	✓	✓	✓	✓	✓	✓	✗	✗	✗					
10050	Zions Bank & Kearns Blvd & Snowcreek Dr	158	733	891		✗	✓	✓	✓	✓	B	✗	✓	✓	✓	✓		✗	✓	✗	✗					
45010	Pinnacle on Deer Valley Dr to Snowpark	155	1026	1181		✓	✓	✓	✓	✓	A	✓	✓	✓	✓	✓	✓	✓	✗	✗	✗					
80160	Trailside Dr & Trailside Loop	151	128	279		✓	✓	✓	✓	✓	A								✗	✗	✗		✓			
90010	Ontario Ridge Parking Lot	150	1904	2054						✗	F								✗	✗	✗					
20120	Holiday Ranch Loop Rd & Red Maple Ct	147	137	284						✗	F								✗	✗	✗					
70240	Kilby Rd & Engen Loop	139	37	176		✓	✓	✓	✓	✓	A	✓	✓	✓	✓		✗	✓		✗	✗					
70140	Pinebrook Blvd & Cottage Loop	134	234	368		✓	✓	✓	✓	✓	A								✗	✗	✗					
70130	Brook Hollow Village on Pinebrook Blvd	133	212	345		✓	✓	✓	✓	✗	B	✓	✓	✓	✓	✓	✓	✓	✗	✗	✗					
70310	1664 Silver Springs Dr to Park City	133	127	260						✗	F								✗	✗	✗					
412	412 Main St to Transit Center	131	106	237		✓	✓	✓	✓	✓	A	✓	✓	✓	✓	✓	✓	✓	✗	✗	✗		✓			
45020	Fawngrove 1400-1536 to Deer Valley	128	186	314		✓	✓	✓	✓	✓	A	✓	✓	✓	✓	✓	✓	✓	✗	✗	✗					
70103	Crestview Condos Outbound	126	2493	2619						✗	F								✗	✗	✗					
20030	LDS Church on Lucky John Dr	124	242	366		✓	✓	✓	✓	✓	A	✓	✓	✓	✓		✗	✓	✓	✗	✗					
5	Park City Medical Center on Round Valley	113	110	223		✓	✓	✓	✓	✓	A	✓	✓	✓	✓		✗	✓	✓	✗	✗		✓			
80190	Trailside Dr & Mountain Ranch Dr (5740)	113	104	217						✗	F								✗	✗	✗					
2585	2585 Park Ave & Meadows Dr to Park City	112	45	157						✗	F								✗	✗	✗					
1130	1130 Deer Valley Dr & Stonebridge Court	108	669	777		✓	✓	✓	✓	✓	A	✓	✓	✓	✓	✓	✓	✓	✗	✗	✗					
690	690 Deer Valley Dr at Foxglove	102	537	639		✓	✓	✓	✓	✓	A	✓	✓	✓	✓	✓	✓	✓	✗	✗	✗					

Bus Stop Inventory and Accessibility Study

ADA Functionality Report																																	
30030	III Kings Dr & Thaynes Canyon Dr	99	42	141						X	F							X	F						X	-	X	X		D	D-		
90080	Hawkeye Place on Marsac Ave to Main St	99	12	111						X	F							X	F						X	-	-	X	X		B	D+	
80010	Bitner Rd at Glenwild Dr	89	405	494						X	F							X	F						X	-	-	X	X		B	D+	
234030	The Lodges on Deer Valley Dr to Main St	88	79	167		✓	✓	✓	✓	✓	A							X	F						X	-	-	X	X		B	B-	
326	326 Deer Valley Dr at Caribou	86	176	262		✓	✓	✓	✓	✓	A	✓	✓	✓	✓	✓	✓	X	A						X	-	-	X	X		B	A	
50040	Bonanza Dr & Iron Horse Dr at Rail Trail	83	56	139		✓	✓	✓	✓	✓	A	✓	✓	✓	✓	✓	✓	✓	A						X	-	-	X	X	✓	B	A	
40140	Royal St at Belle Harbor to Main St	83	45	128						X	F							X	F						X	-	-	X	X		B	D+	
50010	Lake Side 1645-1795 on Deer Valley Dr	76	129	205						X	F							X	F						X	-	-	X	X		B	D+	
70107	Crestview Condos Inbound	75	10	85		X	✓	✓	✓	✓	✓	B						X	F						X	-	-	X	X		B	C-	
70160	Pinebrook Blvd & Pinebrook Rd	71	491	562		✓	✓	✓	✓	✓	A	✓	✓	✓	✓	X	X	✓	C						X	-	-	X	X		B	A-	
234080	Fawn Grove Units 1400 - 1536 to Main St	71	30	101						X	F							X	F						X	-	-	X	X		B	D+	
60070	Canyons Dr & Redpine Rd to Park City	68	46	114		✓	X	✓	✓	✓	B	✓	X	✓	✓	✓	✓	✓	B						X	-	-	X	X		B	A-	
2590	2590 Park Ave & Meadows Dr (Outbound)	67	151	218		✓	✓	✓	✓	✓	A							X	F						X	-	-	X	X		B	B-	
70060	1694 N Silver Springs Rd to Kimball Jct	67	82	149						X	F							X	F						X	-	-	X	X		B	D+	
70101	Liberty Peak Outbound	65	1207	1272		✓	✓	✓	✓	✓	A	✓	✓	✓	✓	X	✓	✓	B						X	-	-				-	A	
234090	Pinnacle on Deer Valley Dr to Main St	63	35	98						X	F							X	F						X	-	-	X	X		B	D+	
3000	3000 Hwy 224 Outbound	62	64	126						X	F							X	F						X	-	-	X	X		B	D+	
70104	Powderwood Condos Outbound	61	903	964						X	F							X	F						X	-	-				-	C-	
234070	Fawn Grove Units 1550 - 1686 to Main St	60	39	99						X	F							X	F						X	-	-	X	X		B	D+	
7	Peoples Clinic & Summit County Health	59	31	90		✓	✓	✓	✓	✓	A	✓	✓	✓	✓	✓	✓	✓	A	✓	✓	✓	✓	✓	✓	A	-	✓	✓	✓	✓	A	A+
80040	Highland Dr & View Dr	58	108	166						X	F							X	F						X	-	-	X	X		B	D+	
40110	Bald Eagle Club on Royal St East	56	76	132		✓	✓	✓	✓	✓	A	✓	✓	✓	✓	X	X	✓	C						X	-	-	X	X		B	A-	
234060	Bristlecone on Deer Valley Dr to Main St	56	17	73						X	F							X	F						X	-	-	X	X		B	D+	
40180	Centennial Dr & Royal St to Main St	55	71	126						X	F							X	F						X	-	-	X	X		B	D+	
30020	Thaynes Canyon Dr & Webster Court	51	24	75						X	F							X	F						X	-	-	X	X		B	D+	
90120	Empire Club on Marsac Ave to Main St	50	33	83						X	F							X	F						X	-	-	X	X		B	D+	
80180	Trailside Dr & Mountain Ranch Dr (6080)	48	45	93		✓	✓	✓	✓	✓	A							X	F						X	-	-	X	X		B	B-	
40120	Cache on Royal St East	47	50	97						X	F							X	F						X	-	-	X	X		B	D+	
80200	Old Ranch Rd & Trailside Dr	47	19	66						X	F							X	F						X	-	-	X	X		B	D+	
60090	Canyons Parking	45	106	151		X	✓	✓	✓	✓	✓	B	X	✓	✓	✓	✓	✓	B						X	-	-	X	X		D	B	
80170	Trailside Dr & Snowview Dr	44	46	90		✓	✓	✓	✓	✓	✓	A						X	F						X	-	-	X	X		B	B-	
80030	Highland Dr & Old Ranch Rd	43	99	142						X	F							X	F						X	-	-	X	X		B	D+	
70330	4937 Silver Springs Dr to Park City	40	71	111						X	F							X	F						X	-	-	X	X		B	D+	
297	297 Deer Valley Dr at Winterwood	39	165	204						X	F	✓	✓	✓	✓	X	✓	✓	B						X	-	-	X	X		B	C+	
40130	Stag Lodge on Royal St East	38	41	79						X	F							X	F						X	-	-	X	X		B	D+	
40150	Look Out Condos on Royal St to Main St	38	13	51						X	F							X	F						X	-	-	X	X		B	D+	
70040	4936 N Silver Springs Dr to Kimball Jct	32	47	79						X	F							X	F						X	-	-	X	X		B	D+	
67020	7-11 on Canyons Resort Dr	30	28	58						X	F							X	F						X	-	-	X	X		B	D+	
90100	The Grand Lodge on Marsac Ave to Main St	27	0	27						X	F							X	F						X	-	-	X	X		B	D+	
56010	Bonanza Dr & Munchkin Rd	26	6	32		✓	✓	✓	✓	✓	✓	A	✓	✓	✓	✓	X	✓	✓	B					X	-	-	X	X		B	A	
40020	Royal St at Golden Eagle to Silver Lake	15	21	36						X	F							X	F						X	-	-	X	X		B	D+	
90020	Empire Club to Empire Lodge	12	187	199						X	F							X	F						X	-	-	X	X		B	D+	
40050	Ontario Lodge on Royal St to Silver Lake	10	25	35						X	F							X	F						X	-	-	X	X		B	D+	
40200	La Maconnerie on Royal St to Main St	7	19	26						X	F							X	F						X	-	-	X	X		B	D+	
6	Park City IHC Clinic on Round Valley	7	11	18		✓	✓	✓	✓	✓	✓	A	✓	✓	✓	✓	X	✓	B						X	-	-	X	✓		A	A	
56020	Bonanza Dr & Ironhorse Dr	7	4	11		✓	X	✓	X	✓	✓	C						X	F						X	-	-	X	X	✓	B	C	
90060	Hawkeye Place to Empire Lodge	4	5	9						X	F							X	F						X	-	-	X	X		D	D-	
90050	Marsac Ave Aimee Court Ironwood	4	2	6						X	F							X	F						X	-	-	X	X		B	D+	
60040	Silverado on Canyons Dr to Grand Summit	2	7	9						X	F							X	F						X	-	-	X	X		B	D+	
90090	Aimee Court on Marsac Ave to Main St	2	2	4						X	F							X	F						X	-	-	X	X		B	D+	
90040	The Grand Lodge to Empire Lodge	1	20	21						X	F							X	F						X	-	-	X	X		B	D+	
60010	Canyons Resort Dr & Frostwood Dr	0	0	0						X	F							X	F						X	-	-	X	X		B	D-	



APPENDIX C. AMENITY REPORT



Bus Stop Inventory and Accessibility Study

Amenity Report																
✔ = Present ✖ = Possible Improvement																
Stop ID	Stop Name	Boardings	Alightings	Boarding and Alighting Total	Bus Schedule Sign	Stop ID Sign	Perpendicular Sign Face	Permanent Sign Pole	Trash Receptacle	Shade	Shelter	Seating	Bike Rack	Next Bus Electronic Sign	Solar Power or External Power	Amenity Grade
60020	Ambush Condos on Canyons Resort Dr	MISSING	MISSING	0	✔	✔	✔	✔	✖	✖	✖	✖	✖	✖	✖	D
60030	Canyons Dr & Cedar Lane to Grand Summit	MISSING	MISSING	0	✔	✖	N/A	✖	✖	✔	✖	✖	✖	✖	✖	E+
51	Canyons Transit Hub	46720	46338	93058	✔	✔	✖	✔	✔	✔	✔	✔	✖	✖	✔	A
1000	PC Mountain	35503	34413	69916	✔	✔	✔	✔	✔	✔	✖	✔	✖	✔	✖	B+
1705	Park Ave Condos	25208	54070	79278	✔	✔	✖	✔	✔	✔	✔	✔	✔	✔	✔	A
45090	Snow Park Lodge & Deer Valley-No Shelter	15507	17095	32602	✖	✖	N/A	✖	✔	✖	✖	✖	✖	✖	✖	F+
234010	Snow Park Lodge & Deer Valley-Shelter	15507	17095	32602	✔	✔	✔	✔	✔	✔	✔	✔	✖	✖	✔	A
70115	Ecker Hill Park & Ride	11457	11060	22517	✔	✖	N/A	✖	✔	✔	✔	✔	✔	✔	✔	B
60050	Grand Summit Hotel at Canyons ^Shelter	11275	13001	24276	✔	✔	✔	✔	✔	✔	✔	✔	✖	✖	✔	A
778	778 Park Ave at Town Lift	9891	623	10514	✔	✔	✔	✔	✔	✔	✖	✔	✖	✖	✖	B+
1450	Edelweiss Haus on Empire Ave	9044	755	9799	✔	✔	✔	✔	✔	✔	✖	✖	✖	✖	✖	C+
15060	The Learning Center on Kearns ^Shelter	8535	3788	12323	✔	✔	✔	✔	✔	✔	✔	✔	✖	✖	✔	A
15080	Parkside Apts on Kearns Blvd ^Shelter	8198	1419	9617	✔	✔	✔	✔	✔	✔	✔	✔	✖	✖	✔	A
20080	PCMARC on Little Kate & Monitor ^Shelter	5472	4405	9877	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	A+
1245	Library West	5426	4363	9789	✖	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	A-
70108	Outlets Inbound	5419	452	5871	✔	✖	N/A	✖	✖	✖	✖	✖	✖	✖	✖	F+
15050	The Prospector Bldg 7 on Sidewinder Dr	5271	353	5624	✔	✔	✔	✔	✔	✖	✖	✔	✔	✔	✖	C+
78050	Newpark Hotel on Highland Dr ^Shelter	4950	3283	8233	✔	✔	✔	✔	✔	✔	✔	✔	✖	✔	✔	A
78040	Redstone on Newpark Blvd ^Shelter	4949	6661	11610	✔	✔	✔	✔	✔	✔	✔	✔	✖	✖	✖	A
15030	The Prospector on Gold Dust Lane^Shelter	4590	2131	6721	✔	✖	N/A	✖	✔	✔	✔	✔	✖	✖	✖	C+
70250	Elk Meadows on Kilby Rd ^Shelter	4492	258	4750	✔	✔	N/A	✖	✔	✔	✔	✔	✖	✖	✔	B+
15070	Park City High School on Kearns ^Shelter	3794	786	4580	✔	✔	✔	✔	✔	✔	✔	✔	✖	✔	✔	A
90070	Empire Lodge & Montage to Main ^Shelter	3762	12073	15835	✔	✔	✔	✔	✔	✔	✔	✔	✖	✖	✔	A
1493	1493 Park Ave at Sunflower Condos	3451	326	3777	✔	✔	✔	✔	✔	✖	✖	✖	✖	✖	✖	C-
78080	Ute Blvd at Wendys ^Shelter	3427	1322	4749	✔	✔	✔	✔	✔	✔	✔	✔	✖	✖	✔	A
15020	Prospector Condos on Prospector Ave	3422	2119	5541	✔	✖	✔	✔	✔	✔	✖	✖	✖	✖	✖	C-
50060	Comstock & Little Bessie	3421	577	3998	✔	✔	✔	✔	✔	✖	✖	✔	✖	✖	✖	C+
1250	Library East	3377	1968	5345	✔	✔	✔	✔	✔	✔	✔	✔	✖	✔	✔	A
1505	1505 Park Ave at Silvertown to Main St	3242	1210	4452	✔	✔	✔	✔	✔	✔	✔	✔	✖	✖	✖	B+
511	511 Main St to Top of Main St	3158	1421	4579	N/A	N/A	N/A	N/A	✖	✔	N/A	✔	✔	N/A	N/A	B
1375	1375 Park Ave & 14th St	3068	1061	4129	✔	✔	✔	✔	✔	✖	✖	✖	✖	✖	✖	C-
15010	Carriage House on Poison Creek Lane	2625	2572	5197	✔	✔	✔	✔	✔	✔	✖	✔	✔	✔	✖	B-
70090	Outlets Park City	2453	2405	4858	✖	✔	✔	✔	✔	✔	✔	✔	✖	✖	✖	C+
80230	Canyon Crk & 1015 Bitner to KJ ^Shelter	2323	194	2517	✔	✔	✔	✔	✔	✔	✔	✔	✖	✖	✔	A
70220	Kilby Rd & Pinebrook Rd	2321	1560	3881	✔	✔	✔	✔	✖	✔	✖	✖	✖	✖	✖	C-
950	950 Park Ave & 10th St - Park Station	2229	198	2427	✔	✔	✔	✔	✖	✖	✖	✖	✖	✖	✖	D
1615	All Seasons on Empire Ave	2123	3266	5389	✔	✔	✖	✔	✔	✔	✔	✔	✖	✖	✔	A
545	545 Main St to Top of Main St	2079	809	2888	N/A	N/A	N/A	N/A	✔	✔	N/A	✖	N/A	N/A	N/A	A-
40100	Silver Lake Village ^Shelter	1966	4235	6201	N/A	✔	✖	✔	✔	✔	✔	✔	✖	✖	✖	A-
80150	Trailside Elementary on Trailside Dr	1885	371	2256	✔	✔	✖	✔	✖	✖	✖	✖	✖	✖	✖	D-
333	333 Main St to Top of Main St	1765	1747	3512	N/A	N/A	N/A	N/A	✔	✔	N/A	✔	N/A	N/A	N/A	A+
10060	Liquor Store & PC Market ^Shelter	1746	2207	3953	✔	✔	✔	✔	✔	✔	✔	✔	✖	✖	✔	A
1378	1378 Park Ave at City Park	1740	1752	3492	✔	✔	✔	✔	✖	✔	✖	✖	✖	✖	✖	C-
1485	1485 Empire Ave at Silver King Condos	1607	8167	9774	✖	✔	✔	✔	✖	✖	✖	✖	✖	✖	✖	E+
291	291 Main St to Top of Main St	1600	4929	6529	N/A	N/A	N/A	N/A	✔	✔	N/A	✔	N/A	N/A	N/A	A+
5449	5449 Hwy 224 & Bobsled Blvd ^Shelter	1589	794	2383	✔	✔	✔	✔	✔	✔	✔	✔	✖	✖	✖	A
30060	Silver Star & Payday ^Shelter	1521	823	2344	✔	✔	✔	✔	✔	✔	✔	✔	✖	✖	✖	A
70070	Taco Bell on Landmark Dr ^Shelter	1480	370	1850	✔	✔	✔	✔	✔	✔	✔	✔	✖	✖	✔	A
751	751 Main St to Top of Main St	1466	484	1950	N/A	N/A	✔	✔	✔	✔	N/A	✔	✖	N/A	N/A	A-
461	461 Main St to Top of Main St	1447	1424	2871	N/A	N/A	N/A	N/A	✔	✔	N/A	✖	N/A	N/A	N/A	A-
10030	Wyatt Earp Way & Chatham Crossing	1443	1441	2884	✔	✔	✔	✔	✖	✔	✖	✖	✖	✖	✖	C-
710	710 Main St to Transit Center	1395	1690	3085	N/A	N/A	N/A	N/A	✔	✔	N/A	✔	N/A	N/A	N/A	B
70105	Powderwood Condos Inbound	1347	84	1431	✔	✖	N/A	✖	✖	✔	✖	✖	✖	✖	✖	E+
10130	Park Plaza	1324	2944	4268	✔	✖	N/A	✖	✖	✖	✖	✖	✖	✖	✖	F+
10110	Building 7 North	1322	5185	6507	✔	✔	✔	✔	✖	✔	✖	✖	✖	✖	✖	D
70109	Liberty Peak Inbound	1316	133	1449	✔	✖	N/A	✖	✖	✖	✖	✖	✖	✖	✖	F+
777	777 Park Ave at Town Lift to Main St	1237	15205	16442	✔	✔	✔	✔	✔	✔	✔	✔	✖	✖	✖	B+
4220	4220 Hwy 224 & Sun Peak Dr ^Shelter	1234	717	1951	✔	✖	✔	✔	✔	✔	✔	✔	✖	✖	✔	B+
10020	Sidewinder Dr & Buffalo Bill	1221	1233	2454	✖	✖	N/A	✔	✖	✔	✖	✖	✖	✖	✖	E+
30090	Snow Flower on Ill Kings Dr	1179	333	1512	✔	✔	✔	✔	✖	✔	✖	✖	✖	✖	✖	C-
100	Main St Trolley Turnaround	1176	4212	5388	N/A	N/A	✖	✔	✖	✖	N/A	✔	N/A	N/A	N/A	C
6357	6357 Hwy 224 & Olympic Parkway ^Shelter	1143	320	1463	✔	✔	✔	✔	✔	✔	✔	✔	✖	✖	✖	A
70190	Fresh Market on Pinebrook Blvd ^Shelter	1137	1533	2670	✔	✔	✔	✔	✔	✔	✔	✔	✖	✖	✔	A
613	613 Main St to Top of Main St	1130	365	1495	N/A	N/A	✔	✔	✖	✔	N/A	✔	N/A	N/A	N/A	B
126010	Kearns Blvd & Homestake Rd	1076	846	1922	✔	✔	✔	✔	✖	✔	✖	✖	✖	✖	✖	C-
2001	2001 Park Ave at Hotel Park City	1032	1203	2235	✔	✔	✔	✔	✖	✔	✖	✖	✖	✖	✖	C-
70200	Jeremy Ranch Park and Ride ^Shelter	1013	1079	2092	✔	✔	✔	✔	✖	✔	✔	✔	✔	✖	✖	B+
1520	1520 Park Ave at 7-11	991	4432	5423	✔	✔	✔	✔	✔	✔	✖	✖	✖	✖	✖	C+



Bus Stop Inventory and Accessibility Study

Amenity Report																
20150	Peaks Hotel on Holiday Ranch Loop Rd	949	921	1870	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	C-
2225	2225 Park Ave & Prospector Dr	935	744	1679	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	C-
900	9th & Main St	920	243	1163	N/A	N/A	✓	✓	✓	✓	✓	✓	✓	✓	✓	A-
4280	4280 Hwy 224 & Old Ranch Rd	866	778	1644	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	D
419	419 Main St to Top of Main St	853	1049	1902	N/A	N/A	N/A	N/A	✓	✓	✓	✓	✓	✓	✓	B
78070	Silver Mountain Spa on Ute Blvd ^Shelter	844	677	1521	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	A
50030	Deer Valley Plaza on Deer Valley Dr	844	322	1166	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	C-
2346	2346 Park Ave at Peaks Hotel^Shelter	831	823	1654	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	A
614	614 Main St to Transit Center	831	726	1557	N/A	N/A	N/A	N/A	✓	✓	✓	✓	✓	✓	✓	B
328	328 Main at Egyptian Theatre to OTTC	777	877	1654	N/A	N/A	N/A	N/A	✓	✓	✓	✓	✓	✓	✓	A-
60060	Silverado on Canyons Dr to Park City	774	76	850	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	C-
660	660 Main St to Transit Center	771	682	1453	N/A	N/A	N/A	N/A	✓	✓	✓	✓	✓	✓	✓	A-
78060	Summit County Field House on Ute Blvd	769	264	1033	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	A
402	402 Main St to Transit Center	749	671	1420	N/A	N/A	N/A	N/A	✓	✓	✓	✓	✓	✓	✓	A+
70020	Silver Springs & Meadow Loop to KJ	749	379	1128	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	C-
151	151 Main St to Top of Main St	743	2645	3388	N/A	N/A	N/A	N/A	✓	✓	✓	✓	✓	✓	✓	A+
2100	2100 Park Ave Post Office	742	447	1189	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	D
70270	Powderwood Condos on Kilby Rd ^Shelter	731	126	857	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	A
234020	Courchevel on Deer Valley Dr East	726	358	1084	N/A	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	C-
450	450 Main St at Post Office to OTTC	714	582	1296	N/A	N/A	N/A	N/A	✓	✓	✓	✓	✓	✓	✓	A-
70230	Kilby Rd & Mustang Loop	713	253	966	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	C-
4377	4377 Hwy 224 Hyatt Place Hotel	706	259	965	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	C+
890	890 Main St to Transit Center	695	1035	1730	N/A	N/A	N/A	N/A	✓	✓	✓	✓	✓	✓	✓	A+
560	560 Main St & Walkway to OTTC	677	480	1157	N/A	N/A	N/A	N/A	✓	✓	✓	✓	✓	✓	✓	A+
40090	Stein Eriksen Lodge on Royal St West	676	1681	2357	N/A	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	D
1108	1108 Park Ave & 11th St	666	260	926	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	D
30080	Building 4 (Cabanas) on Ill Kings Dr	661	266	927	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	C-
20050	Ball Field on Lucky John Dr	641	704	1345	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	B+
528	528 Main St & Museum to Transit Center	618	460	1078	N/A	N/A	N/A	N/A	✓	✓	✓	✓	✓	✓	✓	A-
4540	4540 Hwy 224 & Canyons Dr to KJ	596	437	1033	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	B+
20020	Holiday Village Apts on Monitor Dr	589	1776	2365	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	C-
50100	PC HS Kearns-O	563	2948	3511	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	E+
70180	Pinebrook Blvd at Pointe Rd	547	897	1444	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	D
20110	Holiday Ranch Loop Rd & Quaking Aspen Ct	544	581	1125	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	C-
45080	Courchevel to Deer Valley Resort	534	1155	1689	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	D
1001	1001 Park Ave & 10th St Inbound	520	813	1333	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	C-
1900	1900 Park Ave at Squatters	512	299	811	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	D
685	685 Deer Valley Dr at Greyhawk	512	75	587	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	D
70075	Whole Foods	505	268	773	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	B-
50110	Treasure Mnt Kearns	497	6778	7275	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	E+
4445	4445 Hwy 224 & Park City Nursery^Shelter	487	372	859	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	E+
70350	Silver Springs Dr & Silver Springs Rd	478	692	1170	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	C-
90030	Silver Strike Lodge to Empire Lodge	478	272	750	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	D
1117	1117 Park Ave & 11th St Inbound	475	664	1139	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	C-
3585	3585 Hwy 224 & White Pine Canyon Rd	454	336	790	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	C-
70290	Walmart on Landmark Dr ^Shelter	452	1336	1788	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	A
30070	Ill Kings Dr & Crescent Rd ^Shelter	448	197	645	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	A
1115	1115 Deer Valley Dr & Mellow Mountain Rd	448	137	585	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	D
4525	4525 Hwy 224 & Canyons Dr to Park City	446	103	549	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	D
126030	Park City Clinic on Kearns & Bonanza	444	2549	2993	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	C-
80110	Highland Dr & Sagebrook Dr	442	530	972	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	D
20140	Holiday Ranch Loop Rd & Creek Dr	435	408	843	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	D
10040	Park City Cemetery on Kearns Blvd	427	443	870	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	D
70340	Silver Springs Dr & Little Lake Dr to PC	409	208	617	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	C-
5472	5472 Hwy 224 & Cutter Lane	404	1284	1688	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	D
20070	Little Kate & Racquet Club Condos 77-172	398	689	1087	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	D
70150	Pinebrook Blvd & Cottage Court	391	492	883	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	C-
80130	Silver Summit Parkway & Kingsford Dr	390	311	701	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	C+
20090	Little Kate & Racquet Club Condos 1-76	386	378	764	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	D
70010	Parleys Park Sch & Silver Springs to KJ	385	210	595	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	C-
250	250 Main St to Transit Center	380	729	1109	N/A	N/A	N/A	N/A	✓	✓	✓	✓	✓	✓	✓	A-
20060	Little Kate Rd & Evening Star Dr	363	406	769	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	C-
45070	The Lodges to Deer Valley Resort	335	535	870	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	D
20100	Little Kate & Lucky John Dr	323	359	682	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	C-
70170	Pinebrook Blvd & Summerhill Dr	322	574	896	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	D
80090	Highland Dr & Silver Sage Dr	318	341	659	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	D
70120	Elk Meadows on Pinebrook Blvd	316	4107	4423	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	D
80240	Bitner Rd & Old Stone House Rd	312	168	480	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	D
20010	Wells Fargo Bank on Monitor Dr	308	974	1282	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	C-
126020	Kimball Art Center	301	885	1186	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	C-
70360	Blue Roof on Silver Springs Dr	301	466	767	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	C+
80220	Canyon Creek Condos on 715 Bitner to KJ	298	21	319	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	D
80080	Highland Dr & Mountain View Dr	288	501	789	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	D
20130	Holiday Ranch Loop Rd & Little Kate Rd	287	250	537	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	B+
90110	Silver Strike Lodge on Marsac to Main St	286	148	434	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	D



Bus Stop Inventory and Accessibility Study

Amenity Report																	
4580	4580 Hwy 224 & Silver Springs ^Shelter	280	711	991	✓	✗	✓	✓	✓	✓	✓	✓	✓	✗	✗	✗	B+
70280	Hampton Inn on Landmark Dr	279	416	695	✓	✓	✓	✓	✓	✗	✗	✗	✗	✗	✗	✗	D
10010	Sidewinder Dr & Annie Oakley	278	496	774	✓	✓	✓	✓	✓	✗	✓	✗	✗	✗	✗	✗	C-
20040	High School Football Field & Lucky John	265	398	663	✓	✓	✓	✓	✓	✗	✓	✗	✓	✗	✗	✗	C+
30050	Spiro Water Works on Ill Kings Dr	263	248	511	✓	✓	✓	✓	✓	✗	✗	✗	✗	✗	✗	✗	D
70050	5148 N Silver Springs Rd to Kimball Jct	257	215	472	✓	✓	✓	✓	✓	✗	✓	✗	✗	✗	✗	✗	C-
80060	Highland Dr & Starview Dr	243	157	400	✓	✓	✓	✓	✓	✗	✗	✗	✓	✓	✗	✗	C-
651	651 Main St & Heber to Top of Main St	232	55	287	N/A	N/A	N/A	N/A	✓	✓	N/A	✓	N/A	N/A	N/A	N/A	A+
80120	Silver Summit Parkway & Sagebrook Dr	231	205	436	✓	✓	✓	✓	✓	✗	✗	✗	✗	✗	✗	✗	D
80140	Trailside Dr & Silver Summit Parkway	230	377	607	✓	✓	✓	✓	✓	✗	✗	✗	✗	✗	✗	✗	D
363	363 Deer Valley Dr & Deer Valley Loop	228	188	416	✓	✗	N/A	✗	✗	✗	✗	✗	✗	✗	✗	✗	F+
10080	Snowcreek Dr & Park Ave & Police Station	222	732	954	✓	✓	✓	✓	✓	✗	✓	✗	✗	✗	✗	✗	C-
80050	Highland Dr & Parkridge Dr	221	252	473	✓	✓	✓	✓	✓	✗	✗	✗	✗	✗	✗	✗	D
555	555 Deer Valley Dr at The Line ^Shelter	221	125	346	✓	✓	✓	✓	✓	✓	✓	✓	✓	✗	✗	✗	A
30010	Hotel Park City on Thaynes Canyon Dr	218	284	502	✓	✓	✓	✓	✓	✗	✗	✗	✗	✗	✗	✗	D
45060	Queen Esther & Deer Valley Dr	208	544	752	✓	✓	✓	✓	✓	✗	✗	✗	✗	✗	✗	✗	D
70030	Silver Springs Dr & Little Lake Dr to KJ	203	216	419	✓	✓	✓	✓	✓	✗	✓	✗	✗	✗	✗	✗	C-
45050	Solamere & Deer Valley Dr at Daystar	201	575	776	✓	✓	✓	✓	✓	✗	✗	✗	✗	✗	✗	✗	D
80070	Highland Dr & Snowview Dr	198	231	429	✓	✓	✓	✓	✓	✗	✗	✗	✗	✗	✗	✗	D
30040	Ill Kings Dr & Snows Lane	198	185	383	✓	✓	✓	✓	✓	✗	✓	✗	✗	✗	✗	✗	C-
60080	Canyons Dr & Chalet Dr to Park City	194	68	262	✓	✓	N/A	✗	✗	✗	✓	✗	✗	✗	✗	✗	D
70102	Outlets-O	189	2331	2520	✓	✗	N/A	✗	✗	✗	✗	✗	✗	✗	✗	✗	F+
2168	2168 Park Ave & Saddle View Dr	189	536	725	✓	✓	✓	✓	✓	✗	✓	✗	✗	✗	✗	✗	C-
234050	Daystar on Deer Valley Dr & Solamere	188	156	344	✓	✓	✓	✓	✓	✗	✗	✗	✗	✗	✗	✗	D
70210	Fresh Market on Kilby Rd	186	132	318	✓	✓	✓	✓	✓	✗	✗	✗	✗	✗	✗	✗	D
604	604 Deer Valley Dr & Rossi Hill Dr	185	672	857	✓	✓	✓	✓	✓	✗	✗	✗	✗	✗	✗	✗	D
40080	Little Bell on Royal St West	184	337	521	N/A	✓	✓	✓	✓	✗	✓	✗	✗	✗	✗	✗	C-
80020	Canyon Creek & Bither to Silver Summit	183	2325	2508	✓	✓	✓	✓	✓	✗	✗	✗	✗	✗	✗	✗	D
50020	Lake Side 1501-1650 on Deer Valley Dr	182	138	320	✓	✓	✓	✓	✓	✗	✓	✗	✗	✗	✗	✗	C-
80100	Highland Dr & Kingsford Dr	175	206	381	✓	✓	✓	✓	✓	✗	✓	✗	✓	✗	✗	✗	C+
605	605 Deer Valley Dr at Sunspot	173	144	317	✓	✓	✓	✓	✓	✗	✗	✗	✗	✗	✗	✗	D
80210	Old Ranch Rd & Highland Dr	172	4	176	✓	✓	✓	✓	✓	✗	✓	✗	✗	✓	✗	✗	C-
70320	5129 Silver Springs Dr to Park City	169	298	467	✓	✓	✓	✓	✓	✗	✓	✗	✗	✗	✗	✗	C-
2995	2995 Hwy 224 & McPolin Farm Inbound	162	174	336	✓	✓	✓	✓	✓	✗	✗	✗	✗	✗	✗	✗	D
234040	Deer Valley Dr & Queen Esther Dr	162	31	193	✓	✓	✓	✓	✓	✗	✗	✗	✗	✗	✗	✗	D
45040	Bristlecone on Deer Valley Dr	161	188	349	✓	✓	✓	✓	✓	✗	✓	✗	✗	✗	✗	✗	C-
70100	Kilby Road at Powderwood Dr.	160	606	766	✓	✓	✓	✓	✓	✗	✗	✗	✗	✗	✗	✗	D
45030	Fawngrove 1550-1681 to Deer Valley	159	285	444	✓	✓	✓	✓	✓	✗	✓	✗	✗	✗	✗	✗	C-
10050	Zions Bank & Kearns Blvd & Snowcreek Dr	158	733	891	✓	✓	✓	✓	✓	✗	✗	✗	✗	✗	✗	✗	D
45010	Pinnacle on Deer Valley Dr to Snowpark	155	1026	1181	✓	✓	✓	✓	✓	✗	✗	✗	✗	✗	✗	✗	D
80160	Trailside Dr & Trailside Loop	151	128	279	✓	✓	✓	✓	✓	✓	✓	✗	✓	✗	✗	✗	B+
90010	Ontario Ridge Parking Lot	150	1904	2054	✗	✗	N/A	✗	✗	✗	✗	✗	✗	✗	✗	✗	F-
20120	Holiday Ranch Loop Rd & Red Maple Ct	147	137	284	✓	✓	✓	✓	✓	✗	✓	✗	✗	✗	✗	✗	C-
70240	Kilby Rd & Engen Loop	139	37	176	✓	✓	N/A	✗	✗	✗	✓	✗	✗	✗	✗	✗	D
70140	Pinebrook Blvd & Cottage Loop	134	234	368	✓	✓	✓	✓	✓	✗	✓	✗	✗	✗	✗	✗	C-
70130	Brook Hollow Village on Pinebrook Blvd	133	212	345	✓	✓	✓	✓	✓	✗	✗	✗	✗	✗	✗	✗	D
70310	1664 Silver Springs Dr to Park City	133	127	260	✓	✓	✓	✓	✓	✗	✓	✗	✗	✗	✗	✗	C-
412	412 Main St to Transit Center	131	106	237	N/A	N/A	N/A	N/A	✓	✓	N/A	✓	N/A	N/A	N/A	N/A	A+
45020	Fawngrove 1400-1536 to Deer Valley	128	186	314	✓	✓	✓	✓	✓	✗	✓	✗	✗	✗	✗	✗	C-
70103	Crestview Condos Outbound	126	2493	2619	✓	✗	✓	✓	✓	✗	✗	✗	✗	✗	✗	✗	E+
20030	LDS Church on Lucky John Dr	124	242	366	✓	✓	✓	✓	✓	✗	✓	✗	✗	✗	✗	✗	C-
5	Park City Medical Center on Round Valley	113	110	223	✓	✓	✓	✓	✓	✗	✓	✗	✓	✗	✗	✗	C+
80190	Trailside Dr & Mountain Ranch Dr (5740)	113	104	217	✓	✓	✓	✓	✓	✗	✗	✗	✗	✗	✗	✗	D
2585	2585 Park Ave & Meadows Dr to Park City	112	45	157	✓	✓	✗	✓	✓	✗	✗	✗	✗	✗	✗	✗	D-
1130	1130 Deer Valley Dr & Stonebridge Court	108	669	777	✓	✓	✓	✓	✓	✗	✗	✗	✗	✗	✗	✗	D
690	690 Deer Valley Dr at Foxglove	102	537	639	✓	✓	✓	✓	✓	✗	✗	✗	✗	✗	✗	✗	D
30030	Ill Kings Dr & Thaynes Canyon Dr	99	42	141	✓	✓	✓	✓	✓	✗	✓	✗	✗	✗	✗	✗	C-
90080	Hawkeye Place on Marsac Ave to Main St	99	12	111	✓	✓	✓	✓	✓	✗	✗	✗	✗	✗	✗	✗	D
80010	Bitner Rd at Glenwild Dr	89	405	494	✓	✓	✓	✓	✓	✗	✗	✗	✗	✗	✗	✗	D
234030	The Lodges on Deer Valley Dr to Main St	88	79	167	N/A	✓	✓	✓	✓	✗	✓	✗	✗	✗	✗	✗	C-
326	326 Deer Valley Dr at Caribou	86	176	262	✓	✓	✓	✓	✓	✗	✓	✗	✗	✗	✗	✗	C-
50040	Bonanza Dr & Iron Horse Dr at Rail Trail	83	56	139	N/A	✓	✗	✓	✓	✓	N/A	N/A	✓	N/A	N/A	N/A	A
40140	Royal St at Belle Harbor to Main St	83	45	128	N/A	✓	✓	✓	✓	✗	✗	✗	✗	✗	✗	✗	D
50010	Lake Side 1645-1795 on Deer Valley Dr	76	129	205	✓	✓	✓	✓	✓	✗	✓	✗	✗	✗	✗	✗	C-
70107	Crestview Condos Inbound	75	10	85	✓	✗	✓	✓	✓	✗	✓	✗	✗	✗	✗	✗	D
70160	Pinebrook Blvd & Pinebrook Rd	71	491	562	✓	✓	✓	✓	✓	✗	✗	✗	✗	✗	✗	✗	D
234080	Fawngrove Units 1400 - 1536 to Main St	71	30	101	✓	✓	✓	✓	✓	✗	✓	✗	✗	✗	✗	✗	C-
60070	Canyons Dr & Redpine Rd to Park City	68	46	114	✓	✓	✓	✓	✓	✗	✗	✗	✗	✗	✗	✗	D
2590	2590 Park Ave & Meadows Dr (Outbound)	67	151	218	✓	✓	✓	✓	✓	✗	✗	✗	✗	✗	✗	✗	D
70060	1694 N Silver Springs Rd to Kimball Jct	67	82	149	✓	✓	✓	✓	✓	✗	✓	✗	✗	✗	✗	✗	C-
70101	Liberty Peak Outbound	65	1207	1272	✓	✗	N/A	✗	✗	✗	✗	✗	✗	✗	✗	✗	F+
234090	Pinnacle on Deer Valley Dr to Main St	63	35	98	✓	✓	✓	✓	✓	✗	✗	✗	✗	✗	✗	✗	D
3000	3000 Hwy 224 Outbound	62	64	126	✓	✓	✓	✓	✓	✗	✗	✗	✗	✗	✗	✗	D
70104	Powderwood Condos Outbound	61	903	964	✓	✗	N/A	✗	✗	✗	✗	✗	✗	✗	✗	✗	F+
234070	Fawngrove Units 1550 - 1686 to Main St	60	39	99	✓	✓	✓	✓	✓	✗	✓	✗	✗	✗	✗	✗	C-

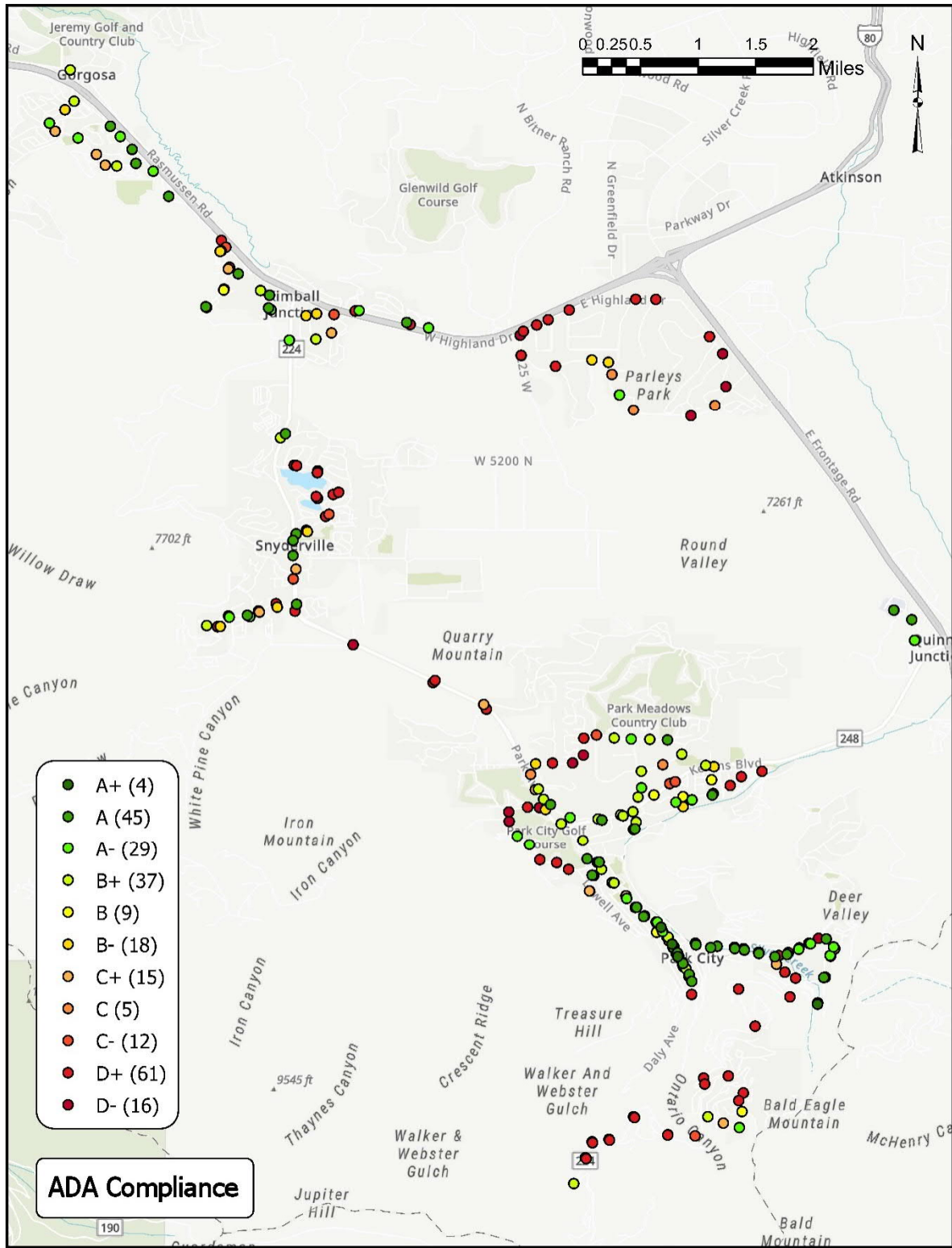


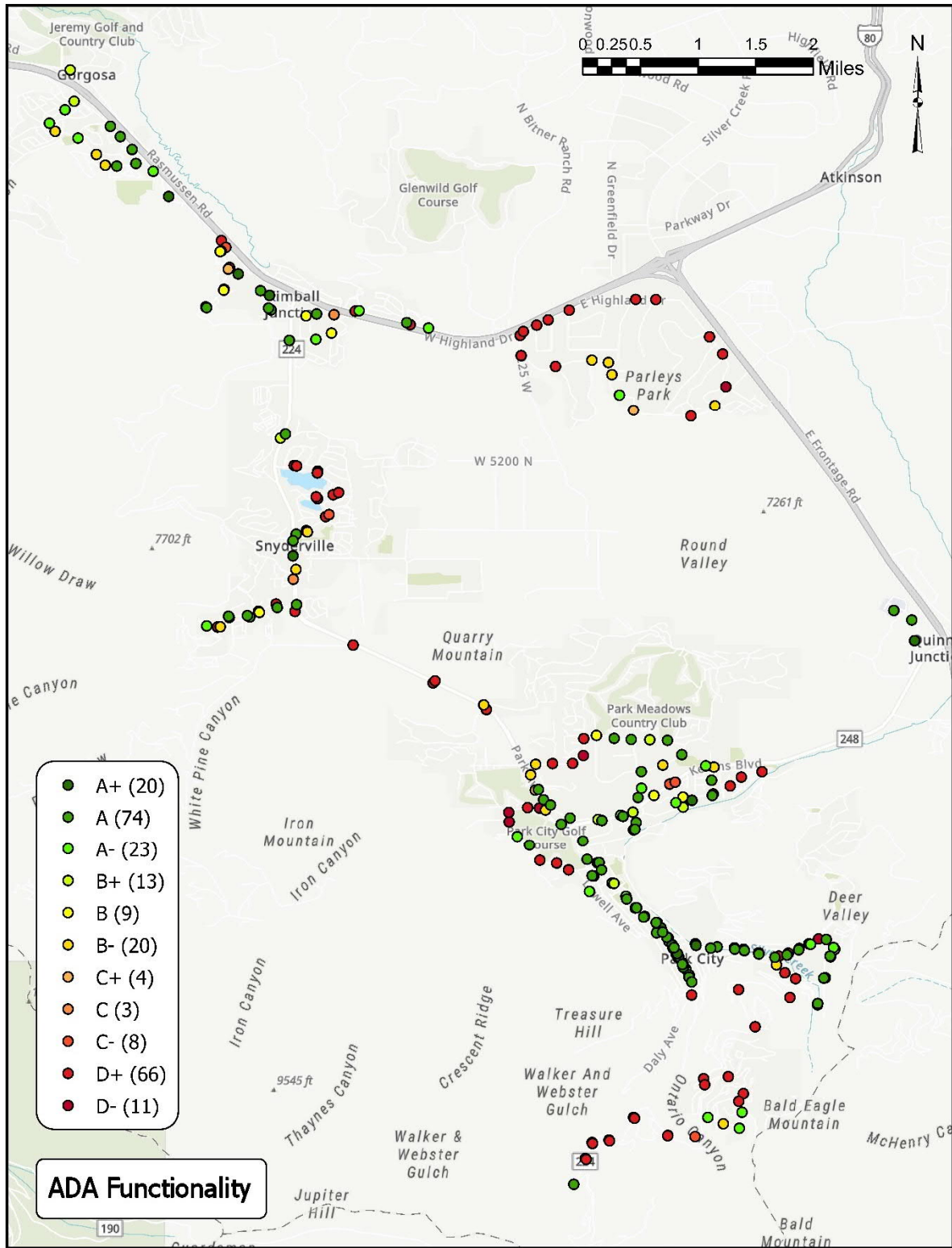
Bus Stop Inventory and Accessibility Study

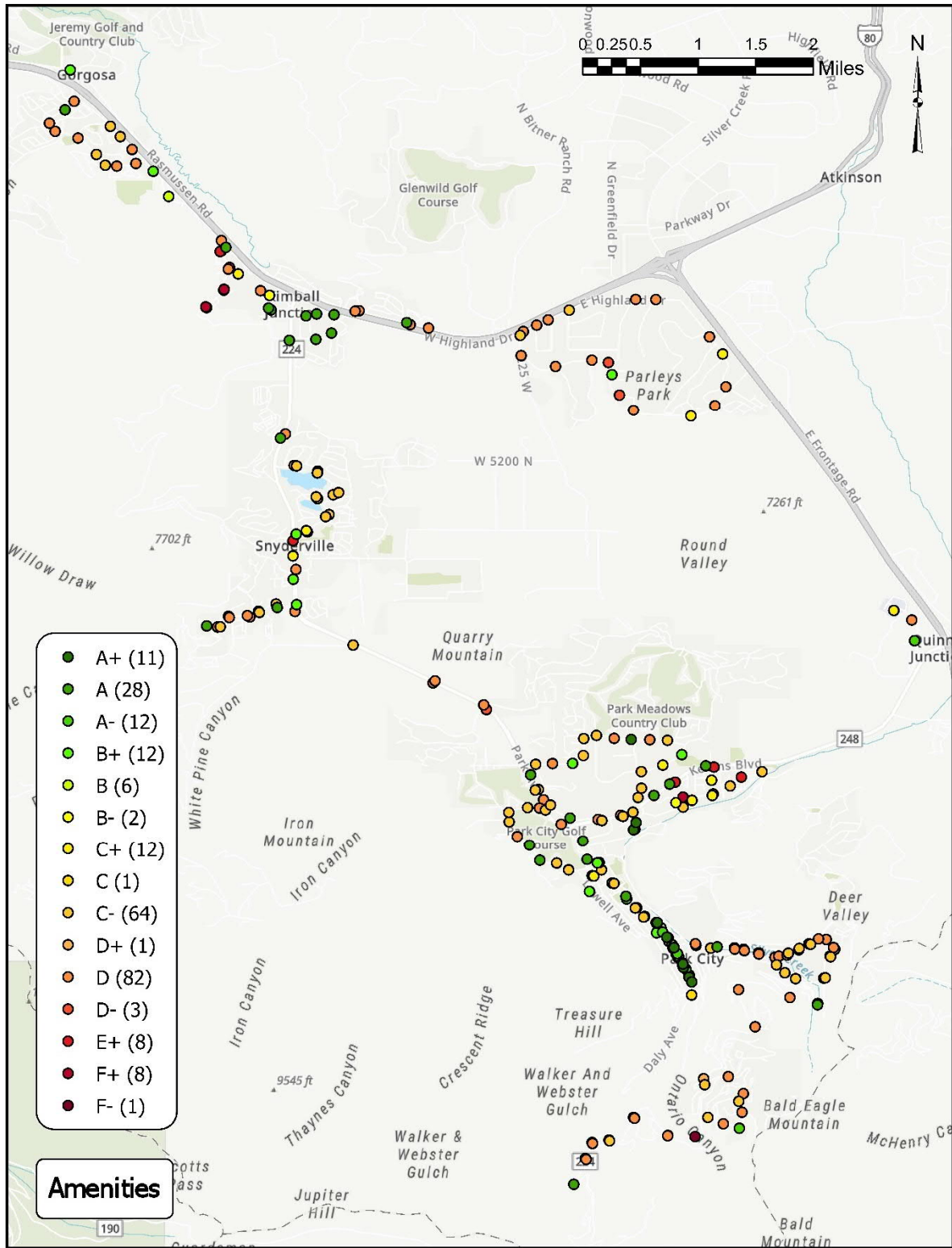
Amenity Report																
7	Peoples Clinic & Summit County Health	59	31	90	✓	✓	✗	✓	✓	✓	✓	✓	✗	✗	✗	A-
80040	Highland Dr & View Dr	58	108	166	✓	✓	✓	✓	✗	✗	✗	✗	✗	✗	✗	D
40110	Bald Eagle Club on Royal St East	56	76	132	N/A	✓	✓	✓	✗	✗	✗	✗	✗	✗	✗	D
234060	Bristlecone on Deer Valley Dr to Main St	56	17	73	✓	✓	✓	✓	✗	✗	✗	✗	✗	✗	✗	D
40180	Centennial Dr & Royal St to Main St	55	71	126	N/A	✓	✓	✓	✗	✗	✗	✗	✗	✗	✗	D
30020	Thaynes Canyon Dr & Webster Court	51	24	75	✓	✓	✓	✓	✗	✓	✗	✗	✗	✗	✗	C-
90120	Empire Club on Marsac Ave to Main St	50	33	83	✓	✓	✓	✓	✗	✗	✗	✗	✗	✗	✗	D
80180	Trailside Dr & Mountain Ranch Dr (6080)	48	45	93	✓	✓	✓	✓	✗	✗	✗	✗	✗	✗	✗	D
40120	Cache on Royal St East	47	50	97	N/A	✓	✓	✓	✗	✓	✗	✗	✗	✗	✗	C-
80200	Old Ranch Rd & Trailside Dr	47	19	66	✓	✓	✓	✓	✗	✗	✗	✗	✗	✗	✗	D
60090	Canyons Parking	45	106	151	✓	✓	✓	✓	✗	✓	✗	✗	✗	✗	✗	C-
80170	Trailside Dr & Snowview Dr	44	46	90	✓	✓	✗	✓	✗	✗	✗	✗	✗	✗	✗	D-
80030	Highland Dr & Old Ranch Rd	43	99	142	✓	✓	✓	✓	✗	✗	✗	✗	✗	✗	✗	D
70330	4937 Silver Springs Dr to Park City	40	71	111	✓	✓	✓	✓	✗	✓	✗	✗	✗	✗	✗	C-
297	297 Deer Valley Dr at Winterwood	39	165	204	✓	✓	✓	✓	✗	✗	✗	✗	✗	✗	✗	D
40130	Stag Lodge on Royal St East	38	41	79	N/A	✓	✓	✓	✗	✗	✗	✗	✗	✗	✗	D
40150	Look Out Condos on Royal St to Main St	38	13	51	N/A	✓	✓	✓	✗	✓	✗	✗	✗	✗	✗	C-
70040	4936 N Silver Springs Dr to Kimball Jct	32	47	79	✓	✓	✓	✓	✗	✓	✗	✗	✗	✗	✗	C-
67020	7-11 on Canyons Resort Dr	30	28	58	✓	✓	✓	✓	✗	✓	✗	✗	✗	✗	✗	C-
90100	The Grand Lodge on Marsac Ave to Main St	27	0	27	✓	✓	✓	✓	✗	✓	✗	✗	✗	✗	✗	C-
56010	Bonanza Dr & Munchkin Rd	26	6	32	N/A	✓	✓	✓	N/A	N/A	N/A	N/A	N/A	N/A	N/A	A+
40020	Royal St at Golden Eagle to Silver Lake	15	21	36	N/A	✓	✓	✓	✗	✗	✗	✗	✗	✗	✗	D
90020	Empire Club to Empire Lodge	12	187	199	✓	✓	✓	✓	✗	✗	✗	✗	✗	✗	✗	D
40050	Ontario Lodge on Royal St to Silver Lake	10	25	35	N/A	✓	✗	✓	✗	✓	✗	✗	✗	✗	✗	D+
40200	La Maconnerie on Royal St to Main St	7	19	26	N/A	✓	✓	✓	✗	✗	✗	✗	✗	✗	✗	D
6	Park City IHC Clinic on Round Valley	7	11	18	✓	✓	✓	✓	✗	✗	✗	✗	✗	✗	✗	D
56020	Bonanza Dr & Ironhorse Dr	7	4	11	N/A	✓	✓	✓	N/A	✓	N/A	✓	✓	N/A	N/A	A+
90060	Hawkeye Place to Empire Lodge	4	5	9	✓	✓	✓	✓	✗	✗	✗	✗	✗	✗	✗	D
90050	Marsac Ave Aimee Court Ironwood	4	2	6	✓	✓	✓	✓	✗	✗	✗	✗	✗	✗	✗	D
60040	Silverado on Canyons Dr to Grand Summit	2	7	9	✓	✓	✓	✓	✗	✗	✗	✗	✗	✗	✗	D
90090	Aimee Court on Marsac Ave to Main St	2	2	4	✓	✓	✓	✓	✗	✗	✗	✗	✗	✗	✗	D
90040	The Grand Lodge to Empire Lodge	1	20	21	✓	✓	✓	✓	✗	✗	✗	✗	✗	✗	✗	D
60010	Canyons Resort Dr & Frostwood Dr	0	0	0	✓	✓	✓	✓	✗	✗	✗	✗	✗	✗	✗	D



APPENDIX D. ADA COMPLIANCE, ADA FUNCTIONALITY, AND AMENITY GRADE MAPS

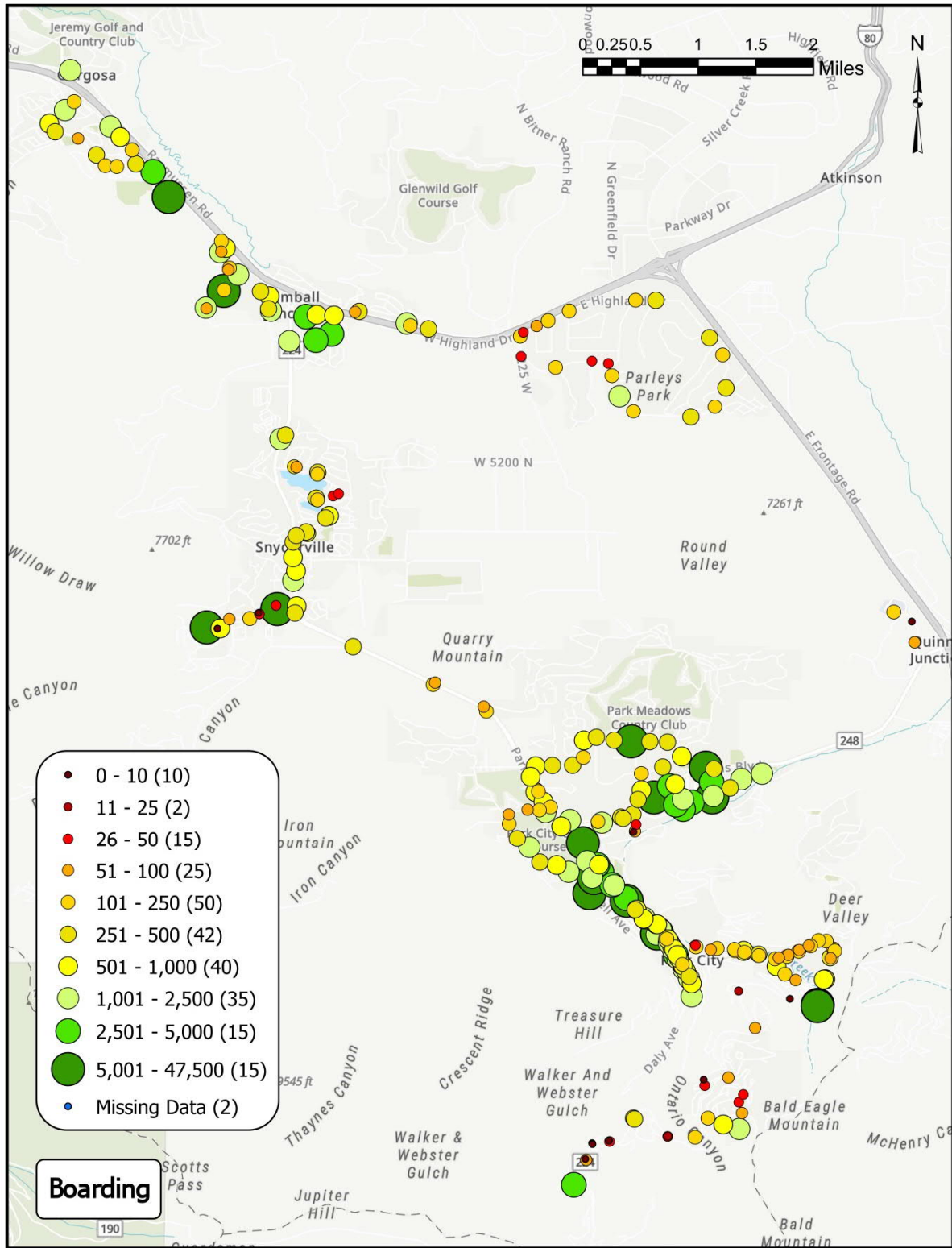


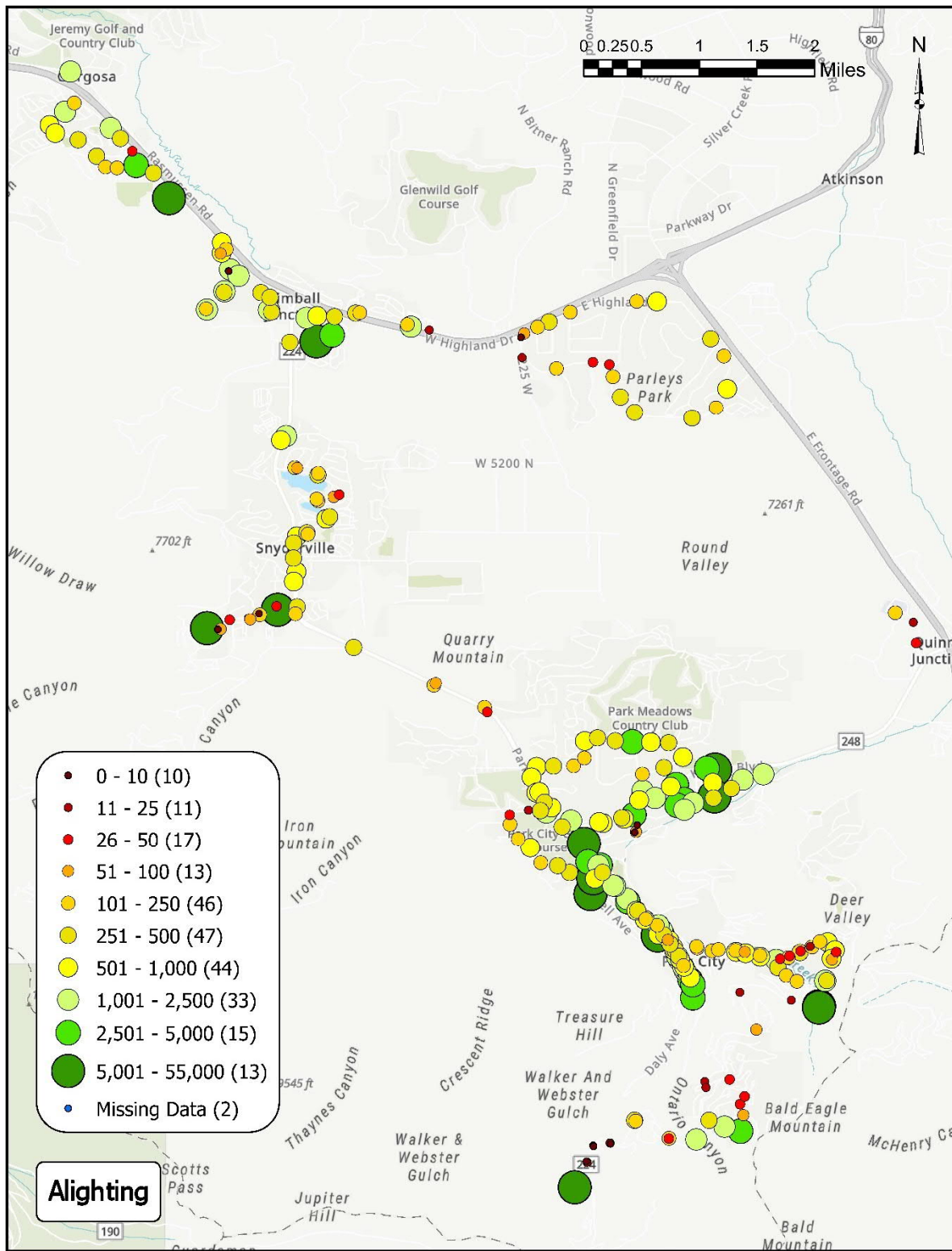


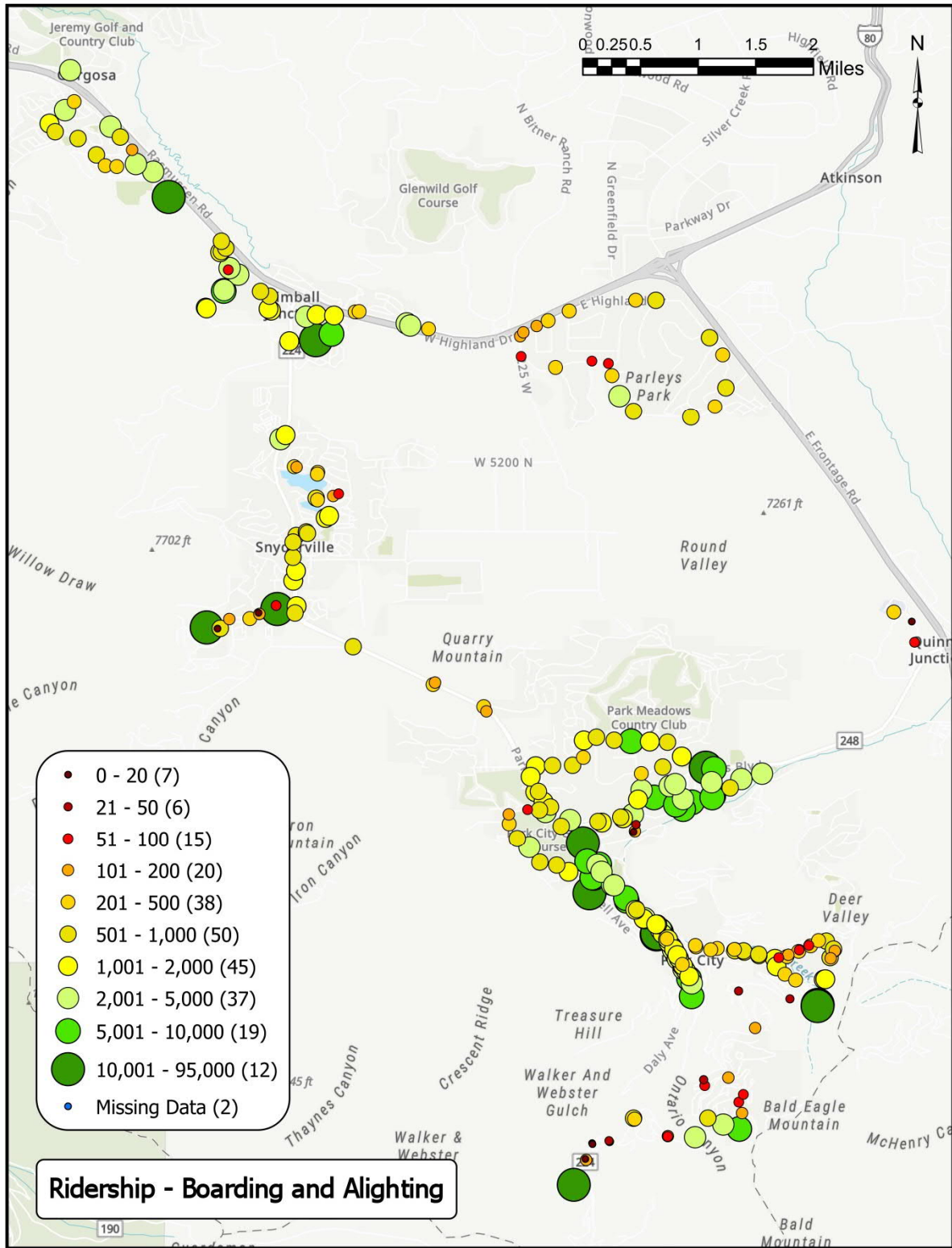




APPENDIX E. RIDERSHIP MAPS







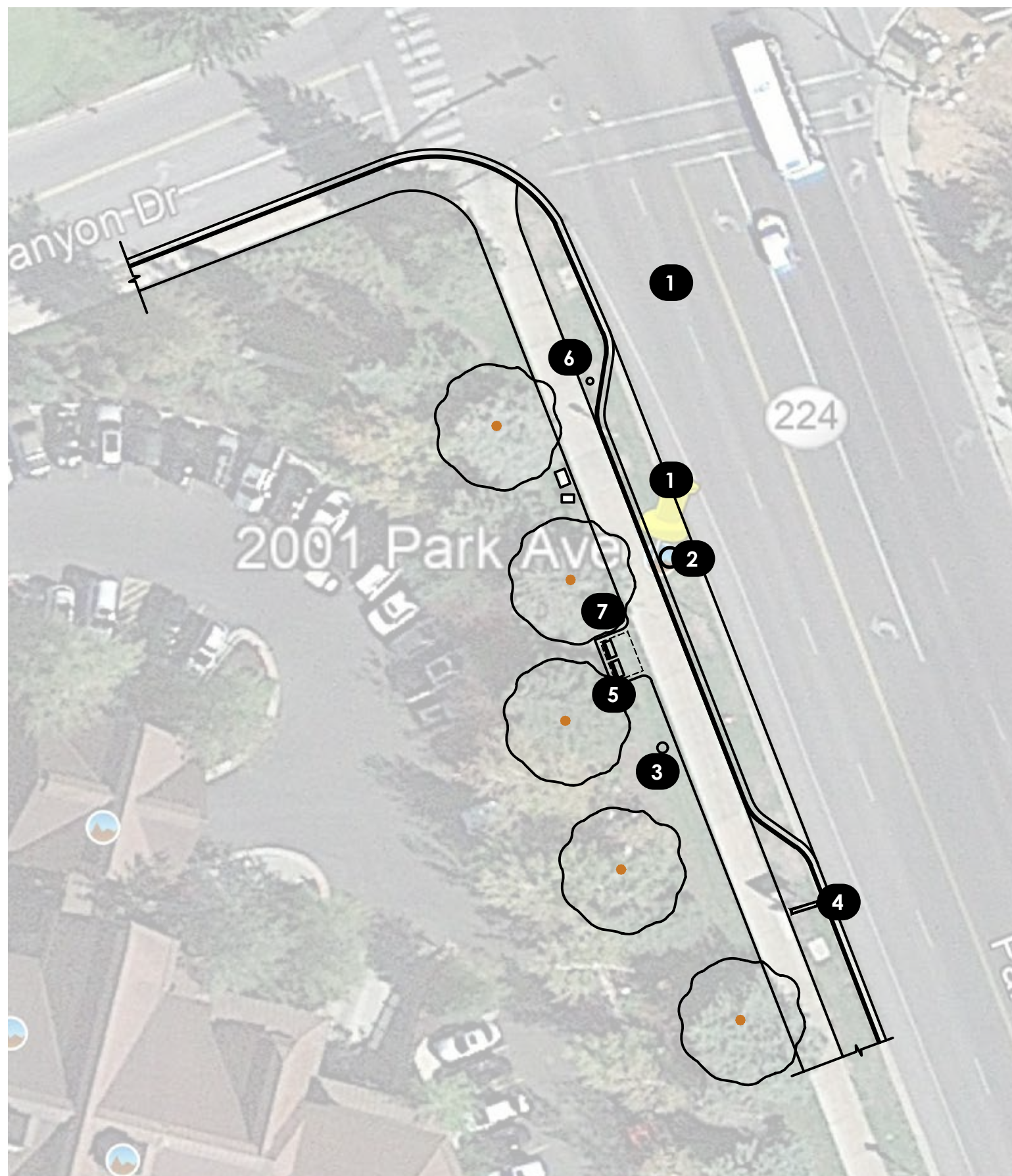
BUS STOP ADA COMPLIANCE

JUNE 2021

CONCEPT REPORT



2001 PARK AVE.



- 1 ADD CONCRETE BUS PULL OUT AREA TO REDUCE TRAFFIC CONFLICTS ON SR-224.
- 2 LOWER EXISTING MANHOLE
- 3 RELOCATE FIRE HYDRANT
- 4 EXISTING VMS BOARD
- 5 PROPOSED BUS SHELTER, BENCH, AND CONCRETE PAD
- 6 EXISTING SIGN TO REMAIN
- 7 RELOCATE BUS STOP SIGN

CRITICAL ELEMENTS:

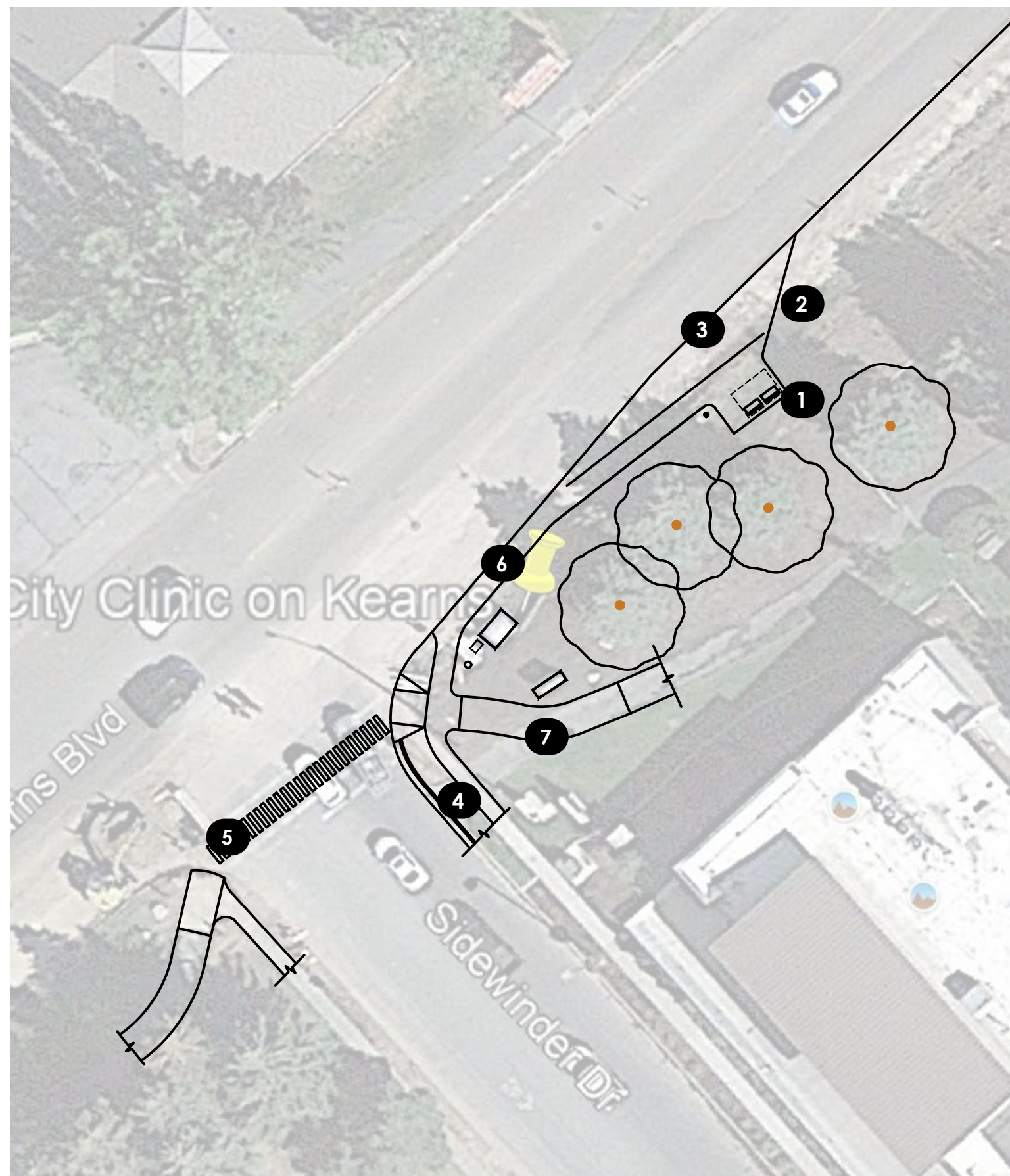
- COORDINATION WITH UDOT FOR BUS PULL OUT AREA
- RELOCATION OF FIRE HYDRANT
- EXISTING MANHOLE WILL LIKELY NEED TO BE LOWERED.
- RETAINING LIKELY REQUIRED/ IMPACTS TO HOTEL PARK CITY LANDSCAPE

Stop Location: 2001 Park Ave.

Stop Element	Category	Standard	Compliant	Notes
Boarding and Alighting Area	Dimensions	Parallel to roadway: $\geq 60''$	Yes	Dimension and Slope compliant, surface does not
		Perpendicular to roadway (From curb or road edge): $\geq 96''$	Yes	Dimension and Slope compliant, surface does not
	Slope	Parallel to the roadway: same as the roadway to the maximum extent practicable	Yes	Dimension and Slope compliant, surface does not
		Perpendicular to the roadway: $\leq 2.0\%$ (+0.5% tolerance)	Yes	Dimension and Slope compliant, surface does not
	Surface	Stable, Firm, and Slip Resistant with no changes in level $>1/4''$	No	Dimension and Slope compliant, surface does not
Bus Shelter	Clear Floor/Ground Space	$\geq 30''$ by $\geq 48''$ entirely within shelter	No	No Shelter
		Connected by an accessible route to boarding and alighting area	No	No route or shelter
Accessible Route	Connectivity	Accessible route between all bus stops within site and accessible entrance	Partial	Existing sidewalk meets slope and width requirements but does not connect to loading area.
		Accessible route to streets, sidewalks, and pedestrian paths	Partial	Existing sidewalk meets slope and width requirements but does not connect to loading area.
	Slope	Parallel to roadway: $\leq 1:20$ (5%) (+1.0% tolerance)	Partial	Existing sidewalk meets slope and width requirements but does not connect to loading area.
		Perpendicular to roadway: $\leq 1:48$ (2.1%) (+0.5% tolerance)	Partial	Existing sidewalk meets slope and width requirements but does not connect to loading area.
	Width	$\geq 36''$ (exception: may be reduced to $32''$ minimum for a length of $24''$ provided reduced width segments are separated by segments that are a minimum of $48''$ long by $35''$ wide	Partial	Existing sidewalk meets slope and width requirements but does not connect to loading area.
General	Bench	Top of the bench seat surface $\geq 17''$ and $\leq 19''$ above the finish floor or ground	No	No Bench

Other Comments: Roadway shoulder under construction, was unable to access for measurements. Need pull out area to reduce traffic conflicts on SR-224

PARK CITY CLINIC ON KEARNS



- 1 PROPOSED BUS SHELTER WITH CONCRETE PAD AND BENCHES
- 2 PIPE EXISTING OPEN DITCH
- 3 CONCRETE PULL OUT FOR BUS STOP
- 4 CLOSE OFF EXISTING RAMP AND RE-ALIGN TRAIL TO INTERSECTION
- 5 RESTRIPE CROSS WALK
- 6 NEW 5' CONCRETE SIDEWALK
- 7 REROUTE ASPHALT TRAIL

CRITICAL ELEMENTS:

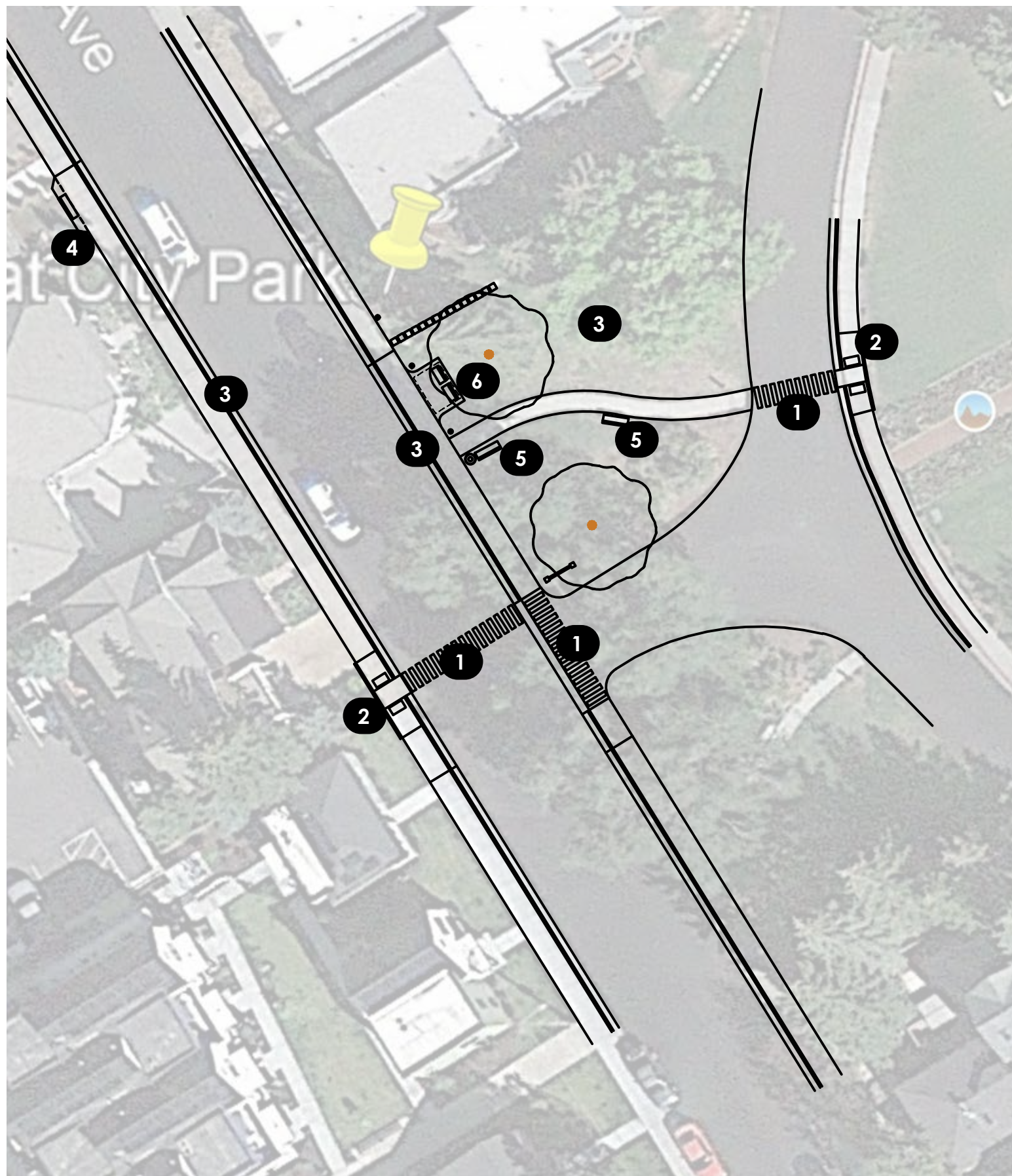
- COORDINATION WITH UDOT FOR BUS PULL OUT AREA
- PIPING OF EXISTING OPEN DITCH

Stop Location: Park City Clinic On Kearns

Stop Element	Category	Standard	Compliant	Notes
Boarding and Alighting Area	Dimensions	Parallel to roadway: $\geq 60"$	No	None
		Perpendicular to roadway (From curb or road edge): $\geq 96"$	No	None
	Slope	Parallel to the roadway: same as the roadway to the maximum extent practicable	No	Roadway shoulder is approximately 8-12% for 14' from EOA. Landscape berm starts at 14' from EOA and is 14%. 12' from EOA to Utility box.
		Perpendicular to the roadway: $\leq 2.0\%$ (+0.5% tolerance)	No	
	Surface	Stable, Firm, and Slip Resistant with no changes in level $>1/4"$	No	None, Roadbase from roadway shoulder.
Bus Shelter	Clear Floor/Ground Space	$\geq 30"$ by $\geq 48"$ entirely within shelter	No	None
		Connected by an accessible route to boarding and alighting area	No	None
Accessible Route	Connectivity	Accessible route between all bus stops within site and accessible entrance	No	
		Accessible route to streets, sidewalks, and pedestrian paths	No	Sidewalk to clinic is in good condition and meets ADA slopes. Trail has ped ramp separate from sidewalk. Does not align with intersection. Existing Ped Ramps are 4-6%. Crosswalk needs to be repainted.
	Slope	Parallel to roadway: $\leq 1:20$ (5%) (+1.0% tolerance)	No	None
		Perpendicular to roadway: $\leq 1:48$ (2.1%) (+0.5% tolerance)	No	None
	Width	$\geq 36"$ (exception: may be reduced to 32" minimum for a length of 24" provided reduced width segments are separated by segments that are a minimum of 48" long by 35" wide	No	None
General	Bench	Top of the bench seat surface $\geq 17"$ and $\leq 19"$ above the finish floor or ground	No	None

Other Comments: Storm Drain outfall (12-18" pipe) daylights within area that will likely be needed for stop. Will require piping open ditch. Unknown origin of pipe but appears to come from the Northwest under Kearns Blvd.

1378 PARK AVE AT CITY PARK



- 1 ADD STRIPED CROSS WALK
- 2 NEW ADA RAMP
- 3 REPAIR/REPLACE CURB AND GUTTER/ SIDEWALK
- 4 WIDEN EXISTING SIDEWALK TO MEET BUS STOP ADA REQUIREMENTS
- 5 EXISTING BENCH
- 6 NEW PAD, BUS STOP SHELTER AND BENCH

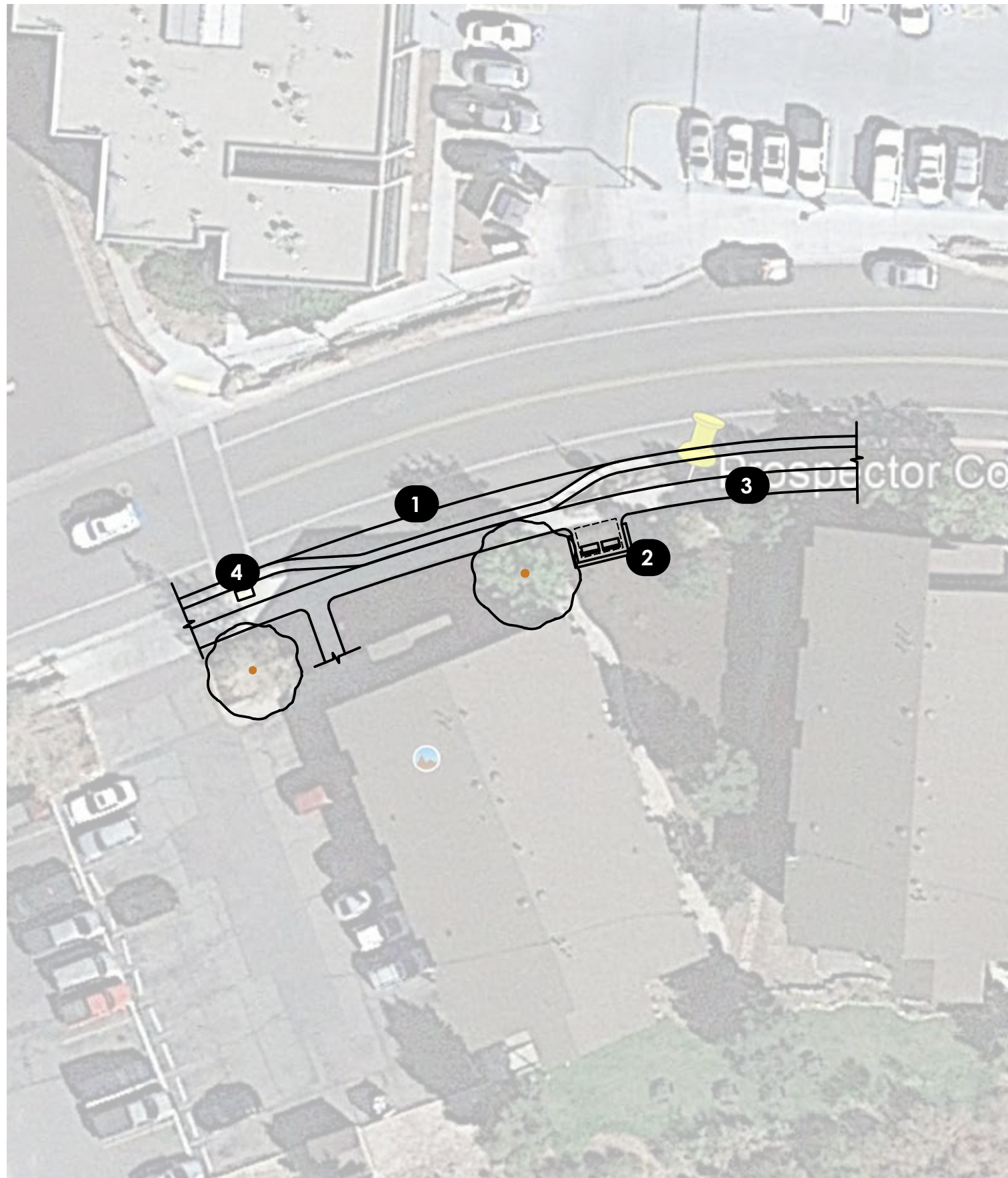
CRITICAL ELEMENTS:

- STOP ON WEST SIDE OF PARK AVE. IS EXTREMELY SPACE LIMITED.
- LAND OWNERSHIP FOR WEST STOP.

Stop Element	Category	Standard	Compliant	Notes
Boarding and Alighting Area	Dimensions	Parallel to roadway: $\geq 60''$	Yes	Existing Curb Back Sidewalk
		Perpendicular to roadway (From curb or road edge): $\geq 96''$	No	Space available with manageable grade
	Slope	Parallel to the roadway: same as the roadway to the maximum extent practicable	Yes	Existing slopes are adequate for improvements, no major grading or retaining needed.
		Perpendicular to the roadway: $\leq 2.0\%$ (+0.5% tolerance)	Yes	Existing slopes are adequate for improvements, no major grading or retaining needed.
	Surface	Stable, Firm, and Slip Resistant with no changes in level $>1/4''$	Partial	Need to expand
Bus Shelter	Clear Floor/Ground Space	$\geq 30''$ by $\geq 48''$ entirely within shelter	No	
		Connected by an accessible route to boarding and alighting area	No	
Accessible Route	Connectivity	Accessible route between all bus stops within site and accessible entrance	No	No crosswalk across street
		Accessible route to streets, sidewalks, and pedestrian paths	No	No crosswalk across street
	Slope	Parallel to roadway: $\leq 1:20$ (5%) (+1.0% tolerance)	Yes	Curb back sidewalk
		Perpendicular to roadway: $\leq 1:48$ (2.1%) (+0.5% tolerance)	Yes	Curb back sidewalk
	Width	$\geq 36''$ (exception: may be reduced to $32''$ minimum for a length of $24''$ provided reduced width segments are separated by segments that are a minimum of $48''$ long by $35''$ wide	Yes	Curb back sidewalk
General	Bench	Top of the bench seat surface $\geq 17''$ and $\leq 19''$ above the finish floor or ground	No	Existing bench is at an adjacent walkway

Other Comments: Plenty of open space for further development of the existing bus stop.

PROSPECTOR CONDOS ON PROSPECTOR AVENUE



- 1 EXISTING PULL OUT AREA
- 2 PROPOSED BUS SHELTER, PAD, BENCH AND RETAINING WALL
- 3 EXISTING SIDEWALK
- 4 EXISTING ADA RAMP AND DETECTABLE WARNING

CRITICAL ELEMENTS:

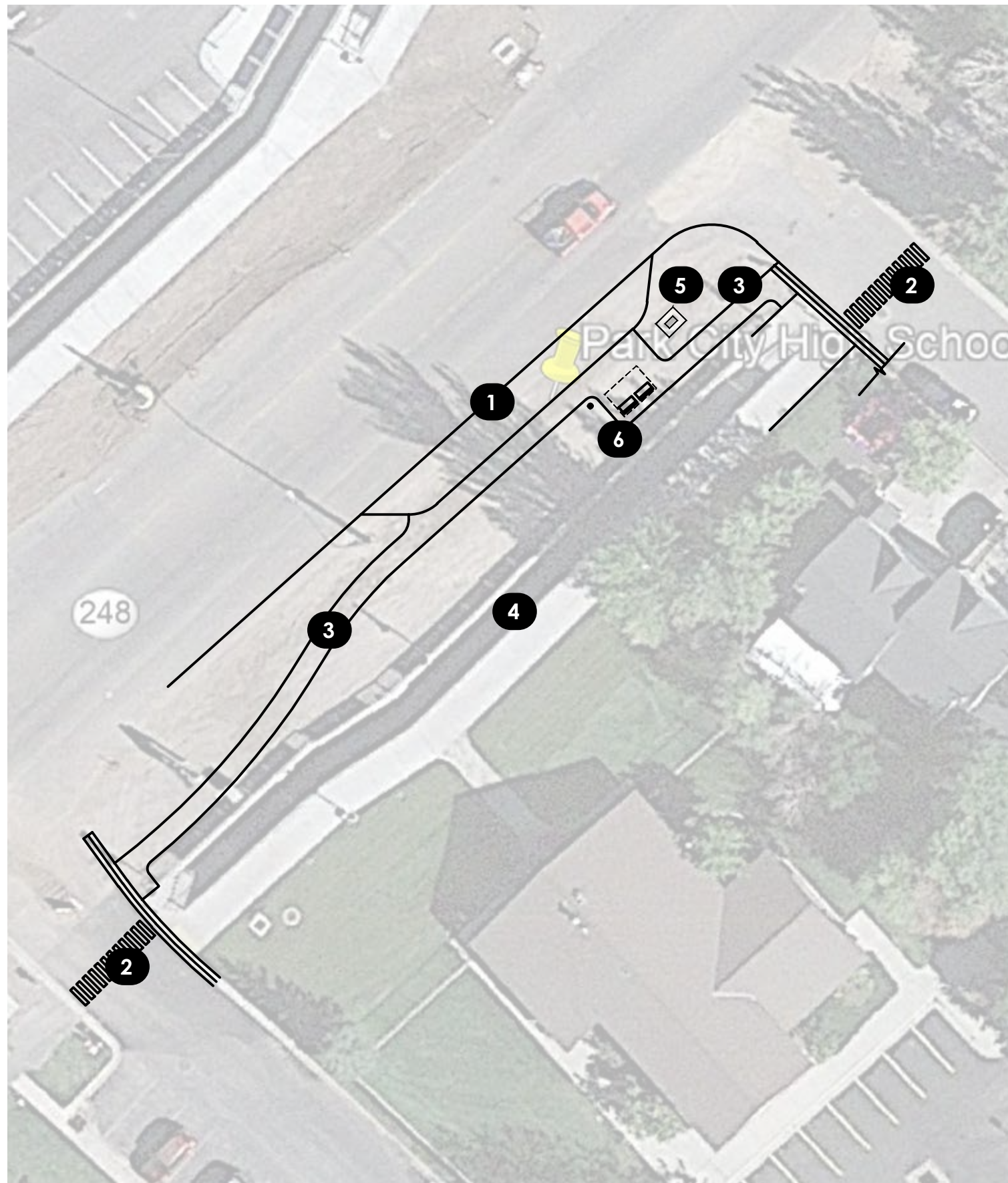
- RETAINING AND IMPACTS TO EXISTING LANDSCAPE IN FRONT OF CONDOS.

Stop Location: Prospector Condos on Prospector Ave.

Stop Element	Category	Standard	Compliant	Notes
Boarding and Alighting Area	Dimensions	Parallel to roadway: $\geq 60''$	Yes	Existing Sidewalk
		Perpendicular to roadway (From curb or road edge): $\geq 96''$	No	Sidewalk only, no additional space
	Slope	Parallel to the roadway: same as the roadway to the maximum extent practicable	Yes	
		Perpendicular to the roadway: $\leq 2.0\%$ (+0.5% tolerance)	No	Will need to retain adajcent berm
	Surface	Stable, Firm, and Slip Resistant with no changes in level $>1/4''$	Partial	Sidewalk complies, need to expand
Bus Shelter	Clear Floor/Ground Space	$\geq 30''$ by $\geq 48''$ entirely within shelter	No	No shelter
		Connected by an accessible route to boarding and alighting area	No	No shelter
Accessible Route	Connectivity	Accessible route between all bus stops within site and accessible entrance	Yes	
		Accessible route to streets, sidewalks, and pedestrian paths	Yes	
	Slope	Parallel to roadway: $\leq 1:20$ (5%) (+1.0% tolerance)	Yes	
		Perpendicular to roadway: $\leq 1:48$ (2.1%) (+0.5% tolerance)	Yes	
	Width	$\geq 36''$ (exception: may be reduced to 32'' minimum for a length of 24'' provided reduced width segments are separated by segments that are a minimum of 48'' long by 35'' wide	Yes	
General	Bench	Top of the bench seat surface $\geq 17''$ and $\leq 19''$ above the finish floor or ground	No	No bench

Other Comments: Sidewalk, access, and crosswalks to other side of street are all compliant. No shelter, bench or waiting area. Sidewalk butts up against a landscape area for the condos with a berm and trees. A waiting area will require retaining and tree protection. Sidewalk grades are 1-2%

HIGH SCHOOL SOUTH OF KEARNS



- 1 PROPOSED CONCRETE BUS PULL OUT AREA
- 2 RESTRIPE CROSS WALK
- 3 PROPOSED SIDEWALK
- 4 EXISTING TRAIL SYSTEM/PEDESTRIAN TUNNEL
- 5 EXISTING STORM DRAIN INLET BOX
- 6 PROPOSED BUS SHELTER, PAD, BENCH, ETC .

CRITICAL ELEMENTS:

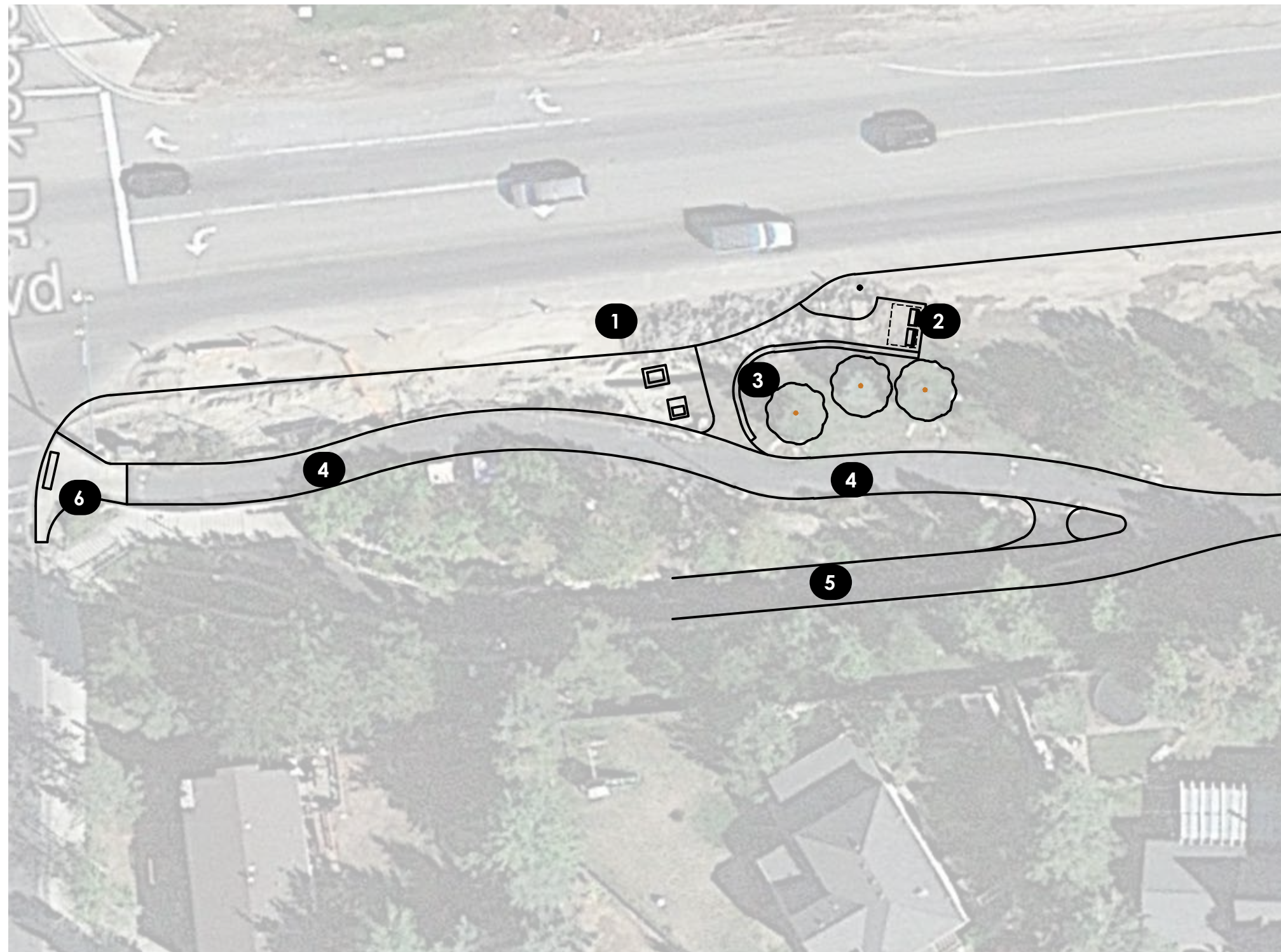
- DRAINAGE BETWEEN KEARNS AND TUNNEL.
- COORDIANCTION WITH UDOT FOR BUS PULL OUT AREA.
- AVOID IMPACTS TO UTILITIES FROM TUNNEL PROJECT.

Stop Location: High School South Of Kearns Blvd.

Stop Element	Category	Standard	Compliant	Notes
Boarding and Alighting Area	Dimensions	Parallel to roadway: $\geq 60''$	Yes	Dimension and Slope compliant, surface does not
		Perpendicular to roadway (From curb or road edge): $\geq 96''$	Yes	Dimension and Slope compliant, surface does not
	Slope	Parallel to the roadway: same as the roadway to the maximum extent practicable	Yes	Dimension and Slope compliant, surface does not
		Perpendicular to the roadway: $\leq 2.0\%$ (+0.5% tolerance)	Yes	Dimension and Slope compliant, surface does not
	Surface	Stable, Firm, and Slip Resistant with no changes in level $>1/4''$	No	Dimension and Slope compliant, surface does not
Bus Shelter	Clear Floor/Ground Space	$\geq 30''$ by $\geq 48''$ entirely within shelter	No	No Shelter
		Connected by an accessible route to boarding and alighting area	No	No route or shelter
Accessible Route	Connectivity	Accessible route between all bus stops within site and accessible entrance	No	No Existing Route
		Accessible route to streets, sidewalks, and pedestrian paths	No	No Existing Route
	Slope	Parallel to roadway: $\leq 1:20$ (5%) (+1.0% tolerance)	No	No Existing Route
		Perpendicular to roadway: $\leq 1:48$ (2.1%) (+0.5% tolerance)	No	No Existing Route
	Width	$\geq 36''$ (exception: may be reduced to $32''$ minimum for a length of $24''$ provided reduced width segments are separated by segments that are a minimum of $48''$ long by $35''$ wide)	No	No Existing Route
General	Bench	Top of the bench seat surface $\geq 17''$ and $\leq 19''$ above the finish floor or ground	No	No Bench

Other Comments: 27' from EOA to tunnel wall. 8' From EOA to sign. Needs Access from tunnel/crosswalk to stop. (provide access from east and west sides?) Crosswalk isn't striped. Check tunnel drawings for utility conflicts.

COMSTOCK AND KEARNS



- 1 PROPOSED PULL OUT AREA
- 2 PROPOSED BUS SHELTER, PAD, BENCH AND RETAINING WALL
- 3 RETAINING WALL FOR EXISTING BERM/ SLOPE
- 4 EXISTING TRAIL
- 5 EXISTING RAMP FOR PEDESTRIAN TUNNEL
- 6 EXISTING ADA RAMP WITH DETECTABLE WARNING

CRITICAL ELEMENTS:

- AVOIDANCE OF EXISTING UTILITY BOXES,
- COORDINATION WITH UDOT ON PULL OUT AREA OFF KEARNS BLVD.
- RETAINING WALL TO ACCOMMODATE BERM/EXISTING SLOPES.

Stop Location: Comstock and Kearns

Stop Element	Category	Standard	Compliant	Notes
Boarding and Alighting Area	Dimensions	Parallel to roadway: $\geq 60''$	Yes	Dimension and Slope compliant, surface does not
		Perpendicular to roadway (From curb or road edge): $\geq 96''$	Yes	Dimension and Slope compliant, surface does not
	Slope	Parallel to the roadway: same as the roadway to the maximum extent practicable	Yes	Dimension and Slope compliant, surface does not
		Perpendicular to the roadway: $\leq 2.0\%$ (+0.5% tolerance)	Yes	Dimension and Slope compliant, surface does not
	Surface	Stable, Firm, and Slip Resistant with no changes in level $>1/4''$	No	Dimension and Slope compliant, surface does not
Bus Shelter	Clear Floor/Ground Space	$\geq 30''$ by $\geq 48''$ entirely within shelter	No	No Shelter
		Connected by an accessible route to boarding and alighting area	No	No route or shelter
Accessible Route	Connectivity	Accessible route between all bus stops within site and accessible entrance	No	No Existing Route
		Accessible route to streets, sidewalks, and pedestrian paths	No	No Existing Route
	Slope	Parallel to roadway: $\leq 1:20$ (5%) (+1.0% tolerance)	No	No Existing Route
		Perpendicular to roadway: $\leq 1:48$ (2.1%) (+0.5% tolerance)	No	No Existing Route
	Width	$\geq 36''$ (exception: may be reduced to $32''$ minimum for a length of $24''$ provided reduced width segments are separated by segments that are a minimum of $48''$ long by $35''$ wide)	No	No Existing Route
General	Bench	Top of the bench seat surface $\geq 17''$ and $\leq 19''$ above the finish floor or ground	No	No Bench

Other Comments: Bus pull out area needed to reduce traffic conflicts on kearns.

HOLIDAY VILLAGE APARTMENTS



- 1 RESTRIPE EXISTING BIKE LANE
- 2 PROPOSED BUS SHELTER, PAD, BENCH
- 3 NEW BUS PULL OUT AREA
- 4 NEW 5' SIDEWALK
- 5 REPAIR/REPLACE EXISTING RETAINING WALL
- 6 NEW ADA RAMP WITH DETECTABLE WARNING

CRITICAL ELEMENTS:

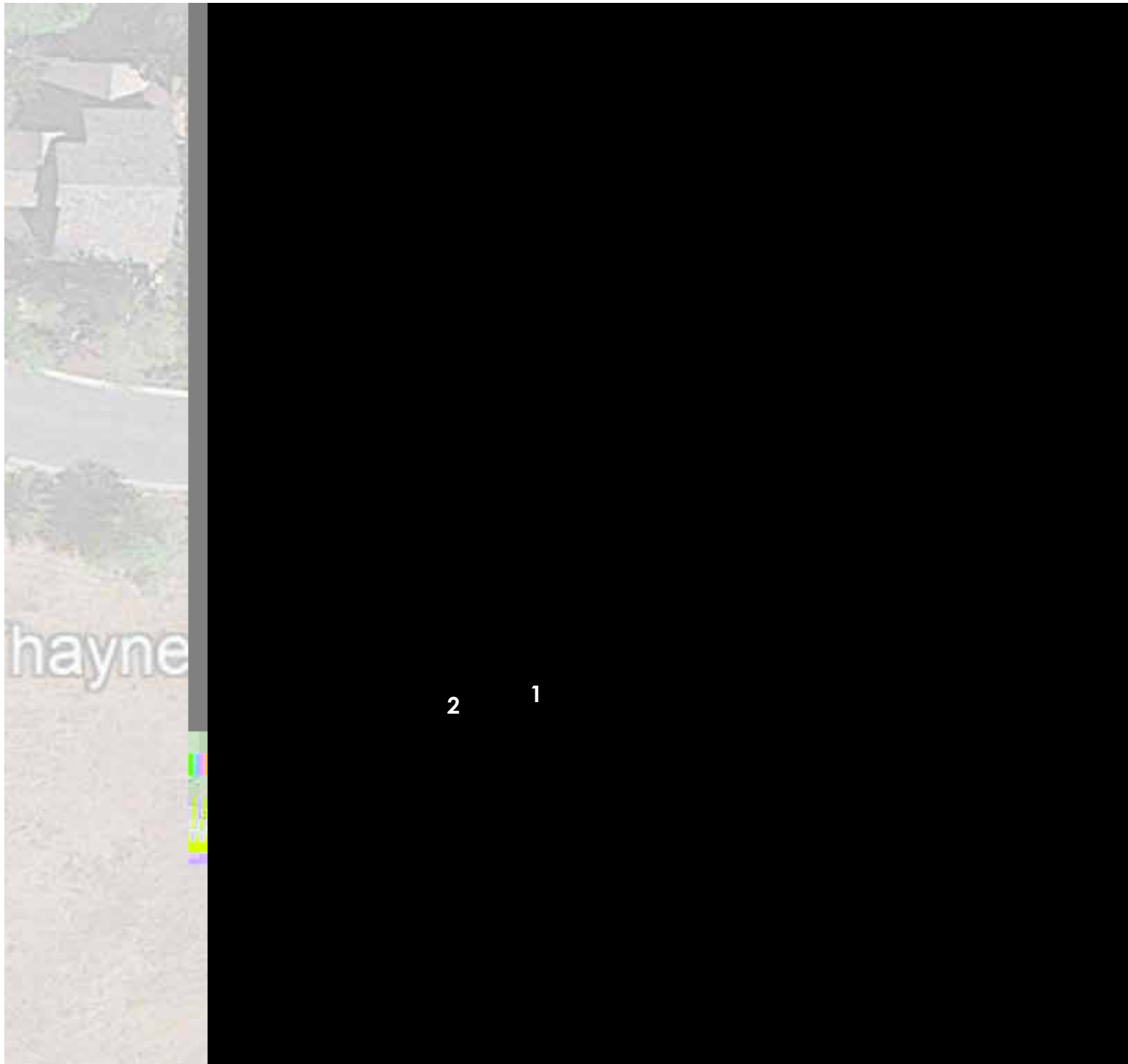
- MAJOR EARTHWORK AND REMOVAL OF MATURE TREES.
- EXISTING RETAINING WALL IS FAILING.
- REQUIRES SIGNIFICANT IMPACTS TO PRIVATE PROPERTY TO ADD ACCESSIBLE ROUTE TO APARTMENTS.

Stop Location: Holiday Village Apts.

Stop Element	Category	Standard	Compliant	Notes
Boarding and Alighting Area	Dimensions	Parallel to roadway: $\geq 60''$	Yes	Existing Curb Back Sidewalk
		Perpendicular to roadway (From curb or road edge): $\geq 96''$	No	Sidewalk is 5' wide and is pinned between curb and retaining wall
	Slope	Parallel to the roadway: same as the roadway to the maximum extent practicable	Yes	Existing Sidewalk Slope is Compliant. Grade changes abruptly with retaining wall.
		Perpendicular to the roadway: $\leq 2.0\%$ (+0.5% tolerance)	Yes	
	Surface	Stable, Firm, and Slip Resistant with no changes in level $>1/4''$	Yes	Existing Concrete
Bus Shelter	Clear Floor/Ground Space	$\geq 30''$ by $\geq 48''$ entirely within shelter	No	No space for shelter. Recommend removal of trees and berm to create space for stop and shelter.
		Connected by an accessible route to boarding and alighting area	No	N/A
Accessible Route	Connectivity	Accessible route between all bus stops within site and accessible entrance	No	No access to apartments
		Accessible route to streets, sidewalks, and pedestrian paths	Partial	Connected to sidewalk, not connected to anything else.
	Slope	Parallel to roadway: $\leq 1:20$ (5%) (+1.0% tolerance)	Yes	
		Perpendicular to roadway: $\leq 1:48$ (2.1%) (+0.5% tolerance)	Yes	
	Width	$\geq 36''$ (exception: may be reduced to $32''$ minimum for a length of $24''$ provided reduced width segments are separated by segments that are a minimum of $48''$ long by $35''$ wide	Yes	
General	Bench	Top of the bench seat surface $\geq 17''$ and $\leq 19''$ above the finish floor or ground	No	No Bench

Other Comments: No ADA access from apartments. Large berm east of stop, failing retaining wall against sidewalk. Berm is about 4-5' high at the highest point. Current wall is 18"-2' tall but slope grows behind wall and any additional space for a bench or shelter would require a larger retaining wall. How far do we chase the wall repair? All of it is failing? Do we provide ADA access back to apartments or is that the private property's responsibility? No sidewalk or access on west side of monitor drive, don't need cross walk. Does the crosswalk across the private drive need to be striped? Slopes on existing sidewalk are good (.25% cross slope, 2-3% directional slope).

THREE KINGS DRIVE AND TAHYNES CANYON ROAD



1 PROPOSED BUS PAD, BENCH

2 RETAINING WALL

CRITICAL ELEMENTS:

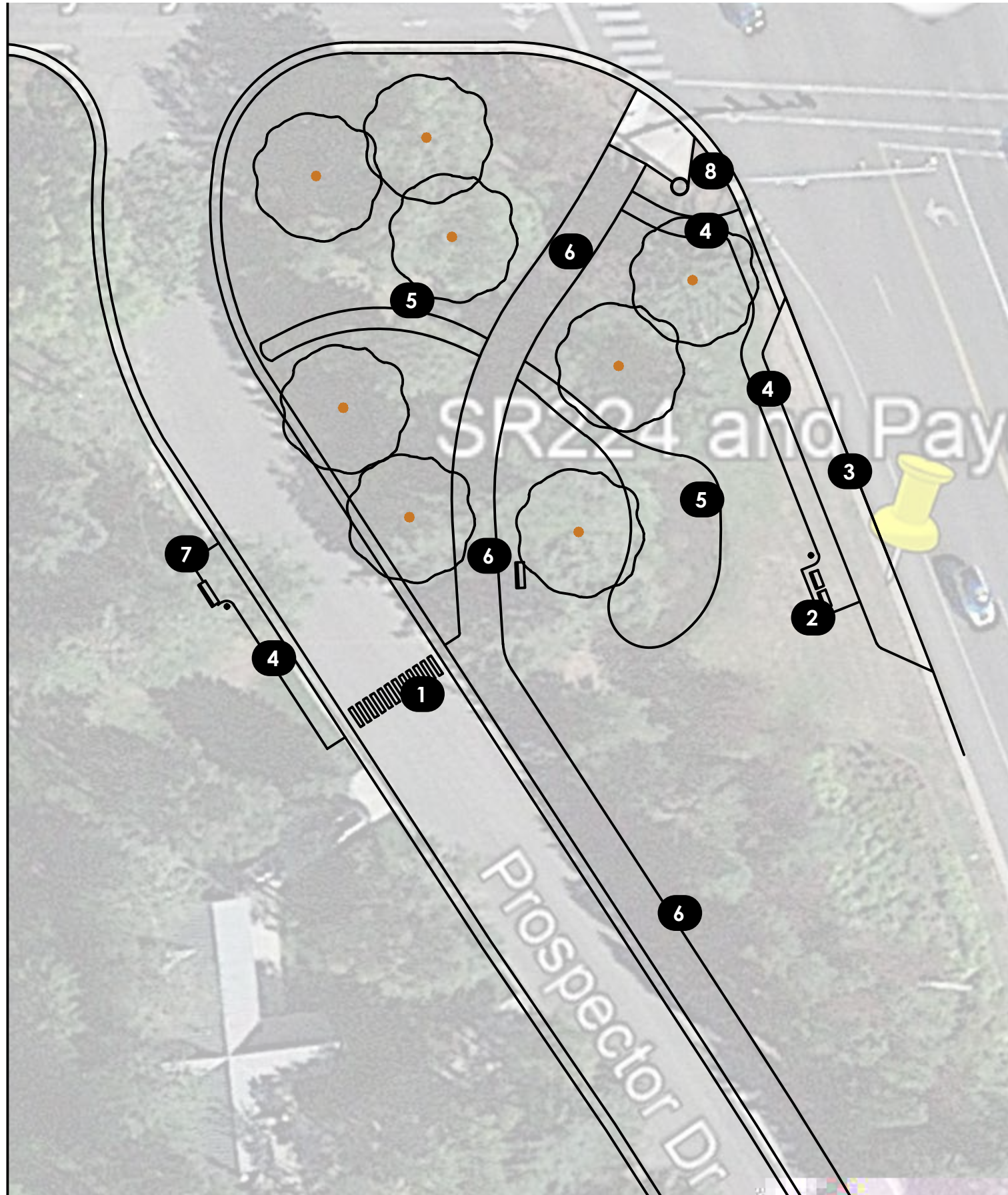
- STOP IS SPACE LIMITED WITH A MAJOR SLOPE AND EXISTING MATURE TREES ADJACENT TO SPACE.
- NEED TO DETERMINE FURTHER CONNECTIVITY/ACCESSIBILITY WITH SIDEWALKS IN AREA.
- 2-3 OTHER STOPS ALONG THREE KINGS DRIVE HAVE IDENTICAL ISSUES/LAYOUTS. THIS SITE COULD BE A MODEL FOR THOSE.

Stop Location: Three Kings Drive and Thaynes Canyon

Stop Element	Category	Standard	Compliant	Notes
Boarding and Alighting Area	Dimensions	Parallel to roadway: $\geq 60''$	No	Tight area between EOA and adjacent slope.
		Perpendicular to roadway (From curb or road edge): $\geq 96''$	No	Tight area between EOA and adjacent slope.
	Slope	Parallel to the roadway: same as the roadway to the maximum extent practicable	No	Tight area between EOA and adjacent slope.
		Perpendicular to the roadway: $\leq 2.0\%$ (+0.5% tolerance)	No	None
	Surface	Stable, Firm, and Slip Resistant with no changes in level $>1/4''$	No	Existing Gravel
Bus Shelter	Clear Floor/Ground Space	$\geq 30''$ by $\geq 48''$ entirely within shelter	No	None, no space
		Connected by an accessible route to boarding and alighting area	No	
Accessible Route	Connectivity	Accessible route between all bus stops within site and accessible entrance	No	There is no existing path or route in the area. Nearest sidewalk is 1500' away at the park city hotel. The hotel is serviced by the SR-224 stop. Connect the two stops via sidewalk to the hotel?
		Accessible route to streets, sidewalks, and pedestrian paths		
	Slope	Parallel to roadway: $\leq 1:20$ (5%) (+1.0% tolerance)		
		Perpendicular to roadway: $\leq 1:48$ (2.1%) (+0.5% tolerance)		
	Width	$\geq 36''$ (exception: may be reduced to 32'' minimum for a length of 24'' provided reduced width segments are separated by segments that are a minimum of 48'' long by 35'' wide		
General	Bench	Top of the bench seat surface $\geq 17''$ and $\leq 19''$ above the finish floor or ground	No	None

Other Comments: No sidewalks or routes nearby, are we assuming they are getting dropped off here and picked up? 12' from TBC to fence line. 33-36% slope from TBC to fence. Vegetation overhang as well that will need be cleared. Room for sidewalk on east side between fence and TBC. No room for bus pull out.

SR-224 AND PAYDAY DRIVE



- 1 ADD CROSS WALK
- 2 PROPOSED BUS STOP WITH BENCHES. NO SHELTER
- 3 NEW BUS PULL OUT AREA
- 4 NEW 5' SIDEWALK
- 5 EXISTING CREEK/POND
- 6 EXISTING TRAIL
- 7 ADD PAD AND BENCH AT WESTERN STOP AREA.
- 8 EXISTING SIGNAL POLE

CRITICAL ELEMENTS:

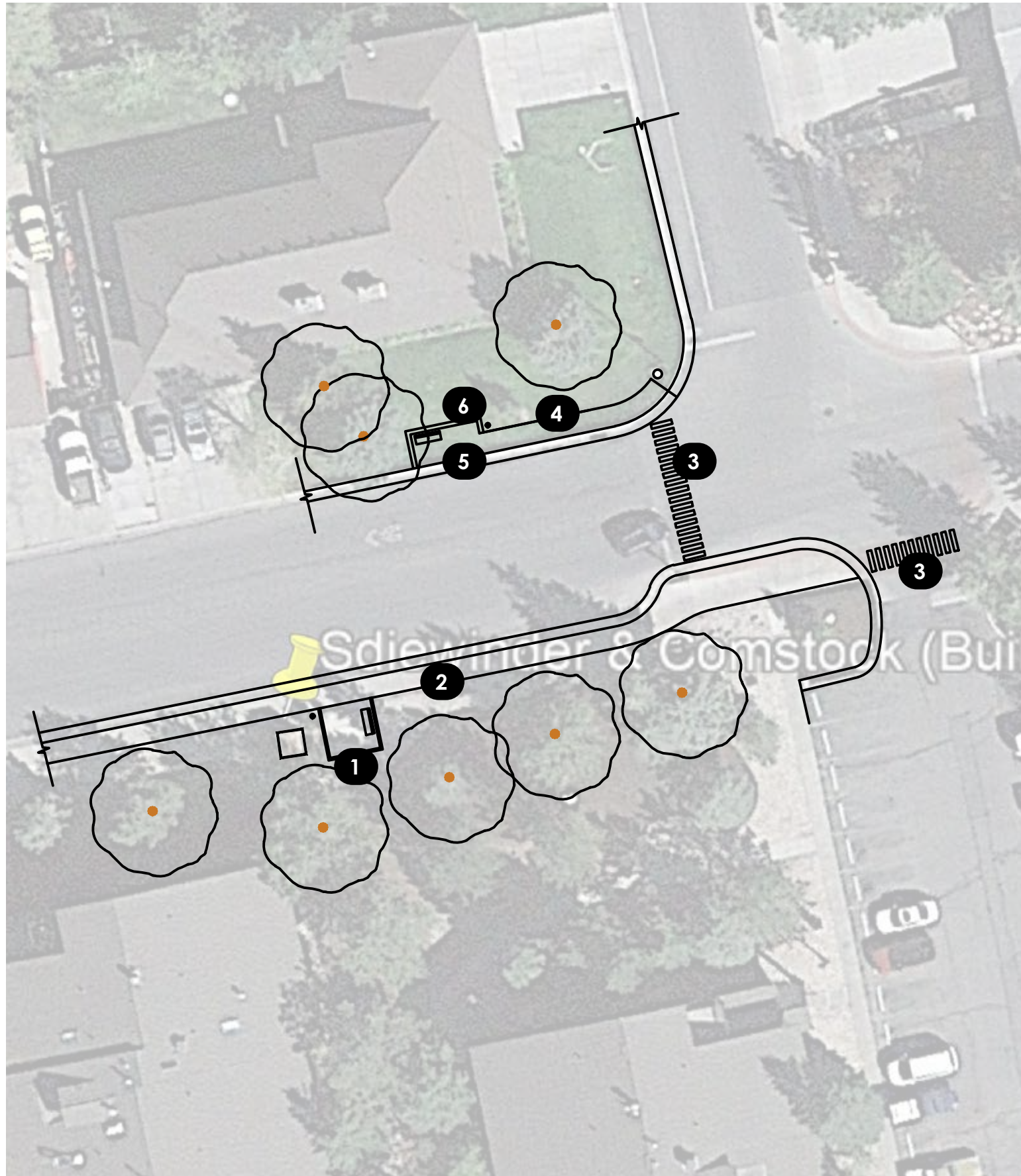
- WESTERN STOP IS SPACE LIMITED. LAND OWNERSHIP MAY BE AN ISSUE.
- COORDINATION WITH UDOT FOR BUS PULL OUT.
- AVOIDANCE OF CREEK AND POND.
- MID BLOCK CROSSWALK VISIBILITY

Stop Location: SR-224 and Payday Drive

Stop Element	Category	Standard	Compliant	Notes
Boarding and Alighting Area	Dimensions	Parallel to roadway: $\geq 60''$	Yes	Informal area
		Perpendicular to roadway (From curb or road edge): $\geq 96''$	Yes	Informal area
	Slope	Parallel to the roadway: same as the roadway to the maximum extent practicable	Yes	Slope is mostly flat
		Perpendicular to the roadway: $\leq 2.0\%$ (+0.5% tolerance)	Yes	Slope is mostly flat
	Surface	Stable, Firm, and Slip Resistant with no changes in level $>1/4''$	No	Existing gravel/roadway shoulder and landscape.
Bus Shelter	Clear Floor/Ground Space	$\geq 30''$ by $\geq 48''$ entirely within shelter	No	No shelter
		Connected by an accessible route to boarding and alighting area	No	No shelter or route
Accessible Route	Connectivity	Accessible route between all bus stops within site and accessible entrance	No	No route,need connection to prospector drive stop to the west.
		Accessible route to streets, sidewalks, and pedestrian paths	No	No route to adjacent intersection
	Slope	Parallel to roadway: $\leq 1:20$ (5%) (+1.0% tolerance)	Yes	Slope is good, just needs pavement
		Perpendicular to roadway: $\leq 1:48$ (2.1%) (+0.5% tolerance)	Yes	Slope is good, just needs pavement
	Width	$\geq 36''$ (exception: may be reduced to $32''$ minimum for a length of $24''$ provided reduced width segments are separated by segments that are a minimum of $48''$ long by $35''$ wide	Yes	Plenty of space for a route
General	Bench	Top of the bench seat surface $\geq 17''$ and $\leq 19''$ above the finish floor or ground	No	No bench

Other Comments: Plenty of space, open turf grass area with 1-2% slopes. No connection to intersection or trail. Could connect back to intersection or could go due west and cross stream and tie into trail. Trail is 2-6% the entire way with mostly 3% grade. Ramp down to crossing hits 9% probably to meet the rim elevation of the manhole. All cross walks are striped. What about connection to upper stop on prospector? Lots of vegetation and bad visibility for a crossing?

SIDEWINDER AND COMSTOCK BUILDING 7



- 1 EXISTING PAD, BENCH, ETC. ADD SHELTER
- 2 EXISTING SIDEWALK AND BUS PULL OUT AREA
- 3 STRIPE CROSS WALKS AND ADD ADA RAMPS WITH DETECTABLE WARNING.
- 4 NEW 5' SIDEWALK
- 5 NEW BUS STOP PAD WITH BENCH
- 6 RETAINING WALL FOR NEW STOP AREA

CRITICAL ELEMENTS:

- NORTH STOP IS SPACE LIMITED AND HAS LAND OWNERSHIP ISSUES.
- CROSSWALKS ARE RAISED BUT NOT STRIPED.

Stop Location: Sidewinder and Comstock (south side of road)

Stop Element	Category	Standard	Compliant	Notes
Boarding and Alighting Area	Dimensions	Parallel to roadway: $\geq 60''$	Yes	
		Perpendicular to roadway (From curb or road edge): $\geq 96''$	Yes	
	Slope	Parallel to the roadway: same as the roadway to the maximum extent practicable	Yes	
		Perpendicular to the roadway: $\leq 2.0\%$ (+0.5% tolerance)	Yes	
	Surface	Stable, Firm, and Slip Resistant with no changes in level $>1/4''$	Yes	
Bus Shelter	Clear Floor/Ground Space	$\geq 30''$ by $\geq 48''$ entirely within shelter	No	No Shelter
		Connected by an accessible route to boarding and alighting area	No	No Shelter
Accessible Route	Connectivity	Accessible route between all bus stops within site and accessible entrance	No	No route to route on north side of road
		Accessible route to streets, sidewalks, and pedestrian paths	Yes	
	Slope	Parallel to roadway: $\leq 1:20$ (5%) (+1.0% tolerance)	Partial	No route to route on north side of road
		Perpendicular to roadway: $\leq 1:48$ (2.1%) (+0.5% tolerance)	Partial	No route to route on north side of road
	Width	$\geq 36''$ (exception: may be reduced to $32''$ minimum for a length of $24''$ provided reduced width segments are separated by segments that are a minimum of $48''$ long by $35''$ wide	Partial	No route to route on north side of road
General	Bench	Top of the bench seat surface $\geq 17''$ and $\leq 19''$ above the finish floor or ground	Yes	Need to bolt down in permanent location

Other Comments: Stop on south side of sidewinder meets all criteria but has no shelter, pad is 11' x 12'. Bench is currently movable and could be arranged and permanently mounted to improve ADA accessibility on pad. Has rolled gutter. Stop on north side of sidewinder has nothing and is space limited. Large exsiting residential tree in the way. Interesection at comstock and sidewinder has a raised crosswalk but it isn't striped. Ramps on the south side meet code (4-5%) but there is no sidewalk or ramp on the north side. Roadway and adajcent lot slopes on north side range between 12-14%

Date: 6-29-2021

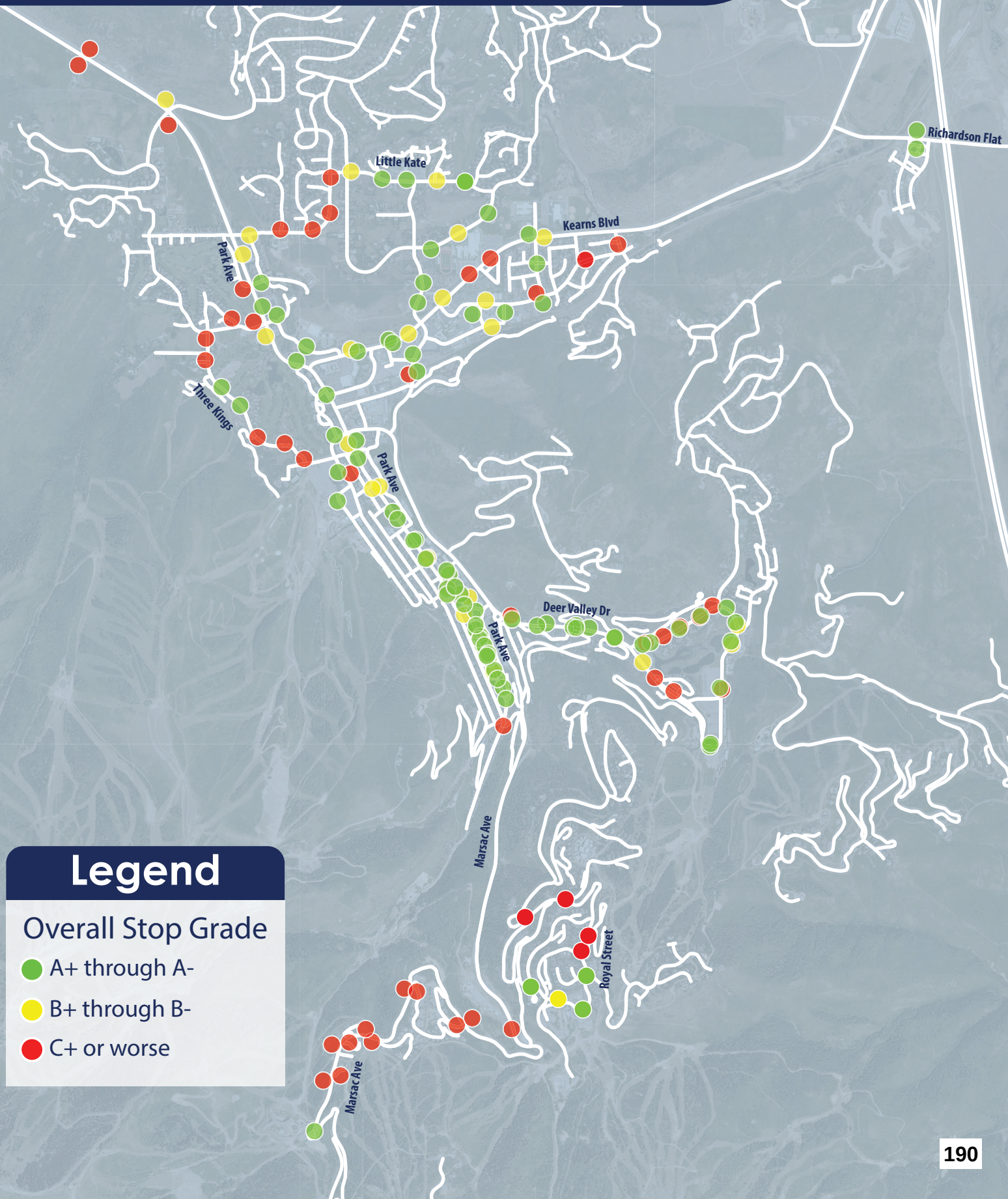
				Three Kings & Thaynes Canyon		Holiday Village Apartments Bus Stop		Sidewinder & Comstock Building 7		2001 Park Avenue		Park City Clinic on Kearns		1378 Park Avenue at City Park		Prospector Condos on Prospector Avenue		SR 224 & Payday Drive		Comstock and Kearns		Park City High School (south side)	
ITEM NO.	DESCRIPTION	UNIT PRICE	UNITS	QUANTITY (Multiplier)	TOTAL AMOUNT	QUANTITY (Multiplier)	TOTAL AMOUNT	QUANTITY (Multiplier)	TOTAL AMOUNT	QUANTITY (Multiplier)	TOTAL AMOUNT	QUANTITY (Multiplier)	TOTAL AMOUNT	QUANTITY (Multiplier)	TOTAL AMOUNT	QUANTITY (Multiplier)	TOTAL AMOUNT	QUANTITY (Multiplier)	TOTAL AMOUNT	QUANTITY (Multiplier)	TOTAL AMOUNT	QUANTITY (Multiplier)	TOTAL AMOUNT
1	Mobilization/Demobilization	\$12,000.00	Lump Sum	1	\$12,000.00	1	\$ 12,000.00	1	\$ 12,000.00	1	\$12,000.00	1	\$12,000.00	1	\$12,000.00	1	\$12,000.00	1	\$12,000.00	1	\$12,000.00	1	\$12,000.00
2	Traffic Control	Varies	Lump Sum	1	\$3,600.00	1	\$ 6,000.00	1	\$ 4,800.00	1	\$8,400.00	1	\$8,400.00	1	\$8,400.00	1	\$4,800.00	1	\$8,400.00	1	\$8,400.00	1	\$8,400.00
3	Sawcut and Removal of existing roadway and sidewalk	\$20.00	Square Foot	363	\$7,260.00	550	\$11,000.00	0	\$0.00	363	\$7,260.00	600	\$12,000.00	3200	\$64,000.00	430	\$8,600.00	500	\$10,000.00	1000	\$20,000.00	500	\$10,000.00
4	Asphalt Pavement	\$200.00	Ton	42	\$8,400.00	14	\$2,800.00	0	\$0.00	42	\$8,400.00	37	\$7,400.00	30	\$6,000.00	11	\$2,200.00	31	\$6,200.00	62	\$12,400.00	26	\$5,200.00
5	Untreated Base Course Under Asphalt	\$68.00	Ton	84	\$5,712.00	28	\$1,904.00	0	\$0.00	84	\$5,712.00	74	\$5,032.00	60	\$4,080.00	22	\$1,496.00	62	\$4,216.00	124	\$8,432.00	52	\$3,536.00
6	Concrete Curb and Gutter	\$28.00	Linear Foot	272	\$7,616.00	220	\$6,160.00	0	\$0.00	272	\$7,616.00	240	\$6,720.00	400	\$11,200.00	172	\$4,816.00	200	\$5,600.00	400	\$11,200.00	200	\$5,600.00
7	Concrete Sidewalk (4' Wide)	\$20.00	Linear Foot	320	\$6,400.00	210	\$4,200.00	262	\$5,240.00	320	\$6,400.00	278	\$5,560.00	375	\$7,500.00	215	\$4,300.00	500	\$10,000.00	62	\$1,240.00	214	\$4,280.00
8	Retaining Wall (Park City Standard - Corten Steel Panel with Timber Posts)	\$170.00	Square Foot	160	\$27,200.00	30	\$5,100.00	100	\$17,000.00	160	\$27,200.00	0	\$0.00	0	\$0.00	160	\$27,200.00	0	\$0.00	180	\$30,600.00	0	\$0.00
9	6' Prefabricated Bench	\$1,200.00	Each	1	\$1,200.00	1	\$1,200.00	1	\$1,200.00	1	\$1,200.00	1	\$1,200.00	1	\$1,200.00	1	\$1,200.00	1	\$1,200.00	1	\$1,200.00	1	\$1,200.00
10	Concrete Pad for Bus Stop (Approximately 8' x 16')	\$2,560.00	Each	0.5	\$1,280.00	1	\$2,560.00	1	\$2,560.00	1	\$2,560.00	1	\$2,560.00	2	\$5,120.00	1	\$2,560.00	0.5	\$1,280.00	1	\$2,560.00	1	\$2,560.00
11	Reinforced Concrete Bus Pull Out Area (Approximately 12' x 60')	\$21,600.00	Each	0	\$0.00	1	\$21,600.00	0	\$0.00	1	\$21,600.00	1	\$21,600.00	0	\$0.00	0	\$0.00	1	\$21,600.00	1	\$21,600.00	1	\$21,600.00
11	Park City Standard 3 Sided Shelter (Approxiamtely 7' x 15')	\$25,000.00	Lump Sum	0	\$0.00	1	\$25,000.00	1	\$25,000.00	1	\$25,000.00	1	\$25,000.00	1	\$25,000.00	1	\$25,000.00	0	\$0.00	1	\$25,000.00	1	\$25,000.00
12	Roadway Excavation	\$11.00	Cubic Yard	363	\$3,993.00	122	\$1,342.00	0	\$0.00	363	\$3,993.00	320	\$3,520.00	300	\$3,300.00	2723	\$29,953.00	267	\$2,937.00	533	\$5,863.00	222	\$2,442.00
13	ADA Ramps with Truncated Domes	\$5,000.00	Each	1	\$5,000.00	2	\$10,000.00	2	\$10,000.00	1	\$5,000.00	2	\$10,000.00	4	\$20,000.00	2	\$10,000.00	1	\$5,000.00	2	\$10,000.00	2	\$10,000.00
14	Signing	\$500.00	Each	2	\$1,000.00	2	\$1,000.00	2	\$1,000.00	2	\$1,000.00	2	\$1,000.00	3	\$1,500.00	2	\$1,000.00	2	\$1,000.00	2	\$1,000.00	2	\$1,000.00
15	Removal of existing curb and gutter	\$6.00	Linear Foot	\$ -	\$ -	\$ 100.00	\$ 600.00	\$ -	\$ -	\$ -	\$ -	\$0.00	\$0.00	\$ 400.00	\$ 2,400.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
16	Landscape - Includes Removal/Demo of Existing and Restoration to Original Condition or Better	\$8.00	Square Foot	600	\$4,800.00	3000	\$24,000.00	1000	\$8,000.00	1000	\$8,000.00	1000	\$8,000.00	2500	\$20,000.00	1000	\$8,000.00	2000	\$16,000.00	1000	\$8,000.00		\$0.00
17	Utility Relocation and/or Improvements	Varies	Lump Sum	1	\$1,000.00	1	\$ 10,000.00	1	\$ 10,000.00	1	\$20,000.00	1	\$30,000.00	1	\$1,000.00	1	\$1,000.00	1	\$5,000.00	1	\$5,000.00	1	\$1,000.00
18	VMS Board Power Connection to RMP Transformer and Conduit Stubs	\$12,000.00	Lump Sum	1	\$12,000.00	1	\$12,000.00	1	\$12,000.00	1	\$12,000.00	1	\$12,000.00	1	\$12,000.00	1	\$12,000.00	1	\$12,000.00	1	\$12,000.00	1	\$12,000.00
19	Cross Walk Striping/Restriping	\$1,000.00	Each	1	\$1,000.00	1	\$1,000.00	2	\$2,000.00	0	\$0.00	1	\$1,000.00	3	\$3,000.00	0	\$0.00	0	\$0.00	0	\$0.00	2	\$2,000.00
Construction Total				\$109,461.00		\$159,466.00		\$110,800.00		\$183,341.00		\$172,992.00		\$207,700.00		\$156,125.00		\$122,433.00		\$196,495.00		\$127,818.00	
Survey, Engineering, and Construction Management - 10%				\$10,946.10		\$15,946.60		\$11,080.00		\$18,334.10		\$17,299.20		\$20,770.00		\$15,612.50		\$12,243.30		\$19,649.50		\$12,781.80	
Planning Level Contingency - 15%				\$16,419.15		\$23,919.90		\$16,620.00		\$27,501.15		\$25,948.80		\$31,155.00		\$23,418.75		\$18,364.95		\$29,474.25		\$19,172.70	
Total				\$136,826.25		\$199,332.50		\$138,500.00		\$229,176.25		\$216,240.00		\$259,625.00		\$195,156.25		\$153,041.25		\$245,618.75		\$159,772.50	

BUS STOP ACCESSIBILITY IMPROVEMENT PROJECTS

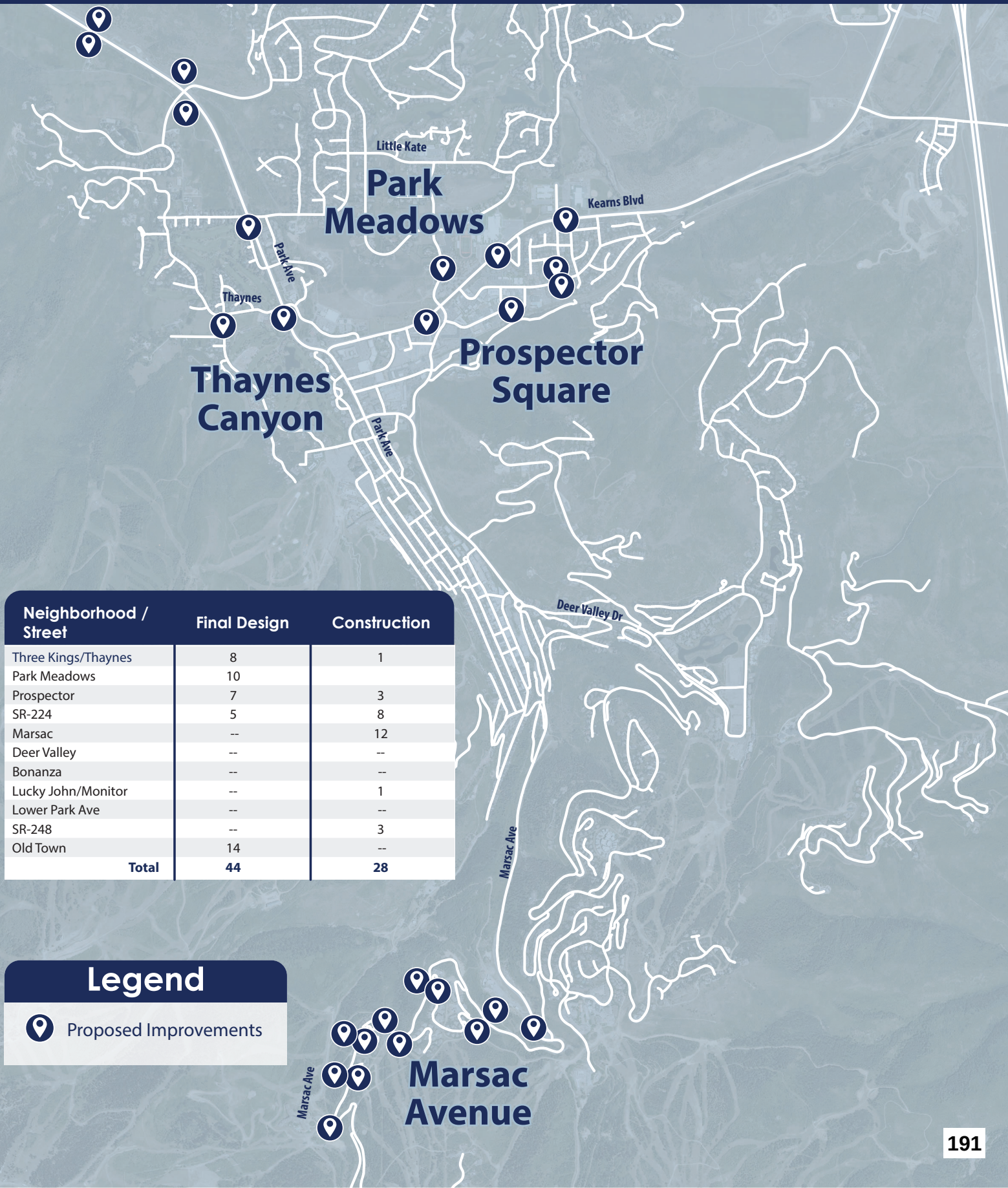


preliminary cost estimate

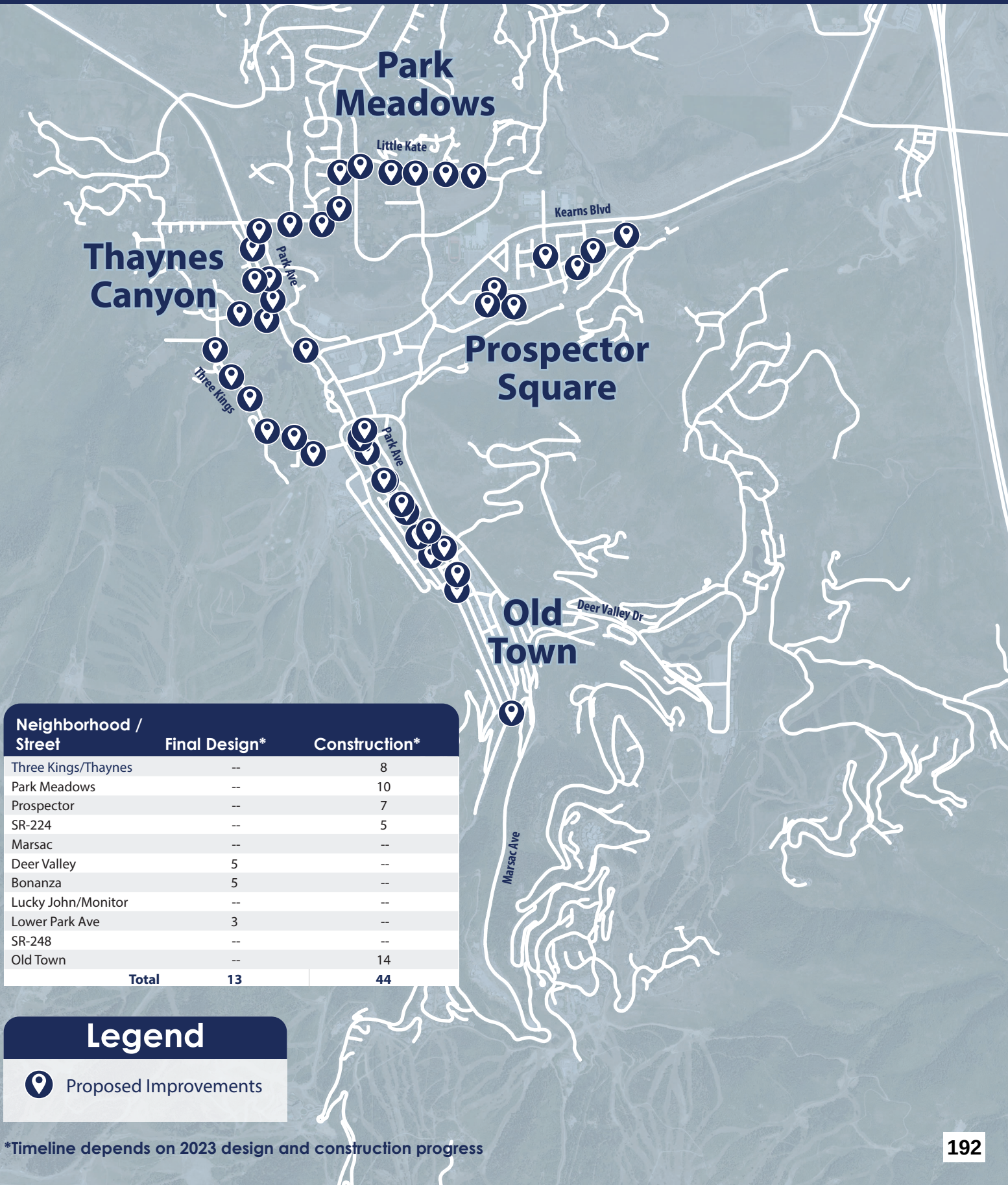
Park City Transit Bus Stops 2022 Existing Conditions



Park City Transit Bus Stops 2023 Proposed Improvements



Park City Transit Bus Stops 2024 Proposed Improvements



Council Agenda Item Report

Meeting Date: September 15, 2022

Submitted by: Michelle Kellogg

Submitting Department: Transportation Planning

Item Type: Staff Report

Agenda Section: OLD BUSINESS

Subject:

Consideration to Approve Park City Forward, the Long-Range Transportation Plan
(A) Public Input (B) Action

Suggested Action:

Attachments:

[Park City Forward Staff Report](#)

[Exhibit A: PC Forward Vision Summary](#)

[Exhibit B: PC Forward Blueprint](#)

Subject: Park City Forward (Long-Range Transportation Plan)
Author: Alex Roy, Senior Transportation Planner
Julia Collins, Transportation Planning Manager
Department: Transportation Planning
Date: September 15, 2022
Type of Item: Old Business

Recommendation

Review and consider adopting Park City's Long-Range Transportation Plan – Park City Forward. The plan will also be included as a Supplemental Update to the Transportation Element of the [Park City General Plan](#).

Summary

In 2019, Park City Municipal started public outreach and visioning for the long-range transportation plan to comprehensively update the community's transportation goals, capture transportation priorities and identify a blueprint to guide future transportation projects and decision-making.

The Transportation Team will provide a short presentation of the project history and purpose, allowing City Council to discuss and consider adopting PC Forward. The discussion will consist of a brief overview, a public engagement summary and how it contributed to the development of the plan, future application of PC Forward, and highlighting how Planning Commission and Mayor/City Council comments were incorporated in the draft final documents.

PC Forward was presented to City Council 4 times ([May 17, 2018](#), [November 29, 2018](#), [October 1, 2020](#), [June 9, 2022](#)) and highlighted at Council Retreats in response to requests to create a comprehensive transportation plan. PC Forward was presented to the Planning Commission 3 times ([May 11, 2022](#), [May 25, 2022](#)) and unanimously recommended PC Forward for City Council consideration on [August 10, 2022](#). In addition, Summit County recently moved to adopt their [Long Range Transportation Plan](#). These two important transportation plans, while not necessarily prescriptive in nature, are essential guiding documents that shape much of the future transportation projects and initiatives for the region.

Background

PC Forward is designed to supersede the goal and vision for the 2011 [Traffic and Transportation Master Plan](#) (TTMP), is the guiding strategic transportation document for the City, and will supplement the transportation elements of the General Plan. This plan captures the future transportation vision for Park City based on feedback from the community and stakeholders. The previous TTMP identified multiple transportation projects, including dedicated bus shoulders/lanes on SR224, transit to SLC, and transit signal improvements, that have now been implemented.

PC Forward Vision Statement

Park City's transportation system embraces innovation to provide safe, year-round transportation options that promote a connected, inclusive, and multimodal mountain community and culture.

PC Forward Goals

Four goals were established to align community values, encourage a multimodal transportation network, and provide ways to evaluate transportation strategies. The project goals are: *access, include, sustain, and innovate*.

PC Forward Guiding Principles

Six guiding principles were identified:

- Develop a ‘Park Once’ community;
- Work with partners on regional transportation solutions;
- Identify and manage transportation during peak conditions;
- Expand our world-class biking and walking developments;
- Leave space for disruptive ideas and transportation innovation; and
- Continue to develop and improve the internal Park City Transit system.

PC Forward Projects

84 separate transportation projects, policies, and programs are identified in the plan, organized into neighborhood and travel mode, and by phases. Every long range transportation plan requires refinement after, or during implementation. This allows staff to pursue multiple transportation alternatives (transit, bike/pedestrian, roadway, shared mobility, parking, transportation technology) simultaneously. For organizational purposes, projects are arranged into three groups: Phase 1: Priority Projects, Phase 2: Big Concept Projects, and Phase 3: Vision Projects. Significant projects include improved transit operations on SR248, expanded bike and pedestrian safety, and park and ride activation.

Outreach

Between 2019-2022, PC Forward included multiple forums for public and stakeholder engagement. Outreach efforts included individual interviews with key regional partners, a Technical Advisory Committee (TAC) comprised of community stakeholders who met frequently and provided input throughout the process, a three-day phone app survey travel diary called rMove with over 300 participants, four on-line surveys, four informational open houses, and six mobile workshops at key locations (Anaya’s market, Library, Dan’s Market, PC MARC) throughout Park City. In total, we received over 1,700 comments from over 900 participants. To date, this is the largest transportation planning public engagement effort the City has undertaken and represents hundreds of hours of work to ensure diverse stakeholders and user groups were included.

Conclusion

Adopting an updated community transportation plan will support strategic and thoughtful approaches to transportation improvements for the next decade. PC Forward outlines priorities for policies, projects, and programs. In turn, Land Management Code changes, project prioritization, and funding opportunities can be pursued given alignment with community values. In addition, an adopted long-range transportation plan is frequently required to apply for federal funding and provides a competitive advantage for grant programs.

Department Review

The Transportation Planning, Executive, and Legal Departments reviewed this staff report.

Exhibits

Exhibit A: PC Forward Vision Summary_DRAFT

Exhibit B: PC Forward Blueprint Report_DRAFT

PARK CITY **FORWARD**



a comprehensive
transportation blueprint

DRAFT VISION SUMMARY





VISION SUMMARY

Park City Forward is our community's long-range transportation plan. It articulates a forward-thinking vision and package of investments that will guide decisions on how to spend transportation funds that best serve our values. As the city's long-range transportation plan, Park City Forward plans for the next 30-year planning horizon. Park City Forward aims to implement the transportation vision of the community. It provides projects and policies that shape the transportation network, but is not rigid in approach to remain flexible in an evolving and quickly-developing environment.

Park City Forward builds on many prior projects including: Park City Vision 2020, the General Plan, and the Transportation and Trails Master Plan. It includes coordinated Nodal and Modal Plans to show how the Project List will be programmed by location and transportation type in a phased and fiscally justifiable manner.

Since 2018, we have talked with and heard from hundreds of people – their ideas, concerns, challenges, priorities, and goals. While the needs and opinions of community members vary, a shared set of values anchors this work.

Park City Forward is your plan.



OUR TRANSPORTATION VALUES

OUR VISION

Park City's transportation system embraces innovation to provide safe, year-round transportation options that promote a connected, inclusive, and multimodal mountain community and culture.

OUR GOALS



ACCESS - Improve local and regional multimodal transportation connections between activity nodes for residents, commuters, and visitors. Ensure the transportation network supports Park City's future growth and land use changes.



INCLUDE - Ensure equitable access to opportunity, catalyzed by local and regional mobility choices that are affordable and support healthy living.



SUSTAIN - Support a resilient, net-zero carbon community, anchored by long-term transportation investments that reduce greenhouse gas emissions, decrease single occupancy vehicle trips, and mitigate environmental consequences of growth.



TRANSFORM - Embrace innovative action to prioritize a community-focused, multimodal transportation network that is easy to use, efficient, convenient, safe, and incorporates cutting-edge technologies.

OUR GUIDING PRINCIPLES

To make these goals a reality and further transportation innovation in our community, Park City operates within these five guiding principles:

- **Develop a Park Once community**
- **Collaborate with regional partners on long-range transportation solutions**
- **Identify, manage, and mitigate traffic during peak conditions**
- **Expand our world class biking and walking infrastructure**
- **Proactively review and analyze disruptive transportation and transit ideas and innovation**
- **Continue to develop and improve the internal Park City Transit system**

OUR COMMUNITY

PEOPLE

We recognize that there are multiple reasons why people travel within and to Park City. As such, Park City Forward is designed for multiple travelers displayed below. We recognize that these user types have different needs and a desire to go to various locations. Park City will continue to thrive because of its people. Park City Forward examined our community's diverse transportation needs through a lens of our typical users to define tailored, yet complementary, transportation solutions.



PARK CITY
RESIDENT



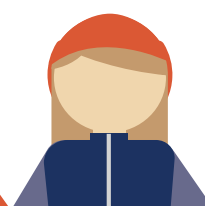
YEAR-ROUND
EMPLOYEE OR
BUSINESS OWNER



CULTURE AND
EVENT VISITOR



RECREATION DAY-
TRIPPER



SEASONAL
EMPLOYEE



LONG-STAY
VISITOR/SECOND
HOMEOWNER

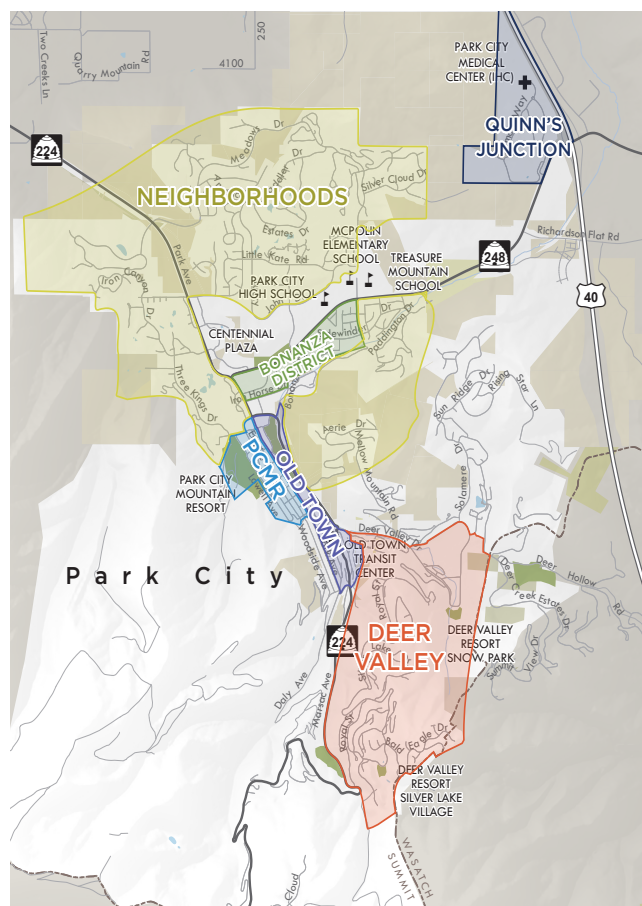
PLACES

Park City Forward identifies six key nodes, or locations, where transportation challenges and their solutions are representative for the broader city. Woven together, Park City Forward's nodal focus will anchor the city's transformation of its transportation system.

Park City Forward identifies projects and mode split targets for each node that reduce drive-alone trips and support a park once community. Targets are calibrated by node to make sure they reflect project priorities and reasonable outcomes.

The targets will be assessed and updated over time as Park City Forward is implemented in the coming decades.

For more information regarding each of these key nodes please reference the full Park City Forward blueprint document.



OUTREACH

The Park City community has shaped Park City Forward at all stages of the planning process, from early listening sessions to refinement of proposed transportation strategies. Beginning in 2018, Park City Forward is built on years of community voices and knowledge. At the outset of Park City Forward, the project team articulated four core principles to guide how we engaged the public throughout the planning process:

- Listen to understand people’s transportation and mobility challenges, needs, and desires
- Involve a broad range of stakeholders with diverse perspectives and experiences
- Educate people about potential solutions and what tradeoffs may be necessary to achieve meaningful results
- Collaborate to develop locally generated solutions with technically sound expertise

A technical advisory committee (TAC) was an invaluable resource and met with the project team more than a dozen times over the course of the project. The TAC included representatives from resorts (Deer Valley and Park City Mountain), Park City Chamber of Commerce, HPCA, Summit County, Park City Lodging, Park City School District, Utah Department of Transportation (UDOT), Ski Utah, High Valley Transit, and other local businesses, employers, and residents.

People living, working, and visiting here shared their ideas about what the community can and should be through multiple transportation surveys and community workshops. Park City Forward was showcased at four open houses: September 2018, March 2019, and September 2019, and September 2021.

Recognizing that meeting people where they are is one of the best ways to reach a broad audience, the project team hosted mobile workshops at six different locations, including one location specifically targeting the Spanish-speaking community. These events were supported by on-line engagement throughout.

Open Houses



Mobile Workshops



Public support for several key themes and top project ideas emerged consistently throughout Park City Forward's public engagement activities and phases:

- Develop **high-capacity transit service** and/or **transit priority lanes** along gateway corridors
- Expand the network of **high-frequency transit service**
- Improvements to Main Street and Old Town to support business operations while balancing the need for **safe, comfortable walking and bicycling access**
- Develop commute **incentive programs** and update parking pricing and options to improve employee and visitor access at resort areas
- Improve sidewalks and crossings and develop **multimodal improvements** in Bonanza District and along Park Avenue, Kearns Boulevard, and Deer Valley Drive
- Complete the **sidewalk network** to make walking the default choice for short trips
- Develop new **park-and-ride facilities** and serve them with fast, **frequent transit connections**

Stakeholder and public feedback were a critical part of project evaluation criteria. For more information regarding outreach refer to Chapter 2 of the Park City Forward Report or the Park City Forward Community Engagement Report.

1,000+ views of project website

Over 900 survey participants

PARK CITY FORWARD



a comprehensive
transportation blueprint



OVER **1,700** COMMENTS
AND IDEAS RECEIVED

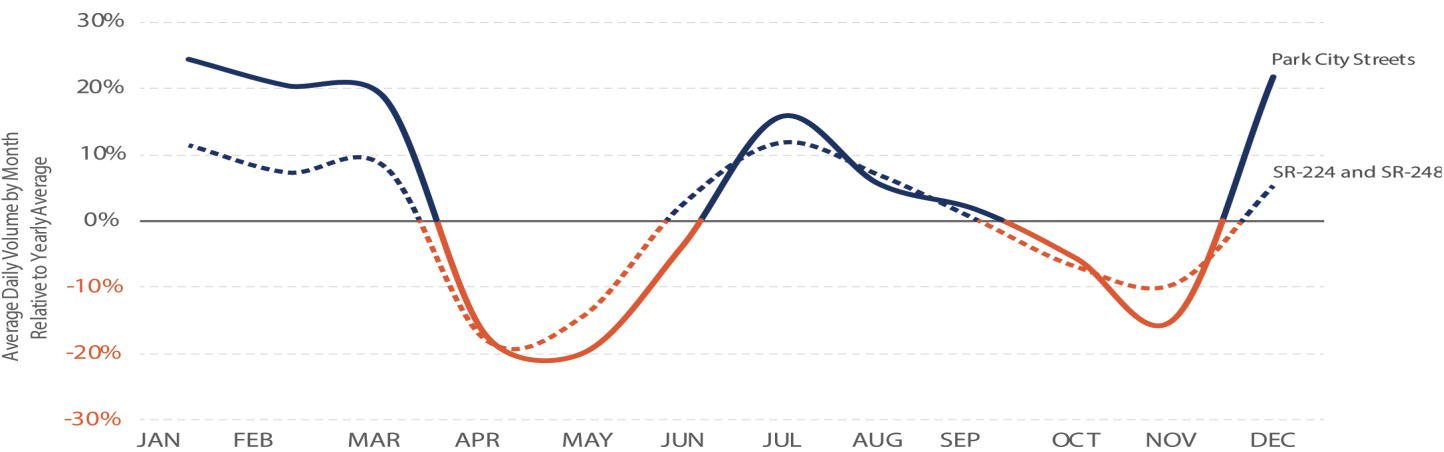
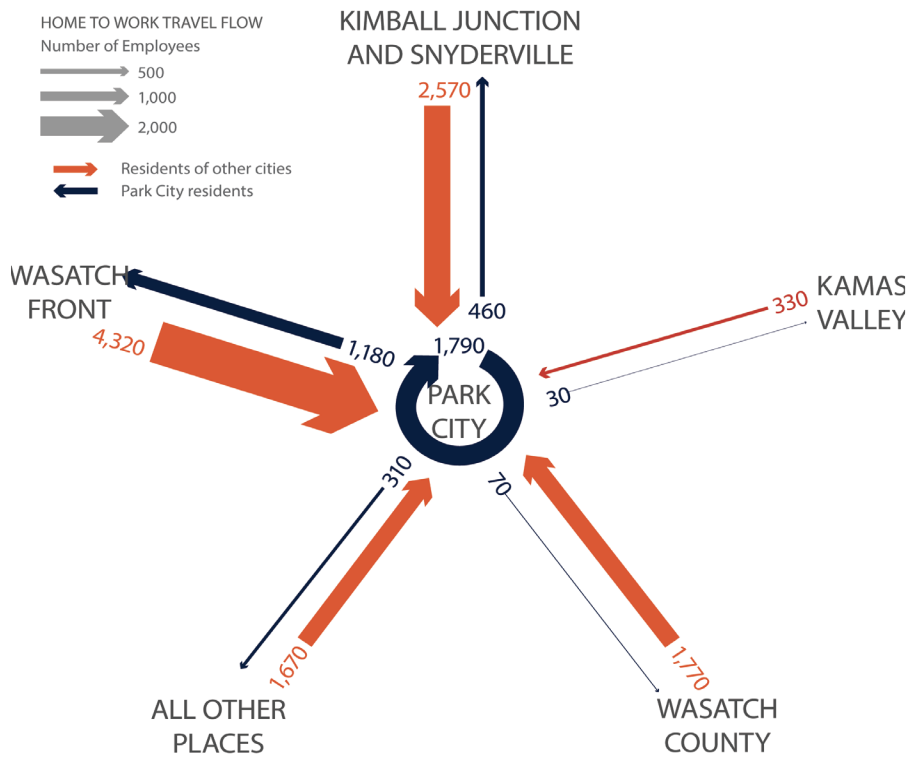
A REGIONAL GATEWAY

Park City is part of a regional transportation network that extends beyond the city boundaries. This means that our future - and the transportation system- will evolve in tandem with surrounding communities.

In addition to regional residents and employees, Park City’s recreational opportunities and major events bring thousands of people to town, swelling the city to more than five times the local population at certain times of the year. These peak times combine with a workforce that largely travels into the Park City community. To build for peak demand would require a system that is not fitting with Park City’s historical and community makeup.

Park City Forward seeks to build a transportation system that can scale with peak period but not negatively change the design and feel of the town.

To hold onto our values, we need to get ahead of the demographic trends and find mobility opportunities that will leverage our healthy and dynamic regional economy. We can plan for growth and lessen today’s transportation challenges while addressing social equity, environmental sustainability, access to work, and affordable housing.



PRIORITY PROJECT PLAN

Park City Forward elevates the projects that will best help us reach our goals and fulfill our vision. The map on the next page shows some of the highest priority projects to keep Park City moving forward.

GETTING TO PARK CITY



Park City is working to decrease the amount of traffic coming into town by providing robust mobility options, including new regional services, parking areas outside of town via intercept lots, and enhanced transit service.

Priority Projects

- **SR-248 Corridor Mobility Improvement Project**
- **Support Regional Projects (PC-SLC Connect)**
- **SR-224 High-Capacity Transit**
- **SR-248 Transit Corridor Study**
- **Park-and-Ride Facilities**
- **Park City Mountain Resort (PCMR) Multimodal Hub**
- **Deer Valley Resort Multimodal Hub**
- **Peak Day Mitigations**
 - » Wayfinding, Real-time Information, and Data
 - » Marketing & Communications
 - » Real-time Travel Information

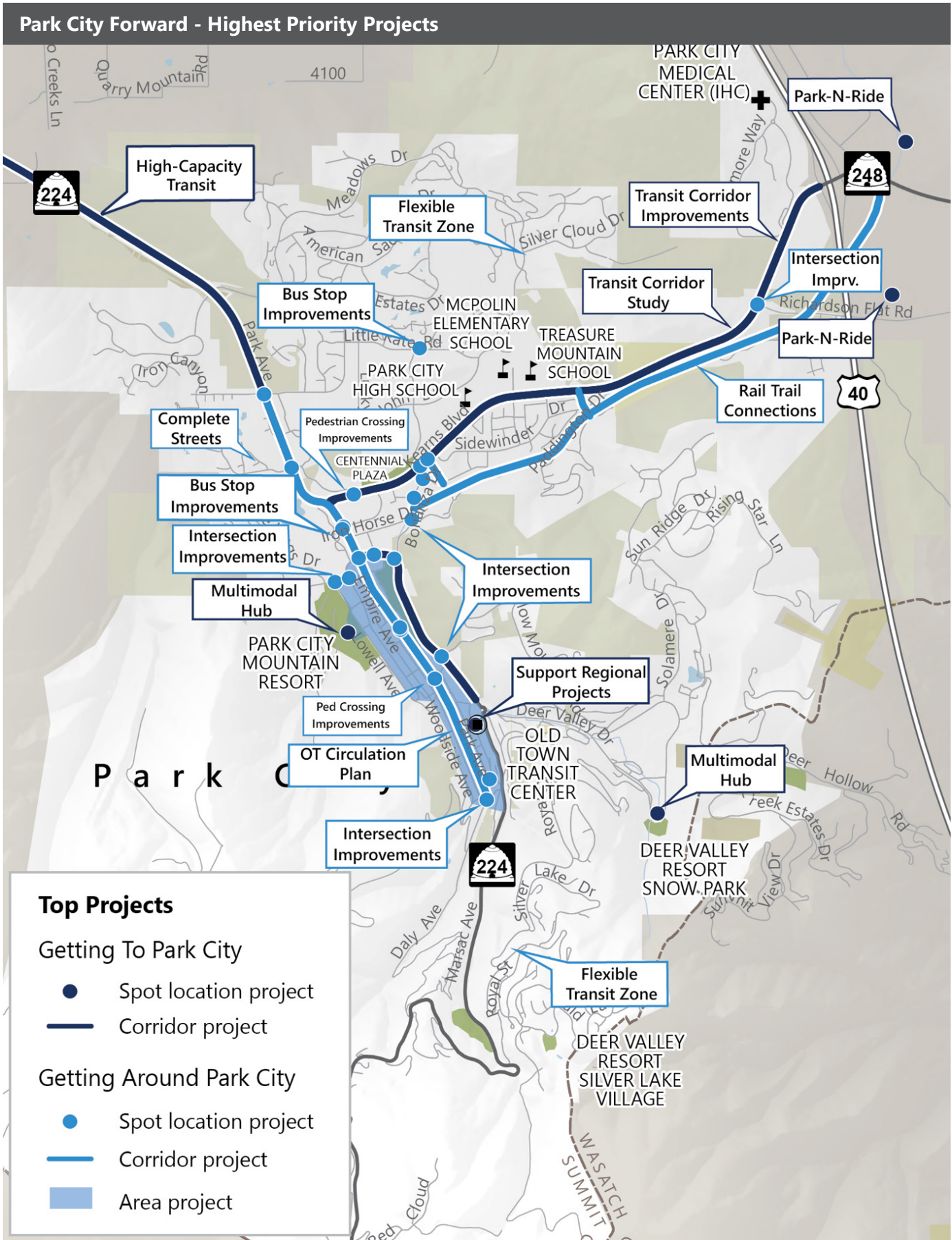
GETTING AROUND PARK CITY



When people are in Park City, we focus our investments in projects and modes that support parking once, using non-driving modes as able, and improving connections for the local community.

Priority Projects

- **Pedestrian Crossing Improvements**
- **Rail Trail Connections**
- **Park Avenue Complete Streets**
- **Old Town Circulation Plan**
- **Intersection Improvements**
- **Flexible Transit Zones**
- **Bus Stop Improvements**



10 For a complete list of investments, please see Chapters 4-6 of the full Park City Forward plan.

FINANCIAL OVERVIEW

THE PARK CITY FORWARD FINANCIAL PROGRAM

Park City Forward defines substantial transportation investments over the next 30 years. While Park City Forward is not a fiscally constrained plan, the financial program makes reasonable assumptions, allowing for realistic implementation over the next 30 years. Implementing the projects, programs, and policies will require funding from a combination of existing and potential federal, state, regional, local, and other sources. This is a high-level planning exercise, all project costs are planning-level estimates designed to approximate costs and revenues via best practice assumptions. As such the Park City Forward financial program is best utilized as a prioritization and education tool, identifying relative tiers of investment and the full funding need for transportation in Park City.

HOW WERE THE COST ESTIMATES DEVELOPED?

Park City Forward used a mix of sources to inform cost estimation, including local project costs and municipal expenses, city transportation and capital improvement plan (CIP) line items, a national database of built transportation project costs, and professional judgement. Capital costs include physical improvements such as transit lanes and park-and-ride facilities, while program and ongoing costs are items that generally do not have physical infrastructure improvements associated with them, including new staff positions and operating transit service.

PARK CITY FORWARD FINANCIAL COSTS AND PROJECTED REVENUE

Fully funding Park City Forward will require a wide variety of funding sources. Current funding sources for Park City already include a combination of Federal Grants, State Grants, County Contributions, the Local Transportation Fund, and the Local City Fund, which is not transportation-specific and is competitive for citywide project funding. The total cost for the Park City Forward Project List is estimated at \$722.33 million through 2050. The total cost for the Phase 1 Priority Projects is estimated at \$87.23 million. Based on current estimates, Park City has an estimated \$58 million available to fund projects, though this total may be subject to change. An additional \$29.2 million in “supplemental” funding may be available, but would need flexible City or other revenue sources to address the funding gap. The total of these two values was used to set the Phase I project list.

Using an estimation based on projecting recent historical budget data across years 6-30, it is assumed that a total of \$336.47 million will be available to fund projects in the future Big Concepts and Vision phases. Of the projected revenue only the City Transportation Fund is certain to be available for transportation projects and there is a high degree of uncertainty with many of the funding sources. A funding gap of \$385.86 million is estimated for the full life of Park City Forward.

CLOSING THE FUNDING GAP

To fully implement the transportation projects and programs identified in Park City Forward, Park City in coordination with the state, Summit County, and other partners, will need to identify and secure additional funding sources. Some of these sources, such as grants, are available but highly competitive. Others would require local or state action to initiate, or expand their use, such as additional fees, taxes, or bonds.



OUR PLAN

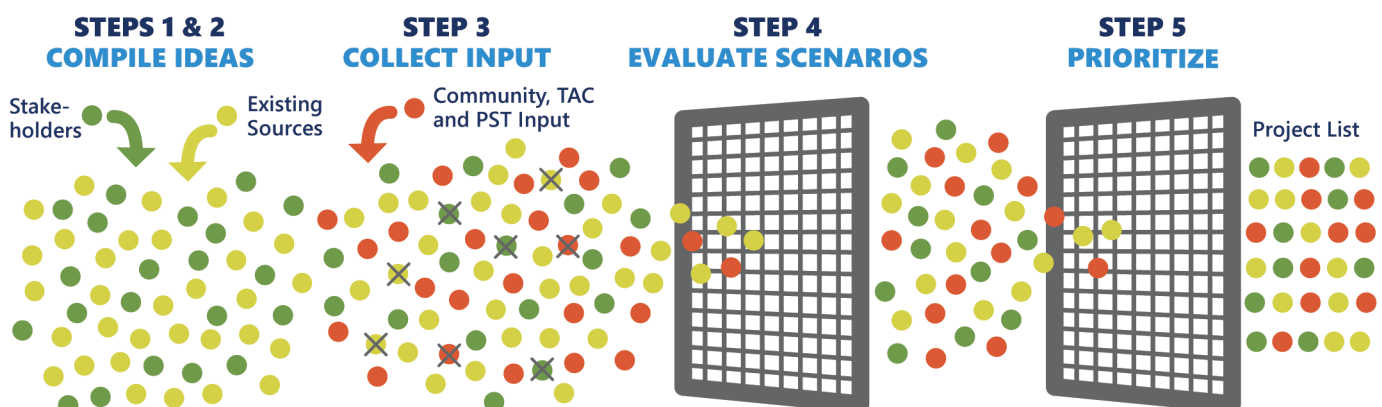
Park City Forward identifies an extensive project list for multimodal infrastructure projects, policies, and programs that will help keep Park City moving and address challenges across each travel mode. The project list represents the community's ideas to make an innovative, multimodal future a reality. The Park City Forward project list consists of 84 transportation initiatives in the following areas:

-  Active Transportation – 26 Projects
-  Parking and TDM – 14 Projects
-  Roadway and Goods Movement – 13 Projects
-  Shared Mobility – 4 Projects
-  Transit – 19 Projects
-  Technology and Innovation – 8 Projects

The list ranges from the visionary and years into the future to the expansion of smaller scale projects that are currently ongoing. The project list is organized into phases, recognizing that financial resources are finite, and we must adopt a phased approach that prioritizes investments relative to our means.

- Phase 1 Priority Projects: a fiscally-constrained package of investments that will catalyze near-term action and mobility benefits.
- Big Concept Projects: Transformative projects that Park City is actively developing, or plans to seriously pursue in the near-term.
- Vision Projects: a long-term package of investments that will guide decision-makers and staff as community needs, transportation tools, and financial resources evolve.

HOW WAS THE PROJECT LIST DEVELOPED?



EVALUATE AND PRIORITIZE

Throughout Park City Forward, the project team worked with city staff and the TAC to closely review and refresh the project list. The PC Forward Team added new projects, removed projects that were implemented or were no longer viable, and added new detail throughout based on Park City's capital projects list and new ideas from staff and TAC members. City Council, Planning Commission, the TAC, and the Park City community told us which projects were most important within key geographic areas of the city, and which were most important within each travel mode. To develop the project phasing, all the projects were evaluated against Park City Forward's goals, travel benefits, community and stakeholder feedback, and PC Forward Team discussions.

IMPLEMENTATION AND NEXT STEPS

Constructing, enacting, and adopting transportation and transit projects, programs, and policies is how we make Park City a better place to live, work, and visit. Park City Forward is not the end of our work, but the beginning. It is now up to us as a community to put the plan into action. Critical next steps towards implementation include establishing the next generation of biking and walking projects, working with local and regional partners on regional transportation improvements, developing capital improvement projects, and understanding the future of emerging transportation and transit technologies. Using the project's vision, goals, and action items, Park City Forward provides a framework for the future of transportation in Park City.





PARK CITY **FORWARD**



a comprehensive
transportation blueprint

DRAFT **FINAL PLAN**

2022

ACKNOWLEDGEMENTS

City Council

Nann Worel, Mayor and Transportation Liaison
Ryan Dickey, Transportation Liaison
Jeremy Rubell, Transportation Liaison
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Tana Toly
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Tim Henney, Former Council Member
Steve Joyce, Former Council Member

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1

WHAT IS PARK CITY FORWARD?

OUR PLAN FOR ACTION

Park City is a historic, small town, home to long-standing residents and a world-class recreational playground for local and global visitors. Each day Park City balances its visitor-based economy with the daily needs of its long-time residents and valued employees, an evolving dynamic as the city and region grow and diversify. To preserve and maintain the Park City everyone loves, the broader community must find ways to address its long-standing transportation challenges.

Business as usual will no longer work. Doing nothing is not an option. The challenges are too big, and the stakes are too high.

In response, Park City Forward articulates a community-driven plan. It supports and leverages the Park City Vision 2020 call to embrace action and prioritize our transportation system.



As the city’s long-range transportation plan for the next 30 years, Park City Forward includes a package of investments that will guide decisions on how to spend our limited transportation funds that best serve our needs.

Implementation of Park City Forward will not be easy in the face of challenges presented by COVID-19, climate change, and limited funding. Park City must make tough choices, but the community is unified by a desire to improve the transportation to and within the City.

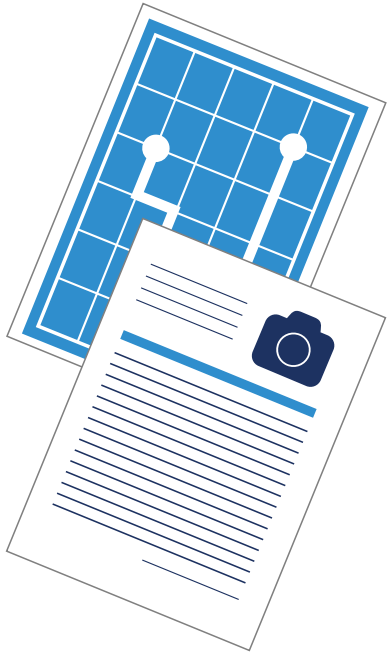
Since 2018, we have talked with and heard from hundreds of people – their worries, challenges, priorities, and goals. While the needs and opinions of community members vary, a shared set of values anchors this work.

Park City Forward is your plan.

ORGANIZATION OF PARK CITY FORWARD

Park City Forward includes multiple documents that present its work and outcomes. They include:

- **Park City Forward Vision Summary:** Our vision and recommendations.
- **Park City Forward Final Plan:** A user-friendly document of the project process, analysis, and outcomes. Coordinated Nodal and Modal Plans show how the Project List will be prioritized and programmed by location and transportation mode.
- **Park City Forward Reports:** Technical reports presenting additional detail on project work. The reports include:
 - » *Community Engagement Report* – a recap of the community outreach process and public feedback.
 - » *Briefing Book* – a summary of our transportation system’s existing conditions, key data points, and trends.
 - » *Monitoring and Reporting Plan* – a “How To” for decision-makers, staff, and the community on measuring progress over time.



OUR ROLE IN THE REGION

Park City Forward is the long-range transportation plan for Park City. As such, it is guided by local values and focused on the needs of Park City residents, visitors, and employees. Park City Forward recognizes that our long-term success is intimately connected to Summit County and the region.

Park City Forward is our opportunity to foster productive regional dialogue and a shared transportation future. In collaboration with our regional partners, Park City Forward integrates past and ongoing plans and studies to ensure that the local transportation system evolves in tandem with surrounding communities. Close coordination between Park City and Summit County is even more critical following the 2020-21 realignment of transit service between Park City Transit and High Valley Transit.



OUR PROCESS

DISCOVERY

The first phase focused on initial listening sessions with stakeholders to understand transportation issues, challenges, and opportunities. We also reviewed previous and ongoing plans, collected key data sets, and documented travel behaviors and trends. The first phase also established a shared transportation vision and goals.

DESIGN

The second phase focused on collecting ideas from the community and stakeholders. We held workshops and hosted surveys to test different types of strategies. Investments were organized by mode and further defined into an initial list of projects, policies, and programs.

DOCUMENT

In the final phase projects, policies, and programs were refined based on stakeholder and community feedback. The vision and goals were also updated based on Park City Vision 2020. Further outreach and evaluation in 2021 allowed for additional definition of the recommendations.

- 1 Project Kickoff (Spring 2018):** Launch of project with a series of stakeholder interviews and initial Technical Advisory Committee meetings. Project brand, website, and public involvement plan finalized.
- 2 Briefing Book (Fall/Winter 2018):** A 3-day travel diary, known as rMove, provided detailed data on local travel behavior. The Briefing Book summarized preliminary community input, data analysis, and key issues and opportunities.
- 3 Values, Goals, and Performance Metrics (Winter 2018/2019):** Informed by workshops and an online survey, a vision and goals were defined to serve as the anchor point of Park City Forward and its recommendations.

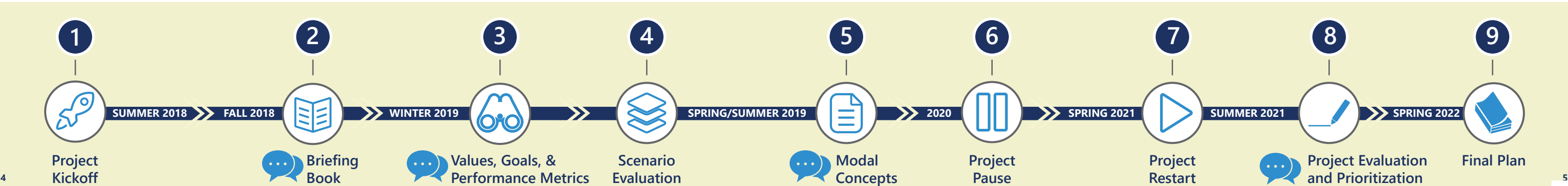
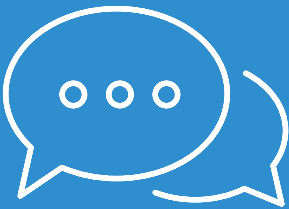
- 4 Scenario Evaluation (Winter/Spring 2019):** Developed a scenario-based evaluation framework to prioritize investments based on project goals and identify relative costs and benefits.
- 5 Modal Concepts (Spring/Summer 2019):** Based on past plans and studies, stakeholder ideas and public input, and best practices, an initial list of projects, policies, and programs were developed and reviewed with stakeholders.
- 6 Project Pause (2020):** Park City Forward was paused at the beginning of the COVID-19 pandemic.

- 7 Project Restart (Spring 2021):** Project was restarted, and the project vision and goals were refreshed based on Park City Vision 2020 and after the COVID-19 slow down. The Technical Advisory Committee was re-engaged to provide ongoing direction.
- 8 Project Evaluation and Prioritization (Summer/Fall 2021):** Updated project list and conducted high-level evaluation. Finalized a project list and a plan for each transportation mode and key geographic nodes. Summarized the funding program to ensure fiscal sustainability.
- 9 Final Plan (Spring 2022):** Documented project work and finalized Park City Forward.

COMMUNITY ENGAGEMENT

Outreach was a consistent feature of Park City Forward and emphasized at project milestones. A Public Involvement Plan was created at project outset, establishing diverse methods and multiple opportunities for community participation.

(Re)engagement in 2021 focused on virtual community feedback via online surveys, Miro, and Mentiimeter. See Chapter 2 and the *Community Engagement Report* for more information.



2020 PROJECT PAUSE

Park City Forward was paused in March 2020 due to the COVID-19 pandemic, allowing Park City to address immediate public health issues and navigate the pandemic’s ongoing impacts on the Park City community. During 2020 and the first half of 2021, however, two important initiatives moved ahead.

- The City released [Park City Vision 2020](#), which articulates the community’s vision – Embracing Bold Action. It defines a specific strategic “pillar” for Transportation Innovation and several related transportation actions:
 - » Supporting net-zero carbon emissions through fleet electrification
 - » Creating car-free, pedestrian-oriented areas
 - » Enhancing transit, biking, and walking connectivity to all parts of the community
 - » Embracing new transportation technology and innovative solutions
 - » Enabling a “car-optional” lifestyle, in which people have many transportation options and can forgo ownership of one or all personal automobiles to meet their daily needs.
- The reorganization of local and regional transit service into Park City Transit, serving areas primarily within the city limits; and High Valley Transit, serving unincorporated areas of Summit County and connecting Park City to Kamas, Francis, and Salt Lake County.

Work on Park City Forward resumed in early 2021. The Park City Forward vision and goals were updated to reflect the community work on Vision 2020. In addition, the project list and funding assumptions were updated to account for Park City Transit’s new service area.



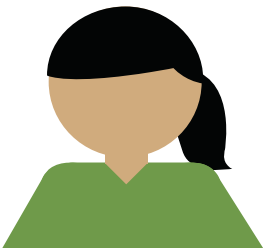
OUR PEOPLE

Park City thrives because of its people. Park City Forward examined the community’s diverse transportation needs through a lens of its typical users to define tailored, yet complementary transportation solutions.



Park City Resident

People who live in Park City are active, eco-conscious, and familiar with many of the options for getting around. Innovation of the transportation system will allow Park City to improve congestion and be environmentally sound, in a way that protects transportation necessities.



Year-Round Employee or Business Owner

People who work and/or own a business understand that Park City’s long-term vitality is dependent on its transportation system. Convenient, reliable, and flexible travel modes are essential to economic success.



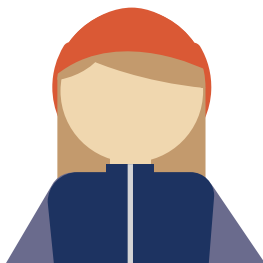
Culture and Event Visitor

Events draw thousands of people to Park City. Making transit and other non-driving options easier and more attractive to visitors is key to reducing traffic congestion.



Recreation Day-tripper

Park City attracts people from across the region. More travel options and incentives can further encourage the day-tripper to reduce reliance on travel by car and utilize park-and-rides, transit, and shared mobility options.



Seasonal Employee

Park City relies on an influx of employees, especially during the peak seasons and for construction projects. Park City must provide affordable and reliable transportation options that connect the places they live to the places they work. Employee travel incentives are crucial to a more equitable Park City.



Long-stay Visitor/Second Homeowner

Park City includes people who regularly vacation or live here part of the year. They value Park City’s travel options and are amenable to leaving the car at home if the transportation system is convenient, safe, and flexible.

OUR PLAN

Park City Forward elevates the projects that will best help us reach our goals and fulfill our vision. The map on the next page shows some of the highest priority projects to keep Park City moving forward.

GETTING TO PARK CITY

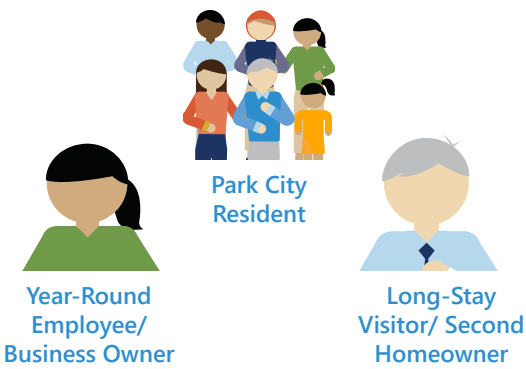


Park City is working to decrease the amount of traffic coming into town by providing robust mobility options, including new regional services, parking areas outside of town via intercept lots, and enhanced transit service.

Highest Priority Projects

- **R02:** SR-248 Corridor Mobility Improvement Project
- **T04:** Support Regional Projects (PC-SLC Connect)
- **T05:** SR-224 High-Capacity Transit
- **T06:** SR-248 Transit Corridor Study
- **T09:** Park-and-Ride Facilities
- **T10:** Park City Mountain Resort (PCMR) Multimodal Hub
- **T11:** Deer Valley Resort Multimodal Hub
- **Peak Day Mitigations**
 - » **P05:** Wayfinding, Real-time Information, and Data
 - » **P11:** Marketing & Communications
 - » **ITS01:** Real-time Travel Information

GETTING AROUND PARK CITY

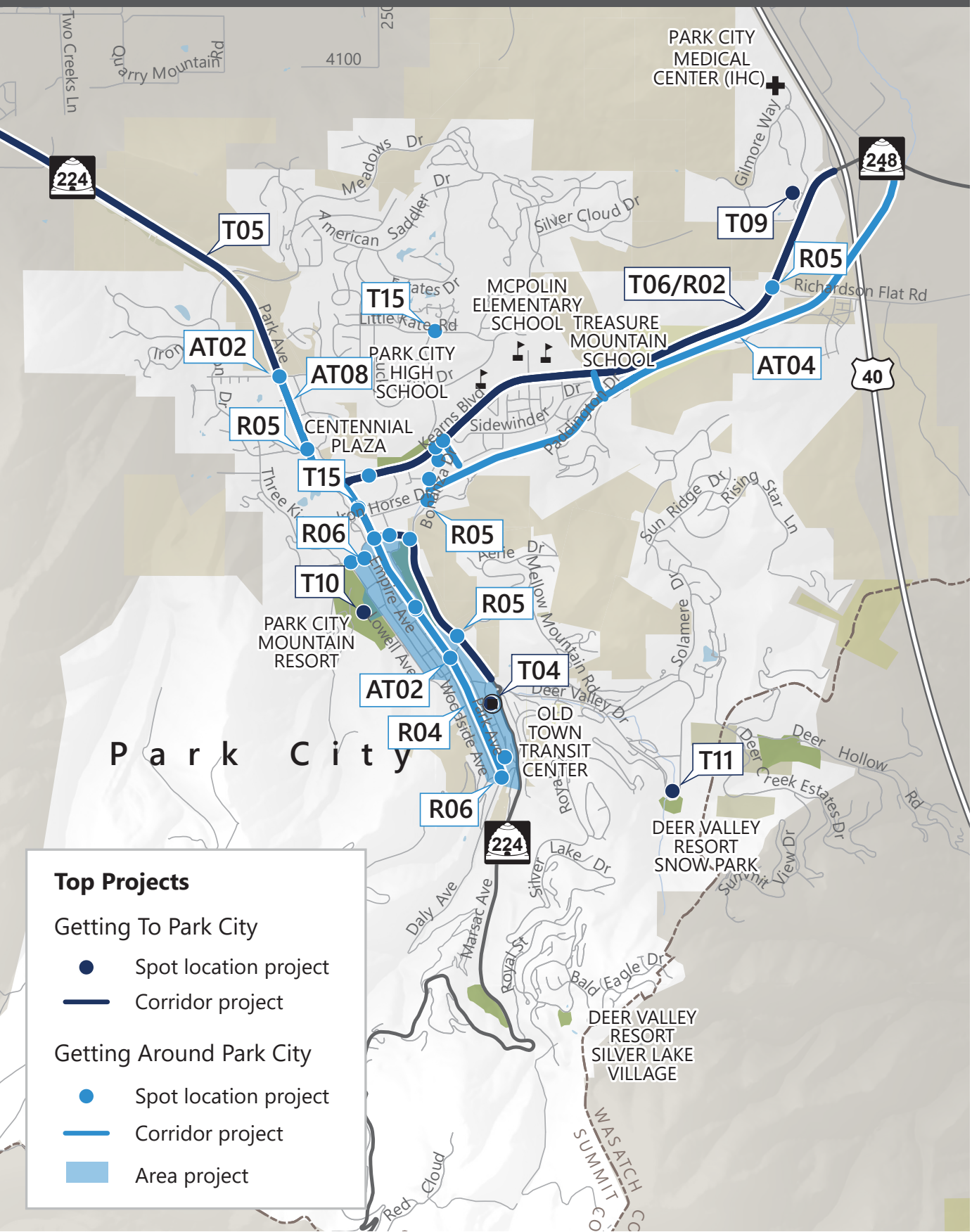


When people are in Park City, we focus our investments in projects and modes that support parking once, using non-driving modes as able, and improving connections for the local community.

Highest Priority Projects

- **AT02:** Pedestrian Crossing Improvements
- **AT04:** Rail Trail Connections
- **AT08:** Park Avenue Complete Streets
- **R04:** Old Town Circulation Plan
- **R05 & R06:** Intersection Improvements
- **T02:** Flexible Transit Zones
- **T15:** Bus Stop Improvements

Park City Forward - Highest Priority Projects



For a complete list of investments, please see Chapters 4-6.

2

YOU ARE PARK CITY FORWARD

MOVING FORWARD TOGETHER

The Park City community has shaped Park City Forward at all stages of the planning process, from early listening sessions to refinement of proposed transportation strategies. In the end, Park City Forward will be successful because it is rooted in Park City's values and way of life.

At the outset of Park City Forward, the project team articulated four core principles to guide how we engaged the public throughout the planning process:

- **Listen** to understand people's transportation and mobility challenges, needs, and desires.
- **Involve** a broad range of stakeholders with diverse perspectives and experiences.
- **Educate** people about potential solutions and what tradeoffs may be necessary to achieve meaningful results.
- **Collaborate** to develop locally generated solutions with technically sound expertise.

This chapter summarizes our engagement process, highlighting the activities and tools used to solicit feedback from the community. A more detailed summary of the community engagement outcomes and findings is provided in the *Community Engagement Report*.



Photo Park City Municipal Corporation

WHAT WE DID

The Park City Forward project team developed and implemented a diverse set of tools and methods to engage the public. We connected with hundreds of people through online surveys, a smartphone-based travel survey, community open houses, mobile workshops, and virtual engagement tools. Additional and more detailed technical feedback was provided to the project team through advisory committees, stakeholder interviews and focus groups, and face-to-face meetings with City Council members.



Participants in the stakeholder meetings worked together to mark up maps with trouble spots and opportunities for improvements.

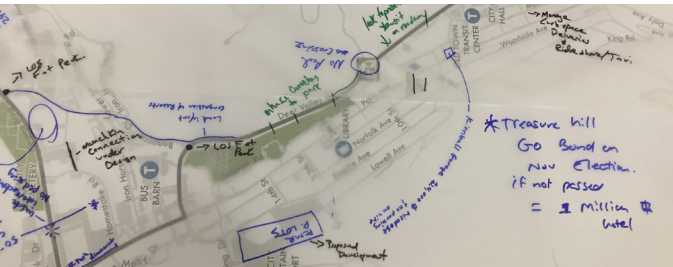
STAKEHOLDER INTERVIEWS

The team met with key stakeholders during the project kickoff. Participants included the Park City School District, community advocates from Future Park City and event organizers from Park Silly Sunday Market, City Council, key City departments, and the Utah Department of Transportation.

The team also convened a focus group with representatives from the hospitality industry and Park City’s Visitor Bureau to better understand how transportation can serve Park City’s visitors and people employed in the service industry.

How Did We Use This?

- Understand community vision for the plan
- Document stakeholder goals and desires
- Brainstorm transportation challenges and solutions

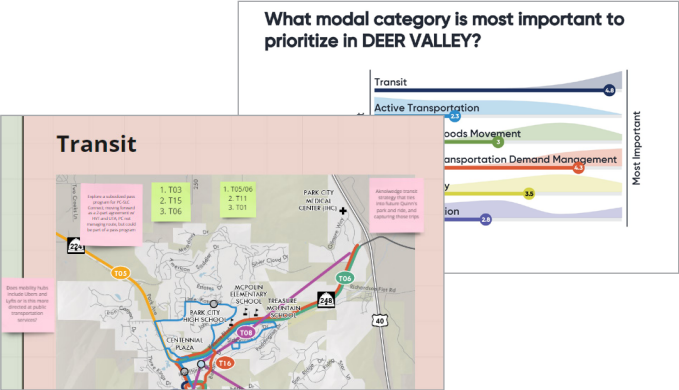


ADVISORY COMMITTEES

Park City Forward was guided throughout by two advisory committees: a Technical Advisory Committee (TAC) and a Project Support Team (PST). These two groups met with the project team more than a dozen times over the course of the project.

The TAC included representatives from resorts (Deer Valley and Park City Mountain), Park City Chamber of Commerce, Historic Park City Association, Summit County, Park City Lodging, Park City School District, Utah Department of Transportation (UDOT), Ski Utah, High Valley Transit, and other local businesses, employers, and residents.

The PST included staff from nine Park City departments, including Planning, Engineering, Sustainability, Police, Fire, Trails, Economic Development, Utilities, and Community Engagement.



The TAC used online tools to give input on modal plans and the project list in 2021.

PROJECT BRAND AND WEBSITE

The project team created the Park City Forward brand to ensure the project was easily identifiable. The brand was applied to a Park City Forward website that served as a central source for information. The website included a project overview, updates on work in progress, links to surveys, project reports, results of outreach activities, and a calendar of upcoming public events. People visited the website more than 1,000 times.



How Did We Use This?

- Define project vision and goals
- Solicit guidance on project process and methods, such as the rMove survey design and methods
- Review project data, findings, and deliverables
- Help connect to, and engage with, the community
- Solicit project ideas and review proposed investments

COUNCIL RETREAT AND WORK SESSION

In addition to periodic meetings with individual council members, the project team participated in the 2019 City Council retreat and a Council Work Session in 2022 to help define transportation goals and measures for success. The City Council identified a priority focus for the plan - reducing car trips on Park City's gateway corridors.

How Did We Use This?

- Affirmed key values and needs
- Provided guidance to staff on priority investments
- Defined measures of success



At their 2019 retreat, council members prioritized transportation goals and helped the project team define a set of metrics to guide Park City Forward and its outcomes.

PARK CITY VISION 2020

Vision 2020 work continued during Park City Forward and the final report was issued in 2021. While this visioning effort covered all aspects and sectors of Park City's future, its parallel engagement process also surfaced the community's desire to address key transportation challenges and prioritize mobility investment.

How Did We Use This?

- Refreshed Park City Forward vision and goals, ensuring strategic alignment
- Reviewed Vision 2020 outreach to capture new project ideas or update ones previously identified
- Ensured that Park City Forward Project List reflects Vision 2020's four Key Action Areas for transportation



The Park City Vision 2020 strategic pillars

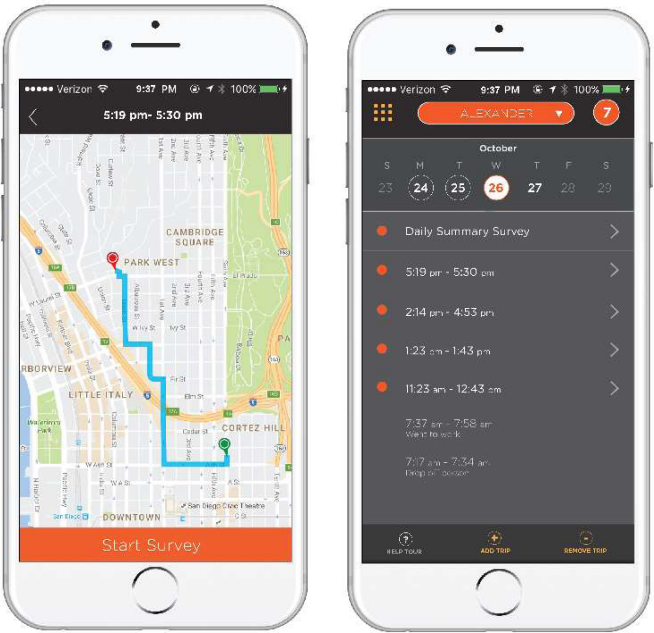
RMOVE TRAVEL SURVEY

Over 300 people participated in a smartphone-based travel survey – called rMove – in November and December 2018. Participants downloaded the rMove app which recorded every trip for three days, creating a valuable dataset about why, where, and how people got around.

The survey encouraged participation by providing materials in both Spanish and English and by offering a small financial incentive to participate. Participants who do not use smartphones could log trips using a paper version of the travel survey.

How Did We Use This?

- Collected robust information on travel behavior for a broad range of trip purposes
- Established baseline and target travel mode splits for key geographic nodes (Chapter 4)
- Can be repeated in future years to track our progress toward these targets



The rMove app allowed participants to easily log their trips.

OPEN HOUSES AND MOBILE WORKSHOPS

Park City Forward was showcased at four open houses – September 2018, March 2019, and September 2019, and September 2021. Meeting people where they are is one of the best ways to reach a broad audience, so the project team hosted mobile workshops at six different locations, including one location specifically targeting the Spanish-speaking community.

How Did We Use This?

- Inform the community about Park City’s existing transportation network
- Identify trouble spots and ideas for improvement
- Solicit community values and create a community “mobility values tapestry”
- Share investment ideas by mode and ask the community to prioritize
- Give feedback on specific proposed transportation projects, policies, and programs

MARCH 2019

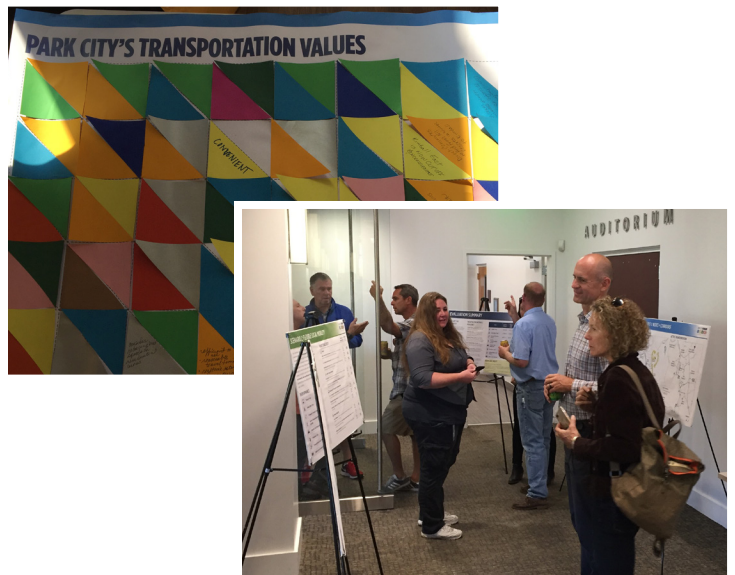


Park City Forward connected with the community at citywide open houses and at mobile workshops throughout the city.

MOBILE WORKSHOP



SEPTEMBER 2019



SEPTEMBER 2021

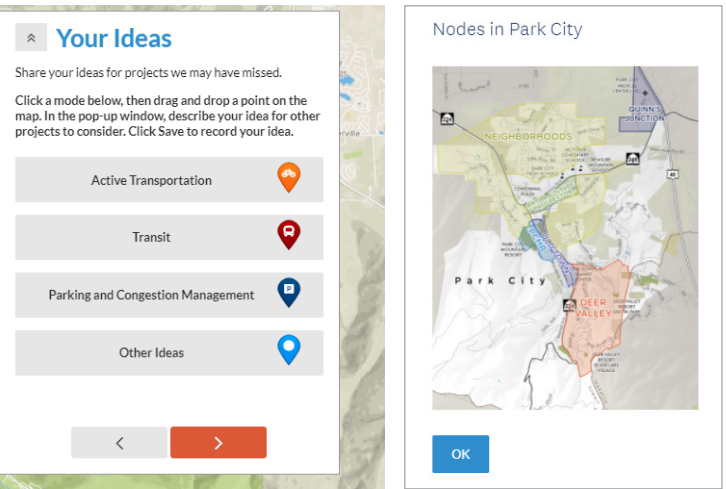
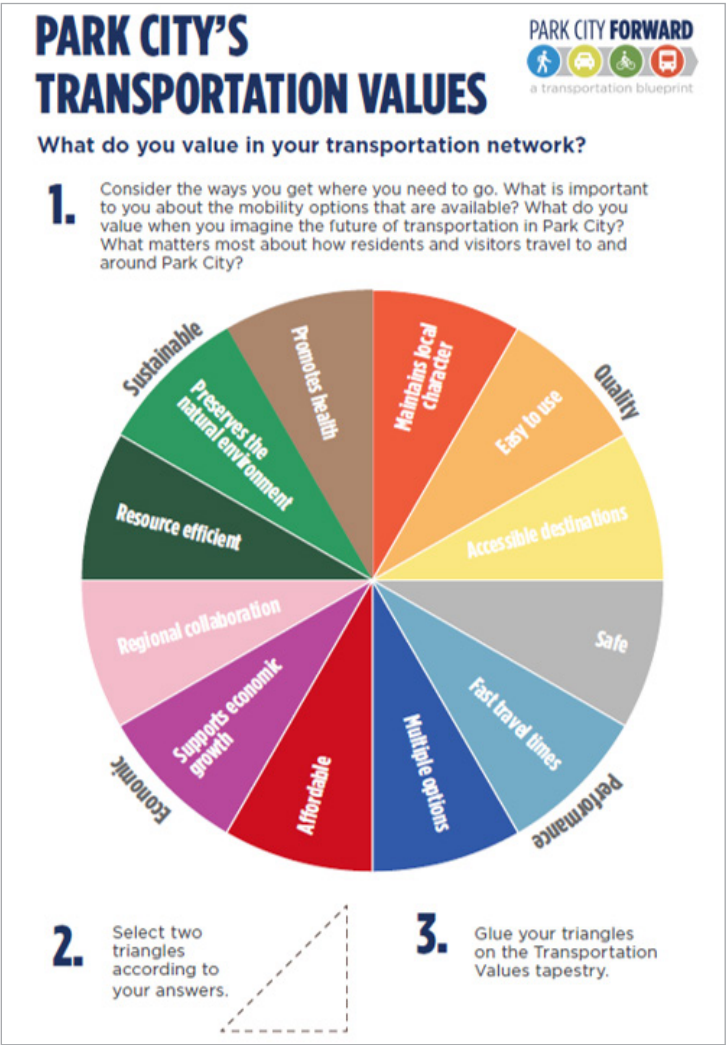


ONLINE SURVEYS

In addition to the rMove travel survey, the project team collected public feedback through four online surveys at key milestones throughout the project. The surveys included a combination of question types and methods, ranging from rank choice and open-ended questions to an interactive mapping exercise.

How Did We Use This?

- **Fall 2018:** We translated the Values Tapestry exercise into an internet-friendly format. More than 160 participants chose the most important characteristics of their ideal transportation system, such as maintaining local character or supporting economic growth.
- **Spring 2019:** We asked the community to help us shape the most impactful project concepts and choose the best ways to measure success. We received more than 330 responses.
- **Fall 2019:** Nearly 450 survey participants prioritized and commented on the specific projects, programs, and policies; browsed interactive map layers showing proposed project locations; and added their own refinements to an online map.
- **Summer 2021:** The team updated the project list and gathered one more round of feedback to finalize the list and understand priorities by geographic node and mode of travel. Nearly 100 people participated and provided comments.



Online surveys collected public input during every phase of Park City Forward.

WHAT WE HEARD

“The rail trail is there for a reason. It connects all of us to everything in PC and beyond.”

“Allow preemption for transit vehicles. They have to be a priority. If it takes longer by transit than by personal vehicle ridership will suffer.”

“I would really like a PCMR transit hub that provides direct slope access from the bus door.”

“Discourage traffic shortcuts through residential neighborhoods.”

“Walkability is very important. I would love for residents and visitors to be able to live their day-to-day life without a car.”

“Put bike racks at all major bus stops.”

“Create a park and ride lot to encourage commuters to leave their car outside of the city and take transit.”

“I would love to see a safe way to get from the Poison Creek bike path to the McCloud Creek bike path.”

“If you want people on buses, they need to be bypassing traffic.”



Public support for several key themes and top project ideas emerged consistently throughout Park City Forward’s public engagement activities and phases. Highlights include:

- Improvements to Main Street and Old Town to support business operations while balancing the need for safe, comfortable walking and bicycling access.
- Develop commute incentive programs and update parking pricing and options to improve employee and visitor access at resort areas.
- Increased bus service in early morning and late evening hours to better serve service industry employees.
- Improve sidewalks and crossings and develop multimodal improvements in Bonanza District and along Park Avenue, Kearns Boulevard, and Deer Valley Drive.
- Develop high-capacity transit service and transit priority lanes along gateway corridors.
- Expand the network of high-frequency transit service.
- Complete the sidewalk network to make walking the default choice for short trips.
- Develop new park-and-ride facilities and serve them with fast, frequent transit connections.

3

A SHARED VISION AND GOALS

WHAT WILL GUIDE US?

People living and working in Park City, elected leadership, and City staff contributed their ideas, hopes and values to create a lasting and inclusive transportation plan. The vision and goals:

- Tied Park City Forward to past planning and projects by integrating and addressing consistent community themes. Examples include the City's General Plan and Vision 2020.
- Focused analysis and stakeholder feedback on projects, actions and investments that are most important to Park City.
- Created a framework for decision-making, from which we will evaluate and monitor how well the transportation supports the community we want to create.
- Clearly communicated how transportation and mobility are an essential part of the city's progress.



VISION STATEMENT

Park City’s transportation system embraces innovation to provide safe, year-round transportation options that promote a connected, inclusive, and multimodal mountain community and culture.

GOALS + OBJECTIVES



ACCESS

Improve local and regional multimodal transportation connections between activity nodes for residents, commuters, and visitors. Ensure the transportation network supports Park City’s future growth and land use changes.

Objectives:

- Create a cohesive transportation network that responds to land use patterns and future development
- Support creation of pedestrian-oriented districts
- Manage parking and user mobility to incentivize efficient transportation choices
- Build a network of connected multimodal transit corridors to key nodes



INCLUDE

Ensure equitable access to opportunity, catalyzed by local and regional mobility choices that are affordable and support healthy living.

Objectives:

- Create and maintain a safe transportation system for all users
- Provide equitable mobility options for the entire community
- Ensure that the transportation system does not disproportionately affect under-served communities



SUSTAIN

Support a resilient, net-zero carbon community, anchored by long-term transportation investments that reduce greenhouse gas emissions, decrease single occupancy vehicle trips, and mitigate environmental consequences of growth.

Objectives:

- Reduce trips by single occupancy vehicles
- Reduce vehicle miles traveled (VMT)
- Maximize person throughput and minimize person delay
- Reduce environmental impacts from transportation
- Ensure system preservation and long-term financial sustainability
- Continue to expand the electric vehicle and transit network



INNOVATE

Embrace innovative action to prioritize a community-focused, multimodal transportation network that is easy to use, efficient, convenient, safe, and incorporates cutting-edge technologies.

Objectives:

- Provide a balanced multimodal and pedestrian-oriented transportation system
- Incorporate new technologies and solutions to foster shared mobility for all
- Build tomorrow’s technologies through pilot projects and implementation
- Increase system reliability and operational efficiency

To make these goals a reality, Park City operates within these six guiding principles on a daily basis:

- **Develop a Park Once community**
- **Collaborate with regional partners on long-range transportation solutions**
- **Identify, manage, and mitigate traffic during peak conditions**
- **Expand our world class biking and walking infrastructure**
- **Proactively review and analyze disruptive transportation and transit ideas and innovation**
- **Continue to develop and improve the internal Park City Transit System**

DEFINING THE VISION

The Park City Forward vision and goals build on years of community voices and knowledge. We brought in new information and ideas from the following sources.

Park City’s Long-Term Strategic Plan

Vision: This initiative identifies the City’s shared values based on extensive engagement with people living in, working in, and visiting Park City. The values underpin the Park City Forward vision and goals.

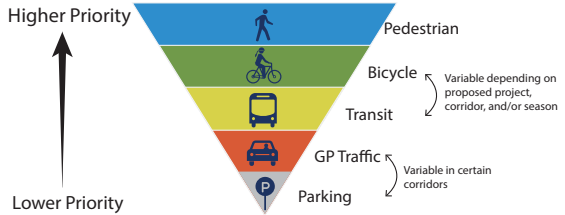


Park City Forward Transportation Surveys and Community Workshops:

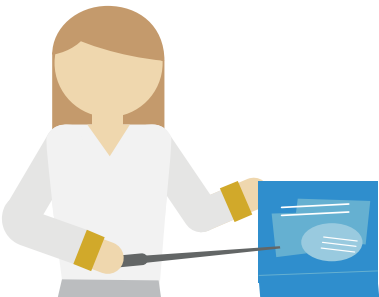
We heard directly from the community through online surveys, mobile workshops, and citywide open houses. People living, working, and visiting here shared their ideas about what the community can and should be.



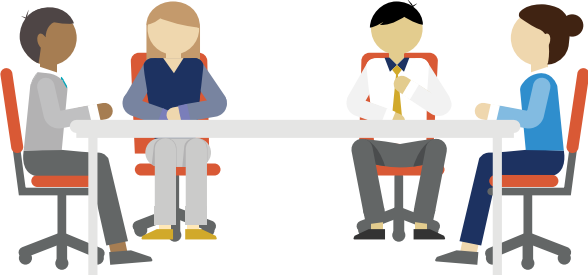
Modal Hierarchy: Park City Forward helped the City define a new citywide modal hierarchy and design toolbox to guide street redesign and construction projects. Walking, biking, and transit take priority over driving and parking when allocating space in the public right-of-way.



Technical Advisory Committee and City Project Support Team: Park City Forward is indebted to teams of Park City staff and from partner organizations who provided key resources and guidance. These committees shaped the project from the beginning and continued to review methods and results to ensure the plan builds from their work and helps them improve transportation.



City Council: Councilors and the Mayor listened to the needs and ideas collected in Park City Forward, and shared their own through direct conversations about transportation. The Council and staff also put forward ways to address and measure priorities in housing, environment, social equity, and transportation through retreats and workshops.



Park City Vision 2020: The release of the community’s unified vision for the future in early 2021 provided an excellent opportunity to refresh Park City Forward’s goals, objectives, and project list to fully integrate Vision 2020’s call for action on transportation.



Best practices: We looked to peer cities and mountain towns with successfully evolving transportation systems and plans to learn about what has worked. We identified ways to communicate a transportation vision and goals that is clear, attainable, and provides a strong foundation for delivering world-class transportation and quality of life.



HOW DO WE MEASURE SUCCESS?

The vision, goals, and objectives provide a framework for measuring the success of the Park City transportation system and its investments. See the Park City Forward *Monitoring and Reporting Plan* for additional detail on the metrics and process to track our progress and report back to the community.

4

OUR PLACES: NODAL PLANS

Park City is composed of distinct neighborhoods, districts, and places. These geographic nodes serve different functions and have unique transportation needs based on location, land uses, topography, and form. Park City Forward **identifies six key nodes** where significant growth is planned, major projects are anticipated, crucial hot spots exist, or where challenges and their solutions are representative of the broader city.

Each node has a transportation ecosystem that will require different investments. Of course, these nodes do not operate in isolation – investments in one node can benefit others and connections between nodes are also crucial. The Modal Plans (Chapter 5) include projects focused on connectivity between nodes.

This chapter summarizes the transportation needs and projects for each of the six nodes. It includes:

- **The people:** who typically travels to this node and what are their habits and needs?
- **Key challenges:** why do we need to invest in transportation in this node?
- **Mode split targets:** how do people travel to the node currently and how will they get here in the future?
- **Our plan:** what are the key transportation solutions that will help us reach our targets?

MODE SPLIT TARGETS

Each nodal plan includes a mode split target to guide investment in the coming decades. The mode split shown is for all trips to a destination within the node's boundaries.

The targets were developed based on data from the rMove survey and U.S. Census. They reflect an estimate of existing mode split, as well as Park City's ambitions for the future. For example, the targets for Old Town reinforce Vision 2020's call for more pedestrian-only spaces.

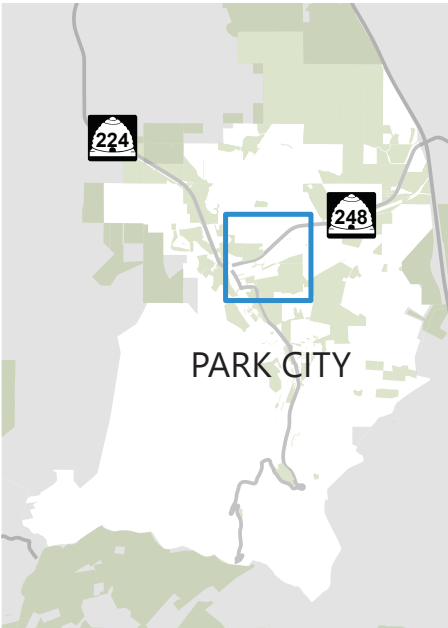
The targets are "living," requiring consistent review and update based on Park City's progress towards success.

BONANZA DISTRICT

THE PLACE

The Bonanza District encompasses the geographic heart of Park City and sits at the crossroads of the SR-224 and SR-248 gateway corridors. The area plays a unique role, as it balances day-to-day retail, office, commercial, light industrial, and municipal services with hotels and restaurants. The Homestake Road corridor and Prospector area also include some of Park City’s densest affordable and multifamily housing.

The District serves as a cultural and event space anchor, with frequent events at the Kimball Arts Center. Several parcels have been prioritized for potential redevelopment. Plans include critical housing, a new circulation network, and a transit node that will catalyze the General Plan’s vision of a pedestrian-oriented, mixed-use center.

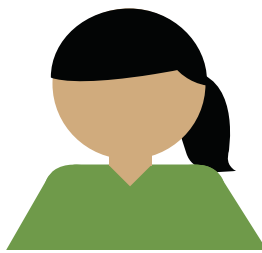


THE PEOPLE



Park City Resident

- Works, dines, visits, or plays here and values local business
- Passes through to connect to key nodes, like schools
- Lives in multifamily housing and uses multiple travel options



Year-Round Employee or Business Owner

- Travels to area every day to work or manage business
- Wants and expects off-street parking for customers



Culture and Event Visitor

- Visits to attend events at Kimball Art Center or dine at local restaurants
- Takes advantage of convenient transit connections to Old Town and resorts

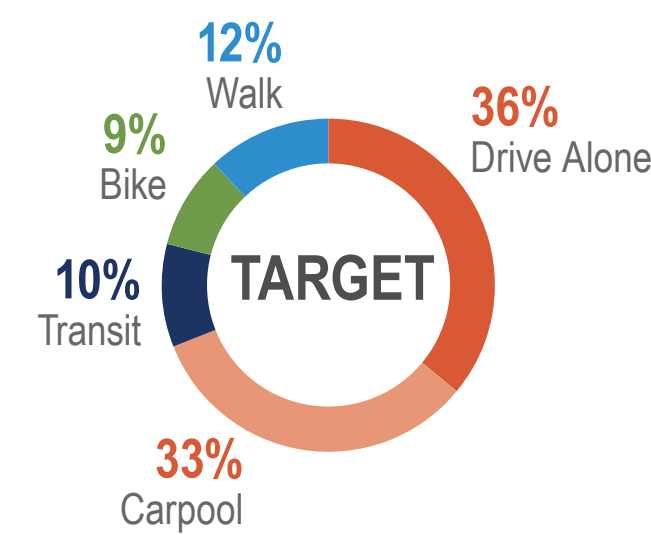
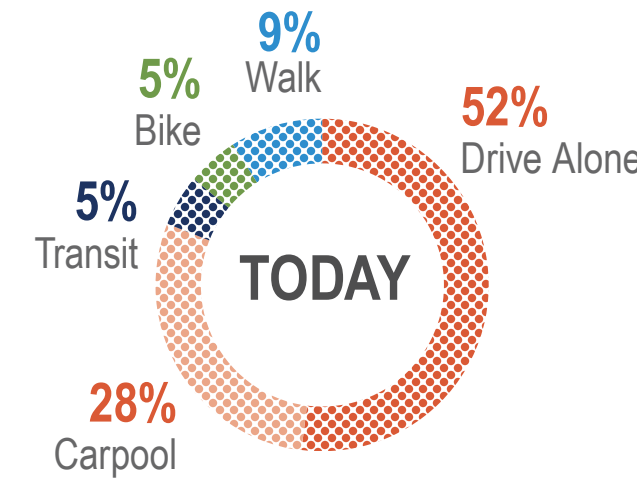
KEY CHALLENGES

- Walking and biking** can be difficult due to adjacent auto-oriented arterials, large intersections on Kearns Boulevard and Park Avenue, and lack of sidewalks.
- Old Town and resorts are too far to foster convenient, routine **walking connections**.
- On-street bicycle facilities** are very limited.
- Fragmented street grid and parcels limits intuitive circulation and internal **transit access**.
- Gateway corridors** are often congested with vehicle traffic.
- Long-standing municipal services** may conflict with evolving mix of uses.
- Surface parking** is a dominant land use.

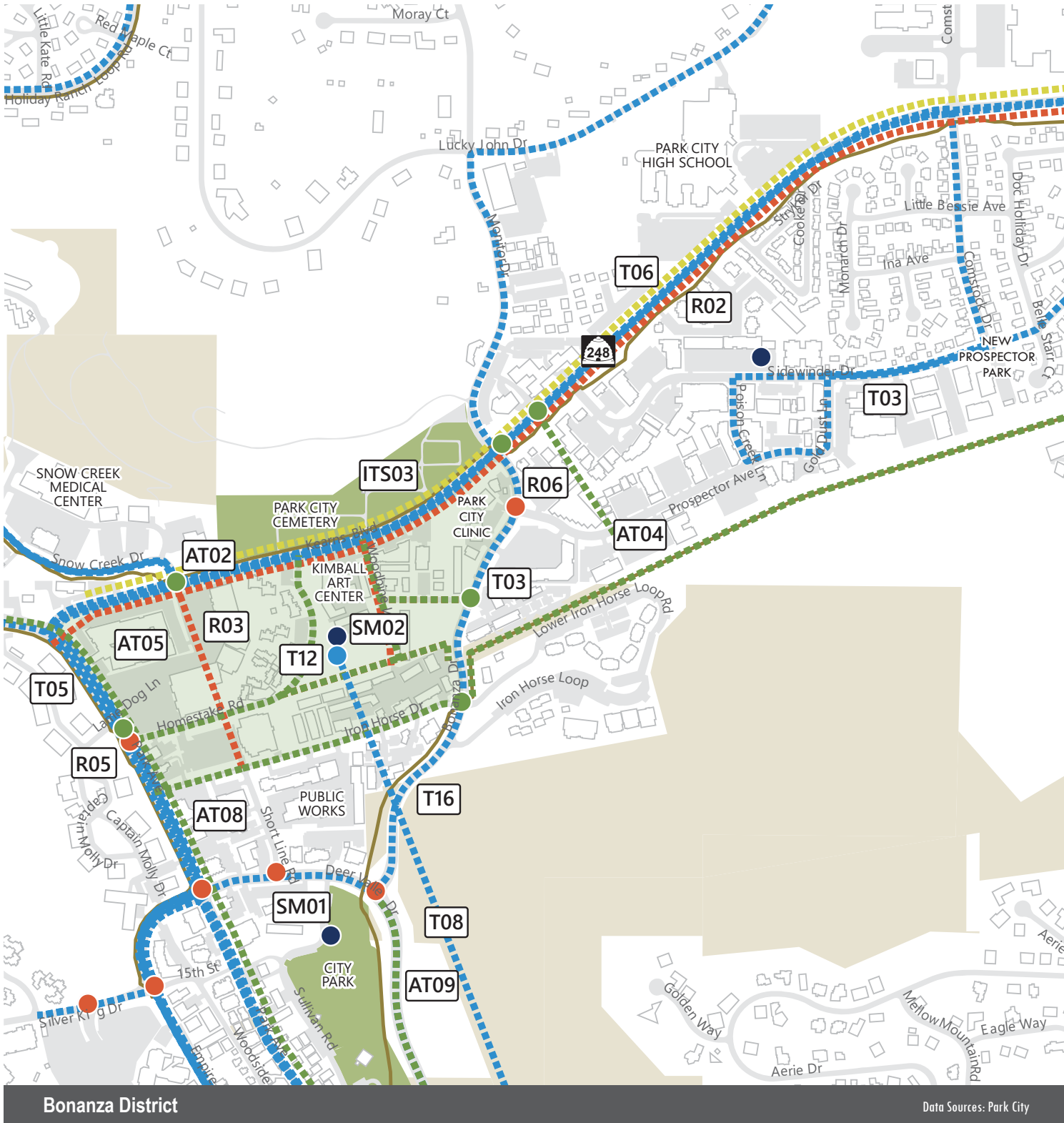
MODE SPLIT TARGETS

Planned redevelopment and major infrastructure projects will spur an influx of new trips into the Bonanza District. The area is expected to add 350 new residents and 1,000 new jobs by 2050.

Today most people drive to the area, while just under 20% of trips are by transit, bicycle, or walking. Park City Forward establishes a mode share target of over 30% for biking, walking, and transit by 2050, with 36% of trips made by driving alone.



Source: rMove



OUR PLAN

Several of Park City Forward’s most transformative projects will help to turn this node into a thriving, pedestrian-oriented district with excellent multimodal options. Priority investments include complete street connections, a transit center and mobility hub, dedicated transit lanes, safer intersections, and innovative approaches to shared parking management.

Projects, Policies, and Programs

Project ID	Name	Priority	Cost
AT02	Pedestrian Crossings Improvements	Phase 1	\$\$\$\$\$
AT04	Rail Trail Expansion	Big Concepts	\$\$\$\$
AT05	Bonanza District Complete Streets Improvement Zone	Phase 1	\$\$\$
AT08	Park Avenue Complete Streets	Phase 1	\$\$\$\$\$
AT09	SR-224/Deer Valley Drive Bicycle and Ped Improvements	Phase 1	\$\$\$
AT13	Flex Bike Lanes	Vision	\$\$
AT15	Safe Routes to School and Youth Mobility	Phase 1	\$
AT20	Bike Parking and Amenities	Current Process / Policy	\$\$
AT25	Tactical Urbanism	Current Process / Policy	\$
AT27	Rail Trail Study	Current Process / Policy	\$
ITS03	Park City’s Smart Gateway	Vision	\$\$\$\$\$
P01	Park-and-Ride Facilities	Phase 1	\$
P02	Shared Parking Facilities	Vision	\$
P03	Flexible Curb Zones and Platforms	Phase 1	\$\$\$\$\$
P04	High Occupancy Vehicle (HOV) Parking	Phase 1	\$
P05	Wayfinding, Real-time Information, and Data	Phase 1	\$\$
P06	Enforcement	Current Process / Policy	\$\$
P08	Transportation Demand Management (TDM) Requirements	Phase 1	\$
P09	Parking Pricing	Phase 1	\$
P10	Residential Parking	Vision	\$
P12	Mobility and Transportation Demand Management (TDM) Programs	Phase 1	\$\$
R02	SR-248 Corridor Mobility Improvement Project	Big Concepts	\$\$\$\$\$
R03	Bonanza District Circulation	Phase 1	\$\$\$\$\$
R05	Intersection Improvements (UDOT)	Phase 1	\$\$\$\$\$
R06	Intersection Improvements (Local)	Phase 1	\$\$\$\$\$\$\$
R11	Neighborhood Traffic Management Program (NTMP)	Current Process / Policy	\$
SM01	Summit Bike Share Program	Phase 1	\$\$
SM02	Mobility Hubs	Phase 1	\$\$\$
T01	Express Transit Service	Phase 1	\$\$
T03	Fixed Route Service Improvements	Phase 1	\$\$
T05	SR-224 High-Capacity Transit (BRT)	Phase 1	\$\$\$\$\$
T06	SR-248 High-Capacity Transit	Phase 1	\$\$\$\$\$
T08	Aerial Connections	Big Concepts	\$\$\$\$\$\$\$
T12	Bonanza District Multimodal Hub	Phase 1	\$\$\$\$\$
T16	Flex Transit Lanes	Big Concepts	\$\$\$\$\$
T18	Marketing and Communications	Current Process / Policy	\$

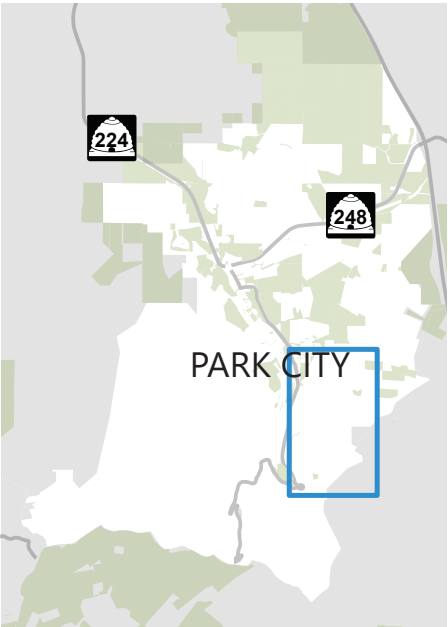
Full project descriptions can be found in Chapter 6

DEER VALLEY RESORT AREA

THE PLACE

The Deer Valley node includes the ski resort and surrounding lodging, restaurants, homes, and recreational opportunities. Visitors come from across the region and world to visit this node, and the resort is one of Park City’s largest employers. The roadway network is limited due to topography and streets can be narrow, have steep grades, and often lack sidewalks. Large surface lots provide parking options, but several bus lines also connect directly to local and regional destinations.

The area looks to the future with a focus on investments that can improve multimodal access for locals, visitors and guests, and employees. Proactive parking management and robust employee commuter programs will be needed to further reduce vehicle trips and congestion. New technologies can support more guest and visitor mobility options.



THE PEOPLE



Recreation Day-tripper

- Drives from Summit County, Wasatch County, or Wasatch Front
- Could use park-and-ride and transit, especially at peak periods
- Can utilize bike share system and trails in summer to move about without a car



Seasonal Employee

- Works and plays here during the ski and summer seasons
- Regional commutes pose travel challenges, but park-and-ride options and alternatives to driving are growing



Long-stay Visitor/Second Homeowner

- Has a home and vehicle nearby and can walk, bike, or take transit
- Distance from daily services often necessitates vehicle trips into Park City’s core
- Complimentary and private shuttle options support shared vehicle trips into Park City

KEY CHALLENGES



Transit provides direct service to the resort and surrounding area, but buses are often stuck in traffic.



There are limited opportunities for **storing ski gear** on buses and at transit hubs.



Balancing the needs of **all modes** on Deer Valley Drive.



Low-density development, steep topography, and a lack of sidewalks make **walking less comfortable** than in Park City’s core.



Free parking lots incentivize driving and reduce available land for a greater mix of uses.

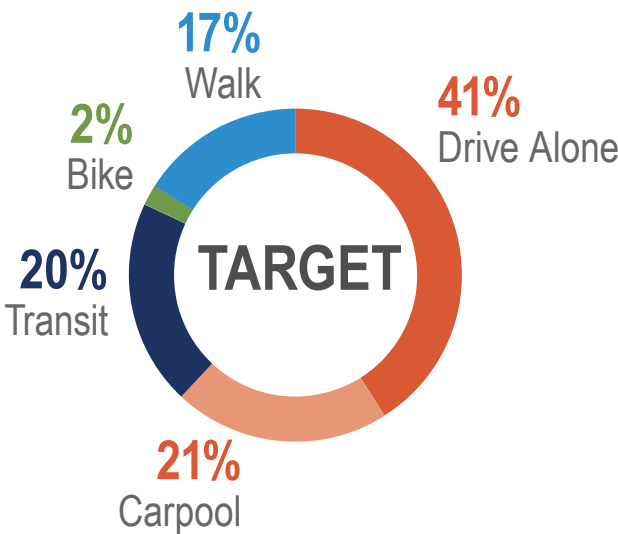
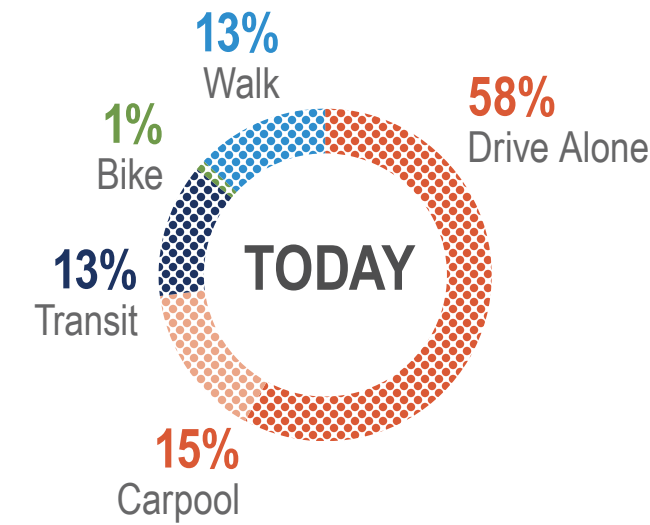


Resort guests may be less familiar with, or comfortable using, **non-driving options**.

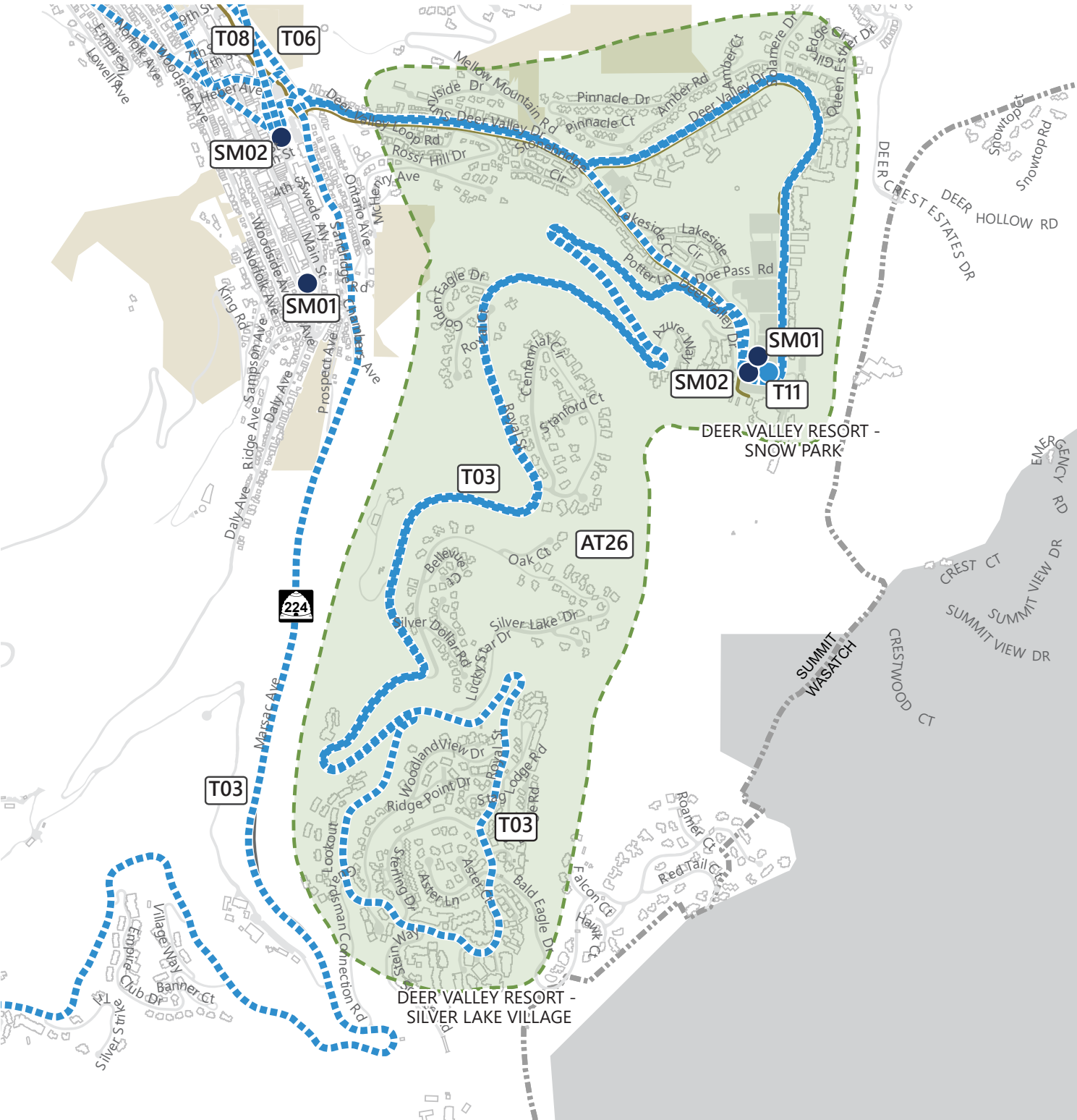
MODE SPLIT TARGETS

Direct bus service means that a substantial share of guests and employees take transit to and from Deer Valley, and walking is also a popular choice within the node. However, most people arrive by automobile; nearly 60% of trips are drive-alone.

With multimodal improvements, robust parking management, and expanded travel demand management programs, Park City Forward sets the goal of reducing drive alone trips to 41%, and increasing transit, walk and bike trips.



Source: rMove, US Census Transportation Planning Products



Deer Valley Resort Area

Data Sources: Park City

Projects

- Transit
- Multimodal
- Active Transportation

- Multi-Use Trail
- Park
- Open Space
- City Limits

OUR PLAN

Park City Forward projects will make it easier to get to Deer Valley by transit, biking, and walking. Priority investments include roadway and intersection improvements along Deer Valley Drive that allow transit to travel faster, and pedestrians and bicyclists to move safely. A multimodal hub will help support growth and new uses. Less surface parking, parking management, and additional incentives for non-drive alone employees will reduce vehicle trips.

Projects, Policies, + Programs

Project ID	Name	Priority	Cost
AT20	Bike Parking and Amenities	Current Process / Policy	\$\$
AT25	Tactical Urbanism	Current Process / Policy	\$
AT26	Upper Deer Valley Resort Complete Streets	Phase 1	\$\$\$\$
P02	Shared Parking Facilities	Vision	\$
P03	Flexible Curb Zones and Platforms	Phase 1	\$\$\$\$
P04	High Occupancy Vehicle (HOV) Parking	Phase 1	\$
P05	Wayfinding, Real-time Information, and Data	Phase 1	\$\$
P06	Enforcement	Current Process / Policy	\$\$
P08	Transportation Demand Management (TDM) Requirements	Phase 1	\$
P09	Parking Pricing	Phase 1	\$
P11	Marketing & Communications	Phase 1	\$
P12	Mobility and Transportation Demand Management (TDM) Programs	Phase 1	\$\$
SM01	Summit Bike Share Program	Phase 1	\$\$
SM02	Mobility Hubs	Phase 1	\$\$\$
T01	Express Transit Service	Phase 1	\$\$
T02	Flexible Transit Zones	Phase 1	\$\$
T03	Fixed Route Service Improvements	Phase 1	\$\$
T06	SR-248 High-Capacity Transit	Phase 1	\$\$\$\$
T08	Aerial Connections	Big Concepts	\$\$\$\$\$\$
T11	Deer Valley Resort Multimodal Hub	Phase 1	\$
T18	Marketing and Communications	Current Process / Policy	\$

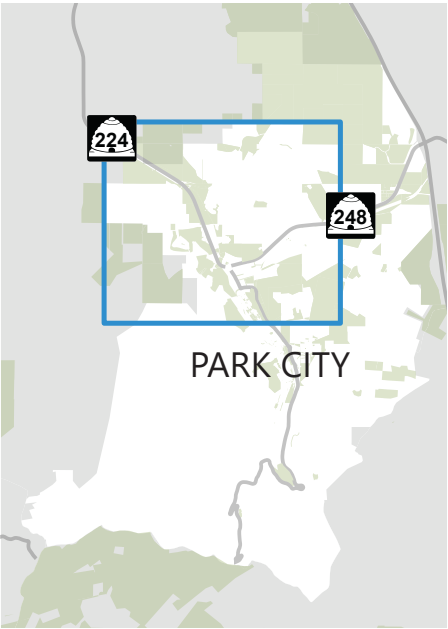
Full project descriptions can be found in Chapter 6

NEIGHBORHOODS

THE PLACE

Park City’s lower-density neighborhoods include Park Meadows, Thaynes Canyon, and Park City Heights. They serve long-standing residential communities, along with Park City’s public schools, Recreation Center and golf courses, and many trailheads. The Neighborhoods have proximate access to the SR-224 and SR-248 gateway corridors and their internal streets serve slower vehicle traffic on narrower rights-of-way.

While the Neighborhoods are close to local businesses and other destinations they can feel cut off by larger arterials and long crossing distances. Lower densities, a more fragmented street network, and fewer sidewalks make the Neighborhoods less amenable to trips by transit, biking, and walking.



THE PEOPLE



Park City Resident

- Enjoys access to trails, golf courses, and other outdoor activities
- Can meet most daily needs nearby, but many trips are more convenient by car
- Have proximate access to gateway corridors, but must navigate peak periods of congestion



Long-stay Visitor/Second homeowner

- Lives here only part of the year and may be less familiar with Park City’s transit system
- Takes advantage of recreational facilities and trailheads without always driving



Business Owner/Year-round Employee

- May also live in these neighborhoods, allowing for shorter trips to work
- Getting to transit service on the gateway corridors can take longer than just driving

KEY CHALLENGES



A fragmented street grid results in fewer direct routes for people walking and biking.



Streets **lack sidewalks and bicycle facilities**.



Entrances to Park City High School, Treasure Mountain Junior High School, and McPolin Elementary are off of **Kearns Blvd./SR-248**, which poses a barrier to walking and biking for students.

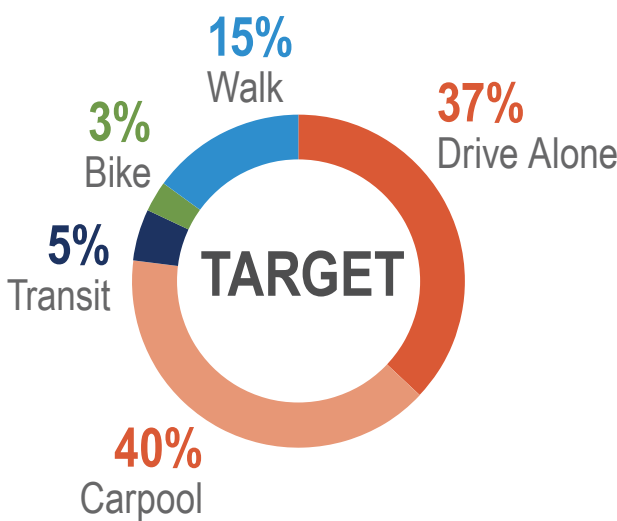
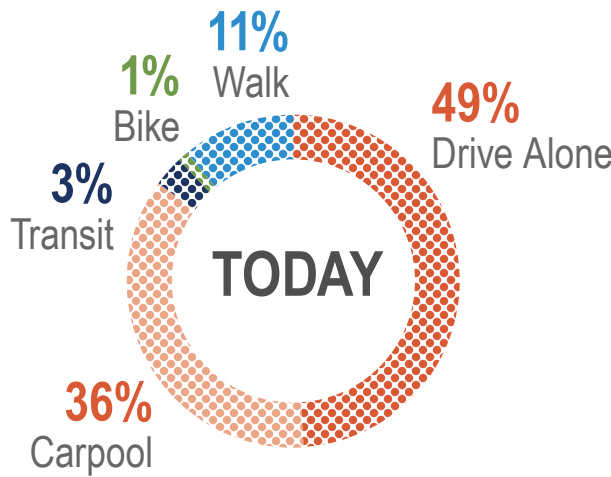


The area is difficult to serve cost-effectively with **fixed-route bus service** – only one bus route serves the Park Meadows and Thaynes Canyon neighborhoods, with service every 30 minutes.

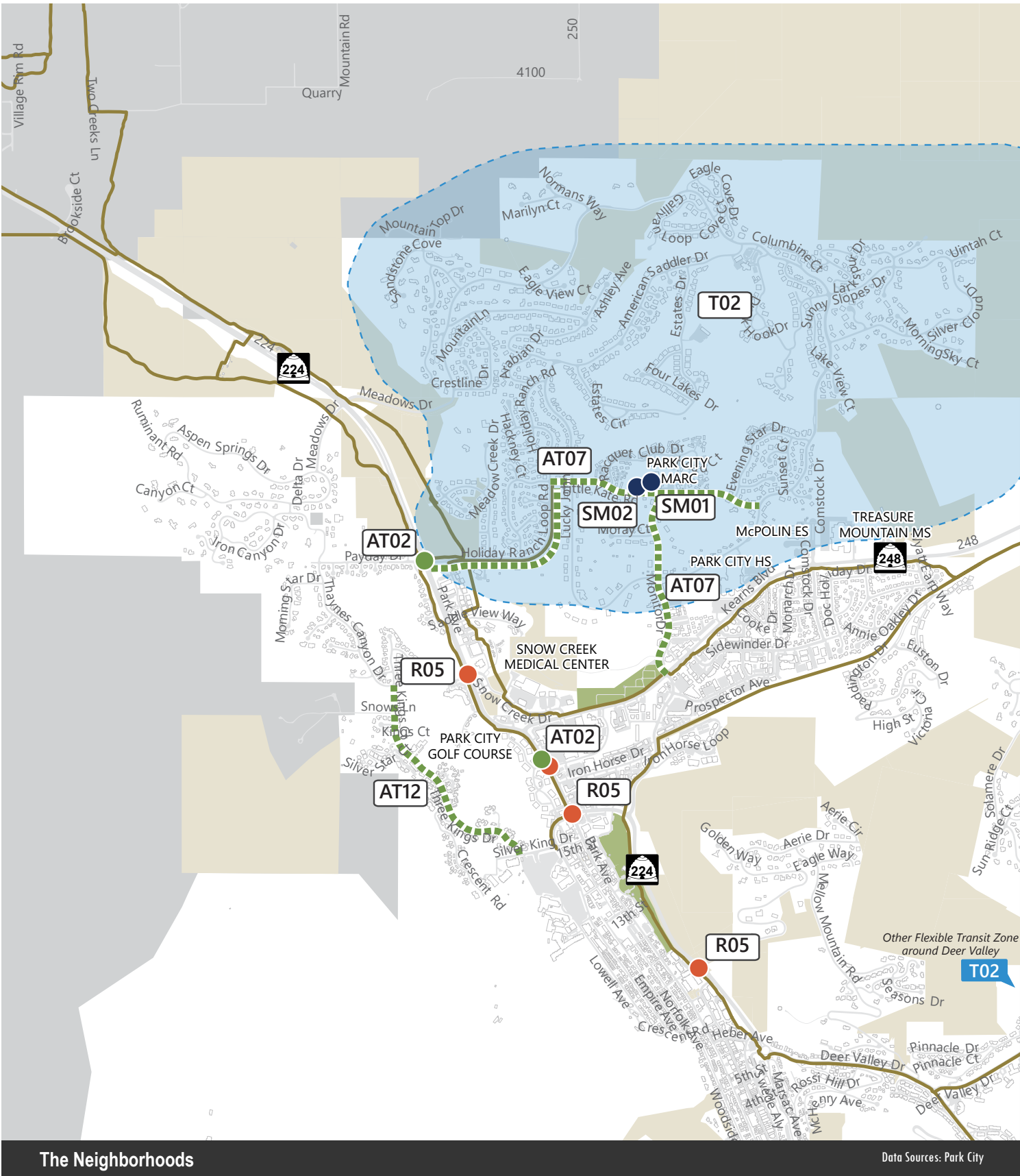
MODE SPLIT TARGETS

Today, about 85% of trips to and within the neighborhoods are taken by car, but many people carpool and only half of all trips are drive-alone. Walking is also a popular choice, at 11% of trips.

Park City Forward’s goal is to reduce drive-alone trips even further by increasing transit, bike, walk, and carpool trips to roughly two-thirds of all trips.



Source: rMove, US Census Transportation Planning Products



OUR PLAN

Park City’s Neighborhoods can maximize the use of transit, biking, walking, and shared rides with strategic investments. Park City Forward prioritizes safer neighborhood walking and biking facilities and arterial crossings, as well as street design standards that ensure future developments maximize active transportation. Flexible, on-demand shuttle services present new opportunities to serve residents by transit. Technologies and programs that incentivize multimodal school trips will greatly reduce vehicle traffic.

Projects, Policies, + Programs

Project ID	Name	Priority	Cost
AT02	Pedestrian Crossings Improvements	Phase 1	\$\$\$\$\$
AT07	Park Meadows Bikeways	Vision	\$\$\$\$
AT12	Three Kings Drive Complete Street	Phase 1	\$\$\$\$
AT13	Flex Bike Lanes	Vision	\$\$
AT15	Safe Routes to School and Youth Mobility	Phase 1	\$
AT22	Neighborhood Byways Enhancements	Vision	\$\$\$
AT25	Tactical Urbanism	Current Process / Policy	\$
P06	Enforcement	Current Process / Policy	\$\$
P10	Residential Parking	Vision	\$
R05	Intersection Improvements (UDOT)	Phase 1	\$\$\$\$\$
R11	Neighborhood Traffic Management Program (NTMP)	Current Process / Policy	\$
SM01	Summit Bike Share Program	Phase 1	\$\$
SM02	Mobility Hubs	Phase 1	\$\$\$
T02	Flexible Transit Zones	Phase 1	\$\$

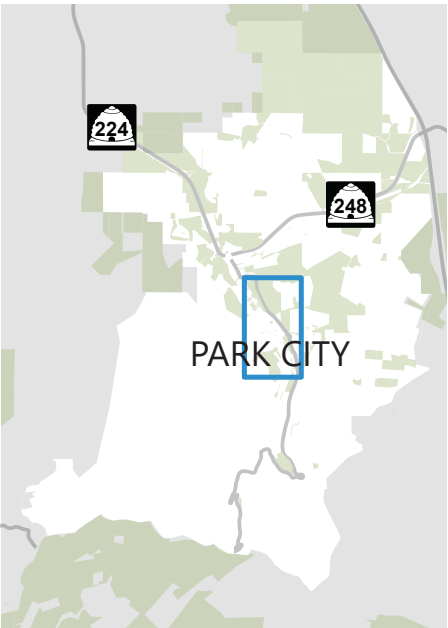
Full project descriptions can be found in Chapter 6

OLD TOWN

THE PLACE

Old Town is the historic heart of Park City. With its dining, shopping, lodging, and entertainment options, Old Town is a renowned hub of activity that attracts visitors and residents alike. It is also a major employment center, home to about a quarter of Park City’s jobs. The area is well-served by transit with bus lines connecting the Old Town Transit Center to many local and regional destinations.

Old Town will not grow as much as other parts of Park City, in part due to the existing density and many historic buildings. However, Old Town will continue to navigate daily and seasonal influxes of people and vehicles on a very constrained road network. Balancing access for multiple trip types and modes remains an ongoing priority.

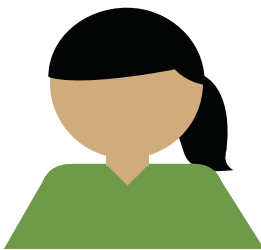


THE PEOPLE



Park City Resident

- Works, dines, visits, or plays here, and places a premium on local businesses
- Takes advantage of strong transit connections and walks or bikes when possible
- Understands the economic value of Old Town and wants to preserve its unique history
- Has concerns about spillover parking and congestion



Business owner/Year-round Employee

- Travels to area every day to work or manage business
- Wants to ensure that their business and customers have convenient parking options
- Needs robust travel options to get to and from work, often at non-peak times



Culture and Event Visitor

- Visits for events, dining, and entertainment
- Enjoys walkability and convenient connections to ski resorts
- Will often drive, but also utilizes transit, shuttles, biking, or ride share services

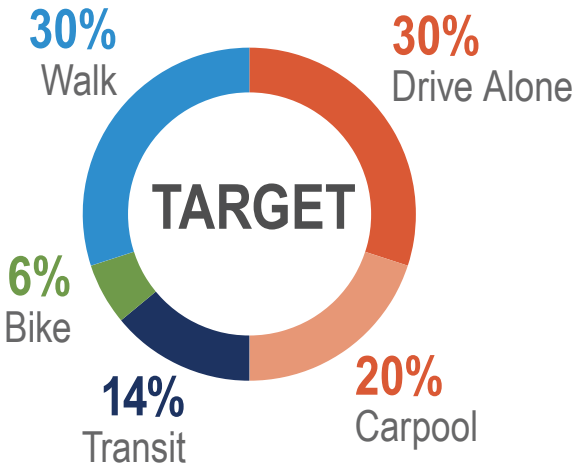
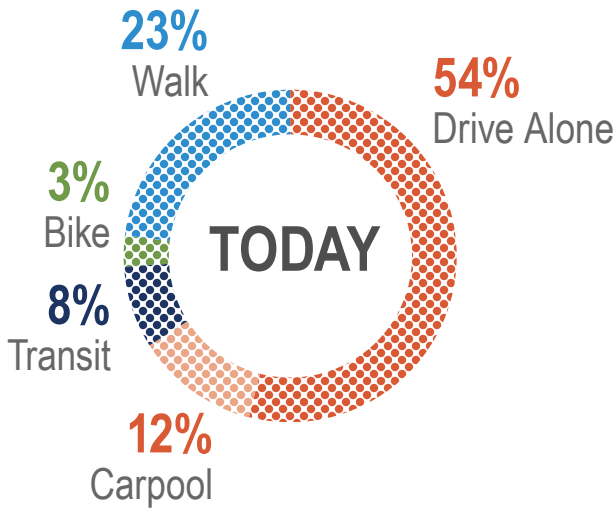
KEY CHALLENGES

-  **Topography and historic character** limit roadway capacity and street grid connectivity.
-  As a year-round activity hub with major annual events, streets must balance multiple modes and people movement in a **narrow right-of-way**. This is exacerbated by snow.
-  **Employees come from across the region**, making it difficult to shift to non-driving modes.
-  **Parking supply** is limited and in high demand, and must be managed to balance the needs of residents, employees, and customers.
-  Front-door **loading access and parking** at the curb is at a premium.
-  GPS-based apps add to **congestion and circulation problems** at peak times.

MODE SPLIT TARGETS

Old Town is a hub of activity for all modes, but its pedestrian-oriented streets are one of its primary attractions. Old Town has the highest share of walking and biking trips in the city at more than one quarter of all trips.

However, more than half of existing trips are drive alone. Park City Forward establishes a target of 50% for biking, walking, and transit by 2050, with half of trips made by car and a greater share of them by carpool.



Source: rMove, US Census Transportation Planning Products



Old Town Data Sources: Park City

Projects

Transit

Roadway

Multimodal

Active Transportation

Technology & Innovation

Multi-Use Trail

Park

Open Space

OUR PLAN

Park City Forward focuses on a preservation and expansion of Old Town’s walkability, bike connections, and transit access, while continuing to provide reasonable access for vehicles. Priority investments will focus on safety improvements, complete streets, and projects that move people and not just cars. Parking management must ensure that limited supply is effectively regulated through pricing, permits, and non-driving incentives.

Projects, Policies, + Programs

Project ID	Name	Priority	Cost
AT02	Pedestrian Crossings Improvements	Phase 1	\$\$\$\$\$
AT03	Old Town Complete Street Improvement Zone	Phase 1	\$\$\$\$
AT08	Park Avenue Complete Streets	Phase 1	\$\$\$\$\$
AT09	SR-224/Deer Valley Drive Bicycle and Ped Improvements	Phase 1	\$\$\$
AT11	15th Street Improvements	Vision	\$\$
AT13	Flex Bike Lanes	Vision	\$\$
AT20	Bike Parking and Amenities	Current Process / Policy	\$\$
AT22	Neighborhood Byways Enhancements	Vision	\$\$\$
AT23	Old Town Stairs Improvements	Vision	\$\$\$
AT25	Tactical Urbanism	Current Process / Policy	\$
P02	Shared Parking Facilities	Vision	\$
P03	Flexible Curb Zones and Platforms	Phase 1	\$\$\$\$
P04	High Occupancy Vehicle (HOV) Parking	Phase 1	\$
P05	Wayfinding, Real-time Information, and Data	Phase 1	\$\$
P06	Enforcement	Current Process / Policy	\$\$
P08	Transportation Demand Management (TDM) Requirements	Phase 1	\$
P09	Parking Pricing	Phase 1	\$
P10	Residential Parking	Vision	\$
P11	Marketing & Communications	Phase 1	\$
P12	Mobility and Transportation Demand Management (TDM) Programs	Phase 1	\$\$
R04	Old Town One-Way Streets	Big Concepts	\$
R05	Intersection Improvements (UDOT)	Phase 1	\$\$\$\$\$
R06	Intersection Improvements (Local)	Phase 1	\$\$\$\$\$\$
R11	Neighborhood Traffic Management Program (NTMP)	Current Process / Policy	\$
SM01	Summit Bike Share Program	Phase 1	\$\$
SM02	Mobility Hubs	Phase 1	\$\$\$
T01	Express Transit Service	Phase 1	\$\$
T03	Fixed Route Service Improvements	Phase 1	\$\$
T04	PC-SLC Connect	Big Concepts	\$\$
T05	SR-224 High-Capacity Transit (BRT)	Phase 1	\$\$\$\$\$
T07	SR-224/Park Ave./Empire Ave. Transit Priority	Phase 1	\$\$
T08	Aerial Connections	Big Concepts	\$\$\$\$\$
T16	Flex Transit Lanes	Big Concepts	\$\$\$\$
T18	Marketing and Communications	Current Process / Policy	\$

Full project descriptions can be found in Chapter 6

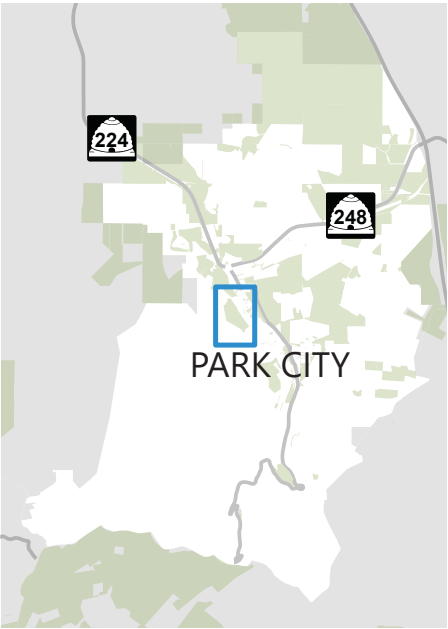
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PARK CITY MOUNTAIN RESORT

THE PLACE

Park City Mountain Resort (PCMR) is one of Park City’s many unique assets. As a world-class skiing destination adjacent to a thriving downtown, it offers employment and recreation opportunities that can be reached by many modes. PCMR is one of Park City’s largest employers, with over 1,500 employees as of 2019.

A focus on improving access to the resort will allow PCMR to grow and evolve as a mixed-use and multimodal hub. Infrastructure improvements can speed up transit connections and further investment in parking management and employee commute programs will reduce vehicle trips and congestion.



THE PEOPLE



Seasonal Employee

- Works and plays here during the ski and summer seasons
- Often uses car-free options to get to work, but regional commutes pose travel challenges



Recreation Day-tripper

- Drives from Summit County, Wasatch County, or Wasatch Front
- Incentivized to use park-and-ride and transit, especially at peak periods
- Patronizes local shops, restaurants, and bars in Old Town after a day on the slopes



Long-stay Visitor/Second Homeowner

- May live in close enough proximity to walk, bike, or take transit
- Less familiar with, or comfortable using, Park City’s non-driving options

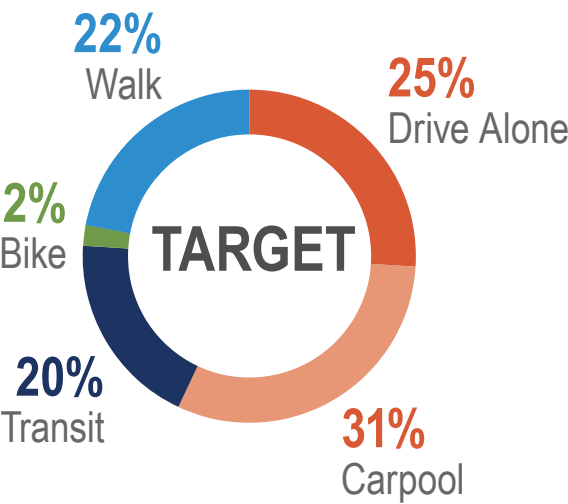
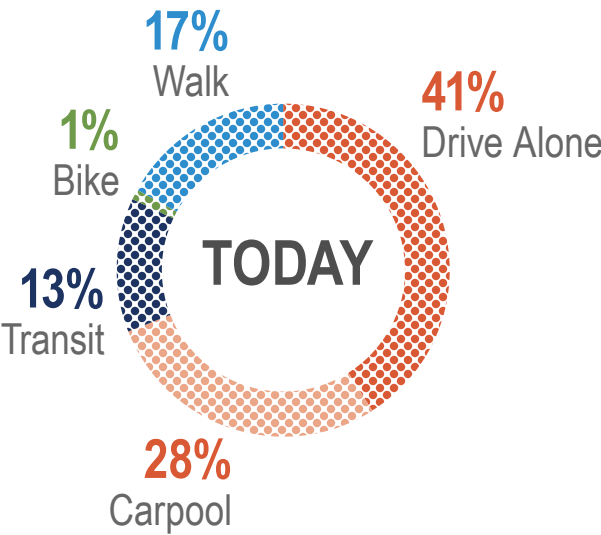
KEY CHALLENGES

- Managing peak travel demands on a **constrained road network**.
- Transit provides direct service to the resort, but buses are often **stuck in traffic**.
- Balancing the **needs of all modes** and users, especially on streets serving the resort and surrounding residential neighborhoods.
- Free surface parking lots** incentivize driving and create a challenging environment for walking and biking.
- Employees live across the region**, often without access to direct transit services.
- Major mixed-use development** in the future will bring more people, but can support reduced reliance on vehicle access.

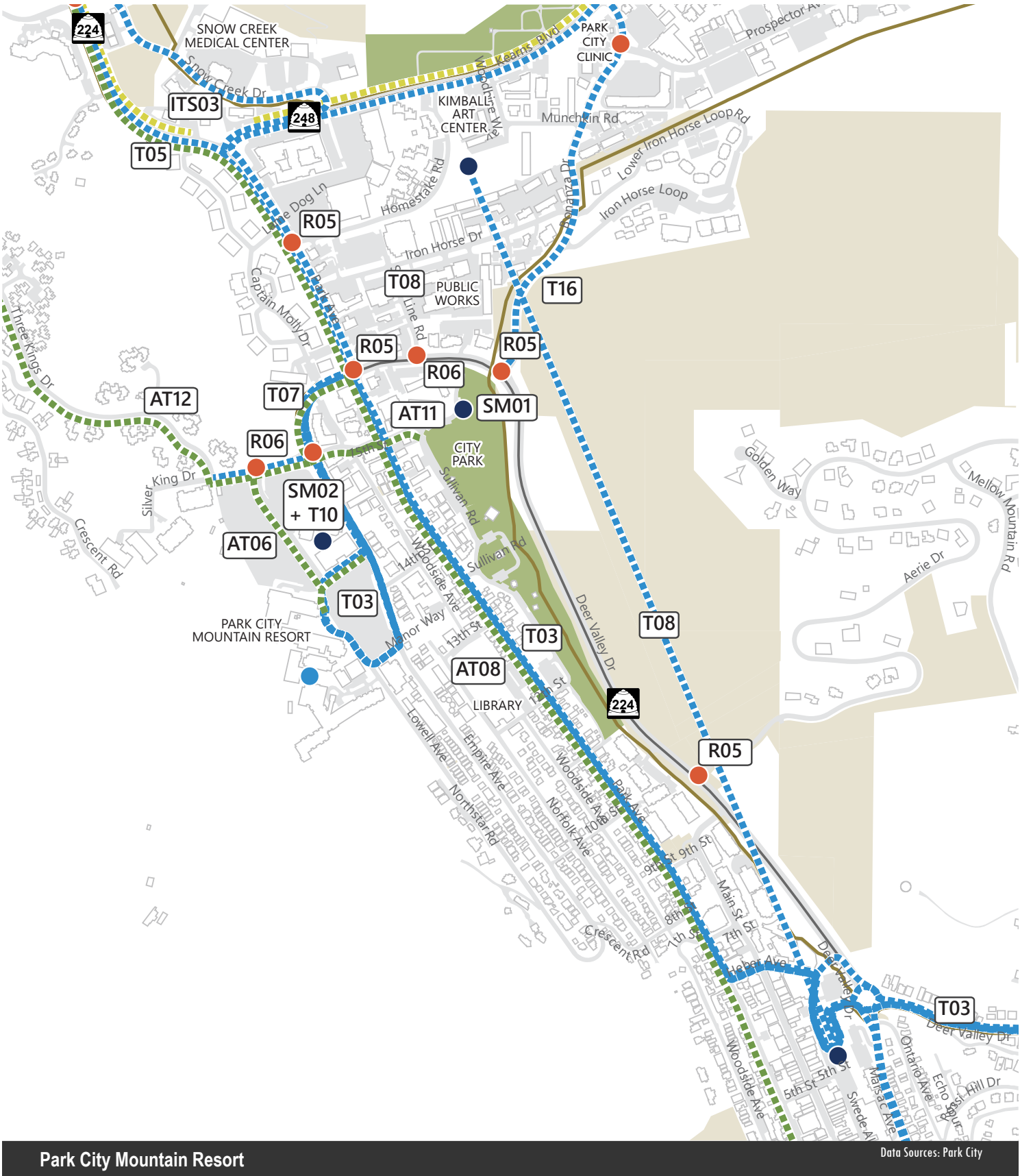
MODE SPLIT TARGETS

PCMR’s central location means many people take transit, walk, and share rides to reach it. Today, the drive-alone rate is lower than any other node at 41%. Shared rides to the resort are more than one-quarter of all trips.

Park City Forward seeks to maximize PCMR’s location and mobility options, establishing a target of 44% for biking, walking, and transit by 2050, with a goal of reducing drive-alone trips to 25%.



Source: rMove, US Census Transportation Planning Products



OUR PLAN

Park City Forward projects will make it even easier to get to PCMR by transit, biking, and walking. Priority investments include roadway and intersection improvements that allow transit to bypass congestion and make it safer to walk and bike, a multimodal hub that complements a new mix of land uses, less surface parking, proactive parking management, and additional incentives for non-drive alone employees.

Projects, Policies, + Programs

Project ID	Name	Priority	Cost
AT06	Park City Mountain Resort (PCMR) Multimodal Connections	Phase 1	\$
AT08	Park Avenue Complete Streets	Phase 1	\$\$\$\$\$
AT11	15th Street Improvements	Vision	\$
AT12	Three Kings Drive Complete Street	Phase 1	\$\$\$\$
AT13	Flex Bike Lanes	Vision	\$
AT20	Bike Parking and Amenities	Current Process / Policy	\$
AT25	Tactical Urbanism	Current Process / Policy	\$
ITS03	Park City's Smart Gateway	Vision	\$\$\$\$
P02	Shared Parking Facilities	Vision	\$
P03	Flexible Curb Zones and Platforms	Phase 1	\$\$\$\$
P04	High Occupancy Vehicle (HOV) Parking	Phase 1	\$
P05	Wayfinding, Real-time Information, and Data	Phase 1	\$
P06	Enforcement	Current Process / Policy	\$
P08	Transportation Demand Management (TDM) Requirements	Phase 1	\$
P09	Parking Pricing	Phase 1	\$
P10	Residential Parking	Vision	\$
P11	Marketing & Communications	Phase 1	\$
P12	Mobility and Transportation Demand Management (TDM) Programs	Phase 1	\$
R05	Intersection Improvements (UDOT)	Phase 1	\$\$\$\$\$
R06	Intersection Improvements (Local)	Phase 1	\$\$\$\$\$
SM01	Summit Bike Share Program	Phase 1	\$
SM02	Mobility Hubs	Phase 1	\$
T01	Express Transit Service	Phase 1	\$
T02	Flexible Transit Zones	Phase 1	\$
T03	Fixed Route Service Improvements	Phase 1	\$
T05	SR-224 High-Capacity Transit (BRT)	Phase 1	\$\$\$\$\$
T07	SR-224/Park Ave./Empire Ave. Transit Priority	Phase 1	\$
T08	Aerial Connections	Big Concepts	\$\$\$\$\$
T10	Park City Mountain Resort (PCMR) Multimodal Hub	Phase 1	\$
T16	Flex Transit Lanes	Big Concepts	\$\$\$\$
T18	Marketing and Communications	Current Process / Policy	\$

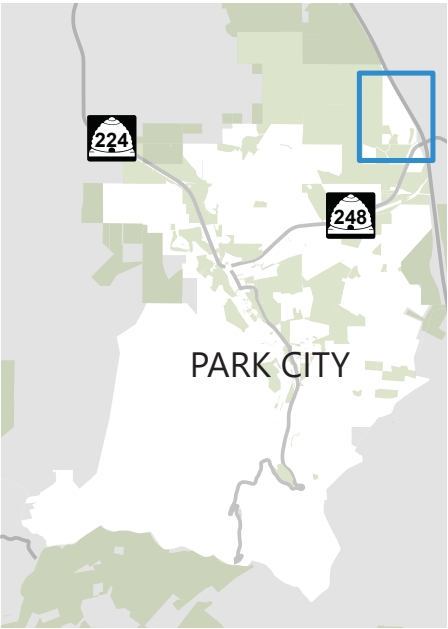
Full project descriptions can be found in Chapter 6

QUINN’S JUNCTION

THE PLACE

Quinn’s Junction is a vital node for Park City and the greater region. It sits at the intersection of US-40/US-189 and the SR-248 gateway corridor. It is home to a diverse mix of uses – Park City Hospital and medical facilities, municipal services, and several regionally significant recreational centers. The area is largely auto-oriented, but is connected by one direct transit route and has several trail connections.

Quinn’s Junction will continue to evolve. Future development in the area calls for an injection of new uses, including the potential for a hotel, offices, and more housing. Major roadway and transit investments along SR-248, as well as a park-and-ride within the area, will enhance multimodal access to this key node and help to reduce vehicle trips on the SR-248 gateway corridor.



THE PEOPLE



Park City Resident

- Drives or takes transit to medical facilities and services
- Takes advantage of recreational centers, facilities, and trails
- Uses SR-248 gateway connection to regional roadways and highways



Seasonal Employee

- Passes through area to connect to Park City
- Utilizes park-and-ride and transit to get to work during peak seasons and events



Culture and Event Visitor

- Travels via SR-248 gateway corridor
- Uses park-and-rides and transit services during major events
- Visits recreational and cultural centers for event activities

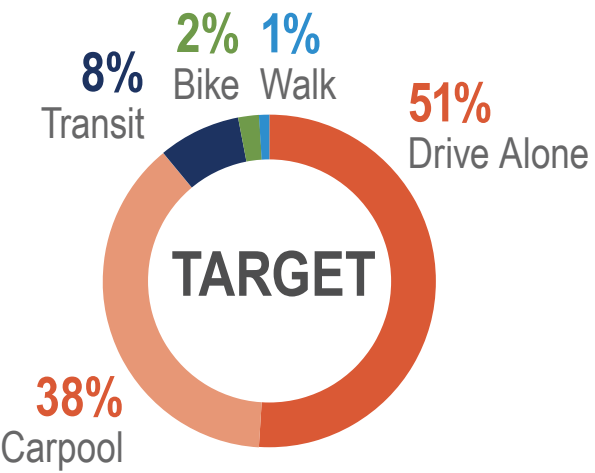
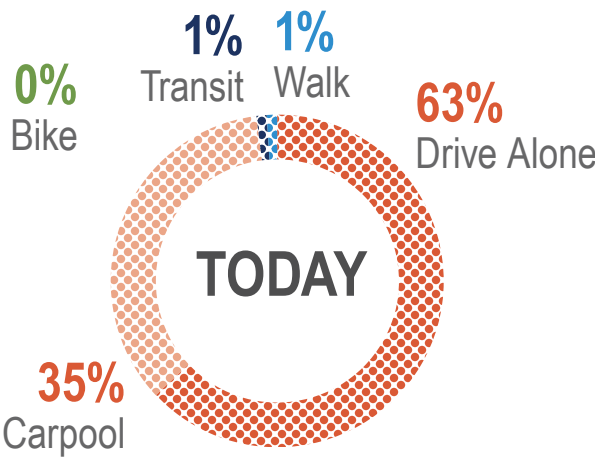
KEY CHALLENGES

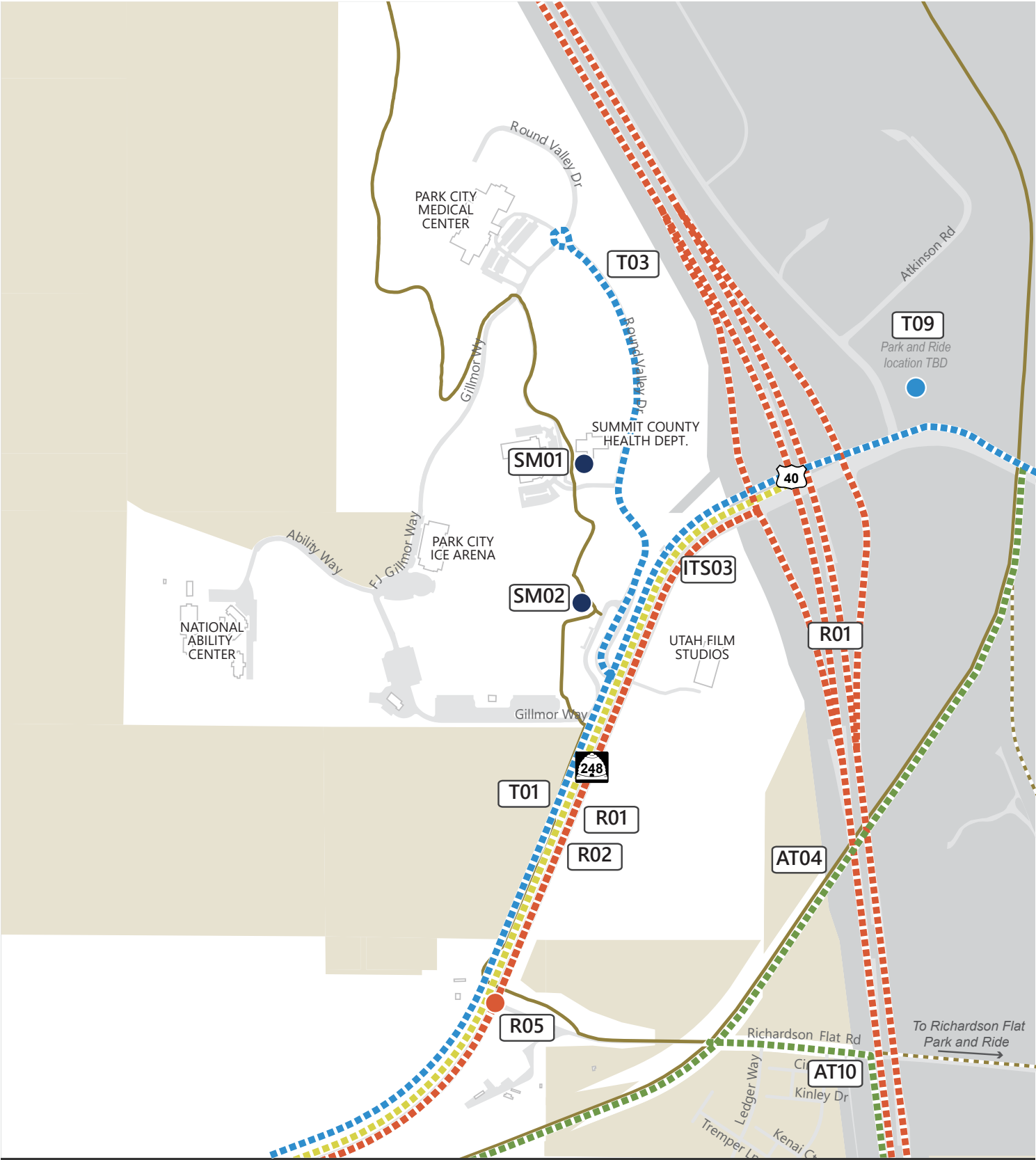
- SR-248 has consistent **congestion and delays** during peak hours, seasons, and events.
- The area is dominated by **large, auto-oriented arterials** and freeways.
- People walking and biking have few route options due to a limited **street grid** and internal connectivity.
- Land is **environmentally sensitive**.
- Most streets lack **sidewalks or bicycle facilities**.
- Lower density** makes it difficult to cost-effectively serve by transit.
- Richardson Flat Park and Ride** is underutilized due to access issues.

MODE SPLIT TARGETS

Quinn’s Junction will continue to grow and evolve in the coming decades, and is expected to add 350 new residents and 1,000 new jobs by 2050.

Today, almost all trips to, from, and within the node are by car. Park City Forward establishes a target of about 50% drive alone trips and over 10% of trips by biking, walking, and transit by 2050.





OUR PLAN

Quinn’s Junction will continue to serve a crucial transportation role. New investments in transit-only lanes on SR-248 and a potential new park-and-ride within the node will strengthen the area’s ability to get commuters and visitors on transit and reduce daily and event congestion on SR-248. Further investment in TDM incentives and multimodal streets will make it easier and safer to get around Quinn’s Junction by walking, biking, and transit.

Projects, Policies, + Programs

Project ID	Name	Priority	Cost
AT04	Rail Trail Expansion	Big Concepts	\$\$\$\$
AT10	Wasatch Loop Pathway Connections	Vision	\$\$\$\$
AT20	Bike Parking and Amenities	Current Process / Policy	\$\$
AT25	Tactical Urbanism	Current Process / Policy	\$
AT27	Rail Trail Study	Current Process / Policy	\$
ITS03	Park City's Smart Gateway	Vision	\$\$\$\$
P01	Park-and-Ride Facilities	Phase 1	\$
P02	Shared Parking Facilities	Vision	\$
P04	High Occupancy Vehicle (HOV) Parking	Phase 1	\$
P05	Wayfinding, Real-time Information, and Data	Phase 1	\$\$
P08	Transportation Demand Management (TDM) Requirements	Phase 1	\$
P09	Parking Pricing	Phase 1	\$
P12	Mobility and Transportation Demand Management (TDM) Programs	Phase 1	\$\$
R01	Freeway Connections (UDOT)	Vision	No cost to Park City
R02	SR-248 Corridor Mobility Improvement Project	Vision	\$\$\$\$\$
R05	Intersection Improvements (UDOT)	Phase 1	\$\$\$\$\$
SM01	Summit Bike Share Program	Phase 1	\$\$
SM02	Mobility Hubs	Phase 1	\$\$\$
T01	Express Transit Service	Phase 1	\$\$
T02	Flexible Transit Zones	Phase 1	\$\$
T03	Fixed Route Service Improvements	Phase 1	\$\$
T09	Park-and-Ride Facilities	Phase 1	\$\$\$\$\$

Full project descriptions can be found in Chapter 6

5

OUR SYSTEM: MODAL PLANS

Park City Forward identifies a set of innovative multimodal infrastructure projects, policies, and programs that will help keep Park City moving and address challenges across each travel mode.

The Nodal Plans in Chapter 4 show how these investments will be applied to key geographies in Park City. Not every project, policy, or program, however, is specific to a defined location. Many support macro policy goals, apply city- and region-wide, or are important for city administration of the transportation system. **The Modal Plans are a key complement to the geographic Nodal Plans.**

This chapter summarizes challenges and solutions by mode: active transportation, transit, parking and transportation demand management, shared mobility, roadways and goods movement, and technology and innovation. It includes the following for each mode:

- **The people:** who uses this mode and what are their habits and needs?
- **Key challenges:** why do we need to invest in this mode?
- **Our plan:** what are the transportation solutions that will improve travel by this mode?

MODAL HIERARCHY

Park City's transportation system relies on all travel modes, from the personal vehicle and 40-passenger bus to the shared bike and sidewalk. All modes must work together to offer flexibility, safety, and convenience. Costs, benefits, and impacts by mode, however, are not equal.

Park City Forward developed a modal hierarchy that reflects its commitment to a people-centered approach to transportation – it prioritizes pedestrians, bikes, and transit above general-purpose vehicles and parking.

This modal hierarchy will help Park City balance tradeoffs in policy decisions, financial programming, and design decisions for individual projects with the overall Park City Forward vision and goals in mind.

ACTIVE TRANSPORTATION

THE MODE

Active transportation includes walking, riding a bicycle, rolling in a wheelchair, and other human-powered forms of mobility. This mode is a natural extension of Park City’s outdoor ethos and adventure offerings. Active transportation also helps Park City meet its goals by providing people with affordable, zero-emission transportation options.

The future active transportation system will extend low-stress sidewalks, paths, and bike lanes through the city and region, providing access for people of all ages and levels of comfort. Park City Forward includes new sidewalks, bike lanes and routes, and safer opportunities to cross busy streets. Park City Forward also offers programs and policies to encourage people to choose active transportation modes.



THE PEOPLE



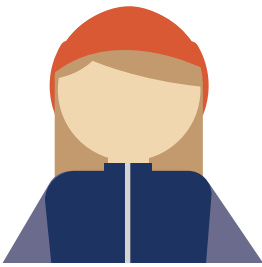
Park City Resident

- Bikes and walks for errands, exercise, and to work
- Appreciates opportunities to bike and walk with kids and would like more kid-friendly facilities
- Takes advantage of calmer residential streets and low-stress off-street paths, but will often avoid riding on auto-oriented streets



Long-stay visitor/second homeowner

- Accustomed to driving, but open to walking and biking for shorter trips if it is convenient
- Comes to Park City for unique experiences – walking to dinner or riding a shared e-bike
- Less likely to choose active modes when visiting for the winter ski season



Seasonal employee

- Lives in multifamily/shared housing and can often meet daily needs on foot and bicycle
- Safer connections to work would encourage more biking and walking

KEY CHALLENGES

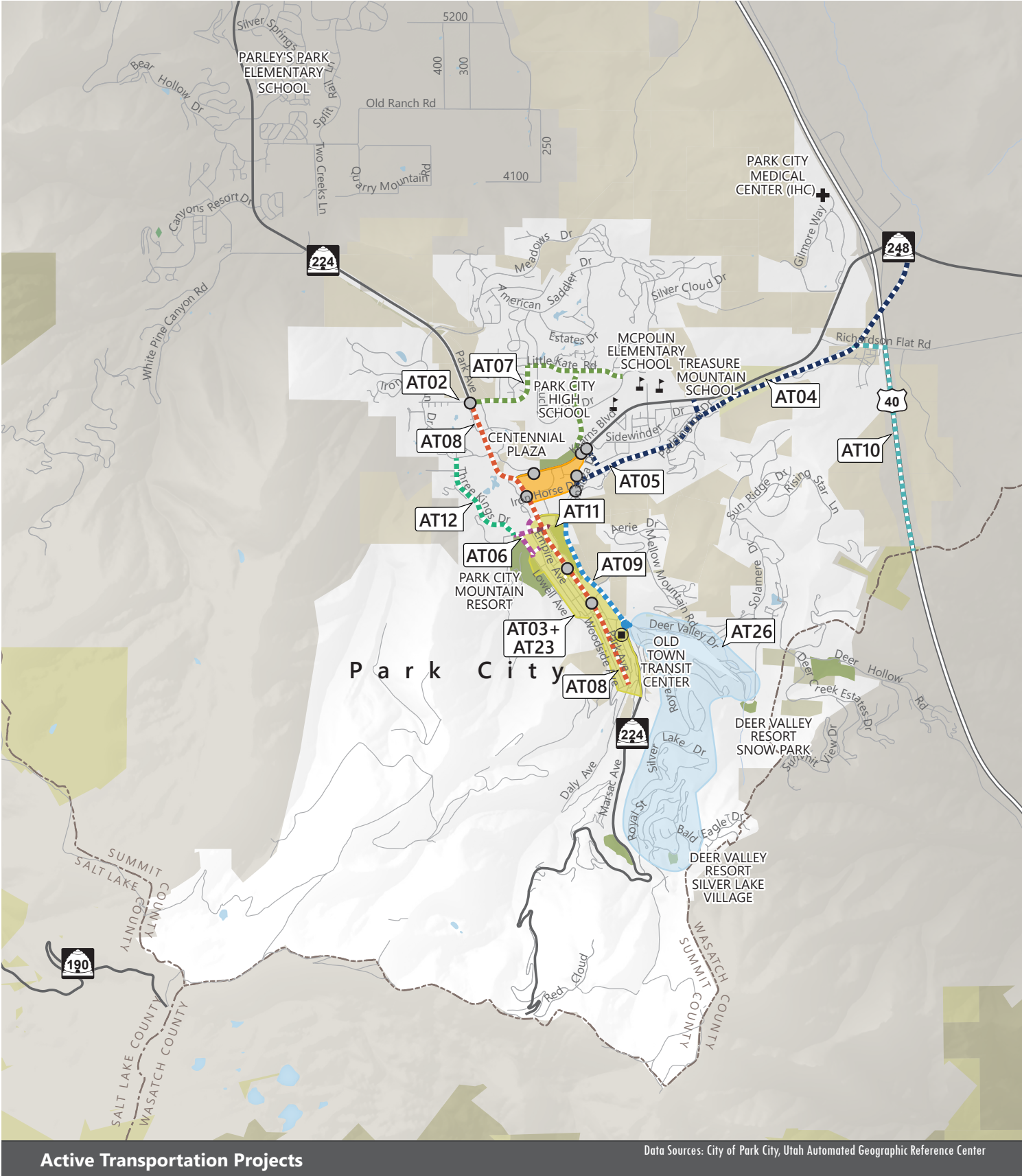
- The **trail network** is comfortable for all ages and abilities, but gaps and a lack of access points mean it is not always the best option for day-to-day transportation.
- Major roads that are **difficult to cross** create an “island” effect – biking and walking are comfortable within neighborhoods but not necessarily between them.
- **Weather** limits walking and biking trips in the busy winter months.
- **Narrow streets** and winter snow limit space for separated bicycle facilities. A common and challenging tradeoff is around preserving travel lanes and/or on-street parking.

OUR PLAN

Modal Principles

- **Put safety first.** Pedestrians and bicyclists are much more vulnerable than people in motor vehicles, and Park City strives to provide the safest level of service for users.
- **Take a Complete Streets approach.** Design streets to move people by all modes while accounting for the unique context and needs across all neighborhoods.
- **Design the bicycle network for all ages and abilities.** Physical separation from cars makes bicyclists feel comfortable and safe. Follow national guidance to implement bike facilities that are appropriate for the speed and traffic volumes of each roadway type.
- **Prioritize safe routes to schools and transit stops.** Focus sidewalk, crossing, and bikeway improvements on streets that connect to schools and major activity nodes. Coordinate with Park City Transit to create safe, comfortable connections to transit stops.
- **Be comprehensive.** Complement infrastructure with policies and programs that incentivize more active trips.





Projects, Policies, + Programs

Project ID	Name	Priority	Cost
AT01	Active Transportation Master Plan	Current Process / Policy	\$
AT02	Pedestrian Crossings Improvements	Phase 1	\$\$\$\$\$
AT03	Old Town Complete Street Improvement Zone	Phase 1	\$\$\$\$
AT04	Rail Trail Expansion	Big Concepts	\$\$\$\$
AT05	Bonanza District Complete Streets Improvement Zone	Phase 1	\$\$\$
AT06	Park City Mountain Resort (PCMR) Multimodal Connections	Phase 1	\$
AT07	Park Meadows Bikeways	Vision	\$\$\$\$
AT08	Park Avenue Complete Streets	Phase 1	\$\$\$\$\$
AT09	SR-224/Deer Valley Drive Bicycle and Ped Improvements	Phase 1	\$\$\$
AT10	Wasatch Loop Pathway Connections	Vision	\$\$\$\$
AT11	15th Street Improvements	Vision	\$\$
AT12	Three Kings Drive Complete Street	Phase 1	\$\$\$\$
AT13	Flex Bike Lanes	Vision	\$\$
AT14	Vision Zero Policy	Vision	\$
AT15	Safe Routes to School and Youth Mobility	Phase 1	\$
AT16	Development Standards	Phase 1	\$
AT17	Unified Active Transportation Wayfinding Program	Vision	\$\$
AT18	Sidewalk Infill Program	Vision	\$\$\$\$
AT19	Accessibility Plan	Vision	\$\$
AT20	Bike Parking, Amenities, and Request a Rack	Current Process / Policy	\$\$
AT21	Maintenance Program	Current Process / Policy	\$\$\$
AT22	Neighborhood Byways Enhancements	Vision	\$\$\$
AT23	Old Town Stairs Improvements	Vision	\$\$\$
AT24	Updated User/Device Policies	Phase 1	\$
AT25	Tactical Urbanism	Current Process / Policy	\$
AT26	Upper Deer Valley Resort Complete Streets	Phase 1	\$\$\$\$
AT27	Rail Trail Study	Current Process / Policy	\$

Full project descriptions can be found in Chapter 6

PARKING + TDM

THE MODE

An efficient parking system is essential to the long-term success of Park City. Right-sized parking facilities provide access to key destinations and support a thriving local economy. Too little parking will negatively impact key users and trips, while generating frustration for all. Too much parking takes up valuable land, generates vehicle congestion, and disincentivizes multimodal travel.

Transportation demand management (TDM) is a crucial component of an efficient transportation and parking system. Reducing single-occupancy vehicle trips through incentives to take transit, walk, bike, or carpool can reduce roadway congestion and free up scarce parking spaces. City and employer TDM efforts are essential to reducing driving trips and boosting job satisfaction.



THE PEOPLE



The Park City Resident

- Concerned about parking spillover into residential neighborhoods
- Eager to visit local destinations, but often frustrated by peak parking challenges
- Supportive of multimodal programs and incentives, but driving can often be faster



Business Owner/Year-round Employee

- Desires consistent parking access for employees, customers, and visitors
- Employees want more travel options, but utility of transit depends on where they live
- Major employers have invested in TDM to date and are exploring how to do more



The Recreation Day-tripper

- Driving and parking is often the default option, especially with families and ski gear
- Many are drawn to Park City for its transit, bike, and walking options
- Incentives need to be tailored to unique visitor needs and demographics

KEY CHALLENGES

- Park City **cannot build its way out of its parking challenges**, especially in Old Town and other land constrained areas.
- Parking is very **expensive to build**, maintain, and operate.
- Parking **demand can vary substantially** by geography, time, and season, making it harder to efficiently use parking facilities and calibrate management approaches.
- **TDM programs can be expensive** to initiate and operate.
- Multimodal incentives are designed and distributed at large scale but **must be attractive for each individual**.

OUR PLAN

Modal Principles

- **Right-size parking requirements and the zoning code.** Ensure available, but not excessive parking is built with new development.
- **Complement and leverage the transit system.** Investments in shared parking and park-and-ride facilities can maximize the utility of new parking and transit infrastructure.
- **Be proactive.** Strategic parking pricing, time limits, and enforcement, especially during peak periods and events, are necessary tools to manage scarce parking resources.
- **Continue to invest in TDM.** Calibrate incentives for the unique needs of residents, employees, and visitors. Require and incentivize major trip generators to do more.
- **Make parking and TDM user-friendly.** Prioritize new technologies that make it easy to find, use, and pay for parking and other modes.

Projects, Policies, + Programs

Project ID	Name	Priority	Cost
P01	Park-and-Ride Facilities	Phase 1	\$
P02	Shared Parking Facilities	Vision	\$
P03	Flexible Curb Zones and Platforms	Phase 1	\$\$\$\$
P04	High Occupancy Vehicle (HOV) Parking	Phase 1	\$
P05	Wayfinding, Real-time Information, and Data	Phase 1	\$\$
P06	Enforcement	Current Process / Policy	\$\$
P07	Parking Requirements	Current Process / Policy	\$
P08	Transportation Demand Management (TDM) Requirements	Phase 1	\$
P09	Parking Pricing	Phase 1	\$
P10	Residential Parking	Vision	\$
P11	Marketing & Communications	Phase 1	\$
P12	Mobility and Transportation Demand Management (TDM) Programs	Phase 1	\$\$
P13	Transportation Management Association (TMA)	Phase 1	\$
P14	Value Pricing	Vision	\$

Full project descriptions can be found in Chapter 6

ROADWAYS + GOODS MOVEMENT

THE MODE

Park City’s streets and roadways are the backbone of the transportation system. They connect neighbors to one another, provide access to employment, deliver goods and services, take our kids to school, and welcome thousands of visitors.

Many Park City streets, however, still prioritize movement of vehicles over safe multimodal travel for all. Park City Forward will help balance competing needs for roadway space through new infrastructure, best practice guidelines, and innovative programs. Changes to our street network, from the visionary to the mundane, will help Park City meet future mobility needs.



THE PEOPLE

The Park City Resident



- Wants to walk and bike more frequently to destinations, but feels unsafe traveling along and across arterial streets
- Prioritizes efficient use of financial resources on major capital projects
- Many live on streets where driving is the quickest and easiest way to access daily needs

Business Owner/Year-round Employee



- Transit offers an affordable way to get to work, but buses are often stuck in traffic
- Efficient movement of goods enables commercial success
- May perceive customer access by vehicles alone as critical for business

The Culture and Event Visitor



- Many use hotel shuttles and take free transit to access events, dining, and shopping
- Are drawn to car-free streets during special events and festivals
- May contribute to congestion by driving or using ride-hail services

KEY CHALLENGES

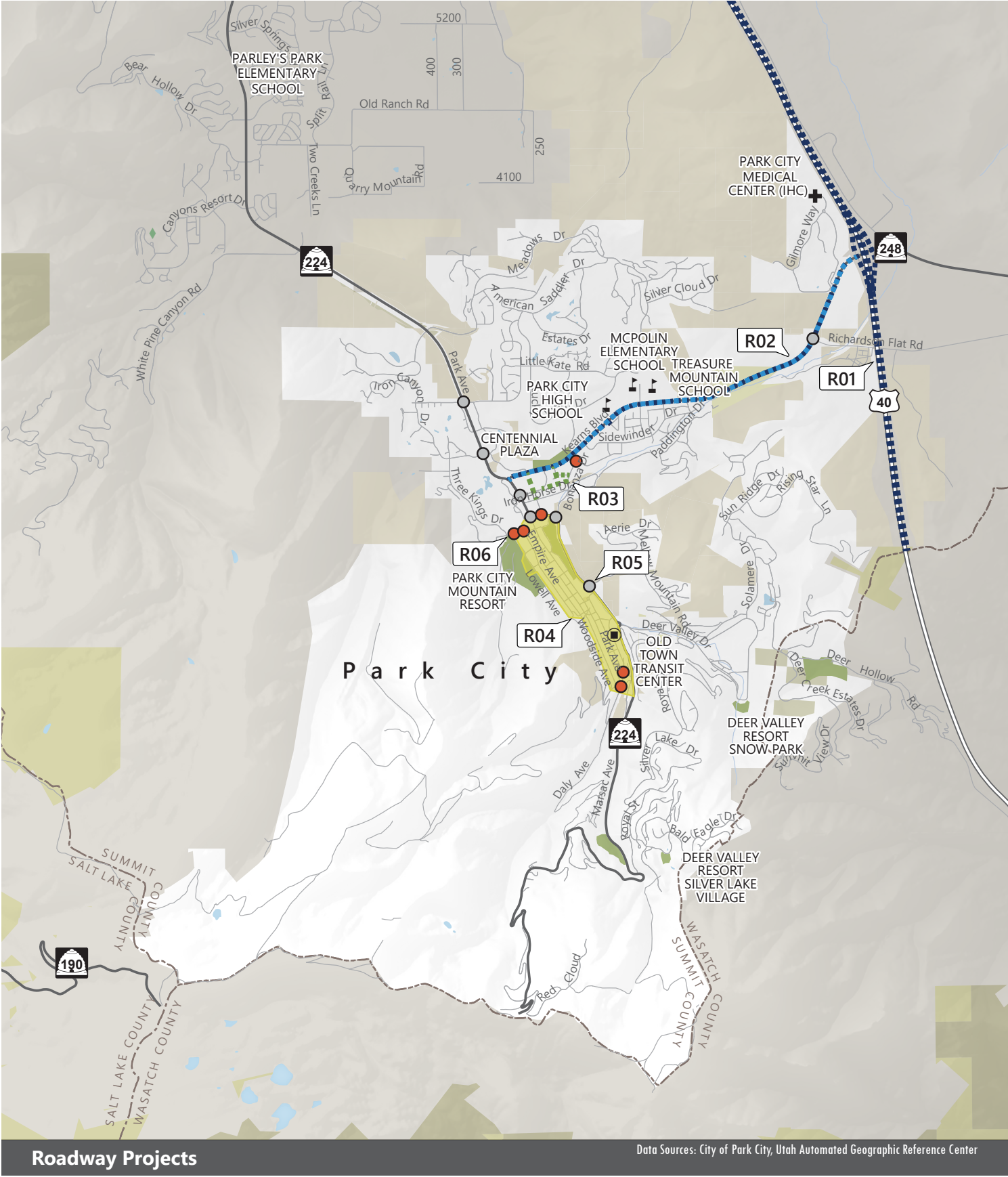
- **Auto-oriented corridors and intersections** make travel on foot or by bike less attractive.
- **Roadway network is largely built out**, limiting ability for new streets or lanes. Vehicle capacity upgrades may temporarily relieve congestion but will impact long-term reduction of trips.
- **Winter months require snow removal and storage**, often impacting non-driving infrastructure and modes.
- **Transforming gateway corridors will require substantial resources** and close coordination with state, regional, and county partners.

OUR PLAN

Modal Principles

- **Focus on gateway person capacity.** Improve throughput on major corridors by dedicating lanes to transit and other modes that move lots of people, not just cars.
- **Adopt comprehensive, state-of-the-practice design guidelines.** New street classifications and standards will help resolve modal tradeoffs, while supporting city goals and offering clear direction to decision-makers, staff, and the public.
- **Create safer intersections.** Focus on key intersections to enable safe walking, biking, and rolling across large, busy streets.
- **Fix it first.** Plan for and prioritize the ongoing maintenance of our roadway system.
- **Designate a freight network.** Develop a freight network and flexible curb use practices to ensure efficient deliveries without widening or expanding roads.





Projects, Policies, + Programs

Project ID	Name	Priority	Cost
R01	Freeway Connections (UDOT)	Vision	No cost to Park City
R02	SR-248 Corridor Mobility Improvement Project	Big Concepts	\$\$\$\$\$
R03	Bonanza District Circulation	Phase 1	\$\$\$\$
R04	Old Town One-Way Streets	Big Concepts	\$
R05	Intersection Improvements (UDOT)	Phase 1	\$\$\$\$\$
R06	Intersection Improvements (Local)	Phase 1	\$\$\$\$\$\$
R07	Street Classifications and Standards	Phase 1	\$
R08	Complete Streets Policy	Phase 1	\$
R09	Freight Network and Neighborhood Distribution Hubs	Big Concepts	\$
R10	Emergency Access Management Plan	Vision	\$
R11	Neighborhood Traffic Management Program (NTMP)	Current Process / Policy	\$
R12	Strategic Land Acquisition	Vision	\$\$\$\$\$
R13	State of Good Repair	Phase 1	\$\$\$\$

Full project descriptions can be found in Chapter 6

SHARED MOBILITY

THE MODE

Shared mobility refers to transportation options that are available as a short-term rental or service, often provided by private companies and accessed using a smartphone app. Shared mobility has become a small but growing part of Park City’s user-friendly transportation system. Park City and its regional partners have invested in bike share and new on-demand transit services have also been deployed. Park City must manage the complexity of these services, especially loading with ride-hailing services in popular areas.

Park City Forward proposes to expand and enhance its shared mobility offerings. New projects and programs, guided by clear policies, can help Park City navigate this evolving mode and ensure that future services complement other modes and ensure equitable outcomes.



THE PEOPLE



Park City Resident

- Enjoys using the bike share program and may take advantage of the yearly membership
- Sees ride-hailing as a mixed blessing that helps ease parking demand, but can contribute to local traffic
- Desires clear and consistent regulation of service providers for the public good



Recreation Day-tripper

- Enjoys being able to park once and then use shared mobility services to get around
- Would love to have an app that summarizes all of Park City’s transportation options and helps with quick decision-making for local trips



Long-stay visitor/second homeowner

- May forego a rental car and driving with local transit and shared mobility options
- Feels comfortable with app-based services and values ease and convenience
- Uses bike share in the summer and would be an early adapter of similar options

KEY CHALLENGES

- Anticipating and preparing for **future transportation trends and services** is difficult for all communities.
- Park City may be too small, and **seasonally dependent**, to attract shared mobility companies and provide cost-effective services.
- Ride-hail vehicles **contribute to congestion**, especially at the curb during big events.
- Private companies may have **conflicting goals and performance metrics**. Depending on private companies to provide key elements of the transportation system can be risky.

OUR PLAN

Modal Principles

- **Make strategic investments.** Expand programs that have proven to be popular, such as Summit Bike Share. Focus new investments at key activity nodes and mobility hubs where shared mobility can easily complement other transportation modes.
- **Adopt policies and programs that prioritize equity.** Clear policies and guidelines can ensure existing and future services are accessible to people with lower incomes, people who speak English as a second language, and other marginalized groups.
- **Collect data and adjust.** Establish operating guidelines and data sharing requirements so that Park City staff and the public can understand how services are being used and affecting the transportation system.
- **Test new technologies.** Evaluate emerging services that consolidate transportation information, access, and payment in one location.

Projects, Policies, + Programs

Project ID	Name	Priority	Cost
SM01	Summit Bike Share Program	Phase 1	\$\$
SM02	Mobility Hubs	Phase 1	\$\$\$
SM03	Shared Mobility and Autonomous Vehicle (AV) Guidelines	Big Concepts	\$
SM04	Personalized Mobility Program and Mobility as a Service (MaaS) Platform	Vision	\$\$

Full project descriptions can be found in Chapter 6

TECHNOLOGY + INNOVATION

THE MODE

Technology is changing and adapting to meet our shifting mobility needs at a rapid pace. Innovative data collection and analysis can inform our understanding of travel patterns to mitigate roadway congestion, while helping us plan simpler, safer, and more efficient travel. New intelligent transportation network solutions provide up-to-the minute travel conditions via signage and mobile devices, directing travelers to the right travel mode and route.

Park City Forward continues the region’s ongoing investment in technological solutions to meet future transportation challenges. Further advancements of data collection, real-time traffic operations, and connected network communications will mitigate traffic incidents, speed up transit trips, and maximize the use of roadway capacity.

THE PEOPLE



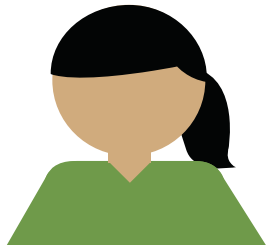
The Park City Resident

- Would consider riding the bus for more types of trips if bus travel times were faster and more reliable
- Hesitant to adjust daily travel patterns but would appreciate less congestion to enable quicker, safer driving, walking, and biking trips
- Desires up-to-the minute information of travel conditions and options



The Recreation Day-tripper

- Open to following directive communication to adjust travel modes, times, or routes if it makes their trip reliable and easy
- Would rather focus on enjoying the snow and trails than on a stressful trip in and out of Park City



Business owner/Year-round employee

- Wants local and visitor customers to have easy multimodal access to their business
- Real-time travel information could enable more efficient reception and delivery of goods and services
- Technology positions Park City at the forefront of innovation and customer service

KEY CHALLENGES

- SR-224 and SR-248 gateway corridors are subject to **heavy congestion and slow travel times** for all modes. A single incident here has major ripple effects across the region.
- Highway-based variable message **signs have a limited audience** and cannot reach people in all areas to allow travelers to adjust travel plans based on congestion, road closures, or other conditions.
- Real-time travel communications require **significant investment** in “back end” data collection, processing infrastructure, and staff resources.
- **Current data collection on travel behavior and volumes is limited** to certain corridors and modes, does not effectively capture fine-grain multimodal trips at a local level, and is difficult to collect and process efficiently.

OUR PLAN

Modal Principles

- **Technology as a tool, not a silver bullet.** Embrace new technology when reasonable and effective for supporting core mobility goals and desired outcomes.
- **Invest in data collection and analysis systems.** Robust and consistent data systems, supported by adequate staffing, will help Park City respond to the changing transportation landscape in both the short- and long-term.
- **Create adaptive real-time communication systems.** Provide consistent information to reach people across the region with important, actionable messaging via diverse communication channels.
- **Empower people with information.** Support sustainable travel choices by making multimodal options easy and convenient to access.

Projects, Policies, + Programs

Project ID	Name	Priority	Cost
ITS01	Real-time Travel Information	Phase 1	\$\$
ITS02	Electric Vehicle (EV) Charging Stations	Phase 1	\$\$
ITS03	Park City’s Smart Gateway	Vision	\$\$\$\$
ITS04	Video Camera Network	Vision	\$\$
ITS05	Integrated Mobile Observations (IMO)	Vision	\$\$
ITS06	Regional Traffic Operations and ITS Data Center	Current Process / Policy	\$\$
ITS07	Smart Work Zones	Vision	\$
ITS08	Systemwide Transportation Data Collection Strategy	Phase 1	\$\$

Full project descriptions can be found in Chapter 6

TRANSIT

THE MODE

Park City’s extensive fare-free transit system includes local bus service operated by the Park City Municipal Corporation and regional bus service operated by High Valley Transit. Transit reduces congestion in Park City by moving more people in less space and helps us meet our goals by providing an affordable, zero-emission transportation option.

Park City Forward includes projects, policies, and programs that will make it easier and more convenient to take transit. Park City Forward prioritizes additional bus service on existing routes, gives buses exclusive lanes so they can bypass traffic, improves bus stops and park-and-rides, and advances innovative new transit options like flexible, on-demand service. Ongoing coordination with High Valley Transit, current work on the Short Range Transit Plan and Winter Service Plan, and improvements to transit technology and systems will ensure a seamless network for all.

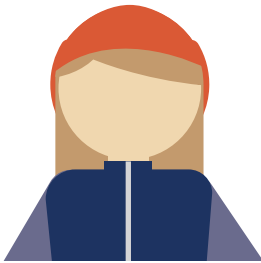


THE PEOPLE



Park City Resident

- Utilizes and supports Park City’s bus service for its affordability, eco-friendliness, and ability to ease traffic
- Would like to see walking and biking improvements from neighborhoods to bus stops
- Values ongoing enhancements to transit technology, real-time information, and service



Seasonal Employee

- Has transit options to get to work, whether they live in Park City or elsewhere in the region, but bus schedules do not always line up with certain job types
- Reliable travel times are a key concern
- Employer-provided programs can further incentivize transit trips



Event Visitor

- Uses park-and-rides and transit to get to and from major events
- Can be confused by number of public vs. private and local vs. regional transit options
- Appreciates user-friendly technology and information to understand the transit system and choose the best option

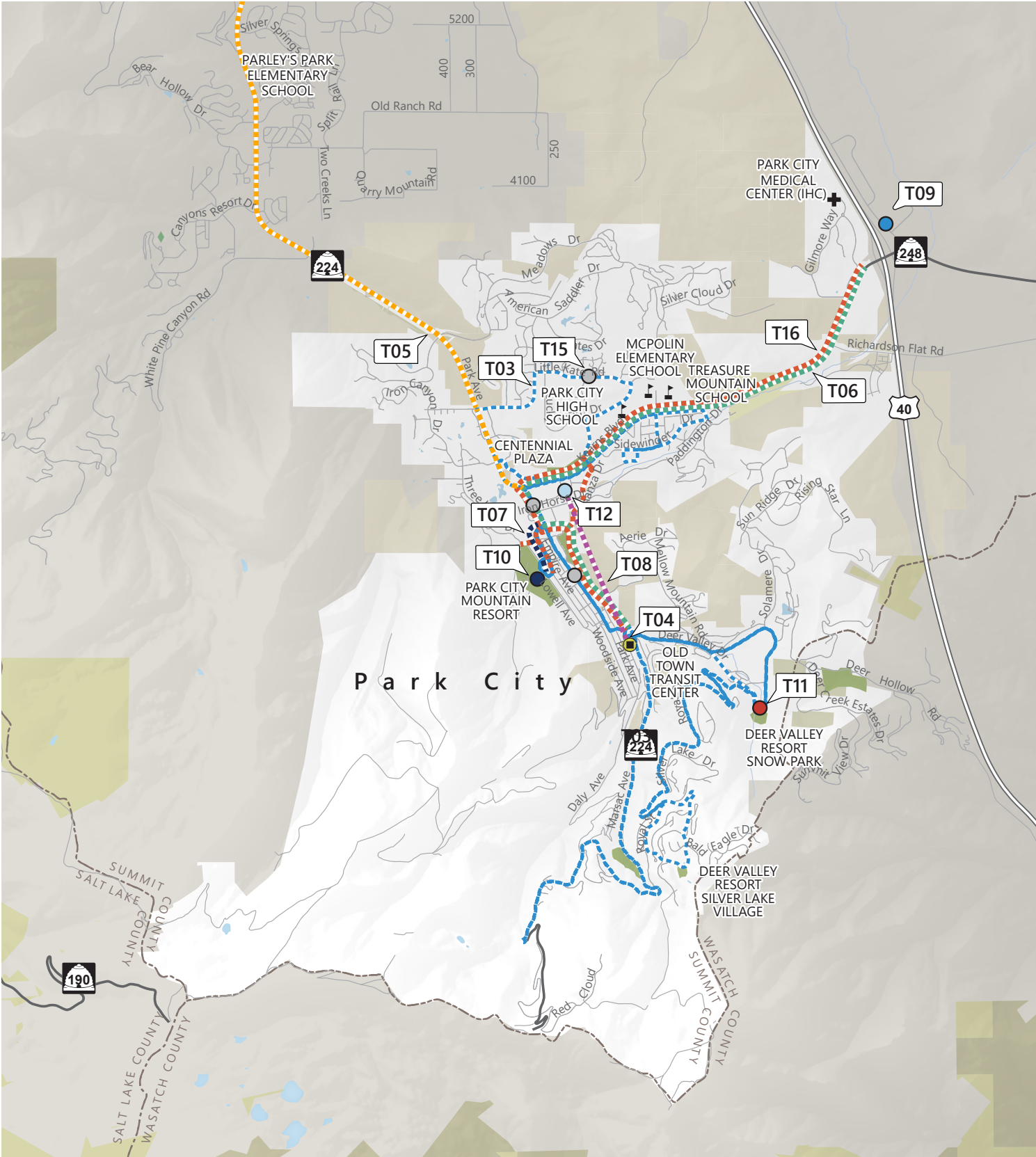
KEY CHALLENGES

- The transit system must **balance the needs of many different types of people**, trips, and land use contexts—from a first-time visitor to long-time employee and from our large, concentrated activity nodes to low-density neighborhoods.
- **Recent changes to service delivery** across the region will require proactive coordination to support a seamless user experience.
- The **lack of parallel streets and dedicated lanes** means buses have few route options and get stuck in traffic, especially on the SR-224 and SR-248 gateway corridors.
- The **large number of visitors and seasonal employees** means there are always new people in Park City who may not be familiar with the transit system and how to ride.
- Transit ridership to the resorts is high, but **ski storage on buses is limited**.

OUR PLAN

Modal Principles

- **Dedicate roadway space to buses.** For transit to be competitive with driving, it must be reliable and fast. Dedicating lanes to buses in the most congested places, such as the gateway corridors and near major activity centers, means faster, more reliable, and more attractive transit service.
- **Coordinate regionally.** Park City and High Valley Transit now manage local and regional services separately. Close, ongoing collaboration is key to a smooth transit experience for people who transfer between the two.
- **Provide support amenities and technology.** There are a wide range of services and amenities that contribute to a great transit experience, from multimodal hubs that allow people to hop right off the bus and onto a shared bike, to apps that provide up-to-date travel information, and to high-quality amenities at bus stops.
- **Invest in policies, systems, and standards.** Proactive policies, robust data collection and analysis, and innovative communications are crucial complements to new transit infrastructure and efficient bus operations.



Transit Projects

Data Sources: City of Park City, Utah Automated Geographic Reference Center

- T04

T09

T10

T11

T12

T15

T03

T05

T06

T07

T08

T16

City Limits

County Line

Miles 0 0.5 1



Projects, Policies, + Programs

Project ID	Name	Priority	Cost
T01	Express Transit Service	Phase 1	\$\$
T02	Flexible Transit Zones	Phase 1	\$\$
T03	Fixed Route Service Improvements	Phase 1	\$\$
T04	PC-SLC Connect	Big Concepts	\$\$
T05	SR-224 High-Capacity Transit (BRT)	Phase 1	\$\$\$\$\$
T06	SR-248 High-Capacity Transit	Phase 1	\$\$\$\$
T07	SR-224/Park Ave./Empire Ave. Transit Priority	Phase 1	\$\$
T08	Aerial Connections	Big Concepts	\$\$\$\$\$\$
T09	Park-and-Ride Facilities	Phase 1	\$\$\$\$\$
T10	Park City Mountain Resort (PCMR) Multimodal Hub	Phase 1	\$
T11	Deer Valley Resort Multimodal Hub	Phase 1	\$
T12	Bonanza District Multimodal Hub	Phase 1	\$\$\$\$
T13	Short Range Transit Plan (SRTP)	Current Process / Policy	\$\$
T14	Vehicle Electrification & Fleet Replacement	Phase 1	\$\$\$\$\$\$
T15	Bus Stop Improvements	Phase 1	\$\$\$\$\$
T16	Flex Transit Lanes	Big Concepts	\$\$\$\$
T17	Transit First Policy	Phase 1	\$
T18	Marketing and Communications	Current Process / Policy	\$
T19	Technology Systems and Data Standards and Management	Vision	\$

Full project descriptions can be found in Chapter 6



6

MOVING PARK CITY FORWARD: PROJECT LIST

The public engagement process identified the values and goals that serve as the foundation of Park City Forward's project list. The project list represents the community's ideas to make an innovative, multimodal future a reality. Constructing, enacting, and adopting projects, programs, and policies is how we make Park City a better place to live, work, and visit.

The list ranges from the visionary and conspicuous to the more mundane and less tangible, but each is important and each will help achieve Park City Forward's Vision: *embracing innovation to provide safe, year-round transportation options that promote a connected, inclusive, and multimodal mountain community and culture.*

The project list is organized into phases, recognizing that financial resources are finite, and we must adopt a phased approach that prioritizes investments relative to our means.

- **Phase 1 Priority Projects:** a fiscally-constrained package of investments that will catalyze near-term action and mobility benefits.
- **Big Concept Projects:** Transformative projects that Park City is actively developing, or plans to seriously pursue in the near-term.
- **Vision Projects:** a long-term package of investments that will guide decision-makers and staff as community needs, transportation tools, and financial resources evolve.

WHAT ARE PROJECTS, PROGRAMS, AND POLICIES?

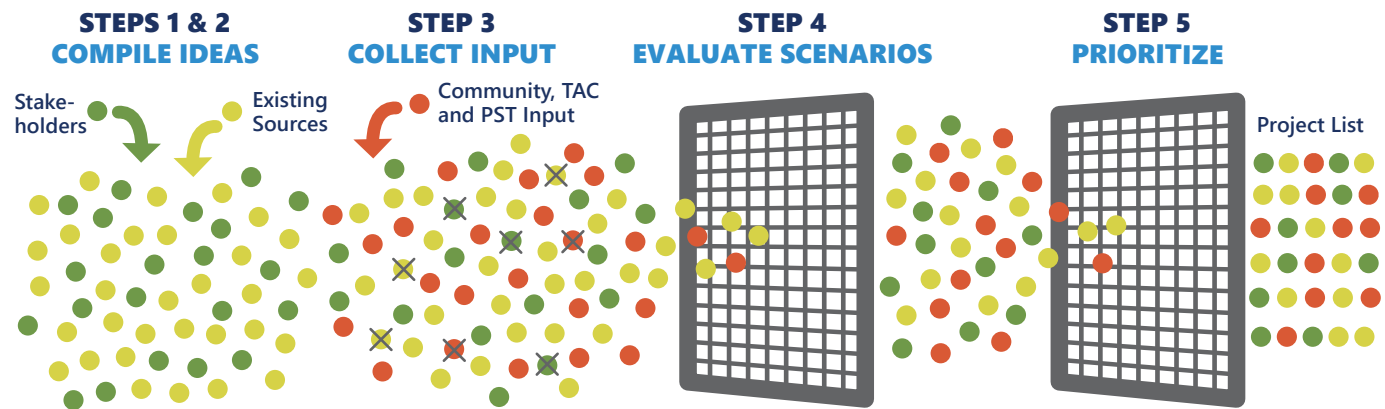
The Park City Forward “project list” consists of more than 80 transportation investment ideas that can be categorized as projects, programs, or policies.

- A **project** is a specific capital project or a transportation service that is typically located in a defined geography. Projects can be part of programs and are carried out according to policies. An example of a project is “AT02 – Pedestrian Crossing Improvements,” which will construct updated pedestrian crossings at specific locations throughout the city.
- A **program** is an ongoing coordinated effort to achieve specific results that may involve numerous small or large projects. An example of a program is “P10 – Residential Parking,” which will help to manage and balance parking supply for residents and visitors.
- A **policy** is a guiding principle or regulation by which programs and projects are implemented. An example of a policy is “R08 – Complete Streets Policy,” which would guide and direct the design of future street construction projects to accommodate the needs of all travel modes.

Some projects, programs, and policies apply specifically to one geographic Node or area of the city, such as Old Town, while others will be implemented citywide.



HOW WAS THE PROJECT LIST DEVELOPED?



STEP 1: COMPILE IDEAS FROM EXISTING SOURCES

The project team reviewed numerous local and regional planning documents and project lists from Park City, Summit County, and UDOT. Park City

- » Traffic and Transportation Master Plan
- » Downtown and Main Street Parking Plan
- » Short Range Transit Development Plan
- » Bonanza Park/Lower Park Avenue Transportation Plan
- UDOT
 - » SR-248 Concept Report
- Summit County
 - » Snyderville Basin Transportation Master Plan
 - » Active Transportation Plan

STEP 2: GENERATE NEW IDEAS FROM STAKEHOLDERS

Through a series of collaborative workshops, the project team added state-of-the-practice project ideas from the Technical Advisory Committee (TAC) and Project Support Team (PST). These ideas reflected ongoing and future planning processes and initiatives across the city and region.

Examples of ideas generated during this phase include:

- Shared Mobility Guidelines
- Electric Vehicle Charging Stations & Mobility Hubs
- Sidewalk Infill Program

STEP 3: COMMUNITY INPUT & REVIEW

The PC Forward Team sought community input for creating and refining project concepts at all stages of Park City Forward. People gave us ideas at open houses, left comments through online surveys, and marked ideas on maps at mobile workshops. The TAC and PST gave focused, directive feedback on the development of the project list throughout the course of the project.

How was the feedback used?

- TAC, PST, and public suggestions were used to add new project ideas to the list, such as:
 - » Increase regional transit connections.
 - » Improve biking and walking access to Main Street.
 - » Improve transit connections to affordable housing.
- Project details and extents were refined based on input and comments, such as:
 - » Increased bus frequency and longer span of service in early morning and late evening to serve workers in the service industry.
 - » Add safe crossings and sidewalks along Park Avenue, Kearns Boulevard, and Deer Valley Drive.
 - » Better communicate park-and-ride availability and create incentives to use them.
- City staff and agency partners refined language and specifics of the project descriptions, or recommended removal of projects from the list that did not align with other projects in development.

STEP 4: SCENARIO DEVELOPMENT AND EVALUATION

The project, program, and policy concepts generated to this point were packaged into three possible future investment scenarios based on different levels of investment or service. The PC Forward Team used analysis tools and the regional travel model to evaluate conceptual cost effectiveness, impact on travel behavior change, and progress toward Park City Forward goals from the three scenarios. The scenarios tested were:

1. **Nodes and Corridors** – Heavy investment in transit service and infrastructure and shared-use trails along SR-224 and SR-248 and connecting to key activity centers such as Old Town.
2. **Flexible Local Mobility** – Emphasis on flexible/on-demand transit over increases in fixed-route service, on-street biking and walking improvements, and programs to incentivize fewer driving trips.
3. **Pricing Incentives** – Expand parking pricing, enact citywide transportation demand management strategies, and establish roadway pricing on gateway corridors while improving core transit and active transportation network.

How was this process used?

The scenario evaluation process helped test the effectiveness of each strategy at an individual and group level. The PC Forward Team used TAC feedback on the scenario results to arrive at a preferred investment scenario involving some level of implementation of all strategies, rather than excluding those found to be less effective than others. Project, program, and policy descriptions and cost estimates were adjusted to reflect this balanced implementation approach.

STEP 5: PROJECT RESTART – REFRESH, EVALUATE, AND PRIORITIZE

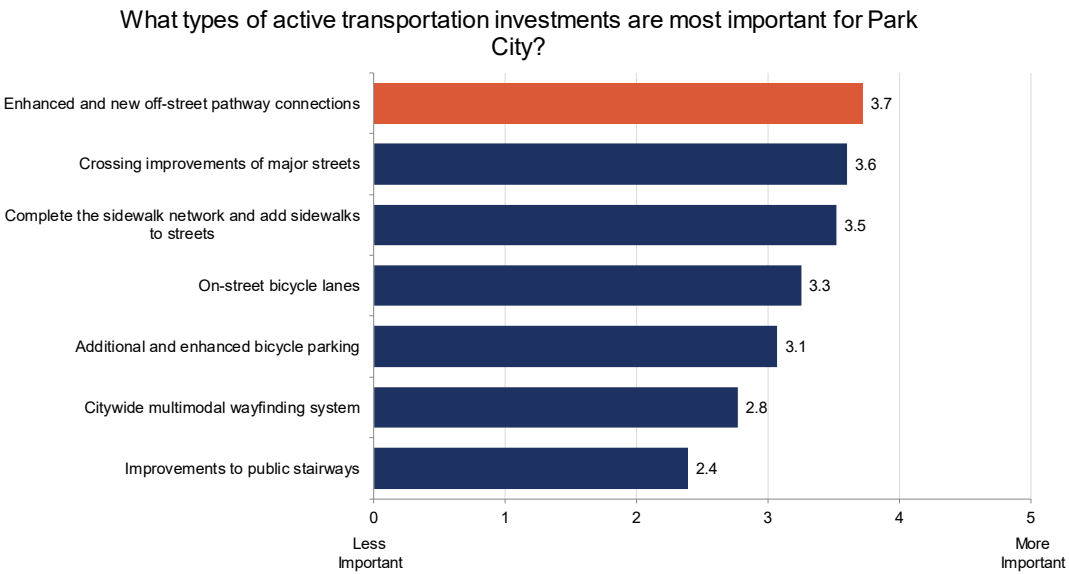
After the 2020 project pause, the project team worked with city staff and the TAC to closely review and refresh the project list. The PC Forward Team added new projects, removed projects that were implemented or were no longer viable, and added new detail throughout based on Park City’s capital projects list and new ideas from staff and TAC members.

Community input was sought through one final online survey, adding detail and revising projects according to the community’s review. The TAC and the Park City community told us which projects were most important within key geographic areas of the city, and which were most important within each travel mode.

How was this process used?

All the projects were evaluated against Park City Forward’s goals (updated in 2021 after the project pause) to help sort projects into phases. We also factored in public support for each project based on community feedback throughout Park City Forward.

ACTIVE TRANSPORTATION PRIORITIES



The 2021 survey allowed the project team to prioritize the Project List based on another round of TAC and community feedback.

PARK CITY FORWARD PROJECT PRIORITIZATION RUBRIC

Goal	Prioritization Criteria & Scoring	
Access Improve local and regional multimodal transportation connections between activity nodes for residents, commuters, and visitors. Ensure the transportation network supports Park City’s future growth and land use changes.	Expands the transportation network for 1 mode	Expands the transportation network for multiple modes
	Lower Benefit	Higher Benefit
Innovate Prioritize a community-focused, multimodal transportation network that is easy to use, efficient, convenient, safe, and incorporates cutting-edge technologies.	Maintains or expands existing system using standard approaches	Incorporates new technologies, facility design and/or programmatic approaches; improves system reliability and efficiency
	Lower Benefit	Higher Benefit
Include Ensure equitable access to opportunity, catalyzed by local and regional mobility choices that are affordable and support healthy living.	Does 1 of these: Supports affordable healthy options and/or focuses on underserved communities and/or promotes safety	Supports multiple affordable healthy options (bike, walk, transit) for under-served communities and promotes safety
	Lower Benefit	Higher Benefit
Sustain Support a resilient, net-zero carbon community, anchored by long-term transportation investments that reduce greenhouse gas emissions, decrease single occupancy vehicle trips, and mitigate environmental consequences of growth.	Lowest potential to increase non-automotive trips	Greatest potential to increase non-automotive trips/lower emissions
	Lower Benefit	Higher Benefit
Public Input	Projects received lower or higher priority based on community feedback received through the Park City Forward process	

PROJECT LIST

We sorted projects into three lists based on the prioritization evaluation, project costs, and available funding: Phase 1 Priority Projects, Big Concept Projects, and Vision Projects. Some of the projects identified through Park City Forward have already been partially or fully implemented. These are identified in the project list as “Current Processes and Policies,” and are included in the list to assist with budgeting and ensure they receive ongoing staff time and agency attention.

PHASE 1 PRIORITY PROJECTS PROJECT

Project Key: AT = Active Transportation, T = Transit, P = Parking + TDM, R = Roadways + Goods, SM = Shared Mobility, ITS = Technology + Innovation

Project ID	Name	Description	Cost
Current Processes and Policies			
AT01	Active Transportation Master Plan	Build on the Walkability Bond, Summit County Active Transportation Master Plan, and Trails Master Plan to develop a specific blueprint for advancing Active Transportation in Park City. Ensure consistency with the PC Forward goals and objectives. Conduct additional analysis, design, and planning to define specific project extents and concept designs. Identify, clarify, and define specific policy and program recommendations. Create high-priority list that will improve the entire network.	\$
AT20	Bike Parking, Amenities, and Request a Rack	Design and implement additional short- and long-term year-round bike parking at key trip generators and nodes. Continue and expand the “Request-a-Rack” program to identify community-driven bike parking needs. Include DIY repair stands and other amenities at select bike parking locations.	\$\$
AT21	Maintenance Program	Review and update the snow removal plan regularly to ensure that the “spine system” identified in the Trails Master Plan Walkability Update is adequately maintained and incentivized for safe winter use. As needed, review and modify the snow removal policy for other trails/sidewalks/pathways to ensure requirements for users/land owners/operators are effective. Implement and maintain innovative bike/pedestrian pavement markings on pathways and roads that can withstand Park City’s winter climate. Coordinate with Public Works on winter season methods	\$\$\$
AT25	Tactical Urbanism	Based on the community-led People-First Streets tactical urbanism program, evaluate pilot projects and expand program as feasible. Consider installing pilot Flex Bike Lanes as part of these light, quick, and cheap projects (AT13).	\$
AT27	Rail Trail Study	Build on the Walkability Bond, Summit County Active Transportation Master Plan, and Trails Master Plan to develop a specific blueprint for improving the Rail Trail in Park City.	\$
ITS06	Regional Traffic Operations and ITS Data Center	Invest in staff, hardware, and software to create a fully integrated and coordinated central system for all relevant traveler information data sources, web-based applications, signs with Utah’s Advanced Traveler Information System, and Park City Traffic Control Center. System would include field and back-end hardware or data centers. Integrate with weather services, major construction projects, and shared mobility, parking, delivery, event management, ride hail operations, transit, and TDM systems. Collect and integrate data from/for the larger region and make data available to local agencies.	\$\$

Project ID	Name	Description	Cost
P06	Enforcement	Enhance parking enforcement citywide with purchase and implementation of additional license plate recognition (LPR) vehicles and software. Pursue an LPR-centric enforcement model to align all enforcement efforts across Parking Department and Park City Police Department.	\$\$
P07	Parking Requirements	Modify citywide parking requirements to enhance development flexibility, improve housing affordability, reduce vehicle trips, and incentivize multimodal choice. Revisions could include: • Elimination/reduction/consolidation of parking minimums citywide • Reductions in parking requirements based on: geography/district, proximity to transit, level of housing affordability, and/or level of TDM/multimodal investment • Implementation of parking maximums • Requirements for shared/public parking and use of shared parking to meet minimum parking requirements • Requirement to unbundle parking from rent/lease/purchase of residential unit or non-residential space • Modifications to bike/EV parking requirements	\$
R11	Neighborhood Traffic Management Program (NTMP)	Review NTMP policies, guidelines, and procedures to ensure they meet current best practices, minimize administrative burden, enhance public participation, and provide a streamlined process. Consider additional public-private cost sharing arrangements to fund approved projects.	\$
T13	Short Range Transit Plan (SRTP)	Continue the Short Range Transit Plan (SRTP) in 2021-22 to evaluate the current transit system. Develop recommendations for short-term service changes with medium- to long-term system design. Potential areas of analysis include: • High-Capacity Transit (HCT) network element to designate local/regional corridors that prioritize dedicated transit lanes and operational investments. • Coordination of new fixed-route and on-demand Micro services provided by HVT. • Regional, express, and commuter travel needs and proposed services. • Coordination with Summit County, Wasatch County, and others to develop express/commuter transit network recommendations connecting Heber, Oakley, Kamas, Coalville, Richardson Flat/Quinn’s Junction, and Jeremy Ranch. • Human Services Public Transportation Coordinated Transportation Plan. • Service and bus stop standards and guidelines. • Major event and emergency transportation service policies, guidelines, and plans.	\$\$
T18	Marketing and Communications	Enhance marketing and communications, deploying new/enhanced methods such as travel training, print and electronic communications, employer outreach, ride ambassadors, marketing events, and direct outreach in coordination with the lodging and hospitality industry. Provide all materials in at least English and Spanish.	\$

Project ID	Name	Description	Cost
Phase 1 Priority Projects			
AT02	Pedestrian Crossing Improvements	Design and construct improved pedestrian crossings at critical locations along UDOT or other major roadways. Potential priority locations, include but are not limited to: • SR-248/Snow Creek Crossing • SR-224/Park Ave. at Homestake Rd. • Bonanza Dr./Monitor Dr. and SR-224 • Park Ave. at Park City Library • Bonanza Dr./Munchkin Rd. • Bonanza Dr./Iron Horse/Rail Trail • SR-224/Payday Dr. • 9th St./Park Ave. • Bonanza Dr. to Prospector Square and Rail Trail • Iron Horse/Rail Trail • SR-248/Kearns Blvd. in front of Wells Fargo • SR-248 at Rail Trail crossing	\$\$\$\$\$
AT03	Old Town Complete Street Improvement Zone	Recognizing the different needs of commercial and residential streets, identify improvements including neighborhood connections, wayfinding, improved connectivity to the Poison Creek Trail, traffic calming, and other supportive active transportation projects. Specific projects include neighborhood connections on Sullivan Rd., 4th St., 5th St., 10th St. (as also identified in the Summit County AT Plan), 11th St., and 12th St. Reimagine Main Street by widening sidewalks, installing intersection improvements, identifying opportunities for transit/trolley priority, and further enhancing Main Street gateway improvements. Ensure coordination with the Old Town Circulation Study and alignment with the Vision 2020 goals.	\$\$\$\$
AT05	Bonanza District Complete Streets Improvement Zone	Improve active transportation connections throughout the planned Bonanza District. Consider requiring pedestrian-friendly block lengths, wider pathways, enhanced street design standards, context sensitive parking standards, mobility hubs, and wayfinding. Priority locations for bike and pedestrian improvements include: Homestake Rd. to Rail Trail connector, Woodbine Way and Munchkin Rd./Homestake Rd. to Iron Horse. Along Iron Horse Dr. add enhanced sidewalks, improved pathways, connections to Rail Trail, and intersections improvements at Bonanza Dr. Along Homestake Rd. add sidewalks to connect to bus stop at Park Ave/SR-248.	\$\$\$
AT06	Park City Mountain Resort (PCMR) Multimodal Connections	Improve connectivity for transit vehicles, pedestrians, and bikes to PCMR. Improvements could include two-way transit-only lanes, wider sidewalks and pathways, bulb outs, bike lanes, and pedestrian and intersection improvements on Empire Ave., Silver King Dr., Shadow Ridge, and Lowell Ave. Improve intersection of Silver King Dr. and Empire Ave.	\$

Project ID	Name	Description	Cost
AT08	Park Avenue Complete Streets	Design and implement complete streets improvements on Park Ave. from Old Town to Holiday Ranch Loop. Priority pedestrian and bike treatments to be evaluated include: side paths, crossing improvements at major intersections (including at Kearns Blvd. and at Deer Valley Dr.), new or widened sidewalks, transit circulation, snow removal, and “flex” curb space. Consider implementing parking management practices that include removing parking on west side and/or a local residential parking permit program. Install utility and roadway rehabilitation improvements.	\$\$\$\$\$
AT09	SR-224/Deer Valley Drive Bicycle and Ped Improvements	Identify, design, and implement multimodal enhancements to Deer Valley Dr./SR-224 from Marsac Ave. to Bonanza Dr. Potential elements include on-street bike facilities, sidewalk infill, intersection crossings, trail connections, and wayfinding. Coordinate with longer-term plans that call for transit-only facilities on Deer Valley Dr./SR-224 to the Old Town Transit Center.	\$\$\$
AT12	Three Kings Drive Complete Street	Design and construct shared-use path or on-street bike lane improvements, pathway connections, traffic calming measures, and transit improvements on Three Kings Dr. to Thaynes Canyon Dr.	\$\$\$\$
AT15	Safe Routes to School and Youth Mobility	Supplement the statewide program and regional efforts by partnering with area schools and community groups for events, outreach, education, enforcement, and focused active transportation improvements that help students and staff walk, bus, carpool, bike, or roll safely to school. Evaluate youth transportation needs and potential for emerging ride-hail models for youth, prioritizing safe operations. Emerging service models (e.g. Kango, HopSkipDrive, Zum) promote the benefits of licensed childcare regulatory thresholds with on-demand mobility services. Look to enhance transit/shuttle options and non-driving incentives for students/teachers/staff.	\$
AT16	Development Standards	Modify the zoning code to improve pedestrian and bike connectivity and supportive amenities of future private developments. Potential areas of focus: pedestrian-friendly block lengths, pedestrian-friendly streetscape improvements, parking and building orientation, pedestrian connectivity, circulation plan requirement, intersection standards, wayfinding, lighting, and bike parking requirements.	\$
AT24	Updated User/Device Policies	Evaluate and update municipal regulations regarding electronic transportation (E-Bikes, E-Scooters, etc.) to ensure user safety and compliance on trails, sidewalks, and pathways.	\$
AT26	Upper Deer Valley Resort Complete Streets	Partner with Deer Valley Resort to enhance upcoming development with transit priority, access improvements, complete streets, and adequate active transportation facilities. Extents include from Marsac Ave. roundabout to the Deer Valley Resort base.	\$\$\$\$

Project ID	Name	Description	Cost
ITS01	Real-time Travel Information	Install a network of permanent variable message signs (VMS) and provide a mobile app to communicate travel conditions and travel times. Prioritize VMS signs on major gateway corridors of I-80, SR-224, and SR-248, other major roadways, park-and-rides, and activity nodes. Expand use of current, smaller trailblazer VMS to direct traffic during major events or periods of peak visitor demand. Ensure VMS includes wayfinding and travel options to major destinations.	\$\$
		Integrate communication channels such as push notifications on a mobile platform to reach travelers and resort guests in all areas, such as bus stops, skiers on lifts and in resort buildings, and in connected vehicles. Notifications could include current/projected travel times, alternative routing and wayfinding, and alternative modes to reach destinations.	
		Coordinate with mobility app and Go Park City platform development. Explore partnership opportunities with regional employment centers to streamline real-time information.	
		Coordinate implementation of digital and improved wayfinding signage and VMS across city districts, including improvements to pedestrian, vehicle, and parking signage.	
ITS02	Electric Vehicle (EV) Charging Stations	Construct network of electric vehicle charging stations throughout Park City and region. Integrate with future mobility hubs and parking policies as appropriate. Initial locations include park-and-ride facilities, transit hubs, and major activity centers, such as hospitals, grocery stores, and parks. Ensure smaller vehicle charger placement is consistent with parking strategies that promote turnover versus allow for longer stays.	\$\$
ITS08	Systemwide Transportation Data Collection Strategy	Develop a multimodal transportation counting program and recurring data collection for ongoing transportation monitoring, including carrying out a periodic regional travel survey. Install additional automated counters for people walking and bicycling.	\$\$
P01	Park-and-Ride Facilities	Maximize use of existing park-and-ride locations through enhanced management, promotion, and transit connections. In coordination with Summit County and HVT, develop and implement new park-and-ride facilities, with priority locations along regional/gateway corridors. Evaluate methods of ensuring that commuting employees can ride transit during peak events.	\$
P03	Flexible Curb Zones and Platforms	Implement flexible curb zones in high-demand areas that prioritize efficient passenger and commercial loading over public parking at key hours. Continue and expand the Drop and Load (DLS) Program on Main Street to other areas of the city. Projects could also include improvements to drop-off/pick-up zones, modifications to the curb space, and real-time software platform to include any combination of transportation modes for consumer travel planning. Consider variable management based on season, day of week, and/or time of day; business owner collaboration and engagement; ride hail and taxi company coordination; lodging shuttles; and parking management coordination.	\$\$\$\$
P04	High Occupancy Vehicle (HOV) Parking	Expand parking spaces for carpools/vanpools/car share at key locations, such as park-and-rides, Old Town lots and garages, and ski resorts. Designate spaces in convenient, “front-door” locations to incentivize use.	\$

Project ID	Name	Description	Cost
P05	Wayfinding, Real-time Information, and Data	Expand and enhance access control at parking facilities to collect parking occupancy data and improve management. Merge data collection and reporting into open API platforms to increase cross-reporting capabilities. Enhance Go Park City brand, wayfinding, and infrastructure to provide real-time parking information for Old Town parking facilities. Expand Go Park City brand and wayfinding to other key citywide parking facilities – park-and-rides, resorts, private garages, trailheads, or other— and coordinate Go Park City branding with transit and pathway wayfinding programs.	\$\$
P08	Transportation Demand Management (TDM) Requirements	Require TDM elements for new development (or redevelopment) above a certain size threshold. Offer a menu of options to developers, with required baseline elements to achieve defined trip mitigations. Require and implement event-specific demand management plans at major trip generators to mitigate peak traffic volumes.	\$
P09	Parking Pricing	Expand parking pricing to manage parking demand in high-demand streets and off-street facilities. Implement variable pricing for all publicly-managed priced facilities. Asses current pricing against demand and modify prices to meet target occupancy rates. Work with resorts to implement parking management strategies to manage parking demand and incentivize multimodal travel during peak periods. Offer preferred resort parking to carpools or other key populations. Offer prepay/reserved parking options.	\$
P11	Marketing & Communications	Implement a comprehensive citywide marketing and communications program for parking and mobility services. Offer bilingual collateral. Prioritize development parking information for integration into a “one-stop” mobility tools for Park City (SM04). Partner with hospitality industry, resorts/hotels, and vacation rental companies to provide mobility information at all stages of trip - upon booking, pre-trip, upon arrival, and during visit.	\$

Project ID	Name	Description	Cost
P12	Mobility and Transportation Demand Management (TDM) Programs	Develop and implement new, and/or expand existing, mobility programs and incentives to reduce vehicle trips. Tailor offerings for key groups (employees, residents, and visitors). Key elements could include: • Individualized marketing and mobility plans • Expanded PC-SLC Connect free/reduced pass program to offer free passes to more employees or increase discounts • On-demand/dynamic rideshare and carpools program via RideOn (including school-based trips) • Expand RideOn and web-based commute platforms to manage employee benefits and rewards • Off-peak travel incentives • Resort-based car share hubs and area-wide car share, including peer-to-peer, one-way, and round-trip options. • Financial incentives/rewards – transportation “wallet”, direct cash or points-based payments, visitor discounts/incentives • Subsidies for ride hailing, car share, bike share, and micromobility services. • Explore additional incentives for existing Guaranteed Ridge Home (GRH) program. • Explore expanded eligibility for UTA Vanpool program.	\$\$
P13	Transportation Management Association (TMA)	Expand and enhance the Park City TMA. Provide dedicated staffing to implement key mobility initiatives and communication efforts. Centralize travel surveys, data collection, and reporting among private entities.	\$
R03	Bonanza District Circulation	Construct multimodal street grid within Bonanza District, including extensions and/or improvements to Homestake Rd., Shortline Rd., Munchkin Rd., Woodbine Way.	\$\$\$\$
R05	Intersection Improvements (UDOT)	Plan, design, and implement multimodal, safety, and strategic capacity improvements at state route intersections. Priority locations include: • Park Ave./Deer Valley Dr. (SR-224)/Empire Ave. • Deer Valley Dr. (SR-224) and Bonanza Dr. • Park Ave. (SR-224) and Homestake Rd. • Aerie Dr. and Deer Valley Dr. (SR-224) • Thaynes Canyon Dr. and SR-224 • Payday Dr./SR-224/Holiday Ranch Loop Dr. • Meadows Dr./SR-224 • Richardson Flat Rd./SR-248	\$\$\$\$\$

Project ID	Name	Description	Cost
R06	Intersection Improvements (Local)	Plan, design, and implement multimodal, safety, and strategic capacity improvements at local intersections (non-SR-224/248). Priority locations include: • Silver King Dr./15th St./Empire Ave • Silver King Dr. and Lowell Ave. • Main St. and Swede Alley • Main St./Daly Ave./Hillside Ave. • Shortline Rd. and Deer Valley Dr. (SR-224) • Bonanza Dr. and Prospector Ave.	\$\$\$\$\$
R07	Street Classifications and Standards	Update street classifications and design standards to define a modal hierarchy, ensure implementation of complete streets policy, and incorporate designs for “All Ages and All Users.” Apply to all new roads and major reconstruction of existing roads. Each classification should have defined purpose; an average daily traffic (ADT) design range of volumes; number and configuration of lanes; guidelines for bicycle, pedestrian, on-street parking; and required right-of-way widths. Potential standard classifications address non-Old Town vs. Old Town, Minor vs. Major Residential Collector, Commercial Collector, and Non-UDOT vs. UDOT Arterial.	\$
R08	Complete Streets Policy	Update and implement the existing Complete Streets policy by adopting state-of-the-practice design guidance and developing a city-specific street design guide.	\$
R13	State of Good Repair	Continue and improve on ensuring that continuous maintenance is accounted for and project replacement costs are considered in all new capital projects	\$\$\$\$
SM01	Summit Bike Share Program	Continue to expand the Summit Bike Share program in Park City. Evaluate program expansion at key locations (park-and-rides, Bonanza District, new developments, and resorts). Evaluate technology improvements that may include dockless bike share options, electric assist, adaptive bicycles for riders of diverse abilities, and winter bike options. Integrate the bike share mobile app into other existing and future mobility applications.	\$\$
SM02	Mobility Hubs	Create mobility hubs in key locations to facilitate multimodal choice and seamless connections. Mobility hubs should include a combination of potential elements based on site location and need, including: transit/shuttle loading; micromobility services; bike share, bike parking, e-bike charging; wayfinding; EV charging stations; car share; commuter facilities; public space and art. Develop a mobility hub typology to fit neighborhood context and network needs, with varying levels of transit connections and amenities. Connect key mobility hubs with transit priority treatments and frequent, reliable transit service. Adjust transit service to maximize service to mobility hubs, with changes such as stop consolidation and adding deviated service from fixed routes to serve hubs. Potential hub locations include PCMR, Deer Valley Resort, Old Town, Bonanza District, Prospector, Richardson Flat, Park Meadows, Silver Creek, and Quinn’s Junction.	\$\$\$

Project ID	Name	Description	Cost
T01	Express Transit Service	Expand express transit service and route options. Align services with PC-SLC Connect and High Valley Transit (HVT) routes. Target offering service every 10 minutes from 5 a.m. -1 a.m., enabling convenient mobility for work, recreation, and study. Continue to coordinate with HVT to connect with adjacent communities. Evaluate new HVT Route 101 Spiro and consider other route options to major activity centers.	\$\$
T02	Flexible Transit Zones	Evaluate flexible mobility service models (i.e., microtransit, flex shuttles, deviated fixed routes, or autonomous shuttles) to enhance local connectivity. Priority areas include those with lower ridership and/or adequate residential and employment density. Flex Transit zones would typically operate about 17 hours daily, with two vehicles per area (34 daily service hours). Continue to coordinate with HVT and their “Micro” on-demand service, evaluating opportunities to provide complementary and mutually supportive flex/on-demand services. Connect riders to fixed route express options at nodes such as Kimball Junction and Quinn’s Junction.	\$\$
T03	Fixed Route Service Improvements	Evaluate and implement enhancements to fixed-route transit service. As identified in 2016 Short Range Transit Plan (S RTP), and in coordination with the upcoming 2021-22 S RTP, potential enhancements include: • Increase service hours during shoulder seasons (late Spring and Fall). • Double transit frequency on high-ridership routes (Routes 1 and 2) to offer reliable rides up to every 15 minutes. • Extend bus routes to later in the evening (12 a.m.) to improve accessibility for all users and needs (Routes 4 and 9). • Extend bus routes to at least 6 a.m. to improve work access to/from regional and local destinations (Routes 4 and 9). • Consider expanding service as early as 4 a.m. if customer feedback indicates needs on transit routes. • Evaluate fewer seasonal schedule changes throughout the year.	\$\$
T05	SR-224 High-Capacity Transit (BRT)	Per the locally preferred alternative (LPA), design and implement dedicated, high-capacity transit lanes and service between the Old Town Transit Center and Kimball Junction Transit Center.	\$\$\$\$\$
T06	SR-248 High-Capacity Transit	In coordination with R02, conduct a transit and alternatives analysis on SR-248 to determine the preferred design for transit along this corridor, connecting park-and-rides to Bonanza, resorts, and Old Town. Proceed with environmental, design, and UDOT approvals of project. Coordinate with UDOT to determine the types of vehicles allowed in existing and future transit-only lanes.	\$\$\$\$
T07	SR-224/Park Ave./Empire Ave. Transit Priority	Install and implement transit priority treatments (separate lanes, queue jumps, leading signal phases, or other) through intersection that allows transit vehicles to bypass congestion. Secure easement and/or additional right-of-way if necessary.	\$\$

Project ID	Name	Description	Cost
T09	Park-and-Ride Facilities	Plan for new park-and-rides on gateway corridors and in coordination with new transit-only guideways and services, including Park-and-Rides (Hwy 40). Ensure high level of transit service to new facilities. Consider new mobility elements to include such as bike share, car share, e-bike station and charging connections, and pickup/dropoff zones. For Park-and-Rides, construct new transit station, end-of-line transit facilities, and electric bus charger. Include intersection improvements, signage, and VMS boards.	\$\$\$\$\$
T10	Park City Mountain Resort (PCMR) Multimodal Hub	Partner with PCMR on the development of new transit center and multimodal hub as part of future PCMR redevelopment, including bus loading and circulation, passenger waiting areas, real-time transit information, and other mobility hub elements. Consider providing direct slope access from the hub.	\$
T11	Deer Valley Resort Multimodal Hub	Partner with Deer Valley on the development of new transit center and multimodal hub as part of future Deer Valley Resort base redevelopment, including bus loading and circulation, passenger waiting areas, real-time transit information, and other mobility hub elements.	\$
T12	Bonanza District Multimodal Hub	This district will provide multimodal connections and accommodate both day-to-day and peak event demands. The area will function as a multimodal hub that is largely pedestrian oriented with active transportation access integrated with mixed-use development. Provide transit amenities and accessible shelter served by frequent transit service to/from all PC nodes. Construct regional transit stops on westbound SR-248 and northbound Bonanza Dr. Add transit stop amenities, bus pullouts, and sidewalk and pathway improvements.	\$\$\$\$
T14	Vehicle Electrification & Fleet Replacement	Assess fleet needs, including additional buses or smaller vehicles for expanded local/regional electric transit services. Continue to prioritize alternative fuel, low-emissions, or no-emissions buses as fleet is replaced or expanded. Evaluate 100% conversion of bus fleet to electric, with particular focus on route compatibility and charging infrastructure. Consider issuing a green fleet challenge to incentivize local businesses, hotels, companies, etc. to switch to electric vehicles. Continue to develop electric charging infrastructure for transit network by placing chargers at major transit nodes.	\$\$\$\$\$\$
T15	Bus Stop Improvements	Continue to assess current stops for level of amenities and pedestrian access. Implement stop upgrades recommended in 2020 Bus Stop Accessibility and Inventory Study. As appropriate and feasible, construct shelters, pedestrian access and first-/last-mile improvements, benches, lighting, trash cans, real-time arrival displays, and bike share stations. Priority areas include Park City Municipal Recreation Center (PC MARC) and Park Ave Library. Upgrade two transit shelters and connecting sidewalks at Fresh Market stop on Park Ave./SR-248. Dedicate funding for continued bus shelter maintenance, snow removal, and general state of good repair. Coordinate with HVT as needed at shared stops and facilities.	\$\$\$\$\$
T17	Transit First Policy	Develop and adopt a Transit First policy to maximize existing and future infrastructure that prioritizes the safe and efficient movement of people and goods over private vehicles.	\$

BIG CONCEPT PROJECTS

Project ID	Name	Description	Relative Cost
AT04	Rail Trail Expansion	Design, implement, and improve non-motorized connections and improvements on the Rail Trail through the Prospector neighborhood and Quinn’s Junction area to the Union Pacific Rail Trail. Priority locations include Wyatt Earp Way and a shared-use path from Prospector Square to the Rail Trail. Resurface and widen the Rail Trail to 14 feet. Improve drainage, erosion control, and add bridges. Explore partnerships with State Parks and adjacent property owners for connections and expansions.	\$\$\$\$
R02	SR-248 Corridor Mobility Improvement Project	In cooperation with UDOT, evaluate alternatives and needs, develop solutions, and design and construct multimodal improvements for the SR-248 Corridor from approximately US-40 to SR-224 to enhance gateway corridor access by all travel modes. Initial transit improvements are funded as part of the SR-248 Corridor Improvements project.	\$\$\$\$\$
R04	Old Town One-Way Streets	Study conversion of Old Town two-way streets to one-way flow to improve vehicle and transit access, and utilize the additional right-of-way for active transportation facilities.	\$
R09	Freight Network and Neighborhood Distribution Hubs	Identify and designate freight network and distribution hubs to focus freight movement on key corridors and minimize freight activity effects on street, neighborhood, and airspace congestion. Develop a Freight Management Plan to address anticipated growth in goods and e-commerce delivery. Include wayfinding, messaging, and drone regulation and use.	\$
SM03	Shared Mobility and Autonomous Vehicle (AV) Guidelines	Adopt policies or guidelines that encourage innovation, yet ensure consistent regulation, safe operation, and equitable implementation of new technology systems. Priority areas include: feasibility and zone boundaries; guidelines related to safety, equity, parking; data sharing requirements; seasonal deployment; ongoing monitoring/evaluation; and vendor selection criteria and procurement. Include specific guidelines for ride hail operations, including: curb management policies and markings, signage, queueing and idling, and passenger pickup/drop-off. Evaluate micromobility services such as e-scooters in key areas for longer-term implementation. Assess political and public support against potential benefits. Develop a cost/benefit analysis and feasibility study for AV implementation across transit and freight uses that prioritizes safety, equity, sustainability, and public good. Study infrastructure and street environment upgrades, such as curb marking, high visibility crossing locations, and intersection designs, that will be necessary to support future AV implementation.	\$

Project ID	Name	Description	Relative Cost
T04	PC-SLC Connect	Work with High Valley Transit and UTA to improve the PC-SLC Connect Service. Potential improvements include: • Direct connections from SLC Airport to Park City. • Limited stops in SLC for faster service from downtown and/or transit. • Public-private partnerships for shared implementation, branding, and marketing. • Running service into Old Town Transit Center. • Expanded service span and frequency.	\$\$
T08	Aerial Connections	Conduct a detailed feasibility study of aerial connections to key activity nodes that compares bus transit to aerial transit. Key planning considerations include: technology systems and rider capacity; regulatory requirements and thresholds; alignments, easements/right-of-way, and neighborhood impacts; and connectivity to transit system. Possible nodes/alignments include: • Bonanza District, Lower Park Avenue, PCMR, and Old Town • Bonanza to Aerie Hill area • Bonanza to Park City Mountain • Quinn’s Junction to Bonanza • Bonanza, Flagpole, Deer Valley	\$\$\$\$\$
T16	Flex Transit Lanes	Explore flexible transit-only lanes on local corridors that serve key destinations and/or connect transit hubs, such as Bonanza Dr. and Empire Ave./Silver King Dr. Integrate with SR-224 and SR-248 transit lanes, ensuring necessary easements or additional right-of-way procurement. Test and learn with pilot projects for peak events and/or peak-time flex transit lanes while pursuing long-term dedicated lane solutions.	\$\$\$\$

VISION PROJECTS

Project ID	Name	Description	Relative Cost
AT07	Park Meadows Bikeways	Plan, design, and implement a complete “all ages and abilities” on-street bikeway network in the Park Meadows neighborhood. Locations include: Little Kate/Holiday Ranch Loop Rd. bikeway, connections to Rail Trail, sidewalk improvement/trail connection on Lucky John east of Monitor Dr., and pathway improvement connecting Payday Dr., Thaynes Canyon Dr., Three Kings Dr., and Silver King Dr.	\$\$\$\$
AT10	Wasatch Loop Pathway Connections	Develop a shared-use path along the west side of the US-40 right-of-way to provide regional trail connectivity to Wasatch County and support the Wasatch Loop concept. Install connections to Rail Trail and other municipal hard/soft surface trails and pathways connections.	\$\$\$\$
AT11	15th Street Improvements	Design and implement 15th St. bike and pedestrian improvements from Empire Ave. to City Park. Potential improvements include: shared street or bike/pedestrian-only segment between Park Ave. and City Park; high-visibility crossing of Sullivan Rd.; pedestrian signal with high-visibility crossing at Park Ave.; shared street between Empire Ave. and Woodside Ave. (or fill sidewalk gaps); bulb-outs and high-visibility crossing at intersection of Empire Ave./15th St./Silver King Dr.	\$\$
AT13	Flex Bike Lanes	Create seasonal “flex” bike lanes that provide on-street snow storage or parking and loading space in the winter months. Consider implementing seasonal bike lanes as pilot projects, using low-cost temporary barriers and paint to establish protected facilities in the spring/summer that are removable for the winter. Priority corridors include Park Ave. and Empire Ave.	\$\$
AT14	Vision Zero Policy	Adopt a “Vision Zero” policy, with the goal of eliminating traffic deaths and serious injuries for all modes, through a variety of strategies, including data collection and analysis, street design, education, regulation, and enforcement.	\$
AT17	Unified Active Transportation Wayfinding Program	Partner with Summit County and other jurisdictions to implement a consistent, multimodal wayfinding program for trails, pathways, and transit access. Additional elements include pavement markings and additional signage.	\$\$
AT18	Sidewalk Infill Program	Identify and improve priority locations for sidewalk infill and repair. Create assessment tools to determine which priority conditions and locations warrant city funding.	\$\$\$\$
AT19	Accessibility Plan	Develop a citywide accessible transportation needs inventory that identifies gaps and explores next steps to make the city’s transportation system accessible to all users. Define a process for delivering accessible facility upgrades, either as individual projects or as part of upcoming strategies.	\$\$
AT22	Neighborhood Enhancements	Improve residential neighborhood streets to accommodate safe travel for all, including traffic calming, flex parking, active transportation uses, and other improvements.	\$\$\$
AT23	Old Town Stairs Improvements	Create neighborhood connections and improvements to the stairway network throughout Old Town. Consider electric snow melt, bike rails, lighting, and improved signs.	\$\$\$

Project ID	Name	Description	Relative Cost
ITS03	Park City’s Smart Gateway	Upon successful testing of direct short-range communication (DSRC) and connected-automated vehicles (CAV), implement a full build-out of a new SR-224 and/or SR-248 smart corridor. Construct a state-of-the-art system to support connected vehicle and transit operations, adaptive traffic signal control, and variable message signs (VMS).	\$\$\$\$
ITS04	Video Camera Network	Expand the video camera network throughout Park City, including major intersection, roadway segments, and/or locations of routine congestion. Network could also be expanded to monitor parking facilities and shared use paths. Include an adopted Personally Identifiable Information and data management policy to address privacy concerns.	\$\$
ITS05	Integrated Mobile Observations (IMO)	Implement an Integrated Mobile Observations (IMO) program, using data gathered from fleet and transit vehicles and other. This data would be used for enhanced road condition reporting through a more sophisticated system of traveler information and road weather services (see ITS01). Would be managed from the Park City Traffic Control Center.	\$\$
ITS07	Smart Work Zones	Implement smart work zone technologies and supportive policies to improve traffic flow and safety at construction zones. Elements may include real-time worksite and traffic volume monitoring; connected VMS with relevant traveler information; variable speed limit signs to improve work zone speed compliance; wearable worker devices that communicate with connected vehicles; and real-time monitoring and control of signs, travel lanes, and messaging from the worksite.	\$
P02	Shared Parking Facilities	Secure shared parking agreements with existing underutilized private parking facilities. Maximize publicly available and shared parking within new development, notably the Bonanza District and ski resort bases. Update the Land Management Code to require or incentivize shared parking options to meet parking requirements within private developments.	\$
P10	Residential Parking	Expand use of residential permit programs (RPPs) in key locations to mitigate spillover parking. Modify RPP formation process. Augment RPP zone enforcement during peak events. Transition to virtual permitting and enforcement to better serve full-time residents and facilitate nightly rental patron parking.	\$
P14	Value Pricing	In collaboration with regional partners, evaluate feasibility of pricing at regional gateways and/or on key corridors during peak periods of demand. Value pricing promotes efficient use of roadway capacity by pricing driving during peak periods. Based on feasibility, test and pilot policy and infrastructure. If implemented, utilize net revenue to fund local and regional transit, multimodal, and TDM programs/projects.	\$

Project ID	Name	Description	Relative Cost
R01	Freeway Connections (UDOT)	Enhance freeway access and connections at key locations. Potential UDOT-led concepts in the Statewide Long-Range Plan include: • I-80: upgrade interchange at Kimball Junction with innovative and multi-modal interchange designs • I-80: widen Rasmussen Road • I-80: widen both directions from Summit to Jeremy Ranch • US-40: interchange improvements at Quinn’s Junction • US-40: widen exit at Silver Summit Pkwy • US-40: widen from 2 to 3 lanes from SR-248 to Silver Summit • US-40: add EB lane from SR-248 to Summit County line • SR-248: add WB lane between US-40 and Park City boundary	No cost to Park City
R10	Emergency Access Management Plan	Develop an Emergency Access Management Plan. Update emergency evacuation routes, classifications, and policies. Modify routes and policies for winter and non-winter seasons.	\$
R12	Strategic Land Acquisition	Acquire property and easements in appropriate locations to make appropriate transportation connections for all modes consistent with the modal hierarchy and street classifications. Include an annual budget allocation for future acquisitions.	\$\$\$\$\$
SM04	Personalized Mobility Program and Mobility as a Service (MaaS) Platform	Evaluate and develop a personalized mobility program and Mobility as a Service (MaaS) platform that offers one-stop information and payment portal for mobility services. Ensure equity of access to all, incorporating affordable/subsidized subscription levels and balanced accessibility of service providers. Potential service elements include: • Transit and shuttle information provided by Park City Transit and High Valley Transit, including SLC airport shuttles • Shared mobility services, including ride hail, on-demand microtransit, bike share, car share, or others • Parking availability, reservation, and payment • Maps, travel options, and navigation assistance • Features targeted to visitors/resort guests and local residents • Cost comparison and personal mobility priorities • Seamless and coordinated payment for all services, including a subscription service option	\$\$

Project ID	Name	Description	Relative Cost
T19	Technology Systems and Data Standards and Management	Enhance technology equipment and related processes to collect, manage, and monitor transit data. Develop standards in defining, measuring, and benchmarking key performance indicators to assist with route development and transit management. Create a technology plan including replacement and maintenance standards. Invest in technology supporting real-time customer information and flexible shared mobility scheduling and dispatch.	\$



7

FINANCIAL PROGRAM

Park City Forward defines substantial transportation investments over the next 30 years. Implementing the projects, programs, and policies will require funding from a combination of existing and potential federal, state, regional, local, and private sources.

The Park City Forward financial program makes reasonable assumptions, allowing for realistic implementation over the next 30 years and includes the following assumptions:

- **It is a high-level planning exercise**, designed to estimate costs and revenues via best practice assumptions. Project costs are planning-level estimates, representing approximate order-of-magnitude amounts. Detailed costing will be required for each investment as it is implemented.
- **It is not a detailed budget exercise**, as annual budgeting for the city or a specific department has its own distinct processes and approval requirements.
- **It is best utilized as a prioritization and education tool**, identifying relative tiers of investment and the full funding need for transportation in Park City.
- **It includes a best estimate of a fiscally constrained list**, designed to be achievable in the next five years based on existing and anticipated revenue.
- **Financial need will exceed available resources for the 30-year horizon**, as is a common outcome with long-range transportation plans which identify an unconstrained “wish list.”
- **Transportation costs and revenues are always changing**, and the financial program should be updated on a consistent basis to inform policy and budgeting decisions.
- **Expansion of city transportation and transit operations** limits the city’s abilities to fund transportation capital projects.



HOW WERE THE COST ESTIMATES DEVELOPED?

Park City Forward used a mix of sources to inform cost estimation, including local project costs and municipal expenses, city transportation and capital improvement plan (CIP) line items, a national database of built transportation project costs, and professional judgement. The costing approach included the following methods and assumptions.

- Utilized **unit-cost inputs** to estimate project costs based on detailed descriptions included in the final project list. Examples of unit costs include:
 - Average per mile construction costs
 - Actual average annual cost (salary + benefits) for a new full-time equivalent (FTE) staff member
 - Average cost per service hour or a system/service/program cost unit (e.g. cost per bike share station)
- Costs represent the estimated total amount of funding that will be needed to plan, design, and build a project. However, many projects are **not yet fully scoped or designed**, so these are planning-level cost estimates rather than fully engineered estimates.
- Some investments were **assigned to a future phase**, and assumptions were included to apportion all or a portion of project cost to a given year.
- To account for future year costs, **an inflation factor of 4% per year** to the midpoint of each timeframe was applied to all projects based on how they are programmed within the 30-year Park City Forward horizon.

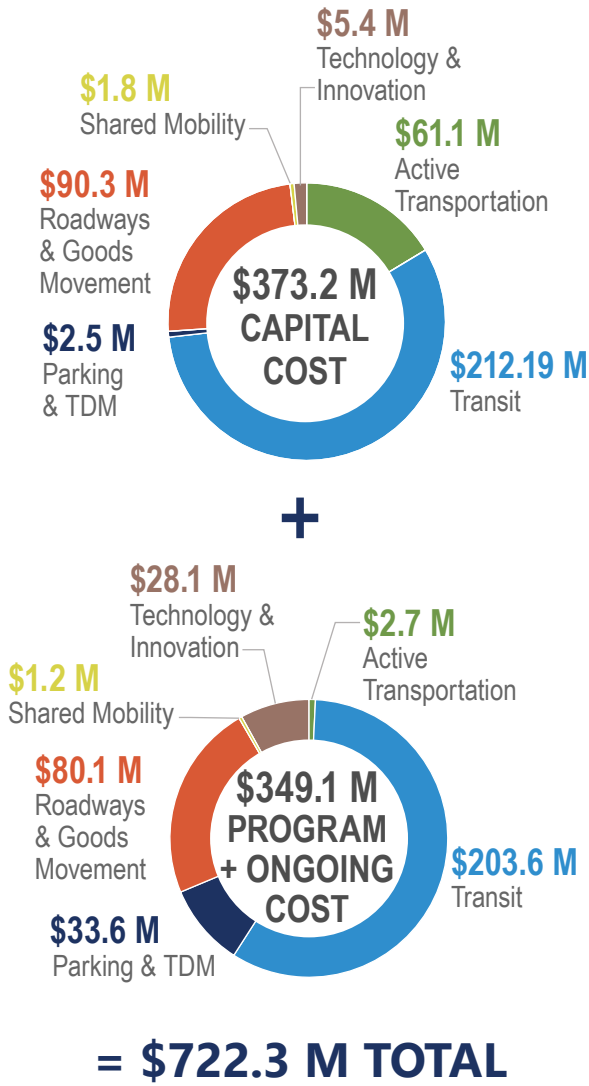
SUMMARY OF FINANCIAL PROGRAM

ESTIMATED COSTS

Capital costs include physical improvements such as transit lanes and park-and-ride facilities, while program and ongoing costs are items that generally do not have physical infrastructure improvements associated with them, including new staff positions and operating transit service. The table on the next page summarizes the cost estimates by priority tier and modal category, as well as the share of one-time capital versus programmatic and/or ongoing costs. Key findings include:

- The total cost for the Park City Forward Project List (Chapter 6) is estimated at \$722.33 million through 2050.
- The total cost for the Phase 1 Priority Projects is estimated at \$87.23 million.
- The total cost varies significantly between modes due in large part to the breakdown of capital projects versus ongoing programmatic and staffing projects. For example, Roadway and Transit projects generally have large capital price tags, while Parking and TDM projects are largely programmatic and staff time, resulting in lower total cost.
- Transit projects account for well over half of the Park City Forward total costs. This is due to the large costs associated with individual transformative projects, and also to the ongoing annual costs of operating regular and expanded transit service.
- Roadway projects contribute the second-largest share of total costs, owing to the accrued annual cost associated with basic roadway maintenance and investments such as major intersection improvements.

PARK CITY FORWARD COSTS, YEARS 1-30



SUMMARY OF COST ESTIMATES BY PHASE AND MODE

Modal Category	Cost Category	Phase / Tier			Total*
		Phase 1 Priority Projects	Big Concept Projects*	Vision Projects	
Active Transportation	Capital	\$21.22 M	\$15.25 M	\$24.60 M	\$61.07 M
	Program / Ongoing	\$0.18 M	\$1.85 M	\$0.64 M	\$2.67 M
Transit	Capital	\$39.11 M	\$173.08 M	\$ -	\$212.19 M
	Program / Ongoing	\$3.80 M	\$199.43 M	\$0.35 M	\$203.59 M
Parking + TDM	Capital	\$2.36 M	\$0.00 M	\$0.13 M	\$2.49 M
	Program / Ongoing	\$1.70 M	\$31.45 M	\$0.41 M	\$33.56 M
Roadways + Goods Movement	Capital	\$13.91 M	\$63.42 M	\$12.95 M	\$90.28 M
	Program / Ongoing	\$2.05 M	\$78.06 M	\$ -	\$80.11 M
Shared Mobility	Capital	\$1.04 M	\$0.09 M	\$0.64 M	\$1.78 M
	Program / Ongoing	\$ -	\$ -	\$1.17 M	\$1.17 M
Technology + Innovation	Capital	\$0.52 M	\$ -	\$4.87 M	\$5.39 M
	Program / Ongoing	\$1.33 M	\$23.12 M	\$3.60 M	\$28.05 M
TOTAL		\$87.23 M	\$585.75 M	\$49.35 M	\$722.33 M

* Also includes years 6-30 of Phase 1 Priority Projects carry over + ongoing programs

PROJECTED REVENUE

Fully funding Park City Forward will require a wide variety of funding sources. Current funding sources for Park City already include a combination of:

- **Federal Grants**, such as Federal Transit Administration capital and operating formula funds; Safe Routes to School grants; and Small Urban Program (administered through UDOT).
- **State Grants**, including Safe Sidewalks; Transportation Alternatives Program (TAP); Transportation Investment Fund for active transportation, first mile/last mile connections, transit, and highways; and Transportation Planning Assistance.
- **County Contributions**, including 3rd quarter sales tax.
- **Local Transportation Fund**, including transit sales tax, resort taxes, and parking program revenue.
- **Local City Fund**, which is not transportation-specific and is competitive for citywide project funding.

Based on current estimates, Park City has an estimated \$58 million available to fund projects in the near-term. This total may be subject to change. An additional \$29.2 million in “supplemental” funding may be available but would need flexible City revenue sources to address the funding gap. The total of these two values was used to set the “fiscally constrained” project list.

REVENUE BY SOURCE, PHASE 1

Source	Total
 Federal Grants	\$28,351,850
 State Grants	\$2,500,000
 County Contributions	\$11,926,021
 Local Transportation Fund	\$4,160,283
 Local City Fund	\$11,073,000
 Supplemental Funding	\$29,218,000
TOTAL	\$87,230,000

FUNDING GAP

Using an estimation based on projecting recent historical budget data across years 6-30, it is assumed that a total of \$336.47 million will be available to fund projects in the future Big Concepts and Vision phases. Of the projected revenue only the Local Transportation Fund is certain to be available for transportation projects. A funding gap of \$385.86 million is estimated for the full life of Park City Forward.

FINANCIAL PROGRAM YEARS 1-30

 5-Year Projects	\$87,230,000
 Big Concepts	\$585,749,000
 Vision	\$49,353,000
 Total Cost	\$722,330,000
 Total Revenue	\$336,470,000
 Revenue Needed	\$385,860,000

CLOSING THE FUNDING GAP

To fully implement the transportation projects and programs identified in Park City Forward, Park City—in coordination with the state, Summit County, and other local partners—will need to identify and secure additional funding sources.

Some of these sources, such as grants, are available but highly competitive. Others would require local or state action to initiate, or expand their use, such as additional fees, taxes, or bonds.

This section summarizes potential funding sources for Park City, the region, and the state to explore as Park City advances implementation of Park City Forward.

FUNDING SOURCES

Source	Overview
Federal	
Infrastructure Investment and Jobs Act (IIJA) ¹	IIJA was passed in November 2021 and now governs all federal transportation policy and funding through 2026. The law includes \$1.2 trillion in spending, of which \$643 billion (54%) will go to surface transportation. Two-thirds of transportation dollars will go to highway programs and one-third will go to transit and rail investments. Most of the dollars (87%) are apportioned by formula programs and administered by the states and MPOs. The remaining funds are directed to discretionary programs, including close to 60 competitive grants and research programs administered by USDOT. These programs cover numerous transportation sectors, including • RAISE and TIFIA: competitive grants for roads, rail, and transit (RAISE) and loan programs for large projects (TIFIA) • Transit grant programs: expand or build new transit, buses and bus facilities, ferry services • Rail-focused programs: improve and expand rail services • Active Transportation Infrastructure Investment Program: fund active transportation networks in communities • Strengthening Mobility and Revolutionizing Transportation: innovative technologies to improve safety and efficiency • Repair: bridge and passenger rail repair grants • Safety: safety improvement grants, including Safe Streets and Roads for All grant program • Climate and Environmental Mitigation: grant programs to address climate change and the environment, including vehicle electrification • Equity: grants to improve community connections and healthy streets • Trails: The Recreational Trails Program (RTP) and the Land and Water Conservation Fund provide grants that can be used for recreational trail planning, acquisition, and construction. The former can also be used to maintain and restore existing trails, and for programming. Both are administered through the Utah State Parks Department.

¹ For a detailed breakdown of IIJA, go to <https://t4america.org/ijja/>

Federal Land Access Program (FLAP)	FLAP funds can be used by entities that own or have responsibility for a public highway, road, bridge, trail, or transit system and are located on, adjacent to, or provide access to Federal lands. Funds are administered by the state.
American Rescue Plan Act	The American Rescue Plan Act of 2021 includes \$350 billion to U.S. territories, states, and local and tribal governments as assistance for municipal budgets depleted by COVID-19. States were set to receive \$220 billion and local governments will receive \$130 billion. Transit agencies will receive another \$30.5 billion. Projects included in Park City Forward may be eligible for these funds.
State	
Class B & C Road Funds	Class B & C Road Funds are generated from state fuel taxes, registration fees, and other sources and used to finance county roads (Class B) and roads owned by incorporated municipalities (Class C). Funds are allocated by a formula based on population and road mileage and can be used for traffic safety enhancements.
Transportation Investment Funds (TIF) and Transit Transportation Investment Fund (TTIF)	TIF can be used to fund design, construction, or maintenance of roadway projects. Active transportation projects are eligible if they help mitigate congestion and are included in an approved active transportation plan. TTIF is for projects that establish a connection to the public transit system. UDOT administers these programs.
Safe Routes to School (SRTS) & Safe Routes Utah	Funding for education, enforcement, evaluations, and infrastructure improvements that encourage elementary and middle school students to walk or bike to school. UDOT administers these programs.
Safe Sidewalk Program	Safe Sidewalk Program funds can be used to construct new sidewalks adjacent to state routes where they do not currently exist.
Utah Outdoor Recreation Grant	The Utah Outdoor Recreation Grant is intended to improve recreational opportunities through the construction of trails, pathways, and other amenities. It is administered through the Governor’s Office of Economic Development.
Special Districts	
Local Districts	In Utah, a local district is a special independent government entity that can be created by a city or county to provide certain services, including transportation and right-of-way construction and maintenance. Under Utah state law a local improvement district may borrow money, issue bonds, levy and collect property taxes, invest money, and impose fees.
Redevelopment Areas	Park City has two Redevelopment Areas, Main Street/Swede Alley and Lower Park Ave. Tax increment revenues from the project area are used for permitted improvements within the project area, including road, parking, and pedestrian facilities. Renewal of existing redevelopment areas or creation of additional redevelopment areas for districts with a high need could be considered.
Taxes	
Gas Taxes	Many states levy additional taxes on fuel to provide supplemental funding for transportation.
Property Taxes	Local option property tax increment could be used to fund transportation and transit.
Sales Taxes	Summit County sales taxes currently include a 0.25% transportation infrastructure tax and a 0.20% transit tax.

Hotel Taxes	Park City currently levies a transient room tax of just over 13%, including the 0.32% state tax.
Employee Head Tax	Employee head taxes charge employers a flat tax on each worker. Such taxes can be a way to tie transportation funding to economic growth.
Fees	
Impact Fees	Development impact fees are one-time charges on new development to help fund new infrastructure needed to accommodate that development. Park City currently imposes a streets and stormwater fee and a fee to offset impacts on parks, trails, and open space. Some municipalities use impact fees to pay for road maintenance, transit service, and transportation demand management. Expanding the purview of impact fees may require changes to Utah state law.
Parking Fees	Expanding paid parking to additional streets and off-street facilities in Park City would increase revenue while encouraging mode shift. Variable pricing can be based on demand and target occupancy rates.
Event Surcharges	Numerous municipalities impose a surcharge on tickets for large events to manage transportation impacts. Revenue can be used to fund additional services or staff during peak periods.
Road User Charge (RUC)	In 2020 Utah established a Road User Charge program aimed at people who drive electric and hybrid vehicles. The state expects to expand the program gradually and may eventually replace the state gas tax.
TNC Charge	Many cities and states charge a fee for trips taken using ride hailing services like Uber and Lyft. Some cities charge a flat fee per trip or per vehicle, while others charge a percent of the fare. Utah currently levies an annual permit fee but does not use the fee to fund transportation.
Congestion Pricing (or Value Pricing)	Congestion/Value pricing is a means of charging people who drive in areas that experience significant traffic congestion. It differs from tolling in that it can be responsive to traffic conditions (for example by varying by time of day), can include exemptions (for example for low-income people and electric vehicles), and can be implemented in a variety of ways, such as by designating “low emissions zones.” Congestion pricing is new to the United States and may require legislative changes at the state level to be implementable. Park City Forward recommends that Park City and regional partners explore value pricing at regional gateways during peak periods of demand.
Transit fares	Most transit agencies utilize rider fares to fund their operations. In most cases, however, rider fares only cover a portion of operating costs, requiring supplemental funds.
Other Local Sources	
Bonds	General Obligation bonds are a local funding option for constructing major capital improvements. Typically, a set of projects is grouped into a “bond package” that goes before voters for approval. Bonds are then sold to provide up-front funding for transportation projects.
Public-Private Partnerships	Public-private partnerships are agreements between public agencies or municipalities and private entities that benefit from transportation improvements. They are traditionally used for construction of large transit projects but can also be applied to facilities like parking garages, bike lanes, trails, and sidewalks.





Council Agenda Item Report

Meeting Date: September 15, 2022

Submitted by: Michelle Kellogg

Submitting Department: Engineering

Item Type: Work Session

Agenda Section: NEW BUSINESS

Subject:

Discuss Setting Speed Limits on City Roadways

(A) Public Input

Suggested Action:

Attachments:

[Speed Limits Staff Report](#)

City Council Staff Report

Subject: Setting Speed Limits within Park City
Author: John S. Robertson, P.E. City Engineer
Alex Roy, Senior Transportation Planner
Department: Engineering
Date: September 15, 2022
Type of Item: Work Session

Summary

This work session will consist of a short presentation from Engineering and a Council discussion to provide initial direction regarding the process used to determine appropriate speed limits within Park City.

Background

Park City Municipal Corporation (PCMC) adopted [Utah Code Title 41-6a](#) as the Uniform Vehicle Code for the City. Regarding vehicle speeds, Utah Code sets the following general limitations:

- 20 MPH in a reduced-speed school zone;
- 25 MPH in any urban district; and
- 55 MPH in other locations.

Prior to the 2022 legislative session, any modification or deviation from these general speed limits required the preparation of a traffic engineering and safety study (traffic study) as outlined in the Manual on Uniform Traffic Control Devices (MUTCD). The study required the following information to be collected and analyzed:

- Roadway design speed;
- 85th percentile of vehicle speed;
- Accident history;
- Highway, traffic, and roadside conditions; and
- Other highway safety factors.

Drivers typically drive at a speed that feels appropriate given the context of the street, the width of the road, the sharpness of corners, and the presence of parking/bike lanes. Conventional engineering studies suggest that the 85th percentile speed of a given roadway is dictated by roadway geometry and the nature of roadside features and not by the posted speed. Any divergence from the general speed limits requires signage to notify drivers of the non-general limits. It is unlikely that speeds will be reduced by signage alone, as substantial enforcement resources will be required to achieve the desired end-state.

The recent passage of [Utah H.B. 235](#) (2022) allows counties and municipalities to establish speed limits on municipal roads without completing traffic studies. We recommend several methods to determine the process for speed limit determination within Park City.

Analysis

Recent studies show that reducing speed by 5 MPH in a residential zone can significantly reduce the severity of accidents. Drivers are creatures of habit, so it is important to provide consistency in traffic signage to manage expectations as residents and visitors travel within the City.

We recommend consideration of three alternatives related to the establishment of speed limits on our local roads:

OPTION 1: Keep the existing MUTCD-approved methodology

- PCMC speed limits are set by the general limits established by Utah Code. Under this approach, requested changes require the preparation of a traffic study before changing the speed along a roadway. In most cases, the results of the traffic study do not change the posted speed because the methodology requires a statistical calculation of the 85th percentile of speed along a corridor.
- The 85th percentile is the speed at which 85 percent of all vehicles travel under free-flowing conditions. Design speed and related roadway geometric design (lane width, curvature, volume of traffic, etc.) greatly influence the speed at which vehicles will travel. Motorists traveling above the 85th percentile exceed the safe and reasonable speed for the roadway design and traffic conditions.
 - Pros: Nationally established methodology, does not create speed limits that are difficult to enforce, and will not require new signage. Does not require changing existing speed limits signs.
 - Cons: May establish a higher speed limit, limited community responsiveness

OPTION 2: Designate each road individually

- This method requires a geometric review of all roadways within the City to record lane and shoulder widths, roadway horizontal curvature, the presence of bike lanes or sidewalks, the presence of curbs and roadside hazards, and ADA infrastructure. Speed limits would be set by accepted engineering principles related to safe vehicle speeds and the existing conditions.
 - Pros: The potential for slower speeds consistent with many community requests.
 - Cons: Most time intensive, slowest roll out, may limit consistent approach, residents may want slower speeds than those determined, difficulty enforcing new speeds, new signs required

OPTION 3: Establish a consistent roadway speed based on classification.

- Speed limits would be based on whether the roadway is classified as an arterial, connector, or local road. For example, all local roads could be set at 20 MPH, collectors at 25 MPH, and arterials at 35 MPH. This is a similar process to the Salt Lake Transportation Division, adopted in March 2022.

- Pros: It would provide a middle ground between the two approaches above, would provide consistency, the potential for slower speeds/community request
- Cons: Developing roadway speed classification will take a thorough review of existing roads; residents may want slower speeds than those determined, difficulty enforcing new speeds, and new signs required

Conclusion

Adopting a new roadway speed process will require policy direction from City Council. Staff will return with more detailed information regarding cost, timeline, community outreach considerations, and perceived effectiveness after the ensuing Council discussion.

City Council Staff Report



Subject: Bardsley Plat Amendment
Application: PL-22-05234
Author: Spencer Cawley, Planner II
Date: September 15, 2022
Type of Item: Administrative – Plat Amendment

Recommendation

(I) Review the Bardsley Plat Amendment, (II) hold a public hearing, and (III) consider approving Ordinance No. 2022-37 based on the Findings of Fact, Conclusions of Law, and Conditions of Approval (Exhibit A).

Description

Applicant: Jeffrey T. Love, Trustee
Alliance Engineering, Applicant Representative
Location: 517 Park Avenue
Zoning District: Historic Residential (HR-1)
Adjacent Land Uses: Single-Family Dwellings; St. Luke's Episcopal Church;
Interline Condominiums
Reason for Review: Plat amendments require Planning Commission
recommendation and City Council action¹

HDC Historic District Commission
HDDR Historic District Design Review
HR-1 Historic Residential – 1
LMC Land Management Code
ROW Right-of-Way

Terms that are capitalized as proper nouns throughout this staff report are defined in LMC § [15-15-1](#).

Summary

On July 27, 2022, the Planning Commission reviewed the Bardsley Plat Amendment ([Staff Report](#); [Meeting Minutes](#)). The Planning Commission's recommendation to forward a positive recommendation to the City Council passed 5 to 1, where the vote against was due to the proposed Conditions of Approval. One concern was raised that the Conditions of Approval are focused only to new development on Lot 3 and do not adequately detail the proposed remodel of the Historic Structure on Lots 4 and 5. However, the Applicant received approval from the Historic Preservation Board on July 6, 2022, for Material Deconstruction of a portion of the rear façade to accommodate a deck addition to the second story ([Staff Report](#); [Meeting Audio](#)). On July 28, 2022, the Planning Department approved the Historic District Design Review for the remodel of

¹ LMC [§ 15-7.1-2\(B\)](#)

the Historic Structure (Exhibit B).

Additionally, the Applicant requests amending **Condition of Approval 3** which reads, “The plat shall note that fire sprinklers are required for all new or renovation construction on these Lots, to be approved by the Chief Building Official”. On August 4, 2022, the Chief Building Official met with the Applicant and determined that because the existing Historic Structure will not be enlarged, fire sprinklers are not required. Staff recommends amending **Condition of Approval 3** to read, “The plat shall note that fire sprinklers are required for all new construction on Lot B and for possible expansion of the building footprint of the Historic Structure on Lot A, to be approved by the Chief Building Official”.

Background

517 Park Avenue is in Block 5, Park City Survey and consists of Lot 3, Lot 4, and the south 19.5 feet of Lot 5. The Site contains a T/L cottage constructed circa 1888 that is a [Landmark Historic Structure](#)². The Historic Structure straddles the Lot line common to Lot 4 and Lot 5. The [Landmark Historic Site](#)³, St. Luke’s Episcopal Church, is to the north of 517 Park Avenue. The Applicant owns Lots 3, 4, and the south 19.5 feet of Lot 5.



Figure 1: 517 Park Avenue, Lot 3 to the left, and St. Luke’s Episcopal Church to the right.

² LMC [§ 15-11-10\(D\)\(1\)\(dk\)](#)

³ LMC [§ 15-11-10\(D\)\(1\)\(dl\)](#)



Figure 2: Lot 3 (green), Lot 4 (purple), and Lot 5 (red).

Historically, Lot 3 (south of 517 Park) contained a Single-Family Dwelling which was demolished sometime between 1929 and 1941.

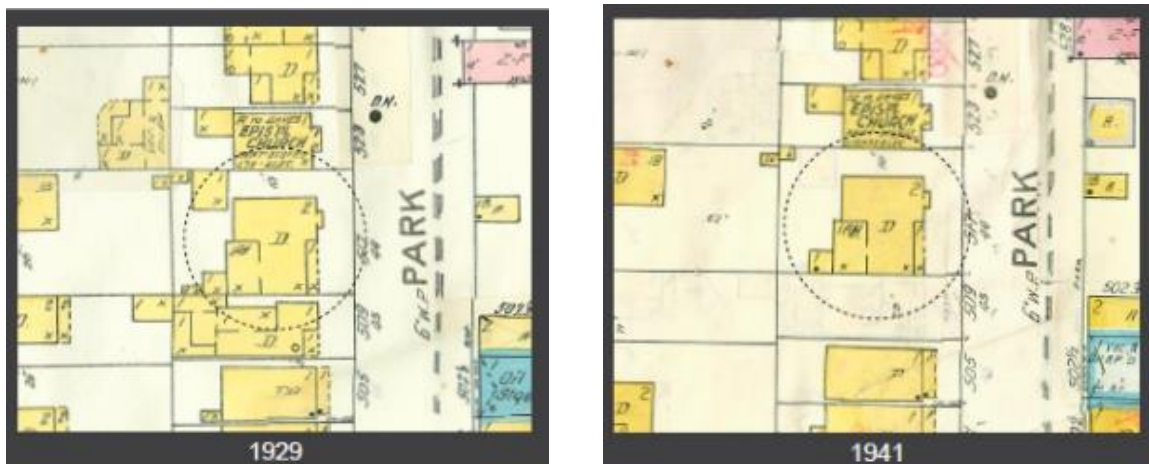


Figure 3: Sanborn Fire Insurance Maps

Today, a non-historic section of covered porch and approximately 2.28 square feet of the Historic Structure encroaches onto Lot 3. The greatest encroachment is 3.25" at the back of the house and tapers to 0" toward the front of the house. On August 12, 2022, an Encroachment Easement Agreement was recorded with Summit County to address the encroachment on to Lot 3 ([Entry No. 01193600](#)). Additionally, a rock wall, running the length of Lots 3, 4, and 5, encroaches into the Park Avenue Right-of-Way (ROW). On August 15, 2022, an Encroachment Permit was recorded with Summit County to address the encroachment into Park Avenue ([Entry No. 01193657](#)).

Planning staff compiled a history of permits associated with 517 Park Avenue, attached as Exhibit D.

Analysis

A Plat Amendment is the combining of existing subdivided Lots into one or more Lots, amendments to plat notes, or amending other platted elements.⁴ Plat Amendments require Planning Commission review and recommendation and City Council Final Action.⁵ The Applicant proposes combining Lots 4 and 5 into one Lot, remove the porch encroachment on Lot 3, and constructing an addition to the Historic Structure (Exhibit F).

(I) The proposed Plat Amendment complies with the Historic Residential (HR-1) Zoning District Requirements.

The purposes of the HR – 1 Zoning District are to:

1. preserve present land Uses and character of the Historic residential Areas of Park City;
2. encourage the preservation of Historic Buildings and/or Structures;
3. encourage construction of Historically Compatible Structures that contribute to the character and scale of the Historic District and maintain existing residential neighborhoods;
4. encourage single family Development on combinations of 25' x 75' Historic Lots;
5. define Development parameters that are consistent with the General Plan policies for the Historic core; and
6. establish Development review criteria for new Development on Steep Slopes which mitigate impacts to mass and scale and the environment.⁶

Single-Family Dwellings are an Allowed Use in the HR – 1 Zoning District.⁷

⁴ LMC [§ 15-7.1-3\(B\)](#)

⁵ LMC [§ 15-12-15\(B\)\(9\)](#)

⁶ LMC [§ 15-2.2-1](#)

⁷ LMC [§ 15-2.2-2\(A\)\(1\)](#)

The table below outlines the HR-1 Zoning District Lot and Site Requirements:

HR-1 Zoning District Requirement	Analysis of Proposal
Min. Lot Area: 1,875 sq. ft.	Complies; Lots 4 and 5 contain 3,336 sq. ft. Complies pursuant to LMC § 15-2.2-3(A); Lot 3 contains 1,874.25 sq. ft. For properties platted as Lots within the Historic Park City Survey and originally platted as 25 feet wide by 75 feet deep with a lot size of 1,875 square feet, the Planning Director may determine that the minimum Lot Size may be reduced up to 20 square feet if subsequent surveys find that the final lot dimensions are less than 25 feet by 75 feet. The Footprint shall be reduced in accordance with the Lot Size and no variation to setbacks allowed. On, September 7, 2022, the Planning Director determined that because the Lot area is three-quarters square feet smaller than the zoning requirement for minimum Lot Area, the Lot can be used as if the Lot Area is 1,875 square feet (Exhibit E).
Min. Lot Width: 25 feet	Complies; Lots 4 and 5 are 44.48 feet wide Complies pursuant to LMC § 15-2.2-3(A); Lot 3 is 24.99 feet wide For properties platted as Lots within the Historic Park City Survey and originally platted as 25 feet wide by 75 feet deep with a lot size of 1,875 square feet, the Planning Director may determine that the minimum Lot Size may be reduced up to 20 square feet if subsequent surveys find that the final lot dimensions are less than 25 feet by 75 feet. The Footprint shall be reduced in accordance with the Lot Size and no variation to setbacks allowed. Per Alliance Engineering (the Applicant's Representative), the reason for the 0.01' difference for the Lot width is due to a proration in that block. Other surveys in block 5 do not take into

	consideration, or refer to, the proration. The Planning Director took this into consideration when determining that the Lot Width is substantially compliant with the Zoning District Requirements (Exhibit E).
Lot Depth: 75 feet	Complies; Lots 3, 4, and 5 are all 75 feet deep
Maximum Building Footprint = (Lot Area/2) x 0.9 Lot Area/1875	1,383 sq. ft. for Lots 4 and 5. The existing building footprint of the historic Structure is approximately 1,425 square feet. This does not include the porch. 843 sq. ft. for Lot 3 Condition of Approval 5: Any new development on Lot 3 must comply with the Land Management Code and requires Historic District Design Review.
Setbacks: Front: 10 feet Rear: 10 feet Side: 5 feet	Complies; Pursuant to LMC § 15-2.2-4 , Historic Structures that do not comply with Setbacks are valid Non-Complying Structures. The Plat Amendment maintains the existing Setback on Lots 4 and 5 (4.5 feet on the North and 0 feet on the South). Approximately 3-6 inches of a rear portion of the Historic Structure encroaches onto Lot 3. Condition of Approval 6: Completed by the Applicant on August 12, 2022. Condition of Approval 5: Any new development on Lot 3 must comply with the Land Management Code and requires Historic District Design Review.
Building Height: 27 feet	Complies; Per the pending Historic District Design Review application, the existing Structure on Lots 4 and 5 will not increase in height. The existing height is 30 feet and is non-conforming because it is historic, pursuant to LMC § 15-2.2-4 , which exempts Historic Structures from height regulations. Condition of Approval 7: Development on Lot 3 shall comply with the Land Management Code and requires Historic District Design Review. New construction cannot exceed the zone height of 27 feet.

Architectural Review LMC [§ 15.2.2-9](#)

Prior to issuance of a Building Permit for any Conditional or Allowed Use, the Planning Department shall review the proposed plans for compliance. Any proposed structure or future development will require the Applicant to submit a Historic District Design Review Application to the Planning Department for review and compliance with LMC [Chapter 15-11](#), *Historic Preservation*, and LMC [Chapter 15-13](#), *Design Guidelines for Historic Districts and Historic Sites*.

(II) Staff finds Good Cause for removing the Lot line common to Lots 4 and 5 because (A) present land Uses and the Character of the HR-1 Zoning District are retained, (B) no Public Street or Right-of-Way is vacated or amended, and (C) no easement is vacated or amended.

Plat amendments shall be reviewed according to LMC [§ 15-7.1-6](#), *Final Subdivision Plat*, and approval shall require a finding of Good Cause and a finding that no Public Street Right-of-Way, or easement is vacated or amended.

LMC [§ 15-15-1](#) defines Good Cause as “[p]roviding positive benefits and mitigating negative impacts, determined on a case-by-case basis to include such things as: providing public amenities and benefits, resolving existing issues and non-conformities, utilizing best planning and design practices, preserving the character of the neighborhood and of Park City and furthering the health, safety, and welfare of the Park City Community.”

A. The Historic Residential - 1 (HR-1) Zoning District Character is retained.

One of the purposes of the HR-1 Zoning District is in part to preserve present land Uses and the character of the Historic residential Areas of Park City.⁸ This proposal is consistent with the zoning district by preserving the character of Historic residential development, encouraging the preservation of the site’s Historic Structure, and encouraging construction of Historically Compatible Structures that contribute to the character and scale of the Historic District. Furthermore, this proposal supports the Park City General Plan by preserving the integrity, mass, scale, compatibility, and historic fabric of the city’s Historic core.

B. No Public Street or Right-of-Way (ROW) is vacated or amended.

Access to the Lots is from Park Avenue. The Applicant’s proposal does not vacate or amend any portion of the platted ROW. However, the retaining wall along the front of the property encroaches into the Park Avenue ROW. The Applicant completed Condition of Approval 8 on August 15, 2022.

C. No easement is vacated or amended.

⁸ LMC [§ 15-2.2-1\(A\)](#)

(III) The Development Review Committee met on July 19, 2022, reviewed the proposal, and did not identify any issues.

Department Review

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

Notice

Staff published notice on the City's website and the Utah Public Notice website and posted notice to the property on July 13, 2022. Staff mailed courtesy notice to property owners within 300 feet on July 13, 2022. The *Park Record* published notice on July 13, 2022. LMC [§ 15-1-21](#).

Public Input

Staff did not receive any public input at the time this report was published, and no public comments were made at the Planning Commission's public hearing.

Alternatives

- The City Council may adopt Ordinance No. 2022-37; or
- The City Council may deny Ordinance No. 2022-37 and direct staff to make Findings for this decision; or
- The City Council may continue the discussion to a date certain.

Exhibits

Exhibit A: Draft Ordinance No. 2022-37 and Proposed Plat
Exhibit B: July 28, 2022 – Historic District Design Review Final Action Letter
Exhibit C: Recorded Survey No. S-983
Exhibit D: History of Prior Permits
Exhibit E: Planning Director Determination of Lot Area and Lot Width
Exhibit F: Applicant Narrative of Plat Intent

Ordinance No. 2022-37

AN ORDINANCE APPROVING THE BARDSLEY PLAT AMENDMENT, LOCATED AT 517 PARK AVENUE, PARK CITY, UTAH

WHEREAS, the owner of the property located at 517 Park Avenue petitioned the City Council for approval of the Bardsley Plat Amendment; and

WHEREAS, on July 13, 2022, notice was published in the *Park Record* and on the City and Utah Public Notice websites; and

WHEREAS, on July 13, 2022, courtesy notice was mailed to property owners within 300 feet of 517 Park Avenue; and

WHEREAS, on July 27, 2022, the Planning Commission reviewed the application and held a public hearing; and

WHEREAS, on July 27, 2022, the Planning Commission forwarded a positive recommendation for City Council's consideration on September 15, 2022; and

WHEREAS, on September 15, 2022, the City Council reviewed the proposed plat amendment and held a public hearing; and

WHEREAS, the plat is consistent with the Park City Land Management code including § 15-7.1-3(B), § 15-12-15(B)(9), and Chapters 15-2.2 and 15-7.

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

SECTION 1. APPROVAL. The Bardsley Plat Amendment, located at 517 Park Avenue, as shown in Attachment 1, is approved subject to the following Findings of Facts, Conclusions of Law, and Conditions of Approval:

Findings of Fact

Background:

1. The property is located at 517 Park Avenue.
2. The property is listed with Summit County as Parcel number PC-73 and consists of Lot 3, Lot 4, and a portion of Lot 5 in Block 5, Park City Survey.
3. The Applicant owns Lot 3, Lot 4, and the south 19.5 feet of Lot 5.
4. The property is in the Historic Residential (HR-1) Zoning District.
5. The Site contains a T/L cottage constructed circa 1888 and is on Park City's Historic Sites Inventory.
6. The Historic Structure straddles the Lot Line common to Lot 4 and Lot 5.
7. Historically, Lot 3 contained a Single-Family Dwelling which was demolished between 1929 and 1941.
8. A non-historic section of a covered porch and approximately 2.28 square feet of the Historic Structure encroaches onto Lot 3.

9. A rock wall, running the length of Lots 3, 4, and 5, encroaches into the Park Avenue Right-of-Way.
10. The Episcopal Diocese of Utah owned 517 Park Avenue and proposed demolition of the Historic Structure in 1988.
11. The Historic District Commission awarded the Episcopal Diocese a grant to help restore the Historic Structure, but the grant was never used.
12. The Historic District Commission voted to support the renovation of the Historic Structure on June 19, 1989.
13. On July 6, 1991, the Historic District Commission voted to send the Episcopal Diocese of Utah a letter encouraging three alternatives to demolition: A) Renovation or reconstruction of the Structure; B) Sell the property; or C) Donate the property to the City for renovation of the Structure.
14. On August 12, 1991, the Board of Trustees of the Corporation of the Episcopal Church in Utah adopted a resolution to demolish 517 Park Avenue and submitted an application for demolition on December 11, 1991.
15. On May 13, 1992, the Planning Commission approved a two-Lot Subdivision and the Lot Line between Lots 5 and 6 moved south 5.5 feet to accommodate an existing walkway adjacent to the Episcopal Church on Lot 6 and included a Condition of Approval to place a deed restriction on Lot 3, as approved by the City Attorney's Office, addressing separate ownership and additional development. However, the Plat Amendment was never recorded with Summit County.
16. On May 14, 1992, the City Council reviewed the Subdivision Plat for 517 Park Avenue. The Subdivision was approved on consent with the same Condition of Approval as the Planning Commission. The plat was not recorded, and the approval expired.
17. On June 16, 1992, the property owner of 517 Park Avenue applied for a Historic District Review application to renovate the Historic Structure and construct an attached basement garage. The City financially participated in the project and co-signed on the construction loan which was paid off and released.
18. The Corporation of the Episcopal Church in Utah conveyed through a Special Warranty Deed to the property owner Lot 3, Lot 4, and Lot 5 with the exception of the northern most 5.5 feet of Lot 5. The deed was recorded on June 19, 1992.
19. On October 9, 1992, survey No. S-983 was recorded showing the removal of the northern most 5.5 feet of Lot 5 from the property survey but did not address the removal of the internal lot lines which were still shown on the survey.
20. Survey No. S-983 created a new metes and bounds legal description which included the three lots as if the May 14, 1992, Plat Amendment had been recorded.
21. On May 3, 1993, the Planning Department sent a letter to the property owner advising the approval for the two Lot Subdivision would expire on May 13, 1993. A hand-written note dated May 4, 1993, from a Staff Planner states an Administrative Lot Line Adjustment was completed and there was no need for recordation.
22. The City has been unable to find any further record of the form of administrative approval.

23. On April 12, 2022, the Applicant submitted a Plat Amendment Application. On July 22, 2022, the application was deemed complete.
24. The proposed Plat Amendment removes the Lot line common to Lots 4 and 5 creating one Lot-of-Record containing 3,336 sq. ft.
25. On May 13, 2022, the City's Historic Preservation Consultant determined the porch that encroaches onto Lot 3 is non-historic and was constructed during a renovation in 1992.
26. On July 6, 2022, the Historic Preservation Board approved Material Deconstruction of a portion of the rear façade to accommodate a deck addition to the second story of the Landmark Historic Structure.
27. On July 28, 2022, the Planning Department approved the Historic District Design Review for a remodel to the Historic Structure.
28. On August 12, 2022, an Encroachment Agreement was recorded with Summit County to address the encroachment of the Historic Structure onto Lot 3.
29. On August 15, 2022, an Encroachment Permit was recoded with Summit County to address the encroachment of the Historic rock wall into the Park Avenue Right-of-Way.
30. No easement is vacated or amended as a result of the plat amendment.
31. The LMC regulates Lot and Site Requirements per LMC [§ 15-2.2-3](#).
32. A Single-Family Dwelling is an allowed Use in the HR-1 Zoning District and requires a minimum Lot size of 1,875 square feet. The proposed Lot size for Lot 3 is 1,874.25 square feet. The proposed Lot size for Lots 4 and 5 is 3,336 sq. ft.
33. The minimum Lot width in the HR-1 Zoning District is 25 feet. The proposed width of Lot 3 is 24.99 feet. The proposed width of Lots 4 and 5 is 44.48 feet.
34. The required front Setback for Lot depths of 75 feet is ten feet (10').
35. The required Side Setback is five feet (5').
36. Pursuant to LMC § 15-2.2-4, Historic Buildings and/or Structures that do not comply with Setbacks are valid Non-Complying Structures. The proposed Plat amendment maintains the existing Setbacks on Lots 4 and 5: 4.5 feet on the north and 0 feet on the south.
37. In the HR-1 Zoning District, the Maximum Building Footprint = $(\text{Lot Area}/2) \times 0.9^{\text{Lot Area}/1875}$. The Maximum Building Footprint for Lot 3 is 843 square feet. The Maximum Building Footprint for Lots 4 and 5 is 1,383 square feet.
38. Building Height in the HR-1 Zoning District is 27 feet. The Historic Structure is 30 feet and is non-conforming because it is historic.
39. The findings in the Analysis section of the Staff Report are incorporated herein.

Conclusions of Law

1. The Plat Amendment is consistent with the Park City Land Management Code, including LMC [Chapter 15-2.2](#), *Historic Residential (HR-1) Zoning District*, and LMC [§ 15-7.1-6](#), *Final Subdivision Plat*.
2. Neither the public nor any person will be materially injured by the proposed Plat Amendment.

3. Approval of the Plat Amendment, subject to the conditions stated below, does not adversely affect the health, safety, and welfare of the citizens of Park City.

Conditions of Approval

1. The City Planner, City Attorney, and City Engineer will review and approve the final form and content of the Plat for compliance with State law, the Land Management Code, and the conditions of approval, prior to recordation of the plat.
2. The Applicant shall record the plat at the County within one (1) year from the date of City Council approval. If recordation has not occurred within one (1) years' time, this Plat approval will be void, unless a request for an extension is made in writing prior to the expiration date and an extension is granted by the City Council.
3. The plat shall note that fire sprinklers are required for all new or renovation construction on these Lots, to be approved by the Chief Building Official.
4. A non-exclusive ten foot (10') public snow storage easement on Park Avenue shall be dedicated on the Plat.
5. Any new development on Lot 3 must comply with the Land Management Code and requires Historic District Design Review.
6. The Applicant shall record an encroachment agreement with Summit County to address the portion of the Historic Structure that encroaches onto Lot 3.
7. New construction on Lot 3 shall meet the zone height of 27 feet.
8. The Applicant shall record an encroachment agreement with Summit County to address the portions of the retaining wall along the front of the property that encroach into the Park Avenue Right-of-Way.
9. City Engineer review and approve all Lot grading, utility installation, public improvement, and drainage plans for compliance with City standards prior to issuance of any building permits.

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

PASSED AND ADOPTED this 15th Day of September 2022.

PARK CITY MUNICIPAL CORPORATION

Nann Worel, MAYOR

ATTEST:

City Recorder

APPROVED AS TO FORM:

City Attorney

Attachment 1 – Proposed Plat

DRAFT

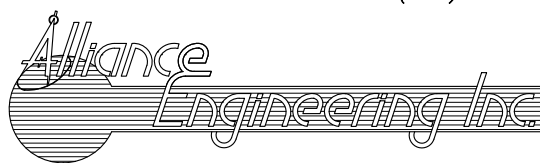


VICINITY MAP
1"=300'



NOTES

- This plat amendment is subject to the Conditions of Approval in Ordinance 2022-_____.
- A proration was applied to the platted distances based on the Park City Monument Control Map, recorded as Entry No. 199887 in the Office of the Recorder, Summit County, Utah.
- See recorded survey S-2382, S-2221 and S-799 in the Office of the Recorder, Summit County, Utah.



(435) 649-9467

CONSULTING ENGINEERS LAND PLANNERS SURVEYORS
323 Main Street P.O. Box 2664 Park City, Utah 84060-2664

BARDSLEY PLAT AMENDMENT

LOCATED IN THE SOUTHEAST QUARTER OF SECTION 16
TOWNSHIP 2 SOUTH, RANGE 4 EAST, SALT LAKE BASE AND MERIDIAN
PARK CITY, SUMMIT COUNTY, UTAH



SURVEYOR'S CERTIFICATE

I, Michael Demkowicz, do hereby certify that I am a Professional Land Surveyor and that I hold License No. 4857264 as prescribed under the laws of the State of Utah. I further certify that by authority of the owner, I have made a survey of the land shown on this plat and described hereon, and have combined said land into two lots, hereafter to be known as the BARDSLEY PLAT AMENDMENT and that the same has been correctly surveyed and monumented on the ground as shown on this plat.

LEGAL DESCRIPTION

Parcel 1

Lots 4 and 5, Block 5, Amended Plat of the Park City Survey, according to the official plat thereof, on file and of record in the office of the Summit County Recorder.

Excepting therefrom the Northerly 5.50 feet of Lot 5, referred to as the 517 Park Avenue Parcel and described as follows:

Beginning at the Northeastly corner of Lot 5, Block 5, of the Park City Survey, Park City, Utah, said point also being the Easterly right of way line of Park Avenue (a public street); and running thence South 23°38'00" East along said right of way line and the Easterly line of said Lot 5 for 5.50 feet; thence South 66°54'00" West 75.00 feet to the Westerly line of said Lot 5; thence North 23°38'00" West 5.50 feet along said Westerly line to the Northwest corner of said Lot 5; thence North 66°54'00" East along the Northerly line of said Lot 5 for 75.00 feet to the point of beginning.

Parcel 2

Lot 3, Block 5, Amended Plat of the Park City Survey, according to the official plat thereof on file and of record, in the office of the Summit County Recorder.

OWNER'S DEDICATION AND CONSENT TO RECORD

KNOW ALL BY THESE PRESENTS that Jeffrey T. Love, as Trustee of the Jeffrey T. Love Living Trust dated May 25, 2010, as amended and restated, as to Parcel 1, hereby certifies that he has caused this plat amendment to be made, together with easements as set forth to be hereafter known as the BARDSLEY PLAT AMENDMENT and does hereby dedicate for the perpetual use of the public areas shown on this plat as intended for public use. The undersigned owner also hereby conveys any other easements as shown on this plat to the parties indicated and for the purposes shown hereon.

In witness whereof, the undersigned set his hand this _____ day of _____, 2022.

Jeffrey T. Love Living Trust dated May 25, 2010, as amended and restated

By: _____
Jeffrey T. Love, Trustee

ACKNOWLEDGMENT

State of UTAH)

: ss.

County of SUMMIT)

On this _____ day of _____, 2022, Jeffrey T. Love personally appeared before me, whose identity is personally known to me or proven on the basis of satisfactory evidence, and who by me duly sworn/affirmed, did say that he is the Trustee of the Jeffrey T. Love Living Trust, dated May 25, 2010, as amended and restated, and that said document was signed by him on behalf of said Trust by authority of the Trust, and he acknowledged to me that he executed the BARDSLEY PLAT AMENDMENT.

A Notary Public commissioned in _____

Printed Name _____

Residing in: _____

My commission expires: _____

Commission No: _____

OWNER'S DEDICATION AND CONSENT TO RECORD

KNOW ALL BY THESE PRESENTS that Jeffrey T. Love, as to Parcel 2, hereby certifies that he has caused this plat amendment to be made, together with easements as set forth to be hereafter known as the BARDSLEY PLAT AMENDMENT and does hereby dedicate for the perpetual use of the public areas shown on this plat as intended for public use. The undersigned owner also hereby conveys any other easements as shown on this plat to the parties indicated and for the purposes shown hereon.

In witness whereof, the undersigned set his hand this _____ day of _____, 2022.

By: Jeffrey T. Love

ACKNOWLEDGMENT

STATE OF _____)

: ss.

COUNTY OF _____)

On this _____ day of _____, 2022, Jeffrey T. Love personally appeared before me, whose identity is personally known to me or proven on the basis of satisfactory evidence, and who by me duly sworn/affirmed, that he acknowledged to me that he executed the BARDSLEY PLAT AMENDMENT.

By: _____

Notary Public

Printed Name _____

Residing in: _____

My commission expires: _____

Commission No. _____

SHEET 1 OF 1

7/22/22 JOB NO.: 4-1-22 FILE: X:\ParkCitySurvey\dwg\sr\plat2022\040122.dwg

SNYDERVILLE BASIN WATER RECLAMATION DISTRICT

REVIEWED FOR CONFORMANCE TO SNYDERVILLE BASIN WATER
RECLAMATION DISTRICT STANDARDS ON THIS _____
DAY OF _____, 2022

BY _____
ENGINEERING DEPARTMENT

PLANNING COMMISSION

RECOMMENDED BY THE PARK CITY
PLANNING COMMISSION THIS _____
DAY OF _____, 2022

BY _____
CHAIR

ENGINEER'S CERTIFICATE

I FIND THIS PLAT TO BE IN
ACCORDANCE WITH INFORMATION ON
FILE IN MY OFFICE THIS _____
DAY OF _____, 2022

BY _____
PARK CITY ENGINEER

APPROVAL AS TO FORM

APPROVED AS TO FORM THIS _____
DAY OF _____, 2022

BY _____
PARK CITY ATTORNEY

COUNCIL APPROVAL AND ACCEPTANCE

APPROVAL AND ACCEPTANCE BY THE PARK CITY
COUNCIL THIS _____ DAY OF _____, 2022

BY _____
MAYOR

CERTIFICATE OF ATTEST

I CERTIFY THIS PLAT
WAS APPROVED BY PARK CITY
COUNCIL THIS _____ DAY
OF _____, 2022

BY _____
PARK CITY RECORDER

PUBLIC SAFETY
ANSWERING POINT APPROVAL

APPROVED THIS _____ DAY
OF _____, 2022

BY _____
SUMMIT COUNTY GIS COORDINATOR

RECORDED

STATE OF UTAH, COUNTY OF SUMMIT, AND FILED
AT THE REQUEST OF _____

_____ FEE _____ RECORDER

TIME _____ DATE _____ ENTRY NO. _____



**HISTORIC PRESERVATION BOARD
PARK CITY, SUMMIT COUNTY, UTAH**

RE: MATERIAL DECONSTRUCTION

The Historic Preservation Board of Park City, Utah, met on Wednesday, June 2, 2021 for a duly noticed meeting. The Board formed a quorum and conducted its scheduled business.

ACTION

Project Address: 517 Park Avenue
Project Number: PL-21-05118
Type of Item: Administrative
Hearing Date: July 6, 2022

The Historic Preservation Board conducted a public hearing and approved the Material Deconstruction of a portion of the rear façade to accommodate a second level deck based on the following Findings of Fact, Conclusions of Law, and Conditions of Approval:

Findings of Fact

1. 517 Park Avenue is a one-story T/L cottage was constructed in c.1888 and is a Landmark Historic Site on Park City's Historic Sites Inventory.
2. This site was listed on the National Register of Historic Places in 1994 as part of the Park City Mining Boom Era Residences Thematic District.
3. The structure underwent major rehabilitation work from 1993 to 1994.
4. On December 28, 2021, a Historic District Design Review Pre-Application was submitted to the Planning Department.
5. On March 24, 2022, the Planning Department received a complete Historic District Design Review (HDDR) application for 517 Park Avenue. The Applicant is proposing Material Deconstruction to the structure to construct a rear deck.
6. The HDDR Application was reviewed by the Design Review Team on April 13, 2022.
7. Per the Land Management Code Section [15-11-12.5](#), the HPB reviews the removal of Historic Material to Accommodate New additions, New Construction, or Structural Upgrades.

8. The Applicant proposes to remove 88 square feet of historic material to accommodate a rear second level deck addition.

Conclusions of Law

1. The proposal complies with Land Management Code § 15-11-12.5, *Historic Preservation Board Review For Material Deconstruction*; and § 15-13-2, *Design Guidelines For Historic Residential Sites*.

Conditions of Approval

1. The Applicant shall submit in writing any changes, modifications, or deviations from the approved scope of work for Planning Director review and approval/denial in accordance with the applicable standards prior to construction.
2. In order to prevent damage to a historic structure, decks shall be constructed to be self-supporting. If the deck cannot be constructed to be self-supporting, decks shall be attached to a historic structure with care so loss of historic fabric is minimized.
3. The addition shall be undertaken in such a manner that if removed in the future the essential form and integrity of the Landmark Historic Structure could be restored.
4. Decks should be constructed in inconspicuous areas where visually minimized from the primary right-of-way, usually on the tertiary façade. Decks should be located such that they will not damage or conceal significant historic features or details of the historic structure.
5. The visual impact of a deck should be minimized by limiting its size and scale. Introducing a deck that visually detracts from a historic structure or historic site, or substantially alters a historic site's proportion of built area to open space is not appropriate.
6. Significant site features, such as mature trees, should be protected from damage during the construction of a deck by minimizing ground disturbance and by limiting use of heavy construction equipment.

If you have any questions, concerns, or comments regarding this letter, please email aiden.lillie@parkcity.org or call 435-615-5067.

Sincerely,

Randy Scott
Historic Preservation Board Chair

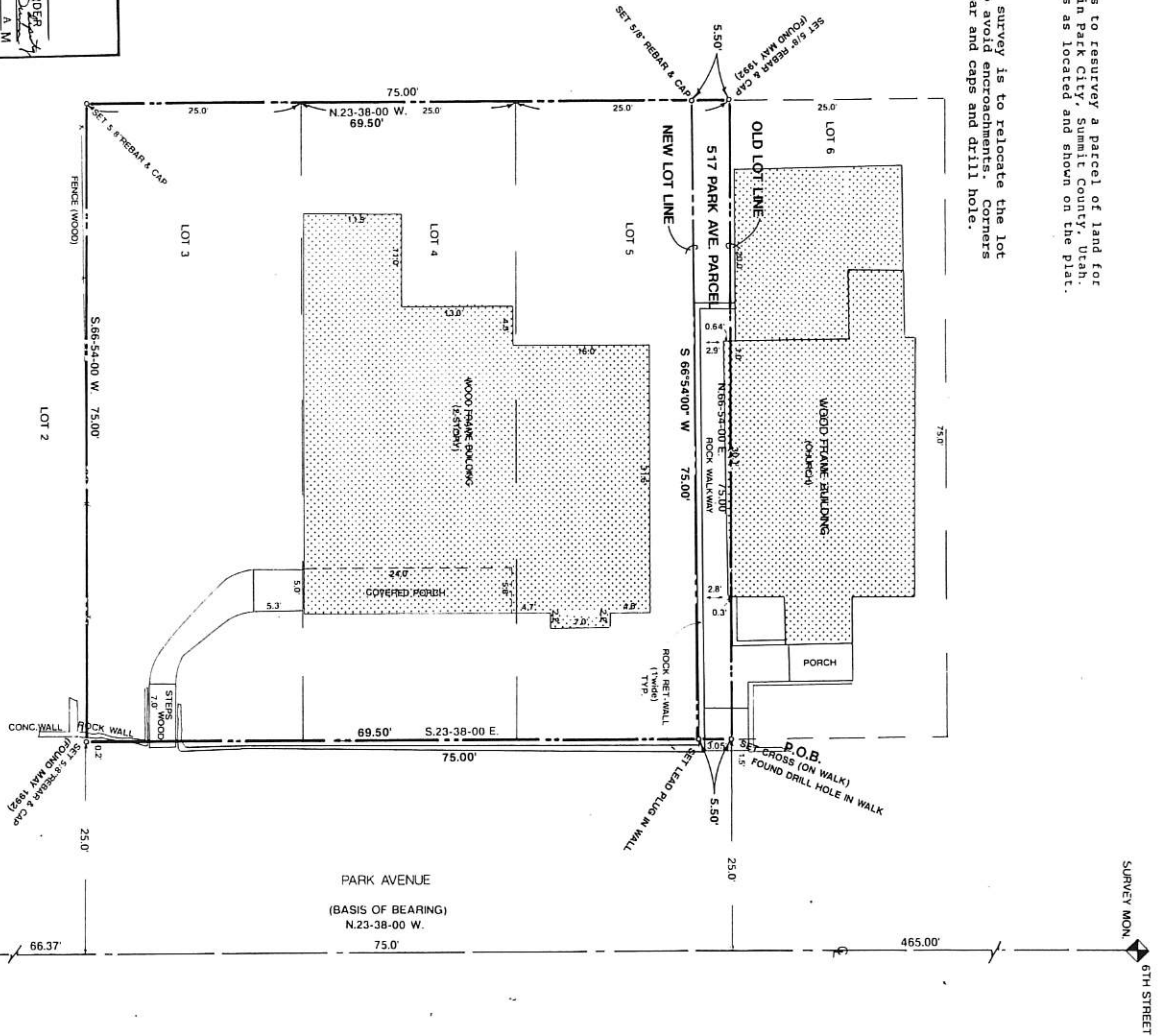
CC: Gretchen Milliken, Planning Director
Aiden Lillie, Project Planner

NARRATIVE

The purpose of this survey is to resurvey a parcel of land for the client's use as located in Park City, Summit County, Utah. Survey based on the monuments as located and shown on the plat.

NARRATIVE

The purpose of this updated survey is to relocate the lot line between Lots 5 and 6. The monumented corners set are based upon found rebar and caps and drill hole.



Original Deed Description
All of Lots 3, 4, and 5, Block 5, of the Park City survey, Park City, Utah.

Actual Description

Beginning at the northeasterly corner of Lot 5, Block 5, of the Park City survey, Park City, Utah, said point also being on the easterly right-of-way line of Park Avenue, and running thence South 23°38'00" East along said lot line and said right-of-way line 75.00 feet to the Southeast corner of Lot 3; thence South 66°54'00" West along the southeasterly line of Lot 3 a distance of 75.00 feet to the West corner of Lot 5; thence North 23°38'00" East along the southeasterly line of Lot 5 a distance of 75.00 feet to the point of beginning.

Excepting therefrom: The northerly 5.50 feet of Lot 5, as returned to as the 517 Park Avenue Parcel and described as follows:

Beginning at the northeasterly corner of Lot 5, Block 5 of the Park City survey, Park City, Utah, said point also being on the easterly right-of-way line of Park Avenue (a public street), and running thence South 23°38'00" East along said right-of-way line and the easterly line of said Lot 5 5.50 feet; thence South 66°54'00" West 75.00 feet to the West corner of Lot 5; thence North 23°38'00" East along the southeasterly line of Lot 5 a distance of 75.00 feet to the point of beginning.

Containing 397.4 square feet.

SURVEY DATE: 1-22-90 CLIENT: ROGER STEPHENS PROJECT #6971
SURVEY UPDATE: 5-12-92 CLIENT: PARK CITY MUNICIPAL CORP. #11298

FILE No. S-983
FILED AT THE REQUEST OF
ALAN SPRINGS SUMMIT CO. RECORDED
FEE \$ 10.00 BY *[Signature]*
FILED 10/09/92 OF 08:30 A.M.

SURVEYOR'S CERTIFICATE

I, James G. West, a registered land surveyor as prescribed by the laws of the State of Utah, and holding License No. 3082, do hereby certify that I have made a survey of the above described property and that the plat hereon is a true and correct representation of said property.

Date *May 16 1992*

James G. West
License No. 3082 - Utah

SURVEYOR'S CERTIFICATE

I, *Michael L. Albrecht*, a registered land surveyor as prescribed by the laws of the State of Utah, and holding License No. 5710 do hereby certify that I have made an update to the survey shown on this plat and that said survey is a true and correct representation of the above described property.

Date *May 16 1992*

Michael L. Albrecht



In 1988, the Episcopal Diocese of Utah owned 517 Park Avenue and proposed demolition of the Historic Structure. To prevent demolition of the Structure, the Historic District Commission (HDC) awarded the Episcopal Diocese a grant to help restore the Structure. The grant was never used. On June 19, 1989, the HDC voted to support the renovation of the Historic Structure.

On July 6, 1991, the Historic District Commission met with St. Luke's Episcopal Church Building Committee. On August 6, 1991, the Historic District Commission voted to send the Episcopal Diocese of Utah a letter encouraging three alternatives to the demolition:

- 1) Renovation or reconstruction of the Structure;
- 2) Sell the property; or
- 3) Donate the property to the City for renovation of the Structure.

On August 12, 1991, the Board of Trustees of the Corporation of the Episcopal Church in Utah adopted a resolution to demolish 517 Park Avenue.

On December 11, 1991, the Corporation of the Episcopal Church in Utah submitted a Historic District Review application for demolition.

On May 13, 1992, the Planning Commission approved a two Lot Subdivision at 517 Park Avenue. The Lot Line between Lots 5 and 6 was moved south 5.5 feet to accommodate an existing walkway adjacent to the Church. Staff has made extensive efforts to research this approval, but the Plat Amendment was never recorded, and no further records were found. The meeting minutes indicate the approval includes a Condition of Approval that states, "There will be a deed restriction placed on Lot 3, as approved by the City Attorney's office, addressing separate ownership and additional development". A notice of Planning Commission Action dated, June 26, 1992, was sent to Tim Lee indicating the expiration of approval on May 13, 1993.

On May 14, 1992, the City Council reviewed the Subdivision Plat for 517 Park Avenue approved by the Planning Commission on May 13, 1992. The Subdivision was approved on consent with the same condition of approval as the Planning Commission. However, as stated above, the plat was not recorded, and the approval expired.

On June 16, 1992, Tim Lee applied for a Historic District Review application to renovate the structure at 517 Park Avenue and to construct an attached basement garage. The City financially participated in the project and co-signed on the construction loan which was paid off and released.

On June 16, 1992, The Corporation of the Episcopal Church in Utah conveyed through a Special Warranty Deed to Tim Lee Lots 3, 4, and 5 with the exception of the northern most 5.5 feet of Lot 5. This deed was recorded with Summit County on June 19, 1992.

On October 9, 1992, survey No. S-983 was recorded showing the removal of the northern most 5.5 feet of Lot 5 from the property survey, but not addressing removal of the internal lot lines which were still shown on the survey. The survey however created

a new metes and bounds legal description which included the three lots as if the May 14, 1992, Plat Amendment had been recorded.

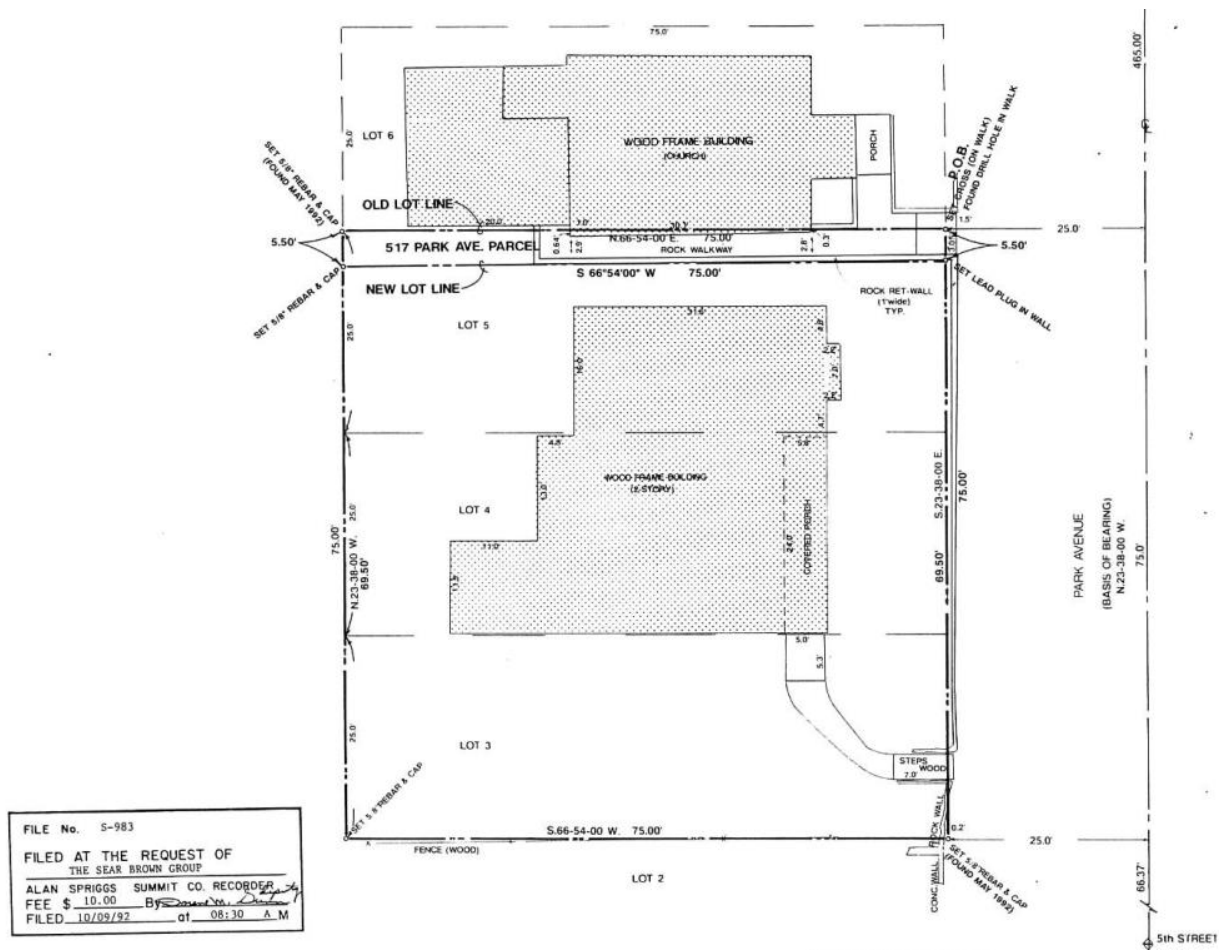


Figure 1: Survey No. S-983 shows the change to the Lot Line common to Lots 5 and 6.

On May 3, 1993, the Planning Department sent a letter to Tim Lee advising the approval for the two Lot Subdivision would expire on May 13, 1993. A hand-written note dated May 4, 1993, from a staff Planner states an Administrative Lot Line Adjustment was completed and there was no need for recordation. However, the City has been unable to find any further record or the form of administrative approval.

On March 24, 2022, the Applicant submitted a complete Historic District Design Review (HDDR) Application proposing to remodel the Historic Structure and remove the non-historic porch that encroaches onto Lot 3.

On April 12, 2022, the Applicant submitted a Plat Amendment Application to remove the internal Lot Line common to Lots 4 and 5. On July 22, 2022, staff deemed the application complete.

On May 13, 2022, the City's Historic Preservation Consultant, Anne Oliver, determined

the side porch extension that encroaches onto Lot 3 was constructed during a renovation in 1992.

On July 6, 2022, the Historic Preservation Board approved Material Deconstruction of a portion of the rear façade to accommodate a deck addition to the second story of the Landmark Historic Structure ([Staff Report](#); [Meeting Audio](#)).

On July 7, 2022, the Applicant submitted an HDDR pre-application to construct a Single-Family Dwelling on Lot 3 (PL-22-05313). This application is still in review.

On July 28, 2022, the Planning Director approved the Historic District Design Review to remodel the Landmark Historic Structure and to remove the non-historic porch that encroaches onto Lot 3.

Planning staff compiled a history of permits associated with 517 Park Avenue. See Attachment 1 to this exhibit.

Property History

Meeting Date / Application Number	Application Type / Hearing Body	Applicant/Representative	Request	Action
March 20, 1989	Historic District Commission	Planning Staff McIntyre	Request for Grant Revision. St. Luke's requested an extension for their \$10,000 grant for the Manse at 517 Park Avenue. The Diocese was having trouble moving forward on the project as they estimated that it would take \$100,000 to renovate the building.	Motion passed unanimously to grant the extension approval for St. Luke's Episcopal Church, 517 Park Avenue.
June 19, 1989	Historic District Commission	Roger Stephens (St. Luke's Episcopal Church Building Committee)	Roger Stephens approached the City requesting a letter of support from staff and the HDC regarding the historic significance of the site that could be sent to the [Episcopal] governing committee in Salt Lake, who had the feeling that it would be easier to tear down the existing building.	Motion passed unanimously that HDC strongly supported the renovation of the "St. Luke's Manse".
January 29, 1990	Historic District Commission	Roger Stephens, Bill Connelly, Richard Hoffer, Jim Eccles, and Jack Losse	Roger Stephens and representatives of the Episcopal church and diocese gave a history of the project. The Episcopal Diocese of Utah purchased 517 Park Avenue in January of 1988 with the intention of using the property to support the neighboring church. In 1988, they received a \$10,000 grant but were unable to use it due to a lengthy feasibility study. Stephens presented two options: to tear down the building and build a new building, or to replicate the building with more parking. At this time, it was established that the building has been frequently modified, and that the only original remaining original elements were the basic form of the front façade.	Motion passed unanimously that the HDC supported the conceptual plan to replicate the "Parish hall" at 513 Park Avenue [sic].
July 22, 1991	Historic District Commission	Roger Stephens, Greg Henry, and Father Ed Howlett	The record shows that there had been no change in circumstances since the 1990 meeting. The Chief Building Official (Ron Ivie) noted that he had serious concerns about the property, and that he recommended no occupancy. The church notified tenants to vacate the building by the end of July 1991. The church found that they have no future use for the three lots or the building at 517 Park Avenue. Craig Henry [sic?] stated that he was looking into purchasing the property. Some of the discussion	The HDC provided their preference on how they would like to see the building handled: 1. renovate it as close as possible to its existing form on the site. 2. If St. Luke's does not have the capability of restoring it, sell it to someone who could restore it on site.

			was around the church's proposal to tear down the building and use the property as a public green space for the City, AKA a pocket park. Other suggestions from the church were to move the building to the south for more space to the church itself.	3. Move it off site if someone cannot renovate it on site. 4. Apply for a demolition permit.
August 15, 1991	Historic District Commission	Planning Staff	Planning Staff drafted a letter that was to be presented to St. Luke's from the HDC. There was a suggestion that alternatives be presented to City Council in order for the City to take a position against the building's demolition.	No action on record.
April 6, 1992	Historic District Commission	Planning Staff Lykes	Update on request for CAD (Certification of Appropriateness for Demolition) 517 Park Avenue, Episcopal Church Staff indicated that a sign was posted in front of the building designating it as a "threatened building". Tim Lee and Tim Steiner came to an agreement with the City and the Church to purchase the house and property, and that they would be renovating the structure in the summer of 1992. Planning Staff noted that there would be some rent controls for the four apartment units to continue its use as employee housing. The meeting minutes state: "The City made a contribution and there is a possibility that some of the area will be used as a "pocket park" on the south portion of the property."	No action on record.
May 13, 1992	Planning Commission	Tim Lee	Episcopal Church Subdivision - The request as for a lot line adjustment between lot 5 and lot 6, to accommodate an existing walkway adjacent to the church onto the church's property. Staff recommended approval subject to a deed restriction on Lot 3 to prohibit development.	Commission approved the Subdivision, subject to a deed restriction to prohibit development on Lot 3.
May 20, 1992 PL-91-00028	Grant Application	Tim Lee	Park City Housing Authority assisted in the financing of 517 Park Avenue by advancing \$17,000 toward the purchase and renovation. The agreement established terms for rental rates and terms, and a covenant to be managed as a rent controlled rental property for a period of 10 years.	Housing Authority loan issued.
June 19, 1992 PL-92-00029	Administrative Lot Line Adjustment	Tim Lee	The Episcopal Church Subdivision but carried out via an administrative Lot Line Adjustment.	Approved Administratively Special Warranty Deed 360928 recorded with Summit County

				transferring 412.5 SF (5.5 feet) from 517 Park Avenue/Lot 5 (the house) to 525 Park Avenue/Lot 6 (the church).
June 22, 1992	Building Permit	Tim Lee	Demolition	Issued 6/22/1992
Permit #6713				
July 10, 1992	Building Permit – Historic Grant	Tim Lee	Excavation	Issued 7/10/1992
Permit #6767				
July 10, 1992	Building Permit	Tim Lee	Main building permit	Issued 9/16/1992, Closed 12/7/1993
Permit #6914				
August 7, 1992	Building Permit	Tim Lee	Foundation and footings? (Historic grant)	Issued 8/7/1992
Permit # 6834				
September 14, 1992	Historic District Commission	Tim Lee	Design Review of Garage Addition at 517 Park Avenue Project is to use the property as a multi-family dwelling with 4 rent-controlled apartments. The proposal was to fit a garage under the first floor of the house without having the raise the structure.	Motion carried to approve the design review of the garage at 517 Park Avenue with two conditions: 1. The rock retaining wall shall be continued around the sides of the driveway up to and including the garage wall. 2. The garage door will be wood, with a finish and color palette which allows it to blend in as much as possible with the main part of the structure.
PL-92-00030	Historic District Design Review	n/a (assumed to be Tim Lee)	No scope provided.	No action on record.
PL-92-00031	Historic District Design Review	n/a (assumed to be Tim Lee)	No scope provided.	No action on record.
PL-93-00053	Grant Application	n/a (assumed to be Tim Lee)	No scope provided.	No action on record.
PL-93-00054	Grant Application	n/a (assumed to be Tim Lee)	No scope provided.	No action on record.
March 14, 1994	Historic District Commission	Tim Lee	Agreement to waive the National Register Comment period and CLG Approval of Nomination The owner, Tim Lee, was requesting that his nomination to the National Register of Historic Places be expedited so that the recent rehabilitation project could qualify for the federal and state historic preservation tax credits. The	Motion passed unanimously to forward a positive recommendation to the Board of State History for the nomination of the Dr. William Bardsley House (517 Park Avenue) to the National Register of Historic

			request was also to waive the standard 60-day comment period.	Places and to waive the 60 day comment period.
PL-07-13265	Grant Application	Tim Lee	A grant application for the repainting of the house (517 Park Avenue).	Project was denied, as it was determined that the scope was ineligible.
CE-15-00116	Administrative Code Enforcement	PCMC	A citizen reported to a Police Officer a concern about a historic retaining wall.	Expired permit closed 05-23-2017
CE-17-00311	Administrative Code Enforcement	PCMC	Stone Wall Collapsing	Closed 8/1/2017
PL-17-03623	Historic District Design Review	Jasper Rose LLC	Repair of Historic retaining wall	(pending)
CE-18-00008	Administrative Code Enforcement	SIMKIN	Failing retaining wall---respond to customer see email in #2 globe	Closed 8/30/2018
EN-18-01715	Engineering Construction Permit	Jasper Rose LLC	Created in error. Correct permit is below.	Canceled
EN-18-01716	Engineering Permit	Jasper Rose LLC	Final Building 7-30-18	Closed 5/29/2018
BD-18-25706	Combo Permit – Remodel	Jasper Rose LLC	Repair historic retaining wall, pour new concrete	Closed 6/13/2018
PL-21-05118	Historic District Design Review	Jeff Love	Subject Application	Approved 7/28/2022
22-136	Interior/Non-Structural Demo	Jeff Love	Exploratory Demo	Issued 3/3/2022
22-504	Interior Remodel	Jeff Love	Interior Remodel of 517 Park	Issued 5/26/2022



Planning Department

September 7, 2022

Jeffrey T. Love, Trustee
PO Box 1836
Park City, UT 84060
(435) 602-0138

NOTICE OF PLANNING DIRECTOR DETERMINATION

Description

Address: 517 Park Avenue

Zoning District: Historic Residential (HR-1)

Item: Planning Director determination of substantial zoning compliance with Lot Area and minimum Lot Width

Date of Final Action: September 7, 2022

Project Summary: The Applicant proposes a plat amendment creating a vacant Lot with a Lot Width less than 25 feet

Action Taken

On September 7, 2022, the Planning Director determined the Area and Width of Lot 3 is substantially compliant with the HR-1 Zoning District requirements. This determination is subject to the following Findings of Fact and Conclusions of Law:

Findings of Fact

1. The property is located at 517 Park Avenue
2. The property is listed with Summit County as Parcel number PC-73 and consists of Lot 3, Lot 4, and a portion of Lot 5 in Block 5, Park City Survey.
3. The Applicant owns Lot 3, Lot 4, and the south 19.5 feet of Lot 5.
4. The property is in the Historic Residential (HR-1) Zoning District.
5. The LMC regulates Lot and Site Requirements per LMC § 15-2.2-3.
6. The minimum Lot Area is 1,875 square feet.
7. Lot 3 contains an Area of 1,875.25 square feet.
8. The minimum Lot Width is 25 feet.
9. The width of Lot 3 is 24.99 feet.

10. The reason for the 0.01' difference for the width of Lot 3 is due to a proration in Block 5.
11. Other surveys of Block 5 do not take into consideration to the proration.

Conclusions of Law

1. Land Management Code § 15-2.2-3(A) authorizes the Planning Director to specify the minimum Lot Area if a survey finds that the final Lot dimensions are less than 25' x 75'.

PARK CITY SURVEY, BLOCK 5,
LOTS 3 & 4 and the South 19.5 feet of LOT 5

(517 Park Avenue)

July 22, 2022

PROJECT INTENT

The property at 517 Park Avenue is in Block 5, Park City Survey and consists of Lot 4 and the south 19.5 feet of Lot 5. The property is currently occupied by a single family residence and is designated as a Landmark site in the Historic Sites Inventory. The owner is submitting this plat amendment application with the goal of removing the internal lot line common to Lots 4 and 5 to create a single lot of record. The structure is currently undergoing a renovation to the interior and window replacement, but no additional enclosed living space will be added. A porch on the south side of the existing residence encroaches onto the adjacent lot, but will be removed to eliminate the encroachment and a covered deck and patio on the northwest corner of the existing residence is proposed.

Jeffrey T. Love, as Trustee of the Jeffrey T. Love Living Trust, dated May 25, 2010, as amended and restated, is the owner of Lot 4 and the south 19.5 feet of Lot 5. The adjacent property to the south, Lot 3, Block 5, Park City Survey, is owned by Jeffrey T. Love as an individual. It is this Lot 3 that contains the porch that the owner is proposing to remove that is currently a part of the existing single family residence at 517 Park Avenue. Once the porch is removed, Lot 3 will become vacant. Lot 3 is currently a legal lot of record and would be available for sale by the owner or to construct a dwelling in accordance with the Park City Land Management Code.

The proposed plat amendment will be named the Bardsley Plat Amendment, after Dr. William Bardsley, a former owner of the property from about 1903 to 1918, who practiced medicine in Park City for about 50 years. The proposed Lot A is currently occupied by a single family residence and the proposed Lot B will be what is now the vacant lot to the south.

City Council Staff Report



Subject: 51 Daly Avenue
Application: PL-22-05179
Author: Lillian Lederer, Planner I
Date: September 15, 2022
Type of Item: Plat Amendment

Recommendation

(I) Review the proposed 51 Daly Avenue Plat Amendment; (II) conduct a public hearing; and (III) consider approving the 51 Daly Avenue Plat Amendment, based on the Findings of Fact, Conclusions of Law, and Conditions of Approval outlined in Ordinance No. 2022-38 (Exhibit A).

Description

Applicant: Patrick Van Horn
Location: 51 Daly Avenue
Zoning District: Historic Residential (HR-1)
Adjacent Land Uses: Residential
Reason for Review: Planning Commission reviews and forwards a recommendation to City Council for Plat Amendments¹

LMC Land Management Code
HR1 Historic Residential (HR-1)

Terms that are capitalized as proper nouns throughout this staff report are defined in LMC § [15-15-1](#).

Background

The Planning Department received an application on February 28, 2022, for the 51 Daly Avenue Plat Amendment. 51 Daly Avenue lies on 22.7 feet of Lot 5 and all of Lot 6 of Block 73. The Applicant currently owns both the portion of Lot 5 and all of Lot 6 and proposes to combine them into one Lot. Both lots are recognized by Summit County as Parcel PC-604. The existing structure, constructed in 1992 and formerly a Duplex and now a Single-Family Dwelling, straddles the lots.



¹ LMC § [15-1-8](#)

The property was not built to the approved plans and was therefore not compliant with Setbacks and Building Height.

On June 12, 2022, the Board of Adjustment approved three Variances for the property:

1. Front Setback - an exception granting the front porch to encroach 3.65 feet in the front Setback;
2. Side Setback - an exception granting the south side of the structure, and future construction, to encroach 1.65 feet into the side Setback;
3. Building Height - an exception granting the maximum Building Height an additional six feet,

(See Exhibits C and D) ([Staff Report](#); [Audio](#)).

On August 10, 2022, the Planning Commission reviewed the plat amendment, conducted a public hearing, and forwarded a positive recommendation to the City Council for the 51 Daly Avenue Plat Amendment.

Analysis

(I) The proposal complies with the Historic Residential (HR-1) Zoning District requirements outlined in LMC Chapter [15-2.2](#).

51 Daly Avenue is in the HR-1 Zoning District. Single-Family Dwellings are an Allowed Use in the HR-1 Zoning District.² Planning documents from the 1990s indicate the property was a Duplex. However, the current property owner plans to enclose the parking/driveway and convert the property to a Single-Family Dwelling. Condition of Approval 9 requires a plat note indicating the property is a Single-Family Dwelling and conversion to a Duplex requires a Conditional Use Permit.

The proposed Lot combines Lots 5 and 6. Lot 5 is 22.7 feet wide, and Lot 6 is 21.5 feet wide; the combination of the Lots creates a 44.2-foot-wide Lot. The length of the Lot is 100 feet. This creates a proposed Lot of 4,200 square feet.

The table below outlines the LMC § 15-2.2-3 *Lot and Site Requirements* for the HR-1 Zoning District:

Zoning Requirement	Analysis of Proposal
Minimum Lot Size- 1875 square feet	Complies- 4,200 sq ft
Lot Width- 25'	Complies- 44.2'
Maximum Building Footprint-	$(4200/2) \times 0.9^{4200/1875}$

² LMC [§ 15-2.2-2\(A\)\(1\)](#)

Determined by (LOT AREA/2) x 0.9 ^{AREA/1875}	$2100 \times 0.9^{2.24}$ $2100 \times .789774707104278$ 1658.526884918983 $= 1658.53 \text{ sq ft.}$ Complies- 1,370 sq ft
Minimum Front and Rear Setback- 12'/13' for a total of 25'	Front Setback: Variance Granted - 7.35' On July 12, 2022, the Board of Adjustment approved a Variance to the front setback, allowing 27.4' of the front deck to encroach into the front setback by 3.65' (see Exhibit D). Rear Setback: Complies- 13'
Minimum Side Setbacks- 5' each	Northside setback: Complies- 5' South side setback: Variance Granted - 3.35' On July 12, 2022, the Board of Adjustment approved a Variance of 2.65' to the south side setback, allowing for the owner to construct additional square footage up to that setback (see Exhibit D).
Maximum Building Height- 27' from Existing Grade	Variance Granted - 33' On July 12, 2022, the Board of Adjustment approved a six-foot Variance to the existing building height (see Exhibit D).

The Plat Amendment is consistent with the LMC requirements and applicable State law regarding Plats. Any new structures must comply with applicable LMC requirements and Chapter [15-13](#), *Design Guidelines for Historic Districts and Historic Sites*. The property is not within the soils ordinance boundary and in the event that mine wastes or impacts are encountered, the applicant is responsible for handling the material properly (see Condition of Approval 4).

(II) There is Good Cause for the Plat Amendment and no public street, Right-of-Way, or easement is vacated or amended.

The proposed Plat Amendment combines two lots to create one lot for an existing

structure. The Planning Commission and City Council review the Plat Amendments according to LMC [§ 15-7.1-3\(B\)](#) and approval shall require (a) a finding of Good Cause, and (b) a finding that no Public Street, Right-of-Way, or easement has been vacated or amended.³

The Land Management Code defines Good Cause as “[p]roviding positive benefits and mitigating negative impacts, determined on a case by case basis to include such things as providing public amenities and benefits, resolving existing issues and non-conformities, addressing issues related to density, promoting excellent and sustainable design, utilizing best planning and design practices, preserving the character of the neighborhood and of Park City and furthering the health, safety, and welfare of the Park City Community.”

There is good cause for this Plat Amendment because it brings a non-complying duplex into compliance as a Single-Family Dwelling. As well, the applicant received Board of Adjustment approval and may now update and improve the structure, once the plat amendment is recorded.

51 Daly Avenue is accessed by Daly Avenue, a public Right-of-Way, and the proposed Plat Amendment will not impact the Right-of-Way.

(III) The Development Review Committee reviewed the proposal on May 17, 2022, and did not identify any issues.

Department Review

The Planning, Engineering, and Legal Departments reviewed this application.

Notice

Staff published notice on the City’s website and posted notice to the property on July 27, 2022. Staff published notice on the Utah Public Notice website on July 27, 2022. Staff mailed courtesy notice to property owners within 300 feet on July 27, 2022. The Park Record published notice on July 27, 2022.⁴

Public Input

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

Exhibits

Exhibit A: Draft Ordinance 2022-38
Exhibit B: Proposed Plat
Exhibit C: July 12, 2022 Board of Adjustment Staff Report
Exhibit D: July 12, 2022 Board of Adjustment Final Action Letter
Exhibit E: Site Plans and Survey

³ LMC [15-7.1-6\(C\)](#)

⁴ LMC [§ 15-1-21](#)

Ordinance No. 2022-38

AN ORDINANCE APPROVING THE 51 DALY AVENUE PLAT AMENDMENT, LOCATED AT 51 DALY AVENUE, SUMMIT COUNTY, PARK CITY, UTAH

WHEREAS, the owner of the property located at 51 Daly Avenue petitioned the City Council for approval of the 51 Daly Avenue Plat Amendment to combine 22.7 feet of Lot 5 and all of Lot 6 of Block 73; and

WHEREAS, on July 27, 2022, the Park Record published notice for the Planning Commission and City Council public hearings; and

WHEREAS, on July 27, 2022, staff mailed courtesy notice to property owners within 300 feet, posted notice to the Utah Public Notice Website and City Website, and posted notice to the property for the Planning Commission and City Council public hearings; and

WHEREAS, on August 10, 2022, the Planning Commission reviewed the proposed Plat Amendment, held a public hearing, and forwarded a positive recommendation to the City Council;

WHEREAS, on September 15, 2022, the City Council reviewed the 51 Daly Avenue Plat Amendment and held a public hearing; and

WHEREAS, the 51 Daly Avenue Plat Amendment is consistent with the Land Management Code § 15-7.1-3(B) and Chapters 15-2.2, and 15-7.

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

SECTION 1. APPROVAL. The 51 Daly Avenue Plat Amendment is approved subject to the following Findings of Facts, Conclusions of Law, and Conditions of Approval:

Findings of Fact

1. The plat is located at 51 Daly Avenue within the Historic Residential (HR-1) District.
2. The 51 Daly Avenue Plat Amendment consists of 22.7 feet of Lot 5 and all of Lot 6 of Block 73.
3. On February 28, 2022, the current owner and applicant submitted an application for a Plat Amendment to combine two existing lots into one legal lot of record containing a total of 4,200 square feet.
4. Staff deemed the Plat Amendment application complete on July 12, 2022.
5. The subject parcel is PC-604 (at 51 Daly Avenue).
6. The HR-1 zone requires a minimum lot area of 1,875 square feet for a single-family dwelling. The proposed lot area meets the minimum lot area for a single-family dwelling. The Use of the current structure on the lots is Single Family Dwelling.
7. The minimum lot width allowed in the district is twenty-five feet (25'). The proposed combined lot width is 44.2'. The lot depth is 100'.
8. The minimum side yard setbacks for a 44.2' wide lot is 5 feet. On July 12, 2022, the Board of Adjustment approved a variance from the south side setback from 5 feet to 3.35 feet.

9. The minimum front and rear setbacks for 100' deep lot are 12' and 13' for a total of 25'. On July 12, 2022, the Board of Adjustment approved a variance from the front setback, allowing an existing non-compliant deck to encroach into the setback.
10. The maximum building height for the HR-1 zone is 27'. The current structure is 33'. On July 12, 2022, the Board of Adjustment approved a six foot variance to the height.
11. There are no existing encroachments on the affected parcels.
12. The proposed lot area of 4,420 square feet is a compatible lot combination as the entire Historic Residential-1 District has an abundance of sites with the same or similar dimensions and lot area.
13. The existing Single-Family Dwelling has a footprint of 1,370 square feet.
14. The Board of Adjustments approved a Condition of Approval limiting the building footprint to 1658.53 square feet. The square footage of the lot was previously miscalculated, and therefore, the maximum footprint allowed in the HR-1 zone is 1724 square feet for the proposed lot.
15. As conditioned, the proposed plat amendment does not create any new non-complying or non-conforming situations.

Conclusions of Law

1. There is Good Cause for this Plat Amendment because the combination of the two lots brings a non-complying duplex into compliance as a Single-Family Dwelling, and the structure may be updated and improved.
2. The Plat Amendment is consistent with the Land Management Code.
3. Neither the public nor any person will be materially injured by the proposed plat amendment.
4. Approval of the Plat Amendment, subject to the conditions stated below, does not adversely affect the health, safety, and welfare of the citizens of Park City.

Conditions of Approval

1. The City Planner, City Attorney's Office, and City Engineer will review and approve the final form and content of the plat for compliance with State law, the Land Management Code, and the Conditions of Approval, prior to recordation of the plat.
2. The applicant will record the plat amendment at the County within one year from the date of City Council approval. If recordation has not occurred within one year's time, this approval for the plat will be void, unless a complete application requesting an extension is made in writing prior to the expiration date and an extension is granted by the City Council.
3. No building permit for any work shall be issued until the plat is recorded and until the Historic District Design Review, if required, application is submitted and approved.
4. The property is not located within the Park City Soil Ordinance Boundary and therefore it is not regulated by the City for mine-related impacts. However, if the property owner encounters mine waste or mine waste impacted soils, they must handle the material in accordance with State and Federal law.
5. New construction must comply with Setbacks and Conditions of Approval set by the Board of Adjustment on July 12, 2022 (PL-22-05280).

6. Any construction impacting the exterior of the structure on the property requires a Historic District Design Review through the Planning Department.
7. City Engineer review and approval of all lot grading, utility installations, public improvements, and drainage plans for compliance with City standards for new construction is a condition precedent to building permit issuance.
8. No remnant partial lot resulting from this approval is separately developable without a plat amendment in conformance with applicable zoning at the time of application.
9. A plat note shall indicate that the property is approved for a Single-Family Dwelling and conversion to a Duplex requires a Conditional Use Permit.

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

PASSED AND ADOPTED this 15th day of September 2022.

PARK CITY MUNICIPAL CORPORATION

Nann Worel, MAYOR

ATTEST:

City Recorder

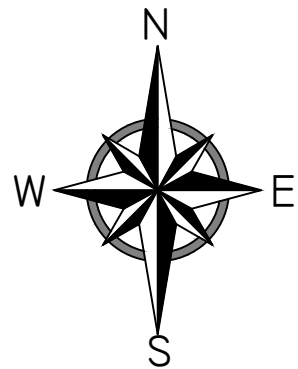
APPROVED AS TO FORM:

City Attorney's Office

Attachment

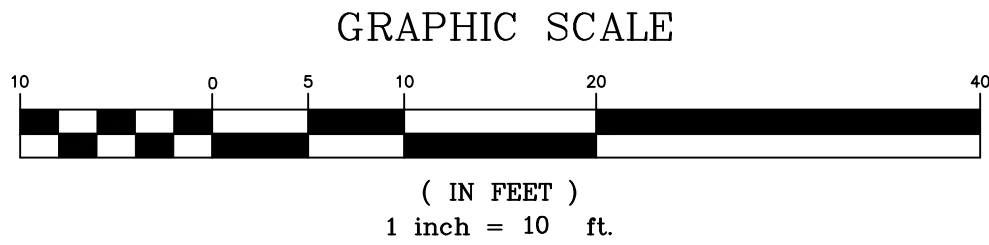
Attachment 1 – 51 Daly Avenue Plat Amendment

SYMBOL LEGEND	
	ADJACENT PROPERTY
	BOUNDARY
	FOUND REBAR WITH CAP



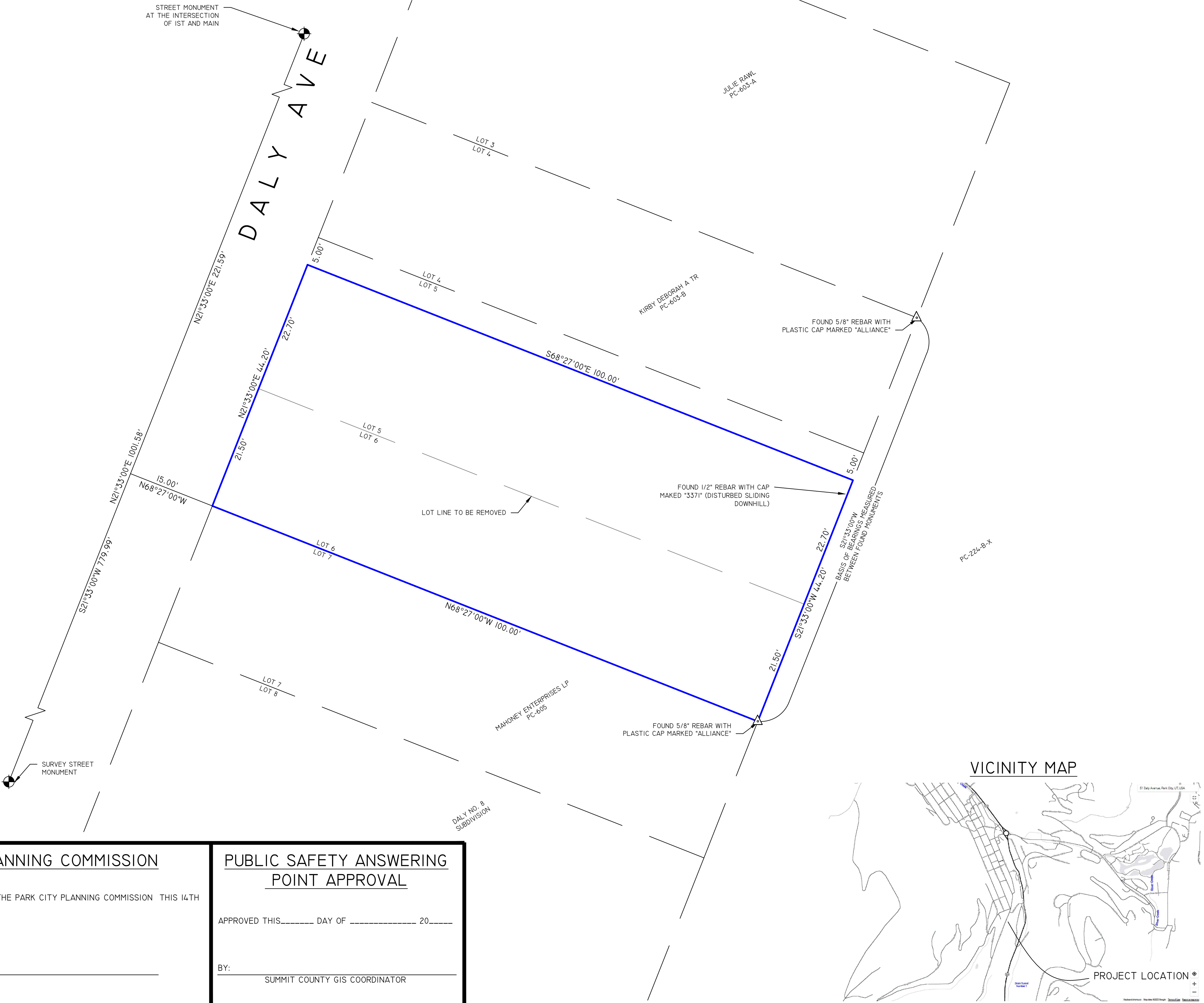
51 DALY PLAT AMENDMENT

A COMBINATION OF LOT 6 AND A PORTION OF LOT 5
LOCATED IN THE NORTHEAST QUARTER OF SECTION 21, TOWNSHIP 2 SOUTH, RANGE 4 EAST,
SALT LAKE BASE AND MERIDIAN, PARK CITY, SUMMIT COUNTY, UTAH.

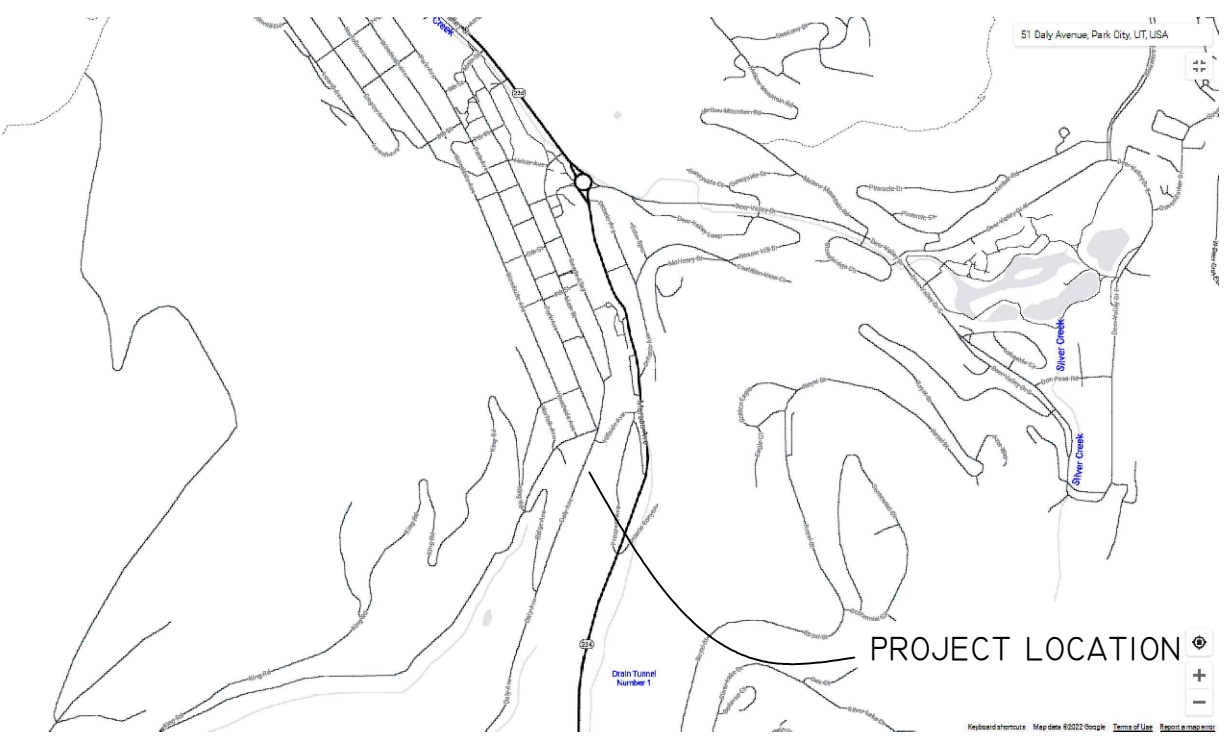


PLAT NOTES:

- I. A HISTORIC DISTRICT DESIGN REVIEW APPLICATION IS REQUIRED FOR ANY NEW CONSTRUCTION PROPOSED AT THE SITE.



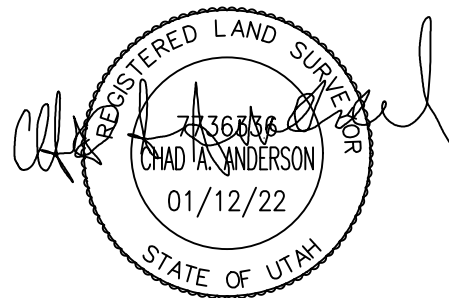
VICINITY MAP



SURVEYOR'S CERTIFICATE

I, CHAD A ANDERSON, DO HEREBY CERTIFY THAT I AM A PROFESSIONAL LAND SURVEYOR AND THAT I HOLD LICENSE NO. 7736336 IN ACCORDANCE WITH TITLE 58, CHAPTER 22, OF THE PROFESSIONAL ENGINEERS AND PROFESSIONAL LAND SURVEYORS LICENSING ACT. I HEREBY CERTIFY THAT I HAVE COMPLETED A SURVEY OF THE PROPERTY DESCRIBED ON THIS PLAT AND DESCRIBED BELOW, AND HAVE SUBDIVIDED SAID TRACT OF LAND INTO 51 DALY PLAT AMENDMENT.

CHAD A ANDERSON DATE



BOUNDARY DESCRIPTION

THE SOUTH 22.7 FEET OF LOT 5 AND ALL OF LOT 6, BLOCK 73, MILLSITE RESERVATION TO PARK CITY, ACCORDING TO THE OFFICIAL PLAT THEREOF ON FILE AND OF RECORD, IN THE OFFICE OF THE SUMMIT COUNTY RECORDER.

CONTAINING 0.10 ACRE

OWNER'S DEDICATION

KNOW ALL MEN BY THESE PRESENTS THAT THE UNDERSIGNED OWNERS OF TRACT OF LAND DESCRIBED HEREON AS 51 DALY PLAT AMENDMENT, HAS CAUSED A SURVEY TO BE MADE AND THIS PLAT TO BE PREPARED, SAID OWNER HEREBY DEDICATES FOR THE PERPETUAL USE OF THE PUBLIC ALL ROADS AND OTHER AREAS AS SHOWN ON THIS PLAT AS INTENDED FOR PUBLIC USE. THE UNDERSIGNED OWNER ALSO HEREBY CONVEYS ANY OTHER EASEMENTS AS SHOWN ON THIS PLAT TO THE PARTIES INDICATED AND FOR THE PURPOSES SHOWN HEREON. I DO HEREBY CERTIFY THAT I HAVE CAUSED THIS PLAT TO BE PREPARED AND I, _____, HEREBY CONSENT TO THE RECORDATION OF THIS PLAT

IN WITNESS WHEREOF THE OWNER HAS SIGNED THIS ____DAY OF _____20____.

BY: NAME TITLE PVH DEVELOPERS LLC

ACKNOWLEDGEMENT

STATE OF _____ BY _____
COUNTY OF _____ S.S. _____
BY _____

ON THE DATE FIRST ABOVE WRITTEN PERSONALLY APPEARED BEFORE ME, _____, WHO, BEING BY ME DULY SWORN, ACKNOWLEDGED TO ME THAT _____ IS THE MANAGER OF PVH DEVELOPERS LLC, A UTAH LIMITED LIABILITY COMPANY, AND THAT THE WITHIN AND FOREGOING INSTRUMENT WAS SIGNED ON BEHALF OF SAID COMPANY BY AUTHORITY OF ITS ARTICLES OF ORGANIZATION, AND SAID _____ ACKNOWLEDGED TO ME THAT SAID COMPANY EXECUTED THE SAME.

MY COMMISSION EXPIRES _____ NOTARY PUBLIC (SEE SEAL BELOW)

51 DALY PLAT AMENDMENT

AN COMBINATION OF LOT 6 AND A PORTION OF LOT 5
LOCATED IN THE NORTHEAST QUARTER OF SECTION 21, TOWNSHIP 2 SOUTH, RANGE 4 EAST,
SALT LAKE BASE AND MERIDIAN, PARK CITY, SUMMIT COUNTY, UTAH.

RECORDED

ENTRY NO. _____

STATE OF UTAH COUNTY OF SUMMIT

DATE _____ TIME _____

RECORDED AND FILED AT THE REQUEST OF:

FEE: _____

COUNTY RECORDER

PREPARED BY

ELEMENT
LAND SURVEYING

2296 SOUTH 270 EAST, HEBER CITY, UT 84032
801 - 592 - 5975 & 801 - 657 - 8748

PLANNING COMMISSION

RECOMMENDED BY THE PARK CITY PLANNING COMMISSION THIS 14TH
DAY OF APRIL 2021

BY: _____
CHAIR

PUBLIC SAFETY ANSWERING POINT APPROVAL

APPROVED THIS _____ DAY OF _____ 20 ____

BY: _____
SUMMIT COUNTY GIS COORDINATOR

CITY ENGINEER

I FIND THIS PLAT TO BE IN CONFORMANCE WITH INFORMATION ON
FILE IN MY OFFICE THIS _____ DAY OF _____
20 ____

PARK CITY ENGINEER

APPROVAL AS TO FORM

APPROVED AS TO FORM ON THIS _____ DAY OF
_____ 20 ____

PARK CITY ATTORNEY

CERTIFICATE OF ATTEST

I CERTIFY THIS PLAT MAP WAS APPROVED BY THE PARK CITY COUNCIL THIS
_____ DAY OF _____ 20 ____

PARK CITY RECORDER

COUNCIL APPROVAL AND ACCEPTANCE

APPROVED AND ACCEPTANCE ON THIS 29TH DAY OF APRIL, 2021 BY THE PARK CITY
COUNCIL

MAYOR

SNYDERVILLE BASIN WATER RECLAMATION DISTRICT

REVIEWED FOR CONFORMANCE TO SNYDERVILLE BASIN
WATER RECLAMATION DISTRICT STANDARDS ON
THIS _____ DAY OF _____ 20 ____

SNYDERVILLE BASIN WATER RECLAMATION DISTRICT

Board of Adjustment Staff Report



Subject: 51 Daly Avenue
Application: PL-22-05280
Author: Lillian Lederer, Planner I
Date: July 12, 2022
Type of Item: Variance- Administrative

Recommendation

Staff recommends that the Board of Adjustment (I) review the proposed application; (II) conduct a public hearing; and (III) consider approving the Applicant's request for Variances from the:

1. Front Setback - an exception granting the front porch to encroach 3.65 feet in the front Setback;
2. Side Setback - an exception granting the south side of the structure to encroach 1.65 feet into the side Setback;
3. Building Height - an exception granting the maximum Building Height by six feet,

pursuant to Land Management Code [Section 15-10-8](#) based on the Draft Findings of Fact, Conclusions of Law, and Conditions of Approval (Exhibit A).

Description

Applicant: Patrick Van Horn
Location: 51 Daly Avenue
Zoning District: Historic Residential (HR-1)
Adjacent Land Uses: Residential
Reason for Review: Variances require Board of Adjustment approval¹

LMC Land Management Code
HR-1 Historic Residential – 1

Terms that are capitalized as proper nouns throughout this staff report are defined in LMC § [15-15-1](#).

Background

The Planning Department received a Variance application for Setbacks and Height on June 8, 2022, for 51 Daly Avenue. The Applicant currently owns both 22.7 feet of Lot 5 and all of Lot 6 of Block 73, which encompass 51 Daly Avenue. 51 Daly Avenue is in the Historic Residential – 1 (HR – 1) Zoning District. The Applicant proposes to combine the Lots into one Lot and convert the right



¹ LMC § [15-1-8](#)

driveway space into living space. The Applicant is proposing to use this structure as a Single-Family Dwelling (see Condition of Approval 8), which is an Allowed Use in the HR – 1 Zoning District.

The image below, provided by the Applicant, shows 51 Daly Avenue, which was historically a Duplex and is now proposed to be used as a Single-Family Dwelling:



51 Daly Avenue is a Single-Family Dwelling that was constructed in 1992. The Historic District Commission reviewed a 1992 Historic District Design Review for new construction, as was then required by the LMC, but no additional renovations were made at that time. The 1992 review, and approved plans, establish that the original structure was a Duplex, which was an Allowed Use under the 1992 Land Management Code. Per the 1992 Land Management Code, a Duplex had a front Setback of ten feet, side Setbacks of five feet, and maximum height of 32 feet. Additionally, there is no historical indication of progression with this structure after that review.

The 1992 plans show a front 10' Setback, and 5' side Setbacks, as required by the 1992 code. The plans also show a 33' tall structure. The current survey, however, shows that the structure was not built according to the approved plans (see Exhibit C).

The images below illustrate the plans approved in 1992, where the structure's setbacks were drawn to be compliant with the 1992 LMC:

LMC.

LMC [§ 15-1-11\(B\)](#) states “[t]he Board of Adjustment must review Applications for Variances. Such approval must be obtained from the Board of Adjustment prior to the issuance of any . . . approval by the Planning Commission or Planning Department. All action on an Application shall be stayed upon the determination that a Board of Adjustment approval is required.” To bring a Subdivision Plat application to the Planning Commission and City Council to establish a Lot to accommodate proposed enclosure of the driveway to convert the area to living space, the Applicant has requested a Variance to the front and south side Setback, and height.

Analysis

(I) The Applicant seeks a Variance from the Historic Residential-1 (HR-1) Zoning District Front Setback, Side Setback, and Building Height Requirements outlined in LMC [§ 15-2.2-3](#).

The Applicant proposes combining Lots 5 and 6 to create one lot for the Single-Family Home. Lot 5 is 22.7 feet wide, and Lot 6 is 21.5 feet wide; the combination of the Lots creates a 44.2-foot-wide Lot. The length of the Lot is 100 feet. If the City Council approves the Lot combination, the proposed Lot will be 4,200 square feet.

The Land Management Code from 1992 (see Exhibit D, pg. 1-2) dictates that for a Duplex in the HR-1 Zoning District, the side Setback was 5’ and the front and rear Setbacks were 10’ each. Therefore, the existing structure does not fully comply with the 1992 LMC HR-1 Zoning District Setbacks, nor current LMC HR-1 Zoning District Setbacks.

[LMC § 15-2.2-3\(G\)\(3\)](#) states, “the Front Setback must be open and free of any Structure except: decks... not more than ten feet (10’) wide and projecting not more than three feet (3’) into the Front Setback. The existing deck in the front façade is 34 feet long, of which, approximately 24 feet protrudes into the front Setback by 3.65’. The protrusion is .65 feet over current LMC deck exceptions in the front Setback, and 14 feet longer than allowed for an exception. Decks were not an exception in the front Setback under the 1992 LMC (see Exhibit E, pg. 3) and the deck is not compliant with either LMC.

The south side of the structure encroaches into the side Setback by 2.65’, which is not compliant with the 1992 LMC, nor with the current [LMC § 15-2.2-3\(I\)](#), which requires a side Setback of 5 feet.

According to the 1992 LMC (Exhibit E, pg. 4), the maximum height for the HR-1 Zoning District was 28’, with up to 5’ extension of a gable or similar pitched roof. The existing structure has a gable roof and is 33’ which is not compliant with the 1992 LMC, nor with the current [LMC § 15-2.2-5](#).

The table below illustrates the requirements of the LMC in the HR-1 Zoning District in 1992 and the current code:

Zoning Requirement	1992 LMC Analysis	2022 LMC Analysis
Minimum Lot Size	Required- 3750 sf (for Duplex) Complies- 4200 sf (No Variance requested)	Required- 1875 sf (for Single Family Dwelling) Complies- 4200 sf (No Variance requested)
Lot Width	Required- 25' Complies- 44.2' (No Variance requested)	Required- 25' Complies- 44.2' (No Variance requested)
Maximum Building Footprint- Determined by (LOT AREA/2) x 0.9 ^{AREA/1875}	Did not exist (No Variance requested)	(4200/2) x 0.9^{4200/1875} 2100 x 0.9^{2.24} 2100 x .789774707104278 1658.526884918983 = 1658.53 sf allowed Complies- 1370 sf existing (No Variance requested)
Minimum Front and Rear Setback	Minimum Front and Rear Setback - 10' each Front Setback: Not Compliant- 7.35' The Duplex is compliant with the 1992 10' Setback; however, 24.7' of the front deck extends into the front Setback by 3.65'. Per the LMC decks are an exception to the front Setback that are "...not more than ten feet (10') wide and projecting not more than three feet (3') into the Front Setback." The deck projects into the front Setback by 3.65' and is more than 10' wide and is therefore non-complying. (Variance requested) Rear Setback: Complies- 13' (No Variance requested)	Minimum Front and Rear Setback- 12'/13' for a total of 25' Front Setback: Not Compliant- 7.35' The Single-Family Dwelling is compliant with the 12' Setback. However, of the 34' front deck, 24.7' of the deck extends into the front Setback by 3.65' (~90 sf). Per the LMC § 15-2.2-3(G), decks are an exception to the front Setback that are "...not more than ten feet (10') wide and projecting not more than three feet (3') into the Front Setback." The deck projects into the front Setback by 3.65' and is more than 10' wide and is therefore non-complying. (Variance requested) Rear Setback: Complies- 13' (No Variance requested)
Minimum Side Setbacks	Minimum Side Setbacks- 5' each (for Duplex) North side Setback: Complies- 5'	Minimum Side Setbacks- 5' each (for Single Family Dwelling) North side Setback:

	(No Variance requested) South side Setback: Not Compliant- 3.35' (Variance requested)	Complies- 5' (No Variance requested) South side Setback: Not Compliant- 3.35' (Variance requested)
Maximum Building Height	Maximum Building Height- 27' However, "The ridge of a gable, hip, gambrel, or similarly pitched roof may extend up to five feet about the specified maximum height limit for the zone." Not Compliant- 33' Structure is one foot above the compliance of height requirements (over 5' above the maximum Building Height for the zone)	Maximum Building Height- 27' Not Compliant- 33' Structure is six feet above the compliance of height requirements, as roofs height is not an exception to Building Height (over 5' above the maximum Building Height for the zone)

The Applicant is therefore requesting Variances from the Front Setback, Side Setback, and Building Height as follows:

- The deck: allowing it as exception in the Front Setback. This is under the condition that no other structures are allowed to be built out to the front Setback (see Condition of Approval 2).
- The south Side Setback: the Applicant is requesting the entire side Setback to be reduced from five feet to 3.35' (see Condition of Approval 3).
- The maximum Building Height: allowing the structure to remain 33' tall. This is under the condition that no other structures are allowed to be built above existing height requirements (see Condition of Approval 4).

Regarding the south Side Setback, the Applicant is requesting that the Variance be applied to the entire side, and not just the existing structure, to be able to add additional square footage on that side of the structure. The Applicant would request that Condition of Approval 3 be removed to allow for this construction.

There are no existing encroachments on the property, and the proposed Variances do not create necessary encroachments on adjacent properties.

(II) The proposal complies with the Variance criteria outlined in LMC [§ 15-10-8\(C\)](#).

In order to grant the requested Variances to the Front and Rear Setbacks, and to the Building Height, the Board of Adjustment must find that all five (5) criteria outlined in LMC [§ 15-10-8](#) are met. The applicant bears the burden of proving that all the conditions justifying a Variance have been met (see Exhibit B for the Applicant's Narrative).

In determining whether or not enforcement of the Zoning Ordinance would cause unreasonable hardship under LMC Section [15-10-9\(C\)\(1\)](#), the Board of Adjustment may not find an unreasonable hardship unless the alleged hardship is located on or associated with the Property for which the Variance is sought and comes from circumstances peculiar to the Property, not from conditions that are general to the neighborhood. In determining whether or not the enforcement of the LMC would cause unreasonable hardship, the Board may not find an unreasonable hardship if the hardship is self-imposed or economic.

The Applicant seeks Variances from the Side and Front Setbacks and Building Height to convert a portion of parking area into living area. Without the Board's approval, no Subdivision Plat can be approved, and no structural improvements may be made to the non-complying Structure.

Per [LMC § 15-10-8](#), "the Applicant shall bear the burden of proving that all of the conditions justifying a variance have been met." The Applicant's analysis is found below:

Variance Review Criteria	Analysis of Proposal
1. Literal enforcement of the Land Management Code would cause an unreasonable hardship for the Applicant that is not necessary to carry out the general purpose of the Land Management Code;	<u>Applicant's Statement:</u> The house was built in the 1990s, moving the entire house would be a very big hardship to be in compliance with today's codes. It would be unreasonable to move the house for a few feet in my opinion. It is unreasonable to require me to build within current Setbacks because my existing house was built incorrectly so long ago. It would not be a burden to anyone and would be granting me my right as a property owner.
2. There are special circumstances attached to the Property that do not generally apply to other Properties in the same zone;	<u>Applicant's Statement:</u> Because the house has been in the same spot for so many years with no issues, I do not see any issues going forward with current location. In addition to that, requiring me to build within the current set back would make the house look very odd and have walls that would not look uniform to the neighborhood. I simply want to close in my driveway on the right side of the house and make the house uniform on both sides (symmetrical). This would improve the look and neighborhood feel.
3. Granting the variance is essential to the enjoyment of a substantial Property right possessed by other Property in the same zone;	<u>Applicant's Statement:</u> I am unable to enjoy my house to the fullest because the current house is not within the Setbacks. And I cannot add onto my house. I want to be able to continue the footprint of the house and close in my garage, I would not be extending any walls beyond

	current footprint/driveway. It is unreasonable to require me to build within current Setbacks because my existing house was built incorrectly so long ago. Granting this Variance would be essential in updating the house to current finishes. The house has been in disrepair for some time, so letting me clean it up and make it nice would be a great thing for myself and the entire neighborhood.
4. The variance will not substantially affect the General Plan and will not be contrary to the public interest; and	<u>Applicant's Statement:</u> The Variance would not hurt the general plan. By fixing the exterior and keeping up with maintenance, it would improve the neighborhood. My house would fit in great with the rest of the neighborhood. I would stay within the allowable footprint, and follow the rest of the codes within Park City.
5. The spirit of the Land Management Code is observed and substantial justice done.	<u>Applicant's Statement:</u> When the house was built, it was apparently built in the wrong spot given the Setbacks. I would just need this Variance to be granted and the rest of my work would all be within current Land Management Code.

Staff finds the request for Variance to the side Setback, front Setback, and Building Height for the current structure reasonable and consistent with the conditions required.

The existing Single-Family Dwelling straddles two Lots. To modify structural elements of the Single-Family Dwelling, the property owner must apply for a Subdivision to combine the Lots. The Subdivision Application cannot be approved unless the Variances are granted.

Staff finds that the spirit of the Land Management Code is observed, and substantial justice is done. Granting the Variances will permit the owner to become more compliant with the current requirements of the Land Management Code, to record a Subdivision Plat, and then make improvements to their property. All other LMC-related site and lot criteria, including the other Setbacks, footprint, parking, design, uses, etc. will be met.

(III) The Development Review Committee reviewed the proposal on May 17, 2022, and did not identify any issues.

Department Review

The Development Review Committee, Planning, Engineering, Public Utilities, and Legal Departments reviewed this application.

Notice

Staff published notice on the City's website and posted notice to the property on June 28, 2022. Staff published notice on the Utah Public Notice website on June 28, 2022.

Staff mailed courtesy notice to property owners within 300 feet on June 28, 2022. The *Park Record* published notice on June 28, 2022².

Public Input

Staff received inquiries regarding the project, but did not receive any public input at the time this report was published.

Alternatives

- The Board of Adjustment may grant the Variances requested according to the Findings of Fact, Conclusions of Law, and Conditions of Approval (Exhibit A) and/or as amended; or
- The Board of Adjustment may deny the Variances requested and direct staff to make findings of fact to support this decision; or
- The Board of Adjustment may continue the discussion and request additional information on specific items.

Exhibits

Exhibit A: Draft Final Action Letter

Exhibit B: Applicant's Variance Narrative

Exhibit C: Site Plans and Survey

Exhibit D: 1992 LMC HR-1 Zone

Exhibit E: 1992 LMC Exceptions

² LMC [§ 15-1-21](#).



July 12, 2022

Patrick Van Horn
PO Box 681084
Park City, UT 84068
(920) 912-7277; patrick@vanhornre.com

NOTICE OF BOARD OF ADJUSTMENTS ACTION

Description

Address:	51 Daly Avenue
Zoning District:	Historic Residential – 1 (HR-1)
Application:	Variance
Project Number:	PL-22-05280
Action:	Approved with Conditions
Date of Final Action:	July 12, 2022
Project Summary:	A request for Variances from the Front and South Side Setback pursuant to Section 15-2.2-3, and from Maximum Building Height pursuant to Section 15-2.2-4 in order to record a Subdivision Plat of the 51 Daly Avenue site.

Action Taken

On July 12, 2022, the Board of Adjustments conducted a public hearing and approved the Variances to the existing Single-Family Dwelling according to the following Findings of Fact, Conclusions of Law, and Conditions of Approval.

Findings of Fact

1. The property is located at 51 Daly Avenue in the Historic Residential-1 (HR-1) Zoning District.
2. The HR-1 zone is characterized by historic and contemporary homes on one (1) to two (2) lot combinations.
3. The structure on the site was built as a Duplex in 1992, but currently is a Single-Family Dwelling.
4. The Single-Family Dwelling resides on two lots. Lot 5 is 22.7 feet and Lot 6 is 21.5 feet, for a total width of 44.2 feet.
5. The property consists of 4,200 square feet.
6. There is an existing ~1,370 square foot non-historic Single-Family Dwelling on the property.
7. The current structure is 33', which is not compliant with the 1992 LMC or current LMC.
8. The Applicant is requesting a Variance to LMC § 15-2.2-4, to allow the structure to remain at six feet above zone height.

9. The current LMC requires a 12' Front Setback if the Rear Setback is 13'.
10. The existing house has a rear Setback of 13' and is compliant with the LMC.
11. The existing house is set back from the front property line by 10', which was compliant with the 1992 LMC.
12. Approximately 24' of the Deck on the front façade extends 3.65' into the front Setback, which was not compliant with the 1992 LMC.
13. The Applicant is requesting a Variance to LMC § 15-2.2-3(G) to reduce the current required 12' front yard Setback to 7.35'.
14. The current LMC requires a 5' Side Setback for Lots with widths up to 50'.
15. The north side of the structure is compliant with the required side Setback in the LMC.
16. The south side of the structure encroaches into the side Setback by 2.65'.
17. The Applicant is requesting a Variance to LMC § 15-2.2-3(I) to reduce the required 5' South Side Setback to 3.35'.
18. Literal enforcement of the LMC would cause an unreasonable hardship for the Applicant that is not necessary to carry out the general purpose of the LMC as there are circumstances specific to this property that are unique and are not conditions general to the neighborhood. Recording old town lots on Plats is a usual and encouraged practice by the City. Without the Variances, the Owner cannot record a Plat. (Criteria 1)
19. There are special circumstances attached to this property that do not generally apply to other Properties in the same zone. Without granting the Variances, the Owner cannot record a Plat and cannot make external changes to their Single-Family Dwelling. (Criteria 2)
20. Granting the Variances are essential to the enjoyment of a substantial property right possessed by other property in the same zone. Granting the Variances allows the property owner to record a Plat, to make external changes to their Dwelling, and fully enjoy their property rights. (Criteria 3)
21. The Variances will not substantially affect the General Plan and will not be contrary to public interest. The proposal is compliant with Goals 1, 7, and 14 of the General Plan. (Criteria 4)
22. The spirit of the Land Management Code is observed, and substantial justice is done. Granting the Variances will allow the applicant to record a Plat and expand their home within the allowed Building Footprint of HR-1 Zone Requirement's. (Criteria 5)
23. All other LMC related site and lot criteria, including the other Setbacks, footprint, parking, Uses, etc. will be met.

Conclusions of Law

1. Literal enforcement of the HR-1 District requirements for this property causes an unreasonable hardship that is not necessary to carry out the general purpose of the zoning ordinance.
2. There are special circumstances attached to the property that do not generally apply to other properties in the same district.
3. Granting the Variances is essential to the enjoyment of a substantial property right possessed by other property in the same zone.

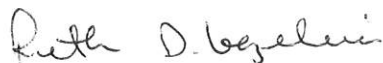
4. The proposal is consistent with the General Plan.
5. The spirit of the zoning ordinance is observed by this application.

Condition of Approval

1. The Variances are limited to the existing Single-Family Dwelling as built, and indicated on the plans submitted with this application dated June 30, 2022, unless otherwise approved with an HDDR approval.
2. Aside from the existing deck, no other structures allowed in the front Setback. Front Setback Exceptions found in LMC § 15-2.2-3(G) are only allowed under the required zone Setback of 12'. Modification to the front deck, aside from structural repairs, is not allowed, or the owner is required to bring the deck into compliance with current LMC.
3. Subject to approval of an HDDR, the Applicant may construct additional square footage that follows the existing structure, adjacent to the south property line, not to exceed the approved variance south side setback of 3.35 feet. The Applicant shall not exceed the maximum allowed building footprint of 1658.53 square feet.
4. The June 20, 2022, plans do not modify the current height of 33', and any future changes made to the structure must comply with zone height pursuant to LMC § 15-2.2-5.
5. The Applicant shall record a Subdivision Plat for 51 Daly Avenue prior to the issuance of a building permit for any new construction. If a plat amendment is denied, this application shall be void and the structure shall remain regulated by the LMC § 15-9-6 re: non-complying structures.
6. The occupancy/single family use following the new construction must be compliant with Off-Street parking regulations found in LMC § 15-3-6.
7. The Applicant will need to submit an HDDR application for the proposed design to the Planning Department for review for compliance with the Design Guidelines for Historic Districts and Historic Sites prior to the issuance of a building permit for the new construction.
8. The Use of this structure shall be limited to Single-Family Dwelling.
9. Any new construction must be compliant with the current LMC.

If you have questions or concerns regarding this Final Action Letter, please call 435-615-5068 or email lillian.lederer@parkcity.org

Sincerely,



Ruth Gezelius
Board of Adjustments, Chair

CC: Lillian Lederer, Planner I

REMODEL FOR:

VAN HORNE

GENERAL NOTES

THE GENERAL CONTRACTOR ASSUMES FULL RESPONSIBILITY TO VERIFY THE CONDITIONS, DIMENSIONS, AND STRUCTURAL DETAILS OF THE BUILDING. THE CONTRACTOR ASSUMES FULL LIABILITY FOR ANY PROBLEMS THAT MAY ARISE DUE TO POSSIBLE ERRORS ON THESE PLANS. USE OF THESE PLANS CONSTITUTES COMPLIANCE WITH THE ABOVE TERMS.

WORKMANSHIP THROUGHOUT SHALL BE OF THE BEST QUALITY OF THE TRADE INVOLVED AND THE GENERAL CONTRACTOR SHALL COORDINATE THE WORK OF THE VARIOUS TRADES TO EXPEDITE THE JOB IN A SMOOTH AND CONTINUOUS PROCESS.

ALL CONSTRUCTION SHALL BE IN ACCORDANCE TO THE 2015 IRC.

UNLESS OTHERWISE NOTED, ALL DETAILS, SECTIONS AND NOTES SHOWN ON THE CONTRACT DRAWINGS ARE INTENDED TO BE TYPICAL AND SHALL APPLY TO SIMILAR CONDITIONS ELSEWHERE.

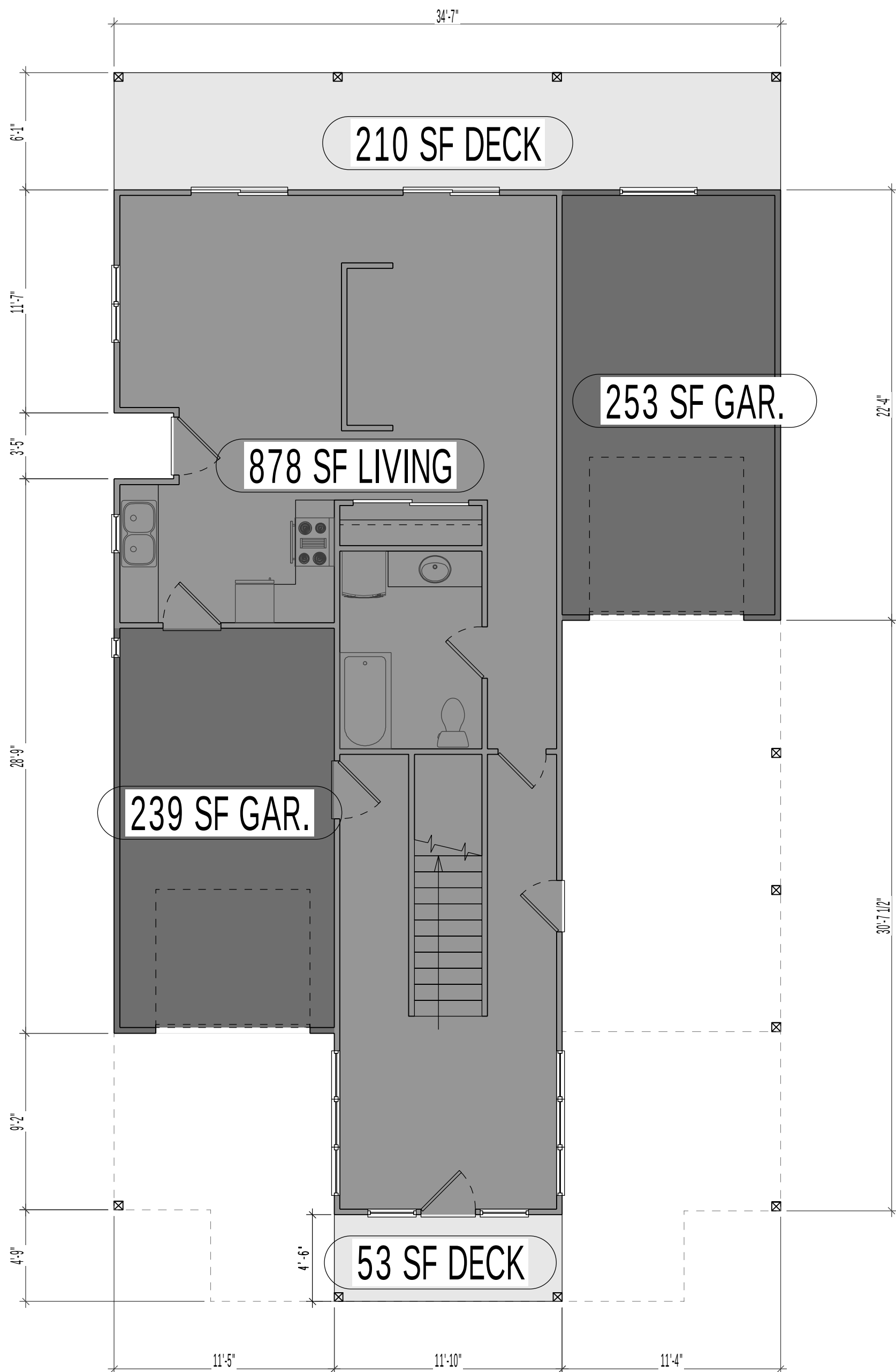
ALL OMISSIONS OR CONFLICTS BETWEEN THE VARIOUS ELEMENTS OF THE CONTRACT DRAWINGS AND/OR SPECIFICATIONS SHALL BE BROUGHT TO THE ATTENTION OF THE DESIGNER BEFORE PROCEEDING WITH ANY WORK. NOTE THAT ALL WRITTEN DIMENSIONS TAKE PRECEDENCE OVER SCALE. THE GREATEST EFFORT HAS BEEN MADE TO DRAW THESE PLANS WITHOUT ERROR (HOWEVER) THERE IS NO GUARANTEE THAT THESE PLANS ARE WITHOUT ERROR. THE DESIGNER & DRAFTSMAN ARE TO BE HELD HARMLESS OF ANY FINANCIAL LIABILITY RESULTING FROM ERRORS IN THESE PLANS. ANY ONE USING THESE PLANS FOR CONSTRUCTION OF BUILDING ACCEPTS FULL RESPONSIBILITY. REVIEW PLANS CAREFULLY AND NOTIFY DESIGNER OF ANY DISCREPENCIES.

THE GENERAL CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF AND THE SAFETY IN AND AROUND THE JOB SITE AND OF ADJACENT PROPERTIES.

THE GENERAL CONTRACTOR AND/OR OWNER SHALL KEEP LOADS ON THE STRUCTURE WITHIN THE LIMITS OF THE DESIGN BOTH DURING AND AFTER CONSTRUCTION.

COMPLIANCE WITH CODES AND ORDINANCES GOVERNING THE WORK SHALL BE MADE AND ENFORCED BY THE GENERAL CONTRACTOR.

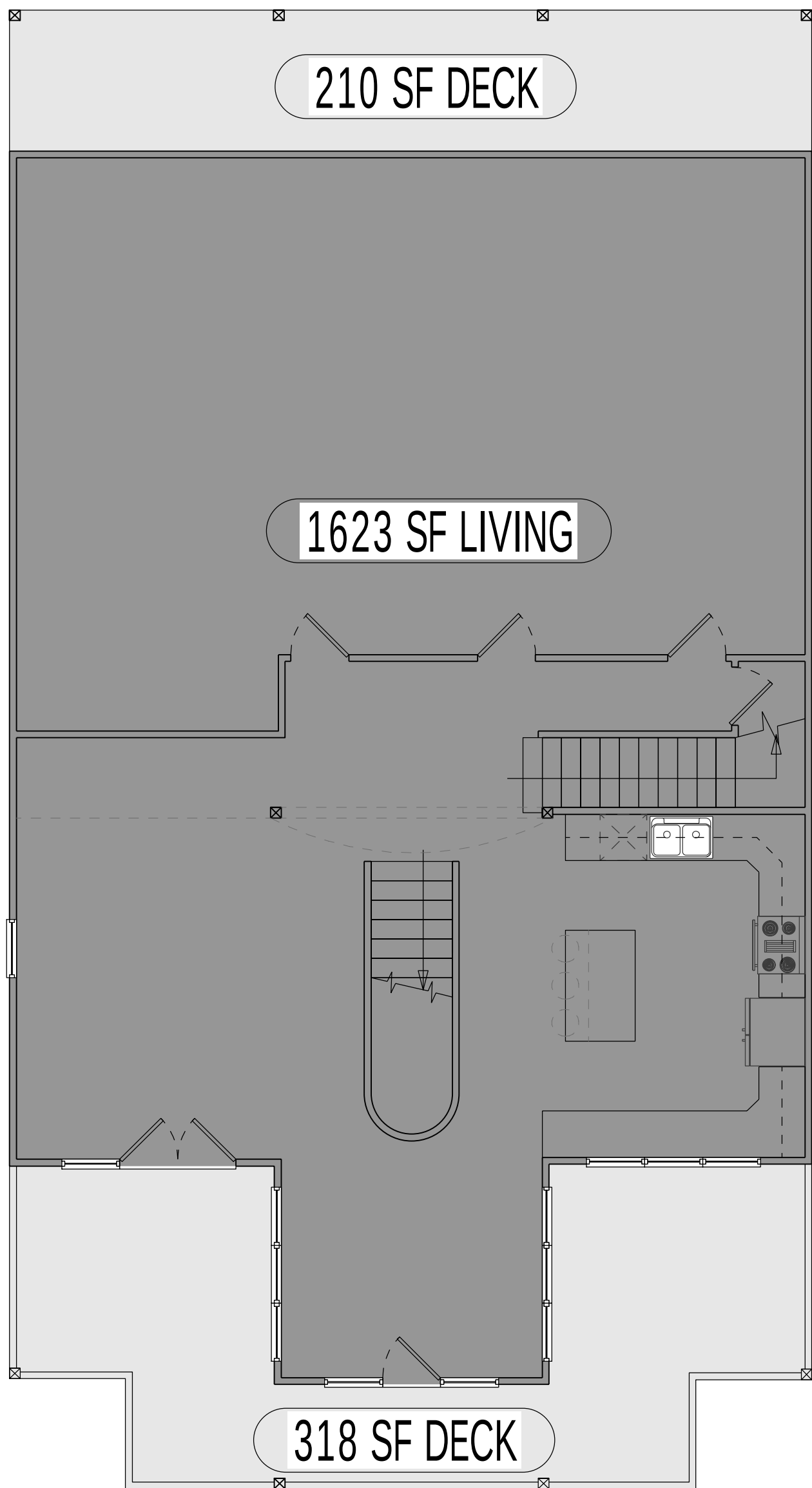
MANUFACTURER'S SPECIFICATIONS FOR INSTALLATION OF MATERIALS SHALL BE FOLLOWED.



EXISTING MAIN FLOOR PLAN

Scale: 3/16" = 1'

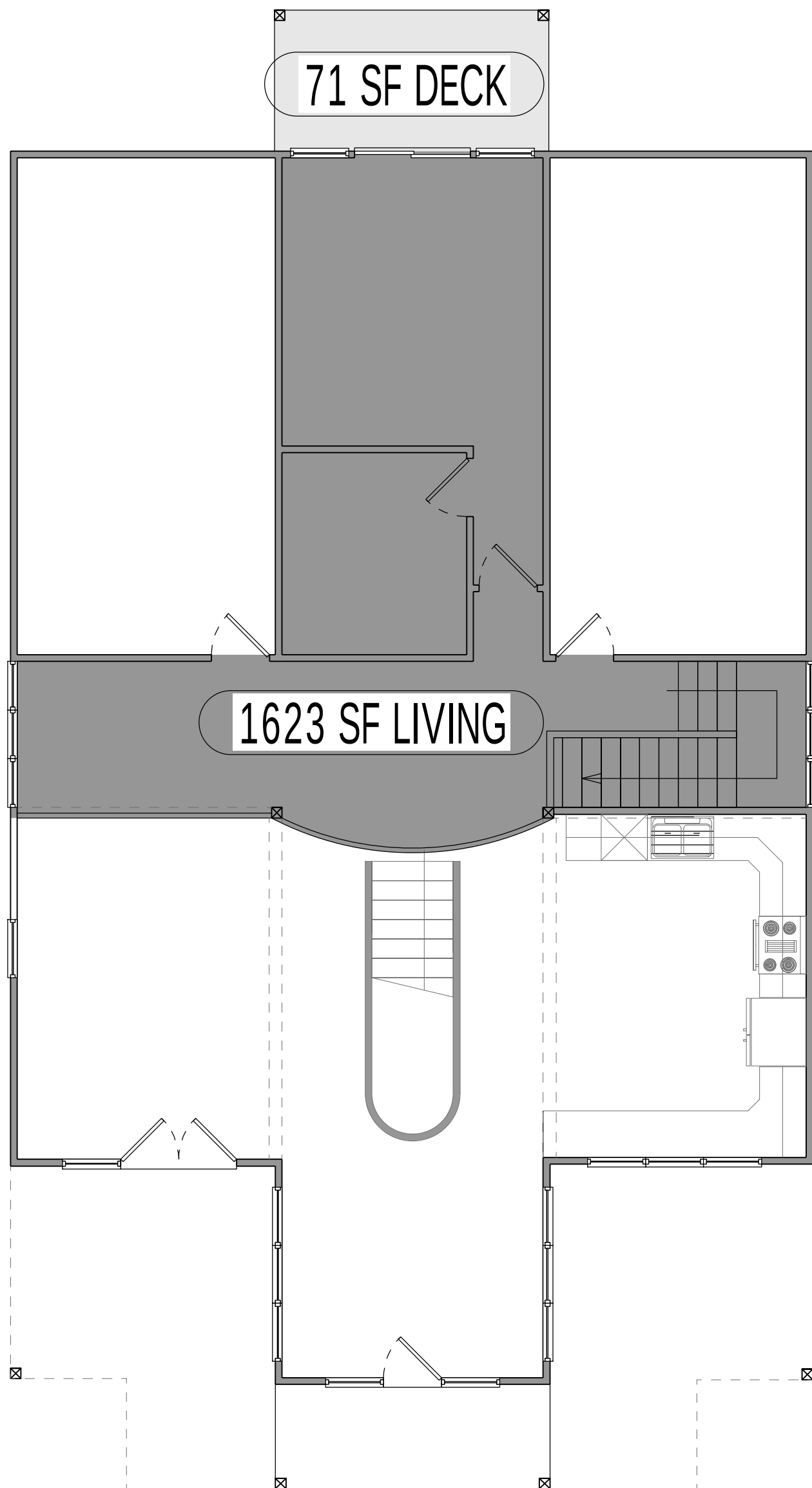
878 SQFT
492 SQFT GARAGE



EXISTING UPPER FLOOR PLAN

Scale: 3/16" = 1'

1623 SQFT



EXISTING LOFT FLOOR PLAN

Scale: 3/16" = 1'

510 SQFT

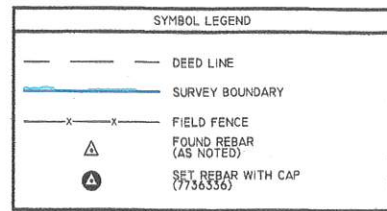


REMODEL FOR:
VAN HORNE

51 DALY AVE. PARK CITY, UTAH

220512

A2.0



I, CHAD A. ANDERSON, DO HEREBY CERTIFY THAT I AM A PROFESSIONAL LAND SURVEYOR AND THAT I HOLD CERTIFICATE NO. 7736336, AS PRESCRIBED UNDER THE LAWS OF THE STATE OF UTAH. I HEREBY CERTIFY THAT I HAVE MADE A SURVEY OF THE HEREON DESCRIBED PARCEL AND THAT THIS PLAT IS A TRUE AND CORRECT REPRESENTATION OF SAID SURVEY.

CHAD A. ANDERSON - PLS _____ DATE _____



THE PURPOSE OF THIS SURVEY IS TO PROVIDE AN EXISTING CONDITIONS SURVEY TO AID IN THE FUTURE PLAT AMENDMENT. SURVEY WAS PERFORMED IN JANUARY OF 2022. AT THE TIME OF THE SURVEY THE SITE WAS COVERED IN 1-2 FEET OF SNOW. EFFORTS WERE MADE TO GATHER ALL PERTINENT INFORMATION, BUT DUE TO TO CONDITIONS, SOME ITEMS MAY HAVE BEEN MISSED.

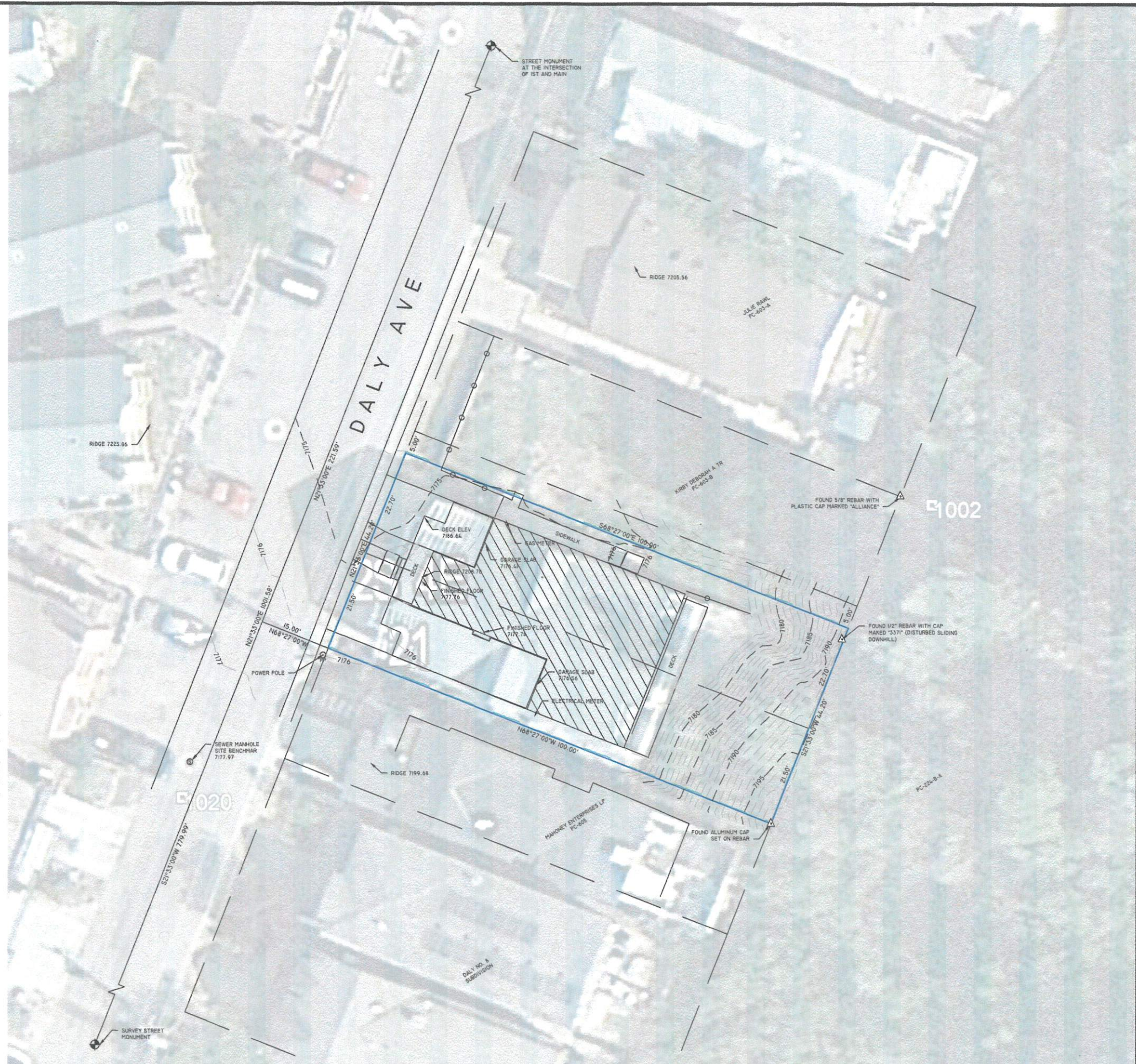
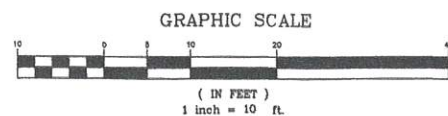
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THE SOUTH 22.7 FEET OF LOT 5 AND ALL OF LOT 6, BLOCK 73, MILLSITE RESERVATION TO PARK CITY, ACCORDING TO THE OFFICIAL PLAT THEREOF ON FILE AND OF RECORD, IN THE OFFICE OF THE SUMMIT COUNTY RECORDER.

BASIS OF BEARINGS: N21°33'00"E BETWEEN MONUMENTS IN DALY AVE. PER SURVEY NO.679973 AS SHOWN HEREON.

PROJECT LOCATION

Scale 1:10,000



EXISTING CONDITIONS SURVEY

SUMMIT COUNTY
IN THE NE 1/4 OF SEC 21, T2S, R4E, SLB&M

RICH CLIFTEN

DALY AVE
PARK CITY

PREPARED FOR:

21-12/447

PROJECT:

1 OF 1

 **ELEMENT**
LAND SURVEYING
WWW.ELEMENTSURVEYING.COM 2236 SOUTH 270 EAST, HEBER CITY, UT 84032
801-592-5975 & 801-657-3748

Council Agenda Item Report

Meeting Date: September 15, 2022

Submitted by: Michelle Kellogg

Submitting Department: Community Development

Item Type: Staff Report

Agenda Section: NEW BUSINESS

Subject:

Consideration to Purchase 1835 Three Kings Drive, #25-1, for \$295,609, in a Form Approved by the City Attorney's Office, Make Repairs, and Re-Sale to a Qualified Household
(A) Public Input (B) Action

Suggested Action:

Attachments:

[Purchase of Silver Star #25-1 Staff Report](#)

[Exhibit A: Letter Regarding SSP 25-1 Repairs & Purchase](#)

[Exhibit B: MRP for 1835 Three Kings 25-1 Howard](#)

City Council Staff Report

Subject: Purchase of Silver Star Deed Restricted Unit
Author: Rhoda Stauffer
Department: Housing
Date: September 15, 2022
Type of Item: Purchase of Real Property

Recommendation

The Housing Team recommends that City Council: 1) exercise the City's option (as per deed restrictions) to purchase 1835 Three Kings Drive, #25-1, for \$295,609, and authorize the City Manager and Mayor to execute all documents in a form approved by the City Attorney's Office; and 2) make necessary repairs and 3) select an option for the sale to a qualified household.

Background

The resale process for deed-restricted properties has changed over the years as the number of owner-occupied units in the program has grown to 202. The Housing Team continues to focus on the program's long-term viability, affordability, and industry best practices. Until 2019, the Housing Team assisted qualified owners in selling their units by sending a notice to an informal list of interested households and leaving it up to the seller to find a qualified buyer. While the Housing Team reviewed and qualified the buyers for each sale, the Housing Team was less directly involved in each sale.

As the City became more directly involved in the development of units and the housing crisis grew, we instituted a fair and transparent system for resale to qualified households. In the Fall of 2019, we launched a public waitlist and formal application [process](#). In the same timeframe, the Housing Team began working with outside counsel specializing in affordable housing law to amend the deed restriction template to ensure they were current with all applicable best practices. Outside counsel advised that recording updated deed restrictions on each property has the most robust legal standing if the City owns the property at the time of recordation.

Thus, in 2019, the City began using its right of first refusal to temporarily buy resales to place amended deed restrictions before selling to a qualified buyer. However, outside legal counsel proposed a more efficient way to achieve the same purpose through "straw sales" at the time of closing. The "straw sale" has been used successfully on 31 properties.

Analysis

In this case, the Housing Team recommends that the City purchase 1835 Three Kings Drive, #25-1. The Executor of the estate notified the Housing Team of intent to sell. Upon inspection, the Housing Team found modifications to the unit – non-compliant with building code.

The Housing Team solicited a bid to make necessary repairs and ensure compliance with building code. The estimated total cost is \$4,520, including the following:

- Remove dishwasher, wooden countertop extension, and above-counter cabinets to return the refrigerator to its original location and access to a GFCI outlet (required by code), and re-install over-refrigerator cabinets (\$1,200).
- Replace the garbage disposal (\$320); and
- Replace the carpet (\$3,000).

The Housing Team provided the Executor of the Estate with two options: make repairs to the City's satisfaction or sell the unit at a reduced price. The City would complete the repairs and re-sell it to a qualified household. The Executor chose to sell the unit to the City at the reduced price. The Maximum Resale Price (MRP) is \$300,129, which results in a purchase price of \$295,609. The City's repair costs qualify as capital improvements, which allow the City to recoup costs in the sale of the unit at the newly calculated MRP.

The Housing Team will utilize EMG Property Management, the company on contract to manage the City's employee housing units to manage the repairs.

Resale

The Housing Team has formulated four options for the resale of the unit once the repairs are completed.

1. Sell at Workforce Wage (WFW) to a City Employee (\$46,905 subsidy).
2. Sell at MRP to a City Employee (no subsidy).
3. Sell at WFW to the next qualified household on the waitlist (\$46,905 subsidy); or
4. Sell at MRP to the next qualified household on the waitlist (no subsidy).

Based on the 2022 Moderate-Income Housing Plan (MIHP), to meet the housing needs of workforce members, pricing should be affordable to 63% of AMI (\$76,416 for a family of three). Silver Star #25-1 is a two-bedroom unit that assumes a three-person household for pricing. While WFW households have the highest need, this will mean the city would be subsidizing the sale. The WFW price is \$241,611, requiring a subsidy of \$46,905 {purchase price (\$295,609) plus repairs (\$4,520) minus sale price (\$241,611)}.

Also, based on the recently adopted MIHP, GOAL III addresses the needs of City employees. Currently, only 11.4% of the city's FTR employees live in Park City. This sale could help meet the objectives of GOAL III and increase the number of employees living in town.

Council also has the option of selling via the waitlist to the next qualified household at WFW or at the MRP of \$300,129 which is affordable to a household of three at 70% of AMI or \$84,861.

Funding

The Affordable Housing capital account will fund the purchase and repair of the unit. Upon sale, the proceeds will be returned to the same account.

Exhibits

- EXHIBIT A: Options letter sent to the Executor of the Estate
- EXHIBIT B: The maximum resale price (MRP) calculated by the city's finance department.



Noah Levine
Executor of the estate of E. Jane Howard
PO Box 1329
Sun Valley, ID 83353
Via email: noah.levine@ubs.com

August 17, 2022

Dear Noah,

I am writing to lay out the revised options regarding the sale of your mother's deed restricted condo, Silver Star 25-1. We have inspected the current condition of the property and determined that repairs are necessary to sell the unit at the maximum resale price (MRP).

Since, in its current location, the refrigerator is not connected via a GFCI outlet which is required by code, modifications must be completed to move it back to its original location. In addition, the carpet is stained and must be replaced, and the garbage disposal doesn't work. The bid we received to complete the work totals to \$4,520.

List of repairs and modifications:

- Remove dish washer, wooden countertop, overhead cabinets to return the refrigerator to its original location, and re-install over-refrigerator cabinets (\$1,200)
- Replace the garbage disposal. (\$320)
- Replace the carpet. (\$3,000)

Please find the MRP calculation attached. MRP is \$300,129 which includes the remaining value in the capital improvements for which you submitted invoices: \$1,954.86.

There are two options:

- You can complete the work to the City's satisfaction and sell for the MRP, or
- The City will exercise the option to purchase the unit for the reduced price of \$295,609 (current MRP less the cost of modifications) and complete the necessary repairs.

The process for exercising the City's option to purchase requires City Council approval. If this is your choice, we would like to present the item at their, September 15, 2022, meeting. Please contact me with any questions or to let me know how you would like to proceed.

I look forward to hearing from you,

RJStauffer

Rhoda Stauffer
Housing Outreach & Compliance Manager

1835 Three Kings Drive #25-1
Calculation of Maximum Resale Value

DATE OF TRANSACTION	AMOUNT	RATE	APPRECIATION AMOUNT
7/22/2013	\$ 227,500.00		
APPRECIATION 7/22/2013 - 7/21/2014	227,500.00	3.00%	\$ 6,825.00
APPRECIATION 7/22/2014 - 7/21/2015	234,325.00	3.00%	\$ 7,029.75
APPRECIATION 7/22/2015 - 7/21/2016	241,354.75	3.00%	\$ 7,240.64
APPRECIATION 7/22/2016 - 7/21/2017	248,595.39	3.00%	\$ 7,457.86
APPRECIATION 7/22/2017 - 7/21/2018	256,053.25	3.00%	\$ 7,681.60
APPRECIATION 7/22/2018 - 7/21/2019	263,734.85	3.00%	\$ 7,912.05
APPRECIATION 7/22/2019 - 7/21/2020	271,646.90	3.00%	\$ 8,149.41
APPRECIATION 7/22/2020 - 7/21/2021	279,796.30	3.00%	\$ 8,393.89
APPRECIATION 7/22/2021 - 7/21/2022	288,190.19	3.00%	\$ 8,645.71
APPRECIATION 7/22/2022 - 9/15/2022	296,835.90	0.45%	\$ 1,338.19
BASED ON 55/365 = .045 OF ANNUAL APPRECIATION			
APPRECIATED VALUE AS OF SEPTEMBER 15, 2022	298,174.09		
REMAINING VALUE OF CAPITAL IMPROVEMENTS	1,954.86		
TOTAL MAXIMUM RESALE VALUE AS OF SEPTEMBER 15, 2022	\$ 300,128.96		

CAPITAL IMPROVEMENTS

\$227,500 x 5% = \$11,375 (maximum Capital Improvements that can be added to MRP)

Depreciated on a straight line basis at the rate of 5% per annum for 10 years commencing one year from date of installation

Vendor and description	Date	Amount	Approved	Depreciation	Remaining Value
Home Depot - Dishwasher	4/7/2014	\$ 479.00	\$ 479.00	\$ 178.35	\$ 300.65
Heber - Park City Appliance - Washer and Dryer Install	4/29/2014	2,079.19	2,079.19	767.88	1,311.31
Home Depot - Cabinets for additional Kitchen storage	5/24/2014	540.75	540.75	197.86	342.89
TOTAL		\$ 3,098.94	\$ 3,098.94	\$ 1,144.08	\$ 1,954.86

Council Agenda Item Report

Meeting Date: September 15, 2022

Submitted by: Michelle Kellogg

Submitting Department: Sustainability

Item Type: Ordinance

Agenda Section: NEW BUSINESS

Subject:

Consideration to Approve Ordinance 2022-36, an Ordinance Amending Title 4a - Special Events, Chapter 1 Definitions; and Chapter 2 Special Event Permitting; of the Municipal Code of Park City, Utah
(A) Public Hearing (B) Action

Suggested Action:

Attachments:

[Special Event Code Changes and Fee Policy Staff Report](#)

[Exhibit A: Special Events Code Amendment Ordinance](#)

[Exhibit B: Draft Special Event Title 4A Redlines](#)

[Exhibit C: Draft Peak and Quiet Time Period Calendar](#)

City Council Staff Report

Subject: Special Event Code & Fee Schedule Changes
Author: Jenny Diersen
Department: Special Events
Date: September 15, 2022
Type of Item: Legislative

Recommendation

Conduct a public hearing, review, and consider approving Ordinance 2022-36 to amend section 4A of the Municipal Code of Park City (MCPC) regarding Special Events. Council should also provide direction regarding cost recovery goals for Special Event Application fees, which will return at a subsequent meeting for adoption.

As an alternative, Council may direct additional changes, seek additional public outreach, and continue the item to a date uncertain.

Executive Summary

During a Work Session on April 7, 2022 ([report](#) p. 6, [minutes](#) p. 1), Council sought to amend the Special Event Code to prioritize community values and further protect Peak Time Periods. The proposed code amendments reinforce Council's direction and provide clarity for event organizers, the community, and the Special Events Team (Exhibit A, B, C).

A summary of the proposed amendments includes:

- Remove duplicate/redundant language, and clarify definitions
 - Add a new event category, "Community Identifying Event"
- Update Standards of Review
 - Remove language about economic benefits
 - Edit language to prioritize events that support community values
- Create additional Peak Times when new events will be prohibited
- Create Local Times when only small community-focused events will be permitted (events with transportation and public safety impacts prohibited)
- Change application deadlines
 - Reduce Level Four and Five events application periods down to two times a year instead of three
 - Clarify application deadlines are before marketing begins
- Amend the Special Event Fee Reduction process
 - Limit application allowance to no more than three times. This will begin FY24 and apply retroactively to previous applications
 - 100% fee reduction is only available one time
 - Update the administrative process for requests under \$25,000
 - Community Identifying Events will receive exceptions to Special Event Fee Reduction
- Update Special Event Application Fees
 - This requires a two-step process:

- Receive Council feedback on cost recovery policy changes.
- Return to Council to formally adopt fee changes.
- Proposed increases reflect the administrative effort to review Applications across multiple departments. The fees do not include event operational costs, which are assessed separately. We recommend Council consider increasing fees to 10% of costs for non-profits and 25% for a for-profit.
- If Council seeks full cost recovery, we recommend a phased approach over three years.

Special Event Application Fee Alternatives to Consider		
Event Level	Current Special Event Application Fee	100% of Admin Fee
Level 1	\$40	\$820
Level 2	\$80	\$975
Level 3	\$160	\$1,810
Level 4	\$320	\$3,835
Level 5	\$640	\$10,375

10% of Admin Fees	25% of Admin Fees	50% of Admin Fees	75% of Admin Fees
\$82	\$205	\$410	\$615
\$98	\$244	\$488	\$731
\$181	\$453	\$905	\$1,358
\$384	\$959	\$1,918	\$2,876
\$1,038	\$2,594	\$5,188	\$7,781

Fee Schedule Options
Option A (Recommendation): 10% cost recovery for non profits, 25% for for profit organizations
Option B: Scaled Cost Recovery over three years - 25%, 50%, 100%

Background

There is an extensive history of the evolution of the City's Special Event Policy [linked here](#).

The [City's Special Event Municipal Code](#) is a tool to effectuate desired community outcomes. For years, Special Events were used as a tool to create year-round economic activation. Special Events are largely organized by local entities, such as art and culture festivals, historical celebrations, neighborhood block parties, ski races, parades, community concerts, and barn parties. Over time, events were added to the annual calendar, and the size and scope of large events continued to grow.

Analysis

Amending the Special Events code will strike a better balance for residents and equip the City with more tools to achieve Council's focus on mitigation. The goal is to ensure the events calendar aligns with community values and balances City resources.

While economic benefit is no longer a major standard of review, we recognize the positive economic impacts many Special Events bring to Park City. The changes will also continue to focus events in resort areas, as both Deer Valley and Park City Mountain resorts have the venues with infrastructure and staffing to support events.

Prior to our recommendations, we conducted outreach with event applicants, business associations, and jurisdictional partners.

Additional Considerations

- Special Events researched policies and codes in five other communities. Many resort communities are dealing with similar impacts, and Park City is largely ahead of shifting policies to favor community and resident values.
- Event Reset – At the April 7, 2022, Work Session, Council asked about the impact of resetting the events calendar. After testing a complete reset with representatives from local resorts, event planners, and event producers, the approach seems too aggressive as it may unintentionally destroy foundational community events.
- Event Levels – [Current Event Level limits are linked here](#). For this report, it is important to remember that Level Three, Four, and Five events are limited due to public safety and transportation impacts. These events cause impacts and place pressure on residents, adjacent businesses, and many internal departments. Level One and Two events are smaller events that use Public Property and only have minor impacts.

Funding

The proposed amendments do not require an increased budget. However, limiting the number of times a special event can apply for a Fee Reduction will increase revenue to the General Fund. FY22 costs and waivers are listed below:

	Total Fees & Hard Costs	Fees Waived to Applicant	Fees Paid to City	Number of Events
Contracted Events	\$1,868,183	\$1,753,594	\$36,543	4
Uncontracted Events	\$491,881	\$413,538	\$79,397	53
Non Profit	\$106,880	\$57,814	\$49,066	45
For Profit	\$31,009	\$1,732	\$30,331	5
City Produced	\$353,992	\$353,992	\$0	7
Totals	\$2,360,064	\$2,167,132	\$115,940	57

Exhibits

- Exhibit A Draft Ordinance for Title 4A Amendments
- Exhibit B Draft Redlines to Title4A Special Events
- Exhibit C Draft Peak Time and Local Period Calendar 2022

Ordinance No. 2022-36

**AN ORDINANCE AMENDING TITLE 4A - SPECIAL EVENTS, CHAPTER 1
DEFINITIONS; AND CHAPTER 2 SPECIAL EVENT PERMITTING; OF THE
MUNICIPAL CODE OF PARK CITY, UTAH**

WHEREAS, special events in Park City continue to grow; and

WHEREAS, Park City desires to facilitate events that provide positive impacts to the local resort economy, contribute to the unique historic character and cultural vitality of the City, and help to build a higher quality of life for city residents, visitors and the local business community; and

WHEREAS, special events range from very small neighborhood-level events to city-wide, and international multi-million dollar productions; and

WHEREAS, special events held in the City impact public safety and impede the flow of pedestrian and vehicular traffic; and

WHEREAS, amendments to the permit application process proposed herein will allow the City to manage neighborhood impacts of events and balance the competing uses of its public spaces to ensure that members of the public are able to access public spaces in a manner consistent with the following General Plan goals: Goal 10: Provide world class recreation and public infrastructure to host local, regional, national and international events that further Park City's role as a world class, multi-seasonal destination resort while maintaining balance with our sense of community.

Goal 11: Support the continued success of the multi-seasonal tourism economy while preserving the community character that adds to the visitor experience.

Goal 12: Foster diversity of jobs to provide greater economic stability and new opportunities for employment in Park City.

Goal 13: Park City will continue to grow as an arts and culture hub encouraging creative expression; and

WHEREAS, pursuant to its authority under Utah Code sections 10-8-29 and 10-8-84, Park City Municipal Corporation wants to ensure public health, safety, and welfare during all permitted events; and

WHEREAS, when more than one event occurs in the same general area, the occupancy level of venues, public property, adjacent city streets and sidewalks increases, which may create an unsafe condition and strain the City's resources and infrastructure; and

WHEREAS, limiting the number of special events that may occur simultaneously and limiting the overall number of large scale, Level Three, Four and Five events will allow the City to reduce overcrowding and avoid overburdening streets, roadways and sidewalks, and will allow the City to better manage its resources and maintain infrastructure; and

WHEREAS, defining Community Identifying Events will bolster the unique community of Park City and protect special events that are important to our community identify,

Exhibit A: Ordinance 2022-36 Amending Title 4A Special Events

culture and place.

WHEREAS, residents need to quickly access public space to respond to current events through spontaneous speech.

NOW, THEREFORE BE IT ORDAINED BY THE CITY COUNCIL OF PARK CITY, UTAH THAT:

SECTION 1. AMENDMENTS TO TITLE 4A – Special Events of the Municipal Code of Park City. The recitals above are incorporated herein as findings of fact. Title 4A Special Events, Chapter 1 Definitions and Chapter 2 Special Event Permitting of the Municipal Code of Park City are hereby amended as redlined as attached in Exhibit B.

SECTION 2. This ordinance shall become effective upon publication.

PASSED AND ADOPTED this 15th day of September, 2022.

PARK CITY MUNICIPAL CORPORATION

Mayor, Nann Worel

Attest:

Michelle Kellogg, City Recorder

Approved as to form:

Margaret Plane, City Attorney

Exhibit A- Title 4A, Chapters 1 and 2 Redline

[4A Special Events](#)

[4A-1 Definitions](#)

[4A-2 Special Event Permitting](#)

[4A-3 Public Outdoor Music Plazas-REPEALED BY ORD 2019-35](#)

[4A-1 Definitions](#)

[4A-1-1 Definitions](#)

4A-1-1 Definitions

For the purpose of this Title the following terms shall have the meanings ~~herein~~-prescribed:

4A-1-1.1 APPLICANT. The person, or group of people, who is or are the organizer(s) and with whom the responsibility for conduct of the event lies. The Applicant signs the Special Event ~~application~~Application and all other documents relevant to the event. If the Applicant is a corporation, corporate Sponsor, ~~or~~ business, or any other entity, which is not a natural person, then the co-applicant or responsible party must be a natural person or persons. See Sponsor.

4A-1-1.2 AMPLIFIED EVENT OR MUSIC. An event or music utilizing an amplifier or other input of power so as to obtain an output of greater magnitude or volume through speakers or other electronic devices.

4A-1.1.3 CITY PROPERTY. A property or facility owned wholly or in part by the City.

4A-1-1.~~43~~ CONCESSION. A privilege to sell food, beverages, souvenirs, or copyrighted or logoed event memorabilia at a permitted event.

4A-1-1.~~54~~ DISRUPTIVE TECHNOLOGY. An innovation that displaces an established technology and creates a new market and value network that eventually disrupts an existing market and value network, displacing established market-leading firms, products and alliances.

4A-1-1.~~65~~ FEE(S). Charges assessed by Park City for permitting, staffing, equipment use/rental, property use/rental, set-up, clean up, inspections, public employees, or public equipment ~~assessed-related~~ to a Special Event and established within as part of the event permitting process according to the Park City Fee Schedule ~~which is adopted by June each year.~~

4A-1-1.7 MATERIAL CHANGE. A change to the scope of an event that requires additional review of an existing or New Special Event Application. Material Changes include ~~These are items such as increased need for public safety, transportation, or transit impacts;~~ increased use or impacts to City property; dates that conflict with other existing events on the calendar, or that overlap with Peak and Local Times; and venue changes or additions.

4A.1.1.8 NEW EVENT. An event being proposed for the first time within City limits, an event renewal that now qualifies as a ~~greater~~higher Level, or an event that has not been renewed for a period exceeding one year.

4A-1-1.~~96~~ PERMITTEE. The Applicant, as defined above, becomes the "Permittee" when the Special Event Permit is approved and signed by either the City Council or the Economic Development Manager or ~~his/her~~ designee, upon meeting all the criteria in this Title. As the permit holder, the Permittee becomes the sole proprietor of the event and inherits the responsibilities connected with all licenses and permits, Fee assessments, and insurance liabilities connected with the permitted event.

4A-1-1.10 SKI AND SUMMER RESORT AREA. An event location that is within a Master Planned Development (MPD) boundary in the Recreation Commercial (RC) Zone and Residential Development (RD) Zone.

4A-1-1.117 SPECIAL EVENT.

- A. A sporting, cultural, entertainment, or other type of unique activity, whether held for profit, nonprofit, or charitable purposes, occurring for a limited or fixed duration that impacts the City by involving the use of, or having impact on, City property, or requiring City licensing or services beyond the scope of normal business, ~~and/or~~ liquor regulations, ~~and/or is an outdoor or temporary event that does not normally occur with the permitted Venue use~~ as defined by this Code; or creates public impacts through any of the following:
1. Interruption of the safe and efficient flow of transportation in Park City, including streets or public rights of way, which may include full, partial, or temporary closures or impacts on streets or sidewalks necessary for the safe and efficient flow of transportation and pedestrian movement in Park City; ~~and~~ ~~or~~
 - ~~2. Use of public City property, parking, facilities, trails, or parks; or and/or~~
 - ~~3. Use of City parking facilities; and/or~~
 - ~~4.2. Use of amplified sound above that is defined in Title 6 of this Code; and/or~~
 - ~~5.3. Need for Public-public Safety-safety staffing beyond their normal scope of operations; and/or~~
 - ~~6. Requires licensing or services beyond normal scope of business; and/or~~
 - ~~7. Outdoor or temporary events that do not normally occur with the permitted venue use.~~
- B. Any organized activity involving the use of, or having an impact on, the above shall require a permit as outlined in Section 4A-2-1 of this Code. Event levels are determined by City staff based on degree of City impacts including ~~but not limited to:~~ anticipated attendance as related to type of ~~venue~~Venue use whether private or ~~public~~City Property, transportation and public safety impacts. Any event may be defined as either a Level One Event, a Level Two Event, a Level Three Event, a Level Four Event, a Level Five Event, ~~a Community Identifying Event,~~ ~~or~~ a First Amendment Event if ~~they~~~~it~~ ~~meets~~ one or more of the listed criteria in the given category:
1. **LEVEL ONE EVENT:**
 - a. Attendance at any one time is ~~estimated~~ ~~estimated between 50 and up to~~ 250 people and occurs on one day and is not a series; ~~and/or~~
 - b. Has minor impact to surrounding areas and can be held within existing ~~venue~~Venue/use area; ~~and/or~~
 - c. Has minor transportation needs including minimal removal of parking, rolling road closures, and does not require increased transit; ~~and/or~~
 - d. Does not require ~~Public-public Safety-safety~~ staffing beyond ~~their~~ normal operations.
 2. **LEVEL TWO EVENT:**
 - a. Attendance at any one time is estimated up to 500 people and the event is a series or has multiple days in consecutive occurrence; ~~and~~
 - b. Has minor impact to surrounding areas and can be held within existing ~~venue~~Venue/use area; ~~and/or~~

- c. Has minor transportation needs including minimal removal of parking, but requires a transportation mitigation plan, temporary, rolling or ~~short-term~~short-term road closures, and does not require increased transit; and~~/or~~
- d. Does not require ~~Public-public Safety-safety~~ staffing beyond ~~their~~ normal operations.

3. **LEVEL THREE EVENT:**

- a. Attendance at any one time is estimated between 500 and 1,000 people and is no more than two ~~(2)~~ consecutive days or three ~~(3)~~ days in a non-consecutive series; and~~/or~~
- b. Has moderate impact to surrounding areas and can be held within existing ~~venue~~Venue/use area; and _____~~/or~~
- c. Has moderate transportation needs including removal of parking, requires a transportation mitigation plan, may require offsite parking plan, temporary, rolling or ~~short-term~~short-term road closures, and does not require increased Park City transit; and _____~~/or~~
- d. May require limited ~~Public-public Safety-safety~~ staffing beyond ~~their~~ normal operations.

4. **LEVEL FOUR EVENT:**

- a. Attendance throughout the duration of the event time period is estimated between 500 and 5,000 people and the event may be a non-consecutive series or may have multiple days in consecutive occurrence; and~~/or~~
- b. Has moderate to major impact to surrounding areas and/or cannot be held within existing ~~venue~~Venue/use area; and~~/or~~
- c. Has moderate to major transportation needs including removal of parking, requires a transportation mitigation plan, requires offsite parking plan, temporary, rolling or ~~long-term~~long-term road closures, and minor to moderate residential transportation mitigation and minor increase in service from Park City Transit and may be required to provide additional transit services from a vendor outside of Park City's existing transit; and~~/or~~
- d. Requires ~~Public-public Safety-safety~~ staffing needs beyond ~~their~~ normal operations including moderate to major support in the ~~venue~~Venue and minor to moderate traffic control. May require ~~Public-public Safety-safety~~ services from outside of the City's jurisdiction.

5. **LEVEL FIVE EVENT:**

- a. Attendance throughout the duration of the event time period is estimated to be above 5,000 people and may be a series or have consecutive days of ~~occurrences;~~occurrences; and~~/or~~
- b. Has moderate to severe impacts impacts to surrounding areas and cannot be held within existing ~~venue~~Venue or use areas; and~~/or~~
- c. Has moderate to severe transportation needs including removal of parking, requires a transportation mitigation plan, requires offsite parking plan, temporary, rolling or ~~long-term~~long-term road closures, moderate to major residential transportation mitigation and requires increased Park City Transit and/or increased transportation provider outside of Park City's ability to provide services required; and~~/or~~
- d. Requires ~~Public-public Safety-safety~~ staffing needs beyond ~~their~~ normal operations including moderate to severe support in the ~~venue~~Venue, and moderate to severe

transportation mitigation as well as support of ~~public-public~~ safety personnel from outside of the City's jurisdiction.

6. COMMUNITY IDENTIFYING EVENT

- a. Honors Park City's unique community goals and enhances the collective goodwill that features distinct traditions, and authentic local culture, including ties to the people, places, and history of Park City. Outside events that simply partner with a local nonprofit or business to check a box will not meet this criteria;
- b. The event fundamentally aligns with the City's Critical Priorities and Core Values as adopted by the City Council;
- c. Attendance is targeted primarily at local participation from Park City and Summit County residents, employees and businesses. A growth or marketing model to bring attendance from outside of Summit County is secondary to local attendance and participation; and,
- d. The event ~~either does not charge admission or it~~ provides affordable options for local Park City and Summit County attendance or underserved populations.

~~6.7.~~ **FIRST AMENDMENT EVENT:** An activity conducted for the purpose of persons expressing their political, social, religious, or other views protected by the First Amendment to the United States Constitution and Article 1, Section 15 of the Utah Constitution, including but not limited to speechmaking, picketing, protesting, marching, demonstrating, or debating public issues on any ~~City street~~ City street or other City ~~Property~~ during the event. 'First Amendment Events' shall not include:

- a. Solicitations or events which primarily propose a commercial transaction;
- b. Rallies, races, parades, or events conducted with motor vehicles or bicycles;
- c. Footraces.

4A-1-1.128 SPECIAL EVENTS COORDINATOR. The City employee designated by the City Manager who, under the supervision of the Economic Development Manager and within the Special Events Department, administers the provisions in the Special Events Chapter of this Code.

4A-1-1.139 SPECIAL EVENT PERMIT. A permit sought by an Applicant for an event as defined in this Chapter, granted through the Special Events Department.

4A-1-1.140 SPONSOR. A person, group, or business which has contracted to provide financial or logistical support to any Special Event. Such agreement may provide for advertising rights, product promotion, logo promotion, exclusivity of rights, products, or logos.

~~**4A-1-1.11 STAGE(S).** The raised and semi-enclosed platforms that are designed to attenuate sound, or as otherwise approved by Special Events staff.~~

4A-1-1.152 VENUE ~~VENUE~~. The location or locations upon which a Special Event is held, which ~~may~~ shall include the ingress and egress route, layout of temporary structures as approved in the conditions of the Special Event Permit.

HISTORY

Adopted _____ by _____ Ord. 2017-51 on 10/5/2017
Amended by Ord. 2018-52 on 9/27/2018

4A-2 Special Event Permitting

4A-2-1 Unlawful To Operate Without A Permit; Exceptions

4A-2-2 Renewal Of Permit(s)

4A-2-3 Special Event Permit ~~Application~~ Application Procedure

4A-2-4 Standards For Permit Approval

~~4A-2-5 Events In Parking Structures~~

~~4A-2-6 Insurance Requirements~~

~~4A-2-7 Permit Application Supplemental Documents~~

~~4A-2-5-8 Conflicting Permit ApplicationApplications~~

~~4A-2-6-9 Licenses Necessary For A Special Event Permit~~

~~4A-2-7-10 Fees To Be Assessed; Exceptions~~

~~4A-2-8 Events In Parking Structures~~

~~4A-2-9-11 Fee Reductions~~

~~4A-2-10 Insurance Requirements~~

~~4A-2-11 Permit Application Supplemental Documents~~

~~4A-2-12 Film-Making~~

~~4A-2-13 Criminal Penalty~~

~~4A-2-14 Revocation For Cause; Notice To Cure~~

4A-2-1 Unlawful To Operate Without A Permit; Exceptions

- A. It is unlawful for any person to conduct a Special Event with or without charge for admission, on ~~City~~public or private property, without first applying for and being granted a Special Event Permit for the specific event and its ~~Venue~~Venue(s). All permits issued pursuant to this Title are non-transferrable and expire ~~at the~~annually at the completion of the given event, or upon revocation, whichever is earlier.
- B. The following are exempt from Special Event permitting:
1. Funeral processions by a licensed mortuary;
 2. Activities lawfully conducted by a governmental agency within the scope of authority;
 3. Activities within ~~resort areas (Master Planned Development (MPD) boundary in the Recreation Commercial (RC) Zone and Residential Development (RD))~~Ski and Summer Resort Areas that are determined to have ~~Level 4~~Level One, ~~Level 2~~Level Two or ~~Level 3~~Level Three impacts. Such activities ~~in resort areas~~ are required to coordinate with the Special Events Department and obtain proper licensing and permitting from city, county or state jurisdictions.
 4. Filming activities if a permit for such activities has been issued by the City;
 5. First Amendment activities: If it is not reasonably possible to obtain a permit in advance of a First Amendment Event, no permit shall be required providing that the prohibitions of Subsections B, C, D, ~~and E~~, G and I of Section 4A-2-4 are not violated.

HISTORY

Adopted _____ by _____ Ord. 2017-51 on 10/5/2017
Amended by Ord. 2018-52 on 9/27/2018

4A-2-2 Renewal Of Permit(s)

Permittees ~~under the provisions of this Title~~ who successfully operate a Special Event under the provisions of this Title and who wish to have the event on an annual or periodic basis must renew each Special Event Permit ~~annually, regardless of recurrence or previous determination, as outlined in Section 4A-2-3 herein.~~ Event levels ~~will be~~ determined by the Special Event Department through ~~the the renewal review~~ process, ~~without considering regardless of recurrence or any previous determination. by determined event levels.~~ Activities-Special Events that occur ~~in as a series, falling under the criteria established in this Title,~~ must have a Special Event Permit, ~~which~~ specifically authorizinges each activity in the series, ~~-even if the same activity is held on separate occasions~~ or non-consecutive days.

HISTORY

Adopted by Ord. 2017-51 on 10/5/2017

4A-2-3 Special Event Permit ~~Application~~ Application Procedure

- A. **~~PRE-APPLICATION~~ APPLICATION REVIEW.** All event ~~Applicants~~ Applicants must complete and submit a Special Event Pre-~~Application~~ Application Form, demonstrate the ability to meet the City's insurance requirements, provide documentation of sufficient interest from the property -and owner, and receive preliminary authorization from the Economic Development Manager or designee to move forward with the date and ~~venue~~ Venue requested before submitting a Special Event ~~Application~~ Application. All applicants requesting to hold new or ~~significantly~~ Materially changed events are strongly encouraged to arrange a ~~Pre-application~~ Application review with the Special Events Department no later than ~~15-30~~ business days before ~~application~~ Special Event Applications are due. ~~Late or incomplete Special Event Applications will not be considered, and shall not be eligible for Special Event Fee Reduction.~~
- B. **~~APPLICATION~~ APPLICATION SUBMITTAL.** After receiving authorization to move forward, ~~All Applicants must complete and submit a requests for~~ Special Event Permit Application Form (s) ~~shall be made on a Special Event Application Application prescribed by the City and submitted to the Special Events Department. Special Event Application Applications are available at City Special Events Department and online at the City's website, and must be submitted complete by the Application Deadline with accompanying Certificate of Insurance, and Hold Harmless Agreement, documentation of sufficient -and interest and additional requirements as outlined below. -and submitted to the Special Events Department on the following timeline Unless otherwise approved by the Economic Development Manager or his/her designee for Special Events, upon a showing of good cause for onetime events that demonstrate unique opportunities that benefit Park City's community, culture and economic values. The Special Events Department shall review the application Application for compliance with Section 4A-2-4 herein. After review, tThe Special Events Department shall subsequently will return a copy of the Application Application to the Applicant with comments and a recommendation that may include approved, approved with conditions, or denial, i.e., approve as is, approve with changes and/or conditions, or cause for denial. Incomplete application Applications will be returned to the Applicant and will not be renewed and noted accordingly.~~
- C. **ADDITIONAL REQUIREMENTS.** In addition to an ~~application~~ Application for a Special Event Permit, the Economic Development Manager or ~~his/her~~ designee shall require the Applicant to provide as necessary:
1. Insurance coverage, waiver and release of damages and indemnification as described in Section 4A-2-10. The aApplicant shall submit complete the City's a hHold hHarmless letter Agreement and a current eCertificate of iInsurance effective through the date of the Event, or if. If the expiration date is prior to the event, the aApplicant shallis required to update the certificate and resubmit 14 days before any event set-up or activity occurs;
Supplemental information, including a transportation, parking and traffic control plan, weather/emergency plan, waste and recycling plan, staff and volunteer plan, community impact outreach and notification plan, vendor or concession plan, sponsor and marketing plan, noise exemption request, and site map(s) described in Section 4A 2-11;
Proof that the Applicant has obtained any applicable city, county, state, or other governmental agency approvals, permits, or licenses as described in Section 4A 2-6.
Letters eof permission from property owners, and/or any supporting letters of recommendation or support from businesses, local organizations or residents.
 - 1.2.
- B.D. **APPLICATION APPLICATION SUBMISSION DEADLINES.** Special Event ~~Application~~ Applications may be submitted no earlier than 18 months ~~in advance of~~ before the proposed marketing date of the event, start date of the event. All ~~application~~ Applications must be submitted no later than the deadlines as described below. Only For Applications deemed to be

~~reviewed. Applications must be determined to be complete by the Special Events Coordinator. will be reviewed.~~

1. ~~Level 3~~Level Three, ~~4~~Four and ~~5~~Five events will be considered annually. An review and must submit an Application must be submitted each year in accordance with and shall must be submitted under the adhere by the following applicationApplication deadlines:

- a. First Friday in ~~December-October~~ - Complete ~~Application~~Applications received by the first Friday in ~~December-October~~ will either be reviewed administratively by the Special Events Department and approved, approved with ~~conditions~~conditions, or denied no later than the last City ~~Council meeting~~Council meeting in ~~February~~February. This Application deadline is for events that may begin marketing or occur between March and August.
- b. First Friday in April - Complete ~~Application~~Applications received by the first Friday in April will be reviewed administratively by the Special Events Department and approved, approved with conditions or denied no later than the ~~last first~~ City Council ~~meeting in June~~September. This Application deadline is for events that may begin marketing or occur between September and February.
- c. ~~First Friday in August~~ - Complete ~~Application~~Application s received by the first Friday in August will be reviewed and approved, approved with conditions or denied no later than the last City Council meeting in October.

~~d.c.~~ Events that are determined to be a ~~Level 4~~Level Four or ~~Level 5~~Level Five within ~~Master Planned Developments (MPD) boundary in the Recreation Commercial (RC) Zone and Residential Development (RD) Zone~~Ski and Summer Resort Area shall submit by the deadlines as described above however, final, non-material supplemental details shall be submitted not less than 45 days before the event. Material ~~C~~changes after deadlines may require approval by City Council. Examples of non-material information include talent information, vendors or sponsors, specifics of ~~venue~~Venue site plans etc. ~~Material changes would include items that would increase scope of public safety, transportation needs or include dates that conflict with other events on the calendar.~~ Events within these ~~zones areas as described above~~ shall work with the City to decrease impacts that may be caused in conjunction with other events, activities or community gatherings.

2. ~~Level 1~~Level One and ~~Level 2~~Level Two events ~~are exempt from these deadlines, but~~ must submit a Special Event Pre Application Form and receive notice to proceed with a completed ApplicationApplication not less than 30 days30 days prior to the scheduled start of their event, unless otherwise approved by the Economic Development Manager of ~~their~~ designee. ~~A pre-submittal Application is required for Level 1 and Level 2 events.~~

3. Events that are determined to be a First Amendment Event, however, shall work to submit applicationApplication no less than 30 days prior to the start of ~~their~~the event, unless otherwise approved by the Economic Development Manager or ~~their~~ designee.

- ~~3.4.~~ Exceptions to deadlines will not be considered unless must be approved by the Economic Development Manager or designee for Community Identifying Events. Exceptions are only granted, upon a showing of good cause and for events that demonstrate unique opportunities that benefit Park City's community, and culture.

~~G.E.~~ **PEAK TIME PERIODS.** ApplicationApplications for any new Level Three, Four or Five ~~Special Event~~ will not be considered during the following ~~peak time period~~times.

1. Martin Luther King Jr. Holiday (Friday through Monday - dates vary annually)

- ~~4.2.~~ Sundance Film Festival (as per dates in contract - dates vary annually);

3. Third Weekend in February (Presidents Day Weekend ~~-Friday through Monday -~~ (dates vary annually);

2. —

- ~~3-4.~~ Fourth Weekend in June (Savor the Summit Weekend - Friday through Sunday ~~-(dates vary annually);~~);
 - ~~4-5.~~ July 2, 3, 4 and 5 (Independence Day Holiday);
 - ~~5-6.~~ First Full-Weekend of August (~~aka Arts Fest Weekend~~) - Friday through Sunday (dates vary annually);
 - ~~6.~~ Tour of Utah Weekend - Friday through Sunday (dates vary annually);
 - ~~7.~~ First Weekend of September (Labor Day/ Miners Day Weekend (~~aka Miners Day Holiday Weekend~~)- Friday through ~~Sunday~~Monday (dates vary annually);
 - ~~8.~~ 3rd-Third Weekend in September (~~aka~~ Autumn Aloft Weekend) - Friday through Sunday; dates vary annually);
 - ~~9.~~ October 31 (Halloween on Main);
 - ~~10.~~ Thanksgiving Holiday (Wednesday to Sunday – dates vary annually)
 - ~~10-11.~~ Winter Holiday (December 23 through-26);
 - ~~12.~~ Winter Holiday 2 (December 30, ~~31 and through~~ January 1-); and
 - ~~11-13.~~ EXCEPTIONS:
 - a. Level One, Two and Three events located within Ski and Summer Resort Areas ~~Master Planned Developments (MPD) boundary in the Recreation Commercial (RC) Zone and Residential Development (RD) Zone~~ are allowed during Ppeak ~~Ttime Pperiods in Section 4A-2-3(E), limitations and are required to submit a Special Event Pre Application Form, in Section 4A-2-3(D), The Special Events Department will return a letter with event level determination and other necessary licensing requirements. however, are not~~ the Applicant is not required to obtain a Special Event Permit as per Section 4A-2-1(B)(3)-3.
 - b. First Amendment events are exempt from peak time period limitations but are required to obtain a Special Event Permit.
 - c. ~~Application~~Applications for existing events that were permitted on the ~~2018-2022~~ event calendar may be considered ~~during peak timeframes unless they were not renewed for a period exceeding one and year and~~ shall be evaluated annually based on the standards of approval ~~herein~~.
 - d. Community Identifying Events may be considered during Peak Times but shall be reviewed and approved by City Council.
~~Peak Occupancy Periods — Any other period not previously identified in this section where the average occupancy in the previous 3 years exceeds 80%. A calendar will be published annually on [date] identifying black out dates.~~
 - ~~12.~~ Peak Traffic Periods — Any other period not previously
- F. LOCAL TIME.** Applications for Level One and Two Special Events may be considered during a Local Time. Applications for any new Level Three, Four or Five Special Event which cause parking, transportation or public safety impacts will not be considered during Local Times.
1. Last weekend in May (Memorial Day Weekend - Friday through Monday – dates vary annually);
 2. Second Weekend in June (Friday through Sunday);
 3. Third Weekend in June (Juneteenth Weekend – Friday through Monday – dates vary annually);
 4. First Weekend in July (Friday through Monday). If July 2, 3, 4 and 5 occur during a Peak Time Period, then the Peak Time Period (4A-2-3(5) shall apply);
 5. Second Weekend in July (Friday through Sunday);
 6. Third Weekend in July (Friday through Sunday);
 7. Pioneer Day (July 24);
 8. Second Weekend in August (Friday through Sunday);
 9. Third Weekend in August (Friday through Sunday);
 10. Fourth Weekend in August (Friday through Sunday);

11. Second Weekend in September (Friday through Sunday);
12. Last Weekend in September (Friday through Sunday);
13. First Weekend in October (Friday through Sunday);
14. Second Weekend in October (Friday through Sunday); and
15. Third Weekend in October (Friday through Sunday).
16. EXCEPTIONS:

- a. Level One, Two and Three events located within Ski and Summer Resort areas are allowed during Peak Times Periods in Section 4A-2-3(D), however, are not required to obtain a Special Event Permit as per Section 4A-2-1(B)(3).
- b. Level Four and Five events located within Ski and Summer Resort Area may be considered during Local Periods in Section 4A-2-3(F) but new Level Four and Five events in these locations shall be approved by City Council.
- c. Level Four and Five Community Identifying Events may be considered during Local Periods Section 4A-2-3(F) but new Community Identifying Events shall be approved by City Council.
- d. First Amendment events are exempt from Peak Time limitations but are required to obtain a Special Event Permit.
- e. Applications for existing events that were permitted on the 2022 event calendar may be considered, unless they were not renewed for a period exceeding one year and shall be evaluated annually based on the standards of approval.

D.G. PUBLISH CARRYING CAPACITY, PEAK TIMEPEAK & LOCAL TIME PERIOD-CALENDAR. By the last Friday of each November, ~~the~~ The Special Events Department will publish a Peak & Local Time Timesperiod event Calendar in which any new event ~~application~~Applications will not be considered for any date identified in Section 4A-2-3(~~E~~D) and 4A-2-3(F) as a Peak time or Local Time. period. Applicants that appeal to the Economic Development Manager or designee to be held during Peak and Local Times and Local Pperiods shall do so based on must state hardship, hardship or good cause or extraordinary circumstance to be consideredenable the Application to proceed. Only if hardship, good cause, or extraordinary circumstances existthis is the case, will the event must be reviewed for approval or denial. The , no matter what Level, shall be approved/denied by City Council will make the determination in an open public meeting after a public hearing.

E.H. EVENT LEVEL LIMITS. The City restricts the number of ~~event~~ Special Event Ppermits annually. An event permit may have cover more than one event day. The number of ELevel of events types are will be capped limited as established below. Once eaps limits are reached, an ~~event~~ applicant may amend their ApplicationApplication may be amended to reduce the event scope to an Event Level be re-categorized into another lesser event level type that is unrestricted, as long as it does not fall within the dates as mentioned in Section 4A-2-3(D).

1. Level 1Level One events are unrestricted.
2. Level 2Level Two events are unrestricted.
3. Level 3Level Three events are capped at 17 annually.
4. Level 4Level Four events are capped at 10 annually.
5. Level 5Level Five events are capped at ~~10-6~~ annually.

5.6. EXCEPTIONS:

- a. First Amendment and Community Identifying Events-Events are exempt from eaps limits.
- b. Events located within Master Planned Developments (MPD) boundary in the Recreation Commercial (RC) Zone and Residential Development (RD) ZoneSki and Summer Resort Area are exempt from permitting needs as per Section 4A-2-1(B)(3)-3, and eaps limits if determined to be a Level 1Level One, Level 2Level Two or Level 3Level Three. Events in this zone that are Level 4Level Four or Level 5Level Five are not exempt from eaps limits.

~~F. **ADDITIONAL REQUIREMENTS.** In addition to an application for a Special Event Permit, the Economic Development Manager or his/her designee shall require the Applicant to provide as necessary:~~

- ~~1. Insurance coverage, waiver and release of damages and indemnification as described in Section 4A-2-10. The applicant shall submit a hold harmless letter and a current certificate of insurance effective through the date, or if the expiration date is prior to the event, the applicant shall update the certificate and resubmit 14 days before any event set up or activity occurs;~~
- ~~2.1. Supplemental information, including a transportation, parking and traffic control plan, weather/emergency plan, waste and recycling plan, staff and volunteer plan, community impact outreach and notification plan, vendor or concession plan, sponsor and marketing plan, noise exemption request, and site map(s) described in Section 4A-2-11;~~
- ~~3.1. Proof that the Applicant has obtained any applicable city, county, state, or other governmental agency approvals, permits, or licenses as described in Section 4A-2-6.~~
- ~~4.1. Letters of permission from property owners, and/or letters of recommendation or support from businesses, local organizations or residents.~~

~~G.I. **CITY COUNCIL REVIEW.** The City Council of Park City shall review and either approve, approve with conditions, or deny the following applicationApplications:~~

- ~~1. ApplicationApplications for ~~new-New~~ Level Four ~~or-and~~ Five Events;~~
- ~~2. ApplicationApplications for Level Four and Five Event permit renewals where material elements of the event have ~~substantially~~ changed from the previous applicationApplication; and~~
- ~~3. Applications for events where the City Property Venue requires City Council review due to existing Land Use approvals; and~~
- ~~4. Applications for Level Four and Five ~~E~~events that are in Ski and Summer Resort Areas during Local ~~Periods~~Times.~~
- ~~5. Applications for Level Four and Five Community Identifying Events that are held during Peak Times.~~
- ~~3.6. Appeals of administrative decisions made pursuant to Subsection (~~D~~) Administrative Review, ~~herein~~.~~
- ~~4.7. As used herein, a 'new Level Four or Five Event' shall mean any Level Four or Five Event being proposed for the first time, an event renewal of a Level One, Level Two, Level Three or First Amendment Event that now qualifies as a Level Four or Five Event, or a Level Four or Five Event which was not renewed for a period exceeding one (1) year. The City Council shall review applicationApplications for compliance with the standards for permit approval described at Section 4A-2-4 ~~herein~~ as follows:~~
 - a. Staff Review and Recommendation. Upon receipt of a complete Level Four or Five Event ApplicationApplication, following the administrative review of a Level Four or Five Event ApplicationApplication and notice to the Applicant, the Special Events Coordinator shall schedule the applicationApplication for a public hearing before the City Council.
 - b. City Council Hearing. Level Four or Five Event ApplicationApplications requiring City Council review and appeals of administrative Special Event decisions shall be heard at a duly noticed public hearing of the City Council. The City Council shall review the applicationApplication for compliance with the standards set forth at Section 4A-2-4 ~~herein, andand~~ shall record its decision with written findings of fact, conclusions of law, and condition of approval, if applicable. Written notice of the City Council's decision shall be delivered to the Applicant within ~~ten~~(10) days of the date of decision.

~~H.J.~~ **ADMINISTRATIVE REVIEW.** The Economic Development Manager or ~~his/her~~ designee ~~is authorized to shall~~ review and ~~shall have the authority to~~ administratively approve, approve with conditions, or deny the following ~~application~~ Applications:

1. Level One, Level Two and Level Three Event ~~Application~~ Applications;
2. First Amendment Event ~~Application~~ Applications that are found to have Level One, Level Two or Level Three impacts;
3. ~~Application~~ Applications for Level Four or Five Event renewals where material elements of the event have not ~~substantially~~ changed from the previous ~~Application~~ Application. Upon receipt of a complete Level Four or Five Event ~~Application~~ Application that has not ~~significantly materially~~ changed, the Special Events Coordinator shall review the ~~Application~~ Application for compliance with Section 4A-2-4 ~~herein~~.

~~I.K.~~ **DECISION.** Upon receipt of a complete Special Event ~~Permit Application~~ Application, the Special Events Coordinator shall review the ~~Application~~ Application for compliance with Section 4A-2-4 ~~herein~~. Following review of the ~~application~~ Application, the Special Events Coordinator shall record ~~the his/her~~ decision with written findings of fact, conclusions of law, and conditions of approval, to the Economic Development Manager or ~~his/her~~ designee for final administrative review. Once approved by the Economic Development Manager or ~~his/her~~ designee, the Special Event Coordinator will deliver written notice of such decision to the Applicant.

~~J.L.~~ **APPEALS.** Any Applicant whose ~~Application~~ Application has been administratively denied may appeal the decision to the City Council by filing a written request to the Special Events Coordinator within ~~ten (10)~~ days of the date of decision. The City Council shall hear the matter de novo and with public hearing.

HISTORY

Adopted by Ord. [2017-51](#) on 10/5/2017

Amended by Ord. [2018-52](#) on 9/27/2018

4A-2-4 Standards For Permit Approval

~~Application~~ Applications for Special Event Permit(s) shall be reviewed for compliance with the standards provided ~~herein~~. The Economic Development Manager or ~~his/her~~ designee or City Council may deny or restrict any Special Event whenever any of the conditions enumerated in this Section cannot be eliminated or sufficiently mitigated by Conditions of Approval ~~to ensure transportation access in accordance with the Park City Transportation Demand Management Plan, public safety in accordance with the requirements of the Park City Police Department and consistency with the Park City General Plan.~~

A. The Special Event does not provide positive ~~economic~~, cultural ~~or community or culture value, or~~ community value, or is not in accordance with the goals outlined in the Park City General Plan and City Council's Biennial Strategic Plan. The ~~economic~~, cultural, and community value shall be determined by the City pursuant to the following criteria in order of priority:

1. Reasons for hosting the event in Park City and ~~venue~~ Venue/use area is consistent with Park City's goals to create a complete community through its core values and/or partnerships with businesses or organizations that support Park City's community goals, local athletic, recreational, cultural or historic celebrations, or honoring local achievements, groups ~~and/or~~ individuals. Events that use ~~public~~ Public ~~P~~roperty only as a backdrop or ~~venue~~ Venue, or that partner with a local organization or business only to meet the obligation standard, without an ~~with no~~ authentic tie to the local community or city goals will not meet this standard.
2. ~~Provides direct economic benefit to the City through sales tax, overnight visitation, or indirect benefit through marketing or branding value, compared to community impacts and costs of providing city services.~~

- ~~2. Provides event diversity uniqueness to the event calendar by a manner not reflected by other approved events.~~
 - ~~3. expressly targeting local gathering and/or under served participants and uniqueness to the existing event calendar in a manner not reflected by other approved events;~~
 - ~~4. Does not unreasonably restrict existing public access or adversely impact shared space or the public due to the number of events, the nature of the event, proposed location and/or location conditions;~~
 - ~~3.~~
 - ~~4. Is not primarily retail and/or solely to avoid more restrictive general zoning and license regulations.~~
 - ~~5. Ensures transportation access in accordance with the Park City Transportation Demand Management Plan, and public safety in accordance with the requirements of the Park City Police Department.~~
- B. The conduct of the Special Event will substantially interrupt or prevent the safe and orderly movement of public transportation or other vehicular and pedestrian traffic in the area of its ~~Venue~~ Venue.
- C. The conduct of the Special Event will require the diversion of so great a number of police, fire, or other essential public employees from ~~their~~ normal duties as to prevent reasonable police, fire, or other public services protection to the remainder of the City.
- D. The concentration of persons, vehicles, or animals will unduly interfere with the movement of police, fire, ambulance, and other emergency vehicles on the streets or with the provision of other public health and safety services.
- E. The Special Event will substantially interfere with any other Special Event for which a permit has already been granted or with the provision of City services in support of other such events or governmental functions.
- F. Where applicable, the Applicant fails to provide the following:
1. The services of a sufficient number of traffic controllers, signs or other City required barriers or traffic devices;
 2. Monitors for crowd control and safety;
 3. Safety, health, or sanitation equipment, and services or facilities reasonably necessary to ensure that the Special Event will be conducted without creating unreasonable negative impacts to the area and with due regard for safety and the environment;
 4. Adequate transportation, off-site parking and traffic circulation in the vicinity of the event;
 5. Required insurance, cash deposit, or other security; or
 - ~~6.~~ Any other services or facilities necessary to ensure compliance with City ordinance(s).
 - ~~7.~~ Supplemental information as required by the Special Event Manager or designee, including a transportation, parking and traffic control plan, weather/emergency plan, waste and recycling plan, staff and volunteer plan, community impact outreach and notification plan, vendor or concession plan, sponsor and marketing plan, noise exemption request, or site map(s) described in Section 4A-2-7.
 - ~~6-8.~~ Proof that the Applicant has obtained any applicable city, county, state, or other governmental agency approvals, permits, or licenses.
- G. The event creates the imminent possibility of violent disorderly conduct likely to endanger public safety or cause significant property damage.
- H. The event proposes to partner with a Disruptive Technology and has not mitigated potential impacts to businesses or the community due to nature of the technology.
- I. The Applicant demonstrates inability or unwillingness to conduct the event pursuant to the terms and conditions of this Title or has failed to conduct a previously authorized event in accordance with the law or the terms of a permit, or both.
- J. The Applicant has not paid City Services, or State Sales Taxes if applicable from previous years.

- K. The Applicant has not obtained the approval of any other public agencies within whose jurisdiction the event or a portion thereof will occur, or the applicant has not obtained the approval of the ~~private~~ property ~~owner~~ of which the event or a portion thereof will occur.
- L. **EXCEPTIONS.** ~~Application~~Applications for First Amendment Event permits will be reviewed for compliance with the standards outlined in Subsections B, C, D, E, G, and I above. In reviewing any ~~Application~~Application for a permit for a First Amendment Event, the Economic Development Manager or ~~his/her~~ designee may place reasonable time, place, and manner of restrictions on the First Amendment Event. No such restriction shall be based on the content of the beliefs expressed or anticipated to be expressed during the First Amendment Event, or on factors such as the identity or appearance of persons expected to participate in the assembly.

HISTORY

Adopted by Ord. [2017-51](#) on 10/5/2017

Amended by Ord. [2018-52](#) on 9/27/2018

4A-2-5 Events In Parking Structures

Applications for Special Events taking place within a parking structure shall be reviewed for compliance with all Codes relating to Special Events along with the standards provided below:

- A. Location – Special Events or hospitality functions taking place within a parking structure shall only take place in Historic Recreation Commercial (HRC) District and Historic Commercial Business (HCB) District zones.
- B. Duration – Permitted Special Events or hospitality events taking place within a parking structure may not exceed 10 calendar days in duration.
- C. Frequency – Individual parking structures will be eligible to be converted into an event or hospitality use no more than two times during one calendar year.
- D. Application Requirements – In addition to the Special Event Application requirements, Applicants wishing to utilize a parking structure for a temporary assembly use as part of a Special Event or hospitality function must also provide the following:
 - 1. An original set of design plans stamped by a Utah licensed mechanical engineer that meet the intent of required ventilation standards as per the International Mechanical Code Section 403.3.1.1 for both occupancies. This plan must be approved by the Building Official.
 - 2. Design plans that demonstrate plumbing systems and fixtures provided within the event space meet the intent of the plumbing fixture requirements of IBC Chapter 29. This plan must be approved by the Building Official.
 - 3. All plans must be approved by the Deputy Fire Marshal and shall demonstrate compliance with the International Fire Code.

HISTORY

Adopted by Ord. 2017-51 on 10/5/2017

4A-2-6 Insurance Requirements

Upon receipt and review of a Pre-Application Review, the Special Event Coordinator will submit the Application with a recommendation for final authority by the City Attorney's Office for amount of liability insurance pursuant to the hazard matrix or more to be determined within 10 business days following submittal. The Special Event Coordinator will deliver written notice of such determination to the Applicant. Applicants shall provide proof of liability insurance in the determined amount to proceed with a Special Event Application. The City Attorney's Office shall require the Applicant to further name Park City Municipal Corporation as an additional insured. All Applicants shall further indemnify the City from liability occurring at the event, except for any claim arising out of the sole negligence or intentional torts

of the City or its employees. Any reduction of these requirements must be approved by the City Manager or their designee prior to proceeding with a Special Event Application.

HISTORY

Adopted by Ord. 2017-51 on 10/5/2017

4A-2-7 Permit Application Supplemental Documents

The Applicant is responsible for providing the following supplemental documentation to accompany the Special Event Application as the Economic Development Manager or designee deems applicable.

A. Transportation and traffic control requirements and considerations:

1. All traffic and transportation control is the responsibility of the Applicant. A traffic and transportation control plan shall be provided to, and approved by, the Economic Development Manager or designee upon recommendation by the Transportation Department by the event date. Plans are determined through collaboration with the Special Events Coordinator, and shall include determinations on transit impacts and traffic control, including pedestrian, bicycle, motorized and other methods of transport required for the event;
2. Road closures will require appropriate traffic control. Appropriate traffic control may include by uniformed state, county, or local police officers, or a private company, identified event staff, or physical devices, as determined by the Economic Development Manager or designee;
3. The Economic Development Manager or designee may require an alternate route, or alternative time, if the proposed Event occurs when traffic volumes are high, active road construction is present, an alternative event is already occupying the road, a safer route to accommodate the event, or the event poses a significant inconvenience to the traveling public;
4. The Applicant shall restore the road or trail segment, or impacted area to its original condition, free from litter and other material charges;
5. The Economic Development Manager or designee may monitor and ensure compliance with the terms and conditions of any Special Event Permit.

B. Contingency Plan Requirements:

1. Considering the nature of the planned Special Event, the Applicant shall develop:
 - a. Contingency or emergency plans, including Emergency Medical Service, fire, and police;
 - b. Operations plan and timeline including set up and breakdown of the event and its venues;
 - c. Weather date and/or weather conditions plan;
 - d. Residential notification and mitigation plan;
 - e. Planned rest areas, water and toilet facilities, and trash and recycling cleanup;
 - f. Plans to ensure that participants obey the conditions of the Special Event Permit and all other generally applicable traffic laws, lights, and signs;
 - g. The Economic Development Manager or designee may require that the Applicant provide outreach and notice to participants, bystanders, or the public of all plans related to parking, road closures, noise or other impacts. The amount of and method of notice shall be dependent on the circumstances of the Special Event Permit.

C. Special Event Site Identification and Property Use Requirements.

D. List of all vendors that are allowed as part of the event, including the business, organization, or sponsor name and primary contact information.

E. The Applicant shall provide a detailed map showing the proposed site, course and direction of the event. Locations of parking areas, signs and banners, water stations, power sources, toilet facilities, temporary structures and other appropriate information shall also be included on this map. The Applicant is responsible for obtaining appropriate permission to locate these facilities on private or Public property.

HISTORY

Adopted by Ord. 2017-51 on 10/5/2017

4A-2-~~5-8~~ Conflicting Permit ~~Application~~Applications

- A. No more than one ~~(1)~~ Special Event shall be approved for the same date(s) unless the Economic Development Manager or ~~his/her~~ designee finds that the events will not adversely impact ~~one another~~ another, and that concurrent scheduling of the events will not adversely impact the public health, safety, and welfare. In making this determination, the Economic Development Manager or ~~his/her~~ designee will apply the following criteria:
1. Geographic separation of the events;
 2. Proposed time and duration of the events;
 3. Anticipated attendance volumes;
 4. Necessity for public personnel, equipment, and/or transportation services at the events; and
 5. Anticipated traffic and parking impacts.
- B. In cases where an event double booking conflict arises, the Economic Development Manager or ~~his/her~~ designee will encourage any secondary, or subsequent, Applicant to review the feasibility of collocating with the original Applicant. If collocating proves impractical, the Economic Development Manager or ~~his/her~~ designee will encourage any secondary, or subsequent, Applicant to offer a viable alternative strategy that meets the needs of all Applicants, while also ensuring adequate public safety measures remain intact.
- C. If no voluntary agreement is reached, ~~than then~~ the Economic Development Manager or ~~his/her~~ designee shall resolve the issue based on the following order of priorities:
1. The Special Event that provides the greatest overall community and cultural value to the City, ~~based on economic, cultural, and community impacts~~, which for recurring events may be based on annual event debrief.
 2. Special Events planned, organized, or presented by state, federal, or City governmental entities or ~~their~~ agents shall have priority over conflicting ~~application~~ Applications if:
 - a. The ~~application~~ Application is timely filed and processed by the City;
 - b. Said governmental ~~application~~ Application is made in good faith and not with the effect or purpose of improperly chilling constitutional rights of conflicting Applicants.
- D. If no voluntary agreement is reached, then the first-in-time ~~application~~ Application (including consecutive, prior year approval) shall be given priority. The conflicting Applicant shall be advised of other open dates on the City's events calendar.

HISTORY

Adopted by Ord. 2017-51 on 10/5/2017

Amended by Ord. 2018-52 on 9/27/2018

4A-2-~~6-9~~ Licenses Necessary For A Special Event Permit

The Applicant/Permittee shall procure any applicable city, county, state, or other governmental agency approvals, permits, or licenses.

HISTORY

Adopted by Ord. [2017-51](#) on 10/5/2017

Amended by Ord. [2018-52](#) on 9/27/2018

4A-2-~~7~~10 Fees To Be Assessed; Exceptions

- A. **APPLICATIONAPPLICATION FEE.** Special Event ~~Application~~Application Fees shall be assessed according to the Fee resolution. All ~~application~~Application Fees are due and payable upon receipt of invoice from the Park City Special Events Department. ~~Applications~~Applications for ~~annual~~ events which have been previously permitted in Park City will not be accepted unless the ~~applicant~~Applicant has paid fees in ~~full from~~full of the previous year. An Applicant ~~for a recurring event~~ that qualifies as a new event level is responsible for Fee amounts of the given level.
- B. **CITY SERVICE FEES.** Upon receipt of a completed Special Event ~~Application~~Application, the Special Events Coordinator will provide the Applicant with an estimate of City Service Fees based on the ~~fee~~Park City Fee Schedule and will provide estimated costs for City services arising from the event, including but not limited to the use of City personnel and/or equipment, City transportation services, City Public Safety services, City ~~venue~~Venues or facilities, Building inspections, and user Fees. A final assessment of City costs will occur upon completion of the Special Event. All City service Fees will be adjudged to reflect actual cost. Unless reduced pursuant to Section 4A-2-9, all City service Fees must be paid in full within thirty ~~(30)~~ days of the final assessment and receipt of invoice of City costs for the Special Event.
- C. **FINANCIAL SECURITY.** The Economic Development Manager is authorized to require an Applicant to post a cash deposit or other security accepted by the Legal Department for all estimated contingent costs prior to the issuance of a Special Event Permit, as a guarantee against Fees, damages, clean up, or loss of ~~public~~City ~~property~~Property.
- D. **EXCEPTIONS.** Specified Fees do not apply to an ~~application~~Application for a First Amendment Event permit if the Applicant demonstrates, by sufficient evidence, that the imposition of Fees would create a financial hardship on the Applicant or would have a detrimental effect on services provided to the public.

HISTORY

Adopted by Ord. [2017-51](#) on 10/5/2017

Amended by Ord. [2018-52](#) on 9/27/2018

4A-2-8 Events In Parking Structures

~~Applications for Special Events taking place within a parking structure shall be reviewed for compliance with all Codes relating to Special Events along with the standards provided below:~~

- A. ~~Location—Special Events or hospitality functions taking place within a parking structure shall only take place in Historic Recreation Commercial (HRC) District and Historic Commercial Business (HCB) District zones.~~
- B. ~~Duration—Permitted Special Events or hospitality events taking place within a parking structure may not exceed ten (10) calendar days in duration.~~
- C. ~~Frequency—Individual parking structures will be eligible to be converted into an event or hospitality use no more than two times during one calendar year.~~
- D. ~~Application Requirements—In addition to the Special Event application requirements, Applicants wishing to utilize a parking structure for a temporary assembly use as part of a Special Event or hospitality function must also provide the following:~~

- ~~1. An original set of design plans stamped by a Utah licensed mechanical engineer that meet the intent of required ventilation standards as per the International Mechanical Code Section 403.3.1.1 for both occupancies. This plan must be approved by the Building Official.~~
- ~~2. Design plans that demonstrate plumbing systems and fixtures provided within the event space meet the intent of the plumbing fixture requirements of IBC Chapter 29. This plan must be approved by the Building Official.~~
- ~~3. All plans must be approved by the Deputy Fire Marshal and shall demonstrate compliance with the International Fire Code.~~

~~HISTORY~~

~~Adopted by Ord. 2017-51 on 10/5/2017~~

4A-2-9-11 Fee Reductions

- A. Annually, the City will allocate up to ~~two hundred thousand dollars (\$200,000)~~ to reduce City Service Fees required for Special Events. The City Council may appropriate additional , unless funds though a public process. approved separately through an Agreement with the City Council. Such fees will to be used to reduce City Service Fees required for Special Events. Allocation of reduced Fees will be determined at the sole discretion of the Economic Development Manager and Budget Manager(s), City Manager, and City Council. Unmet thresholds at the end of a year will not be carried forward to future years.
- B. The City Manager may reduce the following Special Event City Service Fees up to a total of ~~twenty five thousand dollars (\$25,000)~~ per event after reviewing a recommendation from the Economic Development Manager and Budget Manager upon a finding of eligibility pursuant to the criteria provided. If the total request exceeds \$25,000 per event or includes other City fees outside the fees mentioned below, then the request must be approved by City Council in a Public Meeting. herein:
 1. Special Event Application~~Application~~;
 2. Building permit;
 3. Facility and/or equipment rentals;
 4. Field and/or park rentals;
 5. Special use of public parking permit;
 6. Bleachers;
 7. Trail; and
 7. Public Safety Personnel
 8. ~~Public~~ Safety ~~Personnel.~~

~~If the total Fee reduction request exceeds twenty five thousand dollars (\$25,000) per event or includes other City Service Fees outside the Fees mentioned above, then the request must be approved by City Council in a Public Meeting.~~

- C. ~~All~~ Fee reduction requests will be reviewed ~~twice a year~~ during review of the Special Event Application. All Special Event Fee reduction requests must be submitted to the Special Events Coordinator ~~prior to the application~~ on a Special Event Fee Reduction Application according to the following deadlines:
 1. Level Three, Four and Five Events occurring between March and August are due the October 1st~~first Friday in October. —Events occurring between January 1st and June 30th.~~
 2. Level Three, Four and Five Events occurring between September and February are due the first Friday~~April 1st~~ in April ~~—Events occurring between July 1st and December 31st.~~
 - 2.3. Applications that are determined to be a Level One or Level Two event shall submit fee reduction Applications at the time the Special Event Application is due.

~~Applications received outside of the normal application process may be considered yufor~~
Applications for fee reductions but must demonstrate an immediate need for reduction and provide justification to why the ~~application~~Application was not filed within the specified deadline.

- D. Fee reduction ~~application~~Applications under \$10,000 will be evaluated by ~~the Special Events Department.~~ Special Events~~The Special Events Manager staff will make a recommendation to the Economic Development Manager, Budget Manager(s), and City Manager. -and/or City Council. Final determinations will be made by these parties as outlined above in Section 4A-2-9(B).~~ Fee Reduction Applications over \$10,000 will be reviewed by a ~~City Staff review~~-committee comprised of City Departments which the Fees directly impact and a recommendation will be submitted to the Special Events ~~Department~~Manager. The Special Events Manager will make a recommendation to the Economic Development Manager, Budget Manager(s), and City Manager. ~~Special Events staff will make a recommendation to the Economic Development Manager, Budget Manager(s), and City Manager and/or City Council. Final determinations will be made by these parties as outlined above in Section 4A-2-9(B).~~ All decisions may be appealed with the final decision given by the City Manager for fees totaling below \$25,000 and City Council for items over \$25,000 or as according to the City's Purchasing Policy. The City shall annually publish a list of all organizations/businesses receiving Special Event Fee Reduction on the City's website. Eligibility for a full or partial Fee reduction shall be determined by the City pursuant to the following criteria, none of which shall be individually controlling:

1. Reason for choosing Park City and specific ~~venue~~Venue for the event.
2. Charges event admission or Fees for participation and policy for attendees or participants unable to pay such Fees;
3. Event organizers provide free programs to the community, or raises funds for organizations that provide free or ~~low-cost~~low-cost programs, benefiting local youth, seniors, or underserved constituents, and/or is aligned with City Council's critical goals;
- ~~4. Provides economic opportunities to the community including positive tax benefits, raises funds or provides revenue~~Venue -opportunities to the City to offset City services and costs required by the event;
- ~~5.4.~~5.4. Provides community and cultural and/or economic~~event opportunities during resort offresort off~~ seasons defined as October 15 to November 20 and April 15 to the Thursday before Memorial Day weekend;
- ~~6.5.~~6.5. Demonstrates extraordinary efforts to reduce and mitigate environmental, transportation, and residential impacts associated with the event consistent with adopted City Council priority/policy goals and the General Plan; and
- ~~7.~~7. Demonstrates that the imposition of Fees would create a financial hardship on the Applicant or would have a detrimental effect on services provided to the public.
- ~~8.6.~~

Fee reduction requests must be filed bi-annually, unless otherwise approved in a City ~~S~~services Agreement by the City Council. ~~Application~~Applications for fee reduction shall only be considered for the first ~~five-three (5)~~ years of event approval, unless otherwise approved under a City Service Agreement or by City ~~Council.~~ Council. If an ~~A~~Applicant appeals to have their Fee Reduction application~~Application~~ considered after ~~five-three (5) consecutive~~ years, the Economic Development Manager or their designee may require, by showing of good cause or extraordinary circumstances, ~~review of a business plan, economic impact study and/or community vitality study for review and consideration of allowing an extraordinary circumstance for the application~~Application to be considered. Approval of any fee reduction for any ~~application~~Application shall not create a precedent for future requests.

HISTORY

Adopted _____ by _____ Ord. 2017-51 on _____ 10/5/2017
Amended by Ord. 2018-52 on 9/27/2018

4A-2-10 Insurance Requirements

~~Upon receipt and review of a Special Event Permit application, the Special Event Coordinator will submit the application with a recommendation for final authority by the City Attorney's Office for amount of liability insurance pursuant to the hazard matrix or more to be determined within ten business days (10) following submittal. The Special Event Coordinator will deliver written notice of such determination to the Applicant. Applicants shall provide proof of liability insurance in the determined amount no later than fourteen days (14) prior to the first set up day of a Special Event. The City Attorney's Office shall require the Applicant to further name Park City Municipal Corporation as an additional insured. All Applicants shall further indemnify the City from liability occurring at the event, except for any claim arising out of the sole negligence or intentional torts of the City or its employees. Any reduction of these requirements must be approved by the City Attorney's Office prior to permit approval.~~

HISTORY

Adopted by Ord. 2017-51 on 10/5/2017

4A-2-11 Permit Application Supplemental Documents

~~A. Transportation and traffic control requirements and considerations:-~~

- ~~1. All traffic and transportation control is the responsibility of the Applicant. A traffic and transportation control plan shall be provided to, and approved by, the Economic Development Manager or his/her designee upon recommendation by the Transportation Department by the event date. Plans are determined through collaboration with the Special Events Coordinator, and shall include determinations on transit impacts and traffic control, including pedestrian, bicycle, motorized and other methods of transport required for the event;~~
- ~~2. Road closures will require appropriate traffic control. Appropriate traffic control may include by uniformed state, county, or local police officers, or a private company, identified event staff, or physical devices, as determined by the Economic Development Manager or his/her designee;~~
- ~~3. The Economic Development Manager or his/her designee may require an alternate route, or alternative time, if the proposed Event occurs when traffic volumes are high, active road construction is present, an alternative event is already occupying the road, a safer route to accommodate the event, or the event poses a significant inconvenience to the traveling public;~~
- ~~4. The Applicant shall restore the road or trail segment, or impacted area to its original condition, free from litter and other material charges;~~
- ~~5. The Economic Development Manager or his/her designee may monitor and ensure compliance with the terms and conditions of any Special Event Permit.~~

~~B. Contingency Plan Requirements:~~

- ~~1. Considering the nature of the planned Special Event, the Applicant shall develop:
 - ~~a. Contingency or emergency plans, including Emergency Medical Service, fire, and police;~~
 - ~~b. Operations plan and timeline;~~
 - ~~c. Weather date and/or weather conditions plan;~~
 - ~~d. Residential notification and mitigation plan;~~
 - ~~e. Planned rest areas, water and toilet facilities, and trash and recycling cleanup;~~
 - ~~f. Plans to ensure that participants obey the conditions of the Special Event Permit and all other generally applicable traffic laws, lights, and signs;~~~~

~~g. The Economic Development Manager or his/her designee may require that the Applicant provide notice to participants, bystanders, or the public of all plans enumerated in Subsection (B)(1). The amount of and method of notice shall be dependent on the circumstances of the Special Event Permit.~~

~~C. Special Event Site Identification and Private Property Use Requirements.~~

~~D. The Applicant shall provide a detailed map showing the proposed course and direction of the event. Locations of parking areas, signs and banners, water stations, power sources, toilet facilities and other appropriate information shall also be included on this map. The Applicant is responsible for obtaining appropriate permission to locate these facilities on private property.~~

~~HISTORY~~

~~Adopted by Ord. 2017-51 on 10/5/2017~~

4A-2-12 Film-Making

Film-making shall be considered Special Events unless such event does not create substantial public impact or require substantial City service. Any filming undertaken by any business or corporation must first be licensed as a business under Title 4 of this Code. Corporations falling under the provisions of this Title or who are specifically in film-making or promotions on ~~public or private~~ or City Property must, as a provision of their permit, provide the following: proof of insurance, shooting schedule or schedule of events, written permission of property owners, and access to any set or site for purposes of Code enforcement.

HISTORY

Adopted by Ord. 2017-51 on 10/5/2017

4A-2-13 Criminal Penalty

Any person who willfully violates any provision of this Title shall be guilty of a Class B misdemeanor. Persons conducting Special Events without having first obtained a Special Event Permit are subject to arrest and the Special Event is subject to closure.

HISTORY

Adopted by Ord. 2017-51 on 10/5/2017

4A-2-14 Revocation For Cause; Notice To Cure

- A. **NOTICE TO CURE**. If the Special Events Coordinator or any sworn law enforcement officer determines that the conditions of any permit issued pursuant to this Title have been or are being violated, then notice shall be given to the Permittee, Sponsor, ~~or and~~ designated organizer's representative of the Special Event to cure the violation.
- B. **FAILURE TO CURE**. It is unlawful for the Permittee, Sponsor, or on-site organizer's representative of an authorized Special Event to fail to take reasonable steps to promptly cure any notice of violation of this Title. It is also unlawful for any participant or spectator to fail to comply with lawful directions issued by any sworn law enforcement officer or by the Permittee, Sponsor, or on-site organizer's representative to cure their violation of this Title.
- C. **CLEAR AND PRESENT DANGER**. If a sworn law enforcement officer determines, after consultation with the Chief of Police or the Chief of Police's designee, that any failure to cure a violation of this Title creates a clear and present danger of immediate significant harm to life, public safety, or property which cannot be reasonably mitigated by increased public safety enforcement and which, on balance, outweighs the constitutionally protected rights of the organizers or participants in the Special Event, the Permittee, Sponsor, or on-site organizer's representative of the Special Event shall be promptly notified that the permit is revoked and that the Special Event

must immediately cease and desist.

- D. **VIOLATION OF CEASE AND DESIST ORDER.** If a Special Event Permit is revoked as specified in Subsection (C) above, then it shall be unlawful for any person to fail to obey the order to cease and desist from illegal activities.

HISTORY

Adopted by Ord. [2017-51](#) on 10/5/2017

4A-3 Public Outdoor Music Plazas-REPEALED BY ORD 2019-35

HISTORY

Adopted by Ord. [2017-51](#) on 10/5/2017

Repealed by Ord. [2019-35](#) on 6/27/2019



2022 DRAFT Special Event Peak Time Period Calendar

2022

January						
S	M	T	W	T	F	S
				30	31	1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30	31					

April						
S	M	T	W	T	F	S
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30

July						
S	M	T	W	T	F	S
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30
31						

October						
S	M	T	W	T	F	S
						1
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9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30	31					

February						
S	M	T	W	T	F	S
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6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28					

May						
S	M	T	W	T	F	S
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15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

August						
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7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

November						
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13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30			

March						
S	M	T	W	T	F	S
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13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		

June						
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12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30		

September						
S	M	T	W	T	F	S
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	

December						
S	M	T	W	T	F	S
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

- Current codified Peak (Event) Time Periods
- Recommended New Peak (Event) Time Periods
- Recommended Quiet Time Periods