PARK CITY COUNCIL MEETING MINUTES
445 MARSAC AVENUE
PARK CITY, UTAH 84060

November 16, 2023

The Council of Park City, Summit County, Utah, met in open meeting on November 16, 2023, at 3:15 p.m. in the City Council Chambers.

Council Member Toly moved to close the meeting to discuss litigation and property at 3:15 p.m. Council Member Gerber seconded the motion.

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

CLOSED SESSION

Council Member Gerber moved to adjourn from Closed Meeting at 4:45 p.m. Council Member Doilney seconded the motion.

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

WORK SESSION

Emerging Disruptors Study Update:
Hannah Pack and Alex Roy, Transportation Planning, and Brent Crowther, Kimly Horn, presented this item. Pack stated the purpose of the project was to find disruptive ideas that would promote innovative transportation. She noted the committee met July-October to discuss the pros and cons of the ideas. Crowther stated the committee started with an initial list of eight disruptors. Dedicated bus lanes were explored for bringing them further into town. The committee favored this idea as long as the right-of-way was not expanded. The one-way loop on Kearns, Park Avenue, and Bonanza was analyzed and the group thought this idea could be a benefit and suggested a pilot project and further analysis by City staff. The aerial gondola was studied and it was noted other cities were using this transportation feature. The committee recommended that this would not be a primary form of transportation but used as an alternate form of transportation. Passenger rail was discussed, and the group favored having this connected to a regional system, such as the UTA Frontrunner. The direct airport connection to Park City was explored as part of a visitor’s flight reservation.

Implementing a reversible flex lane during peak traffic times was discussed and it was determined this could be implemented relatively quickly. The group recommended analyzing this in a feasibility study with UDOT. They also discussed establishing vehicle-free zones on Main Street and felt any closure of Main Street should be permanent and not just for special events. They recommended making Main Street a permanently closed street. The last idea discussed was tunnels where cars would shuttle people into town without widening roadways. The committee recommended exploring this idea further.

Pack reviewed the next steps for each idea and the estimated impact. Some of the projects needed additional review from City staff and outside firms, while others needed regional partners. Roy indicated vehicle-free zones and the one-way loop were lower priorities since they would not reduce traffic in town.

Council Member Dickey asked if the tunnels were feasible since it was very expensive to implement. Regarding bus rapid transit (BRT), he asked if the idea was a way for people in the County to get into town, to which Pack affirmed. Roy stated the City and County were conducting a park and ride study and they discussed how BRT could be accessed. Council Member Dickey referred to the gondola and asked for more information. Roy stated people wouldn't get out of their car to ride the gondola, but if it went places that weren't accessible by car or was a shortcut route, it would be attractive. Park and rides would be good locations to board a gondola. Council Member Dickey asked if flex lanes would move the bottleneck out to another area. Roy stated that would need to be studied.

Council Member Toly asked why the committee did not recommend trolleys or trains. Roy stated the group focused more on a regional train versus a circulator train. He noted a difficulty of doing a rail system was the expense for putting in the tracks. Trolleys could avoid that expense. Council Member Toly asked if vehicle-free zones were considered in other areas of town. Pack stated the Bonanza Park area was also discussed as a possible location for that idea. Council Member Toly stated a vehicle-free zone on Main Street should be explored with the small area plan. She asked how the cost estimates for the ideas were determined. Roy stated the ideas and recommendations were not solely focused on cost. Council Member Toly asked why the one-way loop would require a road expansion. Roy stated there was modeling of this concept and it would require an additional outbound lane. Council Member Toly asked if a one-way loop was considered for Old Town, to which Roy indicated it was not studied, but the group acknowledged Old Town could be explored for a one-way loop as well.

Council Member Rubell noted there was a procurement report in today's packet for studying the one-way loop and asked if that contract was executed, to which Roy affirmed. Council Member Rubell didn't think this was good use of funds since the idea ranked low. Sarah Pearce, Deputy City Manager, noted the contract was executed before the committee was formed. Council Member Rubell asked if the distinction between the disruptors and the things that would benefit the transportation network was the sentiment of the committee. Roy stated the group was focused on looking at disruptors to offset the traffic coming into town. A major point of discussion involved the traffic problem and they wanted to look at solutions that would solve that issue. Council Member Rubell asked if fast electric vehicle (EV) charging was part of the study, to which Pack stated that idea was not selected for study. Roy noted some of the ideas were going to be implemented anyway and that was one of them.

Council Member Doilney asked if the town's comfortable caring capacity was a topic of discussion when weighing the disruptors. Pack stated the stakeholders didn't want more cars in town, but they didn't focus on the people aspect. Council Member Doilney asked if the City's pain points were a driver of the discussion. He stated pain points changed behavior and asked if that played a part of the study. Roy stated the committee wanted to focus on capacity and how to maximize efficiency without increasing capacity. Council Member Doilney agreed with the work done by the committee. He noted the presentation included areas where the City could research more. He didn't know about the tunnel idea and stated Park City didn't identify with Las Vegas and he didn't want its resources spent on that. The airport connection made a lot of sense, and he thought the City could lead on that among resort communities. The gondola had been discussed for years, but he felt the limited loading zones and the right-of-way issue made for difficult execution. It wasn't a no, but he asked to look at that in conjunction with prior research that was done.

Council Member Rubell looked at the ideas that were feasible and low cost as mid-term options: the airport connection, vehicle-free zones and reversible flex lanes. The aerial gondola and tunnel were harder to achieve and longer-term projects. He wanted to pursue them with the note that they were not near term achievable. He wanted to move forward with the recommendations. Council Member Toly stated the community wanted a fast solution and she wanted to look at a plan for the airport connection, the gondolas, and the tunnel ideas. She thought there was a mid-term solution that was missing and hoped to see something in that range.

Council Member Gerber stated the ideas were focused on taking cars off roads. She didn't want the flex lane idea because that would open the town up for more cars. She felt narrowing roads would be the most disruptive idea and it would promote the buses. Discussion needed to include how to disincentivize cars coming into town. Council Member Dickey stated he felt the same as the other Council members and thought some of these ideas would bring more cars into town. Airport traffic was not a traffic solution because it happened throughout the day and not at 8:00 a.m. He thought the reversible flex lane should be studied further. The vehicle-free Main Street was a good idea but he was concerned for the local businesses and wanted to understand how people could continue to support those businesses.

Mayor Worel favored the airport connection and stated that would be fairly easy to implement. She was glad there were people with the knowledge needed to help it get implemented. The tunnel needed to be studied further and she agreed it should not be a

City funded project. She asked why there was a social equity lens to that idea. Pack stated other tunnels charged fees which was not in line with the City's fare-free status. Mayor Worel favored looking at vehicle-free areas in conjunction with the Bonanza Park and Main Street small area plans.

Council Member Doilney stated the work done was great and it helped Council make decisions and narrow down priorities. Roy stated he heard good feedback and would move forward on the airport connection and BRT. They could work with Planning and Economic Development to look at vehicle-free area possibilities. Council Member Toly felt a vehicle-free Main Street would need a train running down it to help pedestrians navigate the hill.

Childcare Scholarship Program:

Michelle Downard, Resident Advocate, and Sarah Mangano, Human Resources Director, presented this item. Downard reviewed the administrator had begun working with the Division of Workforce Services (DWS) with regard to the childcare scholarship program and they provided feedback on the City requirements for the scholarship. She noted DWS was considering increasing their funding, which in turn would stretch the City's scholarship funds.

Council Member Gerber expressed concern regarding the scholarship endpoint for children over 60 months, since some children missed the school birthdate deadline. Downard stated the focus of the program was for early childcare, but she could adjust the language. Council Member Dickey stated Upwards advocated against the DWS incentive and he asked for the justification for that recommendation. Downard stated the funds would go to the providers. The administrator stated there were providers who didn't accept the DWS money because of the administrative costs associated with receiving those funds. Downard stated Upwards recommended the funds go to the households instead of the childcare facilities to help the families and maximize the benefits. Council Member Gerber stated this was a pilot and the City could see how many providers added children with DWS benefits and if it wasn't an incentive, the City could cut it.

Council Member Toly clarified there was nothing in the program that distinguished or prioritized residents or workforce over the other group. Council Member Rubell stated the $200 was not income qualified, to which Downard stated that criterium had a 150% AMI limit. Council Member Rubell thought 150% AMI was too much since that equaled over $200,000 for a four-person household. He felt the AMI standards needed to be consistent. On the employee childcare benefit, he asked if the same program applied, but employees didn't have to use a Summit County provider. Mangano affirmed, and stated they didn't want to impact the Park City area since it was already impacted. There were also other reasons why employees couldn't move their children to Summit County facilities. Council Member Rubell requested that Childcare Criteria Item One include residents and Park City Municipal employees. He also asked if that employee benefit would extend to boards and commissions, to which Mangano stated the benefit didn't extend to board members at this time because of complications with other state benefits. Council Member Rubell hoped that this benefit could be given to boards to help break down barriers to participation. Council Member Gerber noted the housing incentive was not offered to boards and it should be consistent with that. Mangano stated no benefits were offered to part-time employees because it would trigger other benefits so she would have to look into that more.

Council Member Doilney understood the concerns and noted one of the things the Council wanted to figure out during the pilot program was if the scholarship helped people stay in town. He preferred to start narrow and learn from it. Regarding the 150% AMI cap, Council didn't know who needed this benefit and he didn't want to punish families for living in Park City. For the pilot, he thought the way it was laid out was a good start. Council Member Gerber stated this was a complex process and she thanked Downard and Mangano. She agreed with Council Member Doilney and stated it was great to have the pilot. The 150% AMI was the Park City middle class and she wanted to promote that as a workforce incentive.

Mayor Worel summarized the Council agreed to move the age limit to when children started kindergarten. Council Member Rubell stated 150% AMI families wouldn't qualify for an income supported program. If the intent of the program was to incentivize workforce, then that was a different purpose. Downard clarified 100% AMI for a four-person household was $148,600 and 150% AMI was $222,900.

Council Member Toly had a problem with 150% AMI as well. She suggested making it 100% AMI for the first three months and then expanding it if there was a lot of money left over. Council Member Dickey asked how the money would be distributed. Council Member Rubell indicated Criteria Item Two did not require a cost burden. He suggested beginning at 100% AMI and increasing the AMI to 120% if needed with administrator discretion. Council Member Doilney supported that but asked that the administrator come back if there was no response with the 100% AMI. The Council agreed to lower the AMI for the first three months. Mayor Worel asked that this item come back to Council for a vote on November 30, so Council was clear on the direction. Mangano stated she would change the employee benefit to include up to kindergarten eligibility. She had no AMI data for employees, so she didn't want to expand that. Council Member Rubell asked if the childcare benefit should come back to discuss expanding it to boards and commissions.

REGULAR MEETING

I. ROLL CALL

Attendee Name	Status
Mayor Nann Worel Council Member Ryan Dickey Council Member Max Doilney	**Present**

Council Member Becca Gerber Council Member Jeremy Rubell Council Member Tana Toly Sarah Pearce, Deputy City Manager Margaret Plane, City Attorney Michelle Kellogg, City Recorder	
None	**Excused**

II. COMMUNICATIONS AND DISCLOSURES FROM COUNCIL AND STAFF

Council Questions and Comments
Council Member Toly announced tomorrow was the beginning of ski season and Election Day was Tuesday. Council Member Rubell asked for an update on the Fresh Market bus stops. John Robertson, City Engineer, indicated the Park Avenue bus stops would be bigger than the previous ones. They began construction in July, but there were supply chain issues and labor shortages which delayed the project. The concrete would be finished this month, and the structure would be completed by the end of February. A tent was put in front of the Yarrow Hotel and notices distributed to let people know. Council Member Rubell stated there were discussions by Planning Commissioners based on the LMC amendments and the need for contractors. He requested a joint meeting with the Council and Planning Commission to discuss upcoming topics. Mayor Worel indicated she met with Sarah Hall, Planning Commission Chair, and they had agreed to meet every six weeks to keep communication lines open. Council Member Rubell requested this be discussed at the next retreat as well.

Council Member Doilney stated some of the Council went to the Chamber meeting today and they previewed the upcoming ski season. It reminded him that this was a community that welcomed the world and residents were lucky to be here. He reminded people to vote. He indicated there were a lot of letters to the editor in the Park Record. He read that Park City was going to have a lot of new water and he wanted to clarify that. Clint McAffee, Water Manager, stated there was talk that the new 3Kings Water Treatment Plant would add water sources to the City. He stated the plant would treat existing water but would not add additional water. Council Member Doilney added this plant would increase the City's regional collaboration.

Mayor Worel announced dates for early voting and Election Day voting for those who lost their ballots. She stated PCMC achieved an 86 out of 100 on the Human Rights Campaign Municipal Equality Index. This showed the City's commitment to diversity, equity, and inclusion (DEI) and LGBTQ communities. She reminded the public they could take the Bonanza Park survey by going to the City website.

Staff Communications Reports:

1. Procurement Update:

<u>2. August Sales Tax and Budget Monitoring:</u>

<u>3. Sundance Transportation Plan 2024:</u>
Council Member Rubell clarified there were public comments about the plan last year. He stated staff had to try new things and learn from them. They were adjusting this year based on the results from last year.

<u>4. Community Engagement Quarterly Update:</u>

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

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

<u>John Stafsholt</u> 84060 stated voters in 2018 approved the Treasure Hill bond. He indicated in 2021, a conservation easement was announced, but there still was no conservation easement. He asked that a conservation easement be discussed at the next meeting.

<u>Jennifer Wesselhoff</u>, President of Chamber and Visitors Bureau, thanked Council for putting the Small Business Saturday Resolution on today's agenda. She stated small businesses were the backbone of the community. It was important to shop local. She thought supporting local businesses helped keep the community vibrant.

Mayor Worel closed the public input portion of the meeting.

IV. CONSIDERATION OF MINUTES

<u>1. Consideration to Approve the City Council Meeting Minutes from October 26, 2023:</u>

Council Member Gerber moved to approve the City Council meeting minutes from October 26, 2023. Council Member Dickey seconded the motion.

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

V. CONSENT AGENDA

<u>1. Request to Adopt the Proposed Childcare Benefit for all Full-Time Municipal Employees:</u>

2. Request to Approve a Contract for State Lobbying Services, in a Form Approved by the City Attorney, with Consult-LEC, LLC (David Stewart) for $100,800 Per Year through December 31, 2025:

3. Request to Approve a Contract for Federal Lobbying Services, in a Form Approved by the City Attorney, with Barker Leavitt for $109,478 Per Year through November 1, 2026:

4. Request to Approve Resolution 20-2023, a Resolution Declaring November 25, 2023, as "Small Business Saturday" in Park City, Utah:

Council Member Doilney moved to approve the Consent Agenda as amended for childcare employee benefits. Council Member Rubell seconded the motion.

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

VI. OLD BUSINESS

1. Consideration of Deer Valley Development Company's Petition for the City to Vacate Portions of Right-Of-Way on Deer Valley Drive West and South, and to Dedicate Doe Pass Road to the City, as Part of the Snow Park Village Base Area Master Planned Development and Subdivision Application:
Mayor Worel indicated many discussions had taken place between the City and Deer Valley. The Council wanted an inclusive process for this issue and as a result, numerous public hearings were held. They focused on mitigating downstream effects on the community, expanding regional transportation infrastructure, increasing affordable housing, and continuing to offer a world class resort experience to visitors. There were still ongoing discussions, but more details should be given by the next meeting. A public hearing was scheduled for December 5^{th}.

Mayor Worel opened the public hearing.

Deb Rentfrow stated there hadn't been much progress to a resolution to this issue. She noted other projects where the community was organized to solve the issues. Protect the Loop was organized to address this request and minimize impacts that would best serve the community. Transportation and congestion were most concerning to the group.

Manny Kennewick via Zoom made inappropriate comments and Mayor Worel cut off his ability to speak.

Allison Keenan 84060 stated this had been a long process and she appreciated the negotiations. In 2022, a survey was issued by Protect the Loop and the number one concern was traffic. Other concerns were accessibility, walkability, and bike safety. She noted microtransit solved the issue of people needing to be dropped off closer to home. Likewise, in the Snow Park right-of-way issue, Council must consider the traffic implications as negotiations progressed.

Rudy Hess via Zoom made inappropriate comments and Mayor Worel cut off his ability to speak.

Gabe Giles via Zoom made inappropriate comments and Mayor Worel cut off his ability to speak. She then announced public input would not be taken virtually for the remainder of the meeting.

Hannah Tyler, Deer Valley Resort, stated they worked many hours and a lot of effort had been put into negotiations with the City, and she hoped it would all work out.

Charlotte O'Connell 84060 did not favor vacating the right-of-way. She didn't want traffic lights in her neighborhood and wanted to keep the dark skies area.

Vincent Novak 84098 stated whatever the decision was, he hoped it would include easy access for residents. He was partially disabled and hoped disabled parking would be retained at Snow Park. He wanted a robust transportation plan put in place.

John Greenfield indicated he wanted to keep the conversation positive.

Council Member Doilney moved to continue the Deer Valley Development Company's petition for the City to vacate portions of right-of-way on Deer Valley Drive West and South, and to dedicate Doe Pass Road to the City, as part of the Snow Park Village Base Area Master Planned Development and Subdivision Application to November 30, 2023. Council Member Dickey seconded the motion.

RESULT: CONTINUED TO NOVEMBER 30, 2023
AYES: Council Members Dickey, Doilney, Gerber, Rubell and Toly

VII. NEW BUSINESS

1. Consideration to Approve the Funding Recommendations for the FY24-25 DEI and Mental Health Special Service Contracts (SSC):

Jed Briggs and Hans Jasperson, Budget Department, presented this item. Jasperson stated these contracts would help foster a more inclusive community. He reviewed the application process and noted the contracts filled services that would otherwise be filled by the City government. Regular service contracts were long-term contracts for services that would be needed annually. The special service contracts were for innovative contracts and Diversity, Equity, and Inclusion (DEI) related contracts. He noted the criteria for the special service contracts.

Jasperson displayed a list of recommended contracts that included the total City support to the organizations. Council Member Gerber asked if the rental subsidy by the City was over multiple years, to which Jasperson affirmed. He indicated one application was submitted by the Arts Council, but it did not meet the criteria. They advised the Arts Council to apply for a regular service contract in the future.

Mayor Worel liked the recommendation to move to an interview process and thought that would help clarify the organization's intent with their request. Council Member Gerber thought there needed to be a review of the criteria for new or innovative programs. Also, there were requests for large sums of money and requests for things the City already had services for. She suggested reevaluating the term for regular contracts and stated the world was changing fast and four years was a long time for a contract. Council Member Toly stated the process would be refined to make sure the needs of the community were met.

Council Member Dickey asked why Mountainlands was funded since that was an ongoing operations request. Council Member Gerber stated the request was to continue the Housing Resource Center. This funding began two years ago and this funding would enable it to continue. The housing advocacy and housing navigator positions would help people who were looking for rentals and help them navigate through the system. Council Member Dickey liked that the SSCs were set up with the goal that they would become self-funding.

Council Member Rubell asked about funding for PC Tots, and indicated the City was launching a new program for childcare tuition support. He didn't understand why the City singled out a specific provider and would give them extra support. He noted they also received a regular service contract. Council Member Gerber indicated they were expanding their service into the library space, and residents and some workforce would be eligible to apply for some scholarships. They provided deep subsidies, and they would have to get an additional $100,000 in fundraising to provide the proposed tuition scale. Council Member Rubell thought this was an example of double dipping for funding. He asked what the timing was for receiving the funds. Jasperson stated the funding would coincide with the new fiscal year. This funding would go out in the next month and the FY25 funds would be released in July.

Council Member Doilney asked if there were any SSCs that were subsidized and then they became self-sufficient. Council Member Gerber stated the City didn't have to fund these, but they were grants. Council Member Doilney stated if these programs were a community benefit, the City needed to reevaluate to fund them as regular contracts. Council Member Toly suggested all contracts be regular service contracts. She noted there were multiple people applying for the same grants and it was hard to figure it out.

Margaret Plane, City Attorney, stated state law dictated public funds needed to be given for a corporate purpose. She explained that statute came about after Salt Lake City donated to a charitable organization. As the program was being reevaluated, local government could not give above 1% of its budget for charitable purposes.

Mayor Worel opened public input.

Vincent Novak 84098 stated there was a recommendation to conduct interviews like Recreation Advisory Board (RAB). He noted the Summit County RAB Cultural Committee did not interview applicants anymore because their legal advice was that it created a conflict of interest or showed favoritism to certain applicants.

Kris Campbell 84098 stated there were many worthy projects being funded by the City. Mountain Mediation and Park City LGBT Taskforce both got funding and they both had new and innovative projects. The funding enabled them to get their projects going. He noted previous programs that received City funding were now self-sufficient. He suggested increasing the funding budget to help these new programs get started.

Joe Urankar 84098 was on the LGBTQ Taskforce and indicated they had new and innovative programming. Their group was a leadership incubator and offered networking opportunities. He was glad they had support from the City.

Virginia Solomon, 84098, referred to the increased DEI score and thanked the City for its efforts. The LGBTQ Taskforce wanted to relate that they had created a support system for parents of transgender kids. Another member of the taskforce had met with the library team to discuss banned books. Because of their structure, they were contributing to City priorities.

Mayor Worel closed public input.

Council Member Rubell didn't think the process was working as it was intended. This was a function of the City, so it should be simple. This would free up money so organizations could use it as seed money for new programs. He proposed to continue this item, then carve out the operational items and reallocate the rest to the organizations that scored high in the innovative categories. Briggs stated the regular contracts were looked at as the committee evaluated DEI and mental health contracts. He reviewed how the process had evolved over the years. He thought it would be wise to reevaluate the system before the regular contracts were renewed next June. Council Member Rubell asked that the SSC funding be distributed for FY24 and then revamp the process for FY25. Council Member Gerber indicated it took a long time to get through the process and a revamp would take at least 18 months. There was no right way to distribute funds and it was difficult to determine ranking criteria.

Council Member Toly advocated for having one contract process. Council Member Dickey had the same concern with the process and thought this could be fixed for the future. He favored approving the recommendations for FY24 and FY 25 and then coming back later to look at the process. Mayor Worel stated she came from a nonprofit background and she knew nonprofits needed to plan their budgets for four years into the future. She hesitated always requiring a new and innovative program and then only funding it for one year. She supported reviewing the process soon. Council Member Doilney agreed. Council Member Rubell asked if the FY25 funding would come out of the money that would be allocated from a single contract process, to which Briggs affirmed. Council Member Toly wanted a solution where there was no overlap.

Briggs indicated if the recommendations were approved tonight, new funding would be restricted for FY25. Council Member Rubell wanted a stable long-term funding mechanism. Mayor Worel stated there was consensus for the SSC program to be refined and she wanted to be part of the process. Council Member Rubell thought the funding for PC Tots was double dipping. He suggested that money be given to the next highest-ranking applicant that met the criteria. He was concerned with the amount given to Mountainlands and the redundancy with the City's Housing Department. There was also discussion on setting up a regional housing authority and that would be another redundancy. His last concern was the amount allocated for KPCW. He thought the government shouldn't give donations to news agencies that reported on the government. After some discussion, the majority of the Council decided to allocate the funding as recommended.

Council Member Gerber moved to approve the funding recommendations for the FY24-25 DEI and Mental Health Special Service Contracts. Council Member Dickey seconded the motion.

RESULT: APPROVED
AYES: Council Members Dickey, Doilney, Gerber, and Toly
NAY: Council Member Rubell

2. Consideration to Approve Ordinance No. 2023-52, an Ordinance Approving the 902 Woodside Avenue Plat Amendment, Located at 902 Woodside Avenue, Summit County, Park City, Utah:

Lillian Zollinger, Planner, presented this item and stated the amendment was recommended by the Planning Commission prior to the Council's vote to give Final Action authority of plats to the Planning Commission. The current dwelling was not to code so the building would be removed and a new single-family building would be constructed.

Mayor Worel opened the public hearing. No comments were given. Mayor Worel closed the public hearing.

Council Member Dickey moved to approve Ordinance No. 2023-52, an ordinance approving the 902 Woodside Avenue Plat Amendment, located at 902 Woodside Avenue, Summit County, Park City, Utah. Council Member Doilney seconded the motion.

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

3. Consideration to Approve Ordinance No. 2023-53, an Ordinance Amending Land Management Code Section 15-5-5(N) Landscaping and Section 15-15-1 Definitions:

Spencer Cawley, Planner II, stated the amendments would allow the City to be in compliance with state requirements for landscaping incentives. He reviewed the landscape incentive program and stated the State of Utah and the Weber Basin Water Conservancy District partnered with the program and enhanced the incentive based on the code amendments. The Planning Commission gave a unanimous recommendation and suggested an additional definition for "Landscaped Area." The term "Active Recreation Area" definition was also amended.

Mayor Worel opened the public hearing. No comments were given. Mayor Worel closed the public hearing.

Council Member Dickey moved to approve Ordinance No. 2023-53, an ordinance amending Land Management Code Section 15-5-5(N) Landscaping and Section 15-15-1 Definitions. Council Member Toly seconded the motion.

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

4. Consideration to Approve Ordinance No. 2023-54, an Ordinance Approving the North Norfolk Plat Amendment Amending the Knudson Subdivision and Parcel SA-200, and Re-Subdividing the Vacant Lots into Four Lots to Allow Four Single-Family Dwellings:

Alex Ananth, Senior Planner, and Justin Keyes, legal representative for the applicant, were present for this item. Ananth reviewed four single family units were proposed for the site and part of the sight had been vacated. The proposed lots would have access from a shared access. Norfolk Avenue was a public right-of-way (ROW) but was privately maintained by properties to the south. She noted the applicant agreed to change the maximum building pad to have the setbacks measured from the shared driveway and they would be responsible for the maintenance of the shared driveway and Norfolk Avenue. The shared driveway would contain a pedestrian easement to connect with the property to the north in the event the City built a staircase. All the lots were compliant with the zone. The Park City Fire Service District required a private staircase which would be maintained by the HOA. There were talks that they could contribute to the public staircase, but the City might not have the same timeline for the staircase.

Ananth reported public concerns for North Norfolk, including the narrowness of the road and lack of turnaround ability. Keyes noted this plat was discussed by the Planning Commission four times. He thought the plat amendment would improve the location. Mayor Worel asked if the Fire Department would pull hoses down the emergency stairs, to which Ananth affirmed.

Council Member Toly asked if street parking was allowed, to which Ananth stated it was not. Toly asked how the snow removal would work. Keyes stated CCRs would be created, and the road maintenance and snow removal were part of that. Council Member Toly asked how trash pickup would work. Keyes stated trash was collected at the end of the street. Ananth added that was a condition of approval. Council Member Toly asked about the emergency staircase. Ananth stated if the emergency staircase was built, it would be private. If the applicant contributed to a City staircase, it would be public. Council Member Dickey asked if a site plan was available that would show a snow storage area, to which Ananth stated some drawings were available but they weren't part of the presentation.

Mayor Worel opened the public hearing.

Deb Rentfrow, 84060, requested that the Council continue the item so additional conditions could be added. A concern was the City didn't maintain its own ROW. It was a narrow road and adding four units without improving the road would be dangerous to those who resided there. She felt the applicant should pay the City a fee for future road improvements since the residences would double on that street. The applicant agreed to take on the maintenance of the road, but the conditions of approval (COA) didn't align with the discussion tonight. The shared driveway and Norfolk should be the responsibility of the HOA. She also indicated the transition from Norfolk to the shared driveway should be a 20-foot width per City code. She also noted the lot sizes were greater than the standard lot sizes. There was no COA to set out construction mitigation plan.

Ed Parigian, 84060, stated this street/driveway didn't work. There was no room to turn a vehicle around and no room to pass. Adding four additional units to the driveway was a lot for this area. He didn't think there was a location to put the snow.

Mayor Worel closed the public hearing.

Mayor Worel asked if the road was being considered with the Woodside Park Phase II project, and asked if this was the road widening issue. Ananth stated that would be part of the Woodside project, but it would be difficult to widen the entire road because of the historic structure.

Council Member Doilney stated there were rules for new developments with Old Town projects and then there was knowledge of the quirks of the area. The Planning Commission's job was to delve into the details and give the Council a recommendation.

This road had come to the Council before. There was no perfect solution on that road and there was a historic home on the road. The applicant went through the process and performed his due diligence. This proposal wasn't perfect, but he supported moving forward with the amendment. Council Member Dickey agreed and stated he would defer to the Planning Commission's recommendation.

Council Member Doilney moved to approve Ordinance No. 2023-54, an ordinance approving the North Norfolk Plat Amendment amending the Knudson Subdivision and Parcel SA-200, and re-subdividing the vacant lots into four lots to allow four single-family dwellings. Council Member Dickey seconded the motion.

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

VIII. ADJOURNMENT

With no further business, the meeting was adjourned.

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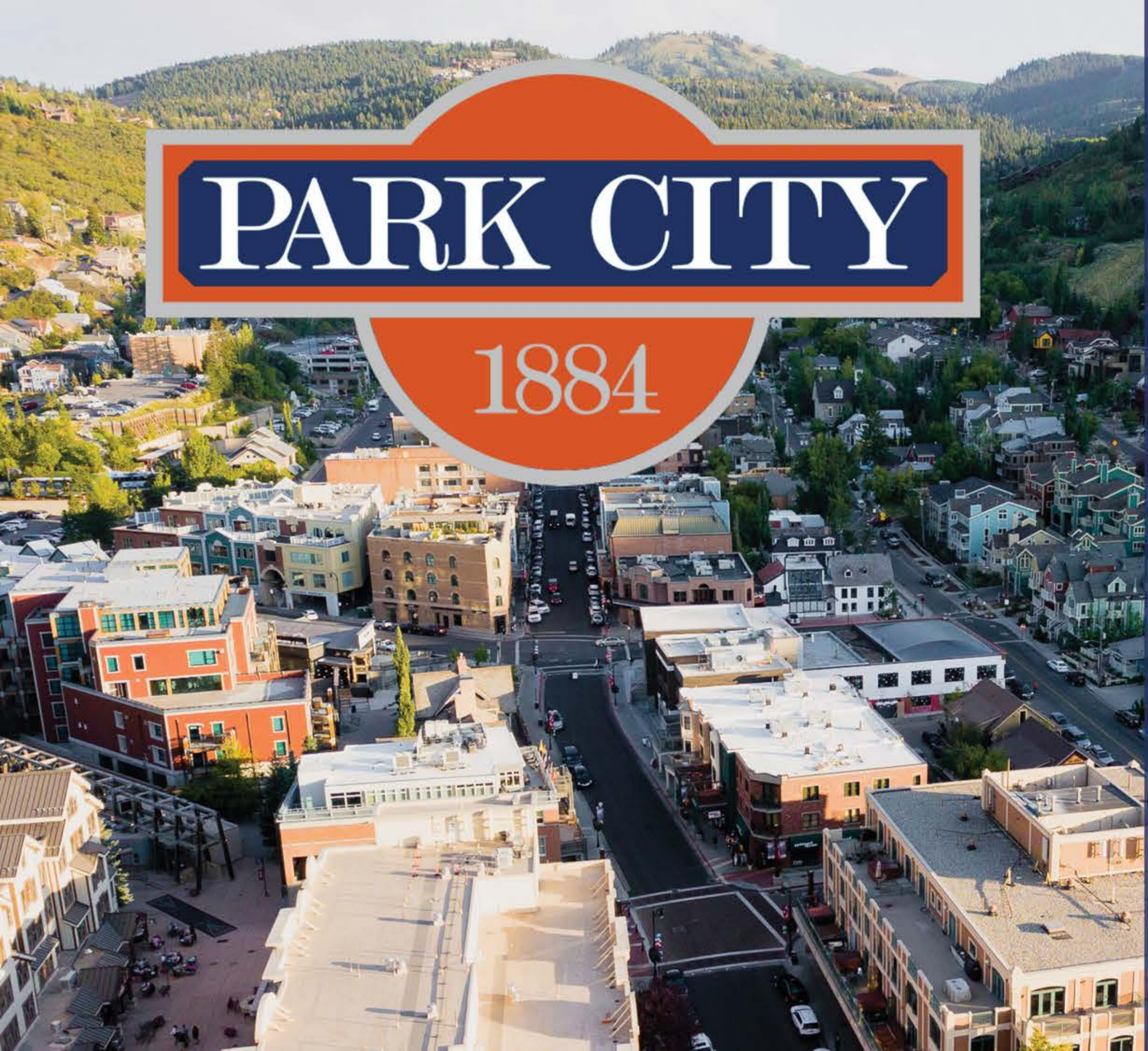
Michelle Kellogg, City Recorder



Emerging Disruptors: Future of Transportation

Stakeholder Committee – Final Recommendations Discussion

November 16, 2023

Kimley»Horn
Expect More. Experience Better.

Project Purpose

1. Identify future and emerging "transportation disruptors" with potential to reduce congestion.
2. Identify opportunities, challenges, gaps, constraints, costs, and right-of-way needs related to the disruptors.
3. Recommend next steps to support Park City's transportation goals

Process Timeline

City Council "Disruptor List"

March 2022

Staff Refinement

Spring 2023

Stakeholder Committee Workshops

July-October 2023

Council Discussion

November 16, 2023

Final Report

December 2023

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City Council Request

- Provide feedback to the Emerging Disruptor recommendations, to be incorporated into a final report
- Provide input to or confirm next steps for Park City to advance Emerging Disruptors concepts

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Disruptors Evaluated

- SLC Airport Connection
- Aerial Gondola
- Tunnels
- Dedicated Bus Way
- Reversible Flex Lanes
- Passenger Rail
- Vehicle-free Zones
- One-way Loop

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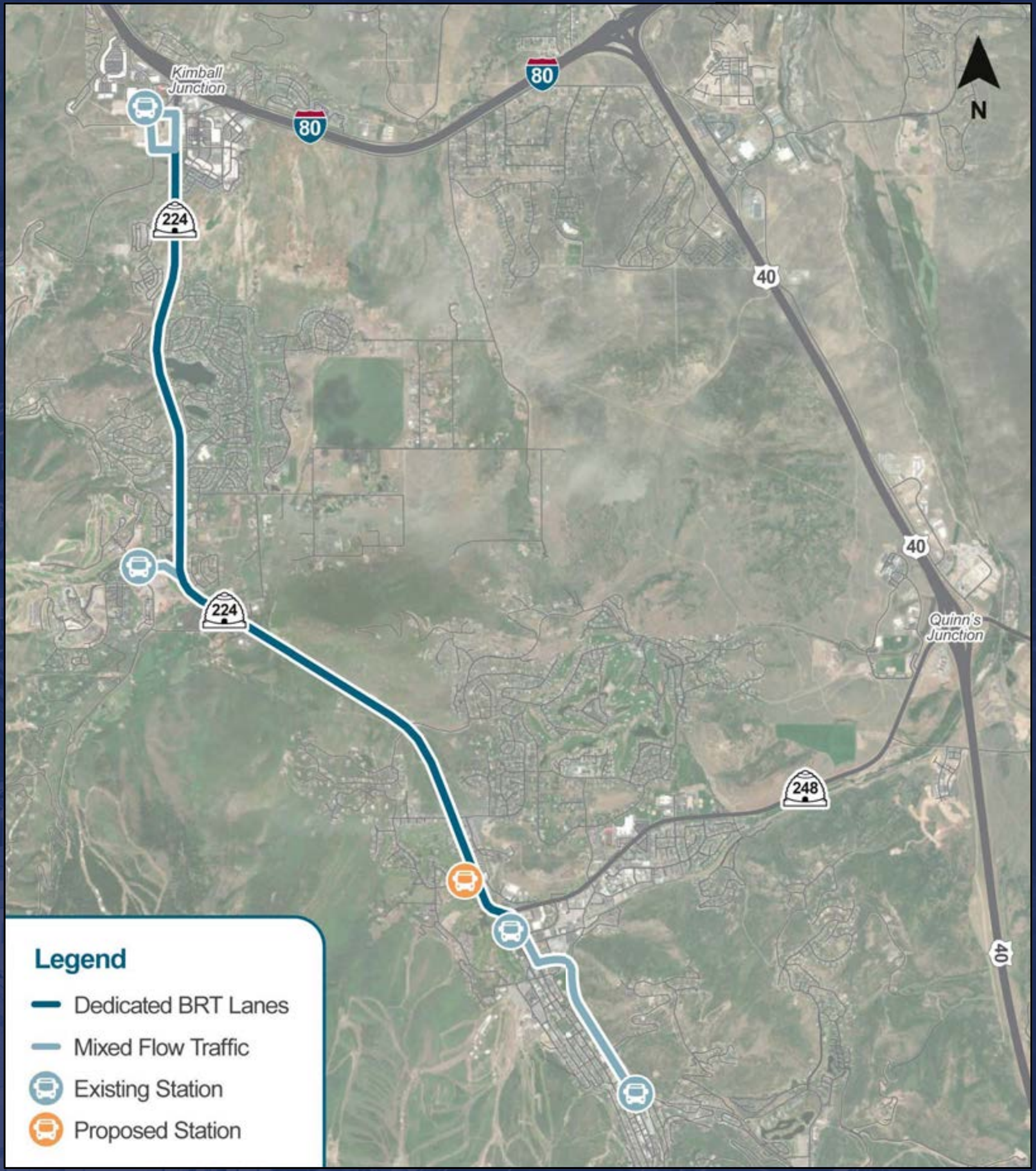
Dedicated Bus Lanes/Transit Way

Idea

- ➢Extend planned SR 224 Bus Rapid Transit (BRT) to directly connect to key destinations

Stakeholder Workshop Discussion

- ➢Target users/constituents.
- ➢Ensure concept benefits multiple user groups.
- ➢BRT must bypass traffic and reduce travel time to be effective/.
- ➢If HOV-allowed, designate lanes as HOV 3+ or 4+ with high level of enforcement.
- ➢Wait for planned SR 224 BRT to be operational before planning extension.



Dedicated Bus Lanes/Transit Way

Stakeholder Committee Recommendation

- Stakeholders support dedicated transit lanes if:
  - Existing travel lanes, shoulders, and medians are repurposed.
  - Intrusive infrastructure changes such as roadway widening, or major curb/median improvements are minimized.
  - Project is constructed primarily within existing ROW.
  - Demonstrates competitive travel time.

Next Steps

- Feasibility study
  - Evaluate ROW and impacts to existing travel lanes.
- Active advancement, regional coordination with transportation agencies

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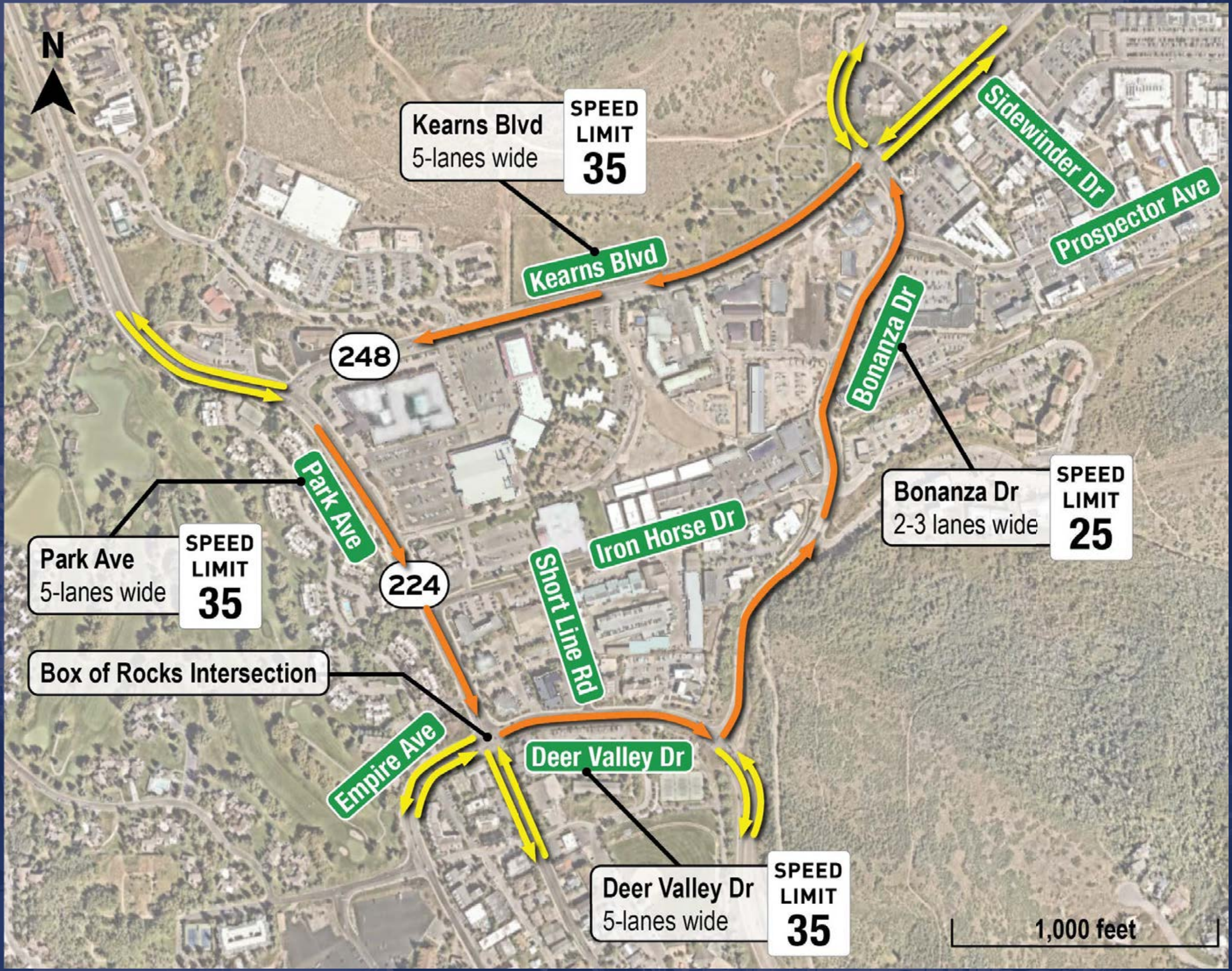
One-Way Loop

Idea

- Create a one-way, counter-clockwise roadway loop on Kearns, Park Ave., and Bonanza

Stakeholder Workshop Discussion

- Confirm one-way loop would reduce congestion.
- Liked traffic signal simplifications
- Consider potential for dedicated transit lanes.
- Disadvantages include:
  - Residents may avoid the loop (displaces congestion to other areas),
  - Potential increase in travel time to hospital for some areas,
  - Potential increase in vehicle-miles travelled (VMT).



N
Kearns Blvd
5-lanes wide
SPEED LIMIT 35
Sidewinder Dr
Prospector Ave
Kearns Blvd
248
Bonanza Dr
Park Ave
Park Ave
5-lanes wide
SPEED LIMIT 35
224
Iron Horse Dr
Short Line Rd
Bonanza Dr
2-3 lanes wide
SPEED LIMIT 25
Box of Rocks Intersection
Empire Ave
Deer Valley Dr
Deer Valley Dr
5-lanes wide
SPEED LIMIT 35
1,000 feet

ONE WAY

One-Way Loop

Stakeholder Committee Recommendation

- While the Stakeholders recognized the peak-day benefits of the One-Way Loop, they did not believe the benefits to be significant enough to warrant year-round implementation

Next Steps

- Consider implementing elements of the Loop for winter operations
- Committee recommends focusing on smaller loops (Main Street Park Ave, Swede Alley, etc.)
  - Current idea includes too many critical intersections

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Aerial Gondola

Idea

- Construct aerial gondola to connect destinations including park and ride lots and Park City.

Stakeholder Workshop Discussion

- Gondola would need to bypass other forms transportation to be competitive - up and over the mountain for direct line to the destination.
- Gondola needs to be convenient, efficient and connect to the transit network to get people out of cars.
- Explore potential for new entry points to key destinations.
- Is it worth the required ROW acquisition?
- Consider private/public partnerships.

Aerial Gondola

Stakeholder Committee Recommendation

- Stakeholders do not support Gondola as main transportation/transit alternative connector in and out of town.
- Stakeholders would support if:
  - Gondola can benefit from verticality / more direct route.
  - Creates new entry points that reduce travel time over personal vehicles.
  - Functions as part of a greater transportation network.

Next Steps

- Conduct preliminary screening analysis:
  - Determine logical termini (beginning/ending of system).
  - Review potential locations and routes with stakeholders.
  - Evaluate potential ridership demand in short- and long-term.

Passenger Rail

Idea

- ➢Consider passenger rail options in Park City that connect the greater region

Stakeholder Workshop Discussion

- ➢Discussion of elevated rail vs. ground-based rail.
- ➢Concern about impacts of ROW acquisition.
- ➢Discussion of land use authority within a 1/3-mile transit zone
- ➢Recognition that rail is typically a facilitator for growth of cities (densification); is that wanted in Park City?
- ➢Do not want rail “internal” to Park City.
- ➢Rail system would need to be regional in nature.

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Mode		Peak Frequency How often does the vehicle typically arrive at stop during the peak period?	Runningway Does a typical train, streetcar, or APM travel in mixed traffic or its own, dedicated lane?		System Length From end-to-end, how far does a typical train, streetcar, or APM travel?	Capital Costs What is the relative cost to construct this mode?	Station Spacing What is the average mileage between each station for this mode?
			Mixed Traffic	Dedicated Lane			
Light Rail		Every **10** minutes	✓	✓	**10–20/** 50 miles	$$$$$	**1** mile
Streetcar		Every **10** minutes	✓	✓	**10–20/** 50 miles	$$$–$$$$	**1/8–1/4** mile
Commuter Rail		Every **10–30+** minutes		✓	**20–50/** 50 miles	$$$	**7** miles or longer
Automated People Mover (APM)		Every **2–5** minutes		✓	**1–5/** 50 miles	$$$–$$$$$	**1/8–1/2** mile
Monorail		Every **3–10** minutes		✓	**1–15/** 50 miles	$$$$$	**1/4–1** mile

Passenger Rail

Stakeholder Committee Recommendation

- Stakeholders support Regional Passenger Rail service to the perimeter of Park City.
  - Committee does NOT support rail service strictly internal to Park City
  - Regional rail could connect to transit service at Kimball Junction or Quinn's Junction
  - Regional rail is not feasible for Park City to pursue alone; requires partnership with High Valley Transit, Summit County, UTA, and UDOT.
  - Needs Olympic funding, otherwise funding could be too much of a hurdle

Next Steps

- Engage regional partners in preliminary discussions to evaluate interest.
- Support preliminary screening analysis with partners:
  - Logical termini (beginning/ending of rail system).
  - Ridership evaluation of potential demand in short-term and long-term.

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Salt Lake City International Airport Connection

Idea

- Explore direct and integrated connection to Salt Lake City International Airport.

Stakeholder Workshop Discussion

- Incentivize out of town visitors to not rent a car.
- High volume of visitors travel directly from the airport.
  - Transport visitors to a mobility hub in Park City.
  - Provide hotel shuttles for last mile connections to / from mobility hub.
  - Explore public/private partnerships to facilitate last mile connections.

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Salt Lake City International Airport Connection

Stakeholder Committee Recommendation

- Stakeholders support this concept:
  - Strategic partners are engaged: Airport/Airlines, High Valley Transit, UTA, Chamber of Commerce and Visitors Bureau.
  - Plan is established for last mile transportation connections.
  - Schedules are frequent and reliable.
  - Concept can be implemented with relatively low investment.

Next Steps

- Engage partners including SLC International Airport, resorts, hotels, airline providers, Park City Chamber of Commerce, Regional Convening working group to gauge interest.

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Reversible Flex Lane

Idea

- Construct reversible lane on SR 224 (DVD), SR 248, or other arterial to accommodate peak traffic flows.

Stakeholder Workshop Discussion

- Could work with Park City's highly directional travel patterns.
- Concern about local road connections, business access, and visual impacts.
- Consider how reversible lanes would improve transit so that benefit is not exclusive to single-occupant vehicles.
- What would visual impact be?

Reversible Flex Lane

Reversible Flex Lane

Stakeholder Committee Recommendation

- Stakeholders support flex lanes if:
  - Modeling shows that reversible lanes reduce travel time and congestion.
  - Flex lane improves transit access without road expansion/widening.
  - There is extensive community outreach about function and access.

Next steps

- UDOT / PCMC feasibility study (including traffic modeling) of potential corridor(s).

Vehicle-Free Zones

Idea

- Establish vehicle-free zones or districts.

Stakeholder Workshop Discussion

- Vehicle restrictions must be permanent, not only associated with special events.
  - Provide consistency for users and businesses (staffing, parking, etc.).
- Local business access and parking may be challenging to navigate.
- Concept provides more economic, placemaking, and pedestrian safety benefit than congestion reduction benefit.
- Transit and active transportation access needs to be improved.

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Vehicle-Free Zones

Stakeholder Committee Recommendation

- Stakeholders support making Main Street a pedestrian-priority zone by restricting vehicle access and through infrastructure changes
- Stakeholders suggest a different City department assume leadership as the primary benefits are not transportation-related.

Next Steps

- Conduct concept study of Main Street as vehicle-free or limited-vehicle access zone
- Determine infrastructure changes needed to enhance pedestrian environment.
- Assess applicability to other locations.

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Tunnels

Idea

- Explore options with The Boring Company to construct a tunnel that connects destinations

Stakeholder Workshop Discussion

- Supports shifting parking to outside of town
- Some concerns about Park City’s mining history, soils, hard rock
- Noted that Park City is known for its scenic views and a dark tunnel may not be compatible
- What are the off-peak uses for the tunnel and future innovations?
- Compatibility with Park City’s “fee-free system”; explore funding alternatives
- Excited about increased capacity without expanding ROW

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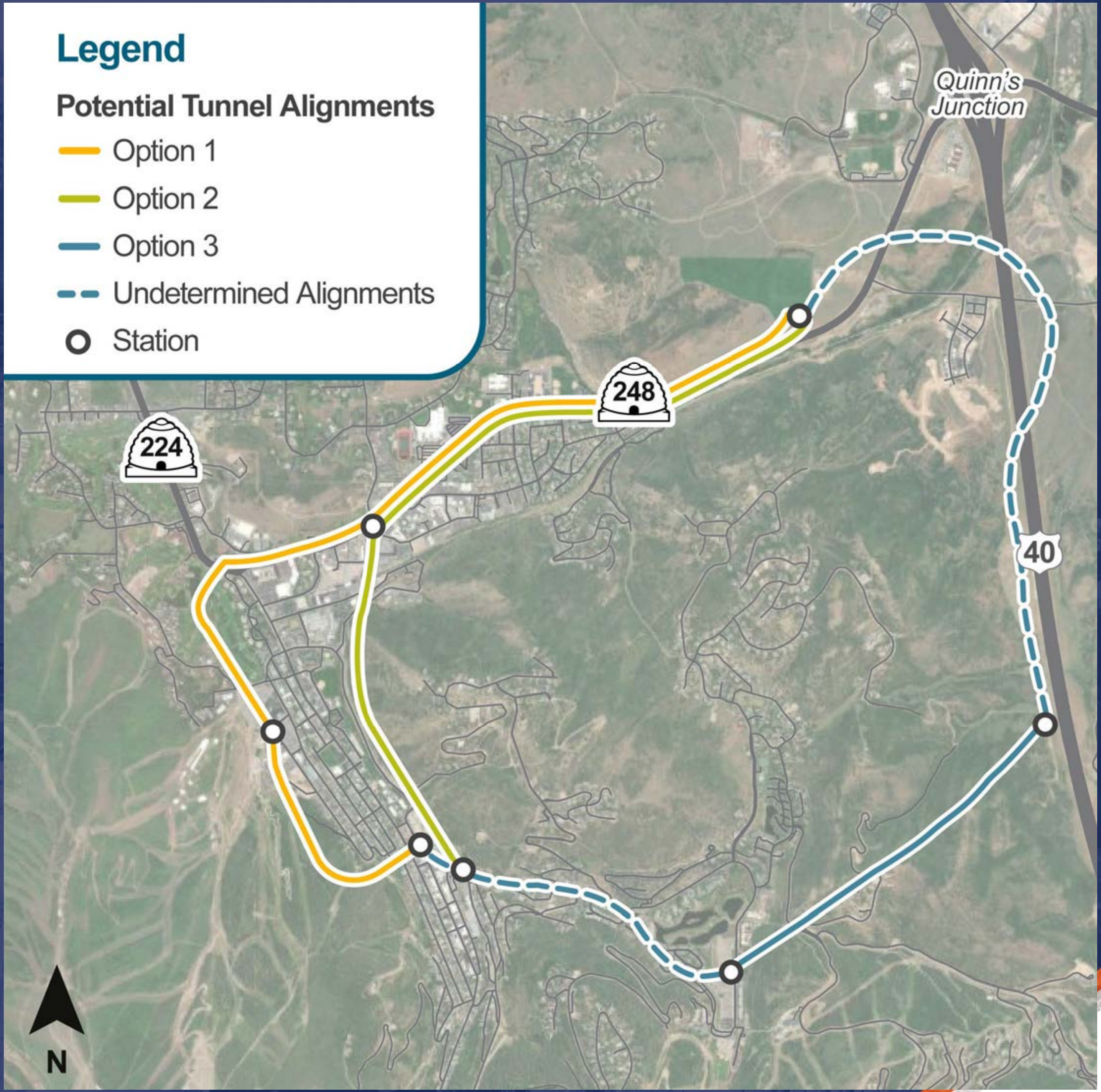
Tunnels



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Tunnels

Stakeholder Committee Recommendation

- Stakeholders recommend that the Tunnel concept be explored further
  - Pursue a feasibility study funded by The Boring company (or another provider)

Next Steps

- Feasibility study: alignment, geotechnical, structural, environmental, financial; determine if TBC or another company will provide
- Meet with other locations that have similar systems, including the City of Las Vegas.

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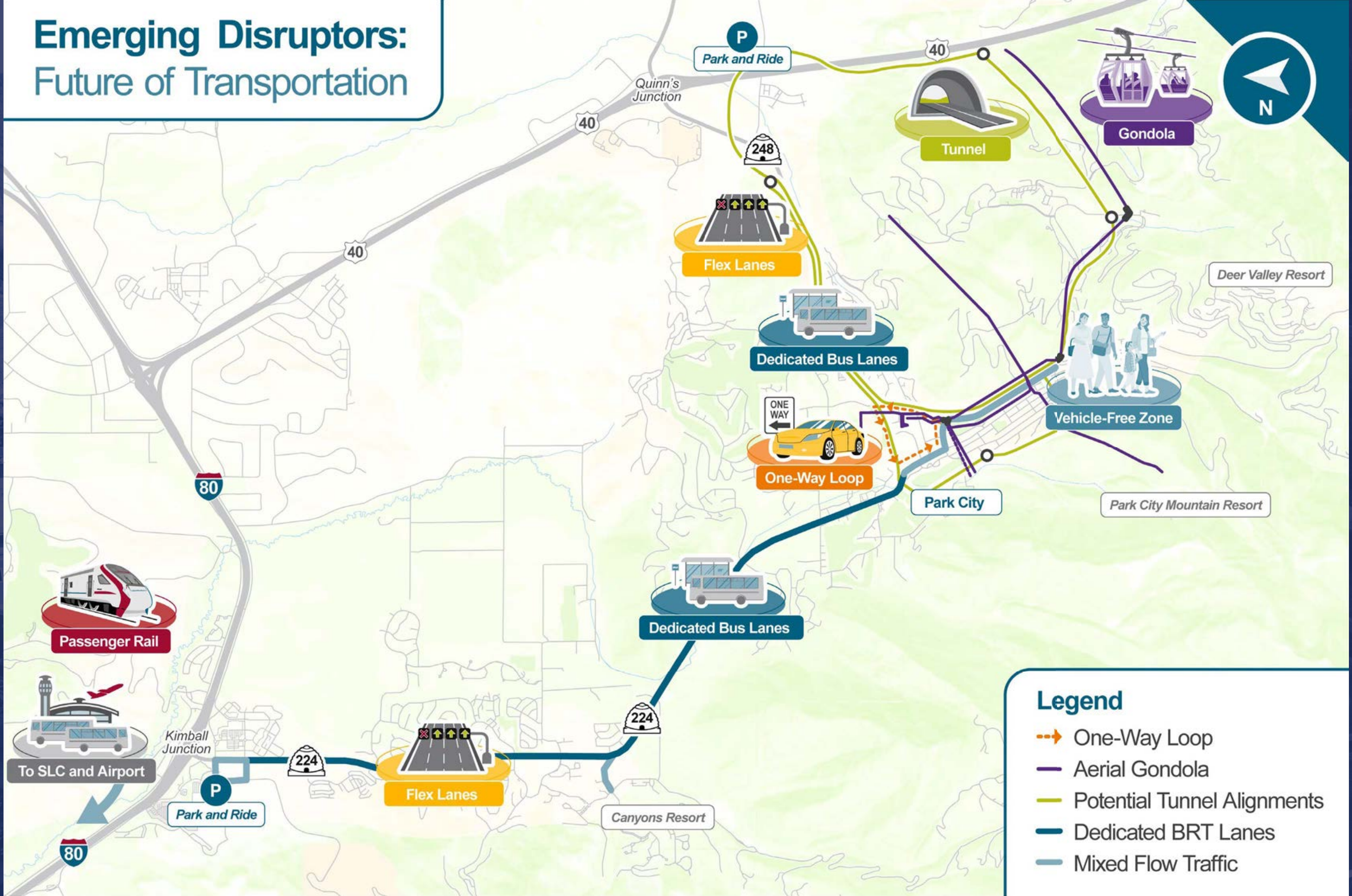
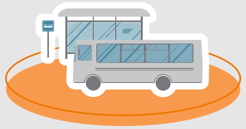
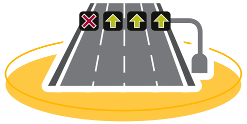
Emerging Disruptors: Future of Transportation



Priority Transportation Topics

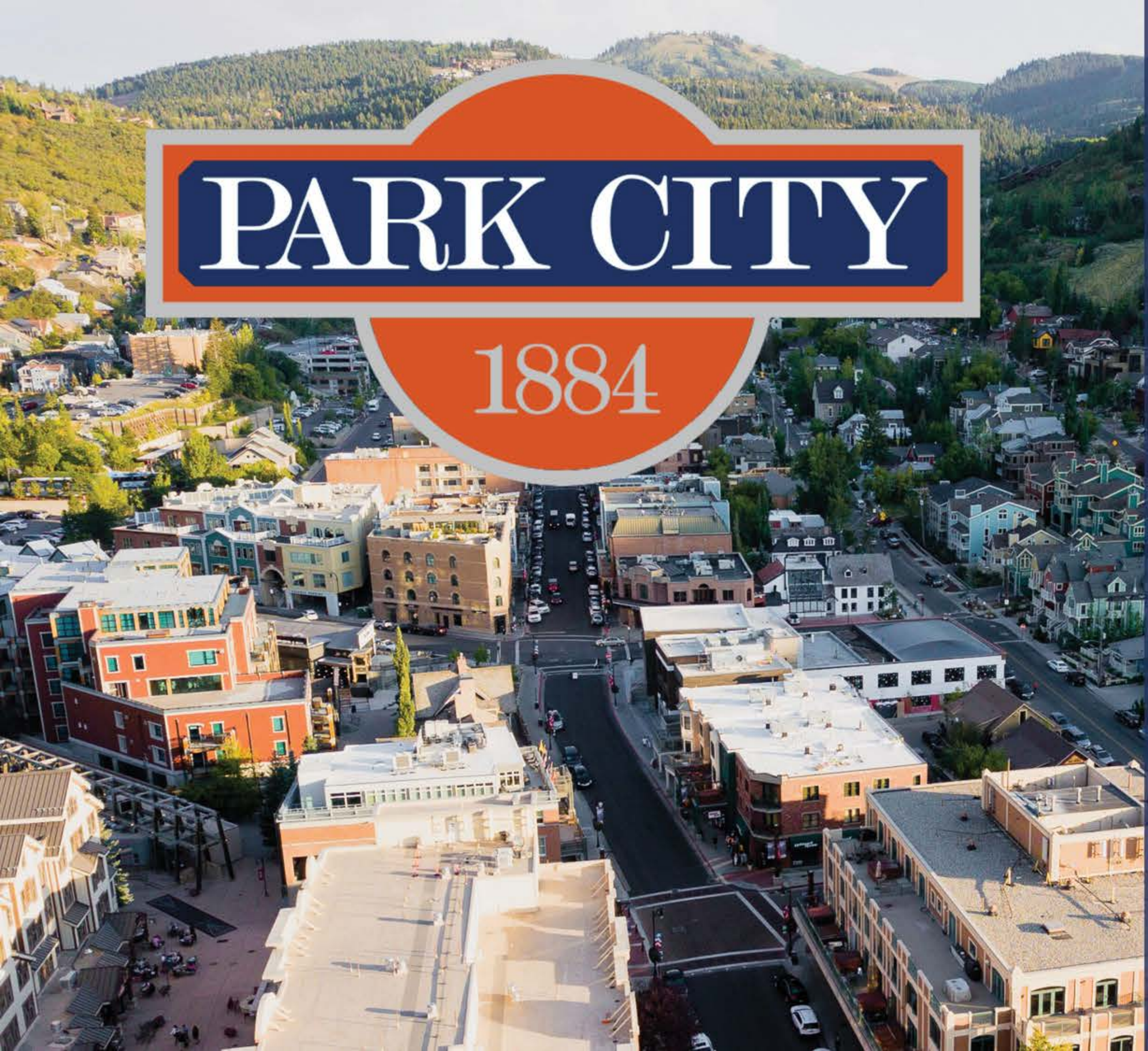
Disruptor		Recommendation/Parameters	Cost	Next Steps
	**SLC Airport Connection**	*Supported*, if strategic partners are included and there is a plan for first/last mile connections	$	• **Park City**-led effort to engage regional partners to gauge interest and identify a champion for service and funding
	**Aerial Gondola**	*Supported*, if reduced travel time over vehicles and provides new entry points into town	$$$	• **Park City**-led review of potential locations and routes with a competitive advantage over existing travel corridors
	**Tunnels**	*Supported*, pending feasibility studies	$$$	• The Boring Company (TBC) or other provider conducts feasibility analysis with a social equity parameter

Coordination with Regional Partners

Disruptor		Recommendation/Parameters	Cost	Next Steps
	**Dedicated Bus Lanes/Transit Way**	*Supported* if repurpose existing lanes and no ROW acquisition or roadway expansion is required	$$	• **Engage regional partners** to explore opportunities to repurpose travel lanes to transit-only lanes/shoulders
	**Reversible Flex Lanes**	*Supported*, if analysis shows increased capacity and/or reduced congestion; and if does not require roadway expansion or new ROW	$$	• **Engage regional partners** (UDOT) to conduct feasibility study of potential corridor(s)
	**Passenger Rail**	*Supported*, as a regional pursuit with UTA and UDOT as service to perimeter of Park City (not internal)	$$$	• **Support coordinated regional efforts** to evaluate interest, conduct preliminary screening analysis (logical termini and ridership evaluation)

Lower Transportation Priorities

Disruptor		Recommendation/Parameters	Cost	Next Steps
	**Vehicle-Free Zones**	*Supported*, as a permanent reconfiguration (not a temporary)	$	• Support **Park City** departments to conduct feasibility and concept study of Main Street; determine infrastructure changes needed; Assess applicability to other locations
	**One-Way Loop**	Defer to Park City Engineering to determine if would like to consider further	$	• Consider pilot in winter temporary operations, but do not support year-round implementation



Thank You!

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COMMUNITY CHILDCARE
SCHOLARSHIP PROGRAM

Community Childcare Scholarships

Childcare Needs-Based Scholarship Program Criteria

1. Childcare Needs-Based Tuition Scholarship
    a. Park City resident children up to 60 months;
    b. A household income of less than 100% AMI;
    c. Enrolled with a regulated childcare provider located within Summit County;
    d. Households contribute 10% of the household income to childcare per month;
    e. PCMC scholarship will cover the remaining childcare expenses up to $1,700 monthly tuition per child per month, however,
        i. Households who are identified as potentially eligible (as identified by the administrator) must apply for DWS Childcare Assistance; and
        ii. The scholarships will not be provided for childcare expenses that are potentially eligible for other programs, including DWS and other federal funding unless the household can provide proof of application and denial. If denied, the PCMC scholarship will be available.
2. Infant & Toddler Childcare Tuition Scholarship
    a. Park City residents and/or Park City workforce children up to 36 months;
    b. A household income of less than 150% AMI;
    c. $200 scholarship per child per month; and
    d. A regulated childcare provider located within Summit County.
3. Regulated Childcare Provider Incentive to Serve Children Enrolled in DWS Childcare Assistance
    a. $300 per month per Park City resident or workforce child enrolled in DWS Childcare Assistance; and
    b. A regulated childcare provider located within Summit County.

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Child Care Benefits

Recommendation for FY24

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Current Park City Municipal Benefits

- Paid Parental Leave
- Dependent Care FSA
- Camp Discounts
- Flexible Hours
- Remote Work Options

Surveys

Survey 1

- 38 Respondents
- 45% Using Childcare Facilities

Survey 2

- 25 Respondents
- All using childcare facilities
- Paying between $750-$2000 per month
- Cost -> Availability -> Location -> Staffing were drivers of selection

Example Policies

- **Summit County, Utah** - Effective January 1, 2024.
  - FSA Match up to $2500 per calendar year
    - Childcare (under age 6)
    - Camps, afternoon school programs (up to age 12)
    - Elder and permanently disabled care
  - Similar program would cost PCMC up to $200,000
  - Does not focus on 5 and under.
  - Does not address AMI.
  - Reduces potential family tax savings.
- **Salt Lake County, UT**
  - Childcare subsidy of approximately $200/pmpc
  - Required to use county-run provider.
    - Limits parent choice
    - Limits location
- **Park City, UT Housing Allowance**
  - Flat monthly subsidy of $200/mo in Park City School District
  - Easy to implement.
  - Difficult to monitor.
  - Does not address AMI.
  - Taxable to employees and City.

Proposed Policy

Follow the Park City Childcare Needs-Based Scholarship Program

- All Full-Time employees
  - Eligible for $200/mo employee benefit
  - Must be in a licensed childcare facility
  - *Can be located anywhere in the state.*
    - *Minimize impact on Summit County providers*
    - *Minimize disruption to families and their children*
    - *Allow for parental choice; supports two working spouses and allows for remote/flex work.*
- Employees living in 84060
  - Eligible for AMI based assistance as per policy.
- Managed by Upwards (WeeCare) contract
  - Support AMI needs
  - Tax-free scholarship – paid directly to provider, not income.

Childcare Needs-Based Scholarship Program Criteria

Childcare Needs-Based Tuition Scholarship

- Park City resident children up to 60 months;
- A household income of less than 100% AMI;
- Enrolled with a regulated childcare provider located within Summit County;
- Households contribute 10% of the household income to childcare per month;
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  - Households who are identified as potentially eligible (as identified by the administrator) must apply for DWS Childcare Assistance; and
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Infant & Toddler Childcare Tuition Scholarship

- Park City residents and/or Park City workforce children up to 36 months;
- A household income of less than 150% AMI;
- $200 scholarship per child per month; and
- A regulated childcare provider located within Summit County.

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Funding

Remaining FY24

Approximate spend of $45-$50K

Payable from the $1MM subsidy set aside by City Council

FY25

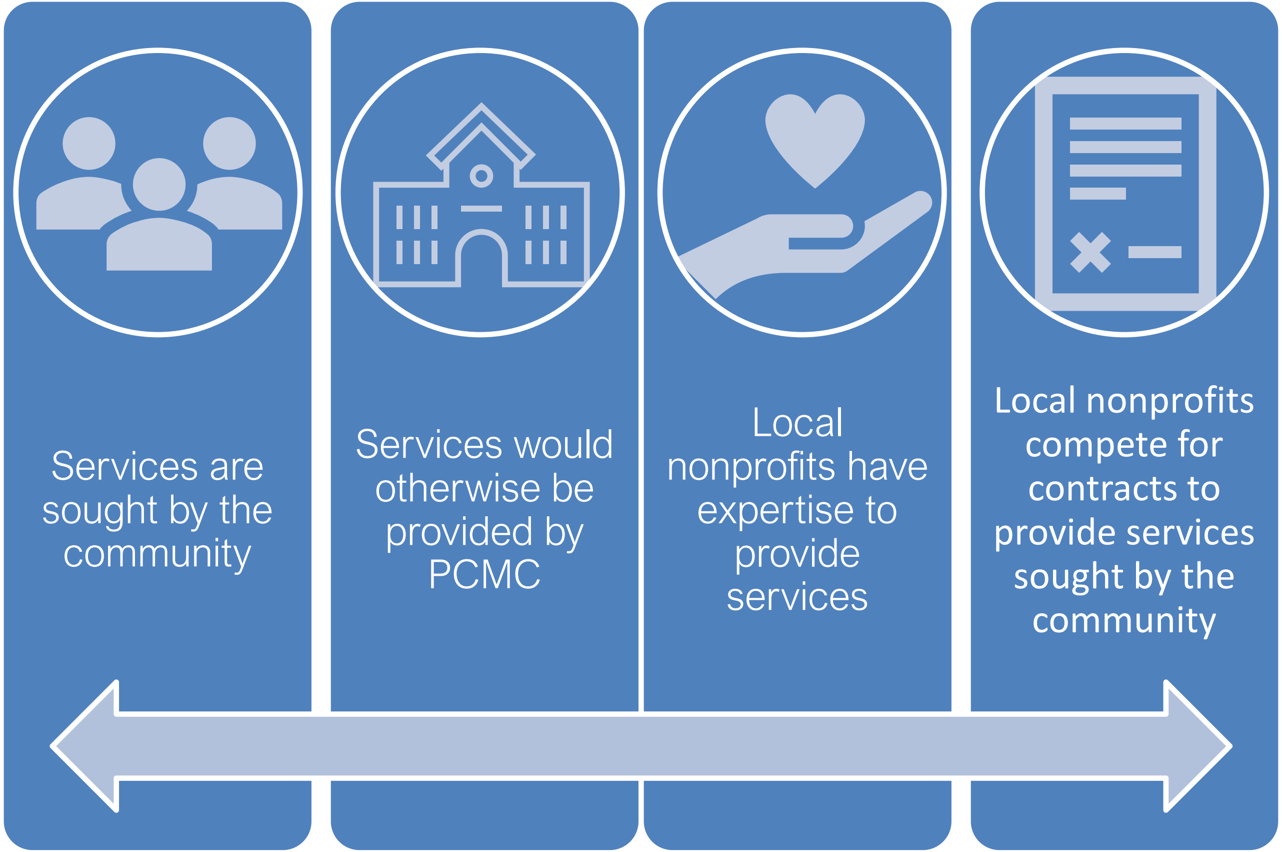
Approximate spend of $90-$100K

Continue with an Administrator to keep AMI-based scholarships

Special Service Contracts

FY24-25 DEI & Mental Health Recommendations

Special Service Contracts



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FY 21 Revamp Objectives

Focus services on helping the City reach its strategic goals and objectives

Be dynamic as possible with limited taxpayer dollars

Define services that Council feels are essential to fund in the foreseeable future

Target social equity issues and needs in the community

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Created Two SSC Categories

REGULAR SERVICE CONTRACTS

- Services that further core City goals
- Likely desired for foreseeable future
- Examples:
  - Food pantries
  - Emergency services
  - Safe haven

DEI SPECIAL SERVICE CONTRACTS

- Services that align with the Community Social Equity Plan
- Short-term funding for new or innovative projects
- Examples:
  - Affordable housing outreach
  - Senior's center advocate
  - Recreation for low-income youth

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DEI SSC Budget

	Regular SSC	DEI SSC	Mental Health SSC
FY 2024	$250,000	$250,000	$157,000
FY 2025	$250,000	$250,000	$120,000
Total	**$500,000**	**$500,000**	**$277,000**

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Minimum Criteria

- Be a federally recognized nonprofit (or apply under the fiscal sponsorship of a nonprofit organization)
- Demonstrate the need for the program and the specific benefit to the City
- Demonstrate fiscal stability and sound governance
- Certify that the fair market value of services is equal to or exceeds the total amount of compensation requested from the City.

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Additional Criteria

- **Innovative and/or New Programing** – Provides innovative solutions regarding issues the City faces
- **Diversity, Equity, and Inclusion (DEI)** – Helps to cultivate a community that engages diverse perspectives, differing ideas, and individuals from different backgrounds
- **Local Focus** – Enhances residents' quality of life
- **Issues Awareness** – Identifies and addresses our community's unique concerns and interests
- **Affordability** – Helps to ease residents' cost of living.

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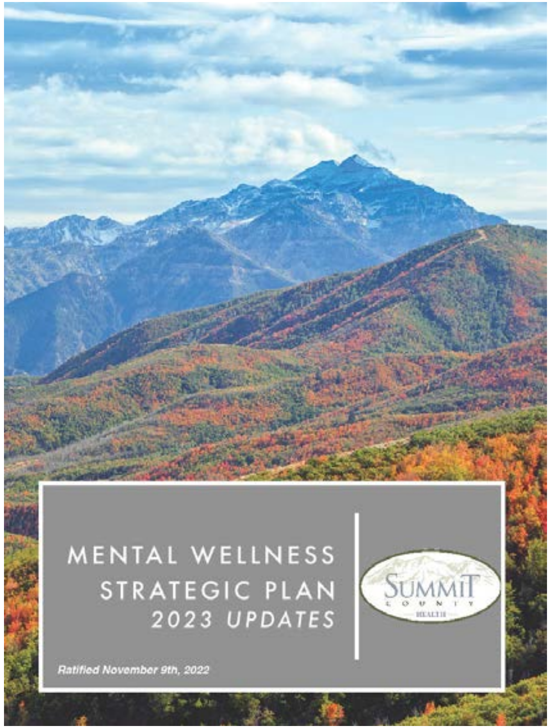
Mental Health SSCs

- The Summit County Mental Wellness Alliance Was formed in 2017
- The Alliance developed the Summit County Mental Wellness Strategic Plan
- In FY23, PCMC awarded the first Mental Health SSCs to six local nonprofits
- In September 2023, the convener of the Alliance, CONNECT closed its doors



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- Demonstrate fiscal stability and sound governance
- Certify that the fair market value of services is equal to or exceeds the total amount of compensation requested from the City.

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Additional Criteria

- **Expand community access** to mental health and substance abuse programs and services in Park City.
- **Increase prevention and education** around mental health and substance abuse in Park City.
- **Ensure the success and sustainability** of mental health and substance abuse programs and services in Park City.
- **Establish systems** to support life during recovery and reintegration into the community.
- **Ensure equity** of mental health and substance abuse programs and services for Latino and underserved community members.
- **Focus on senior mental health** and suicide prevention
- **Reduce stigma** surrounding mental health
- **Increase awareness** of resources available

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Mental Health SSC Funding

	Regular SSC	DEI SSC	Mental Health SSC
FY 2024	$250,000	$250,000	$157,000
FY 2025	$250,000	$250,000	$120,000
Total	**$500,000**	**$500,000**	**$277,000**

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FY24-25 DEI SSC Recommendations

Applicant	Requested	Recommended	Applicant	Requested	Recommended
Big Brothers Big Sisters of Utah	$10,000	$5,000	PC Arts Council (2)	$45,000	$45,000
Christian Center of Park City	$100,000	$50,000	Park City Community Foundation	$50,000	$20,000
Egyptian Theatre	$50,000	$10,000	Park City Film	$75,000	$30,000
Girls on the Run	$6,000	$0	Park City LGBTQ+ Task Force (Equality Utah)	$100,000	$10,000
KPCW	$152,440	$70,000	Park City Seniors	$50,000	$50,000
Live Like Sam	$150,000	$25,000	PC Tots	$100,000	$20,000
Mountain Mediation	$41,960	$10,000	Park City School District Adult Education	$20,500	$10,000
Mountainlands	$80,000	$70,000	People's Health Clinic	$120,000	$50,000
Out Trails	$60,000	$0	Youth Sports Alliance	$40,000	$25,000
PC Arts Council (1)	$60,000	$0			

FY24-25 Mental Health SSC Recommendations

Applicant	Requested	Recommended	Applicant	Requested	Recommended
Big Brothers Big Sisters of Utah	$15,000	$7,000	Peace House	$50,000	$40,000
Christian Center of Park City	$100,000	$60,000	People's Health Clinic	$180,000	$75,000
Holy Cross Ministries	$44,000	$35,000	Saddle of Love	$40,000	$5,000
Jewish Family Services	$20,000	$15,000	Summit County Clubhouse	$25,000	$15,000
Live Like Sam	$120,000	$25,000	TrueCare 24, Inc.	$1,005,920	$0

Arts & Cultural Services

- Arts Council of Park City & Summit County, submitted a proposal to provide ongoing Arts & Cultural services for PCMC
- The City does not currently have a dedicated Arts or Cultural Affairs division, as some municipalities.
- Subcommittee suggested the Arts Council apply for a regular service contract next year.

Future Special Service Contracts Recommendations

- Evaluate the SSC process in FY25 to ensure that it continues to be responsive to the evolving needs of the community and the difficult realities facing nonprofits

- Evaluate the SSC process to ensure it continues to meet the priorities of the City in the most efficient way

- Move to an interview process for SSC applicants (similar to the County's RAP and Restaurant Tax applications)

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902 WOODSIDE AVENUE

PLAT AMENDMENT

City Council

PL-23-05836 | November 16, 2023

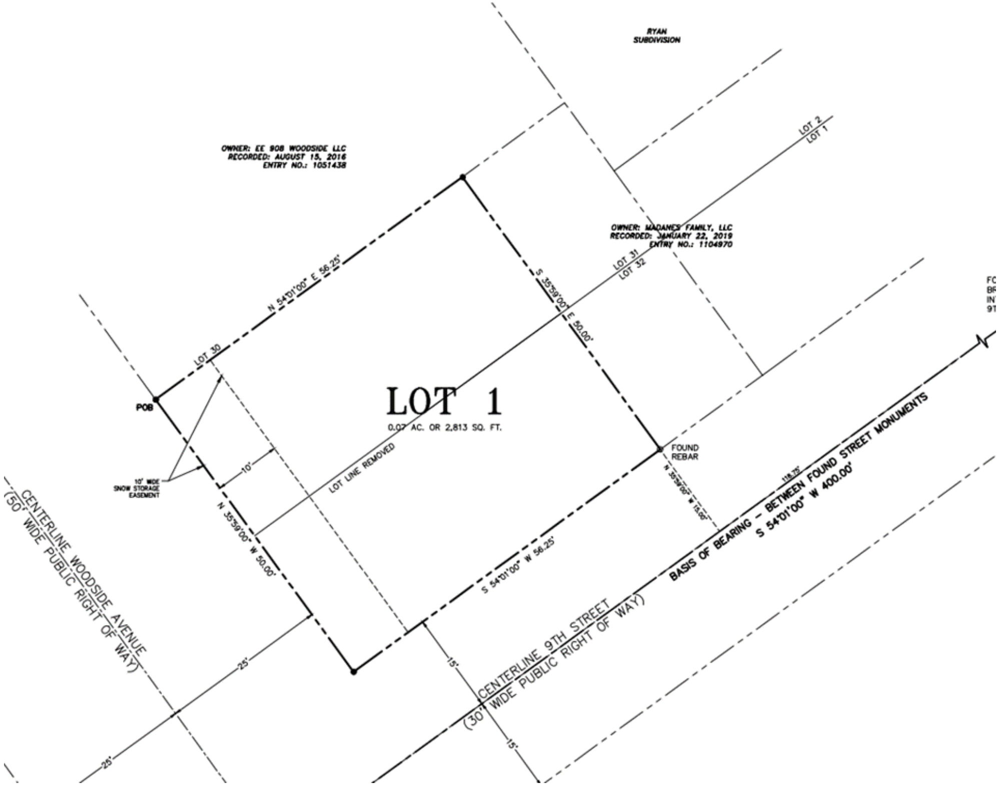
PARK CITY 1884

On October 26, the City Council approved Ordinance No. 2023-49, shifting final action on plats from the City Council to the Planning Commission. In addition to the North Norfolk plat scheduled for review later this evening, the 902 Woodside Avenue plat was reviewed and recommended by the Planning Commission prior to adoption of the Ordinance and requires City Council approval.

We have one more plat that will be coming before the City Council on November 30. Moving forward, the Planning Commission will take final action on plats.

902 Woodside Avenue

- Lot with existing Single Family Dwelling
- Applicant proposes to remove existing and construct new SFD
- Proposal will require HDDR and SSCUP



902 Woodside Avenue

- Proposed Lot combination complies with minimum Lot Size requirement and Lot width

- New SFD must comply with LMC requirements
    - Building Footprint
    - Setbacks
    - Height

- Development Review Committee reviewed proposal and require COA 5

902 Woodside Avenue

There is Good Cause for this proposal because:

- it combines two substandard Lots and creates one developable Lot
- complies with the pending Lot Combination Ordinance establishing a maximum Lot size of 3,750 square feet in the HR – 1 Zoning District
- allows for the construction of a new SFD that complies with the current requirements of the LMC

Conditions of Approval

3. Any new construction shall comply with Land Management Code Chapter 15-2.2 regarding Setbacks, Building Height, Building Envelope, Building Pad, etc.

4. 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.

5. A non-exclusive ten foot public snow storage easement on Woodside Avenue shall be dedicated on the Plat.

LANDSCAPING AMENDMENTS

STATE TURFF INCNETIVE PROGRAM

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LANDSCAPING AMENDMENTS

LMC § 15-5-5(N)

<u>Park City Landscape Incentive Program</u>

- Launched May 1, 2023
- $2 per square foot of turf removed
  + Water Wise Landscaping
- Partner with State and Weber Basin Water Conservancy District
- September 28, 2023, City Council update
- Increase incentive - $3 per square foot
- $1 + $1 + $1
- Clarification in code required by State
- Must complete before end of 2023

LANDSCAPING AMENDMENTS

LMC § 15-5-5(N)

<u>October 25, 2023 – Planning Commission Input</u>

- Unanimous positive recommendation
- Addition of defined term “Landscaped Area”

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LANDSCAPING AMENDMENTS

6. LAWN/TURF.
   a. Lawn/Turf is prohibited on slopes with a ratio greater than 3:1.
   b. Irrigated Lawn/Turf areas are limited to a maximum percentage of the allowed Limits of Disturbance Area of a Lot or Property that is not covered by Buildings, Structures, ~~or~~ Impervious Surfaces, or Active Recreation Areas based on the size of the ~~Lot or Property~~ Landscaped Area according to the following table:

~~Lot Size~~ Landscaped Area	Maximum Turf or Lawn Area ~~as a percentage of the allowed Limits of Disturbance Area of the Lot that is not covered by Buildings, Structures, or other Impervious paving~~
Greater than ~~one (1) acre~~ 250 square feet	20%
~~0.50 acres to one (1) acre~~	~~30%~~
~~0.10 acres to 0.49 acres~~	~~40%~~
Less than ~~0.10 acres~~ 250 square feet	No limitation

   c. Lawn/Turf is prohibited on parking strips or areas less than eight feet (8') in width ~~in new Residential Development~~.
   ~~d. No more than 35% of the Front and Side Yard Landscaped Area in new residential development is lawn/turf. If there is an Active Recreation Area on the lot, then no more than 20% total Landscaped Area in new Residential Development is lawn/turf.~~
   ~~e. Lawn/Turf limitations do not apply to small Residential Lots with less than 250 square feet in Landscaped Area.~~
   ~~f.~~ d. Lawn/Turf area limitations apply to all city-owned property with the exception of an Active Recreation Area or as determined by the Planning Commission under a Conditional Use Permit review.

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LANDSCAPING AMENDMENTS

LMC § 15-15-1

<u>Addition of Defined Term</u>

LANDSCAPED AREA. The area of a Lot that is not covered by Buildings, Structures, or other Impervious Surfaces.

LANDSCAPING AMENDMENTS

LMC § 15-15-1

Defined Term (from HB 272 Sub 2)

- Active Recreation Area – An area of ~~a lot or parcel that is: not in low density residential development,~~ comprised of lawn or turf dedicated to active use; installed or maintained on areas with a slope of not more than 25%. Active use means regular use for playing, exercise, recreation, or regular outdoor, activities that are ordinarily associated with lawn or turf, such as: a sports field, a social gathering area, an amphitheater, a public or private park, the playing area, including rough, driving ranges, and chipping and putting greens, of a golf course.

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LANDSCAPING AMENDMENTS

RECOMMENDATION

Open a public hearing a consider approving Ordinance No. 2023 – 53.

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NORTH NORFOLK
PLAT AMENDMENT
Ordinance 2023-54
November 16, 2023
City Council
PARK CITY
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Create 4 SFD Lots from one vacant Parcel and one vacant Lot on a total of 10,860 SF at the end of Norfolk ROW north of 13th St.

SA-200 is 50 x 75 ft, 0.09 acres or 3,735 SF.

Knudson-C is 0.16 acres or 7,125 SF.

Knudson Lot C consists of a part of vacated Norfolk Avenue vacated by resolution in 1980.

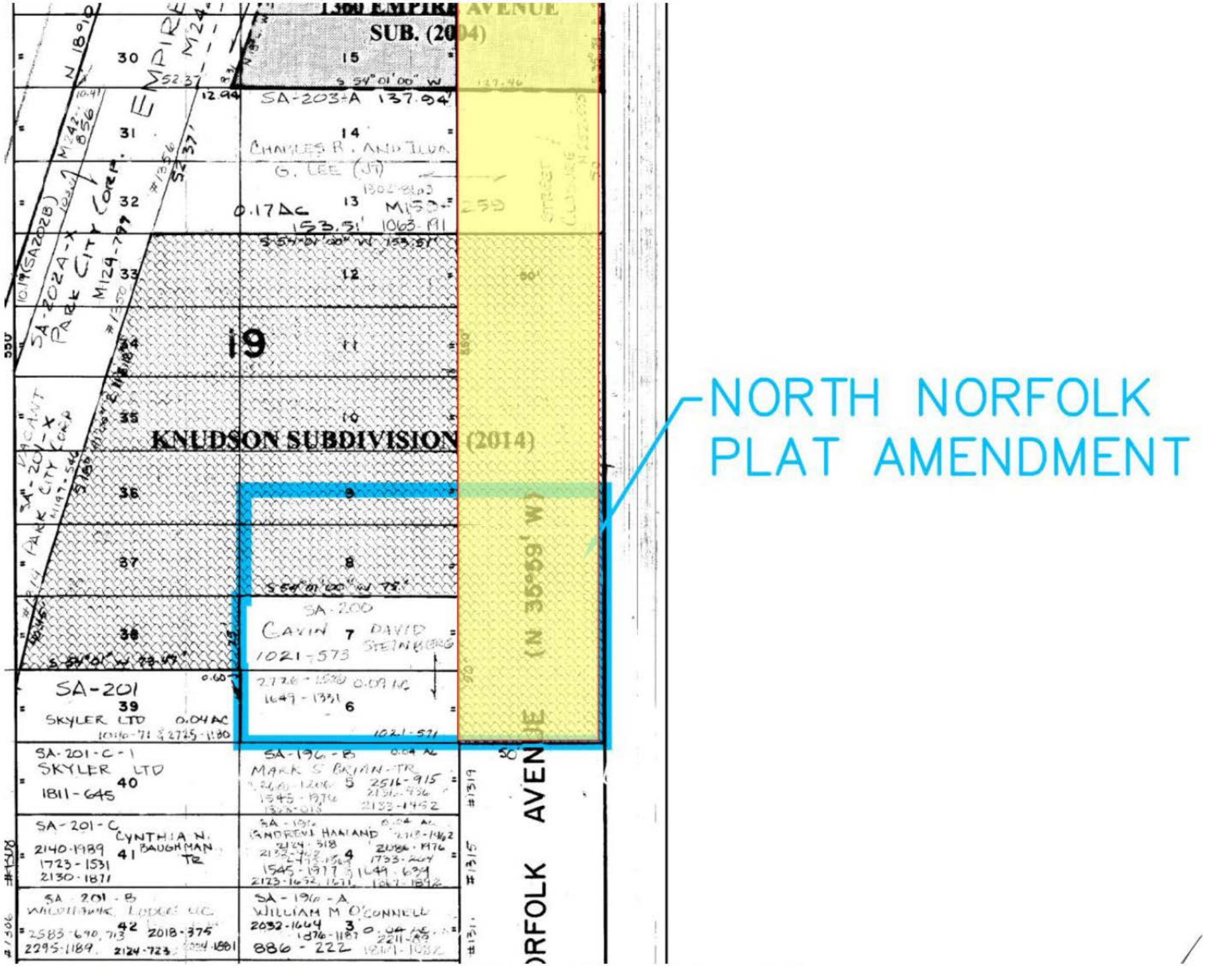


Figure 2: This illustrates the original Lots. The yellow overlay shows the portion of Norfolk Avenue that was closed in 1980. The proposed amended properties are outlined in the blue box.

LINE	BEARING	DISTANCE
L1	S 54°01'00" W	0.60'
L2	N 54°01'00" E	1.66'

SURVEYOR'S CERTIFICATE

LEGAL DESCRIPTION

PARCEL 1:

PARCEL 2:

OWNER'S DEDICATION AND CONSENT TO RECORD

ACKNOWLEDGMENT

NOTES

NORTH NORFOLK PLAT AMENDMENT

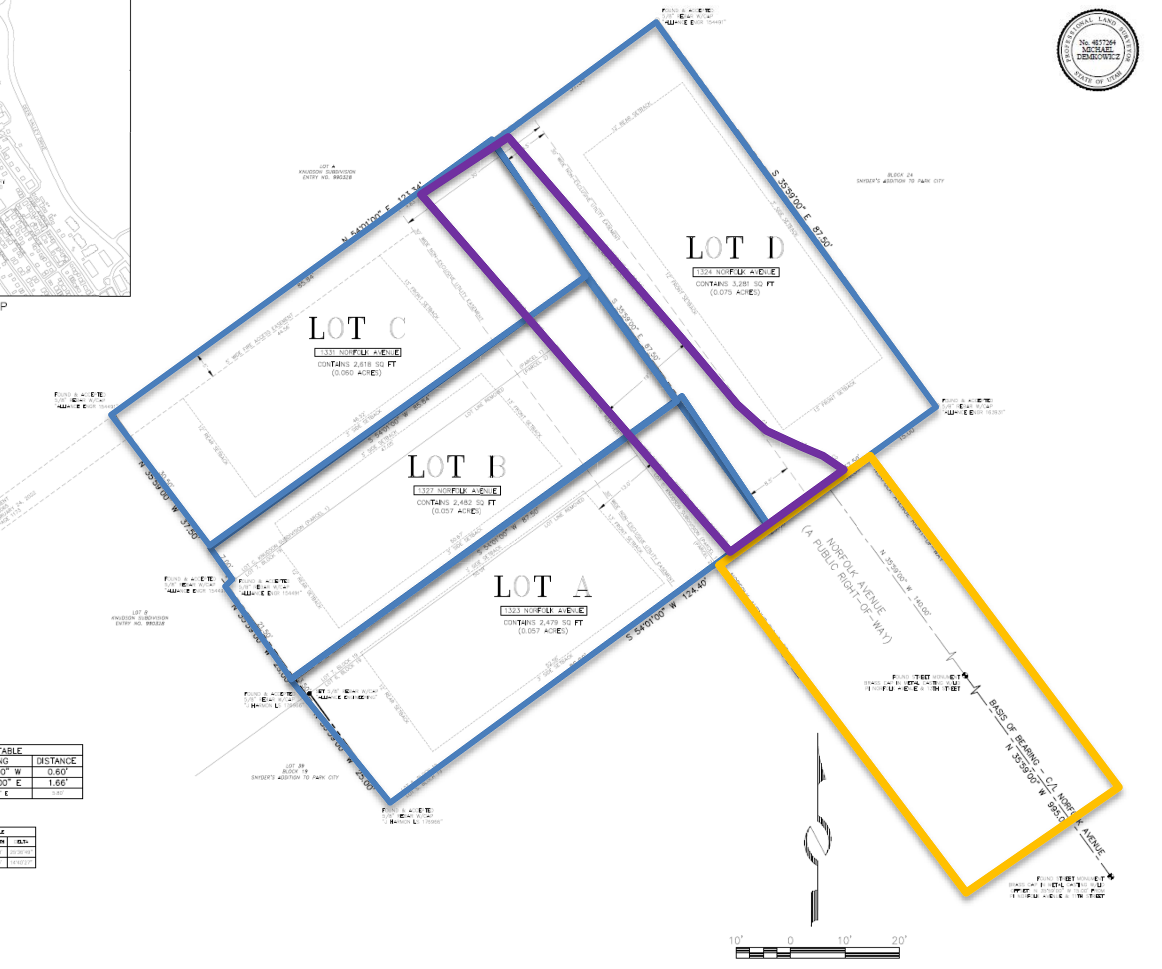
LOCATED IN THE NORTHWEST QUARTER OF SECTION 16
TOWNSHIP 2 SOUTH, RANGE 4 EAST, SALT LAKE BASE AND MERIDIAN
PARK CITY, SUMMIT COUNTY, UTAH

SHEET 1 OF 1

SNYDERVILLE BASIN WATER RECLAMATION DISTRICT	PLANNING COMMISSION	ENGINEER'S CERTIFICATE	APPROVAL AS TO FORM	COUNCIL APPROVAL AND ACCEPTANCE	CERTIFICATE OF ATTEST	PUBLIC SAFETY ANSWERING POINT APPROVAL	RECORDED
REVIEWED FOR CONFORMANCE TO SNYDERVILLE BASIN WATER RECLAMATION DISTRICT STANDARDS ON THIS ____ DAY OF ________, 2023 BY ________	RECOMMENDED BY THE PARK CITY PLANNING COMMISSION THIS ____ DAY OF ________, 2023 BY ________ CHAIR	I FIND THIS PLAT TO BE IN ACCORDANCE WITH INFORMATION ON FILE IN MY OFFICE THIS ____ DAY OF ________, 2023 BY ________ PARK CITY ENGINEER	APPROVED AS TO FORM THIS ____ DAY OF ________, 2023 BY ________ PARK CITY ATTORNEY	APPROVAL AND ACCEPTANCE BY THE PARK CITY COUNCIL THIS ____ DAY OF ________, 2023 BY ________ MAYOR	I CERTIFY THIS PLAT WAS APPROVED BY PARK CITY COUNCIL THIS ____ DAY OF ________, 2023 BY ________ PARK CITY RECORDER	APPROVED THIS ____ DAY OF ________, 2023 BY ________ SUMMIT COUNTY GIS COORDINATOR	STATE OF UTAH, COUNTY OF SUMMIT, AND FILED AT THE REQUEST OF ________ FEE ____ RECORDER ____ TIME ____ DATE ____ ENTRY NO. ____

PARK CITY 1884

pire Ave
dside Ave
Manor Way
Norfolk Ave
13th St
Carl Winters
School Subdivision
SA-203-A
KNUDSON-A
1330
1325
KNUDSON-C
SA-200
KNUDSON-B
1314
SA-201-X
SA-201
SA-201-C-1
SA-201-C
1308
SA-201-B
1306
SA-196-B
1315
SA-196
1307
SA-196-A
1301
SF1-C
SF1-D
SF1-A
SA-283-B-X
SA-283-A-X
SA-283-C-X
1302
1313
MULTIPLE
1321
1323
190
SA-274-A
SA-282-X
CWSS-A-X
MULTIPLE
1285
1299



NORTH NORFOLK PLAT AMENDMENT

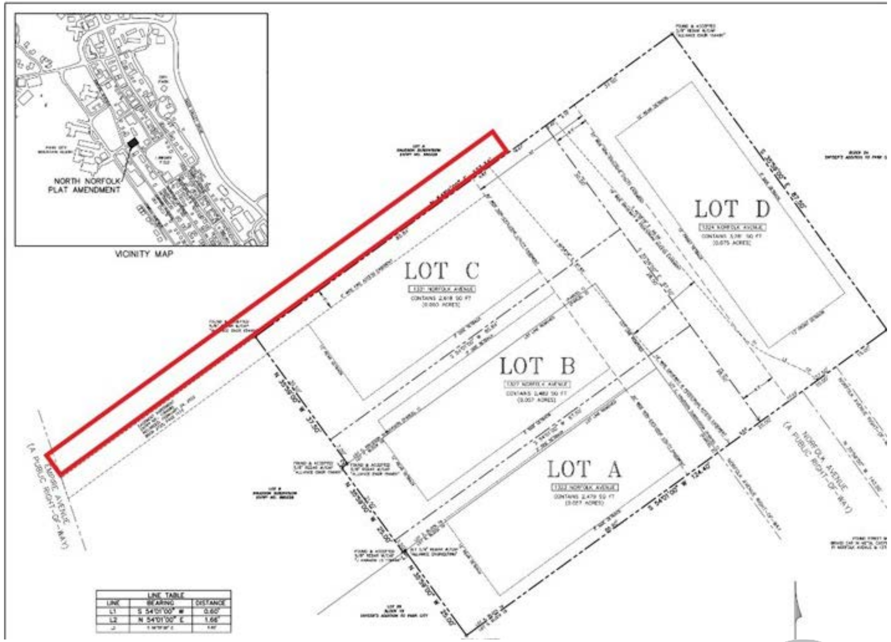
Proposed Lots

Lot	Width	Length	Sq. Ft.
A	28.5	87	2,479
B	28.5	87	2,482
C	30.5	87	2,618
D	37.5	87	3,281

STAIR OPTIONS

NORTH NORFOLK

- Park City Fire District requires emergency service access stairs from Empire Avenue. Private Fire Access stairs would be maintained by Applicant.
- Also in talks with City to create public staircase on City property to the north.
- COA 4 outlines both options as well as responsibilities.



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PUBLIC INPUT

NORTH NORFOLK

Most input came from abutters to south:

- Safety and non-conforming status of this portion of Norfolk Avenue regarding its narrowness and lack of turnaround area
- Concern for emergency service vehicles
- Impacts of additional development and traffic on this street
- Snow removal
- Trash management
- City should improve and maintain Norfolk Avenue

Widening this portion of Norfolk Avenue is complicated by the location of City-owned Historic Structure at 1302 Norfolk Avenue and future development of Woodside Phase 2.

GOOD CAUSE

NORTH NORFOLK

The proposal to subdivide two Lots into four Lots complies with the Subdivision Procedures outlined in LMC Chapter 15-7.1.

- Furthers goals for Old Town under the General Plan
- Shared Driveways are preferred under the Historic District Guidelines
- All Lots Meet RC Zoning District requirements
- Increases housing stock near PCMR
- Single-Family Dwellings are common in the Zone and Neighborhood
- No remnant lands
- Fire Department and Public Utilities have reviewed proposed site plan
- Drainage will meet City Engineering Standards to contain all runoff on site
- Applicant will take over maintenance and snow removal for Norfolk Ave

RECOMMENDATION

NORTH NORFOLK

(I) Review the Plat Amendment to re-subdivide 1325 Empire Avenue and Parcel SA-200 into four (4) Lots, (II) hold a public hearing, and (III) consider approving Ordinance 2023-54, based on the Findings of Fact, Conclusions of Law, and Conditions of Approval as outlined in the Draft Ordinance.

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COAs

1. 11. 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 year, this approval for the plat 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. Prior to submitting for building permits, the Applicants must provide a geotechnical report and storm drainage storage plan for the site including for snow storage. Construction of basements may be limited on the recommendation of a Licensed Geotechnical engineer and the City Engineering Department. All drainage must be retained on site, and the storm drainage storage plan shall be reviewed and approved by the City Engineering and Building Departments.
4. A Plat Note shall indicate that before any combustible material is delivered to the site, emergency access stairs required by the Park City Fire District must be completed and approved by the Fire District. The Fire Access Easement shown on the proposed Plat must be recorded with the County before or concurrent with the recordation of the Plat. The Applicant and their successors and assigns shall be responsible for maintaining the private stairs and keeping them clear of snow so that they are available for emergency access at all times.

COAs

5. If an agreement is made for the construction of a public staircase on 1330 Empire Avenue that accesses the North Norfolk Subdivision, and satisfies the Building, Housing, Engineering, and Planning Departments as well as the Park City Fire District requirements, then that may satisfy COA 4 above, and shall not require a Plat Amendment, as long as those stairs are complete and access the North Norfolk Subdivision. Public Stairs shall be maintained and cleared of snow by the City.
6. Prior to the recordation of this Plat, a 30-Foot Non-Exclusive Utility Easement, as shown on the proposed Plat, must be recorded with Summit County.
7. A Plat Note shall indicate that no Buildings can be built within the 30-foot Non-Exclusive Utility Easement. Landscaping and driveways may be constructed but owners should be aware that these items can be removed at any time and the Lot owners will be responsible for any replacements within the easement area.
8. Parking is not allowed on the private shared driveway, and the owners shall place signs that indicate it is private and parking on the shared driveway is prohibited.
9. A Plat Note shall indicate that Lot D shall have two Front Setbacks, with the Western Setback being 12 feet and the Southern Setback being 13 feet, the North Setback being a rear setback of 12 feet, and the East Setback a side setback of 3 feet. All setbacks for Lot D shall be measured from the property lines. Primary access will be from the South Side.

COAs

10. A Plat note shall indicate that the Setbacks for Lots A, B, and C shall be measured from the private shared driveway and shall be indicated on the final recorded plat.
11. A Plat Note shall indicate that in the event of construction of a public stair with access to the North Norfolk property, four feet of the 19-foot-wide private shared driveway shall be used to allow public pedestrian access to the public stairs. That access will be designated by signage posted in a location to be approved by the Planning, Engineering, and Trails and Open Space Departments and must be constructed with a material visually distinct from the rest of the private shared driveway.
12. Prior to recordation of this plat, the Applicant shall record documents obliging the owners of each Lot to be financially responsible for maintaining the private shared driveway serving the Lots including snow removal and storage. This condition may be satisfied by either: (i) Applicant's formation of a homeowners' association whose recorded governing documents shall establish responsibility for such maintenance; or (ii) if Applicant does not form a homeowners' association, another recorded form of covenants to be recorded prior to or contemporaneous with the recordation of the plat which binds each Lot owner to contribute twenty-five percent (25%) of the cost of such maintenance.

COAs

13. The Applicant shall submit a trash receptacle management plan in a form approved by the City Engineer.
14. Prior to plat recordation, the Applicant shall enter into a new encroachment agreement outlining the Applicant’s responsibilities for maintenance and snow removal of Norfolk Avenue north of 13th Street with the Engineering Department in a form approved by the City Attorney's Office.
15. Prior to the issuance of the Certificate of occupancy for the 4th Lot or last house to be constructed, the Applicant shall be responsible for seal coating Norfolk Avenue between 13th Street and the subject property to repair any damage to the roadway due to construction activity. The Building and Engineering Department shall review and approve any permits necessary for seal coating the public Right-of Way.
16. A Plat Note shall indicate that this Plat is subject to Ordinance 2023-54.

ENCROACHMENT PERMIT

NORTH NORFOLK

> 1. This encroachment agreement, and the non-exclusive right to use the improvements constructed pursuant hereto, shall be appurtenant to the following described property:
>
> Lots 3, 4 & 5, Block 19, Snyders Addition to Park City, and other properties abutting the platted Norfolk Avenue right of way that do not otherwise have frontage on and access from an existing street on the Park City Streets Master Plan.

- The roadway is to be maintained by those same Lots that are granted Access by the Permit. The City has contributed to snow removal these last two years.
- The improvements allowed a roadway, gutters, walls, and utilities as approved by the City Engineer at that time.
- The City may, with notice, bring the roadway to City standards without compensation to the parties of this permit.
- The land these improvements are built on remain platted City ROW.
- This portion of Norfolk Avenue is a **privately maintained Public ROW**.

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SHARED DRIVEWAY

NORTH NORFOLK

- Standards for Shared Driveways is regulated in LMC § 15-3-3(G).
- Minimum width of 10 feet, maximum width of 27 Feet.
- The minimum width of the proposed Shared Driveway is 19 feet. The maximum proposed width is 26.06 feet.

- **Proposed private shared driveway complies with LMC § 15-7.3-4, § 15-2.16-5, and § 15-3-3(G) requirements.**

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