



**PARK CITY COUNCIL MEETING
SUMMIT COUNTY, UTAH
May 29, 2019**

PUBLIC NOTICE IS HEREBY GIVEN that the City Council of Park City, Utah will hold its special City Council meeting at the Marsac Municipal Building, City Council Chambers, 445 Marsac Ave, Park City, Utah 84060 for the purposes and at the times as described below on Wednesday, May 29, 2019.

CLOSED SESSION - 2:00 p.m.

To Discuss Property, Personnel, and Litigation

WORK SESSION

3:10 p.m. - Discuss Central Wasatch Commission Funding

[2019 CWC Funding Request Staff Report](#)

[Attachment A: Financial Contributions Summary](#)

[Attachment B: CWC Staff Report - February 2019](#)

[Attachment C: CWC Staff Report - April 2019](#)

3:50 p.m. - Carbon Footprint Update- Transportation

[Carbon Footprint Staff Report](#)

[Attachment A: Figures and Tables](#)

4:25 p.m. - Sundance Festival Economic Impact and Operational Debrief 2019

[2019 Sundance Debrief Staff Report](#)

[Exhibit A: Sundance Film Festival Background](#)

[Exhibit C: Sundance 2019 Staff Analysis and Community Feedback](#)

[Exhibit C.1: Feedback from Community Members](#)

[Exhibit D: Sundance Commitment to Community Priorities](#)

5:45 p.m. - Break

SPECIAL MEETING - 6:00 p.m.

I. ROLL CALL

II. COMMUNICATIONS AND DISCLOSURES FROM COUNCIL AND STAFF

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

IV. NEW BUSINESS

1. Request to Approve Resolution 10-2019, a Resolution Proclaiming the Month of June as "Park City High School Marching Band" Month
(A) Public Hearing (B) Action
[PCHS Marching Band Resolution](#)
2. 3Kings Water Treatment Plant Project Update
(A) Public Input (B) Action
[3KWTP Staff Report](#)
[Proposed 3KWTP Staging Area - PCMC Golf Course](#)

V. ADJOURNMENT

VI. PARK CITY HOUSING AUTHORITY MEETING

I. ROLL CALL

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

III. NEW BUSINESS

1. Consideration to Approve the Mitigation Plan to Fulfill the Affordable Housing Obligation Generated by the Kings Crown at Park City Project
(A) Public Input (B) Action
[Kings Crown Staff Report](#)
[Exhibit A: Proposed Amendments to the Housing Mitigation Plan](#)
[Exhibit B: Draft Action Letter](#)
[Exhibit D: Building B Floor Plans](#)

IV. 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. Wireless internet service is available in the Marsac Building on Wednesdays and Thursdays from 4:00 p.m. to 9:00 p.m. Posted: See: www.parkcity.org

***Parking validations will be provided for Council meeting attendees that park in the China Bridge parking structure.**

Council Agenda Item Report

Meeting Date: May 29, 2019

Submitted by: Michelle Kellogg

Submitting Department: Executive

Item Type: Staff Report

Agenda Section:

Subject:

3:10 p.m. - Discuss Central Wasatch Commission Funding

Suggested Action:

Attachments:

[2019 CWC Funding Request Staff Report](#)

[Attachment A: Financial Contributions Summary](#)

[Attachment B: CWC Staff Report - February 2019](#)

[Attachment C: CWC Staff Report - April 2019](#)



City Council Staff Report

Subject: 2019/20 Central Wasatch Commission Update
Author: Matthew Dias
Department: Executive
Date: May 22, 2019
Type of Item: Administrative

Summary Recommendation

Central Wasatch Commission progress update.

Executive Summary

[The Central Wasatch Commission](#) (CWC) was formed as an intergovernmental entity to implement the strategies [outlined in the Mountain Accord](#) (MA). Since formation, the CWC has created a new Executive Committee ([link](#)), 35 member Stakeholder Council, legally defined the [physical area of focus](#), reinvigorated efforts to maintain an environmental dashboard, coordinated with UDOT on corridor transportation planning, and continued to push for Congressional legislation to protect the interests of the Central Wasatch.

After initially combining Park City and Summit County into one voting position called the “Wasatch Back,” the CWC quickly amended its bylaws to grant Park City its own seat. Summit County now occupies the Wasatch Back position.

Park City’s involvement has resulted in new and strengthened relationships, including regional planning and environmental programs, Park City business and community representation on stakeholder committees, and vastly improved our intergovernmental support along the Wasatch Front (i.e. Bonanza Flat). Regionally specific benefits include the [Valley to Mountain Alternatives Analysis/SR-224 Corridor Study](#), data collection for the environmental dashboard, trail funding for UOP, and a master trail plan connecting the Wasatch front & back.

Background

- The MA was established in 2014 to build a public private coalition to settle decades of conflict over land use and other issues, and create a sustainable plan for preservation of the Central Wasatch Mountains. The effort included representatives from federal, state and local government, environmental advocacy groups, and private interests.
- Park City and Summit County were active MA participants, with Mayor Beerman on the Executive Committee.
- In 2017, the CWC was formed to implement the actions outlined in the MA and to continue the MA’s public engagement, transparency and consensus building.

- Originally, the CWC had a six-member board, which included Salt Lake City, Salt Lake County, Sandy City, City of Cottonwood Heights, and individuals representing UDOT and the Wasatch Back, respectively. In August 2017, Park City adopted an ILA with Summit County to set up a shared process to nominate a Wasatch Back Commissioner (defined by Interlocal Agreement) to the CWC. Both entities appointed Mayor Beerman to serve first.
- In August 2018, Park City's request, along with applications from the Towns of Alta and Millcreek, was granted by the CWC Board and the legislative bodies of the four original members (Salt Lake City and County, Sandy City, and Cottonwood Heights).
- The Valley to Mountain Alternatives Analysis/SR-224 Corridor Study assessed viable mass transit options for SR-224 between Kimball Junction and Park City. Led by Summit County, with support from PCMC, the study utilized both qualitative and quantitative evaluation to narrow options down from 14 to 1 Locally Preferred Alternative (LPA). This type of study is required prior to entering into the National Environmental Policy Act (NEPA) process, which also allows for federal transit funding. The study cost approximately \$400,000 and funded by the MA.
- Staff believes we can accommodate a FY2020 CWC funding request at the previous commitment levels within our FY2019 adopted budget and FY2020 City Manager's recommended budget. Based upon prior Council support to join the CWC, staff has anticipated a future funding request.

Previous CWC Staff Reports:

<u>Date</u>	<u>Item</u>
June 8, 2017	New Business – Adoption of ILA with CWW
	New Business – Adoption of the ILA with Summit County

Department Review

Executive and Legal, Budget

Funding Source

Various Departmental budgets within the City Managers proposed FY2020 Budget.

Attachments

- A Financial Contributions Summary
- B Example CWC Staff Report – February 2019
- C Example CWC Staff Report – April 2019

CENTRAL WASATCH COMMISSION
PROPOSED 2019 MEMBER CONTRIBUTIONS
February 6, 2019

CWC Member Entity	Proposed FY 2019-2020 Contribution Amount
Cottonwood Heights	\$ 50,000
Millcreek	\$ 75,000
Park City	\$ 100,000
Salt Lake City	\$ 200,000
Salt Lake County	\$ 200,000
Sandy City	\$ 100,000
Summit County	\$ 50,000
Town of Alta	\$ 15,000
UDOT (for staffs' efforts on Cottonwood Canyons Transportation Action Plan)	\$ 50,000
Total	\$ 840,000

The CWC Budget Subcommittee and Staff held a teleconference on February 6, 2019, to discuss the Commission's on-going budgets and potential funding sources. Because new funding sources will take time to develop and implement, the Subcommittee is recommending to the Commission that its members contribute another year at the previous levels. Draper is no longer a participant, but Millcreek has been added. The Commission will be discussing this proposal at its March 4, 2019 meeting. Please review with your respective governing bodies and come prepared to discuss.



CENTRAL WASATCH COMMISSION

Date: February 27th, 2019

To: Central Wasatch Commission (CWC) Board
Councilman Chris McCandless, Chair (Sandy City)
Mayor Jackie Biskupski, Vice Chair (Salt Lake City)
Councilman Jim Bradley (Salt Lake County)
Councilman Christopher F. Robinson (Summit County)
Mayor Mike Peterson (Cottonwood Heights)
Mayor Jenny Wilson (Salt Lake County)
Mayor Andy Beerman (Park City)
Mayor Jeff Silvestrini (Millcreek City)
Mayor Harris Sondak (Town of Alta)
Director Carlos Braceras (Utah Department of Transportation)

From: Ralph Becker, Executive Director
Jesse Dean, Deputy Director
Lindsey Nielsen, Communications Director

Subject: February Staff Report to the Central Wasatch Commission

Overview

In February, The Central Wasatch Commission staff convened the first meeting of its Budget Committee, made additional progress with the Environmental Dashboard and the Little Cottonwood EIS and the Cottonwood Canyons Corridor Plan with UDOT, hosted the February meeting of the Stakeholders Council, and met with consultants to update the CWNCRS Storymap to reflect the current CWNCRS draft. Staff met with Utah State and Federal delegations to discuss the CWNCRS and Senator Cullimore's Senate Concurrent Resolution 10 Urging Solutions for the Central Wasatch Mountains. Continued interaction has occurred with Central Wasatch Mountain interests, community groups, and individuals.

Stakeholders Council Meeting

The Stakeholders Council convened its second meeting on February 20th at Millcreek City Hall, which will serve as its standing meeting location. CWC Chair and staff welcomed the stakeholders and briefed them on policies and procedures for the Stakeholders Council and the Stakeholders Council considered an alternate policy.

UDOT Project Manager, John Thomas presented several early transportation action items underway in Little Cottonwood Canyon. Thomas also gave a presentation on Decision Lens, an

online decision-making tool that members of the Stakeholders Council will utilize to streamline their decision making processes.

Transportation Work

The Little Cottonwood Canyon Environmental Impact Statement and Transportation Action Plan work continued. Pilot “High-T” intersections were installed at Alta Wildcat Base parking area, and Snowbird Entry 4, and speed sensors were installed throughout Little Cottonwood Canyon. UDOT launched a feedback survey to collect data on intersection user-experience. The data from the survey will inform the permanent installation of the High-T intersections. Other short-term improvements were implemented, and UDOT and CWC staff continued to meet with impacted stakeholders in Little and Big Cottonwood Canyon to address transportation concerns.

UDOT and the CWC will host an informational open house on the Little Cottonwood Canyon Environmental Impact Statement and the Cottonwood Canyons Transportation Action Plan in April. Staff will work with UDOT and project staff to plan for an effective open house meeting.

Environmental Dashboard

A meeting with the ESRI team and the consultants from The Brendle Group took place on February 5th, where next steps for the project were defined.

CWNCRA Storymap

CWC staff met with representatives from Wild Utah Project to discuss updates to the CWNCRA Storymap, which is a GIS-mapped representation of the proposed CWNCRA. The CWNCRA Storymap is currently live on the CWC website, but reflects earlier versions of the CWNCRA. Updates to the Storymap are scheduled to be completed mid-March.

2019 Utah Legislative Session

Senator Kirk A. Cullimore, District 9, introduced Senate Concurrent Resolution 10 (S.C.R. 10) to the Senate Government Operations and Political Subdivisions Committee on February 27th. CWC staff and Board members, Councilor Christopher F. Robinson (Summit County), and Mayor Mike Peterson (Cottonwood Heights) represented the CWC during the committee hearing. S.C.R. 10 passed with unanimous support from the Government Operations and Political Subdivisions committee. Senator Cullimore will now introduce S.C.R. 10 to the Senate floor

If passed, S.C.R. 10 would affirm the consensus-based work of the Central Wasatch Commission and allow the CWC to continue working at the local level with all stakeholders to further solutions for the longstanding transportation and land use issues in the Cottonwood Canyons.

S.C.R. 10 does the following:

- Recognizes the tremendous value of the Central Wasatch Mountains
- Acknowledges the work of the Central Wasatch Commission to develop solutions that address significant transportation and land management issues

- Urges the President of the United States, Congress, and Utah's congressional delegation to propose and secure passage of legislation that implements the Central Wasatch Commission's recommendations
- Reflects the desires of local and state governments to work with all parties to further solutions to longstanding issues and desires of the parties of the Mountain Accord

Administration

The staff and CWC Chair have continued to work towards moving into new space. Construction on the office space at The Gateway has yet to begin as negotiations with the building owner are ongoing.

The staff has continued to work closely with the staffs of CWC member jurisdictions, who have generously offered their time and expertise to the CWC.

Additional GRAMA requests and appeals have been responded to, public comments have been recorded and responses prepared, and administrative costs have been carefully monitored.



CENTRAL WASATCH COMMISSION

Date: April 30th, 2019

To: Central Wasatch Commission (CWC) Board
Councilman Chris McCandless, Chair (Sandy City)
Mayor Jackie Biskupski, Vice Chair (Salt Lake City)
Councilman Jim Bradley (Salt Lake County)
Councilman Christopher F. Robinson (Summit County)
Mayor Mike Peterson (Cottonwood Heights)
Mayor Jenny Wilson (Salt Lake County)
Mayor Andy Beerman (Park City)
Mayor Jeff Silvestrini (Millcreek City)
Mayor Harris Sondak (Town of Alta)
Director Carlos Braceras (Utah Department of Transportation)

From: Ralph Becker, Executive Director
Jesse Dean, Deputy Director
Lindsey Nielsen, Communications Director

Subject: April Staff Report to the Central Wasatch Commission

Overview

In April, the Central Wasatch Commission staff made significant strides working with UDOT on the Cottonwood Canyons Transportation Action Plan, made progress with the Gateway office space improvements preparing for move-in, refined and moved forward the direction for the Environmental Dashboard project, moved forward on the next draft of Congressional legislation, and continued interaction with Central Wasatch Mountain interests, community groups, and individuals.

Stakeholders Council

During the April Stakeholders Council meeting, Laura Hansen and Lorin Simpson from UTA presented on current UTA bus service in the Cottonwood Canyons, including ridership numbers and system constraints. Members of the Cottonwood Canyons Transportation Action Plan project team delivered a CCTAP update and invited Stakeholders to participate in a draft alternatives review exercise. The Stakeholders engaged in a conversation about carrying and visitor capacity in the Cottonwood Canyons and ultimately passed a motion to recommend to the CWC Board that a visitor capacity study be undertaken concurrently with the Little Cottonwood Canyon Environmental Impact Statement and the Cottonwood Canyons Transportation Action Plan. Dr. Kelly Bricker, Vice-Chair of the Stakeholders Council will update the CWC Board on the outcomes of the April Stakeholders Council meeting during the May CWC Board meeting.

The Stakeholders Council meetings are the third Wednesday of every month from 4-6 p.m. at Millcreek City Hall in the Promise Room. These meetings are open to the public, and we encourage you to attend.

If you would like to listen to these meetings, you may access the each meeting recording on the Utah Public Notice website.

Transportation

The scoping and comment period for the revised Little Cottonwood Canyon Environmental Impact Statement opened on March 5th, and has been extended until a revised Notice of Intent is released that will include the consideration of a dedicated transit lane for Little Cottonwood Canyon. After the revised Notice of Intent is released, the comment period will close thirty days thereafter. You may find the link to submit comments to UDOT on both the CWC and UDOT website.

UDOT and the CWC co-hosted a public open house on Tuesday April 9th with representatives from the LCC EIS study team, the Cottonwood Canyons Transportation Action Plan study team, the consulting team, and representatives from other agencies. The open house provided the public with opportunities to learn about both projects and leave feedback.

Environmental Dashboard

Following the closing of the contract with the Brendle Group, staff met with representatives from the University of Utah to map a path forward for the completion of the project. CWC staff met with the Environmental Dashboard Steering Committee in April to update the committee on the project developments and answer questions.

All project documents, notes, and technical data have been transferred to CWC management. Staff and representatives from the University of Utah will proceed with an Interlocal Agreement, which will stipulate the scope of services to be provided, timeline for work, and the designated research group housed within the University of Utah that will be primarily responsible for carrying the project to completion. The interlocal agreement will allow for the primary organization to partner with secondary organizations as necessary to complete the project.

CWNCRA Storymap

Staff updated the Central Wasatch National Conservation Recreation Area Act Story faMap on the CWC website. The updated map reflects the latest draft of the Central Wasatch National Conservation Recreation Area Act, which the CWC Board approved in November 2018.

Outreach

CWC staff continued to meet with the Liberty Wells and Wasatch Hollow Community Councils, the Summit County Council, the Sandy City Council, and other community groups to present the work of the CWC and answer questions on the CWNCRA, transportation studies, the environmental dashboard, and other issues. If you are a part of a community group and would like CWC staff to present, please get in touch with the staff to coordinate.

Administration

The staff and CWC Chair have continued to work towards moving into new space. Construction on the office is expected to finish mid-May, and staff will move-in shortly thereafter. Staff worked to implement the live-streaming service that the CWC Board approved during the March Board meeting. The May 6th Board meeting will be live-streamed, pending any unforeseen technical issues. The live stream will be accessible from the CWC website.

Council Agenda Item Report

Meeting Date: May 29, 2019

Submitted by: Darcy Glenn

Submitting Department: Sustainability

Item Type: Work Session

Agenda Section:

Subject:

3:50 p.m. - Carbon Footprint Update- Transportation

Suggested Action:

Attachments:

[Carbon Footprint Staff Report](#)

[Attachment A: Figures and Tables](#)



City Council Staff Report

Subject: Carbon Footprint Update- Transportation
Author: Darcy Glenn
Department: Sustainability
Date: May 29th, 2019
Type of Item: Informative

Executive Summary

The Park City Municipal Corporation (PCMC) carbon footprint can be divided into three components: (1) Transportation (26%), (2) Water Treatment & Distribution (38%), and (3) Buildings & Lights (36%) (Table 1, Figure 1). This report provides the 2016-2018 analysis of the Transportation carbon footprint (Figure 2). Changes in Transit, Fleet Vehicles, and Employee Travel greenhouse gas emissions will be explored. A subsequent report will provide similar specifics on the Buildings & Lights component.

Abbreviations

CO₂e- Carbon dioxide equivalent
MPG- miles per gallon
MPGe- miles per gallon equivalent
PCMC- Park City Municipal Corporation
VMT- Vehicle Miles Traveled

Background

- On March 24, 2016, City Council elevated Energy to a Critical Priority and set a goal of net zero carbon emissions for municipal operations by 2022 and citywide by 2032. ([link](#))
- On November 29, 2018, City Council voted to accelerate this goal to 2030 and invite other local governments to set similar ambitious goals. ([link](#))

Discussion

Methodology

The municipal carbon footprint was broken into three scopes for the sake of interjurisdictional comparisons. Collected data was entered into ClearPath, an industry-standard tool for calculating CO₂e emissions.

Scope 1: Reflects carbon emissions from fuels burned by sources owned or controlled by PCMC. It covers all gasoline and diesel used by city vehicles. The majority of gasoline and diesel data comes from the city fuel pumps. Fuel card purchase statements provide data on purchases made at non-municipal gas stations. In this report, Scope 1 emissions occurred in both transit and municipal vehicle fleets.

Scope 2: Reflects carbon emissions due to electrical use within municipal boundaries. The electrical use information came from Rocky Mountain Power bills and was confirmed by the Rocky Mountain Power Complex Billing team. In this report, Scope 2 emissions apply only to the electricity used by overhead bus chargers.

Scope 3: Reflects carbon emissions attributed to PCMC that occur outside of our jurisdictional boundary. PCMC's indirect emissions come from employee commutes, business air travel, and imported water. Voluntary surveys collected information on employee commutes and air travel.

Transit

Transit considers carbon emissions from all full length and paratransit buses used for public transportation. Park City's fuel supplier adds up to 5% bio fuel in their diesel fuel only during the summer months. The bio fuel coagulates and engines become inoperable in the cold weather below 40°F. There are currently 13 electric buses operating in Park City, and seven (7) more electric buses have been commissioned. This inventory does not differentiate between miles driven within the City and County. Transit buses have nearly doubled their annual mileage since 2016, in part due to increased service within Summit County. The million-mile increase was evenly split between diesel and electric miles driven (Figure 3).

In 2018, transit emissions were 80% diesel emissions and 20% electricity generation emissions (Figure 4). As PCMC transitions to all-electric buses, we expect diesel emissions to decrease, and electrical emissions to increase (Figure 3, 4). The increase in electricity-related emissions will continue until 2022. In 2022, PCMC's electrical generation transitions to 100% renewable sources will reduce the bus charging emissions to zero.

Transit-Scope 1

Scope 1 carbon emissions from diesel dropped in 2017 and rose 0.1% in 2018 (Figure 5, Table 2). The decrease in 2017 is attributed to the retirement of 11 older buses with poorer gas mileage. This led to a slight increase in diesel bus fleet fuel economy, which is currently 5 MPG. The increase in 2018's carbon emissions is due to the rise in bus mileage (Figure 3).

Transit-Scope 2

Annual Scope 2 carbon emissions from the electric bus chargers more than doubled in the past year (Figure 5, Table 2). The increase was expected, as our charging facilities have expanded. In July 2017, the Kimball Junction Transit Center charging station came online. In 2018, both Kimball Junction Transit Center and Old Town Transit Center chargers operated for a full year.

In 2018, the average annual fuel economy of our electric buses was 17.3 MPGe, compared to 5 MPG for diesel buses. The fuel economy of our electric fleet can be negatively affected by cold weather as well as driver behavior (e.g. stop and go behavior and internal temperature practices) and therefore varies throughout the year. Efficient driving practices are currently addressed at the weekly Lead Transit Operator meetings and during Employee Orientations. Since July 2017, the switch to Proterra electric buses has saved 147,100 gallons of diesel fuel. The improved electric fuel economy, coupled with the prevented diesel fuel purchases, has resulted in a total fuel savings of \$106,800. The price of diesel would have to be \$1.75 to be economically comparable. Diesel is currently between \$2.50 and \$2.75 for PCMC vehicles.

Vehicle Fleet

The municipal Vehicle Fleet considers all municipal use vehicles not included in the Transit Fleet. Vehicle Fleet emissions can be grouped by those produced by on-road vehicles (cars, trucks, SUVs) and those produced by off-road vehicles (snowplows, bulldozers, lawnmowers, etc.). On-road fuels use has steadily increased since 2016, but off-road fuel use has been more variable (Figure 6). On-road odometer mileage is recorded by drivers at the PCMC fuel pumps. Total on-road mileage stayed steady in 2017 and increased in 2018 (Figure 7).

Vehicles Fleet- Off Road

In 2018, 59% of off-road fleet fuel use was due to the Street Department's construction equipment and utility vehicles (Figure 6, Table 3). Currently, there are no practical electric or hybrid alternatives for heavy duty construction equipment. To maximize our carbon reduction efforts, we will be focusing on on-road emissions reductions.

Vehicles Fleet- On Road

The most cost-effective way to reduce these emissions is to reduce the trips taken by departments. The Transportation Planning Department is challenging managers to create department-specific Transportation Demand Management Plans.

Switching to hybrid and electric vehicles during procurements will continue to be investigated and pursued responsibly. With additional models available every year, electric vehicles are becoming more capable of meeting the needs of current and future PCMC operations. The Police Department uses 43% of on-road fleet fuel (Figure 6, Table 3). Police has worked on a vehicle rotation strategy to balance out mileage and wear-and-tear. Past hybrid and electric vehicles have not met Police operations and safety needs. However, potential models will become available after 2020. Previously, when police vehicles were replaced, the older vehicles reentered the Vehicle Fleet as a cost savings strategy. Current fleet procurement policy independently investigates operating expense and capital expense. We are developing tools to look at the total cost of ownership and replacement costs of fleet.

Employee Travel

Employee commute and business flight data is gathered through voluntary surveys, giving it the largest uncertainty. Changes in survey data do not definitively indicate behavior change, but rather may signal different people participating in the survey. The 2017 dramatic decrease in reported Employee Travel demonstrates the variability associated with voluntary survey responses. We are working with Transportation Planning to find effective ways to monitor commuting such as establishing a focus group and conducting a formal origin and destination study. However, it should be noted that more accurate measurement methods such as this can be cost prohibitive. In 2018, employee commutes were 1% of the total 2018 footprint. Business flights were 0.05% of the total footprint. The Transportation Planning Department is working on a trip reduction policy that will consider alternative transportation (biking, public transit, carpooling, etc.), trip chaining, and telecommuting.

The Transportation Planning Department is encouraging alternative transportation for commuters. They have purchased PC/SLC passes eligible to all PCMC staff, and recently completed the construction of shower facilities at the Old Town Transit Center to promote biking/walking to work. Each year we considered the percentage of people commuting with alternative transportation at least once per week. In the most recent winter survey, 45% of participants used some form of alternative transportation at least once a week (Figure 8). Even in the winter, 76% of participants living less than 2 miles from work used alternative transportation at least once per week (Figure 9).

Feedback Requested from City Council

Department Review

Sustainability, Transportation

Attachments

Attachment A: Figures and Tables

Metric Tonnes CO ₂ e	2016	2017	2018	% of 2018
Water	9,095	6,510	7,760	38%
Building And Lights	6,731	5,936	7,274	36%
Transportation	6,010	4,872	5,273	26%
Transit Fleet	3,268	3,373	3,835	19%
Vehicle Fleet	867	1,130	1,136	6%
Employee Travel	1,870	371	303	1%
Total	21,832	17,319	20,307	100%

Table 1: A comparison of the 2016, 2017, and 2018 carbon footprints.

Emissions from both the Transit and Vehicle Fleets have increased every year since 2016. The dramatic decrease in 2017 Employee Travel emissions does not necessarily indicate widespread behavior change. Scope 3 emissions, such as Employee Travel, are typically the hardest to accurately measure.

1 metric tonne = 1,000kg = 2,205lbs

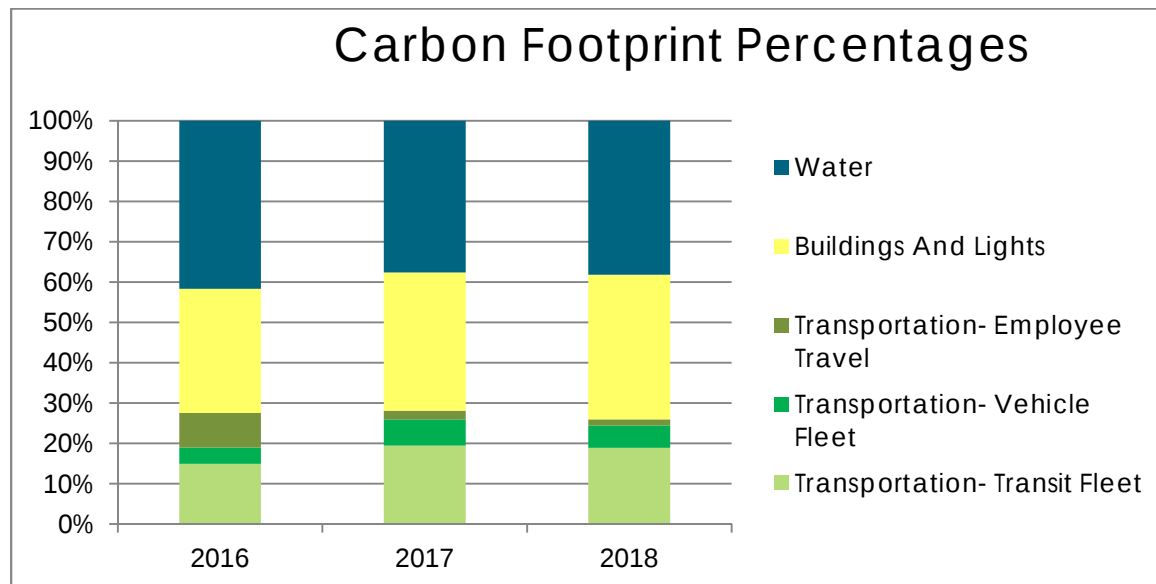


Figure 1: Changing percentages of the total carbon footprint over time. Every year since 2016, Transportation has become a smaller percentage of the overall carbon footprint. However, this shows measured Employee Travel emissions, which have relatively high uncertainties.

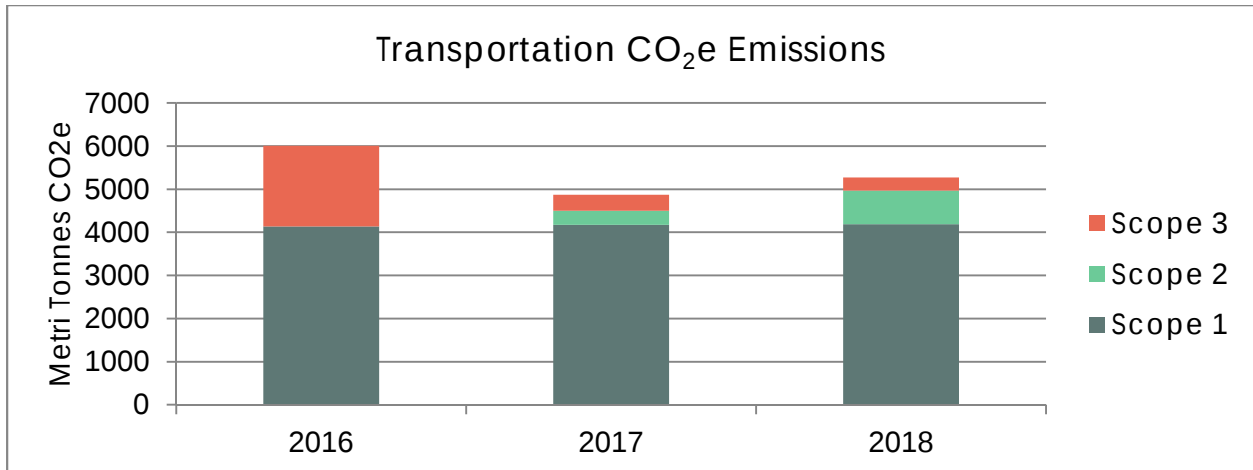


Figure 2: Transportation's total carbon footprint over time. Scope 1 is from gasoline and diesel. Scope 2 is from electricity. Scope 3 is from Employee Travel.

Both Transit and Vehicle Fleets contribute to Transportation's Scope 1 emissions. Transit's electric bus charges account for all of the Scope 2 emissions. 2018 was the first year the charges were operational for one full year. Scope 3 emissions are collected via employee commute/business travel survey. It has the highest uncertainty of any of the data collected in the municipal footprint.

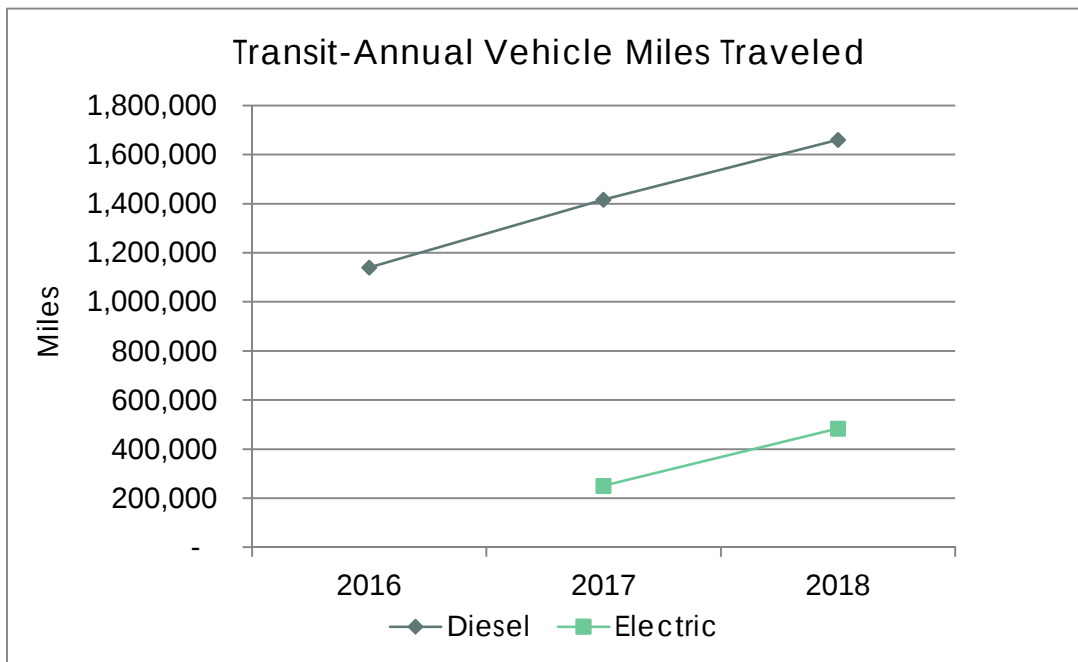


Figure 3: Both diesel and electric buses have seen an annual VMT increase of 250,000 miles since 2016.

The distinction between miles driven within city and county limits was not considered. This applies to both VTMs and the Transit Fleet carbon footprint. Service needs in the county has been a major driver in increasing VMTs.

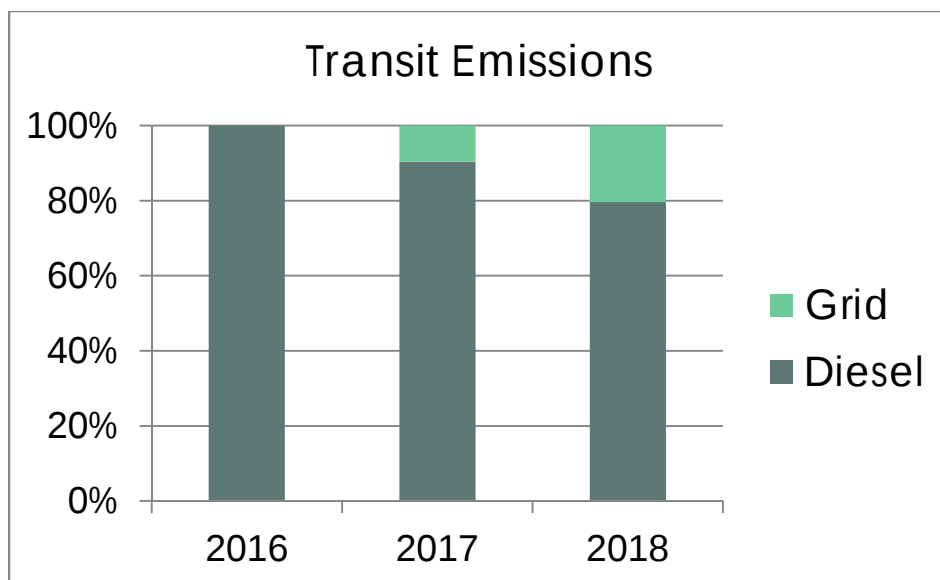


Figure 4: Changing percentages of the Transit Fleet carbon footprint over time.

The electric bus chargers play an increasing role in Transit Fleet's carbon footprint until 2022. In 2022, the renewable electricity will be powering the electric buses and their carbon emissions will go to zero.

Diesel emissions will decrease to zero when the fleet is all-electric. This transition is dependent on the continued success of Park City Transit in receiving federal funds in form of an 80/20 (federal vs. local) split and the fund program eligibility under future transportation bills. Transit is in the process of developing a more detailed fleet replacement plan to provide a "road map" to adequate plan for future replacement and associated funding scenarios.

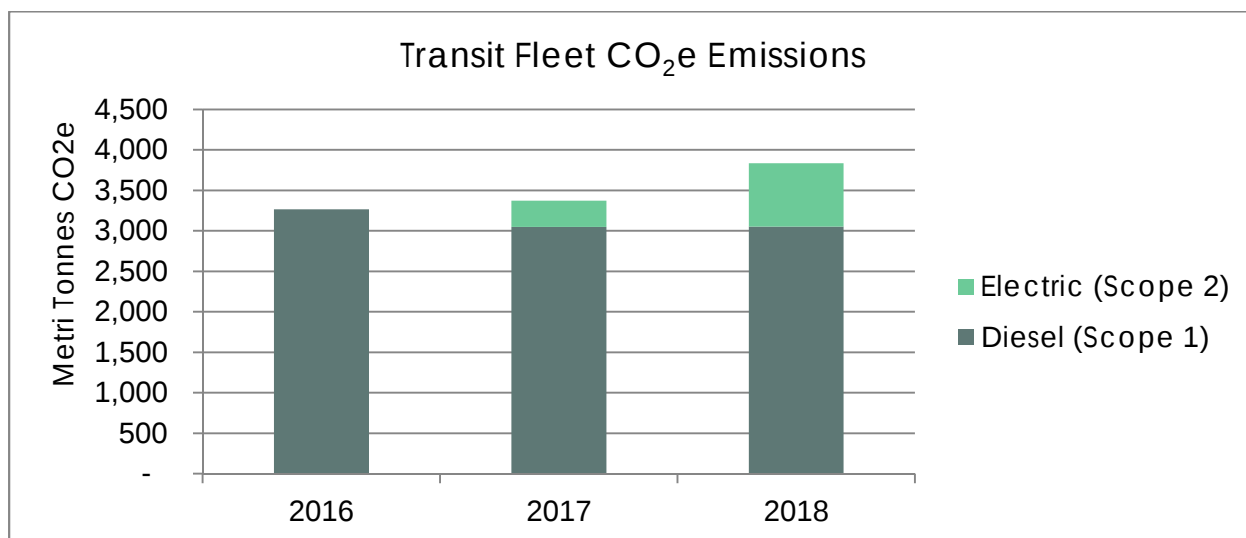


Figure 5: The Transit Fleet carbon footprint over time.

The decrease in Scope 1 emissions in 2017 is associated with older, less efficient diesel buses coming offline. The increase in 2018 is associated with an increase in VMTs.

The electric bus chargers came on line in July 2017. 2018's Scope 2 emissions reflect a full year of operation.

Transit Metric Tonnes CO₂e	2016	2017	2018
Diesel (Scope 1)	3,268	3,048	3,052
Electric (Scope 2)	N/A	325	783
Total	3,268	3,373	3,835

Table 2: Transit carbon footprint by fuel type.

The decrease in Scope 1 emissions in 2017 is associated with older, less efficient diesel buses coming offline. The increase in 2018 is associated with an increase in VMTs.

The electric bus chargers came on line in July 2017. 2018's Scope 2 emissions reflect a full year of operation.

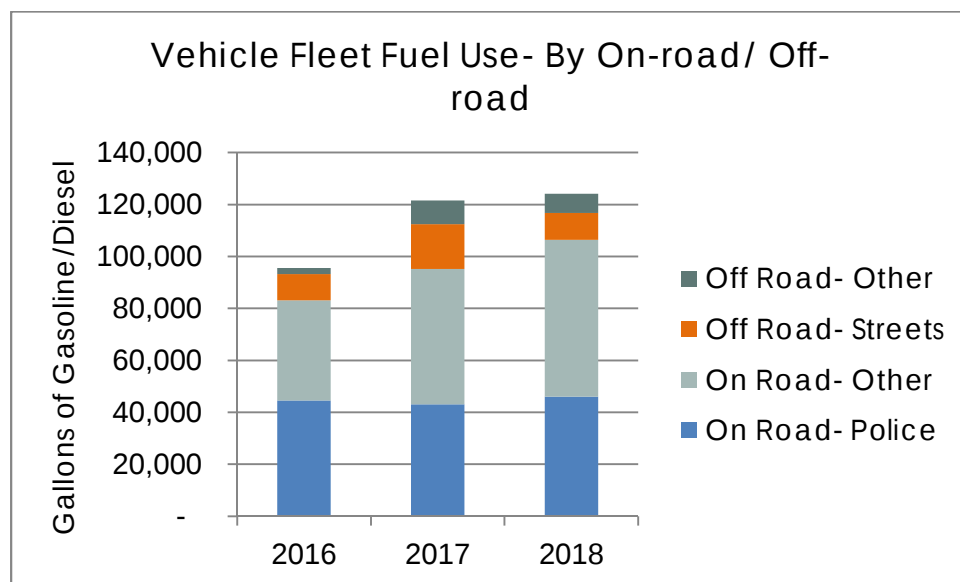


Figure 6: Fleet Vehicles by On Road and Off Road vehicle type. Departments with the largest On Road/Off Road also shown.

We continue to search for practical electric or hybrid alternatives for heavy duty Streets equipment.

Potential hybrid and electric models of Police vehicles are becoming available after 2020. For the rest of the Fleet, we are developing tools to look at the total cost of ownership and replacement costs of fleet.

Fleet Vehicles Gallons	2016	2017	2018
On Road	82,675	95,181	106,355
On Road- Police	44,078	43,079	45,959
On Road- Other	38,597	52,102	60,396
Off Road	12,416	26,485	17,824
Off Road- Streets	10,079	17,328	10,438
Off Road- Other	2,338	9,157	7,386
Total	95,091	121,666	124,179

Table 3: Vehicle fuel use.

In 2018: Streets used 59% of the off-road fleet's fuel. Police used 43% of on-road fleet's fuel.

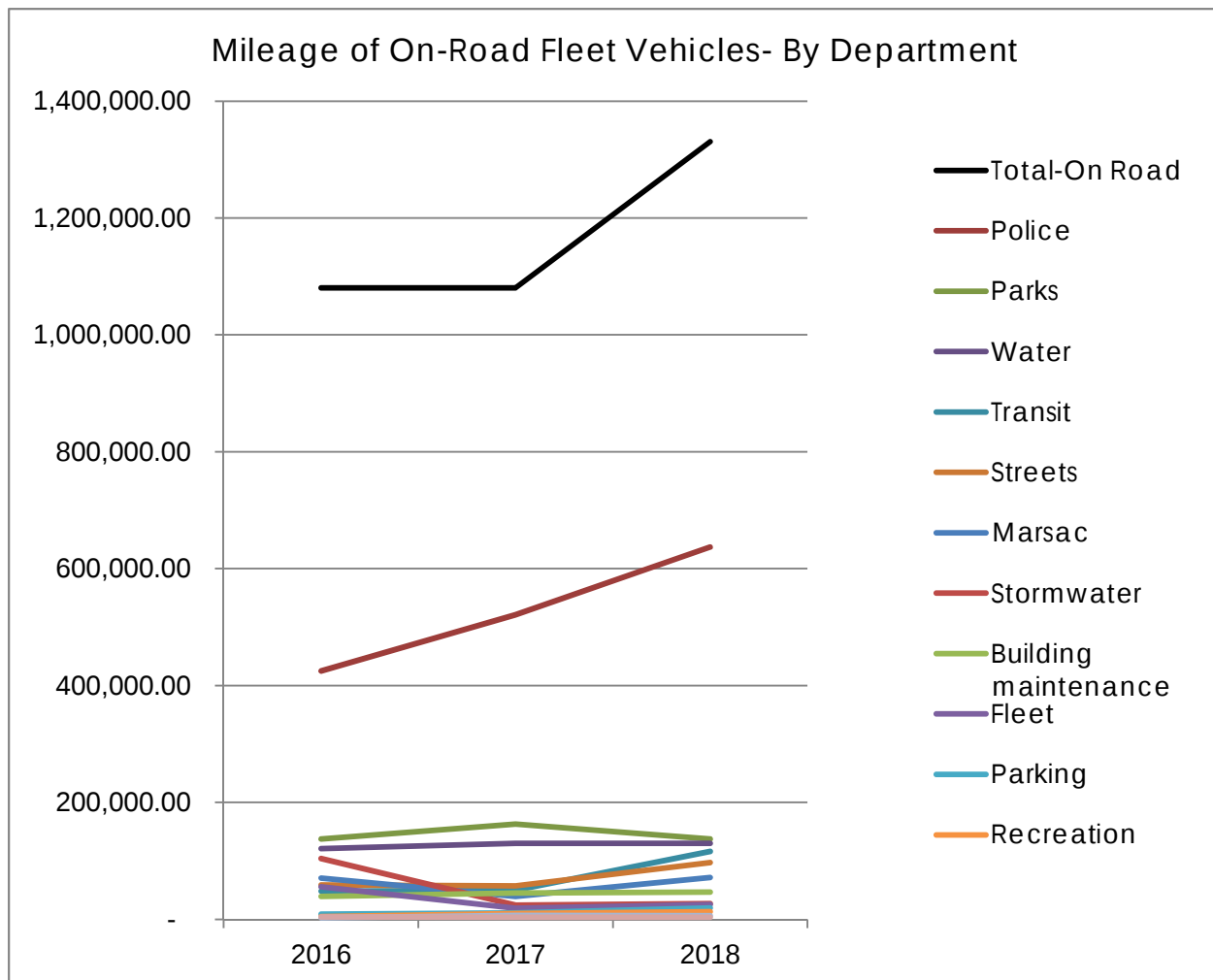


Figure 7: On-road fleet vehicle miles traveled. Odometer mileage is entered in at the fuel pumps by drivers. It is subject to mistyping. There were some notable issues with the 2017 mileage. In 2018, drivers' accuracy significantly improved. Departments are listed in descending order of 2018 mileage.

Employee Travel Metric Tonnes CO ₂ e	2016	2017	2018
Commute	1,841	311	293
Air travel	29	60	10
Total	1,870	371	303

Table 3: Employee travel carbon footprint. Variations more likely due from uncertainties arising from surveys than from significant behavior change.

We are working with Transportation Planning to find effective ways to monitor commuting such as establishing a focus group and conducting a formal origin and destination study. However, it should be noted more accurate measurement methods such as this can be cost prohibitive.

In 2018: employee commutes were 1% of the total municipal carbon footprint. Business travel was .05% of the total municipal carbon footprint.

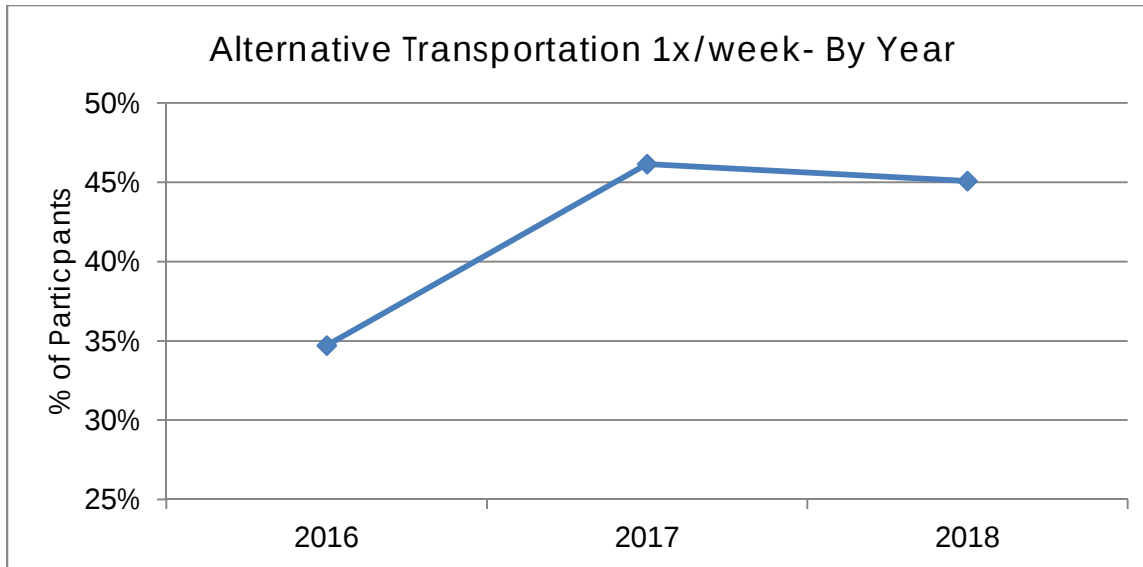


Figure 8: The percentage of survey participants commuting using some form of alternate transportation (walk, bike, bus, carpool) at least once per week.

The Transportation Planning Department is encouraging alternative transportation for commuters. They have purchased PC/SLC passes eligible to all City staff, and recently completed the construction of shower facilities at the Old Town Transit Center to promote biking/walking to work.

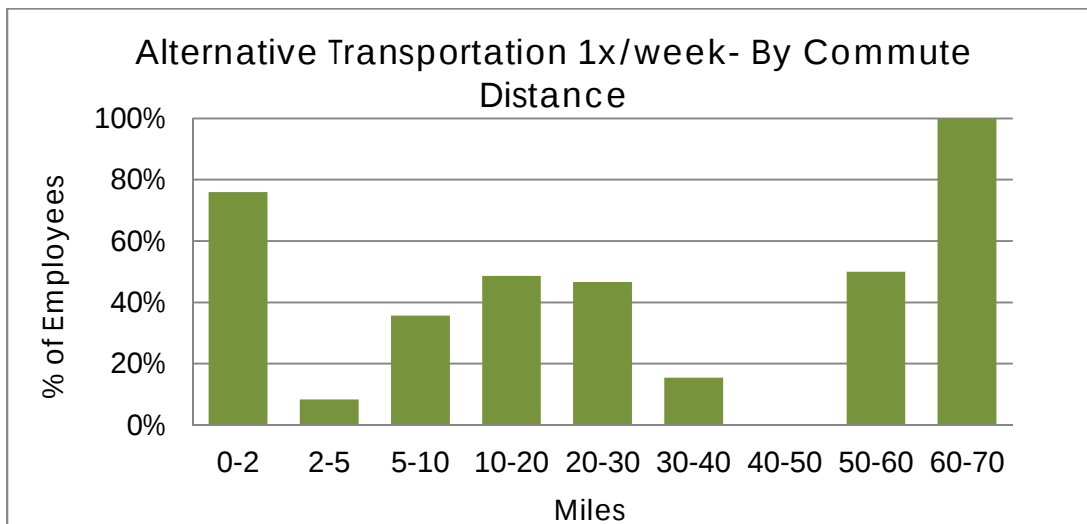


Figure 9: From 2018 survey. Shows the likelihood of employees commuting using alternative transportation based on how far they live from work.

The responses from the most recent survey highlights the importance of PCMC's affordable housing work.

Council Agenda Item Report

Meeting Date: May 29, 2019

Submitted by: Jenny Diersen

Submitting Department: Sustainability

Item Type: Work Session

Agenda Section:

Subject:

4:25 p.m. - Sundance Festival Economic Impact and Operational Debrief 2019

Suggested Action:

The Sundance Institute will present their 2019 Festival Economic Impact. City Council should consider that along with staff's operational debrief of the 2019.

Attachments:

[2019 Sundance Debrief Staff Report](#)

[Exhibit A: Sundance Film Festival Background](#)

[Exhibit C: Sundance 2019 Staff Analysis and Community Feedback](#)

[Exhibit C.1: Feedback from Community Members](#)

[Exhibit D: Sundance Commitment to Community Priorities](#)

City Council Staff Report



Subject: Sundance Film Festival 2019 Event Debrief & Economic Impact Report
Author: Jenny Diersen, Special Events & Economic Development Program Manager
Department: Special Events and Economic Development
Date: May 29, 2019
Type of Item: Administrative – Work Session

Summary Recommendation

The Sundance Institute will present their 2019 Festival Economic Impact. City Council should consider that along with staff's operational debrief of the 2019 Festival.

Background

PCMC entered into the [current contract with Sundance Institute in October of 2013](#). There is an extensive background and history associated with the Sundance Film Festival which can be found (Exhibit A).

Analysis

This year's Festival ([Approved 2019 Supplemental Plan - Exhibit B](#)) was an overall success particularly in the areas of transportation planning, festival operations, public safety, community engagement and overall reduction of impacts. Based on feedback gathered from City Departments, Sundance Institute, general public and multiple stakeholder groups, staff is seeking Council input regarding the following items. Please refer to Exhibit C for a detailed analysis of the Festival.

1. Economic Impact Report;
2. Operational Items:
 - a. Finance Related Items - CSL Report, Vacancy Ordinance, Convention Chain Business Restrictions;
 - b. City Property Use – New and Existing Sundance venues and sponsors activations including Lyft, MARC Theater, New Frontier Central
 - c. Transportation & Enforcement – Park City Licensed Taxi Staging Areas, Transportation Network Companies, TCC Operations, Residential Mitigation, Lodging Shuttles and Transit/Transportation Data
 - d. Parking – Parking data in relation to more demand-based rates, Load-in/out Permits, and Remote Parking Utilization;
 - e. Information & Engagement- Community Engagement is a key factor to the overall success of the Festival and allows locals to engage with the opportunities that the Festival provides and navigate impacts. From Rules of the Road, Community Guide, Outreach Planning prior, during and after the event, Communication platforms, Surveys, and Feedback.
 - f. Sundance's specific work towards our community's Critical Priorities– Sustainability, Transportation and Social Equity - (Exhibit D).

The top successes of this year's Festival from City and Sundance stand points were:

1. Continued successful operational collaboration between the City and Sundance Institute staff throughout the Festival.
2. The collaboration of the entire community to make the Festival and World Championships possible. Both events brought the community together to celebrate and be part in making it all happen.
3. Incorporation of the New Frontier Central as a new venue at the Festival running well from an operational and attendance perspective within the Theatre District.
4. Overall increased transit ridership. The steps that are being taken are making a difference towards the community's goal of transportation.
5. Creation of more dynamic and demand based paid parking including a flat \$40 fee the first weekend, and hourly rate the second weekend of the Festival.
6. Running the Homestake employee shuttle earlier (8 a.m. to 3 a.m. as opposed to 11 a.m. to 4 a.m.).
7. Snow removal crews and communications. We had an incredible year of snow – the Streets and Parks crews deserve serious recognition for all of their work.
8. With the success of the Festival's new program, Talent Forum, held over multiple days during the second week at Kimball Art Center, the Institute's efforts to re-invigorate the second weekend of the Festival is starting to take hold.

The areas of focus for next year's Festival from the City's perspective are:

1. In collaboration with HPCA, continuing to find ways to improved communications to employees within the City. We are confident that merchants and business owners are receiving information, but in some cases, the information does not seem to be reaching all front line employees.
2. Continuing to consider amendments to the CSL (Convention Sales License) and related temporary business, liquor license and building permit requests. This places a large burden on staff workload and causes internal stress.
3. Continue to consider past policy discussion regarding making the Festival more accessible to locals the second week. This will be done with both the Institute and HPCA.
4. Continue to look at ways to balance and create a more dynamic demand-based transportation system and impacts in the community.

The continued success of the Sundance Film Festival should be celebrated, as it is the work of Sundance Institute that provides incredible cultural and economic opportunities for our community. It is Sundance's staff and volunteers, many members of City staff, and collaborative effort of many community members, employees and community partners that make the international event and this opportunity for our community and the state and possible.

While there are many successes and opportunities to celebrate, the items in the debrief should be carefully considered, as each item effects the overall success and operations of the Sundance Film Festival and operations in the City during the Sundance timeframe. After Council discusses the debrief, staff will return at subsequent meetings

for further discussions on specific topics that we need to take a deeper dive on in the future.

Financial

Departmental costs for operations of the Festival contract come through the City's General Fund, Parking Revenue, BID (Business Improvement District) and Transit Funds. All financial matters for the 2018/2019 Festivals have been resolved within department budgets and the Sundance Master Festival Agreement. Staff will continue to coordinate new baseline information and costs on both sides resulting from additional transportation services, public safety, and traffic/neighborhood traffic mitigation.

Attachments & Links

- Exhibit A Sundance Film Festival Background
- Exhibit B [Sundance 2019 Supplemental Plan](#)
- Exhibit C Sundance 2019 Debrief Analysis of the 2019 Sundance Film Festival
- Exhibit C.1 Community Feedback
- Exhibit D Sundance Commitment to Community Priorities – Transportation, Social Equity and Sustainability

Exhibit A Sundance Film Festival Background

<u>Date</u>	<u>Item</u>
September 12, 2013	Sundance Contract Extension p. 41/ Minutes p. 2-3
November 19, 2015	2016 Sundance Supplemental Plan p. 273 / Minutes p. 9
July 21, 2016	Work Session 2016 Sundance Debrief p. 3/ Minutes p. 2-3
March 16, 2017	Sundance 2017 Debrief / Minutes p. 3–5
August 3, 2017	2018 Sundance Supplemental Plan Venues and Costs / Minutes p. 8-9
August 17, 2017	2017 Sundance Economic Impact Presentation / Minutes p. 6 - 7
October 24, 2017	Sundance Supplemental Plan Preview
December 7, 2017	2018 Sundance Film Festival Supplemental Plan Approval / Minutes p. 9 - 11
December 14, 2017	Pedestrian and Traffic Management Contract for Sundance Film Festival Timeframe
December 21, 2017	Lyft Operations for Sundance Film Festival / Minutes p. 8 – 9
January 11, 2018	Staff Communication – Parking Rate & Operations Changes to 2018 Sundance Film Festival p. 19
February 15, 2018	Sundance Post Event Debrief & Engagement Efforts p. 31
March 29, 2018	2018 Sundance Film Festival Debrief p. 51 - 54 / Minutes p. 5 - 7
July 19, 2018	2018 Sundance Film Festival Economic Impact Report / Minutes p. 5 - 6
August 16, 2018	Sundance Film Festival – Addition of 950 Ironhorse Drive as Official Venue / Minutes p. 10-11
November 29, 2018	Winter Event Preview & Outreach Efforts
December 20, 2018	2019 Sundance Supplemental Plan p. 313 - 351/ Minutes p.7 – 8
February 14, 2019	Staff Communication Sundance Debrief Preview p. 10 -11

PCMC entered into the [current contract with Sundance Institute in October of 2013](#). The intent of the contract was to accomplish the following:

- Secure the Festival location in Park City through 2026;
- Move the Festival dates off of Martin Luther King Holiday Weekend; and
- Maintain the health of the Festival by providing:
 - o Financial Contribution to fund festival operations;
 - o Provide City Services during the Festival such as increased transportation and public safety; and
 - o Ensure the continued success of the Festival with minimal adverse impacts and maximum cultural benefits to the residents of Park City.

Exhibit C - Sundance 2019 Staff Analysis and Community Debrief

Staff is seeking Council input on several areas of focus for planning next year's event. Staff anticipates returning to City Council for continued discussions of these topics (Parking, Finance, City Property Use, Transportation and Enforcement, Engagement & Outreach) over the next 7 months after further data analysis and coordination.

Finance - CSL Rate Changes, Vacancy Ordinance, Convention Chain Business Restrictions;

- o In 2019 there were 104 Type 2 CSLs (\$22,272 in BID fees collected), as compared to in 2018 there were 100 Type 2 CSLs (24,300 in BID fees collected)
 - The Code was amended on 4/18/19 to require each CSL Applicant to remit \$100 to Republic Service (not just one payment per location).
- o Staff is analyzing costs and will come back to a late April meeting to further discuss increasing CSL fees.
- o Due to two temporary CSLs during the Festival, we temporarily hit the cap of 17 Chain Businesses HCB zone (south of Heber Ave).
- o The properties listed below are at risk of not being able to obtain a Single Event Temporary liquor permit per Vibrancy Ordinance for the 2020 Festival if they remain Vacant. This limitation would apply to everyone, both Sundance sponsors and unaffiliated groups.
 1. 427 Main (Chefdance) – used one-time exception
 2. 660 Main (Old Zoom) – *This is typically a Sundance Sponsor Venue. Used one-time exception.
 3. 692 Main (Sky Strata) – used one-time exception
 - It is important to note that 628 Park (Old Church Public House) has been vacant but hasn't used up its one year exception yet.

City Property Use – New and existing Sundance venues and sponsors activations;

- o New Frontier Central was a success. The location was key being right next door to New Frontier at The Ray. The Institute made improvements to the space and it was very welcoming for all credential holders during the festival where the patrons got to experience state of the art VR, AR and performances as well as a place to lounge and have a drink.
 - i. The Institute is looking to secure a tenant in off-festival months and have had several calls with interested parties. The Institute has also reached out to a couple of people they thought might be interested. The challenge that the Institute is facing is the timeline. Everyone they have talked to wants a longer lease and have expressed that it does not make financial sense for them to build out the space for 5 ½ months and then turn back over to the Institute for the build out of New Frontier Central in late November. This has been a struggle to get someone in but Sundance continue to follow any leads and hope to find a tenant soon. The more time that passes the harder it is to fill the space prior to festival.
 - ii. Park City Towing was challenging in this area, as they were trying to tow cars out of Sundance spaces that were clearly designated.
- o Ray Theatre District – some of the merchants have continued concerns of parking. It takes a day or two to get the parking attendants in a flow and we are trying to accommodate patrons going to the stores and merchant needs.
- o MARC – Sundance acknowledges that due to new staffing they were not aware of screening requirement timing at the MARC per their contract. Sundance and the City

Exhibit C - Sundance 2019 Staff Analysis and Community Debrief

worked to come up with additional mitigations for the screenings that started past 8 p.m. Sundance and City Staff are fully aware of such provisions and these oversights will not happen again. Additionally, the increased mitigation allowed staff to come up with a new plan to help reducing idling, lights, noise and help with traffic flow in the lot after MARC facilities closed.

- o Lyft Operations – New operations on 9th Street Trolley turnaround were greatly appreciated by all. Traffic flow worked well and the additional space helped to reduce impacts on lower Main Street and provide pedestrians with a place to pick up rides. Swede Alley Pick Up/Drop Off and Old Clinic spaces also work incredibly well. Lyft appreciates all that both the City and Sundance do to help inform their drivers of local laws, regulations, weather prep and trainings.

Transportation & Enforcement – Taxi Zones & Residential Access Management

Taxi Staging Zones

- o While the success of Local Taxi Staging Zones had mixed results, staff recommends continuing to coordinate taxi, TNC, and shuttles to help decrease traffic and congestion. Staff recommends discontinuing specific Licensed Taxi Staging Areas as they are not being used. This may mean including them to be used by non-specific groups for waiting areas such as lodging shuttles etc...
- o Lyft operations were well coordinated. However, more work needs to be done for all TNCs to reduce cut through traffic in our neighborhoods such as better coordination with Google and Ways.
- o It is important to note that the Transportation Planning Team Coordination is essential for success of the Festival – this includes Sundance and City Staff from Special Events, Transportation Planning, Public Works/Transit, Streets, Public Safety and Parking Services. When coordinating, if anyone of these items changes, it impacts all other aspects of the program and operations. Coordination and communication between these departments is key.

Residential Access Management and Enforcement

- o Staff found the Residential Access Management to also be very beneficial to reduce traffic through the old town residential neighborhoods. We did have to add residential restrictions (staffing not just signs) at areas such as Norfolk, Woodside, Crescent Tram, Prospect and Hillside. Snow loads this year increased challenges of narrowing roads and traffic problems.
- o Staff is streamlining contracts required for Pedestrian, Residential, Taxi, Parking and Bollard Management for all events and looking to hire one contractor. Staff anticipates coming to Council with this new contract in the summer.
- o Some residents are concerned that they have to show a pass to get into their neighborhood. However, most residents appreciate the efforts.

Transit Ridership

- o An overall 10.62% increase in Transit Ridership as compared to last year. (Last year there was a 13% increase with many changes that were implemented. In 2 years, this is a 23% increase in Transit Ridership during the Festival timeframe.
 - o Sundance provides 2,000 hours of service to the transit system.
 - o In 2018, Overall Transit Ridership was 292,568 people.
 - o In 2019, Overall Transit Ridership was 321,320 people.
- o Having Homestake Park and Ride begin running at 8 a.m. instead of 11 a.m. was a huge help. Main Street employees really appreciated the increase in service and we

Exhibit C - Sundance 2019 Staff Analysis and Community Debrief

saw full lots for most of the festival. This lot ran until 3 a.m. and afterwards had Guaranteed Ride Home.

- o New park and ride lots such as Ecker Hill Park and Ride and Kamas Commuter running 7 days a week were helpful in continued efforts to reduce traffic and congestion.
- o Our resort partners, Vail and Deer Valley, continue to be a key to success. We thank them for allowing parking after 4 p.m. until 2 a.m.
- o Richardson Flat continues to be a success. While transit ridership dropped the second part of the Festival from this location as compared to last year, this was likely due to more dynamic, demand based rates, new Ecker Hill Park and Ride option and no Women's March or Rally, among other factors. We thank Sundance for their leadership in running transit for 20 hours to Richardson Flats Park and Ride specifically.
- o TCC and EOC coordination was very helpful in addressing traffic, road, and safety issues throughout town.

Parking – Hourly and Flat Rates, Coordination Regarding Load-in/out Permits, & Supplemental Parking utilization;

- o Dynamic, demand based parking rates the second part of the Festival was well received by locals and merchants.

China Bridge Parking Rates:

- (First Part of the Festival) Thurs., Jan. 24 through Mon., Jan. 28 - \$40 flat rate all day (status quo)
 - (Second Part of Festival) Tues., Jan. 29 through Sat., Feb. 2 - \$5 /hr. / \$40 max rate from 11 a.m. to 2 a.m.
- o While the Load in/Out Permits helped increase the vibrancy of the Festival, additional coordination is needed between Parking, Finance, and Police for enforcement consistency.
 - o Supplemental Parking areas outside of the Main Street core were well utilized. Partnered with transit and parking rates, these areas were well utilized and an essential function of the overall transportation plan.

Engagement & Outreach – Planning Coordination

- o A robust communication plan is made for the Festival. Staff agrees communication is key.
- o The communication efforts are far reaching, from Rules of the Road, Local Community Guide, Transportation Impact Map, Social and Eblasts, Partner Notices – Delivery Companies, Park City Licensed Taxi/TNC contacts, Lodging, Resorts, School District, HPCA and Chamber etc.. Direct Door to Door Merchant and Residential Notices, Providing direct contract during the event and surveys and debrief/feedback afterwards. These efforts take time from many parties and happen annually from August to May.
- o Specific communication coordination for this year's Festival in collaboration with World Championships was appreciated.

Sundance 2019 Internal Department Feedback Matrix

Department	Successes	Needs Improvement
Parking	• Helping create digital ticketing in collaboration with PCPD. This also allowed us to focus on residential	• Work on a way to create a staffing list cross departments to identify which staff are working at

Exhibit C - Sundance 2019 Staff Analysis and Community Debrief

	enforcement. • Communication between departments. • More dynamic parking rates the second weekend helped bring guests back to Main Street, while balancing traffic and congestions on roads.	what times. • Special Use of Public Parking Process & Load-in/out permits. There needs to be improvements. • Trash pickup needs to be improved.
Transportation Planning	• Access control and residential mitigation. • Coordination with departments and outside agencies. • Traffic Command Center – TCC • Hired Charter Services so we could proactively obtain additional transit. • The collaboration with everyone is both exciting and valuable. Team work makes the dream work. •	• Inconsistencies in delivery of traveler information. • Work with Pedestrian Management team to enhance training for pedestrian and traffic control. • Better coordination with TNC, Taxi and Shuttles. They need to help work towards challenges. • There is so much information and if one thing changes it dominoes to all other departments and impacts the community. Coordination and communication are key.
Transit	• Transit saw a 10.69% increase in ridership. • Increased no parking barricades to ensure transit could pass through. • Use of Richardson Flat Park and Ride during the entire Festival • Earlier ridership time (8 a.m.) at Homestake Parking Lot	• Remove more parking from Park Avenue to help transit get through. • Lack of staffing and equipment is stressful. • Congestion on roads contributes to delayed buses and is the largest generalized complaint from the public. • Need additional ADA wayfinding. • TNCs created more challenges in 2019 than 2018.
Streets/Parks	• Staff did a tremendous job keeping up with snow storms and controlling trash.	• Increase pedestrian recycling opportunities. • Controlling icy sidewalks is hard. Having salt buckets at intersections and having hired staff (like Kane security) to help us keep up

Exhibit C - Sundance 2019 Staff Analysis and Community Debrief

		is helpful. • Merchants and those coming in town to the Festival need to do a better job with trash and recycling removal from their venues. • Snow hauling became a challenge with traffic.
Rec/MARC	• All efforts were very smooth. • Quickly addressed issues with MARC screening times.	• Re-evaluate Parking flow
Building	• Better coordinated enforcement on Main between Building, Police and Event staff. •	• Enforcement tools need to be reviewed. • Why do we have deadlines for permitting, deadlines are not being enforced? • Contracted staff needs radios. No yelling (especially at night) when communicating. • Need better coordination with County Health and PC Fire for inspections and enforcement. • If we could make one change, it would be one-way traffic on Main Street. • Understand role, need to think about enforcement outside of Main Street core. • The public needs so many permits and needs help understanding what to get, when and why. • We work as a team, and we should reward as a team. Thank yous are too quiet.
Finance	• Increased communication earlier between departments (start in summer). Planning, Building, Finance and Events. This is key. • Processed 104 CSL permits and 70 liquor licenses.	• Streamline questions and answers. If you don't know, help get the customer to the right department. • More internal communications are needed to help best direct customers. • Volume of applications due

Exhibit C - Sundance 2019 Staff Analysis and Community Debrief

		greatly increases – creating a big surge in workload for the department. • Better coordination with Parking regarding loadin/out permits for venues. • It was hard to reach Republic Services. • Maybe pair down Rules of the Road? People aren't reading it. • Encourage carpool program for staff that is required to be here during the Festival.
Special Events	• The incredible collaborative effort between Sundance, Departments, and many community partners. • Weekly Event Transportation Planning meetings (Transpo Planning, Streets, Police, Parking, Special Events and Transit) were incredibly helpful. These continue. • Monthly meetings with Sundance year round. • Coordination between Sundance and World Championship events. • Caution –careful not to mess with success while continuing to fine tune.	• Begin coordination meetings earlier – suggestion between City and Sundance is to start in April. • Residential enforcement is important. Our goal is to reduce cut through traffic to Old Town. Some residents are concerned that they have to obtain a pass to get through access points, but this is in an effort to protect our neighborhoods. We do not like to disclose the locations of where access points will be, as this will allow people to find ways around them and allow traffic to flood residential zones. • During Sundance, the workload causes our department as well as many others to have delayed responses to other items.
Police / Emergency Management	• Coordination with Parking and Police for ticket citations were very coordinated and helped to create consistency. • City Departments were very responsive to Police Requests. • Change in traffic direction on	• Comprehensive barricade plan updating all maps for all areas needs to be established. • Add police staffing to Main Street starting after MLK to assist with loading operations. • It is strongly recommended that additional coordination

Exhibit C - Sundance 2019 Staff Analysis and Community Debrief

	5th street and 4th Street were very effective in creating better traffic flow. • See something Say something community trainings • Great pre-planning efforts between the City, Sundance and external agencies. • Traffic Command Center was a huge success! • Great support and representation from Sundance and all regional partner agencies in EOC for daily briefings and operations. USSA representatives were able to get a true sense of agency coordination for Sundance and the level of support for World Championships by seeing the EOC in operation in advance of their event.	is needed for TNCs, taxis and shuttles and to re-program web applications during Sundance. TNCs, Taxis and Shuttles were ignoring signage because they are being directed to go those areas and traveling down narrow streets that could not handle two-way traffic due to snow loads. Additional signage and enforcement is necessary. • Main Street Parking passes need to be improved. • There should be a daily parking update that also goes to Police officers working in these zones.
Community Engagement	• Great teamwork with departments and Sundance Staff. Having Council and Sundance involved in the outreach process is fun and valuable. • Sundance 101 internal meeting was extremely helpful for staff that had not been through it before. • Good to push out information via email and social before doing boots on the ground. Helped create more informed discussions. • We have a comprehensive outreach plan. Engage/Educate, Gain Feedback, Make final plan, Final notice as we get close the event, communications throughout the event, Feedback and debrief process. This allows us all to	• Strategize how collateral is being developed and used. • Revisit formatting of Impact Map. • Residential Pass needs to be re-designed to look more like a pass and less like a notice. • Challenging to balance priorities of Sundance and other responsibilities. • People want information specific to their needs. Merchants, Employees, Residents – all of the information are there, but it is all different depending on where you are and what you are looking to do.

Exhibit C - Sundance 2019 Staff Analysis and Community Debrief

	plan, learn, adapt and change.	
Planning	• Good internal coordination for submitted permits and applications. • Fewer illegal signs because of proactive enforcement. • Staff did a really good job of challenging themselves to take alternative modes of transportation. If we continue to education and incentivize, we will continue to reduce impacts.	• Consider having an open house or webinar for permittees. This would be in addition to Rules of the Road. • Explore opportunities to streamline and improve permitting processes including joint department review. • We receive so many late applications. This puts pressure on many departments in the City and County.
Internal Services (IT/Executive/Legal/Budget)	• Sundance 101 helped streamline across multiple departments. • Seemed to be less connectivity issues than we had the previous year due to work with technology providers for updates last year. • IT team was remarkable in their efforts. Between the TCC implementation and helping get traffic cameras up before the Festival and addressing issues as they arose. They were extremely responsive and helpful.	• There are a multitude of IT requests through departments that can be streamlined and requested earlier. • There are more than 20 contracts that are secured during the Festival timeframe. This needs to be streamlined and brought to legal in advance.
Library	• Much busier than years past – we loved it! • Lucky Ones was very busy! • Parking attendants were great, much better this year.	• Need increased janitorial service. • Role clarity between departments needs to be discussed. • Clean up after the fest needs to be clarified. • Messaging to help our patrons access the Library when they are not going to the Festival.

Exhibit C - Sundance 2019 Staff Analysis and Community Debrief

2019 Sundance Institute & City Staff Debrief

- Monthly Coordination meetings year round with key members of Sundance and City staff are important and should be continued.
- Supplemental Plan timeline should be moved to December. November is just not realistic.
- Need to update CBD and drone laws and enforcement in Rules of Road.
- Sundance would like to be more involved with HPCA meetings including event subcommittee and board meetings in the future.
- Sundance and City are continuing to make note of Vibrancy Ordinance. Coordination is important. Please see details above in beginning of this exhibit.
- Traffic and congestion are a challenge that we continue to address together. While we each acknowledge this is an issue, this is not necessarily a problem of Sundance Film Festival, but a challenge during the timeframe. Impacts come from more than just the Festival. While there are challenges still to be worked on by all, there have been major improvements from both the City and Sundance with regards to parking, transit, traffic coordination etc.
- Looking forward to re-establishing baseline of services and updating City Leases.
- Need to work to find ways to incentivize sponsors and companies to stay past the first weekend. While also encouraging locals to come enjoy what town has to offer.
- Look at parking permit logistics and coordinate for Sundance permits, merchants, delivery companies etc.

PCMC Ad-Hoc Business Committee Feedback

Lodging Shuttles and Vans are not pulling over and are blocking traffic, perhaps more enforcement is needed. Additionally, Lyft/Uber – can't negotiate hills/snow in Old Town; lost in Old Town and other areas. Perhaps looking at one way traffic direction on Main/Swede to help increase traffic flow? Perception of local tourists from SLC cruising up and down Main Street. All in all, really good job on all fronts.

HPCA Feedback (+ World Championship Feedback)

General Impressions:

- Members continue to recognize the long term value of putting on signature events in terms of the exposure it brings the community and potential for return visits. The desire is simply to return to "normal" high season operations for parking, streets, use of public property, etc. as soon after these events as possible.
- Members were very complimentary of their interactions with City Events Staff, Police, and of the efforts made by Street / Snow Removal personnel.

Economic:

- Restaurant and Bar business generally expressed strong numbers for the period; most retailers were relatively flat and perhaps slightly down from last year when weather was milder during this period; galleries and experience based businesses were negatively impacted and did not bounce back after Sundance as fast as in prior years possibly because of the back to back with World Championships
- Perceptions were that negative economic impacts were less because of direct festival or event programming or competition and more a result of some of the confusion and congestion

Exhibit C - Sundance 2019 Staff Analysis and Community Debrief

related to the influx of new drivers, weather, and operational choices that create additional barriers to customers accessing the district.

Operations

- Huge desire to maintain operation of Homestake Employee shuttle and multiple reports of positive experience utilizing the service.
- Garage Occupancy after opening weekend still reported as being very low so continued support to remove special signage and return rates to normal \$3hr after 5PM as soon as possible. District feels like we are doing our part all winter long and during events to help manage congestion through implementation of paid parking and use of employee shuttles so it would be nice to see pricing remain at the normal in season rate as often as possible.
- Despite what is recognized as huge number of hours spent in outreach getting the word out about operational changes to street circulation, transit, parking options, and deliveries still seems to be the biggest hurdle to smooth flow of traffic and avoiding frustration in attempting to conduct business in the district. In addition to traditional outreach methods use of SMS text messaging, social media, and company websites was suggested as ways to improve knowledge about operation changes. Particularly there needs to be a way to push information out to temporary drivers for TNC services in advance of major events. Can we develop a pathway to post to their internal web platforms or reach them through social media? Also support to push for additional regulatory control over TNC's.
- 4th and 5th street changes and Hillside Circulation took a lot of people by surprise and created unpredictable turning movements.
- Support for designated transit lanes on DV Drive even if they have to be flexed on and off to account for snow removal.

Jenny Diersen

To: Abby
Subject: RE: Sundance Debrief Follow Up

From: Abby [mailto:amcnulty@pcschoools.us]
Sent: Monday, May 06, 2019 12:27 PM
To: Jenny Diersen
Subject: Re: Sundance Debrief Follow Up

Hi Jenny,

I missed this email. I essentially would like to see neighborhood traffic mitigation as part of the advance planning and not reactive response during the festival. The first weekend, traffic is always insane in the neighborhoods - as in line up of cars that cannot move because of congestion on Park, Crescent Tram, Norfolk, and 8th street. I would love to see, as policy, the neighborhood signs (no through traffic) and police reinforcement the first weekend. It's dangerous. I'd also like Sundance to take some leadership here and create more effective traffic solutions around library/ yoga shop venue. Cars (including sundance official vehicles) drop off patrons then race up norfolk and woodside. That SHOULD NOT BE ALLOWED. It contributes to congestion and is terrible "leadership." And, bigger issues is a conversation around Uber and Lyft. In an effort to get single occupancy cars off the streets, uber and lyft are counter productive/ counter to shared transportation. It makes no sense - certainly no sense to have Lyft as a festival sponsor. Seems like City's core values should be MORE present in one of the largest events in this community.

Happy to talk more after May 18th. Thanks!

Abby McNulty
Executive Director

Park City Education Foundation

(o) 435-615-0235

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Together with our donors, we go beyond what public education provides to meet the needs of our students, teachers and community.

On Tue, Apr 16, 2019 at 9:20 PM Jenny Diersen <jenny.diersen@parkcity.org> wrote:

Hi Abby, hope you are doing well and enjoying spring... I know Running with Ed is right around the corner too!!

I am reaching out as we are nearing the end of our Sundance debrief, and I know you had some constructive feedback on traffic operations during the Festival on Norfolk. While I know that we were able to fix some of the concerns in the moment, I wanted to follow up as we had discussed additional debrief.

Let me know what you think is best. Thanks again for bringing your concerns to our attention in the moment, so that we could address them.

Best,

Jenny Diersen

Special Event & Economic Development Program Manager

435.640.5063 – mobile

Jenny Diersen

From: Kim Marks <kimmermarks@me.com>
Sent: Saturday, May 18, 2019 11:33 AM
To: Jenny Diersen; Bill& Donna Hummer; ruth Gezelius
Subject: Re: Follow Up to Old Town Traffic Concern - Prospect Ave during Sundance

Jenny.

Thanks for staying in touch re: the issues on Prospect.

The signs mean little to the people coming from upper Deer Valley. If their "Waze" app or Google Map tells them to go down Prospect they disregard the signage. It's imperative to place a traffic control person at the southern end of prospect during Sundance. I witnessed drivers brow beating these dedicated traffic controllers even with barriers and road closed signs!

My fear is that as Deer Valley continues to add density this cut off will become a year long problem. Any event or just closing time on ski days will invite people to endanger us on Prospect. The only solution will be to put up a divider much like the one coming down from Deer Valley at the Marsac/Deer Valley drive round about. Turning left onto the Southern entrance is deadly. Speeding uphill traffic and downhill traffic right the runaway truck ramp is a recipe for disaster with either a T-Bone accident (or head on) or a higher speed rear ended, sure to happen.

While Troy and the snow removal crew did an excellent job Prospect is at best a one way street in the winter and in sections even in the summer!

How do we address the no let's turn issue at the Southern entrance to Prospect. I would be happy to help in anyway I can.

Thank you

Kim Marks

57,59,68 Prospect

415-710-8368

Sent from my iPhone

On May 18, 2019, at 11:12 AM, Jenny Diersen <jenny.diersen@parkcity.org> wrote:

Kim, hope you are doing well.

We are nearing the end of our Sundance 2019 Debrief, and wanted to follow up with you. I know that you had concerns in the beginning of the Festival, and I wanted to say on behalf of the Police, Transportation, Streets and Events teams, thank you for bringing your concerns to our attention.

We did make several changes in the moment to help with traffic on the roads as you described below. I personally walked this area daily in the evenings at peak traffic times to observe traffic flow and we did see the challenges subside significantly. The additional measures we took included:

- Adding do not enter signs at Prospect and Marsac,
- Adding residential area only signs at Hillside and Prospect,
- Placed additional staffing at these areas to help reduce the cut through traffic.

It is important for us to document these changes, so that in future years, we can continue to mitigate challenges that you are experiencing both during events and year round (and don't forget of the mitigation we have done in previous years). If there are any additional comments or suggestions you would like to include, please let me know. We are nearing the end of our debrief for the Sundance Film Festival time period, and in the midst of planning for major summer events and want to make sure that your comments are taken into consideration.

Again, many thanks for bringing your concerns to our attention. You are always welcome to reach out to me directly. My cell phone (call or text) is below.

Best, Jenny Diersen
Special Events and Economic Development Program Manager
435.640.5063

From: Kim Marks [<mailto:kimmermarks@me.com>]
Sent: Friday, January 25, 2019 11:17 AM
To: Julia Collins
Subject: Prospect Ave in Old Town

Julia,
Thanks for taking a your few precious moments today to discuss with me the thru traffic issues on Prospect Ave in Old Town We are experiencing traffic from not only the Montage, St Regis, and Deer Valley people movers but lots of rental cars and Uber/Lyft drivers racing down Prospect. Many drivers don't know the peril of coming down Prospect and they stop at the top trying to decide weather they should attempt braving the icy road. This street becomes one way at that point since it's impossible to let uphill traffic pass.

Last year the city installed "No left turn no thru traffic" signs and it was a tremendous help. Please do this again. Time is running short since this weekend is absolutely the worst.

Thanks
Kim Marks
68 Prospect
415-710-8368

Jenny Diersen

To: Clive Bush
Subject: RE: Thoughts on Sundance Traffic. Send email by Tues, May 21 T

From: Clive Bush [<mailto:cbushuk@gmail.com>]
Sent: Tuesday, May 21, 2019 10:02 AM
To: amcnulty@pcschoools.us; Jenny Diersen; KimMarks@comcast.net; Hummer754@aol.com
Subject: Thoughts on Sundance Traffic. Send email by Tues, May 21 T

Hi Jenny:

Following up on Abby's notes regarding Sundance Traffic, I'm certain you are well aware of our year round concerns regarding Hillside Avenue, but to address Sundance specifically I would like to add to Abby's concerns.

Conditions were no different in Southern Old Town. The traffic on Hillside exceeded 5000 vehicles a day (city counts) on that first weekend. We endured flaggers SHOUTING up and down well past midnight to control the one-way flow, this continued into the world Cup. I doubt I'm telling you anything that you don't already know, but these conditions were extreme this year and made worse by the circulating phenomenon of of looky-loos Lyft, Uber, etc.

I really see you needing to head to a permit system with check points to turn traffic back, BEFORE THE RESIDENTIAL NEIGHBORHOODS to park and ride facilities on the outskirts of town. Not an insignificant task, but one that I feel is increasingly important.

We have usually endured and survived Sundance and shrugged it off as just a few days in the year, but this time was different and overwhelming. I have copied Bill Hummer and Kim Marks who I believe have their own concerns regarding Chambers and Prospect that may have already filtered through to you, I don't know?

Clive

May 15, 2019

JENNY DIERSEN

Special Events & Economic
Development Program Director
Park City Municipal Corporation

Re: Sundance Film Festival issues

Dear Jenny:

It was such a please meeting you today. I (we) really appreciated that you took the time to come and speak to us in person.

To recap what we spoke about, I will retrace the points we discussed.

I became a Main Street resident around October 1st, 2018. My address is 510 Main Street, Apt C., which is directly above Dolly's Bookstore, and is coincidentally, the place that I work. 2018 was not my first Sundance experience, but it was my first Sundance experience as a Main Street resident. As a resident, I have a parking pass for China Bridge. This means, when I do any shopping or other errands to pick up items, I need to pull up behind my building to unload. (I use Swede Alley, as Main Street is usually too busy). It would not be practical to park first and then make several trips to China Bridge to retrieve my shopping.

During this last Sundance Festival, after waiting until I absolutely had to, I went out for groceries. I delayed this as I was concerned I would not find a parking spot if I left China Bridge. So, as usual, I pulled up behind my building to unload *several* bags. I was immediately yelled at and told I could not park there. I told the crosswalk guards that this was my residence and of my intention, but they would not listen and have none of it and called the police on me. I hurried and unloaded. I was not at that spot for no more than 45-50 seconds. Then, I went off to park at China Bridge. Of course, when I returned to my building, home, there was a Park City Officer waiting for me. Fortunately, she was very understanding and after a small discussion, I was allowed to leave.

Now, knowing this, I learned there were several other incidents involving my coworkers, other business owners, their employees and my employer, whom also happens to own the building, that they had all had incidents involving the traffic "monitors" and police by doing just as I had done. In one case, at Dolly's Bookstore, we had an author signing event at Deer Valley. Our employees were so harassed, while loading boxes of books for the event, that they rushed away forgetting many important things and not realizing this until they reached DV and too late.

Exceptions need to be made for residents, shop owners and their employees.

At, or near, 510 Main Street or rather Swede Alley, there is no address for this area on Swede Ally, I have observed the following.

1. There is a crosswalk.
2. Residents are picking up their mail, all day, at the post office.
3. The parking lot on Swede Alley, next to the liquor store, has a very large and very busy Sundance venue.
4. The resorts and hotels of Park City and Summit County use the area behind the post office to drop off and pick up their guests. In buses and/or smaller shuttles.
5. The company "Lyft" uses the walkway between Main Street and Swede Alley for their customer pick up and drop off.
6. The only liquor store in old town is yards away.
7. The main bus terminal is yards away dropping off and picking up herds of people.

Obviously, there is way too much going on in this area. Way too much.

Exceptions need to be made for residents, shop owners and their employees.

Maybe a *special* ticket or tag or something for the automobile dash board can be distributed for those who would like one. I, personally, have no objection to even paying a small fee to obtain such.

In closing, I understand how important the Sundance Film Festival is to Park City and Summit County, but I also think it is important to not forget the issues and ***inconveniences*** that those of us whom live and work here during Sundance experience.

Thank you for your time.

Sincerely,
Gene Bradford
Resident
Park City

Jenny Diersen

From: Craig Dennis <craig@dennis.net>
Sent: Wednesday, April 17, 2019 8:54 AM
To: Jenny Diersen
Cc: dean@berrettmortgage.com; jford@dhmhotels.com; Jonathan Weidenhamer
Subject: Re: Prospector Square Sundance Preparations Follow Up

First, thanks for asking.

Overall we were pleased with your responsiveness in getting parking opened back up on the street. Much appreciated. The city did not clear the street of snow until right after Sundance; I know they got swamped. Would have been nice if it was done at the opening of Sundance.

We spent about \$2500 in monitoring Lot J (Across from Marriott) and putting an extra dumpster there. I am only one year into this position and have been told by board members of PSPOA that in prior years (up to about three/four years ago) this cost was covered by Sundance. Apparently the Marriott GM two managers back took care of this for us and something got lost in our transition to a new management company.

I understand the monitoring/permit system helped. We should encourage Prospector employees to park elsewhere as the underground lot closure at the Marriott (which they are allowed to do for seven days) puts pressure on the surface lots, especially J. It would be helpful to know what days the underground is closed.

I believe one lot was still missing a No Sundance parking sign.

One factor for next year — Lot G will have two buildings being constructed, losing half the parking spaces or more (I would estimate 80 to 100 stalls gone). We will regain some parking back when construction is done but not next Sundance. Snow storage will also be at a premium because of this. So parking will become even more of a premium.

Hope this helps.

Craig

Craig Dennis
Executive Director/PSPOA
801.368.4303
craig@dennis.net

On Apr 16, 2019, at 8:11 PM, Jenny Diersen <jenny.diersen@parkcity.org> wrote:

Good evening Craig, Dean and Jay, Thank you for reaching out to meet before Sundance, and also for bringing items to our attention through the Sundance and World Championship events.

We are nearing the end of our debrief process for Sundance and wanted to follow up with you. If there are any additional items we should note for next year's Festival, please advise.

Hope you all are doing well... and while its rainy at the moment, enjoying the spring and getting some rest after the busy winter season.

Best,
Jenny Diersen
Special Event & Economic Development Program Manager
435.640.5063 – mobile

From: Jenny Diersen
Sent: Thursday, January 17, 2019 8:22 PM
To: 'Craig Dennis'; dean@berrettmortgage.com; jford@dhmhotels.com
Cc: Jonathan Weidenhamer
Subject: Prospector Square Sundance Preparations Follow Up

Good evening Craig, Dean and Jay – Hope you all are enjoying the much needed snow! It was so nice to meet each of you last week and learn about some of the history of Prospector Square and understand some of your questions regarding Sundance.

A few items I wanted to follow up on:

1. Brittany Sheffield (Brittney_sheffield@sundance.org) is the Sundance Venue Manager for Marriott HQ. I understand that Brittany has met with Jay, but I wanted to be sure you had her email if you have any questions about the Marriott HQ.
2. I am providing notice that the Streets team intends to place 'No Parking' barricades on Wednesday next week in the Prospector area. I have attached a map indicating the areas that they place such signs and barricades up. Due to snow conditions, they are placing barricades on both sides of the street in some areas to ensure that transit (and traffic) can safely get through roadways. This was a protocol that we started just last year. If you have concerns about this please advise as soon as possible so I can address it with my internal team.*There is a slight chance, that due to the Parks and Streets workload with this storm and pending storm early next week, they may place barricades up early. If that is the case, I will do my best to inform you before this occurs.
3. I am including links to the [Community Guide](#) ([Spanish Community Guide](#)) and [Impact Map](#) ([Spanish Impact Map](#)). Please do share with your patrons and employees.

Let me know if I missed something in my follow up – trying to cross all my T's and dot my I's, but at this point, I may be forgetting a few things. ;0)

As I said before, if you have any questions, please do not hesitate to reach out. Cell is always best and below. I do hope that you get to enjoy some of the movies, snow and upcoming events.

Thank you,
Jenny Diersen
Special Event & Economic Development Program Manager
435.640.5063 – mobile



2019 Sundance Film Festival

11,387 total audiences participated in Utah Community and Student programming during the 2019 Sundance Film Festival. All the screening below are free:

- Sundance Institute | George S. and Dolores Doré Eccles Foundation Student Screenings
 - 4,703 in attendance
 - 14 total screenings
 - 84 schools and youth organizations participated, from 11 counties - includes 16 Title I schools with high concentrations of students from low-income families:
- Filmmakers in the Classroom (Sundance Institute arranges for the filmmakers to attend)
 - 2,397 in attendance
 - 15 total screenings
- College | University free Screenings
 - 473 in attendance
 - 2 total screenings
 - 6 schools and 3 organizations participated
- Townie Tuesday screening
 - 483 in attendance
 - 2 total screenings
- Community Screenings
 - 1,393 in attendance
 - 6 total screenings
- Community Tickets (comp'd)
 - 563 tickets distributed to 52 local organizations
- Best of Fest screenings
 - 1,375 in attendance
 - 7 total screenings

Year-Round Utah Community Programming

4,253 total audiences participated in our year-round Community Programming over the past year:

- 2018 Summer Film Series
 - 4,113 in attendance
 - 8 total screenings (one cancelled due to weather)
- 140 in attendance at Utah Climate Week screening

TOTAL REACH OF FREE PROGRAMMING (*noted above*): 15,640

ADDITIONAL UTAH OUTREACH:

An additional 45,667 tickets were sold to Utah residents and students, including via our Utah Students (discounted ticket pricing) and Locals-Only single tickets and ticket packages.

GRAND TOTAL UTAH OUTREACH: 61,307



PARTICIPATING SCHOOLS AND ORGANIZATIONS

Filmmakers in the Classroom

- Park City High School
- Treasure Mountain Junior High School

Student Screenings Program

Title I schools noted in **YELLOW**

- | | | |
|---|---|---|
| • Alta High School (Sandy) | • Herriman High School (Herriman) | • Riverview Junior High School (Murray) |
| • American Fork High School (American Fork) | • Highland High School (Salt Lake City) | • Roy High School (Roy) |
| • American Preparatory Academy (Salt Lake City) | • Hillcrest High School (Midvale) | • Salt Lake Arts Academy (Salt Lake City) |
| • Ames - Academy for Math, Engineering & Science (Salt Lake City) | • Hunter High School (West Valley City) | • Salt Lake Center for Science Education (Salt Lake City) |
| • Ben Lomond High School (Ogden) | • Innovations Early College (Salt Lake City) | • Sand Ridge Junior High School (Roy) |
| • Bingham High School (South Jordan) | • Itineris Early College (West Jordan) | • Skyridge High School (Lehi) |
| • Box Elder High School (Brigham City) | • Jordan High School (Sandy) | • Springville Junior High School (Springville) |
| • Brighton High School (Cottonwood) | • Layton High School (Layton) | • Stansbury High School (Stansbury Park) |
| • Carbon High School (Price) | • Lone Peak (Highland) | • Summit High School (Orem) |
| • Copper Hills High School (West Jordan) | • Malan's Peak High School (Ogden) | • Taylorsville High School (Salt Lake City) |
| • Corner Canyon High School (Draper) | • Maple Mountain High School (Spanish Fork) | • Tooele High School (Tooele) |
| • Davinci Academy (Ogden) | • Mapleton Junior High School (Mapleton) | • Utah County Academy of Sciences (Orem) |
| • Diamond Fork High School (Spanish Fork) | • Mountain Ridge Junior High (Highland) | • Utah Military Academy (Riverdale) |
| • East High School (Salt Lake City) | • Mountain View High School (Orem) | • Valley High School (South Jordan) |
| • East Hollywood High School (West Valley) | • Murray High School (Murray) | • Walden School of Liberal Arts (Provo) |
| • Ecker Hill Middle School (Park City) | • Nebo Advanced Learning (Salem) | • Wasatch High School (Heber City) |
| • Endeavor Hall Charter School (West Valley City) | • North Star Academy (Bluffdale) | • Weber State University Charter Academy (Ogden) |
| • Farmington High School (Farmington) | • Open Classroom (Salt Lake City) | • West High School (Salt Lake City) |
| • Freedom Preparatory Academy (Provo) | • Orem High School (Orem) | • Westlake High School (Saratoga Springs) |
| • Fremont High School (Plain City) | • Payson Junior High School (Payson) | • Winter Sports School (Park City) |
| • Granite High School (Salt Lake City) | • Pleasant Grove High School (Pleasant Grove) | |
| • Granite Park Junior High School (South Salt Lake City) | • Providence Hall High School (Herriman) | |
| | • Real Salt Lake Academy (Herriman) | |
| | • Ridgeline High School (Millville) | |
| | • Rivers Edge School (South Jordan) | |



Community Screenings

- ACLU of Utah
- Adopt a Native Edler Program
- Alliance House
- And Justice for All
- Black Lives Matter UT
- Brigham Young University
- Bright Futures Program
- Capitol Church
- Christian Center of Park City
- Community Foundation of Utah
- Congregation Kol Ami
- CONNECT Summit County
- Division of Indian Affairs
- Equality Utah
- Film Fatales
- Fourth Street Clinic
- Friends of Windrider
- Hope Alliance
- I.J. & Jeanne Wagner Jewish Community Center
- Jewish Family Service
- Junior League of Salt Lake
- Kimball Art Center
- KRCL Radio
- KUED
- Legal Aid Society of Utah
- Living the Circle of Life
- MLK Commission
- NAACP Salt Lake Branch
- National Ability Center
- National Alliance for Mental Illness
- National Council of Jewish Women-Utah Chapter
- Office of Multicultural Affairs
- Park City Action Network
- Park City Community Foundation
- Park City Education Foundation
- Park City Interfaith Council
- Park City Stake Center
- Park City Summit County Arts Council
- Park City Young Life
- PC Unidos
- Peace House
- People's Health Clinic
- Planned Parenthood
- Planned Parenthood Teen Council
- Rescue Mission
- Salt Lake Behavioral Health
- Salt Lake City Churches and Faith Communities
- Salt Lake City Education Foundation
- Salt Lake City Parents, Families and Friends of Lesbians and Gays
- Salt Lake City Police Department
- Salt Lake Community College
- Salt Lake Community College Pacific Islander Students
- Sorooptimist International
- St. Mary's Catholic Church
- Summit County Library
- Sundance Institute Homeowners
- The Road Home
- The Village Project
- United Jewish Federation of Utah
- University of Utah
- Urban Indian Center of Salt Lake
- Utah African American Chamber of Commerce
- Utah AIDS Foundation
- Utah Coalition Against Sexual Assault
- Utah County Film Commission
- Utah Dine Bikeyah
- Utah League of Cities and Towns
- Utah Pride Center
- Utah Valley Chamber of Commerce
- Utah Valley CVB
- Utah Valley University
- Weber State University
- Weigand Homeless Day Center
- West View Media
- Westminster College
- Windrider Forum
- Women of the World
- WRSD
- Zions Bank

College/University Screenings

- Brigham Young University
- Salt Lake Community College
- University of Utah
- Utah Valley University
- Weber State University
- Westminster College
- Planned Parenthood
- Utah Coalition Against Sexual Assault
- Windrider Forum

Community Tickets

- Alzheimer's Walk Park City
- Arts Kids
- Big Brother Big Sister
- Bill White Agriculture Education and Sustainability Center
- Black Lives Matter Utah
- Bright Futures
- Center of Excellence in Women's Health



- Chinese Society of Utah
- Division of Services for the Deaf and Hard of Hearing
- EATS Park City
- Girls Giving Fund
- HEAL
- Immigrant Legal Services
- International Rescue Committee
- King's English Bookshop
- League of Women Voters Utah
- Library Association
- Literacy Action Center
- Little Bellas
- Moderators for our screening
- Mountain Town Music
- Mundi Project
- Music Makes Music
- National Ability Center
- Nature Conservancy
- Park City Foundation
- Park City Sailing Association
- PC Community Foundation
- PC Municipal Environmental Sustainability Department
- PC Unidos
- Prevent Child Abuse Utah
- State of Utah
- Racially Just Utah
- Recycle Utah
- Red Butte Garden
- Rocky Mountain Innocence Center
- Salt Lake County-Tensions
- Sierra Club
- Salt Lake Arts Council
- SLCC Fashion Institute
- Society of Professional Journalists Utah
- SpyHop
- Summit County Arts Council
- Summit Land Conservancy
- Swaner EcoCenter
- Utah Al-Anon
- Utah Clean Air Alliance
- Utah Clean Energy
- The Leonardo
- University of Utah Physics and Astronomy
- Utah Beekeeper's Association
- Utah Democratic Party
- Utah Film Center
- Wasatch Beekeeper's Association
- Wild Heart Sanctuary
- Wild Earth Guardians
- Wildlife Protection Society
- Wild Utah Project
- World Trade Center

Fun Facts about Sundance Film Festival 2019

14,259 Film Submissions

- **4,018 Feature Films**
 - **2,293 Narrative Features**
 - **996 U.S. Narrative Features**
 - **1,297 International Narrative Features**
 - **1,725 Documentary Features**
 - **771 U.S. Documentary Features**
 - **954 International Documentary Features**
- **9,443 Short Films**
 - **4,720 U.S. Short Films**
 - **4,723 International Short Films**
- **471 Episodic Content Submissions**
- **327 Virtual Reality Submissions**

242 Total projects accepted

194 Feature and Short Film selections

169 works in the Festival's program, or 70% of the program lineup, will be World Premieres.

121 Feature-length films

73 Short films

33 Countries represented in feature film; 49 Countries represented across the festival program

109 World Premieres in feature film

29 World Premieres in short film

45 First-time feature filmmakers

26 First-time feature filmmakers in competition

38 Projects supported by Sundance Institute

Female filmmakers

50 female feature filmmakers

41 female filmmakers in Shorts Program

47 features directed by women, 39% total

28 dramatic features directed by women, 38% total

39 shorts directed by women, 53% total

86 of all short and feature films were directed by women, **44% total**

Filmmakers of Color

44 feature filmmakers of color

44 filmmakers of color in Shorts Program

42 features directed by people of color, 35% total

27 dramatic features directed by people of color, 38% total

40 shorts directed by people of color, 55% total

82 of all short and feature films were directed by people of color, **42% total**.

LGBTQI+ Identifying Filmmakers

17 feature LGBTQI+ filmmakers

22 LGBTQI+ filmmakers in Shorts Program

14 features directed by one or more person who identifies as LGBTQI+ 12% total

6 dramatic features directed by one or more person who identifies as LGBTQI+ 8.5% total

21 shorts directed by one or more person who identifies as LGBTQI+ 29% total

35 of all short and feature films were directed by one or more person who identifies as LGBTQI+ **18% total**.

Total Volunteers - 2,222

14 DOCUMENTARY AND NARRATIVE VIRTUAL REALITY WORKS

16 THEATER VENUES

20 Screens including multiplexes

- 10 Park City Theaters: (MARC, Library, Prospector, Eccles, The Ray, Park Ave, Holiday Cinema, Redstone, Temple, Egyptian) with 13 screens
- 5 Salt Lake City Theaters with 6 screens
- 1 Sundance Resort Screening Room

12 Public Venues

13 OFFICIAL SPONSOR VENUES

SUNDANCE FILM FESTIVAL 2019

Sustainability Commitment and Activities

Sundance Institute is committed to reducing its environmental impact during the Sundance Film Festival and throughout the year. The Institute's sustainability plan is focused on lowering energy consumption, reducing waste streams and conserving natural resources. Inviting over 125,000 people into a small mountain town each January is not without its environmental challenges; however it is our belief that every person can make a difference.

At the Festival, Sundance Institute's environmental sustainability initiatives include: reducing bottled water waste; increasing recycling stations at all venues and theatres; and encouraging patrons to take shared rides to/from the airport to Park City, use the free shuttle system to travel around town, walk between venues where possible and not rent cars. Supplementing free transportation with electric and biodiesel buses in the shuttle system, encouraging attendees to reduce the environmental impact on their own. Festival experiences, and promoting the environmentally-conscious activities of our sponsor community are some of the ways the Institute is working to reduce its environmental impact.

Lowering Energy Consumption

- Shuttle System: A free system of shuttles offers transportation between all Park City theaters and venues. At least six electric buses (possibly more) will be in service during the 2019 Festival, with charging stations in Old Town and Kimball Junction transit centers. A portion of the non-electric shuttles provided through a relationship between Sundance and Park City Transit are fueled by biodiesel.
- *NEW* Ecker Hill Park and Ride (I-80 & Hwy 224) opens November 16, 2018 and will offer free parking and shuttle service to Kimball Jct, Canyons and PCMR. Ecker Hill will be open 365 days a year, with a maximum parking capacity for 400 vehicles.
- Richardson Flat Park and Ride (Hwy 40 & Hwy 248) offers free parking and shuttle service to Eccles/PC High School. Tentatively scheduled to be open from Thursday January 24th through Saturday, February 2nd. Richardson Flat has a max capacity for 400+ vehicles.
- Walking Trails: A well-marked and maintained system of walking paths and sidewalks, shown in the Festival Transit map, allows attendees to walk safely between the Festival's theatres and venues in Park City.
- New Frontier will have a new exhibition space, located directly behind the The Ray Theatre which helps with patron walkability within the theatre district. Resulting in less cars on the roads.
- Use of venues like the 85,000-sq-ft Municipal Athletic & Recreation Center Theatre (MARC) is powered by solar panels. The Suniva solar modules are projected to offset [20 percent](#) of the building's energy consumption.

Reducing Waste Streams

- Reducing Bottled Water Waste: For the 11th year Sundance Institute is partnering with official Festival partners to provide free, reusable water bottles. The Festival provides hydration stations at all official venues, events, and theaters where patrons can refill their bottles. *35,000 + reusable plastic water bottles were distributed at the 2018 Sundance Film Festival. In 2019 the

Hydration Stations are supported by Acura and Chase Sapphire, providing water for over 35,000 water bottles for Festival staff, filmmakers, volunteers, and patrons.

- Mobile Festival Application will be available to all patrons to download for free on to their mobile devices. The App will include an active map of Park City including bus stops, venue locations and other information about the Festival giving patrons immediate digital access to a broad amount of materials and communications.
- Digital online Film Guide which enables audience members to explore all the latest programming and panels can be accessed by computers and other digital devices.
- Event Invites and correspondence with our Artists and Filmmakers is done through digital Evites and emails.
- Digital promotion: Digital communication has been more effective in reaching target audiences and saves money and paper.
- Recycling: The Festival continues to install and service temporary recycling stations at Festival theatres, venues, events, and shuttle stops in Park City in conjunction with Park City Municipal Corporation's recycling stations on Historic Main Street. The Festival has developed enhanced instructional signage, drawing the Festival attendees' attention to recycling facilities. As a result, the 2018 Sundance Film Festival recycled an estimated 70,000 lbs of material. The recycling program is sponsored by Dell for the 2019 Sundance Film Festival.
- Reducing Consumption of Disposables: The disposable items at officially sanctioned Festival events are contractually required to be made with 100% recycled paper or with materials made of natural fibers such as corn, potato, and sugarcane.
- We hire many local concessionaires to save with food and beverage transportation. Serve fresh foods and healthy foods. Buy bulk products when available to help reduce packaging waste.
- Working closely with our sponsors to recycle during Festival. After Festival our sponsors donate items to local businesses; furniture, building materials, etc, that can be reused or recycled.

Transportation Mitigation Partnership

Lyft

In 2018, Lyft joined as a Sustaining Sponsor and official rideshare partner of the Festival. In addition to supporting us with a generous financial contribution, Lyft became a critical strategic partner, working in close collaboration with the Festival operations team and Park City Municipal to plan for designated pick-up and drop-off locations, traffic flow, sustainability, parking logistics, drivers lounge, vehicle staging and crowd management during the Festival. This collaboration was lauded by the Park City Mayor and Council as having had a significant impact on mitigating traffic and the overwhelming congestion experienced during previous Festivals. Lyft's partnership and support continued throughout the year, as donated Lyft ride credits were leveraged to transport filmmakers, participants and staff during the Summer Labs at the Sundance Mountain Resort, and Day Labs nationwide.

About Lyft

Lyft was founded in 2012 by Logan Green and John Zimmer to improve people's lives with the world's best transportation, and is available to 96 percent of the United States population as well as select cities in Ontario, Canada. As the only rideshare company to offset carbon emissions from all rides, Lyft is preferred for its commitment to effecting positive change for our cities, and promoting transportation equity through shared rides, electric bikes and scooters, and public transit partnerships.

LYFT BLOG

[Lyft Commits to Full Carbon Neutrality and 100% Renewable Energy](#)

Earlier this year Lyft announced its Green Cities Initiative, a new business unit dedicating significant resources to tackling climate change. As Lyft continues to grow, they have an increasing responsibility to commit additional resources towards our values in order to maximize the positive impact of the Lyft platform.

Health Partnership

University of Utah Health - Sundance Institute is partnering with the University of Utah Health Service department to provide staff trainings around health, safety and wellness including Stop the Bleed, recognizing first aid emergencies and mental health assistance.

Conserving Natural Resources

- Festival merchandise stores feature a range of products made from recycled and repurposed materials, including apparel made of recycled fabrics and a selection of bags made of repurposed street banners from prior Festivals.
- Sundance will be providing 100% recycled shopping bags along with reusable Sundance Film Festival 2019 shopping totes that will be available for purchase at all Festival merchandise stores.
- Most of the 2019 Festival merchandise is made in the USA.
- Specific merchandise that does not sell by the end of the Festival is donated to indigenous groups and underprivileged groups throughout Utah and the U.S.
- The Institute uses locally sourced supplies and vendors when possible. (painters, contractors, plumbers, rental companies, concessionaires, transportation, etc)
- Digital Signage is used at any of our venues to reduce material usage and replace signage with energy efficient LED screens. These screens can be easily updated to provide our patrons with up to the minute changes in information and changes to programming.

Environmental Films and Programs

- In 2017 and 2018 the Festival hosted The New Climate strand of feature films, documentaries, Virtual Reality experiences and high-profile panels exploring the environment and climate change.
 - 2018:** The 2018 New Climate films included:
 - *Inventing Tomorrow*, U.S.A. (Director: Laura Nix, Producers: Diane Becker, Melanie Miller, Laura Nix); A look at the world's largest high school science fair and the young innovators who are helping to shape solutions for our planet's environmental threats. US Documentary Competition
 - *The Devil We Know*, U.S.A. (Director: Stephanie Soechtig, Producers: Kristin Lazure, Stephanie Soechtig, Joshua Kunau, Carly Palmour); An expose of one of the biggest environmental scandals of our time focusing on a group of citizens from West Virginia who take on a powerful corporation that has been dumping toxic chemicals into the local water supply. US Documentary Competition
 - *Anote's Ark*, Canada (Director: Matthieu Rytz, Producers: Bob Moore, Mila Aung-Thwin, Daniel Cross, Shari Sant Plummer, Shannon O'Leary Joy); A profile of Kiribati, a Pacific island that will disappear within decades due to rising sea levels, population growth, and climate change. World Documentary Competition
 - *Akicita: the Battle of Standing Rock*, U.S.A. (Director: Cody Lucich, Producers: Heather Rae, Gingger Shankar, Ben-Alex Dupris), A chronicle of the largest Native American occupation since Wounded Knee, where Thousands of activists,

environmentalists and militarized police descended on the Dakota Access Pipeline. Documentary Premieres.

- **2019:** Though The New Climate as a strand is not officially continuing for the 2019 festival, we do have a number of films that will be part of the program that focus on the environment and sustainability and that will be announced shortly, particularly in the Spotlight, Premieres, World Documentary and US Documentary Competition sections, addressing among other themes:
 - Conservation efforts and the challenges of preventing the extinction of endangered species in different areas of the world
 - Positive solutions/stories using innovation and resourcefulness, particularly when it comes to sustainable agricultural practices
 - The role of technology in aiding sustainability efforts and minimizing environmental impact
 - The cumulative human impact on the the world's geology and ecosystems
- **Community Screenings and Community Tickets Programs:** During the Festival the Institute offers complimentary tickets to environmentally-focused films to local groups as a way to foster community dialogue on important issues. Groups that were given tickets at the 2019 Sundance Film Festival included Swaner EcoCenter, Recycle Utah, EATS (Eat Awesome Things At School), Utah Clean Energy, Summit Land Conservancy, and the Utah Society for Environmental Education.

Year-round Commitments to Sustainability

- **Office Recycling:** In addition to our efforts at the Festival, Sundance Institute promotes sustainability year-round. Our office works with Curb It Recycling Company to offer paper, plastic, battery, and light bulb recycling for all staff and recycles approximately 18,000 pounds each year. They come on a weekly basis to collect our recyclable materials which allows our office to keep up a steady pace with our recycling needs. We strive to purchase office supplies that are either partially or fully made from recycled material such as printer paper, tri-fold paper towels and toilet paper. We are also trying to move forward with composting for our property with the help of our neighbors at the Silver Star Cafe.
- **Utah Climate Week:** For the past two years, Sundance Institute has partnered with local organizations including Park City Municipal Corporation's Environmental Sustainability Department to offer a free Park City community screening as part of Utah Climate Week. These screenings have included an opportunity for community members to participate in a post-film discussion with local leaders about the impacts of climate change in our own neighborhoods and steps that individuals can take to address these issues in their daily lives.
- **UTA Vans:** Sundance Institute uses (4-5) 15 passenger UTA vans for our staff to carpool from Salt Lake City. This helps save on emissions and the environment, helps traffic, allows our staff to not bring a car to Utah, saves on parking, reduces cost of driving, wear and tear on car, stress for those who are not accustomed to driving on winter roads.

Council Agenda Item Report

Meeting Date: May 29, 2019

Submitted by: Michelle Kellogg

Submitting Department: Executive

Item Type: Staff Report

Agenda Section:

Subject:

5:45 p.m. - Break

Suggested Action:

Attachments:

Council Agenda Item Report

Meeting Date: May 29, 2019

Submitted by: Michelle Kellogg

Submitting Department: Executive

Item Type: Resolution

Agenda Section:

Subject:

Request to Approve Resolution 10-2019, a Resolution Proclaiming the Month of June as "Park City High School Marching Band" Month

(A) Public Hearing (B) Action

Suggested Action:

Attachments:

[PCHS Marching Band Resolution](#)



Resolution No. 10-2019

Resolution Proclaiming the Month of June as “Park City High School Marching Band” Month

WHEREAS, the Park City High School Marching Band is traveling to Normandy, France, June 5-9, to take part in the 75th anniversary of the D-Day commemoration; and

WHEREAS, the Marching Band is the only group from Utah that will perform at memorial services for families and dignitaries from around the world at the Brittany American Cemetery at St. James and the Normandy American Cemetery at Omaha Beach; and

WHEREAS, on June 8, the band will take part in the official D-Day Memorial Parade and Musical Salute and perform as part of a combined 1,000-member band; and

WHEREAS, this marks the second time the Park City High Marching Band has participated in such a historic event, including traveling to Hawaii in 2016 to perform at the 75th anniversary of Pearl Harbor; and

WHEREAS, this experience will help students gain an understanding and appreciation of history and the significance of the D-Day Landings and the Battle of Normandy, and allow these students an opportunity to celebrate hope, peace, and liberty with others around the world; and

WHEREAS, we express appreciation to these student musicians and their directors, Christopher Taylor, Bret Hughes, and Daemion Marcuz for sacrificing their time and willingly sharing their musical gifts as part of this historic commemoration.

NOW, THEREFORE, BE IT RESOLVED that the Mayor and members of the City Council of Park City, Utah, do hereby proclaim the month of June 2019 as Park City High Marching Band Month.

PASSED AND ADOPTED this 29th day of May 2019

PARK CITY MUNICIPAL CORPORATION

Mayor Andy Beerman

Attest:

Michelle Kellogg, City Recorder

Approved as to form:

Mark Harrington, City Attorney

Council Agenda Item Report

Meeting Date: May 29, 2019

Submitted by: Roger McClain

Submitting Department: Public Utilities

Item Type: Staff Report

Agenda Section:

Subject:

3Kings Water Treatment Plant Project Update

(A) Public Input (B) Action

Suggested Action:

Attachments:

[3KWTP Staff Report](#)

[Proposed 3KWTP Staging Area - PCMC Golf Course](#)



City Council Staff Report

Subject: 3Kings Water Treatment Plant – Project Update
Author: Roger McClain, Public Utilities Engineering Manager
Department: Public Utilities
Date: May 29, 2019
Type of Item: Administrative

The Opportunity

Staff is providing an update to City Council on the 3Kings Water Treatment Plant Project progress and seeking City Council's authorization to proceed with the public notification process for the demolition of the existing Spiro Water Treatment Plant and Parks/Golf Maintenance Facility located at 1884 Three Kings Drive.

Executive Summary

Staff is proposing to demolish the existing Spiro Water Treatment Plant and construct the 3Kings Water Treatment Plant (3KWTP) in its current location in order to improve water quality, increase usable water supply, increase resiliency, and meet regulatory obligations. The 3KWTP will be capable of treating all water discharging from the Judge Tunnel, a portion of the water discharging from Spiro Tunnel, and a portion of the water from Thiriot Spring.

Project Update

The Project has progressed through and received Planning approvals for the Master Planned Development (MPD), Conditional Use Permit (CUP), and subdivision (3Kings Water Treatment Plant Subdivision) plat. The Project design is now at 60% completion.

The presentation to Council, associated with this Staff Report, addresses the following key aspects of the 3King Water Treatment Plant:

- 60% Design Overview of the 3Kings Water Treatment Plant;
- Sustainability Update (to include Net-Zero Energy goal summary, HVAC efficiency approach/discussion, zero-liquid discharge summary);
- Project Schedule Update (design, staff relocation, construction contract/schedule);
- Project Cost Update;
- Salvage of existing Spiro site assets (Water, Golf & Parks to retain staff defined items). Estimated costs to preserve and relocate any existing structure.

Action Requests – Staff Recommendations

1. Staff recommends Council authorize proceeding with the process for the demolition of the existing Spiro site infrastructure. In accordance with Park City Municipal Code 2-3-11 Review Of Disposals Of Significant Parcels Of Real Property <https://parkcity.municipalcodeonline.com/book?type=ordinances#name=2-3-11> states, "The City Council shall review all proposals for disposals of significant parcels of real property. Prior to the proposed disposition, the City Council shall

provide at least fourteen (14) days reasonable notice before the opportunity for public comment on the proposed disposition. After such reasonable notice and public comment, the City Council may take action on the proposed disposition.”

2. Value Engineering Request: Staff recommends Council authorize the use of the western portion of Park City Golf Course Hole No. 11 (creating a par 3 golf hole) for the purpose of construction staging during from January 2020 through April of 2022. A site display for the proposed area is provided in Attachment A which can be found at: \\pcfile\departments\Public_Uilities\Engineering\Capital Projects\M-I-W\CC Staff Reports\CC 05.29.2019_3KWTP Project Update.

Upcoming Council Action Requests

- Spiro Site Demolition Authorization
- Construction Engineering Services
- Building Commissioning Services (energy critical priority related)
- Special Inspection Services (materials and conformance testing)
- Building Permit Fee Waiver Request
- Off-Site Utilities, Three Kings Drive and Golf Course area, Construction Package (GMP)
- 3KWTP Demolition and Construction Mitigation Package (GMP)
- Golf Course Pond Improvements Construction Package (GMP)
- 3KWTP Construction Contract (GMP)

Project Schedule Summary

The Project schedule continues to meet the requirements of the Amended Stipulated Compliance Order (ASCO). Upcoming key milestones are summarized below.

- Off-site Utility Work in Three Kings Drive – Summer 2019
- Construction Mitigation Plan and Demolition of Existing Facilities – September 2019
- 3KWTP Construction Guaranteed Maximum Price (GMP) Proposal Due from Contractor – October 2019
- Construction (3KWTP and Off-site Utilities – November 2019 through September 2022
- Start-up and Commissioning – October 2022 through October 2023

Project Public Engagement

The Project specific Public Information Program will be continued throughout the duration of the project and amended as necessary. As construction schedules are established and construction mitigation plans prepared, community meetings will be held to provide updates to the neighborhood. The information will also be included on the 3KWTP Project webpage which is located on the City’s website.

Attachments

- A Proposed Park City Golf Course Construction Staging Area

Council Agenda Item Report

Meeting Date: May 29, 2019

Submitted by: Rhoda Stauffer

Submitting Department: Community Development

Item Type: HA

Agenda Section:

Subject:

Consideration to Approve the Mitigation Plan to Fulfill the Affordable Housing Obligation Generated by the Kings Crown at Park City Project
(A) Public Input (B) Action

Suggested Action:

Review, take public comment and approve

Attachments:

[Kings Crown Staff Report](#)

[Exhibit A: Proposed Amendments to the Housing Mitigation Plan](#)

[Exhibit B: Draft Action Letter](#)

[Exhibit D: Building B Floor Plans](#)



Housing Authority Staff Report

Subject: Kings Crown Amended Housing Mitigation Plan
Author: Rhoda J. Stauffer, Affordable Housing Program
Date: May 29, 2019
Type of Item: Administrative

Summary Recommendation

Staff recommends that the Housing Authority review the proposed amendment to the Kings Crown Housing Mitigation Plan, hold a public hearing, and approve the mitigation plan to fulfill the affordable housing obligation generated by the Kings Crown at Park City project

Background and Analysis

In accordance with [Park City Housing Resolution 03-2017](#) (linked here), development agreements resulting from MPDs trigger a housing obligation of 15% of the number of residential units built and/or 20% of employees generated in commercial projects. This project does not have any commercial units. The Applicant is developing Kings Crown at Park City, a project that is entirely residential, 59 market residential units, including:

- 25 Condominiums in three buildings;
- 7 townhomes; and
- 27 single family lots.

On January 10, 2018, the Park City Planning Commission approved the MPD for the Kings Crown at Park City project ([staff report linked here](#), page 354) and entered into a [Development Agreement](#) which was ratified by the Planning Commission on June 13 and recorded on June 14, 2018. On August 8, 2018 Park City Planning Commission forwarded a positive recommendation and on August 30, the Park City Housing Authority approved a Housing Mitigation Plan proposed by CRH Partners, LLC which not only meets the housing obligation with seven (7) affordable units, but goes beyond the requirement by providing eight (8) attainable units priced affordable to 150% of AMI. The Action Letter verifying the approval is [attached here](#).

Increasing AMI limits for Attainable units in Building A

The Applicant has submitted a subsequent request to amend the approved plan in order to increase the AMI limit for the attainable units. After marketing the attainable units for more than 90 days (since October of 2018), only two (2) of the eight (8) attainable units have been sold. All affordable units are sold. The Applicant would like to increase the AMI limit to 175% (\$168,683 for a family of three) for two months until the end of June, then increase the limit to 200% (\$192,780 for a family of three) for two months till August and finally for anything that is still not sold, increase the AMI limit to 225% (\$216,878 for a family of three) until the last units are sold.

Based on the language in Section 2.13 of the Deed Restriction (excerpt below), staff recommends that the amendment be simplified: remove the AMI limit until the remaining six (6) attainable units are sold.

Section 2.13. SALE TO A NON-QUALIFIED BUYER. If after using Reasonable Efforts for a period of ninety (90) days, a Unit Owner is unable to sell that Unit, such Unit Owner shall send Notice to the City and may request that the City either (i) purchase that Unit at a price mutually agreed upon by such Unit Owner and the City, but in no event more than the Maximum Resale Price, or (ii) give written approval permitting the Sale of that Unit, subject to the terms of this Covenant, to a Non-Qualified Buyer.

The Applicant's work to market the attainable units has gone beyond the required efforts in length of time (more than six months) using a thorough marketing plan. The Applicant held meetings with and provided fliers to the HR departments of large employers, advertised in the Park Record twice a week for a month and sent fliers to the city's interest list (500+ and city employees). The otherwise qualified applicants that resulted from these efforts fall into the category of "over income". Based on data from the [2017 Housing Assessment and Plan](#) (page 10), a household must earn over 210% of AMI (\$207,522 for a family of three) to be able to afford the average home sale price within city limits. While staff recommends that the City's primary target continue to be those households with lower incomes, in this instance with the housing obligation fulfilled, we also have the opportunity to assist another economic demographic also important to ensuring that Park City remain a complete community. The Attainable units will meet the needs of an economic section still priced out of the Park City housing market and the Deed Restrictions on these units will remain in place with future re-sales being limited first to households at 150% of AMI. Staff recommends that the AMI limit be removed for the remaining unsold six attainable units.

Additional obligation generated by a change in the site plan for Market Buildings B, C & D

The Applicant submitted an amended site plan for three market Buildings: B, C and D. The amended site plan increases the total number of residential units by two (2). This adds .3 AUEs (270 SF) to the Housing Obligation. The Applicant proposes to fulfill this additional housing obligation by building a 717 SF, one (1) bedroom unit on-site in Building B (B101), retaining it as Common Area and providing it as an affordable rental unit for on-site employees such as a building manager, grounds keeper or maintenance staff. The unit will be deed restricted in accordance with Housing Resolution 03-2017 which requires that rent be affordable to households at 50% of AMI. Rent will be limited to \$1,098 in 2019 (a household of two at 50% of AMI is equal to \$43,920) and shall be inclusive of HOA fees. If HOA dues/fees are ever apportioned to the AUE – B101 – they shall not be charged to the lease holder of Unit B101.

Based on the listing of options for fulfillment of housing obligations in Housing Resolution 03-2017, this proposal complies with the preference to have units built on-site.

Department Review

This report has been reviewed by the Community Development and Executive departments and the City Attorney's Office

Funding Source

There is no funding source needed for this project.

Attachments

Exhibit A – Kings Crown proposal for Amendments to Affordable Housing Mitigation plan.

Exhibit B – Draft Action Letter for amended Kings Crown Affordable Housing Mitigation Plan

Exhibit C – Project [Site Plans](#) linked here

Exhibit D – Building B Floor Plan identifying the AUE as common space

April 25, 2019

Mr. Jason Glidden
Ms. Rhoda Stauffer
Park City Affordable Housing
Park City Municipal Corporation
PO Box 1480
445 Marsac Avenue
Park City, UT 84060

RECEIVED

APR 25 2019

PARK CITY
PLANNING DEPT.
*Affordable
Hsg*

RE: King's Crown Attainable Housing

Dear Jason and Rhoda,

CRH partners, owners of the King's Crown Development, project are requesting the Park City Municipal Corporation to consider amendments to the current attainable housing requirements, referring to the attachment for the project. The request is based on the developer's recent experiences with failed acquisition proposals for the units in the attainable category. King's Crown believes that the requirements in place do not align with current market conditions, which has led to a lack of interest and failed purchase applications. Specifically, we currently have two families who qualify with all the guidelines, except, marginally with income. Their income puts them at 167% and 187% AMI respectively, which unfortunately disqualifies them.

We request consideration of incrementally increasing the current AMI until the units are sold. Below is a proposed increase in AMI based on a family size over the next six months for the attainable housing with a completion date presently slated for November 2019:

175% of AMI for a family of three is \$168,683 for May and June

200% of AMI for a family of three is \$192,780 for July and August

225% of AMI for a family of three is \$216,878 for September and October

King's Crown is also open to any additional recommendations by City staff that may assist in the sale of these units to members of our community. We appreciate Staff's efforts and hope to work toward a solution that is beneficial to the City.

King's Crown is committed to the vision of Park City Municipal Corporation to provide affordable and attainable housing opportunities, through which the town of Park City can maintain a community based, dedicated and engaged workforce.

We have been advertising the attainable units since October 2018 with Park Record ads, flyers and email blasts reaching a multitude of local businesses, including the Park City School district, IHC, and U of U Hospitals, Park City employees, and the Park City Lodging and Restaurant Associations.

We appreciate your consideration and look forward to hearing back from you at your earliest convenience.

Sincerely,

Julie Minahan
Director of Operations
CRH Partners, LLC

May 6, 2019

RECEIVED

MAY 13 2019 *

PARK CITY
PLANNING DEPT.

Mr. Francisco Astorga, Senior Planner
Ms. Rhoda Stauffer, Affordable Housing
Park City Municipal Corporation
445 Marsac Avenue
PO Box 1450
Park City, Utah 84060

RE: Additional Affordable Housing Unit for King's Crown Development

Dear Francisco and Rhoda,

Pursuant to our conversation today, please consider our request to add an additional affordable housing unit to our existing Affordable Housing Plan for the King's Crown project. As you are aware, King's Crown exceeded its affordable housing obligation by eight units in the previously approved Affordable Housing Plan. We are proposing to add an additional unit in the Condominium Building to accommodate an increase in the number of units (but an overall decrease in the ERU's and square footage). At present we are at 25 units proposed with 23 approved. We are willing to combine units and reduce that number if it pleases the Commission and Staff. However, we feel that the addition of an affordable housing unit within the condominium building is a sound and beneficial proposal for all concerned.

We would like to have a caretaker's/grounds/general manager's unit within the building to have an on-site presence of an employee (or employees) at the project. This worked out very well at Silver Star and we would like to memorialize it for King's Crown as well. The proposed unit would be 717 square feet in size and would remain in the ownership of the HOA. The unit would be recorded as "Common Area". The rent would be limited to affordability and would not be allowed to be rented on anything less than a six-month lease. The unit fulfills a need for the project by providing for an on-site employee and helps the City by adding to its overall affordable housing inventory. The unit would be administered and monitored by the Park City Affordable Housing Department.

Please let me know if you have questions or comments whatsoever regarding this proposal. We feel this is a beneficial addition for both parties and will add to the vibrancy of the community and the vitality of the project.

Sincerely,

Rory Murphy
CRG Development, LLC

* Rory attempted emailing this 3x prior to hand delivering. Attempts were in the week of May 6. RSS is checking w/ IT on what the issue might be



May 29, 2019 Amendment subject to Housing Authority Approval

CRH Partners, LLC
1887 Gold Dust Lane
Park City, UT 84060
Attn: Hans Fuegi

NOTICE OF CITY COUNCIL ACTION - AMENDED

<u>Description:</u>	Affordable Housing Mitigation Plan - Amended
<u>Project Title:</u>	Kings Crown at Park City
<u>Date of Action:</u>	May 29, 2019

Summary of Recommendation

On August 30, 2018 Park City Housing Authority approved a recommendation made by the Planning Commission to approve a Housing Mitigation Plan proposed by CRH Partners, LLC. The Mitigation Plan proposes the construction and sale of 15 affordable/attainable deed restricted condominiums at Kings Crown at Park City. Seven units priced affordable to households earning an average of 76% of AMI are in fulfillment of the affordable housing obligation at Kings Crown at Park City. Eight attainable units priced affordable to 150% of AMI (in accordance with HUD Income Limits) are in excess of the generated housing obligation. Completed units will include one 1-bedroom unit, eight 2-bedroom units and six 3-bedroom units.

Findings of Fact:

1. The applicable Development Agreement was recorded June 14, 2018 for the Kings Crown Master Planned Development (MPD).
2. Housing Resolution 03-2017 Section 8 requires that affordable housing shall be provided equal to 15% of the market residential units in an MPD. The total residential units proposed in the MPD are fifty-seven (59), 15% of which equals 8.85 Affordable Unit Equivalents (AUEs). This requirement is met by providing 9.38 AUEs (8438 SF) of affordable housing averaging less than 80% of AMI. Each AUE is measured as 900 square feet of interior space.

3. The Housing Mitigation Plan was recommended for approval by the Planning Commission to the Park City Housing Authority on August 8, 2018. The plan was modified slightly after Planning Commission but the terms are substantially the same. The final version for approval is attached as Exhibit A with red-lined amendments to correct square footage and approved changes in the agreement.
4. The Applicant proposes a plan to build 8438 SF of affordable housing comprised of seven (7) two and three bedroom units varying in size from 997 SF to 1,377 SF all within one building. In addition, the Applicant proposes to build an additional eight (8) attainable units (150% AMI, HUD Income Limits) in the same building of one to three bedroom units. In addition, one unit of 717 SF will be included in a second building.
5. The Applicant proposes to price the seven affordable units at an average household AMI of 76% (\$57,834 to \$85,680 annual household income based on the Resolution definition of household size) and the remaining eight units attainable to 150% to 200% of AMI depending on HUD defined household size (\$128,520 to \$219,600 annual household income).
6. The 717 SF one-bedroom unit in Building B (B101) shall be platted as common area and rent shall be set affordable to a household at 50% of AMI (\$43,920 maximum income for a family of two and \$1,098 monthly rent in 2019) and shall be inclusive of HOA dues. HOA dues may not be charged separately to the lease holder of Unit B101.
7. Under Section 9 of the Housing Resolution, Applicant is requesting to use Alternative Distribution Ratios so that instead of building 4 townhomes, 1 single family home and 3.5 condominiums, they build 16 affordable/attainable Units in two buildings.
8. Housing Resolution 03-2017 allows for waivers by the Housing Authority.
9. Unit descriptions as required by Housing Resolution 03-2017, Section 13 are attached here as Exhibit C.
10. The Applicant has requested the Housing Authority waive pursuant to Section 19 of Housing Resolution 03-2017 requirements related to construction timing and delivery of the affordable housing units, specifically Sections 11 (Timing of Occupancy) which states that the affordable units must be delivered in proportional timing to the market units & 14A (Construction of Market Units) which states that Affordable units shall be made available for occupancy on approximately the same schedule as a project's market units; except that Certificates of Occupancy ... for the last ten percent of the market units shall be withheld until Certificates of Occupancy have been issued for all of the inclusionary units.
11. The waiver provision states that the City Council may waive all or part of the requirements of this Resolution in exchange for enhanced project affordability or livability including but not limited to the incorporation of sustainable building practices and systems in the unit design and development.).
12. Applicant proposes 8 additional attainable units in order to enhance project affordability, pricing the affordable units with an overall average of 76% of AMI. The Applicant will build the affordable/attainable building to green building standards in compliance with Section 9.B.5 of Housing Resolution 03-2017.

13. In addition, in order to meet the spirit of the housing resolution timing requirements, applicant proposes that:
- CRH will post a Performance Bond in an amount equal to the construction cost and in a form acceptable to the City for the completion of the Affordable Housing building.
 - If the construction timing of the affordable housing building deviates more than 120 days from the proposed construction, the Applicant shall appear before the Park City Housing Authority within 30 days to explain the timing discrepancy and propose a remedy. The Housing Authority shall at that time have the right to require that the applicant post a 100% cash (or cash equivalent) guarantee for the remaining portion of the affordable housing building to be constructed.

Conclusions of Law:

- The conditions of the Development Agreement between CRH Partners, LLC and Park City Municipal Corporation recorded on June 14, 2018 related to Affordable Housing has been met by this plan
- This plan complies with Park City Housing Resolution 03-2017.
- Housing Authority approves a waiver of the Housing Resolution timing of construction and delivery of the affordable housing units.

Conditions of Approval:

- The Affordable Housing building will be the first building to draw a building permit.
- No Certificate of Occupancy will be granted for the Crown Homes (market townhomes) prior to receiving the CO for the affordable/attainable building.
- CRH will post a Performance Bond equal to the cost of construction and in a form acceptable to the City for the construction of the Affordable Housing building.
- If the construction timing of the affordable housing building deviates more than 120 days from the proposed construction, the Applicant shall appear before the Park City Housing Authority within 30 days to explain the timing discrepancy and propose a remedy. The Housing Authority shall at that time have the right to require that the applicant post a 100% cash (or cash equivalent) guarantee for the remaining portion of the affordable housing building to be constructed.
- Units will be sold at pricing as follows:

Unit #	Sq Ft	# of Bedrms	Sales Price	Max Hshold Income
A-101	1,349	3	\$ 303,647	\$ 85,680
A-102 ADA	1,000	2	\$ 197,881	\$ 57,834
A-201	1,000	2	\$ 239,122	\$ 67,473

A-202	998	2	\$ 239,122	\$ 67,473
A-203	1,377	3	\$ 303,647	\$ 85,680
A-303	1,000	2	\$ 263,841	\$ 77,112
A-304	997	2	\$ 263,841	\$ 77,112
affordable units total	7,721		\$ 1,811,101	
max total sales price @ 80% AMI			\$ 1,901,120	
average % AMI sales price			76%	
A-301	989	2	\$ 512,404	
A-302	987	2	\$ 512,404	
A-401	671	1	\$ 455,470	
A-402	959	2	\$ 512,404	
A-403	1,174	3	\$ 569,338	
A-404	1,189	3	\$ 569,338	
A-501	1,160	3	\$ 569,338	
A-502	1,163	3	\$ 569,338	
attainable units total @ 150% AMI per HUD income limits	8,292		\$ 4,270,034	
additional storage	736			
Total	16,749			

6. Deed Restrictions shall be recorded against all 16 units in a form approved by the City Attorney.
7. CCRs for the Affordable/Attainable building will include a provision that HOA fees won't increase more than three percent (3%) per year.
8. Initial HOA dues shall not exceed an average of \$250 per month per unit excluding utilities and internet and/or an average of \$370 per month per unit including utilities and internet.
9. Units within Building A, the affordable/attainable building shall be sold and the one unit in Building B will be rented to eligible households defined in the recorded Deed Restrictions.
10. All sales shall be approved in writing by the City Affordable Housing Office.
11. Housing Authority waived the Housing Resolution 03-2017 construction timing and delivery of the affordable housing units Sections 11 and 14.A.

Attached:

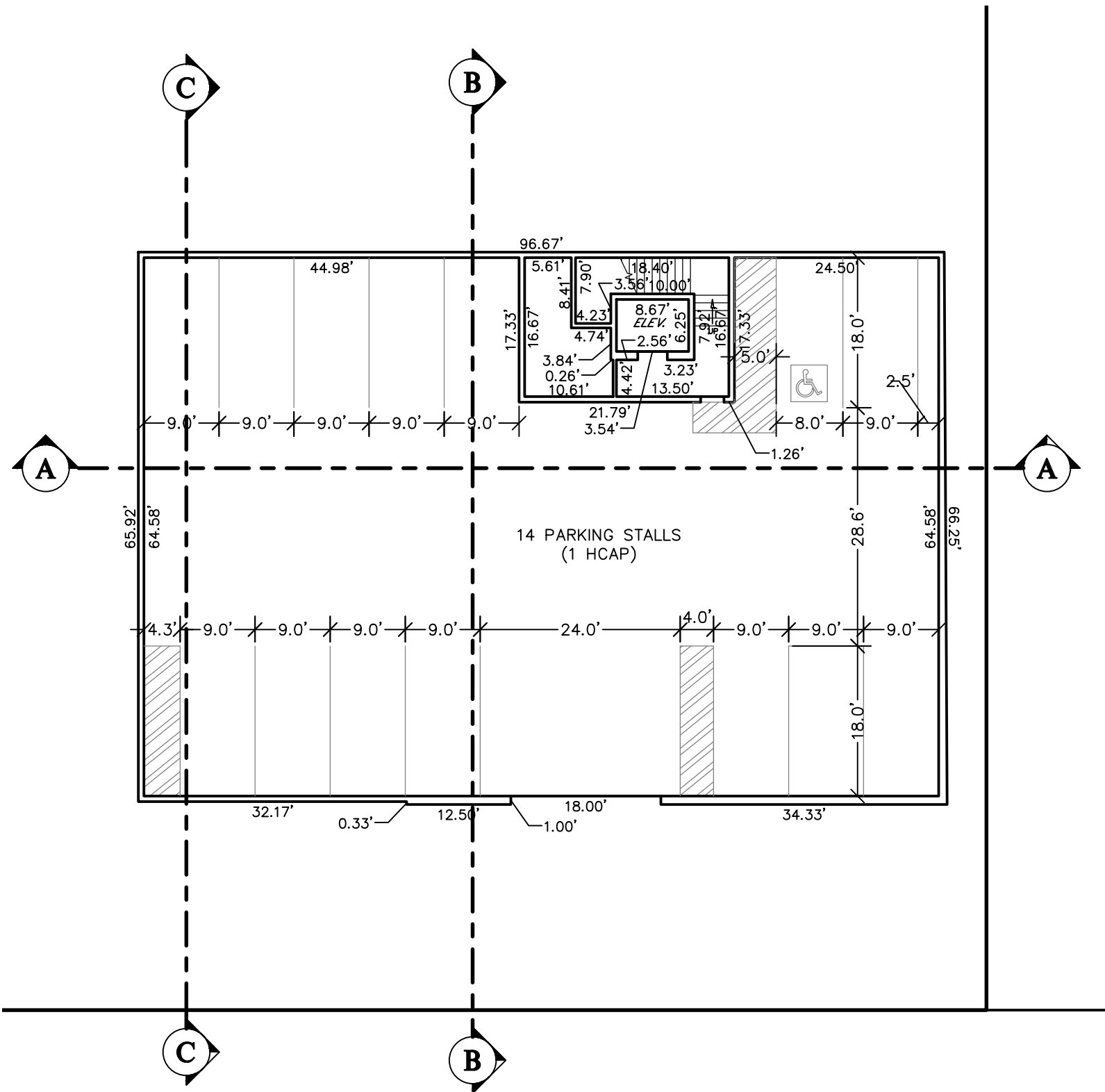
Exhibit A = Housing Mitigation Plan proposed by CRH Partners LLC., dated July 16, 2018 and amended with agreed-upon changes in red as well as proposed 2019 amendments dated April 25, 2019 and May 6, 2019.

Exhibit B = Project Site Plan: Affordable Housing Building is Building A on Lot 1
Exhibit C = Floor Plans for Building A, Affordable and Attainable Housing Building
Exhibit D = Floor Plans for Building B identifying the 717 SF AUE platted as
common area.

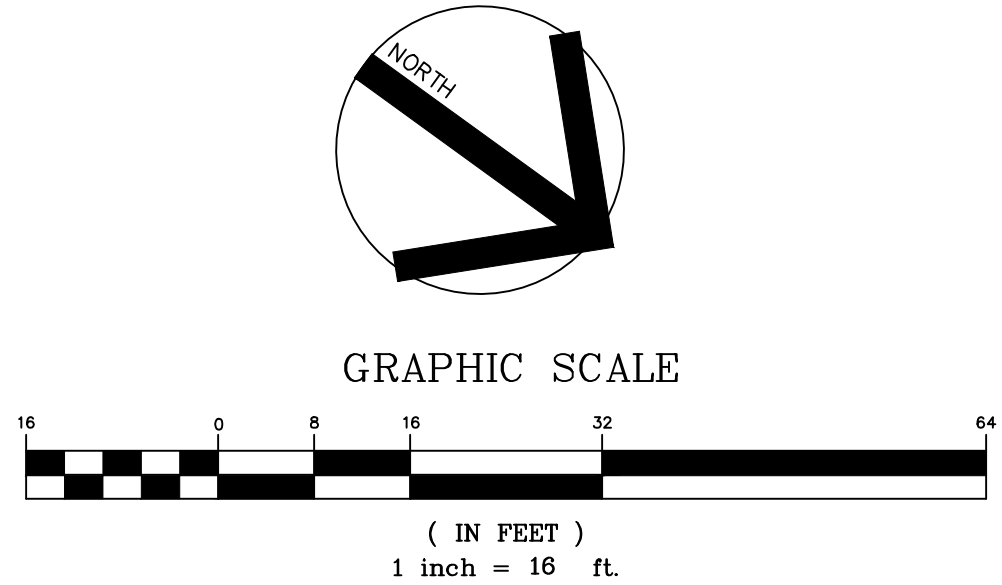
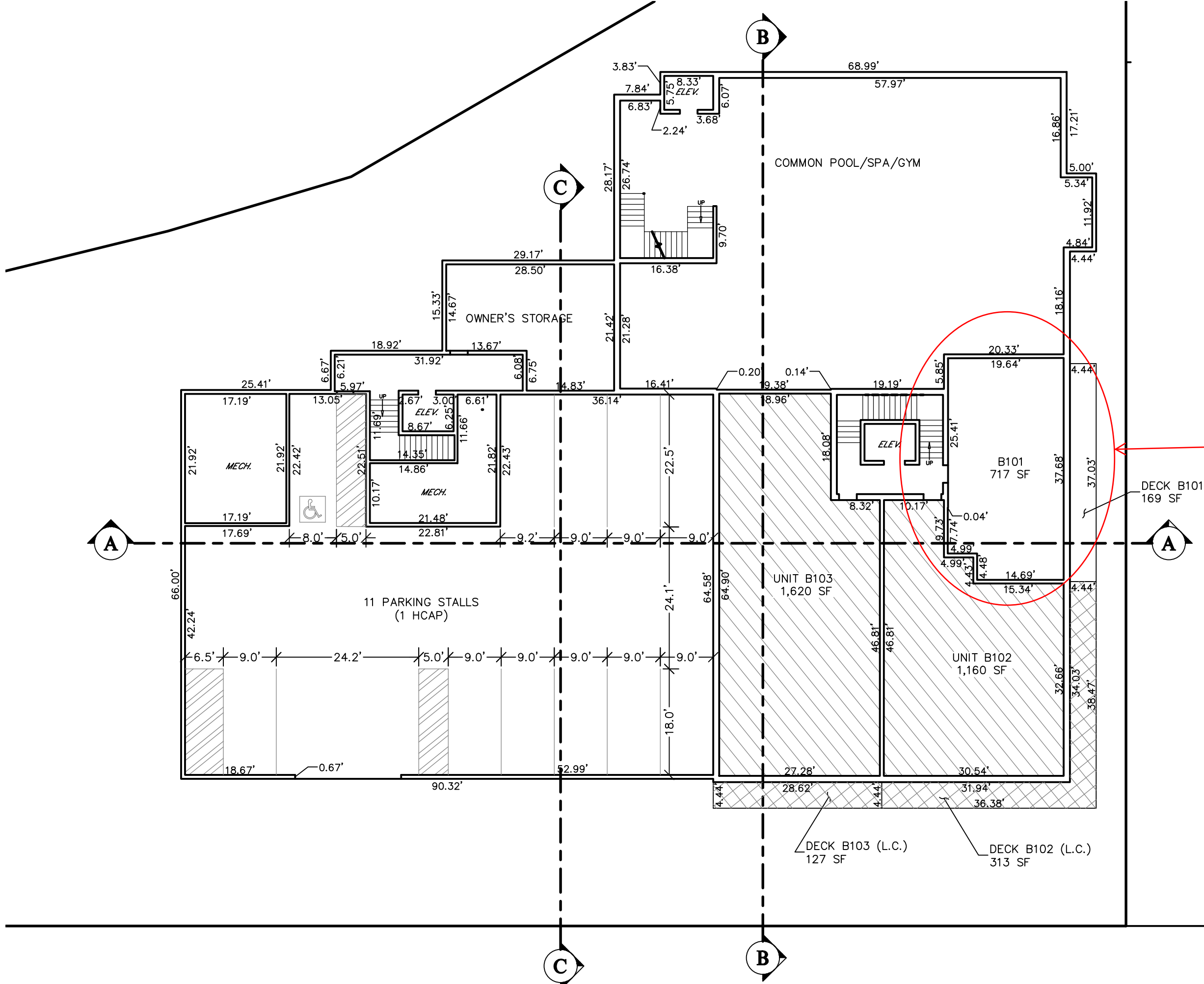
Sincerely,

Rhoda Stauffer
Affordable Housing Program

LEVEL 1
BUILDING B
PARKING LEVEL

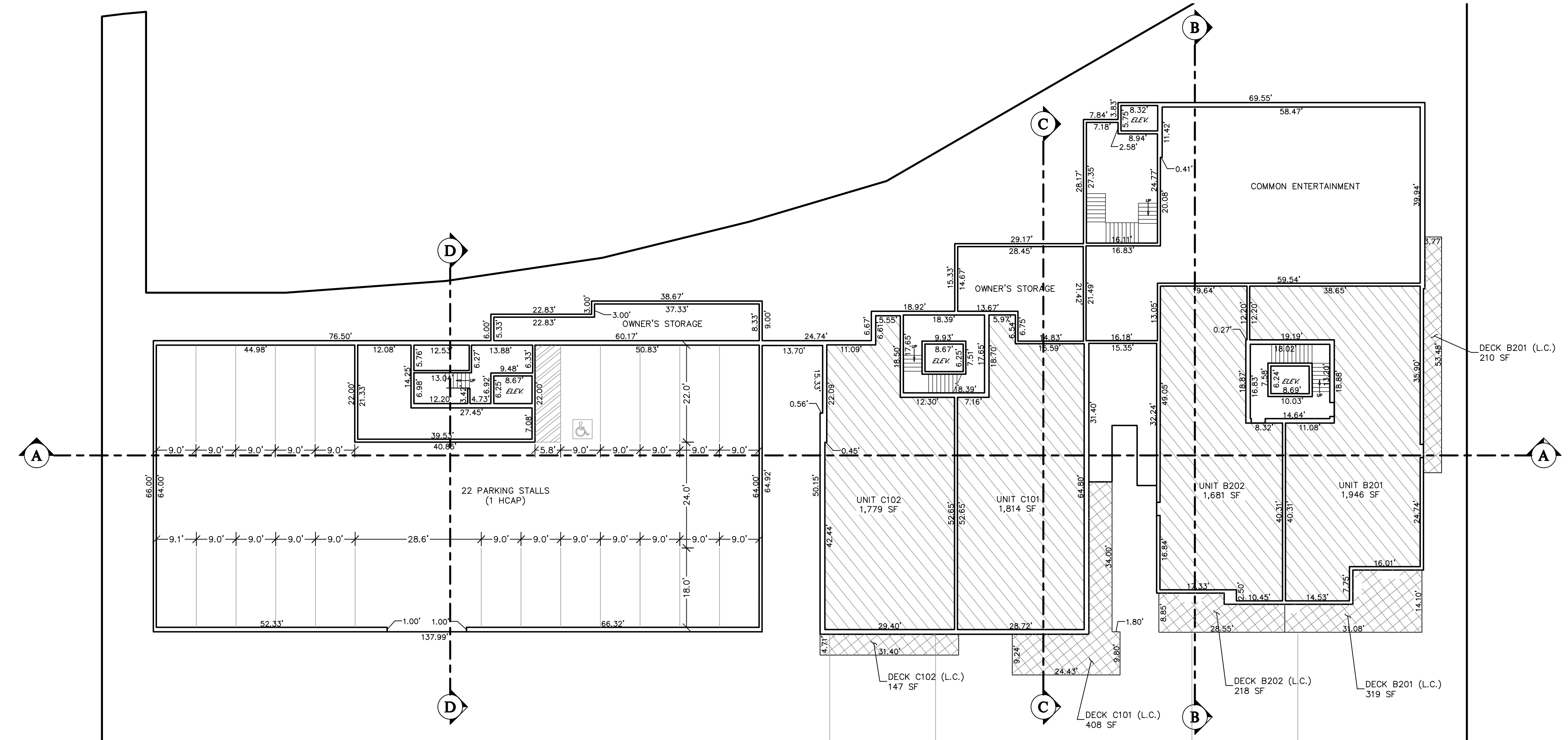


LEVEL 2
BUILDING B
UNITS B102, B103
COMMON B101, LOWER AMENITY
BUILDING C
PARKING LEVEL



AUE #B101

LEVEL 3
BUILDING B
UNITS B201, B202
UPPER AMENITY
BUILDING C
UNITS C101, C102
BUILDING D
PARKING LEVEL



HATCHING LEGEND
COMMON AREA
LIMITED COMMON AREA
PRIVATE AREA

NO. _____
DATE _____
STATE OF _____
CITY OF _____
RECORDED AT THE REQUEST OF _____
RECORDED
CITY RECORDER

Evergreen Engineering, Inc.
Civil Engineering • Land Surveying • Land Planning
P.O. Box 2861 • Park City • Utah • 84060
Phone: 801-557-5682
E-mail: umor@evergreen-eng.com

DATE	BY	REVISIONS	COMMENTS

STATE OF UTAH
PROFESSIONAL LAND SURVEYOR
GREGORY R. WOLBACH
NO. 187788

DESIGNED BY:
WOW
DRAWN BY:
ADM
CHECKED BY:
ADM

KINGS CROWN CONDOMINIUMS
FLOOR PLANS - LEVELS 1, 2 & 3
FOR: CRG PARTNERS
PROJECT NO: 1626
PLOT DATE: MAY 16, 2019